QUALITY GROWTH ALLIANCE

RECOGNITION PROGRAM

Criteria for Preliminary, Final, and Exemplary Recognition

Overview

By 2040, the central Puget Sound region will grow by 1.7 million new residents and 1.2 million new jobs. Where will growth be located and what will it look like? A multidisciplinary regional visioning exercise called Reality Check was held at the University of Washington on April 30th, 2008 to respond to these questions. Business leaders, environmentalists, policy makers, developers, and community activists worked together to create unique growth scenarios. By day's end, participants struck consensus on guiding principles for how to accommodate growth and encouraged development policies that: 1) create great places to live and work; 2) locate the majority of new growth – jobs and housing – along major transportation corridors and within existing urban centers[1]; and 3) connect regional centers with additional infrastructure investments.

Since Reality Check, quality growth criteria have been formulated to evaluate proposed development projects. The criteria directly reflect the Reality Check regional vision as well as our region's long-term growth strategy. These criteria form the basis for the Quality Growth Alliance's Recognition Program.

The goal of the Recognition Program is to raise the bar for quality, sustainable projects by setting a regional standard of practice that is both aspirational and attainable. Anticipated outcomes of the Recognition Program are: 1) the formal public recognition and independent support of pre-entitlement development proposals that exemplify quality growth characteristics in the four-county region of King, Snohomish, Pierce and Kitsap Counties; 2) the creation of a credible and accessible regional definition of quality, sustainable growth at a project level, as defined among a diverse stakeholder group made up of the development, environmental, public and academic communities; 3) the documentation of recognized projects, that upon completion, will serve as regional, on-the-ground development examples of quality growth.

Applicants submit the project for review by the Quality Growth Alliance Recognition jury. Application instructions can be found below. This process is entirely confidential and only those projects receiving recognition will be announced.

Recognition Levels

Three categories of recognition are available depending on the stage of the development proposal and the amount of detail available to the jury. These levels include:

Preliminary Recognition recognizes proposals in their early stages and is based on the Preliminary Recognition Criteria set out below. Preliminary Recognition is intended to be used by the developer to help obtain preliminary or concept approvals required by a local government, and indicate that the proposal *conceptually* meets the Alliance's quality growth standards.

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[1] Urban Centers; Specific area identified as those areas designated by a Regional, County or local jurisdictional authority as an "Urban Center".

Final Recognition is based on detailed design and specification data and graphics, and indicates that the development meets the Alliance's criteria for both the Preliminary and Final Recognition categories. It also means that the proposal would, if built as planned, help the Puget Sound region accommodate growth in a manner that achieves sustainable economic, environmental, job/housing balance, transportation, and quality-of-life objectives.

Exemplary Recognition is granted **in unique circumstances** to developments that exceed the Preliminary and Final Recognition Criteria and are: 1) located in local jurisdictions that have the highest quality growth and sustainability requirements, 2) surpass most or all local requirements, or 3) result in a local government adopting quality growth standards.

Eligibility & Application Process

There are (7) distinct quality growth themes upon which applications will be evaluated and judged. These include:

1. Location
2. Density, Design, and Mix of Uses
3. Transportation/Mobility/Accessibility
4. Environment
5. Mixed-Income Housing (for residential projects)
6. Community Benefits
7. Community Participation

Development applications will be evaluated using the quality growth criteria and the subsequent detailed questions. All submitted projects must be within the Urban Growth Area. Each of the seven themes must be addressed at a minimum for a project to be considered for recognition unless housing is not included in the project. If any aspect of the theme does not apply to the project please include a detailed explanation as to why. In addition, the bar must be raised in more than one theme for the jury to recognize the project.

A preponderance of positive answers will be required to attain recognition. However, a simple "yes" answer will not in most cases be a sufficient response. All positive **answers should be accompanied by an explanation as to how the criteria will be met**, with specific information and examples. Negative answers or issues of applicability may also be explained at the discretion of the applicant. If a question is not applicable to the project, please explain why the question is not applicable. Each question should be addressed individually. If you find that a question can be answered by an answer given previously in your submittal, the jury would prefer you copy and paste the text as opposed to referring back to another page or section of the application.

Please note that the criteria are generally *cumulative* with respect to the recognition categories, i.e., criteria for Preliminary Recognition apply to Final and Exemplary and so forth.

Application Presentation

QGA must receive 13 copies of each submittal. The answers to questions on the seven themes must be presented in hard copy. For additional materials (images, etc.), we require that one hard copy be submitted. The remaining 12 copies must be submitted in electronic form on CDs – all images must be saved as PDF files on the discs.

Proposed Project:

Applicant:

1. __Location__

The development must be in an area designated and/or appropriate for growth or revitalization within the existing Urban Growth Areas, most particularly for infill development or sites adjacent or close to developed residential or commercial areas. It should take advantage of existing or short-term planned public water and sewer service. It should, by its location (such as within walking, bicycle or transit accessibility for employees, residents, users or customers), reduce the number or length of vehicular trips.

A key component of the region's long-range growth strategy is the accommodation of a large share of growth in compact, urban centers and in proximity to transit.   This will be accomplished through a wide variety of densities and development forms.

Preliminary/Final Recognition

☐ *Growth Management:*

- *Urban Growth Area:* Confirm your development is within an urban growth area.

- *Identify specific location and jurisdictional authority.*

- *Centers:* Is the development in a regional growth center or other county or locally designated town or other village center? (Identify specifics)

- *Infrastructure Service Area:* Is the development within a current or short-term planned public infrastructure service area (has a 6-year horizon or less and included in the municipality or county's capital improvement plan)?   When will it be serviced by public sewer, water, roads, and other components of infrastructure?

- *Principles:* Does the project avoid the following?
  - Greenfield sites (generally defined as previously undeveloped parcels in suburban or non-urban locations with limited existing infrastructure and development);
  - Designated agricultural, forest, and mineral resource lands of long-term commercial significance, or land previously used as public park land;
  - Significant wetlands, 100-year floodplains, steep slopes, and geologic hazard areas; and
  - Areas adversely affecting the habitat for a threatened or endangered species?

☐ *Adjacencies:* Does the project have at least 50% percent of its perimeter bordering already existing development?

☐ Complementary Adjacent Uses:

- *Support of Community Services:* Is any residential component of the project located within ¼ mile of (2) or ½ mile of (4) or more community facilities? For this purpose, community facilities include such neighborhood-serving uses as: grocery store, supermarket, drugstore, schools, libraries, childcare or daycare, health care facilities, assisted living facilities, community centers, houses of worship, family and human services, parks and recreation facilities, public safety, public buildings and transportation.

☐ *Redevelopment Site:*

- Is the project a redevelopment or renovation on a site with previous development or significant disturbance?

- Is the project on a designated Brownfield? (EPA-designated means: 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, and also includes Brownfield Sites as defined in Public Law 107-118 (H.R. 2869) - "Small Business Liability Relief and Brownfields Revitalization Act" signed into law January 11, 2002.)

☐ *Proximity to Major Employers:* Will a project with a workforce housing component be located in close proximity to major employment or retail centers or to transit nodes accessible to residents?

2. Density, Design, and Mix of Uses

Projects such as strong transit-oriented development and/or urban revitalization projects will in many cases be able to respond affirmatively to the criteria below. These types of projects will serve as regional examples to other growing communities connected to transportation and jobs.

Preliminary Recognition/Final Recognition

a) Density & Mix of Uses

☐ *Density/Uses:*

- What is current land use zoning classification?

- What is the current FAR? And what is the proposed FAR of this project?

- Will the development meet or exceed the current zoning? If it exceeds current zoning, by how much? And how will it fit into the existing context and what design tools are used to integrate the additional density?

- Identify planned project uses: (office, residential, retail, parking, services, entertainment, food and beverage, etc.)

- Describe the proposed project density and how it to supports neighborhood-serving destination retail, employment, civic uses, and increased public transportation in the community.

- Depending upon the scale of the community in which the development project will reside, please respond to the appropriate question below.

  - *High Density Areas (e.g., downtown Seattle and Bellevue, First Hill-Seattle, downtown Tacoma, etc.):*
    - Mixed-Use: Will the density be sufficient to support 24-hour use, (groceries, exercise facilities, parks, nightlife, etc.)?
  - *Medium Density Areas (e.g., downtown of the Ballard neighborhood-Seattle, downtown Kirkland):*
    - Mixed-Use: Will the project contribute to 12- to 18-hour activity?
  - *Moderate Density Areas (e.g. Wallingford neighborhood-Seattle, Sammamish main street, North End neighborhood-Tacoma):*
    - Mixed-Use: Will the project contribute to daytime commercial use?

☐ *Mixed-Use:* Will the proposed development help balance the jobs, housing, and services mix of the surrounding community, such as providing housing in a job-rich area?

☐ *Vertical Integration:* Will the development promote vertical integration of land uses, for example, housing above stores, or is there more than one use type in a single building?

☐ *Density Incentives*: Will the development use existing density incentives (such as a transfer of development rights (TDR) or affordable housing) to achieve densities beyond current zoning?

b) **Design**

☐ *Design Criteria:* Will the development respond to the jurisdiction's design guidelines or goals for the location? If yes, explain how will the development meet and exceed the existing guidelines? If design guidelines are not in place in the given jurisdiction, will the development create its own response?

☐ *Neighborhood Context:*
- How will the development integrate into the existing urban fabric?

- How will the design demonstrate a competent response to the context of the immediate surroundings including pattern, massing, scale, materials, landscape elements and building arrangement among its neighboring buildings and those in the area?

☐ *Building and Site Entries:* Will the principal functional entry of each building have a front façade that faces public space such as a street, square, park, or plaza?

- *Building Access:* Will the development include attractive, barrier-free, safe stairways, ramps, and through-building access ways that are prominent, functional elements of the buildings?

☐ *Parking Structures and Blank Walls:* Will the design avoid visible parking facilities, blank walls, monotonous materials or lack of variety?

☐ *Pedestrian Environment:*

- *Uses:* Will the design support indoor-outdoor restaurants, retail, or porches at the street level encouraging a vibrant pedestrian experience?

- *Transparency:* Will the design include window and doorway transparency at pedestrian locations. Please indicate the percentage of transparency at ground level.

- *Elements:* Will the design of public spaces provide pedestrian scale elements that improve the overall pedestrian access to and experience of the site, such as active spaces, signage, street furniture, lighting, plant materials, pathways, sidewalk scale and material, and sun and shade devices such as canopies and awnings, bus shelters, fountains and public art?

☐ *Regional Context:* Will the architecture and landscape design respond to local climate, topography, and building/landscaping practice?

☐ *Public Plazas:* Will civic buildings and public gathering places have distinctive form and important sites, due to their special role in establishing and enhancing community identity?

☐ *Historic Buildings:* Will the design use historic buildings in a manner that preserves their historic scale, materials and character? And will the historic buildings become an integral, blended part of the overall development?

☐ *Adaptive Re-Use:* Will the development be an adaptive re-use? Will the buildings anticipate future adaptive re-use where appropriate? (For example, lobbies can be designed for possible future retail use; lighting or climate control systems could be replaced by future energy efficient technology.)

☐ *Future Growth*: Will the streets, utilities, land use pattern and buildings anticipate future growth and changing nature of place, energy technology and environmental conditions?

☐ *Mitigating Impacts:* Will the development mitigate its impacts on the surrounding, less-dense neighborhoods (light, glare, parking, shadows, landscaping)?

3.   Transportation/Mobility/Accessibility

The development should be designed and programmed to offer alternatives to single occupancy vehicle trips by providing or supporting transportation modes that do the most to enhance air quality and reduce greenhouse gas emissions. The variety of available or developing transportation modes may vary broadly depending upon the location of the proposal. The scale of such efforts ranges from providing safe and effective pedestrian and bicycle access to encouraging the most efficient development around the light-rail, heavy-rail, bus rapid transit, streetcar stations, and ferry terminals.

Preliminary Recognition/Final Recognition

☐ *Connectivity:* Will the development fully connect where feasible with adjoining streets, sidewalks or all-weather pathways to surrounding neighborhoods or transit stations consistent with critical access regulations? Will the design discourage or avoid dead spaces and confusing or missing connectivity?

☐ *Internal Multimodal Circulation & Linkages:* Will the development's internal circulation encourage multimodal transportation by providing connections (e.g., connected paths, sidewalks, bike lanes, trails) reinforced with streetscaping, wayfinding, and traffic calming?

☐ *Streets:*
   - *Widths:* Will the effective street width be reduced by permitting on-street parking, curb bulbs, sharrows (shared lane roadway markings often used for bicycles), and other techniques appropriate for the forecasted volumes, mix of traffic modes, and need for land use accessibility?

   - *Curb Cuts:* Will the development minimize driveway cuts and prioritize driveways in areas that minimize pedestrian and bicycle crossing conflicts with turning traffic?

☐ *Safety:*
   - *Pedestrian and Bicycle:* Will the project's intersections and entry points have well-marked crosswalks, wide sidewalks, bicycle paths with logical connections, origins, and destinations?

   - *Lighting:* Will the pedestrian/bicycle design include landscaped, well-lit routes that connect to adjoining communities and trails consistent with environmental regulations?

- *Safety:* Will the design make significant provision for public safety, including design of lighting, avoidance of blind dead-ends or corners, 'eyes on public spaces', visibility, places of refuge, security systems, etc.?

☐ *Vehicle Miles Traveled (VMT):* How does the project decrease the vehicle miles traveled (VMT)? Reducing VMT lessens how much carbon is emitted and contributes positively toward Washington State's goal of reducing single-occupancy vehicular driving by at least 30 percent less than the region's typical travel from the same type of use? (This is the 2035 per capita VMT reduction benchmark adopted in RCW 47.01.440(1)(b). *Transportation Demand Management (TDM):* Will the development create, maintain, and manage a comprehensive multimodal TDM program? If so, will the TDM program:

- Provide an on-site manager to promote transit and alternative transportation for residents and workers?

- Provide ongoing education, on-site transit use information, convenient location and design of transit shelters, incentives for transit use, and/or transit pass subsidies?

- Charge employees full cost for parking space use?

☐ *Car Sharing:* Will Zipcar, or a similar program, be provided as part of the project? Are such program cars provided preferred parking? Are the car sharing vehicles also accessible to the public? Does the project provide membership subsidies and driving credits to a car sharing company?

☐ *Bicycles:*
- Will bicycle parking be convenient, covered, attractive, secure, and meet or exceed local standards in terms of quantity?

- Will the development maintain or participate in a bike sharing program?

- Will shower and changing facilities be provided if the project is an employment site?

☐ *Transit Access and Ridesharing:*
- *Served by Transit:* Is the project located within comfortable walking distance (typically defined as ¼ mile) from adequate existing or planned public transit station (rail, train, bus, ferry)?   Or is it ½ mile from an adequate existing or planned fixed rail station? For this purpose public transit is adequate if it is fast, frequent, reliable, and comfortable, with a headway of 15 minutes or less.

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- *Commuting:* Will the development, by its location and programming, encourage transit commuting?

  - *High Density Areas (e.g., downtown Seattle and Bellevue, First Hill-Seattle, downtown Tacoma, etc.):*

    - Transit: Will the density support transit in 10-15 minute intervals? Transit can be considered any of the following (or a combination): heavy-rail, light-rail, bus-rapid transit, streetcars, buses, and ferries.

  - *Medium Density Areas (e.g., downtown of the Ballard neighborhood-Seattle, downtown Kirkland):*

    - Transit: Will the density support transit in 15-30 minute intervals?

  - *Moderate Density Areas (e.g. Wallingford neighborhood-Seattle, Sammamish main street, North End neighborhood-Tacoma):*

    - Transit: Will the density support transit in 30-45 minute intervals?

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☐ *Parking:*

- *Type:* Will the development predominantly use structured, interior surface or on-street parking?

- *Parking Minimums:*
  - Will the development take advantage of parking minimums to help encourage alternative modes of travel?

  - If the development is located within a half-mile of transit, will it request a parking variance to permit the parking supply to be reduced below normal local requirements or below historic market practices for these uses?

  - If a phased development, will parking ratios progressively reduce as internally shared activity among complimentary uses occur?

- *Parking Management Strategies:*
  - Will the development manage and price daytime parking to encourage short term (less than four hours) over long term parking (commuter parking)?

- Will the development manage parking with an incentive for shared rather than dedicated (reserved) parking, (e.g., rented or sold separately from residential units or commercial space)?

- Will there be preferred parking for low-emission vehicles, bicycles, and carpools?

4) Environment

Examples of where projects go beyond existing regulations, minimum mitigations, or exceed basic design expectations will be highlighted by the Recognition Program. At the minimum, the development should mitigate impacts on climate change, air quality, and water quality, and it should, as applicable, conserve or restore green infrastructure to support open space and ecosystem restoration goals. The project should be sensitive to existing environmental features and protect natural resources where feasible. Where possible, sustainable design features should be incorporated into the project's design.

Preliminary Recognition/Final Recognition

- ☐ *Compliance with Existing Regulations:*

  - *Grades & Existing Natural Context:* Will the development avoid or significantly mitigate disturbing designated steep slopes, highly erodible or unstable soils, geologically hazardous areas, aquifer recharge areas, and floodplains?

  - *Air, Habitat, Water:* Will the development, by its location and design, help reduce air pollution, reduce greenhouse gas emissions, and avoid disturbing or fragmenting important habitats or water resources?

  - *Resources:* Will the project incorporate sustainable site design techniques that will conserve water and energy, protect air quality, and protect open, agricultural, and/or forested land?

- ☐ *Ecosystems/Sensitive Areas:* Will the development protect, or contribute to the protection of, wetlands, forests, agricultural lands, and aquifer recharge areas and sustain areas of unfragmented ecosystems? Does the development include the restoration or rehabilitation of sensitive areas and/or buffers?

- ☐ *Streams:* Will the project protect or enhance existing stream and river buffers or create new buffers?

- ☐ *Habitat/Wildlife:* Will the project protect or restore on-site habitat, particularly for threatened or endangered species? Will the project adequately address wildlife needs, i.e., salmon habitat, etc.?

☐ *Stormwater:*

- *Water Quality & Impervious Surfaces:*

    - How will the project address the impact of impervious surfaces on water quality?

    - Will the project result in a net decrease in impervious surfaces?

- *Construction:* Will the development use construction practices that reduce erosion and sedimentation, preserve healthy soils, balance cut and fill, and minimize soil grading and transport?

- *Runoff:* Will the project use low impact, environmentally sensitive site design, water management techniques such as infiltration, evapotranspiration, collection and re-use to reduce stormwater runoff?

- *Off-Site:* Does the development contribute to off-site stormwater retrofits or other stormwater reduction solutions within the same sub-watershed or watershed?

☐ *Existing Landscape Clearing/Protection :*

- *Trees:* Will the development mitigate the clearing of trees? Will the development protect existing trees, especially significant trees?

- *Site Disturbance:* Will the development avoid disturbing or removing vegetation, except for the building footprint, parking, access, active recreation, utilities, and for restoration activities?

- *Use of Existing Landscape:* Will the development reuse existing topsoil and/or harvest and reuse existing trees/shrubs?

☐ *New Landscaping:*

- *Landscaping Features*: Will the development add site trees, green screens, green (vegetated) roof, and other design methods of adding vegetation to the development?

- *Practices and Selection:* Will the development minimize use of pesticides, fertilizers and potable water by planting indigenous, regionally adapted or drought-tolerant vegetation in natural areas and landscaping, and avoid using invasive species?

☐ *Open Space:* Will the development's open-space areas be connected on and off-site to protect and make full use of green infrastructure?

☐ *Heat Island Effect:* Will the development use high-emissive roofing or a green (vegetated) roof for at least 35% of the roof area, or a combination of high-albedo and vegetated roof covering 50% of the roof area to reduce solar heating?

☐ *Green Building Materials & Methods:*

- *Healthy Materials:* Will the development, through green building methods and materials, specify the use of green and healthy materials and finishes?

- *Energy Conservation:* Will energy efficient appliances and water conservation methods be incorporated into the design and completion of the development and structures?

- *Material Sourcing:* Will construction materials be sourced from countries or companies that meet climate, wood production and other sustainability goals?

- *Adaptive Reuse / Recycle*: Will the development reuse existing buildings or recycled materials and to what extent?

- *Renewable Energy Sources:* Will the development provide on-site or commit to purchase from renewable energy sources a total of at least 20% of the project's estimated electricity demand?

☐ *Sustainability Criteria:* Will the development respond to other existing sustainable design criteria (LEED, Energy Star, etc.)? Please specify.

☐ Greenhouse Gas Emissions: How will the project reduce greenhouse gas emissions from construction, transportation, and building operations? (A reduction in emissions of 25% from typical emissions for the same type of use would help meet the 2035 greenhouse gas emission requirement adopted in RCW 70.235.020(1)(a).)

5) Mixed-Income Housing

If a project includes a residential component, a mix of homes affordable to people of all income levels is encouraged. To calculate housing affordability, a household's income level and housing costs must be determined. The following table provides annual household median income levels based on 2009 Area Median Income (AMI) limits published by HUD. The income levels represented below are for families of four residing in 2 or more bedroom homes. Housing costs (including utilities) are considered to be 30% of a family's household income.

For Recognition Program applicants with projects in the preliminary phase of development, noting affordability targets and an estimated number of units is sufficient.

2009 Income Levels*	Definition	King	Snohomish	Pierce	Kitsap
Median Income	Based on a family of four	$85,600	$85,600	$69,600	$71,900
Higher Income	Households earning more than 120% AMI	$102,720+	$102,720+	$83,520+	$86,280+
Moderate income	Households earning between 80% AMI and 120% AMI	$68,480 - $102,720	$68,480 - $102,720	$55,680 - $83,520	$57,520 - $86,280
Low income	Households earning at or below 80% AMI (family of 4)	$68,480	$68,480	$55,680	$57,520
Very low income	Households earning at or below 50% AMI (family of 4)	$42,800	$42, 800	$34,800	$35,950
Extremely low income	Households earning at or below 30% AMI (family of 4)	$25,680	$25, 680	$20,880	$21,570

Source: (http://www.wshfc.org/limits/map.asp?Year=2010)

☐ *Income Targets:* What percentage of housing affordable for the following (AMI) AMI levels will be provided? What percent will be for-sale housing and what percent will be for rental? What are the respective price targets for each category?

Income Level	% for sale	Price target	% rental	Rent/month
Higher Income: Above 120% AMI				
Moderate: 80-120% AMI				
Low: 50-80% AMI				
Very Low: At or below 50% AMI				
Extremely Low: At or below 30% AMI				

☐ *Workforce Housing*: Based on projected jobs and employee income, will employees who work in the development be able to afford to live there?

☐ *Local Policies and Practices:*

- *On-Site Creation of New Affordable Units:* Will the affordable homes provided meet or exceed affordable housing policies and practice for the jurisdiction in which this development is located?

- *Off-Site Creation of New Affordable Units:* If low to moderate income housing is not included in the project, will this project add affordable units elsewhere? An example is Washington Mutual Center & Seattle Art Museum addition in which the transfer of development rights program created affordable housing units elsewhere in Seattle.

- *Housing Affordability Financing Tools:* Will this project use existing local, regional, state or federal funding and policy tools to create affordable units?

- *Long-Term Affordability Commitment:* Will the project employ measures to ensure long-term housing affordability?

- *Replacement/Relocation:* If this is a redevelopment project, will all existing affordable homes be replaced, serving the same or lower income households on site? Will the project displace any households? If so, will relocation assistance provide displaced households with comparable housing costs and location?

☐ *Innovative Financial Strategies to Create Greater Affordability:*

- *Operating:* Will the project incorporate energy-efficient materials and green building principles that help reduce long-term occupancy costs?

- *Transportation:* Will the development employ innovative parking strategies that result in greater housing affordability? (An example might be the use of shared parking which reduces construction costs.)

- *Employer Assistance:* Will the proposal demonstrate or implement employer/employee housing strategies?

- *Public/Private Partnerships:* Will the development represent a partnership between public and private sectors?

- *Integrated:* Will the project integrate various income groups within the development? Will the project integrate the mixed-income units and market rate units into the same buildings without distinction?

6) Community Benefits

The development should generate benefits for the surrounding area or the host community that respond to the existing cultural context. These may include positive economic impacts, affordable homes, support for the school system, historic preservation and adaptive reuse, public access to parks or open space, support for local efforts to encourage alternative transportation, contributions to the arts or community facilities, or other improvements to the quality of community life. A range of benefits should be considered.

Preliminary/Final Recognition

☐ *Community Amenities:*

- *Private Sector:* Will the development offer the community a significant quality-of-life benefit such as a coffee shop, grocery store, supermarket, drugstore, daycare center, farmers market, garden/pea patch, etc.?

- *Public:* Will the development provide major new public benefits identified by the local jurisdiction as a high priority for the area and site, i.e. public park, schools, library, street, station entrance, and sidewalks?

☐ *Business/Employment:*

- *Employment:* Will the development create neighborhood employment opportunities?

- *Retail:* Will the development retain or provide space for local retailers?

- *Existing Businesses/Residents:* Will the development employ strategies to retain current businesses or residents? If any are displaced, will relocation assistance be provided to those businesses or residents?

☐ *Housing:* Based on projected jobs and employee income, will employees who work in the development be able to afford to live there?

☐ *Arts:* Will the development offer a significant benefit to the arts community? Examples include exhibition space, theaters, studios, and incorporation of local artwork.

☐ *Historic:* Will the development retain, restore, and incorporate existing historic structures and sites?

☐ *Connectivity:*

- *Social:* Will the development provide connectivity with the surrounding neighborhood based on its location and design?
- *Children:* Will the development offer safe walk and bicycle routes to schools, parks, ball fields, etc.?

☐ *Schools:* Will the development help support or benefit existing schools?

☐ *Zoning Transitions:*

☐ *Other Benefits: (describe)*

7) <u>Community Participation</u>

The developer should encourage substantial community participation during the development entitlement and approval process.

Preliminary/Final Recognition

☐ *Status of Project Process: (clarify where the project is at in the approval process; i.e. preliminary meetings with neighbors, preliminary meeting with jurisdiction, submission to jurisdiction etc.)*

☐ Process/Engagement: How will/or has the Developer work(ed) responsibly with local groups to identify and resolve local concerns and needs? (describe)

☐ Design/Planning: How will/or has the Developer engage(d) key stakeholders and the surrounding community in a planning charrette prior to design of the development? (describe)

☐ Ongoing Participation: How will/or has the Developer   plan(ned) for ongoing community participation in the development planning? (describe)

☐ Support: Will the developer have written support, e.g., letters from community members and groups? If so, please provide copies.