Finding a Planning Framework for Station Areas: The Role of LEED-ND

LAKEWOOD, CO
SUSTAINABLE NEIGHBORHOOD ASSESSMENT
February 28 - March 2, 2012

DEARBORN, MI
SUSTAINABLE NEIGHBORHOOD ASSESSMENT
April 25 - April 27, 2012

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Palomar St Station
Chula Vista, CA
San Diego Metro Blue Line
Opened 1981
Ramsey Route
17 Station
Ramsey, NJ
NJ Transit
Opened 2004
5 story parking garage
1000 spaces
Lamar Street Station

Lakewood, CO

West Rail Line

Opening 2013

Walk Up Station
La Noria Transit Center
Zumpango, Greater Mexico City
Under Construction
International Blvd BRT Corridor
Oakland, CA
Opening 2016
Smart Location and Linkages -- WHERE

Neighborhood Pattern and Design -- WHAT

Green Infrastructure and Building -- HOW

LEED-ND
Dearborn West Downtown Station

Dearborn, MI

Multimodal: Amtrak, Bus, Regional High Speed Rail

Opening 2014

Walking and Cycling in West Downtown

Rouge River Gateway Trail & Station Connection

1. Install a sidewalk on the north side of Michigan Avenue from the station’s grade crossing heading westerly and connecting to the existing Rouge River Gateway Trail per the rendering below. This will connect transit riders to the existing sidewalks north of Michigan Avenue.

2. Redesign the bike path connection between the regional trail head and Brady Street, behind Andiamo Restaurant per the Rouge River Gateway Trail Master Plan (2001).

3. If funding is not granted for the proposed Rouge River Gateway Trail Extension Project behind Andiamo Restaurant, add a path across the existing lawn to connect cyclists to the proposed sidewalk in recommendation 1 per the rendering below. This will create a continuous and safe bike between the regional trail and Brady Street.

4. Prevent patrons of Andiamo from using the surface parking lot adjacent to the trail head in order to reduce the number of vehicular conflicts with bikes and pedestrians.

5. Install bollards along Michigan Avenue adjacent to Andiamo to protect pedestrians and cyclists from high speed traffic per the street section rendering below.

6. Prevent vehicular encroachment from the Andiamo parking lot onto the sidewalk through landscaping, or wheel stops. This will ensure pedestrians and cyclists full use of the public ROW per the rendering below.

7. Install transit shelters per the chart on page 9 at strategic locations in and around the downtown core, the train station, and the University of Michigan-Dearborn and Henry Ford Community College campuses.

8. Eliminate the western-most curb cut from the Andiamo parking lot. This will limit the number of potential pedestrian, cyclist, and vehicular conflicts on the sidewalk between the train head and Brady Street.

Walking and Cycling in West Downtown

Existing

Recommended sidewalk connecting pedestrians from station to north side of Michigan Avenue and west to Brady Street.

Existing condition south of surface parking lot adjacent to Andiamo Restaurant

Recommended bollards between Michigan Avenue and Andiamo Restaurant

Existing sidewalk condition between Michigan Avenue and Andiamo Restaurant

Recommended landscaping or wheel stops to protect pedestrians from vehicle encroachment onto the sidewalk adjacent to Andiamo parking lot

Existing vehicular encroachment onto sidewalk between Michigan Avenue and Andiamo parking lot

Planned Station
## Walking and Cycling in West Downtown

### RECOMMENDED PERFORMANCE METRICS*

<table>
<thead>
<tr>
<th>Sidelwalk</th>
<th>Bike Lanes</th>
<th>Bike Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 feet on retail or mixed-use blocks, 4 feet on all other blocks (widths are inclusive of planter strips)</td>
<td>Striped 5 feet (on street lane or one way path or trail), or 5 feet (off-street two-way path or trail)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

### STANDARDS

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks</td>
<td>Sum of recycled content equals 50% or more of the total mass used for new sidewalks</td>
</tr>
<tr>
<td>High albedo reflective material</td>
<td></td>
</tr>
<tr>
<td>Transit Shelters</td>
<td>Transit Shelters: Provide one on-site shower and changing facility for developments with 100 or more new workers and at least 1 additional shower for every 100 new workers thereafter.</td>
</tr>
<tr>
<td>Street Lighting</td>
<td>Intervals averaging 40 feet on center (excluding driveways and utility vaults)</td>
</tr>
<tr>
<td>Street Trees</td>
<td>Noninvasive species, soil volume, tree medium and well width</td>
</tr>
</tbody>
</table>

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**Smart Location and Linkages**

- **66%** Very Likely
- **34%** Possible with Effort

**Neighborhood Pattern and Design**

- **62%** Very Likely
- **35%** Possible with Effort
- **3%** Unlikely

**Green Infrastructure and Building**

- **52%** Very Likely
- **48%** Possible with Effort

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*Dearborn is working towards applying these standards on new developments

**Recommended but not a LEED-ND standard

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Planned Occupancy: Minimum planned occupancy for multifamily residential buildings is 1 person for a studio unit, 1.5 persons for a 1 bedroom unit, and 2.25 persons per bedroom for a 2 bedroom or larger unit (LEED-ND Reference Guide; pg 471)
EPA Building Blocks for Sustainable Communities

2013 Applications Now Being Accepted

www.globalgreen.org/leedndtechassist

Due November 2