Global Future Cities Programme

SDG PROJECT ASSESSMENT TOOL
VOL 1: GENERAL FRAMEWORK

JANUARY 2020

Foreign & Commonwealth Office

UN HABITAT
FOR A BETTER URBAN FUTURE

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SDG Project Assessment Tool General Framework

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THE SDG[1] PROJECT ASSESSMENT TOOL IS AN OFFLINE, DIGITAL AND USER-FRIENDLY INSTRUMENT THAT GUIDES CITY AUTHORITIES TO DEVELOP MORE INCLUSIVE, SUSTAINABLE AND EFFECTIVE URBAN PROJECTS.

1. In 2015, world leaders signed the Sustainable Development Agenda convening development efforts towards 17 common global goals to be achieved by 2030, which are referred to as the Sustainable Development Goals (SDGs).

WHAT IS THE GENERAL FRAMEWORK?

The SDG Project Assessment Tool (referred to as SDG Tool) is developed by UN-Habitat as an offline, digital and user-friendly instrument to guide City Authorities and Delivery Partners in the development of more inclusive, sustainable and effective urban projects.

The General Framework of the SDG Project Assessment Tool (SDG Tool) comprises the complete list of Sustainability Principles, aligned to the Sustainable Development Goals (SDGs), and the related Performance Criteria.

The General Framework represents the substantial component of the SDG Tool. It covers the three thematic pillars of the Global Future Cities Programme: Urban Planning, Transport and Resilience. Starting from this comprehensive set of principles and performance criteria a tailor-made SDG Project Assessment Worksheet will be derived for each project of the Programme.

The ***SDG Project Assessment Tool_Vol 1: General Framework*** is complemented by the ***SDG Project Assessment Tool_Vol 2: User Guide.***

The User Guide provides an introduction to the SDG Tool, focusing on its rationale, scope, and target groups and beneficiaries. Moreover, the User Guide explains the step-by-step application of the SDG Tool, guiding the users towards an inclusive and effective project assessment process.

Content Structure

The Sustainability Principles are organized into technical and effectiveness key drivers. While the **technical** key drivers need to be followed for sustainable and inclusive urbanization, the **effectiveness** key drivers relate to the implementation, viability and sustainability of the urban projects beyond the Programme period.

Cross-cutting issues, such as climate change, gender, human rights, disability, children, youth and elderly persons are considered integral to the entire framework and incorporated across all Sustainability Principles.

The **technical key drivers** are as follows:

1. Social Inclusion
2. Spatial Planning
3. Environmental Resilience
4. Economic Development

The **effectiveness key drivers** are as follows:

1. Data-driven Processes and Management
2. Capacity-building and Market Maturity
3. Urban Governance and Legal Frameworks
4. Financial Strategies

GLOSSARY OF TERMS

TERM/ACRONYM	DEFINITION
URBAN SERVICES	(i) Basic Services, (ii) Mobility Systems, (iii) Social Facilities and (iv) Public Space
(i) Basic Services	Water, energy, waste management, ICT
(ii) Mobility Systems	Transport infrastructure and networks, including facilities (e.g. stations) and vehicles
(iii) Social Facilities	Schools, hospitals, libraries, and other social utilities
(iv) Public Space	Public parks, green areas, streets, avenues, etc.
INFRASTRUCTURE SYSTEMS	Physical infrastructure related to any of the above urban services (i.e. mobility, basic services, etc.)
VULNERABLE GROUPS	Women, children, youth, elderly, and disabled. Including urban poor, marginalized groups, and all genders, ages and abilities.
CORE PRINCIPLES	Set of Sustainability Principles that will be applicable to the 30 projects of the Programme

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Social inclusion					
1	**Diversity of housing types based on income, tenure, and size ensures housing stock that meets local demand** *PLANNING*	11.1, 10.3, 11c, 05.1	1.1	1.1	The project is based on an assessment of urban demographics, which includes factors such as population growth, family size, income, rate of urbanization, rate of new household formation and the amount that households are able/willing to spend on housing.
				1.2	The project proposes a range of housing tenure typologies (such as rental accommodation, cooperative housing, lease, owner occupied, emergency housing, among others) that improve access to housing and adequately responds to the needs of the current population and especially vulnerable groups.
				1.3	The project explores the best modalities to engage both the public and private sector for housing provision/development, taking into account different modalities of ownership and management (i.e. publicly owned rental, rent-to-own, PPP funded and managed rental housing, 100% privately funded and managed housing, etc.).
				1.4	Housing typologies respect and take into account the expression of cultural identity and the cultural dimension of housing.
				1.5	The project proposes architectural and urban design solutions that address a variety of housing typologies that adequately fit into the existing urban context and respond to the needs and preferences of current and future users, especially groups in a disadvantaged and vulnerable situation. The solutions consider a variety of choices in terms of size (i.e. different number of dwellers per housing unit), block configuration (i.e. Back-to-back terraces, medium-coverage urban blocks) and uses (i.e. productive/commercial housing), among others.
				1.6	If the project area includes informal areas , the project provides measures and strategies for informal settlement upgrading, support of neighbourhood upgrading programmes and provision of incremental housing.
				1.7	Proposed housing typologies are coherent with income levels of target population, especially disadvantaged and vulnerable groups such as women, children and youth, the elderly, the disabled, and indigenous groups.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Social inclusion					
2	**Appropriate provision and spatial distribution of affordable housing meets shelter needs and ensures access to basic services and livelihood opportunities for all** *PLANNING*	11.1, 10.3, 01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 05.1	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 08.5	2.1	The project is based on a background assessment of the housing quality and quantity, including an economic and spatial assessment of the housing needs and supply, access to housing for women, children and youth, the elderly and the disabled and existing populations living in informal or slum areas.
				2.2	The project includes reliable data gathering and assessment to identify vulnerable groups (including urban poor, marginalized groups, and all genders, ages and abilities) within the project's scope and geographical coverage in order to address their needs and preferences.
				2.3	The project applies a social mix approach (mix of different income levels) for inclusive housing provision. Strategies and mechanisms such as the allocation of 20-50% of the residential floor area to affordable housing are included.
				2.4	The project has expanded and/or improved the affordable housing stock through strategies, mechanisms, and/or instruments such as improved affordability of home ownership, subsidies for low-income households to rent or own adequate housing, as well as mechanisms that limit property speculation.
				2.5	The project establishes locations for housing that ensure access to adequate urban services and employment opportunities, promote economies of scale, and prioritize vulnerable and marginalised groups.
				2.6	The project increases access to adequate and affordable housing for all, in accordance with the existing and future housing demand and considering the needs of vulnerable and marginalised groups.
3	**Housing conditions, especially in informal settlements, are safe, secure, and promote well-being** *PLANNING*	01.4, 03.9, 06.2, 07.1,11.1, 11.c, 05.a	01.1, 13.1, 11.5, 01.5	3.1	The project is based on a background assessment of the existing housing quality, especially in informal settlements, including at a minimum, accessibility, security and safety aspects.
				3.2	The project promotes adequate locations for housing that ensure safe and secure shelter, and protect the occupants from natural threats (i.e. flooding, earthquakes, cyclones, etc.) and/or other threats to health (i.e. hazardous chemicals and air, water and soil pollution and contamination).
				3.3	The project ensures the adequate structural quality and durability of housing to provide safe and secure shelter, and protect the occupants from external conditions (i.e. cold, damp, heat, rain, wind), natural threats (i.e. flooding, earthquakes, cyclones, etc.) and structural hazards (i.e. inadequate foundations, lack of standardization of materials).
				3.4	The project promotes sufficient living space, that avoids overcrowding and meets the needs of all.
				3.5	The project promotes housing solutions that ensure access to facilities essential for health, security, comfort and nutrition, including but not limited to safe drinking water, adequate sanitation, sustainable energy for cooking, heating, lighting, food storage, refuse disposal and emergency services.
				3.6	The project considers land tenure security as an essential part of access to housing, and proposes solutions to improve land tenure conditions where needed.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Social inclusion					
4	**Alternatives to evictions and resettlement planning mitigate negative consequences when unavoidable** *PLANNING*	11.1, 11.3, 05.a, 01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5	11.5, 01.5, 01.b, 10.3, 01.1, 11.6, 09.4, 12.2, 17.1, 03.9	4.1	The project fully explores all possible alternatives to evictions and/or resettlement linked to urban development projects such as infrastructure construction (i.e. mobility infrastructure), land-acquisition (i.e. urban renewal, slum upgrades, city extensions), and/or due to environmental reasons. Any eviction and/or resettlement exercise is accompanied by a detailed justification of the decision taken.
				4.2	If evictions are unavoidable, the project identifies relocation sites that fulfil the criteria for adequate housing, access to affordable urban services, public transport and economic and livelihood opportunities, while avoiding segregation or marginalization of the relocated population.
				4.3	If evictions are unavoidable, the project considers relocation sites that are not situated on or in proximity to polluted land, or in immediate proximity to pollution sources or risk areas that pose potential threats.
				4.4	If evictions are unavoidable, the project includes site planning and community planning for resettlement, that ensures a sustainable urban fabric that is connected with the existing city, based on a human-scale and includes a mixture of uses and considerations for future expansion and development.
5	**Ensuring representativeness in datasets facilitates policy making for improving the conditions of all** *PLANNING + TRANSPORT + RESILIENCE*	01.b, 04.4, 05.1, 10.3, 11.3, 16.10, 17.18, 17.14	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 16.6	5.1	The project is based on a stakeholder and beneficiary mapping, that focuses on data that different groups and communities can generate and use, including associated benefits and risks.
				5.2	The project delivers access to managed, transparent and intelligible data sets, where the data is disaggregated and depersonalised according to e.g. age, sex, disability, race, ethnicity, origin, religion or economic or other status.
				5.3	The project proposes strategies to support voluntary self-identification (based on criteria such as gender, race, age, disability etc.) of citizens, preserving vulnerable groups from any other imputed conflicting identification or other self-identification bypasses.
				5.4	The project delivers policies for identifying levels of data literacy among the public, providing strategic approaches to cater to the specific needs of each specific group.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Social inclusion					
6	**The inclusive design of urban services ensures accessibility for vulnerable groups** *CORE PRINCIPLE*	10.3, 05.1, 11.3	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1	6.1	The project is based on a background assessment that identifies vulnerable groups such as women, children, the elderly, people with disabilities, indigenous peoples and migrants and their different needs and preferences.
				6.2	The project outlines a holistic strategy for social inclusion of vulnerable groups that tries to achieve equal representation and addresses broader behavioural and institutional barriers that cause exclusion.
				6.3	The project enhances accessibility for people with special needs, including but not limited to those who are physically, visually, and/or hearing-impaired, as well as those with temporary disabilities and the elderly.
				6.4	The project is gender-sensitive by ensuring women's access, preferences, special needs, safety and security.
				6.5	The project is culturally sensitive thereby including different groups of society such as migrants, indigenous people, etc.
				6.6	The project is age-sensitive thereby including the elderly, the youth and children.
7	**Holistic design strategies improve safety and security of the urban environment** *PLANNING + TRANSPORT*	11.2, 11.7, 16.1, 05.2	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 17.1	7.1	The project is based on a background assessment of existing safety and security issues in the city specifically related to urban space and the use of urban services. This includes both accident and crime rates, disaggregated by type, gender and age, perceptions of crime and safety, and an assessment of the risk factors of crime and safety.
				7.2	The project is based on a risk mapping of hotspot areas for crime and of perception of safety within the area, engaging residents in the analysis process.
				7.3	The project proposes a holistic approach for improved safety and security in public open spaces, particularly through the integration of urban design measures that consider access, lighting, materiality and colour of surfaces, spatial and physical barriers, etc.
				7.4	The project incorporates design solutions for urban services based on the multi-disciplinary Crime Prevention through Environmental Design (CPTED) approach. Through this approach design principles of natural surveillance, natural access control, territorial reinforcement and maintenance are included in an interconnected manner, prioritizing natural over mechanical solutions.
				7.5	The project promotes inclusive access to social facilities and public space, and includes strategies to ensure active use at different times of the day and the year. It considers activities and access regarding operating hours, cost, spatial barriers and users, especially vulnerable groups, women, children and youth.
				7.6	The project proposes maintenance strategies for urban services and public space as an integral part of promoting a safe physical environment, improving perceptions of safety and enhancing the use of urban services. It focuses on community empowerment and management of public space, and possible partnerships between local governments, citizens and civil society.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
	Key Driver: Spatial Planning				
8	**Supply and distribution of urban services and mobility ensures equitable distribution of benefits and easy access for all** *PLANNING + TRANSPORT*	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 05.1, 10.3, 16.6, 17.1, 05.1	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 08.5	8.1	The project is based on a background assessment of the distribution, design, quality and accessibility of urban services (e.g. basic services, mobility systems, social facilities and public space).
				8.2	The project contains a spatial assessment, mapping current and future flows and modes of transport, with particular attention to trends in areas of lower socioeconomic status and those near public services.
				8.3	The project proposes strategies for the provision of urban services, which enhance equitable and non-discriminatory access for all.
				8.4	The project promotes equitable spatial distribution when delivering urban services to all urban residents, including vulnerable and/or marginalized groups.
				8.5	The project considers smart technologies and innovative solutions as enablers to adequately deliver urban services and infrastructure that is equitably distributed. It takes into account potential barriers (such as illiteracy, lack of access to online information, etc), in particular for vulnerable and/or marginalised groups.
				8.6	The project plans for upgrading, maintenance and management of existing reliable urban services, rather than duplicating such services.
	Key Driver: Spatial Planning				
9	**Affordable and reliable public transport reduces cost burdens for all** *TRANSPORT*	09.1,11.2, 10.3, 05.1	10.2, 10.1, 09.b, 09.3, 09.2, 01.1, 08.5, 11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 16.6	9.1	The project includes a background assessment of the existing (public) transport system and its conditions, mapping current strengths and weaknesses regarding quality, availability, frequency, affordability and reliability.
				9.2	The project actively improves accessibility for all by increasing affordability (for example through targeted subsidies) and reliability, considering especially the needs of vulnerable and/or marginalised groups.
				9.3	The project uses innovative technologies to improve cost efficiency and reliability of the transport systems, for example by using real-time data on use and performance.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Spatial Planning					
10	**Respecting city limits and protecting natural ecosystems from development helps prevent urban sprawl, vulnerability to disasters, as well as loss of biodiversity and natural resources** *PLANNING*	02.4, 13.1, 1.5, 11.5, 11.3, 11.4, 14.5, 06.6, 15.4, 11.a	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 08.5, 01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c	10.1	The project is based on a background assessment and mapping of the most vulnerable areas for climate hazards (e.g., steep and unstable slopes, flood zones, coastal areas subject to sea level rise and storm surges, etc.), and the identification of areas with agricultural, environmental and/or cultural value.
				10.2	The project considers the designation of land uses and helps shape settlement patterns to reduce and minimize exposure to climate hazards.
				10.3	The project promotes strategies and approaches to prevent and reduce the risks of developments (planned and informal) in climate hazard areas, considering their location, type and scale.
				10.4	The project promotes strategies and approaches to relocate, minimize and/or prohibit development (planned and informal) in environmentally sensitive areas, e.g. estuaries, wetlands and important coastal habitats like mangrove forests.
				10.5	The project includes strategies and approaches that promote more compact development patterns.
				10.6	The project includes scenarios identifying city-wide exposure and vulnerability based on different hazard levels in line with the conducted background assessment.
				10.7	The project recognizes and regulates urban development (i.e. through land use and building rights) in accordance with a demographic assessment and estimated population projections, and ensures that these do not result in unsustainable land use and consumption.
				10.8	The project identifies land within the city limits suitable for extensions (informed by demographic, economic, and other holistic projections), promoting sustainable and controlled city growth.
11	**Urban regeneration before developing new areas promotes compact city form and helps prevent destruction of natural features and habitats** *PLANNING + RESILIENCE*	11.3, 11.1, 10.3, 11.4, 14.5, 06.6, 15.4, 11.a, 02.4	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 08.5, 01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c	11.1	The project is based on an assessment of potential assets (i.e. existing vacant land, buildings and infrastructure such as degraded railway lines) within the geographical area that can be regenerated, preventing unnecessary expansion of the city. The assessment covers the spatial assessment of the project site and its environmental conditions, proximity and relation to nearby residential and commercial areas, and nearby transport nodes.
				11.2	The project utilizes brownfield sites through planned city infills, promoting a compact city form and preventing informal development and sprawl.
				11.3	The project considers and promotes, if appropriate, the benefits of retrofitting brownfield sites, buildings and infrastructure within the existing urban footprint to increase the density of residential areas and economic activities, promote more socially integrated communities and avoid delays due to regulations associated with change of land use and building rights.
				11.4	The project considers upgrading slums and informal settlements, including improving living conditions and increasing security of tenure, as a means for urban regeneration.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Spatial Planning					
12	**Integrated urban planning and design at different scales (neighbourhood, city, region) and across different sectors (transportation, infrastructure, land use, etc.) ensures consistency and positive catalytic effects** *PLANNING + TRANSPORT*	11.a, 17.18, 17.14, 11.3	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 16.6	12.1	The project is based on a spatial assessment of the existing urban conditions, dynamics and opportunities across different urban scales (neighbourhood, city-municipal, city-region, metropolitan, and national scale) and sectors (e.g. transportation, infrastructure, land use).
				12.2	The project includes data gathering and/or assessments to inform all aspects of the project, such as research, planning, policy making, decision-making, design and operation. It builds on the conducted assessment to address the needs and preferences of all.
				12.3	The project considers (spatial) alignment and potential synergies and catalytic effects with other existing projects, sectoral plans, initiatives or strategies, and avoids fragmentation and overlap.
				12.4	To promote an integrated urban planning approach, the project demonstrates spatial coherence and consistency across different urban scales, including the neighbourhood, city, metropolitan and regional and national scale.
				12.5	The project contributes to the creation of a georeferenced information platform (such as GIS). It defines appropriate modalities and levels of data sharing and integration between city agencies that allow for disaggregation of data across regional, city and neighbourhood levels.
				12.6	If relevant, the project considers opportunities for replicability and/or scalability to identify and harness positive catalytic effects and a wider impact in the future.
13	**Appropriate urban density, urban regeneration and planned city extensions ensure compact and sustainable city form** *PLANNING*	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 16.6, 02.4, 11.4, 14.5, 06.6, 15.4, 11.a	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 08.6, 08.1, 09.3, 09.b, 09.2	13.1	The project is based on a background assessment and understanding of the existing urban form, population growth, population and job density, considering past, present and future trends.
				13.2	The project creates incentives for higher density development with appropriate measures to increase infrastructure capacity and mix of uses. Where appropriate, the project follows UN-Habitat's recommended density of at least 150 people/hectare.
				13.3	The project prioritises urban infill, brownfield redevelopment, or vacant urban land instead of new development in greenfield areas.
				13.4	The project locates higher density development in proximity to existing and planned infrastructure (e.g. for basic services and mobility systems).
				13.5	The project includes strategies for a multi-centric urban structure that promotes economies of agglomeration. This includes leveraging the benefits of clustered employment nodes, which can be decentralised considering the metropolitan or regional scale.
				13.6	The project proposes compact development through planned urban expansions that are based on comprehensive growth projections, and a clear layout of buildable blocks and plots economizing land and including mixed economic use of the built area.
				13.7	The project promotes compact (re)development based on a human scale, favouring social interaction and the enjoyment of urban life for all.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Spatial Planning					
14	**Mixed-use development creates more vibrant cities with improved distribution of opportunity** *PLANNING*	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 08.6, 08.1, 09.3, 09.b, 09.2	14.1	The project is based on a background assessment and understanding of the existing urban form, population growth, population and job density, and accessibility and transportation trends, considering past, present and future trends.
				14.2	The project promotes the mixing of compatible uses (i.e. residential, social and commercial) that reduce car dependency, encourage non-motorised transport, reduce landscape fragmentation, provide access and proximity to public services and support mixed communities. As a reference, UN-Habitat recommends a mix of 40 to 60% for economic use, 30 to 50% for residential use and 10% for public services.
				14.3	In order to reduce/limit mono-functional zoning and single-function neighbourhoods, the project introduces mixed land-use regulations and combines compatible land uses at block and neighbourhood level (while respecting market demand and cities' urban by-laws and regulations). As a reference, UN-Habitat recommends no more than 10% of single-function blocks per neighbourhood.
				14.4	The project ensures appropriate mitigating measures and buffers between incompatible land uses, such as polluting industries and housing.
				14.5	The project promotes mixed land uses that are flexible enough to adapt over time to the changing market, and enhance the creation of local jobs and promotion of the local economy.
				14.6	The project proposes diverse planned, programmed, temporary and/or transitionary land uses, that are consistent and ensure active use at different times of the day and the year.
15	**Transit-oriented development increases access to residential and commercial land uses while reducing the need for private motorized travel** *PLANNING + TRANSPORT*	10.3, 11.2, 11.3, 05.1, 09.1	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 16.6 , 01.1	15.1	The project is based on a background assessment of existing mass transit and mobility services, as well as residential, social/public and commercial land uses.
				15.2	The project is based on an assessment on how integrated transport and land-use planning can promote non-motorized transit and reduce the total number of trips.
				15.3	The project actively improves accessibility for all, especially for vulnerable and marginalised groups, as well as access to and from public services.
				15.4	The project contains advocacy and awareness campaigns to stimulate the use of sustainable transport modes over private, motorized transport.
				15.5	The project facilitates new development, higher density, and more mixed-uses, in particular around high capacity mass transit.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Spatial Planning					
16	**Urban design solutions that are climate responsive ensure comfort and enhance urban resilience** *PLANNING + RESILIENCE*	11.c, 11.7, 06.6, 06.5, 06.a, 15.4, 14.5, 13.1, 11.5, 01.5	09.4, 11.6, 03.9	16.1	The project demonstrates a clear understanding of climate-related risks and hazards, future shocks and stresses including, but not limited to sea level rise, extreme heat, changing precipitation patterns, flooding etc.
				16.2	The project utilizes urban design solutions to enhance urban resilience through increased soil permeability and drainage, including but not limited to increasing permeable surfaces, water retention areas, green areas and retention basins, particularly in drought prone and flood affected areas.
				16.3	The project utilizes urban design solutions to ensure human comfort and reduce heat-island effects, which includes but is not limited to introducing green areas and shade, eco-system services, ventilation corridors, and other measures responding to the city's climatic and environmental conditions.
				16.4	The project utilises urban design solutions to optimise crisis response, which includes but is not limited to establishing evacuation corridors and assembly points, and formalizing municipal response procedures to potential future shocks and stresses.
				16.5	Urban design solutions form a spatial network that includes neighbourhood, district, city, regional and watershed scales. The solutions are also integrated in terms of governance for enhanced urban resilience.
17	**Integrated planning and equal distribution of urban services with an adequate capacity helps meet current and future population demands efficiently, ensuring inclusivity** *PLANNING + TRANSPORT*	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 11.1, 16.6, 11.a, 05.1, 10.3	11.3, 11.6, 09.4, 12.2, 17.1, 03.9	17.1	The project is based on a background assessment of existing capacity of urban services (including basic services, mobility systems, social facilities and public space), including current and future population demands.
				17.2	The project gathers reliable and disaggregated data (i.e. gender, age, ability, spatial location) and assesses the spatial distribution, access and use of urban services, including the needs and preferences of vulnerable and marginalized communities in particular.
				17.3	The project plans for adequate provision of urban services that meets current needs and accommodates the expansion based on future needs.
				17.4	The project addresses the planning of urban services by assessing in how far service provision is siloed and by moving towards multi-sectoral approaches.
				17.5	The project ensures equitable provision and distribution of public facilities to be socially and spatially accessible for all, including the most vulnerable and marginalised groups.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Spatial Planning					
18	**Multi-modal mobility systems improve ease of access and efficiency of movement within urban environments** *TRANSPORT*	10.3, 11.2, 05.1, 09.1, 08.3	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 16.6, 01.1, 09.4, 11.6, 03.9	18.1	The project is based on a background assessment of the provision, quality and safety of existing multimodal mobility systems, and delineates priority areas and projects based on current and future transit flows.
				18.2	The project identifies approaches to integrate various transport modes, including motorised and non-motorised, as well as public (formal) and private (informal) modes.
				18.3	The project applies a multimodal approach to increase accessibility and quality of the overall mobility network, taking into consideration the percentage of the population with direct universal access to reliable and affordable multimodal transport, waiting time, safety, security, comfort and user information.
				18.4	The project includes an integrated mobility strategy that aligns to the city, metropolitan, regional and national mobility networks and relevant strategies.
				18.5	To strengthen coherence of the overall mobility system, the project addresses existing gaps between different transport networks and modes.
				18.6	The project incorporates seamless transport and integration of fares to make services more affordable , e.g. by promoting Mobility as a Service (MaaS) and making it financially and spatially accessible to all.
				18.7	The project explicitly addresses sustainable options for first/last mile connectivity to mass transit services, in particular for vulnerable and marginalised groups.
				18.8	The project's design of multimodal nodes supports easy transfers between different transport modes, particularly through signage, pedestrian paths, and lighting throughout daytime and evening hours.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Spatial Planning					
19	**Adequate provision of non-motorised transport (cycling, walking, etc.) promotes sustainable travel and improves the urban environment** *TRANSPORT*	9.1, 11.2, 11.7, 5.1, 10.3, 3.6	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 16.6, 01.1, 09.4, 11.6, 03.9	19.1	The project includes a background assessment of the non-motorised transport infrastructure, focusing on quality, safety and network gaps, as well as current and future travel demand.
				19.2	The project contributes to safe and unobstructed pedestrian and cycle networks separated from motorised traffic. Non-motorised transport routes form a network, connect to the public transport system and, where possible, enhance public space.
				19.3	The project seeks to guarantee the safety of all non-motorised transport users through appropriate design of infrastructure and public space (e.g. separated cycle and footpaths, traffic calming, safe crossings, cycle parking, lighting) and regulatory mechanisms (e.g. speed limits, access restrictions for motorised transport, promotion of an active street life). It focuses on those most vulnerable to accidents, theft, harassment and other risks (e.g. children).
				19.4	The project increases the attractiveness of non-motorised transport by enhancing accessibility (percentage of population with direct access to safe infrastructure) and quality (measuring travel time, universal access, safety, security, comfort and user information) of non-motorised transport infrastructure.
				19.5	The project reduces trip lengths and increases connectivity through land use densification, the promotion of mixed-use areas and compact developments.
				19.6	The project aims for streetscapes that are designed to be welcoming, safe and offer ease of use for multiple modes, especially for non-motorised options (pavements and cycle paths).
				19.7	The project contains advocacy, awareness-raising and incentives to encourage the use of active modes of transport, emphasising personal and environmental health benefits.
20	**Public space as a city-wide network ensures equitable distribution and continuity of ecosystems** *PLANNING*	11.2, 11.7, 05.1, 10.3, 02.4, 11.4, 14.5, 06.6, 15.4, 11.a	11.3, 11.6, 09.4, 12.2, 17.1, 03.9	20.1	The project is based on a background assessment of the existing public space per capita, distance and access to nearest public space as well as potential public spaces (including undeveloped or derelict sites, particularly those zoned for public use).
				20.2	The project aims to contribute to a green city-wide network of public space, by linking existing public space, the regeneration and maintenance of ecological systems, and/or the restoration of environmental connectivity.
				20.3	The design and management of public space considers drainage, microclimates, the environmental protection of ecologically valuable areas (reparation areas, river banks, wetlands and biodiversity), and the reduction of urban environmental risks.
				20.4	If relevant, the project includes the renovation of degraded ecosystems and remediation of contaminated air, water and soil.
				20.5	The project considers a holistic city-wide network of public space on different urban scales (i.e. community, neighbourhood, city, district) and types (i.e. streets, boulevards, squares and plazas, parks, gardens, waterfronts, public urban facilities).
				20.6	The project ensures that public space is equitably distributed (focusing on access for vulnerable groups) within the city, considering UN-Habitat's recommendations of public space being within a walking distance of 400m, equivalent ot a 5 minute walk.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Spatial Planning					
21	**Adequate provision of public space improves healthy living conditions** *PLANNING*	11.2, 11.7, 05.1, 10.3	11.6, 09.04, 03.9, 11.3, 08.5	21.1	The project is based on a background assessment of existing public space provision including size, type, quality, use, location, access including operating hours, charges, spatial conditions such as walking distance, fencing and/or access barriers, quality and safety and linkages to other public spaces. UN-Habitat considers public spaces as "all places publicly owned or of public use, accessible and enjoyable by all for free without a profit motive."
				21.2	The project includes data gathering and assessment of the needs and preferences of marginalized and vulnerable groups, related to their use and access to public space.
				21.3	The project incorporates feedback from marginalized and vulnerable groups in the design of the public space.
				21.4	The project provides opportunities for physical activity (walking, cycling and sports), socialization and play.
				21.5	The project includes strategies for enhancing vibrant public spaces, as a catalyst for upgrading urban areas, particularly through programming and provision of events within public spaces.
				21.6	The project is designed to promote mixed and diverse public space (in terms of: use, users, design, state, time etc) to increase usage and reduce insecurity, with emphasis on streets, pedestrian crossings and other mobility-related infrastructure.
				21.7	The project engages communities in the design of public space, incorporating local references and allowing communities to take ownership of public space.
				21.8	The project includes strategies for inclusive and universal design to improve the accessibility of public space to all users and improving healthy living conditions for all, with emphasis on streets, crossings, and disabled access.
22	**Well designed public space provides nature-based solutions for increased resilience** *PLANNING + RESILIENCE*	11.2, 11.7, 06.6, 06.5, 06.a, 15.4, 14.5, 01.5, 11.5, 13.1	11.6, 09.04, 11.3,12.2, 17.1, 03.9	22.1	The project is based on an assessment of the existing public space network within the city in relation to types, quantity and quality of public space that is relevant for resilience, including disaster mitigation and response.
				22.2	If relevant, the project proposes, based on conducted assessments, a network of public spaces as part of the project's mitigation measures and/or disaster response
				22.3	Through conscious land-use planning, provision and design of public space, development on environmentally sensitive and high-risk areas can be avoided, in particular on riparian land and/or river banks.
				22.4	The project considers the use of public and open spaces as a post-disaster locus for community recovery
				22.5	The project and its design solution takes into account the area's existing biodiversity and ecological infrastructure, proposing nature-based solutions that promote the use of native species.
				22.6	The provision, distribution and design of public space includes strategies to increase resilience and reduce the impacts of climate change, especially heat-island effects and carbon dioxide emissions.
				22.7	The provision, distribution and design of public space proposes solutions to prevent erosion and control sedimentation. Strategies might include: tree planting strategies, establishing a vegetative cover, managing stormwater runoff and land stabilization.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
	Key Driver: Spatial Planning				
23	**Protection and preservation of cultural and natural heritage has economic, social and psychological benefits** *PLANNING*	02.4, 11.4, 14.5, 06.6, 15.4, 11.a	8.5, 8.3, 8.1, 8.2	23.1	The project is based on an assessment of heritage and cultural assets, including natural elements (i.e. open and green spaces, natural ecosystems), urban and architectural elements (i.e. monuments, buildings, urban morphology and built form) and intangible elements (i.e. traditions, festivities).
				23.2	The project promotes active stewardship and ownership of natural and cultural heritage sites and urban spaces, in particular those of social significance.
				23.3	The project promotes the preservation of sites and buildings of cultural heritage significance through adaptive reuse and repurposing building for other uses.
				23.4	The project encourages the promotion and preservation of diverse cultural assets across groups.
				23.5	The project integrates cultural assets and creative practices into planning instruments (including masterplans, zoning guidelines, zoning guidelines and strategic growth policies) to ensure they are safeguarded.
				23.6	The project acknowledges traditions or cultural habits, and integrates these in new urban developments and buildings, e.g. through cultural-sensitive and context-specific designs, use of traditional building materials and techniques, among others.
	Key Driver: Environmental Resilience				
24	**Identification and assessment of vulnerable areas in planning helps reduce exposure and prevents damage from climate disasters** *PLANNING + RESILIENCE*	1.5, 11.5, 13.1, 05.1, 10.3	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 01.1	24.1	The project is based on an understanding of previous climate related disasters and their risks for damage.
				24.2	The project is based on a background assessment of current and future risk scenarios, identifying the most severe and most probable scenarios.
				24.3	An assessment of exposed and vulnerable areas is conducted at multiple scales, including, but not limited to, neighbourhood, district, city, regional and watershed levels.
				24.4	The project identifies vulnerable urban communities and their needs including potential measures to mitigate vulnerability.
				24.5	The project is based on an assessment of significant direct and indirect costs of potential diasters, including, but not limited to, human and financial losses.
25	**Equipment and systems for early warning and monitoring help inform emergency response to reduce damage** *RESILIENCE*	13.3	1.5, 11.5, 13.1	25.1	The project proposes the installation of detection and monitoring equipment (satellite imagery, rain radar, precipitation monitors, seismic activity monitors, etc.) for potential disasters, including but not limited to, floods, earthquakes, tsunamis and hurricanes.
				25.2	Early warning and appropriate response information is effectively communicated to reach all, particularly marginalized and vulnerable groups – especially those that might be neglected by mainstream communication channels due to language or technology.
				25.3	The project identifies the institutional, systemic and/or individual needs and opportunities of the city in regard to capacity to respond to emergencies.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Environmental Resilience					
26	**A plan for evacuation and relocation ensures effective disaster response** *RESILIENCE*	13.3, 01.5, 11.5, 13.1	11.3, 11.6, 09.4, 12.2, 17.1, 03.9, 02.4, 11.4, 14.5, 06.6, 15.4, 11.a	26.1	The project is based on a risk assessment of possible disasters that could take place in the area, ranking them according to probability and severity.
				26.2	The project includes a plan for evacuation and relocation during and after disasters for effective response to all possible scenarios and scales (neighbourhood, district, city).
				26.3	The project engages the community in the development of an emergency response plan to respond quickly to natural disasters.
				26.4	The project includes a strategy for command and control, ensuring public and institutional preparedness for disaster coordination and response, identifying roles and responsibilities of different agencies and departments.
				26.5	The emergency response plan considers the integration of private sector utilities to cover energy, water, trash collection, communication and telecommunications requirements during and after the emergency.
				26.6	The project identified relocation areas that are not risk prone to the affected sites, and that don't negatively impact natural and cultural areas.
27	**Resilient design of infrastructure and planning for spare capacity helps maintain and restore basic services, ensuring reliability during and after disruption** *RESILIENCE*	01.5, 11.5, 13.1, 17.1	01.4, 06.2, 07.1, 11.2, 03.8, 11.7, 04.4, 09.1, 09.c, 08.5, 11.1, 16.6	27.1	The project incorporates strategies for resilient design, construction and operation of infrastructure systems, ensuring continuity of critical services in the event of future shocks and stresses due to geographic location, size, or other factors.
				27.2	The project includes a plan to maintain and protect infrastructure and ensure integrity and operability of critical built assets within the city in the event of a disaster.
				27.3	To ensure resilience, the project incorporates principles such as modularity, flexibility and redundancy into the project design.
				27.4	To reduce damage from climate disasters and other hazards, the project considers implementing new infrastructure and development in low risk areas.
				27.5	Redundancy, defined here as having spare capacity to accommodate disruption, is taken into account in the project, based on a thorough assessment of damage, deaths, losses, downtime, and worst-case scenarios.
				27.6	Redundancy within the project is intentional and cost-effective.
				27.7	The project considers redundancy to maintain and restore basic services after disruption on a city-wide scale.
28	**Integrated water systems, including hard infrastructure and nature-based solutions help improve storm water management** *RESILIENCE*	06.6, 06.5, 06.a, 15.4, 14.5	01.5, 11.5, 13.1	28.1	The design is based on an assessment of existing storm water management, hard infrastructure and nature-based mechanisms for water management.
				28.2	As part of the city's storm water management network, the project safeguards natural buffers within the watershed as a whole, including both urban and rural areas.
				28.3	The project protects and enhances relevant ecological systems, including but not limited to, water retention, infiltration, afforestation, urban vegetation, floodplain management, mangroves and coastal vegetation.
				28.4	The project strengthens the area's water resource management by considering linkages between networks such as freshwater, rainwater, drainage, and sanitation.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Environmental Resilience					
29	**Sustainable management of resources helps address depleting resources and sustainable consumption and production patterns** *RESILIENCE*	12.2, 8.4, 9.4, 7.2, 7.3,12.4, 12.5	6.3,11.6, 15.3, 3.3, 3.9	29.1	The project is based on an assessment of the area's climatic and environmental conditions in regard to water, energy and waste, including a diagnosis of the city's risks and vulnerabilities.
				29.2	The solutions provided in the project take climate change into account and aim to reduce the project's carbon footprint, toxic waste and greenhouse emissions.
				29.3	The design of the project demonstrates an awareness to the issue of depleting world resources, and incorporates solutions that sustainably manages resources, for example in the choice of materials used in the project.
				29.4	The project considers waste as a component of the design, and includes innovative solutions that consider the circular economy, reduce waste production and provides sustainable solutions for chemicals and hazardous waste.
				29.5	The project considers the lifecycle of materials, and incorporates solutions that consider the principles of reducing, reusing and recycling materials in consumption patterns and production chains.
30	**Efficient, climate-sensitive and context-relevant design helps reduce energy consumption and the impact of extreme weather conditions** *TRANSPORT + RESILIENCE*	11.c, 7.2, 12.2, 01.5, 11.5, 13.1	09.4, 11.6, 03.9	30.1	Extreme weather conditions, particularly the most probable and severe, are simulated as scenarios in feasibility studies conducted to inform development and implementation of the project.
				30.2	The project incorporates nature-based solutions that are contextually and climatically relevant, and demonstrates a thorough understanding of the area's local conditions and culture, material choices, traditional systems, natural ecologies and contextual influences and their effects.
				30.3	The project includes nature-based solutions that are based on the principles of energy conservation and considers renewable sources of energy, reducing dependence on fossil fuels.
				30.4	The design of buildings and other spaces promotes energy efficiency and incorporates passive design components to mitigate effects of extreme weather conditions and reduces building temperatures. Such components could include, but are not limited to, sun shades, building openings, green roofs, etc.
				30.5	Building design in the project incorporates components that reduce energy and water demands , for example, incorporating greywater use and renewable energy sources to make the buildings sustainable and efficient.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Technical Aspects					
Key Driver: Economic Development					
31	**Capitalizing agglomeration benefits and economies of scale increases efficiency and attract new businesses** *PLANNING*	04.3, 04.4, 09.1, 09.5, 08.2, 08.3,11.2, 07.1, 09.b	08.5, 08.6, 08.1, 09.3, 09.b, 09.2	31.1	The project is based on a background assessment of existing and potential economic clusters and economic activities in the city, where clusters are considered as a network of related labour markets that are geographically concentrated.
				31.2	The project identifies and promotes open economic data sharing across city, regional and national levels.
				31.3	The project details how it can contribute to support existing and potential economic clusters and activities capitalizing on existing infrastructure, skills and competition environment of the private sector.
				31.4	The project identifies needs for improvement of soft and hard infrastructure that can strengthen conditions for economic activities. These are addressed through the project or take the form of recommendations for the city.
32	**Prioritizing access and spatially equitable distribution of jobs and businesses attracts diverse human capital** *PLANNING*	8.5, 8.6, 8.3	08.1, 09.3, 09.b, 09.2, 08.2, 07.1, 06.2, 06.1, 04.2, 04.3, 04.5, 03.8, 01.4, 11.7, 11.2, 11.6, 09.4, 03.9	32.1	A background assessment is provided on job density (including informal jobs and job type) and how it relates to transport accessibility and population density.
				32.2	The project contributes to increased accessibility to jobs, commercial uses, and pubic services.
				32.3	Accessibility to jobs and job creation take into account diverse job types that are inclusive of different economic sectors and labour forces.
33	**Protection and integration of the informal sector makes the economy resilient and supports livelihood and job creation** *PLANNING*	4.3, 4.4, 8.2, 8.3	8.5, 8.6, 8.1, 9.1, 9.3, 9.b, 9.2	33.1	A background assessment is provided on the existing informal economy as well as a gap assessment of existing skills.
				33.2	The project protects existing informal jobs, proposing strategies to enter the formal economy and connecting to existing economic clusters and skills.
				33.3	The project provides urban services to the informal sector, including transport, water, energy, waste management, etc.
				33.4	Informal job protection and strategies to include informal jobs into the formal economy target marginalised and vulnerable groups.
				33.5	Urban services improvement and skills development that support the productivity of informal sectors are proposed.
				33.6	The project includes strategies to match the labour force and skills to local demands.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Data-Driven Process and Management					
34	**Incentives to promote behavioural shifts increase the use and provision of alternative, sustainable modes of transport** *TRANSPORT*	12.8, 13.3	03.9, 05.c, 06.3, 08.3 , 10.2, 11.2, 11.6, 11.b, 13.1, 13.2, 16.b	34.1	The project is based on a background assessment for an understanding of the behavioural choices and patterns, including qualitative measures (e.g. interviews, focus group discussions) as well as quantitative aspects (e.g. modal share, Origin-Destination data) on the use of transportation services.
				34.2	To better understand behavioural patterns, the project is based on a background assessment of existing mobility service provisions, including performance, availability, reliability, affordability and quality.
				34.3	The project incentivizes sustainable travel behaviour, through subsidies or other financial mechanisms.
				34.4	The project disincentivizes unsustainable travel behaviour through congestion fees or other financial tools.
				34.5	The projects increases the attractiveness of sustainable modes of transport through improved quality, comfort, accessibility, efficiency.
				34.6	The project prioritises sustainable modes of transport according to the "green hierarchy" (the most to least green transport option); (i) Pedestrians, (ii) Bicycles, (iii) Public transportation, (iv) Taxis, (v) Multiple occupancy vehicles (e.g. carpooling), (vi) Single occupancy vehicles.
				34.7	The project promotes new service delivery models that leverage technology (e.g. Mobility as a Service) and, where relevant, provide opportunities to integrate formal and informal service providers.
				34.8	The project provides access to information about travel options to all considering potential barriers for marginalised and vulnerable groups.
				34.9	The project outlines a strategy to raise awareness among transit suppliers and users about the importance and benefits of sustainable behaviour (e.g. through a coordinated public relations campaign and city-wide events such as car-free days, etc.).
35	**Efficient data collection based on planning needs supports efficient planning processes and resource management** *PLANNING + TRANSPORT + RESILIENCE*	11.3 17.18 11.a	16.6 17.14	35.1	The project is based on a background assessment to identify data gaps within the project scope that are critical for the urban planning and management processes.
				35.2	The project establishes data collection strategies based on identification and assessment of planning needs and related data-requirements.
				35.3	The project delivers data-driven applications or tools (mobile and web-based) that allow for efficient data collection and management.
				35.4	The project delivers automated data collection systems and processes, targeted at enabling real-time monitoring of urban service delivery.
				35.5	The project establishes mechanisms for requesting and accessing data, with clear response times.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Data-Driven Process and Management					
36	**Effective data management systems support sustainable planning processes** *PLANNING + TRANSPORT + RESILIENCE*	17.18 16.6 16.7 17.14 11.3	11.3	36.1	The project is based on a background assessment (within the project scope) of the local government's current data framework, tracing omissions, redundancies, impediments and alike, as well as the institutional and internal organisational arrangements, levels of capacity and available hard-and-software.
				36.2	The project establishes detailed policies and protocols for data sharing inside government (among public departments and third parties), including initiatives on promoting legal advice and safeguards for internal data disclosure, as well as actions to mitigate risk aversion.
				36.3	The project provides a detailed roadmap describing the participation process of the government and third party collaborators within the data framework, including best practices recommendations (e.g. data update routines and quality control).
				36.4	Partnerships are supported by specific publicly disclosed and detailed sets of guidelines for collecting, preparing, publishing and updating data, as well as roles & responsibilities for each partnership entity.
				36.5	The project explores the possibility for building collaborative and pluralist groups (committees that involve municipality, civil society, academia, private sector) for evaluating and validating data sources and data-related cooperation agreements.
				36.6	The project is in compliance with technological sovereignty and digital service standards, attending to principles of interoperability, agility and usability, with particular attention to prevention of dependency on suppliers (vendor lock-in).
				36.7	The project delivers a data custodianship framework, establishing policies and guidelines for promoting best practices in data management accountability.
				36.8	The project establishes indicators for assessing the quality and richness of data from each data source.
37	**Efficient use of data supports evidence-based and justifiable decision-making processes** *PLANNING + TRANSPORT + RESILIENCE*	17.18, 16.7, 13.b, 17.8, 05.b, 09.1, 11.2, 12.8, 14.5, 16.10	17.16.1, 12.a, 08.2, 09.a, 13.3, 04.4, 09.c	37.1	The project contains a background assessment on data flows between stakeholders, allowing gaps and barriers to be identified.
				37.2	The project delivers a functional and operational framework for a centre (or similar) within government focused on data science and intelligence that works across sectors.
				37.3	The project builds and formalizes practices for integrating data analysis into decision-making processes, taking into account relevant data sets.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Data-Driven Process and Management					
38	**Monitoring and evaluation ensures long-term impact** *CORE PRINCIPLE*	17.6, 16.6	11.6, 11.3, 1.5	38.1	The project includes a background assessment on data availability and requirements to conduct impact assessments as well as monitoring and evaluation beyond the programme period.
				38.2	A social, environmental and economic impact assessment is being conducted (with particular focus on marginalised and vulnerable populations) that highlights and compares positive and negative effects of the project.
				38.3	The project proposes mitigation measures and safeguards that respond to the findings of the impact assessment. Aspects to be considered include Community Health, Safety, and Working Conditions; Pollution Prevention and Resource Efficiency; Biodiversity Conservation and Sustainable Natural Resource Management; Displacement and Resettlement; Indigenous Peoples; and Cultural Heritage.
				38.4	A comprehensive monitoring and evaluation strategy has been defined that responds to the impact assessment and defines contingency measures beyond the programme period. It identifies clear roles and responsibilities.
39	**Inclusive, transparent, continuous and meaningful participation ensures that the needs and aspirations of the community are addressed though the project.** *CORE PRINCIPLE*	05.5, 11.3	16.6	39.1	The background assessment identifies public, private, academia and civil society stakeholders at city, regional and national level that are relevant for the execution and operation of the project. The project assesses how affected groups can be included and how to ensure a gender sensitive approach.
				39.2	The project builds on existing structures and capacity that safeguard participation for urban planning and management processes. In case these structures do not exist, capacity development and recommendations are provided.
				39.3	The participatory process includes all relevant stakeholders, directly or indirectly affected, and ensures that the views of in particular marginalised and vulnerable groups are represented. The participatory process ensures a gender sensitive approach. If indigenous people are affected by the project, prior informed consent is ensured.
				39.4	The participatory process is continuous and iterative, starting from the formulation stage and being carried out throughout the project delivery process.
				39.5	A meaningful participation process informs the project development by providing stakeholders an opportunity to influence the project. The project targets the needs of the population.
				39.6	The project clearly communicates how participatory processes will be conducted. Relevant information is provided regularly to stakeholders and affected communities on the project development and outcomes of participatory engagements. Information is made available, shared in a reasonable timeframe and channels have been provided for stakeholders to submit their concerns or request information.
				39.7	The project leverages the use of data systems and civic technologies for public engagement.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Capacity-Building and Market Maturity					
40	**Strong technical and professional capacity from all relevant stakeholders secures long-term implementation** *CORE PRINCIPLE*	3.d, 6.a, 13.3, 13.b,17.9, 11.3	16.6	40.1	The project conducts a needs assessment of project stakeholders' capacities and skills, required technical equipment and human resources to support project implementation.
				40.2	The background assessment analyses the capacity gaps of all the stakeholders that are relevant for the projects' success. This can include stakeholders within public administration, at technical or leadership level, and also third parties such as the private sector, civil society and academia.
				40.3	The project considers existing technological capacity and staffing to see what can be realistically be improved with capacity development activities.
				40.4	The project will propose, based on the capacity needs assessment, capacity development activities for project stakeholders in identified strategic areas to support the successful implementation and sustainability of the project.
				40.5	The project will support the creation of mechanisms to record and document project implementation and the content of the capacity development activities to enhance the city's institutional memory and the transfer of knowledge.
41	**Public relations and education campaigns gather early support and improve the likelihood of positive impact** *PLANNING + TRANSPORT + RESILIENCE*	12.8, 13.3, 4.7	1.5, 11.5, 13.1, 12.2, 8.4, 9.4	41.1	The project has a coordinated public relations campaign, with structured messaging in place to ensure information is reliably disseminated to the public.
				41.2	The project has an effective communication strategy to reach all stakeholders and community groups during various phases of the project.
				41.3	The project's communication methods address potentially exposed and/or threatened individuals/communities using the appropriate linguistic and technological means for disseminating knowledge effectively.
42	**Building local partnerships, and drawing on local resources/capacities, facilitates sustainable project implementation** *CORE PRINCIPLE*	17.17, 08.4, 12.2, 09.3	3.d, 6.a, 13.3, 13.b,17.9, 11.3, 8.1, 8.2	42.1	The project explores the opportunity to involve local partners in the execution and maintenance of the project.
				42.2	The project considers the involvement of local partners taking into account its level of professional capacity.
				42.3	The project considers sustainable practices for the building and execution of the project such as promoting locally sourced materials and resources and minimizing the carbon footprint through sustainable sourcing of materials and transportation.
				42.4	The project only proposes international partners for its execution and maintenance, if local capacity and market maturity does not meet minimum standards.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Urban Governance and Legal Frameworks					
43	**Urban planning and regulatory frameworks enable the project's implementation and sustainability in the long term** *PLANNING + TRANSPORT + RESILIENCE*	11.3, 11.a, 11.3, 12.2, 17.15, 13.b, 15.9	10.3, 15.1, 5.a, 11.1, 11.2, 6.1, 6.2, 6.3, 7.1, 13.2, 11.6, 11.7, 11.a	43.1	The project is based on and takes into account the existing legal frameworks for urban planning.
				43.2	The project aligns with existing land uses. Changes are enabled by mechanisms in the planning framework for effective and transparent land use changes. If these mechanisms do not exist, recommendations are provided.
				43.3	The project aligns with existing laws and regulations that ensure safe, inclusive and accessible public space for all, including open and green public spaces, streets and public facilities. If these mechanisms do not exist, recommendations are provided throughout the project.
				43.4	The project assesses existing law and regulatory frameworks of developer contributions for the provision of urban services, infrastructure systems and affordable housing. If these mechanisms do not exist, recommendations are provided.
				43.5	The project makes use of updated zoning codes and existing incentives to encourage risk mitigation, resource efficiency and sustainable uses.
44	**Alignment and coherence with existing laws and policies at local, regional and national level enhances the viability and impact of projects** *CORE PRINCIPLE*	17.14, 11.3, 11.b, 13.2	16.6, 11.3	44.1	The project aligns with existing policies (at local, regional and national level).
				44.2	The project's development and implementation is enabled through the existing legal framework (at local, regional and national level) in housing, planning, transport, procurement, etc.
				44.3	The project aligns to the city's strategic goals including spatial, economic and environmental strategies as well as existing projects implemented or in the pipeline.
45	**Action plans for long-term sustainability increase the impact of projects** *CORE PRINCIPLE*	16.10, 16.3	16.6, 11.3	45.1	The project includes risk assessment and built-in mitigation measures in the event of changes in leadership and lack of commitment to carry out the projects beyond the Programme. This includes but not limited to strengthening institutional ownership both at high political and technical level.
				45.2	The project establishes a strategy to further execute and maintain the projects after the Programme. This includes but is not limited to establishing clear steps for implementation and defining a process to formalize the project as a legal instrument.
				45.3	The project includes a communication and capacity development strategy to adequately inform stakeholders and those impacted by the project (i.e. landowners, residents, etc) to understand and comply with legal obligations, rights and appeal mechanisms.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Urban Governance and Legal Frameworks					
46	**Defined roles and responsibilities at all levels of government provide clarity in case of overlapping mandates** *CORE PRINCIPLE*	17.17, 11.3	16.6	46.1	The project develops a stakeholder map and assessment of the institutional setting, outlining roles, responsibilities and mandates an effective development, execution and maintenance of the project in the short, medium and long-run.
				46.2	Based on the stakeholder and institutional assessment, the project adequately distributes responsibilities for the implementation and maintenance of the project based on institutional capacities.
				46.3	Stakeholders identified are mandated the necessary authority and capacity to carry out their assigned responsibilities.
				46.4	The project is enabled by cross-sector and -government level coordination mechanisms and incorporates strategies to ensure multilevel institutional coordination (neighbourhood, city, metropolitan, region and country scale) for effective project design and implementation.
				46.5	Partnerships are proposed with third parties including private sector, civil society and academia if they have added enhancement to the development and delivery of the project .
				46.6	Proposed partnerships follow principles of good governance by being transparent, fair and promoting public benefits.
47	**Prevention measures against gentrification and land price speculation secure land rights and adequate housing for all** *PLANNING + TRANSPORT + RESILIENCE*	11.3, 17.1, 10.3	07.1, 11.1, 11.2, 11.7, 01.4	47.1	The project applies land use instruments to equitably capture the increase in land and property value generated as a result of urban development processes, infrastructure projects and public investments - to prevent solely private capture, land and real estate speculation.
				47.2	The project contributes and enforces policies that secure Land, Housing and Property rights especially for marginalised and vulnerable groups while developing adequate and enforceable regulations in the land, housing and economic sectors. This can include resilient building codes, standards, development permits, land use by-laws and ordinances, and planning regulations, that combat and prevent displacement, homelessness and arbitrary forced evictions.
				47.3	The project recommends regulatory measures on gentrification such as: the adoption of redistributive policies to redirect municipal resources; improve the supply, quantity and distribution of public space in less fortunate neighbourhoods; inclusionary zoning measures that support affordable housing for marginalised and vulnerable groups.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Urban Governance and Legal Frameworks					
48	**Fair compensation and resettlement minimizes vulnerability to social and economic shocks, promoting resilience, inclusivity and integrated urban development** *PLANNING + TRANSPORT + RESILIENCE*	11.5, 11.1, 01.5, 01.b, 10.3, 16.10, 01.4, 05.a	11.3, 11.2, 04.5, 06.1, 06.2, 11.7, 03.8, 07.1, 01.1, 01.2	48.1	When relocation has been identified as the most feasible option, the project provides fair and just compensation for any losses of social capital, land, housing, jobs/businesses and other property or goods, including interests in property for those affected directly, indirectly at the project sites, up&down stream.
				48.2	Where land needs to be alienated, the project applies strategies to compensate and resettle all those affected with land or financial payment commensurate in quality, size and value, or better while taking into account spatial location; with compensation and resettlement plans agreed upon in a participatory process.
				48.3	The project involves all those likely to be affected in compliance with the UN Guidelines on Development-based evictions (A/HRC/4/18), including criteria such as: appropriate notice to all potentially affected persons, effective dissemination of relevant information in advance, a reasonable time period for public review of, comment on, and/or objection to the proposed plan, among others.
				48.4	During planning processes in the project, opportunities for dialogue and consultation must be extended effectively to the full spectrum of affected persons, including women and vulnerable and marginalized groups, and, when necessary, through the adoption of special measures or procedures.
				48.5	Where relocation and resettlement is necessary, the project contains a detailed justification for the decision, including on: (a) absence of reasonable alternatives to land acquisition through alienation; (b) full details of proposed lack acquisition/alienation, compensation and resettlement plan; and (c) where land alienation is preferred prove mitigation measures taken to minimize the adverse effects of relocation and resettlement.
				48.6	Where resettlement is necessary, the project ensures that the human rights of marginalised and vulnerable groups are equally protected, including their rights to land, housing and property and access to other productive resources.
				48.7	The project considers that the persons, groups or communities affected by relocation resulting from the project will not suffer detriment to their human rights, including their right land, housing and property rights; at the site of relocation.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Urban Governance and Legal Frameworks					
49	**Tenure security to housing, land and property improves social and economic status for all, especially marginalized and vulnerable groups** *PLANNING + TRANSPORT + RESILIENCE*	11.5, 11.1, 1.5, 1.b, 10.3, 16.10, 1.4, 5.a, 13.1	11.3, 11.2, 4.5, 6.1, 6.2, 11.7, 3.8, 7.1, 1.1, 1.2	49.1	The project includes a land tenure and related resources assessment on social and economic wellbeing of the communities affected, taking into account factors such as economic activities, income levels, job security, access to adequate housing, safe public spaces, basic services and among others.
				49.2	The project promotes security of tenure by guaranteeing legal recognition and protection of such rights from involuntary eviction, harassment and other threats.
				49.3	The project includes provisions for informing and raising awareness among residents on their housing, land & property rights while engaging local organized groups, including CSOs that champion and advocate for these rights.
				49.4	The project incorporates secure tenure rights of people and communities by considering partnership-based collaborative community driven approaches, protection of public land, development of affordable planning standards, capacity development of state and non-state institutions around land policy, management and governance and other comprehensive projects.
				49.5	The project supports plurality of tenure and the continuum of land rights to enhance tenure security for all, especially the women, indigenous people, urban poor and vulnerable groups.
				49.6	The project advocates for and integrates pro-poor, fit-for-purpose and gender responsive land tools to promote security of housing, land and property rights for all especially for marginalised and vulnerable groups towards a sustainable, inclusive and resilient urban development.
50	**Ensuring privacy and confidentiality supports the protection of people's rights** *PLANNING + TRANSPORT + RESILIENCE*	16.10, 16.6, 17.18	10.2, 09.c	50.1	The project is backed by a background assessment on local and national legal framework on data disclosure/privacy/sharing, identifying gaps, barriers and possible cultural challenges.
				50.2	The project considers actions to ensure data de-personalization and private data confidentiality, aimed at guaranteeing individuals a right to privacy.
				50.3	The project establishes a detailed roadmap describing the process of data disaggregation and depersonalization.
				50.4	The project promotes capacity building on data protection, privacy and control, aimed at citizens and private and public data producers.
				50.5	The project delivers guidelines identifying human-rights crosscutting elements on data (freedom of speech, rights to privacy, to be counted, to identity, to participation etc.), bringing legal and regulatory mechanisms and other considerations in accessible language and multiple platforms.
				50.6	The project defines processes for data protection and security for data management and storage systems, ensuring compliance on protection over the data life cycle.
				50.7	The project provides best practices for data security and privacy by means of implementing a Data Protection Impact Assessment (DPIA).
				50.8	The project provides policies for monitoring compliance with standards of confidentiality, ethical and moral conduct with regard to data use.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Urban Governance and Legal Frameworks					
51	**Effective data dissemination empowers individuals and communities** *PLANNING*	05.b 09.c 09.b 16.10	11.3 16.6	51.1	The project considers a demand-based data approach identifying effective ways to disseminate data.
				51.2	The project establishes detailed and clear criteria for transparency and levels of openness of data.
				51.3	The project delivers a public, intuitive, responsive and assisted digital interface for data visualization/manipulation, allowing for efficient use by citizens.
Key Driver: Financial Strategies					
52	**Realistic long-term financial strategies are essential for project implementation** *CORE PRINCIPLE*	17.1, 17.3,17.16, 17.17	11.3, 16.6, 17.4	52.1	The project is based on a background assessment of the financial requirements needed for the execution, maintenance, and operation of the project. It also includes an assessment of existing financial capacity , financing mechanisms, and legal regulations.
				52.2	A financial strategy is developed that is aligned with existing financial capacity. Market conditions (including supply, demand, public budgeting, etc.) as well as political, social and environmental risks are assessed in this strategy.
				52.3	Capital investment is funded through a combination of sources that includes public funds, private sector contributions, and donor grants among others.
				52.4	Long-term debt, operations, maintenance and depreciation costs have a dedicated funding stream to draw from.
				52.5	Mitigation measures are put in place to prevent common risks to the application of the financial strategy. This should take into consideration rules on cost-effective public procurement, corruption, cost coverages, lower than expected revenue streams and construction delays among others.
53	**Mechanisms for own-source revenue through the project strengthen the government's financial standing** *CORE PRINCIPLE*	17.1	11.3, 16.6, 17.4	53.1	The project is backed by a background assessment of existing and new potential revenue streams for project finance. This includes an assessment of existing revenue sources and their value, legal regulation, and the government's capacity to enforce the rule of law. It also identifies potential areas where revenues and the existing tax base can be expanded or improved.
				53.2	The proposed financial strategy to cover capital, maintenance and operation costs proposes a mix of revenue sources that can increase budget stability. This can include income tax, property tax, user charges and fees, land-based finance tools and consumption taxes.
				53.3	The project includes measures to improving and/or facilitating access to financial markets such as municipal bonds.
				53.4	Land-based finance techniques are enhanced as a way to capture additional financial benefits of urbanization; such as public land procurement, exactions, transfer or sale of development rights and land readjustments.
				53.5	Activities for strengthening the capacity for municipal revenue generation are identified and carried out.

Ref.	Sustainability Principles	SDG Target Alignment		Ref.	Performance Criteria
		Direct	Indirect		
Effectiveness Aspects					
Key Driver: Financial Strategies					
54	**Data literacy and capacity building enhances technology development, research and innovation to support sustainable urbanization** *PLANNING + TRANSPORT + RESILIENCE*	17.9, 05.b 09.c 09.b	16.6 11.3, 09.c	54.1	The project provides a strategic plan for digital literacy education and inclusion actions, aiming at diverse citizen groups, including marginalized and vulnerable communities.
				54.2	The project provides strategies for data-driven businesses and revenue-generation based on data
				54.3	The project promotes digital working and data-focused skills, in particular within marginalized and vulnerable communities, improving formal employment opportunities.
				54.4	The project provides data-oriented capacity building for improving data-driven urban management in public departments.
				54.5	The project promotes urban-oriented data-driven entrepreneurship events, encouraging the emergence of new urban tech businesses.

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