

LEED FOR NEIGHBORHOOD DEVELOPMENT

A SUSTAINABILITY TOOL FOR



What LEED-ND Is: A Collaborative Program



What LEED-ND Is:



Credit Categories

Total Possible Points**	110*
Smart Location & Linkage	27
📧 Neighborhood Pattern & Design	44
Green Infrastructure & Buildings	29
Out of a possible 100 points + 10 bonu Certified 40+ points, Silver 50+ points, Gold 60+ points, Platinum 80+ points	s points
Innovation & Design Process	6
	4

) Smart Location & Linkage: Goals



- 1. Pick the right site
 - Infill
 - Previously Developed
 - Adjacent & Connected
 - Transit-Accessible
- 2. <u>Build on the</u> right portion
 - Avoid development on wetlands & water bodies, agricultural land, and in floodplains

🚯 Neighborhood Pattern & Design: Goals

Compact, Complete, Connected

- People connected to place and to each other
- Shared public spaces
- Nearby goods and services





(In) Green Infrastructure & Buildings: Goals

- 1. Reduce resource use
- 2. Maximize ecological opportunities



Certification Process



Introduction and Users Manual



Three Ways to Use the Manual

 Audit & Amend Existing Plans & Codes

 Establish a New Comprehensive Approach

Target Specific Areas

Integrating LEED-ND Into Local Plans

Comprehensive Plan Elements

- Land Use
- Public Facilities
- Transportation and Circulation
- Housing
- Civic Services
- Natural and Historic Resources
- Economic Development



Incorporating LEED-ND into Traditional Zoning Code Elements

Use, Density, and Bulk & Area Requirements
 Parking & Loading





Incorporating LEED-ND into Site Plan and Subdivision Regulations

- Street Design & Transportation
- Stormwater Management & Utilities
- Sustainable Site Features
- Construction Standards
- Natural Resource Preservation



- Conditions on Site Plan and Subdivision Approvals
- Open Space & Infrastructure Exactions

Incorporating LEED-ND into Supplemental Development Standards

- Design Standards
- Historic District Regulation
 & Landmark Preservation
- Affordable Housing



- Construction Waste Management Regulations
- Development Standards for Buildings, Energy, Plumbing, and Fire Safety

Incorporating LEED-ND into Non-Regulatory Initiatives

- Capital Improvement Plans
- Internal Policies & Non-Regulatory Programs



Project Streamlining and Incentives & Assistance

Project Review and Approval Process Streamlining

Incentives & Assistance



Target Area:

- * Mount Vernon Avenue corridor and South West Street
- Medium density, commercial development
- Within ½ mile of Mount Vernon West Station, Metro North RR
- Currently zoned:
 - Industrial
 - Commercial Business
 - Neighborhood Business
 - Apartment House
- Surrounded by residential uses



DRAFT Use Requirements

- Multifamily dwellings
- Community purpose buildings
- *Business, professional or governmental offices
- Stores and shops exclusively for sales at retail or the performance of customary personal services
- Museums and/or art galleries
- Hotels and motels
- **⇔**Bars
- Bakeries, retail
- Restaurants
- Banks
- Theaters and/or concert halls
- Animal hospitals
- Schools, day-care centers, nursery schools (special use permit)

Evaluation Using:

TGM Strategy 2.1 Mixed Uses
 NPDc3, Mixed-Use Neighborhood Centers
 & LEED-ND Diverse Use Appendix

Additional uses identified from LEED-ND criteria:

- Food Retail (supermarkets, food stores with produce, farmers' market)
- Community-Serving Retail (clothing, hardware, pharmacy)
- Services (hair care)
- Civic and Community Facilities (adult/senior care, family entertainment, government offices that serve public on-site, social services)
- Live-work spaces
- Produce gardens, green houses
- On-site renewable energy generation systems



DRAFT Building Height Requirement

- *shall not exceed 42' feet in MX-42
- *shall not exceed 90' feet in MX-90



Evaluation Using:

TGM Strategy 2.10 Taller Building Heights
 NPDp1 & NPDc1, Walkable Streets
 minimum building height-to-street-width ratio of 1:3

Building height meets LEED-ND criteria:

Existing street widths

Mount Vernon Ave: ~62 ft

♦ Macquesten Pkwy N: ~113 ft

♦S West St: ~34 *ft*

Minimum building heights to meet 1:3 ratio

 $Mount Vernon Ave: \geq 21 ft$

A Macquesten Pkwy N: \geq 38 ft

♦S West St: ≥ 11 feet



DRAFT Setback Requirements

Front Yard Setback

*front property line

Secondary Front Yard Setback

secondary front property line

Side Yard Setback

*side property line

Rear Yard Setback

rear property linepossible buffer



Evaluation Using:

TGM Strategy 2.11 Reduced Building Setbacks

NPDp1 & NPDc1, Walkable Streets

♦≤18 to 25 feet from property lines on pedestrian realm

Building façades within 1 ft of sidewalk along mixed-use and nonresidential streets

Setbacks meet LEED-ND criteria:

At property lines

Potential buffer in rear of property

between mixed uses and residential neighborhood

will not interfere with pedestrian realm

Incentivize TGM Strategies:
\$3.1 Sustainable Pavement
\$3.2 Energy-Efficient Street Lights
\$3.5 Bicycle Network and Parking
\$3.6 Green Streets
\$3.11 Sustainable Stormwater Management Infrastructure
\$4.10 Construction Waste Management
\$4.12 Green Buildings

- Possible Incentives:
 - ♦6.1 Clear Roadmap of Review Process
 - ♦6.2 Expedited Review
 - *6.4 Internal Project Review Standards
 - ♦6.8 Fee Rebates

Census Tract 601:

- Along U.S. Route 44, which connects to County Routes 71 and 72
- High and low density residential; commercial and institutional
- * 8 miles from Poughkeepsie train station
- Currently zoned:
 - Commercial
 - Institutional
 - Industrial

Residential



Source: Dutchess County Department of Planning and Development

MODEL Design Standards

- New buildings should have entrances on a public-space facing front facades
- Nonresidential and mixed use areas: entrances on average every 75 feet or less
- Design standards on window height and breaking up blank walls with windows, murals, etc.
- Minimum ground-floor retail use for office buildings

Evaluation Using:

 TGM Strategies 4.1 Building Entries on Front Façades, 4.2 Building Entries at Minimum Intervals, 4.3 Ground-Floor Retail, 4.4 Transparent and Interesting Façades, 4.5 Elevated Finished Floors, and 4.6 Garage, Service Bay, and Parking Lot Location and Design
 NPDp1 and NPDc1, Walkable Streets

Model zoning regulations for parking meet LEED-ND criteria:

- Building entrances
- Facades, doors, and windows
- Ground-floor residential units and retail
- Parking structures

- Comprehensive Plan Areas of Focus
 - 1.1 Land Use
 - 1.3 Transportation and Circulation
 - ♦1.4 Housing
- LEED-ND Streamlining and Incentive Strategies
 - *6.1 Clear Roadmap of Review Process – redevelopment scenario assessment; land use inventory
 - 6.3 Community Outreach and Involvement – outreach to private landowners



Case Study: Dover Plains Zoning Amendments Dover, New York

- Two Metro North train stations
- Two major thoroughfares
- Dover Plains:
 - Commercial and residential
 - Potential for infill, infrastructure improvements
 - Hamlet Mixed Use (HM) and Hamlet Residential (HR) Districts



Case Study: Dover Plains Zoning Amendments Dover, New York

 Evaluation Using:
 TGM Strategy 2.8 Greater Development Densities
 NPDp2 & NPDc2, Compact Development
 Areas walkable to transit: residential density at least 12 DU/acre
 Areas not walkable to transit: residential density at least 7 DU/acre

Density potential amendments meet LEED-ND criteria:

Residential maximum density of at least 12 DU/acre
In HM and HR districts

Case Study: Dover Plains Zoning Amendments Dover, New York

Evaluation Using:
 TGM Strategy 2.9 Smaller Lot Sizes
 NPDp2 & NPDc2, Compact Development
 Reduce minimum size for residential lots
 Encourage higher-density development

Proposed amendments meet LEED-ND criteria:
 Remove minimum lot size requirements for HR and HM zoning districts
 Allow for denser development

Case Study: Town Center Zoning Amendments Pleasant Valley, New York

Town Center Area:

- Along U.S. Route 44, which connects to County Routes 71 and 72
- * High and low density residential; commercial and institutional
- * 8 miles from Poughkeepsie train station
- Currently zoned:
 - Commercial
 - Institutional
 - Industrial
 - Residential
- Mostly surrounded by

residential, some vacant property



Case Study: Town Center Zoning Amendments Pleasant Valley, New York

PROPOSED Parking Zoning Amendments

- Eliminate minimum parking requirements when possible
- Preferential parking for car-shares, carpools, or hybrid/electric vehicles
- TDM program
- Below grade off-street parking
- Bicycle parking and storage

Case Study: Town Center Zoning Amendments Pleasant Valley, New York

Evaluation Using:

- TGM Strategies 2.12 Reduced Off-Street Parking Spaces
- NPDc5, Reduced Parking Footprint & NPDc8, Transportation Demand Management
 Eliminate off-street parking minimums
 Prohibit off-street surface parking lots > 20 percent of the total development footprint and individually > 2 acres
 Reduce demand for off-street parking
- Model zoning regulations for parking meet LEED-ND criteria:
 - Parking reduction
 - Preferential parking for car sharing and green vehicles
 - TDM programs
 - Below-grade parking

Neighborhood Development Floating Zone

> A Model Ordinance to Foster Green Community Development Using the LEED for Neighborhood Development Rating System



Links to Technical Guidance Manual and the Floating Zone

www.usgbc.org/resources/technicalguidance-manual-sustainableneighborhoods

<u>www.usgbc.org/resources/neighborhood-</u> <u>development-floating-zone</u>