



Sustainable Neighborhood Assessment

Through the Sustainable Neighborhood Assessment Tool developed by Global Green USA, public officials and local government staff are using the LEED for Neighborhood Development (LEED-ND) rating system to determine ways for future development in their communities to achieve high levels of environmental, economic, and social sustainability. LEED-ND integrates the principles of smart growth, walkable urbanism and green building into the first national rating system for neighborhood design. In Seattle, Global Green used the tool as a means to evaluate existing conditions and plans for the Chinatown-International District, in order to identify opportunities to augment current revitalization efforts and develop recommendations to increase the neighborhood's overall level of sustainability.

Assessment Team + Funding

Global Green USA

Walker Wells | Tim Bevins | Krista Frank

Technical Assistance made possible with funding from EPA's Office of Sustainable Communities' Building Blocks for Sustainable Communities Grant Program.

Contents:

Process

p.04

Neighborhood
Background

p.06

Recommendations

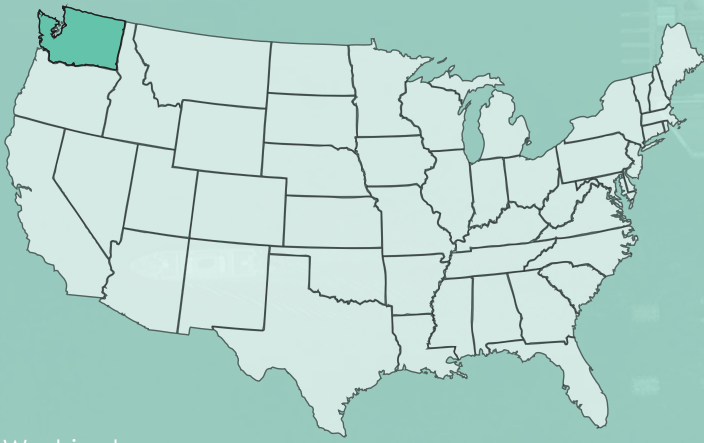
p.08

Assessment

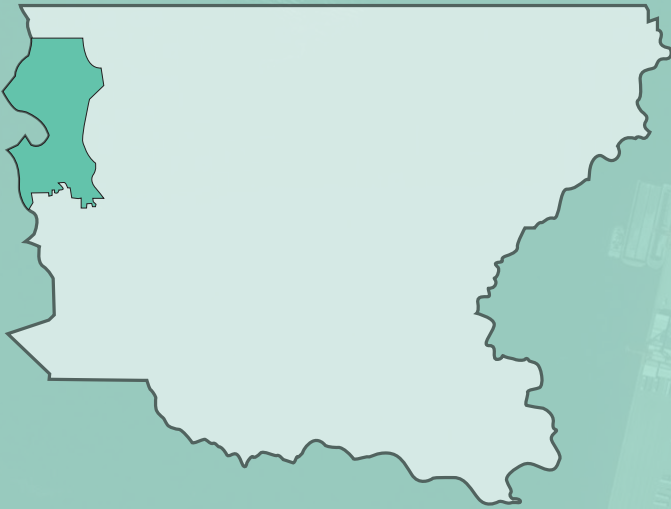
p.18

Appendix

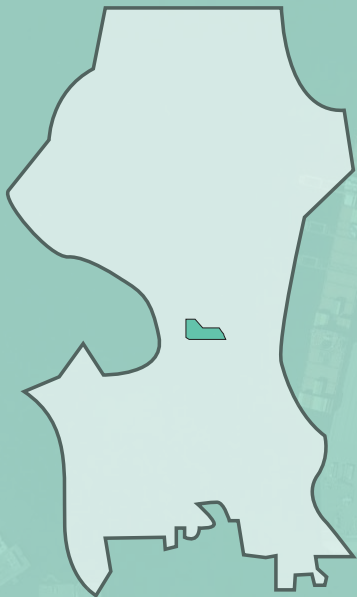
p.22



Washington



King County, City of Seattle



Chinatown-International District



Chinatown-International District

Study Area



Sustainable Neighborhood Assessment Process

The goal of the Sustainable Neighborhood Assessment process is to identify topical and physical focus areas where policy or planning changes can promote sustainable urban neighborhoods over the short and long term. These interventions can improve the neighborhood's day-to-day sustainability as well as increase its resilience during extreme weather events and conditions. Some of the defining characteristics of a sustainable neighborhood include focusing development in previously developed areas with high transit connectivity, avoiding building on habitat, agricultural land or wetlands, an urban form that encourages walking and cycling, access to nearby food and services, and energy and water efficiency in both buildings and infrastructure. To define these focus areas, Global Green USA and its team members utilize the Sustainable Neighborhood Assessment Tool, which is based on the LEED for Neighborhood Development (LEED-ND) criteria and checklist.

Prior to visiting the assessment area, the team conducted a review of existing planning documents, code requirements, maps, and stakeholder priorities. An initial assessment was then completed, with the credits in each of the three LEED-ND categories (Smart Location & Linkages, Neighborhood Pattern & Design, and Green Infrastructure & Building) marked as "achieved," "not achieved," "unknown," or "not applicable." Each credit is further ranked for the degree that it correlates to regional or local policy priorities, regulatory support, technical feasibility, market support, and stakeholder input. This analysis is described in more detail beginning on page 18.

This initial assessment serves as the point of departure for the Global Green team's three-day site visit and evaluation. During the visit, the team walks each block of the target neighborhood, photographs examples of positive qualities and areas for improvement, and conducts a series of meetings with targeted stakeholders, City staff, and representatives of relevant public agencies. Throughout the process, the preliminary checklist is edited and refined to incorporate the team's visual observations and contextual issues raised by stakeholders. The initial findings of the evaluation are grouped into broad categories noted on the following pages. The final augmented checklist for the Chinatown-International District (CID) can be found on pages 18-21.

The assessment process then enables the team to identify a series of recommendations based on LEED-ND credits to augment and increase the neighborhood's long-term sustainability. Recommendations cover policy, planning, and land use and infrastructure changes which aim to realize a more resilient and sustainable future for the neighborhood. Some recommendations can be implemented fairly quickly, while others will require long-term collaboration among public agencies, local institutions, and private sector partners, as well as multiple sources of funding.

Neighborhood Assets



1. Historic structures and character 2. Well-established community garden 3. Largely pedestrian-friendly streetscapes 4. Multi-modal transportation including bus, bike, and streetcar 5. Distinctive small business community supports residents and visitors

Neighborhood Background

The Chinatown-International District (CID), located southeast of Downtown Seattle, serves as the cultural hub for Asian and Pacific Islander (API) communities throughout the region, with many locally owned small and medium-sized businesses providing a diverse array of unique dining, retail, and entertainment offerings influenced by Chinese, Japanese, Vietnamese, Filipino immigrants to the region. The study area is defined to the west by 5th Avenue, to the east by Rainier Avenue, south by Charles and Dearborn Streets, north by Yesler Way and Main Street, and is bisected by Interstate 5, with Interstate 90 running just south of the District. Primary retail and transportation corridors run east to west on Jackson and King Streets, with the region's busiest transit hub (offering light rail, commuter rail, and streetcar stops) is located at 5th and Jackson Streets.

The District is one of the City's most diverse neighborhoods, with over 3,000 residents representing many Asian and Pacific Islander heritages. Comprised of 3 historic communities- Chinatown, Japantown, and Little Saigon- the CID is full of historic character and has many of the defining attributes of a walkable neighborhood such as ample sidewalks, ground floor retail, and a building height to street width ratio that provides a sense of enclosure to pedestrians. Many of the historic structures in the CID date back to the 1910's and 20's, and are in need of significant fire safety and seismic retrofits. The District's full potential as a walkable, sustainable neighborhood has been hampered over the years by deteriorating infrastructure, costly building retrofits, and a legacy of displacement in part caused by the construction of Interstate 5 and a rapidly escalating residential housing market. Compounding these challenges, due in part to the CID's function as a cultural gateway for new immigrants, 34% of District residents live at or below the poverty line, many of which are non-English speaking seniors. Citywide housing pressures, combined with new zoning regulations that allow more development in the CID, stand to significantly impact the character and spatial definition of the District, and the community must act now to ensure future development decisions are aligned with neighborhood needs and desires. With an abundance of immigrants, low-income residents, and small businesses, ensuring that future improvements do not exacerbate the City's affordability crisis is of paramount concern.

In the past decade, traffic volumes have increased on Dearborn, Airport Way South/7th Ave S, 12th S and Jackson. Congestion on Jackson is especially challenging with a mix of buses, street cars, vehicles, and cyclists. The 4 named streets forces vehicular traffic to cut through the CID at King, 8th and 7th, increasing safety risks for pedestrians, cyclists and locally-destined vehicles. These significant traffic and parking pressures make walkability and accessibility elusive, especially for less mobile residents and visitors such as the many elders in the area, for whom public transit is not as accessible as it may appear. Public safety in the District has remained a constant concern, with drug dealing, gang violence, and prostitution contributing to fear amongst residents to leave their apartments in the evening.

The District is home to a collection of well-organized community development groups, including the Seattle Chinatown International District Preservation and Development Authority (SCIDpda), InterIm Community Development Association (InterIm CDA), Friends of Little Saigon, the Yesler Community Collaborative, and the CID Business Improvement Area. Further, two API news publications are based in the CID, providing a significant ongoing means of communication for the area. These organizations have exhibited a successful 40+-year history of pan-Asian collaboration in advocating for neighborhood concerns and have been instrumental in the preservation and development of the CID in a responsible manner representative of community needs. As the District grapples with new housing and development pressures, they will continue to play a critical roll collaborating with the City to secure affordable housing and ensure responsible community growth.

Neighborhood Challenges



1. I-5 presents significant design, health, and cohesiveness challenges 2. Ad-Hoc homeless encampments require permanent solution 3. Safety concerns 4. Many historic structures require significant retrofits 5. Development pressures in and around community threaten affordable housing supply

Recommendation Approach and Strategy

As Seattle, and in turn the CID, transforms in response to housing market demands and new business investments, it is critical that development be guided in a well planned and thorough manner responsive to the needs of current District residents and business owners. Throughout the SNA process, the need for a complete, updated planning document that identifies District needs and guides future development decisions was identified by community leaders and City staff alike as a critical need. As a result, many of the recommendations found in this report can be folded into this larger more comprehensive planning effort.

The recommendations presented over the following pages were developed through careful study of regional and local planning documents, City staff and stakeholder interviews, and a thorough on-the-ground analysis of community characteristics. Each of the resulting recommendations has been informed by best practices as identified by LEED-ND and has been produced with specific attention given to long-term sustainability and resilience. Four key overarching themes guide the specific recommendations found within this document: 1) Affordable Housing, 2) Existing Building Stock, 3) Public Realm, and 4) Coordination and Collaboration.

Affordable housing aims to protect existing affordable offerings in the District while seeking to introduce new units. Primary objectives include building new affordable units tied to the Area Median Income, and striving to develop a diversity of housing types so that residents may continue to live in the community as economic and household conditions change. Existing Building Stock recognizes the historic, cultural and economic importance of many of the CID's masonry buildings and identifies strategies for preservation, retrofitting, and adaptive reuse of these structures. The retrofitting of these buildings holds the potential to release some of the District's housing pressure, as their upper floors cannot be occupied until improvements are made. Public Realm is a response to calls by residents to attract and retain desired retail, commercial, and recreational offerings in the CID. Much of the District exhibits the underlying layout of a walkable community as defined by LEED-ND, but measures must be taken to help maximize this expression. Coordination and Collaboration recognizes the organizational challenges associated with a District comprised of 3 historic communities and a collection of overlapping jurisdictional boundaries, and suggests the introduction a dedicated City liaison to help guide the CID through complicated planning processes and navigate the network of bureaucracies inherent to neighborhood scale improvement efforts such as those outlined in this document.

Recommendations



Affordable Housing

Seattle's escalating housing market underscores the importance of preserving and protecting existing affordable housing units in the CID to combat gentrification and maintain community cohesion. Development pressures resulting from upzoning and speculation threaten existing structures, many of which house the District's senior population, and new housing developments are not being built to meet the needs of this population. The CID is a historically disadvantaged community in need of permanent, stable, affordable housing. The District has had a poverty rate of over 30% since the 1970's, with 34% of current residents living at or below the poverty line, many of which are non-English speaking seniors. As the District evolves, efforts must be made to ensure the preservation of existing housing that is operating with some type of federal contract related to income qualification.

Throughout the Sustainable Neighborhood Assessment- in stakeholder interviews, discussions on the street, and at the community workshop- the evaluation team regularly heard calls for increasing affordable housing options within the District. The city of Seattle's Housing Affordability and Livability Agenda (HALA) is a direct response to these comments and the affordable housing crisis at large, and aims to introduce 50,000 new units, 20,000 of which will be reserved for low- and moderate-income people.

In order to accomplish this goal, Mayor Murray has laid out several strategies, including the upzoning of areas throughout the City to increase density thresholds, and a requirement for new housing construction to either set aside a percentage of units for residents earning 60% of the Area Median Income (AMI), or pay into a fund dedicated to the construction of affordable units elsewhere.

Known as the Mandatory Housing Affordability (MHA) program, this effort has led to the upzoning of Little Saigon, but does not ensure affordable units will be built there or elsewhere in the District. SCIDpda and Interim can work with the City to develop a District-specific implementation plan appropriate for the neighborhood. Given the District's senior housing needs, these groups should advocate for the creation of a diverse array of housing types, from Single Room Occupancy (SRO) units to 3-bedroom apartments for families. Finally, specific attention should be given to making certain that existing residents and their families are able to remain in the District as it evolves.

LEED-ND provides additional guidance with Neighborhood Pattern and Design (NPD) credit 4, Mixed-Income Diverse Communities, which promotes equitable neighborhoods by encouraging a spectrum of housing types and affordable units.

Action Items

1. **Preserve Existing Affordable Housing:** As development pressures mount from upzoning and a booming housing market, the City must work to ensure existing affordable units stay in place. SCIDpda and Interim CDA can help identify at-risk structures and units, and work with the City and building owners to safeguard these critical community assets.
2. **Build Additional Affordable Units:** Work with non-profit and private housing developers to ensure that new developments include affordable units priced up to 60% of AMI as defined under HALA. Specific attention should be given to assure the construction of affordable units within the District, as opposed to developers paying into the citywide affordable housing fund. Little Saigon's upzoning under the HALA provides a logical place for new units, but affordable housing needs are persistent throughout the District, including west of Interstate 5. Explore the creation of development bonuses to encourage this affordable housing construction throughout the entire CID.
3. **Address Displacement Concerns:** Seattle's Asian Pacific Islander (API) community has suffered historic injustices including Internment during World War Two and the bisection of the District with the construction of Interstate 5; yielding community-wide challenges surrounding race equity and social justice.

As new housing comes to the District, it is critical to ensure that existing residents and their families are able to remain in the neighborhood, and efforts are made to attract new API residents to the community. The City's current anti-displacement strategies are based on income, but precedent exists in Portland to develop residential targeting programs geared towards the API community to address past injustices by prioritizing the return of low-income API community members to the District.

The Yesler Community Collaborative, a non-profit community development corporation focused on sustainable community development in nearby Yesler Terrace and surrounding neighborhoods (including the CID), submitted an anti-displacement strategy to the City in April 2016 that is an excellent model to build upon.



Existing affordable senior housing in the CID

Existing Building Stock

Much of the District's character and charm is defined by its historic brick structures, which define the street edge and provide a sense of enclosure at the pedestrian scale. Many of these structures, however, are in various states of disrepair and in need of significant and costly seismic and fire retrofits. Current estimates suggest that there are 40 Unreinforced Masonry Buildings (URMs) in the District, all of which cannot have occupied upper floors until these expensive renovations are made. Many of these buildings are owned by complex webs of investors, both local and abroad, which further complicates redevelopment efforts in the District. Identifying all of these investors presents a significant challenge, and arriving at consensus to invest in these improvements is extremely difficult as some owners are holding their shares in speculations and thus are not compelled to make any retrofits.

This need for significant retrofits, compounded by complex ownership structures, has led to a feedback loop of community atrophy: seismic, energy, and livability retrofits are costly; an opaque network of building owners makes decisions regarding such investments extremely difficult; no new residential units (affordable or otherwise) can be built in these structures; the CID core cannot host enough residents to sustain local shops and restaurants; the community's perceived vibrancy and safety is questioned as less people are seen on the street and shops do not stay open into the evenings. Though bringing the URMs in the District to habitable condition presents real challenges, doing so would mark a watershed moment for the CID, as it would unlock an unprecedented level of retail and residential potential.



Many structures throughout the district are in need of revitalization

Action Items

- 1. Perform URM Benchmarking and Outreach:** Determine how many of the historic commercial buildings in the District are at risk either financially or due to deferred maintenance, and whether a transfer of development rights strategy can be used to raise capital for the needed improvements. Work with building owners to determine level of assistance needed for design, cost estimating, structural retrofits, energy and water efficiency audits, and financial packaging.
- 2. Leverage URM Retrofit Opportunity:** The URM retrofits create an opportunity for energy and water efficiency improvements as well as accessibility upgrades. Because the District has a disproportionate need for upgrades due to its large number of historic structures, the City should explore a comprehensive incentive program that can use associated utility cost reductions as an avenue for paying for URM retrofits. The benchmarking exercise listed above can help determine how to best deploy rebates and utility funded technical assistance in the District.
- 3. Adaptive Reuse and Ground Floor Retail:** Successful examples of adaptive reuse found in the District demonstrate the marketability of this approach, which can yield community retail and housing needs in shorter time-scales than new construction. Reusing the District's abundant historic structures provides ample opportunity for infusing new life into the CID without disrupting its character.



Unreinforced
Masonry
Buildings require
significant
retrofits prior
to occupation
above the
ground floor

Public Realm

Due to its size and age, urban form in the District spans a broad spectrum of building typologies, sidewalk conditions, street widths, pedestrian amenities, and cyclist facilities. Broadly speaking, existing public realm conditions are generally good, but there is room for improvement. The portion of the CID west of Interstate 5 is in need of many small-touch improvements that would solidify its walkable characteristics, while the portion east of I-5 (Little Saigon) requires more significant investments such as open space and streetscape redesigns. The District's per capita open space is amongst the lowest in the city, and land that could be used for such applications often is allocated for upscale housing, hotels and dining due to the CID's proximity to Seattle's sports stadiums.

Completing daily errands such as grocery shopping, dropping kids off at daycare, going to the bank, and buying clothing without needing to leave the CID can be a challenging and sometimes impossible task as the District's retail areas house many shuttered storefronts and unoccupied units, and the small and family-owned businesses and non-profits that do exist in the District face significant affordability challenges. Concurrent with focused efforts to improve the public realm into an inviting place to visit, efforts to attract retail uses to the District will help spur local job creation, a critical element to the District's long-term economic sustainability.

As described in Recommendation 2, Existing Building Stock, improvements to the streetscape, which often come as part of major redevelopment efforts, are hampered by the challenges associated with bringing URM structures up to habitable conditions. As a result, Recommendations 2 and 3 can be understood as complementary to one another, and pursuing them in tandem will yield the most effective results. Neighborhood Pattern and Design (NPD) credit 3, Mixed-Use Neighborhood Centers, encourages the clustering of uses within a quarter-mile walk distance of area residents. Smart Location and Linkage (SLL) credit 5, Housing and Jobs Proximity encourages a balanced community through the generation of jobs within a half-mile of housing units. Green Infrastructure and Building (GIB) credit 5, Existing Building Reuse recognizes the value and embodied energy found in existing buildings and seeks to encourage their reuse through retrofitting structures to meet the needs of new uses.



Streetscape improvements, such as this parklet, can help encourage an active street life

Action Items

- 1. Streetscape Improvements:** Due to its historic development history, much of the District west of I-5 has block sizes and sidewalks that facilitate walking and cycling, but a number of relatively cost-effective improvements such as corner bulb outs, restriping to accommodate more bicycle lanes and increased crosswalk clarity at non-signalized crossings, the addition of planter boxes and street trees, can help bring the CID to a fully-realized pedestrian enclave supportive of vibrant street life. Several interviewees identified improved street lighting as a priority that would encourage the District's sizeable elderly population to enjoy the District's offerings into the evening hours.

As street conditions vary significantly in the District, a comprehensive review is needed to identify and prioritize improvements. The CID Business Improvement Area should explore reassessing its members in order to facilitate some of these improvements and play a more active role in the District's revitalization.

- 2. Little Saigon:** Little Saigon, east of Interstate 5, requires more attention than the rest of the District in order to improve its walkability, open space, and spatial definition provided by buildings fronting the street. As a result of recent upzoning, reality speculation in this section of the District is more visible than elsewhere. In collaboration with Friends of Little Saigon, SCIDpda and other stakeholders, the City's Office of Planning and Community Development and Department of Transportation are currently working on a Little Saigon Street Concept Plan, which will develop a comprehensive vision for the spatial articulation and pedestrian amenities needed in Little Saigon before new construction begins. In addition to walkability improvements, this effort should identify a feasible location for a community garden space east of Interstate 5 to complement existing offerings west of the interstate as multiple interviewees identified this deficiency.
- 3. Open Space:** The ongoing improvements to Hing Hay Park on Maynard and King Streets will add needed open space programming to the CID, and can act as the catalyst for adding more open space throughout the District. As demonstrated through pop-up events in Canton Alley, alley improvement efforts can introduce new public space and provide pedestrian access points though some of the District's larger blocks with relatively little investment. Larger investments, which could be financed by leveraging new development as a result of upzoning, include a complete greenway along King or Weller Streets that could help reinforce the District's pedestrian friendly atmosphere. The Little Saigon Street Concept Plan will provide design standards for such amenities in that portion of the CID while a similar effort is underway in Chinatown to explore a greenway on King Street.
- 4. Cultural Uses:** Determine the level of building ownership among the arts organizations and whether any are at risk of losing their facilities. Explore the utilization of the City's Only in Seattle Initiative program to support immigrant small businesses and contemporary arts and culture programs that can serve the District's resident community.

Recommendation 4

Coordination and Collaboration

As a result of a variety of institutional decisions, most of which are outside of the control of District residents, the CID has become a disjointed patchwork of jurisdictional boundaries. In part owing to the District's size, these boundaries, enclaves, and development patterns limit the CID's potential as a unified community space. By working with community development corporations, neighborhood leaders, and the City, District residents can establish a unified voice for the CID that will help facilitate future development decisions and project prioritization. This plan would clarify an overall vision for the District to address increased development potential, longstanding inequities in public resource allocation, sustainability, and resilience.

With 3 Design Review Districts, 2 police precincts (split at I-5), 2 City Council Districts, 2 neighborhood councils, and school district boundaries that prevent neighborhood children from attending nearby schools, and multiple utility providers, a restructuring or consolidation of these divisions can help facilitate development decisions and reduce lead times. A special liaison with the Mayor's office could be established to help with this coordination effort. Finally, utilizing the EcoDistricts protocol in the CID may be particularly beneficial, as it would support the creation of a governance model representative of the many different concerns within the District.



Sustainable Neighborhood Assessment: Seattle, WA

New developments, such as this building in Little Saigon, can be guided and influenced by an updated neighborhood plan

Action Items

1. **Neighborhood Plan:** In the wake of upzoning and rising development pressures in the District, the creation of a unified planning document in direct collaboration from SCIDpda, InterIm CDA, Friends of Little Saigon, the CID Business Improvement Area, and the Yesler Community Collaborative is needed in order to ensure community development concerns and needs are recognized and acted upon by the City. This document would serve as a mid- to long-range strategic plan that looks comprehensively at neighborhood needs and development opportunities throughout the District to presents a coherent, unified vision for the District's future. Further, this planning exercise would help community groups cement a type of "moral site control" that can be leveraged to yield desired community benefits in future interactions with developers considering building in the District.
2. **District Boundaries:** Concurrent with the development of a clearly articulated planning document for the entire CID, the City should explore the feasibility of boundary changes that would enable the CID to speak with a more unified common voice that reflects the history and needs of the area.
3. **City Liaison:** Due to the neighborhood's history of institutionalized neglect and displacement, and in order to help navigate the multiple levels of bureaucratic jurisdictions covering the District, the City should appoint a CID Liaison to the Mayor's Office. This position can help communicate with City departments, prioritize District needs, coordinate city services to avoid redundant street closures and construction efforts, and help bring District needs to the Mayor's attention. Further, this liaison can help determine the neighborhood's role in addressing issues related to homelessness including providing sanitation, safety, basic services, and permanent housing.
4. **Cultural EcoDistrict:** SCIDpda and InterIm CDA should consider participation in EcoDistricts. This effort could help create a more formalized collaboration amongst District organizations, and provide a governance structure through which any public benefits resulting from new development can be negotiated. Finally, EcoDistricts involvement could help elevate the District to the Mayor's level of attention and facilitate future development decisions.



The unique cultural offerings found in the District can be leveraged through an EcoDistricts planning approach

Sustainability Assessment

The Sustainable Neighborhood Assessment tool includes an annotated LEED-ND checklist created by Global Green. It is a key component of the process used to document and compare the assessment area against the LEED-ND prerequisites and credits. Each credit within the three credit categories (Smart Location & Linkage, Neighborhood Pattern & Design, and Green Infrastructure & Building) is marked as “achieved,” “not achieved,” “unknown,” or “not applicable” under baseline conditions. Additional analysis has been done based on local planning policy, regulatory support, technical feasibility, market support and stakeholder input. The preliminary checklist analysis was edited after site visits, stakeholder meetings, and conversations with city staff. This information was then translated into an overall assessment of sustainable neighborhood performance.

Based on the in-field assessment, planning document review, various stakeholder meetings, the Global Green team estimated which LEED-ND credits were “Likely,” “Possible with Effort,” “Unlikely” to be achieved, or “Not Applicable,” considering existing conditions, technical feasibility, policy readiness, financial burden, and applicability to neighborhood conditions. The bar graph summary identifies the overall level of sustainable neighborhood performance for the CID. Many credits fall into the “Likely” category, and of the remaining credits, a significant percentage fall within the “Possible with Effort” category, which shows the large potential for improving the sustainability of the neighborhood, specifically by pursuing the high-priority recommendations described in this report.

The summary table below shows the numeric values extrapolated from the percentage of credits identified as “Achievable” below. The recommendations listed in the previous pages are largely a response to LEED-ND criteria which achieving was identified as “Possible with Effort” by the assessment team. While these values do not correlate exactly to specific LEED-ND points, they provide an estimate of the neighborhood’s potential level of future achievement. It should be noted that this is a rough measure of performance and not an exact representation of the neighborhood’s level of possible certification. It should also be noted that all the prerequisites must be achieved if certification will be pursued. While recognizing these constraints, the categories generated through the assessment serve as a useful metric for estimating formal LEED-ND certification. Given the presumption that all those designated as “Achievable” would be met, providing a baseline point tally of 42, and most of those listed as “Possible with Effort”, are aggressively pursued and achieved, affording an additional 40 points, the analysis shows that the CID would likely earn a rating of gold from the USGBC.

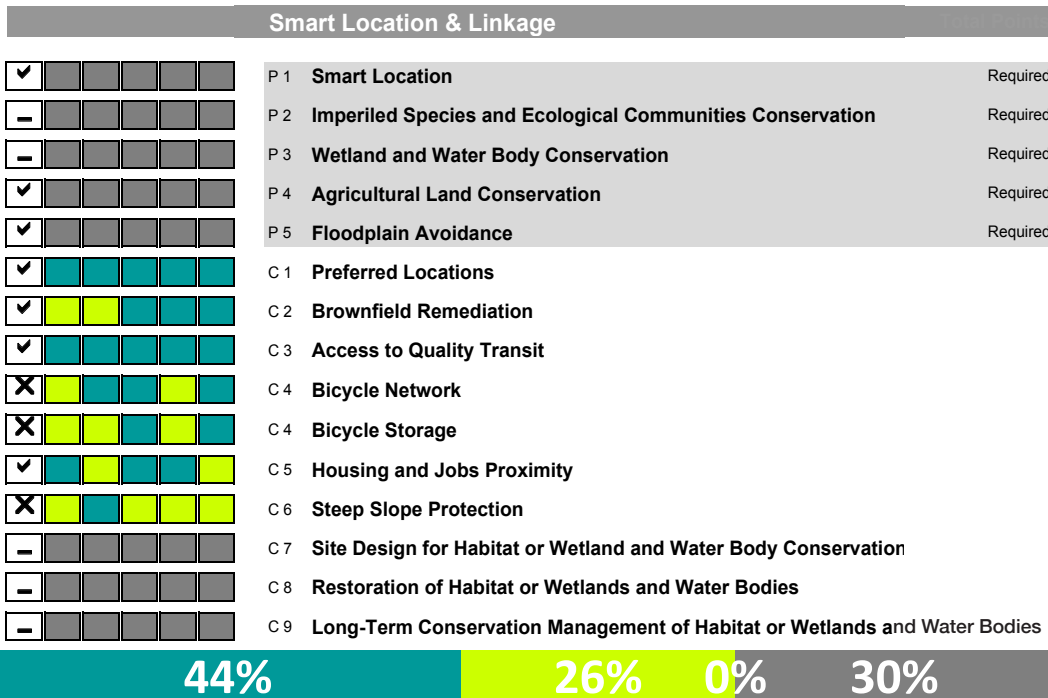
	Total	Achievable with Current Conditions	Possible with Effort
Smart Location And Linkage	27	12	7
Neighborhood Pattern and Design	44	21	19
Green Building and Infrastructure	29	9	14
	100	42	40
LEED-ND Certification Thresholds:			
	Certified: 40-49	Silver: 50-59	Gold: 60-79
			Platinum: 80+

Sustainability Assessment

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical Feasibility
Market Support
Neighborhood Need/ Stakeholder Input

Chinatown International District, Seattle, Washington

Legend	
✓	Achieved
?	Unknown
X	Not Achieved
-	Does not exist/ NA
■ (Teal)	Explicit support/ no technical issues
■ (Yellow)	Lack of explicit support/ minor technical issues
■ (Red)	Opposition/ significant technical issues
■ (Grey)	Not Applicable



Smart Location and Linkage

Smart Location and Linkage focuses primarily on existing site conditions to ensure that developments are not located in floodplains, on steep slopes or cause damage to ecological communities or local water bodies.

Sustainability Assessment

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical Feasibility
Market Support
Neighborhood Need/ Stakeholder Input

Chinatown International District, Seattle, Washington

Legend	
✓	Achieved
?	Unknown
X	Not Achieved
-	Does not exist/ NA
■ (Teal)	Explicit support/ no technical issues
■ (Yellow)	Lack of explicit support/ minor technical issues
■ (Red)	Opposition/ significant technical issues
■ (Grey)	Not Applicable

Neighborhood Pattern & Design

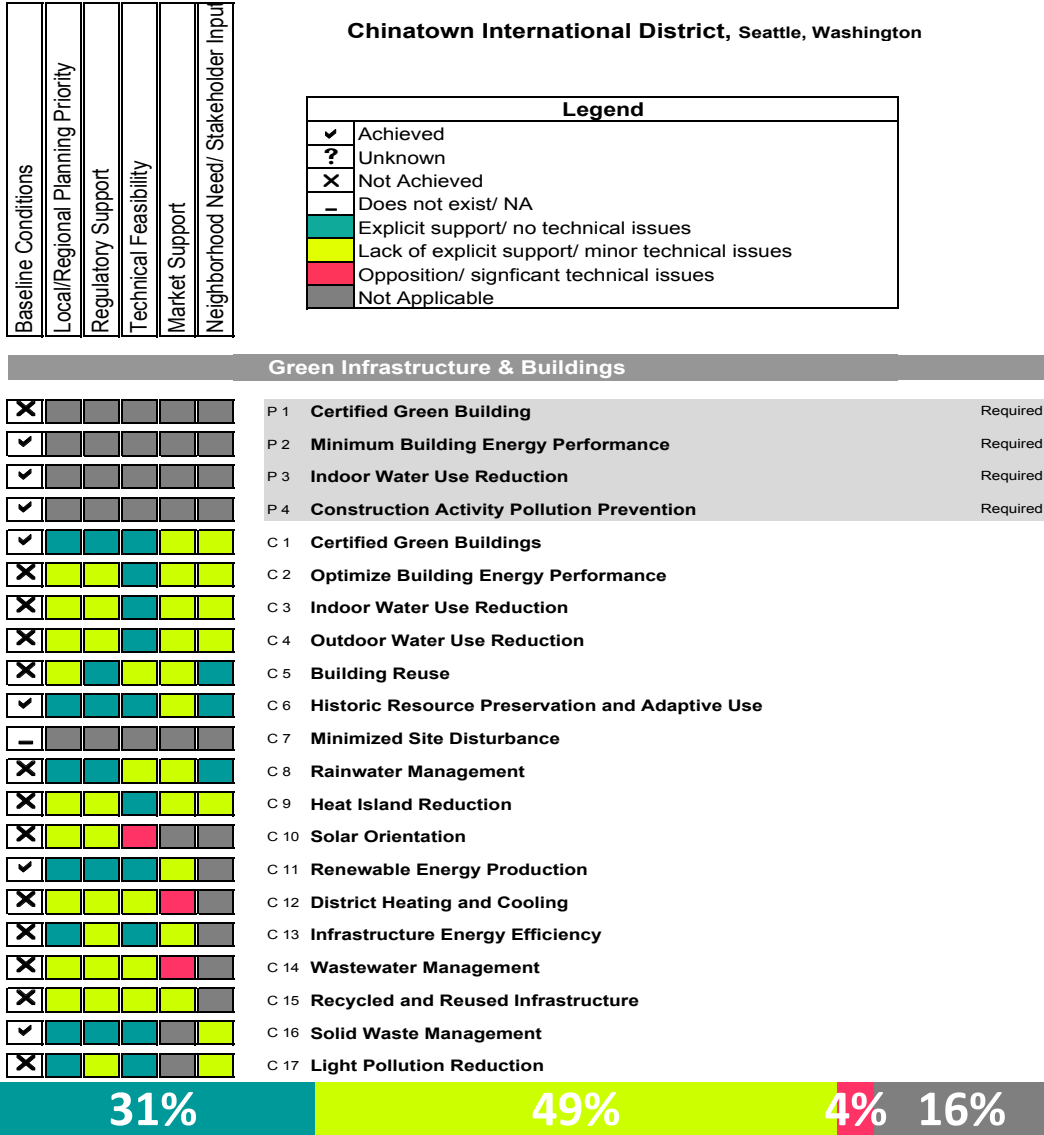
✓	P 1 Walkable Streets- Functional Entries	Require
✓	P 1 Walkable Streets- Building Height to Street Centerline Ratio	Require
✓	P 1 Walkable Streets-Continuous Sidewalks	Require
✓	P 1 Walkable Streets-Garage and Service Bays	Require
✓	P 2 Compact Development	Require
✓	P 3 Connected and Open Community	Require
✓	C 1a Walkable Streets : Facades and Entries	
✓	C 1b Walkable Streets: Ground-Level Use and Parking	
X	C 1c Walkable Streets: Design Speeds for Safe Ped and Bicycle Trave	
X	C 1d Walkable Streets: Sidewalk Intrusions	
✓	C 2 Compact Development	
✓	C 3 Mixed-Use Neighborhoods	
✓	C 4 Diversity of Housing Types	
✓	C 4 Affordable Housing	
X	C 5 Reduced Parking Footprint	
✓	C 6 Connected and Open Community	
✓	C 7 Transit Facilities	
-	C 8 Transportation Demand Management	
✓	C 9 Access to Civic and Public Space	
X	C 10 Access to Recreation Facilities	
X	C 11 Visitability and Universal Design	
✓	C 12 Community Outreach and Involvement	
✓	C 13 Local Food Production	
X	C 14 Tree-Lined and Shaded Streetscapes	
X	C 15 Neighborhood Schools	



Neighborhood Pattern and Design

Neighborhood Pattern and Design aims to influence the physical layout and design of the community to yield walkable neighborhoods with a variety of land use types.

Sustainability Assessment



Green Infrastructure and Buildings

Green Infrastructure and Buildings seeks to optimize individual buildings and surrounding infrastructure systems to reduce their energy and water consumption and associated emissions.

Appendix

A. LEED for Neighborhood Development Credit Categories

Smart Location and Linkage [SLL]:

SLL focuses on preserving the environmental characteristics inherent to the site such as water body and steep slope protection and influencing development patterns to reduce sprawl and automobile dependence. Credits in this category encourage locating new developments near city centers with robust public transportation options and sites that have been previously developed or are immediately adjacent to existing development.

Neighborhood Pattern and Design [NPD]:

NPD influences the physical layout and design of the community in question through minimum thresholds for density, internal and external connectivity, and characteristics of a walkable community such as continuous sidewalks or building frontages that face public streets. Credits in this category reward projects that have nearby civic, educational and recreational facilities, limited surface parking and have transportation facilities complete with maps and bicycle racks.

Green Infrastructure and Buildings [GIB]:

GIB emphasizes the importance of the optimized performance of structural systems and city infrastructure through minimum building energy and water efficiency, water-efficient landscaping and on-site renewable energy production. Credits in this category promote the adaptive reuse of existing buildings, on-site stormwater management, recycled content in infrastructure such as roadbeds and energy efficient traffic lights, street lights and water pumps.

For more information, please visit www.usgbc.org

Global Green USA

Green Urbanism Program
1617 Broadway 2nd Floor
Santa Monica, CA 90404
www.globalgreen.org

