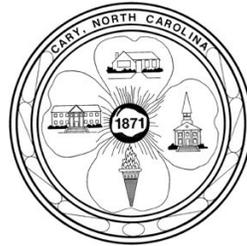


# CARY, NC

## SUSTAINABLE NEIGHBORHOOD ASSESSMENT



April 16 - April 18, 2013 | [www.globalgreen.org/greencities](http://www.globalgreen.org/greencities)



## **SUSTAINABLE NEIGHBORHOOD ASSESSMENT USING LEED-ND**

Through the Sustainable Neighborhood Assessment Tool developed by Global Green USA, public officials and local government staff are using the Leadership in Energy and Environmental Design- 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 Cary, Global Green used the tool as a means to evaluate existing conditions and plans for the Town Center neighborhood, in order to identify opportunities to augment current revitalization efforts and develop recommendations to increase the neighborhood's overall level of sustainability.

## **ENVIRONMENTAL PROTECTION AGENCY**

Technical Assistance provided by Global Green USA with the US Green Building Council to the Town of Cary was made possible through funding from the US EPA's Office of Sustainable Communities Building Blocks for Sustainable Communities Grant Program.

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Town Center Neighborhood

## NEIGHBORHOOD LOCATION

### NORTH CAROLINA



### WAKE COUNTY



### TOWN OF CARY



### TOWN CENTER



## 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 will promote sustainable urban development over the short and long term. 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 (ND) criteria and checklist.

Prior to visiting the target neighborhood, the team conducts a thorough baseline review of existing planning documents, code requirements, and the stated city and stakeholder priorities for the neighborhood. An initial assessment is 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. The checklist for the Town Center neighborhood is provided on pages 9-11.

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 next page in the grey box. These categories are presented and discussed at a community workshop. The dialogue and suggestions which emerge during the community workshop are incorporated into the final version of the checklist and this report.

The assessment process then enables the team to identify a series of recommendations to augment and increase the neighborhood's sustainability. The sustainability performance metrics are derived from the LEED-ND standards and serve as the technical foundation for the team's specific policy and planning recommendations. The intention of the recommendations is to suggest policy, planning, and development changes that will promote the sustainable future growth of the Town Center.

The Global Green team's recommendations for the Town Center neighborhood are organized into three topic areas. Some recommendations could be implemented fairly quickly, while others will require long-term dedication and collaboration among public agencies and with private-sector partners. Following these recommendations will, in time, enable the neighborhood to look, feel, and perform as a sustainable neighborhood.

# NEIGHBORHOOD BACKGROUND & CATALYTIC PROJECT

The Town of Cary is located in north central North Carolina, approximately 15 miles northwest of Raleigh. Cary is situated in the middle of the state's Research Triangle Park primarily including Raleigh, Durham, and Chapel Hill. The older downtown, or Town Center, has seen some decline over the years as the Town's post-World War II growth developed residential suburbs which sprawled outward from the Town Center. In the 1950s, subdivisions, population growth, and annexation of county land expanded the Town's sprawling development pattern.

In the early years, Cary adopted zoning and other ordinances on an ad-hoc basis to manage growth. In 1971, the town created Planned Unit Development (PUD) zoning to accommodate the increase in population resulting from the growth of Research Triangle Park nearby. Many of these PUDs have resulted in residential developments with cul-de-sacs, winding roads, and very few through streets.

The Town does, however, have good regional connectivity as part of the Triangle Transit Authority system, linking Cary to Raleigh, Morrisville, Research Triangle Park, and Durham. The Town Center itself, like many older downtowns, is very walkable with a public library, a US Post Office, and several historically significant churches alongside the existing mix of small-businesses. Town Hall and a community center are centrally located adjacent to the Cary Depot, an Amtrak and Town bus station.

In order to combat the declining downtown the Town spearheaded the restoration of a historic school house into the Cary Arts Center (CAC) and the revitalization of a downtown theater. To further these economic development and revitalization efforts, Cary is focused on a whole-block redevelopment and capital improvement project located diagonally across from the CAC. This catalytic project aims to infuse the Town Center with an active and or passive central park and complimentary non-residential uses that will draw residents back to the downtown core and spur economic development.

Since 2003, the Town has acquired various parcels within the Town Center in hopes of catalyzing development. The Town-owned land known as the "Town Center Site" is the block bound by Park Street to north, Walker Street to the east, Walnut Street to the south, the CAC to the southwest, and Academy Street and to the west. Within this block there are some existing historic buildings that will remain, however a new "urban park" will be the key element to the development of the site. The overall goal is to complement the CAC and Academy Street through the creation of a park space that generates activity and anchors downtown revitalization.

## NEIGHBORHOOD HIGHLIGHTS



CIVIC SPACES



INTACT FOREST



ADAPTIVE REUSE POTENTIAL



HISTORIC BUILDINGS



TRANSPORTATION OPTIONS

## FOCUS AREAS

### Related LEED-ND Credits

#### Connections

- Category: Smart Location & Linkages**
- Locations w/Reduced Auto Dependence (credit 3)
- Bicycle Network & Storage (credit 4)
- Category: Neighborhood Pattern & Design**
- Walkable Streets (prerequisite & credit 1)
- Mixed-Use Neighborhood Centers (credit 3)
- Transit Facilities (credit 7)
- Tree-Lined & Shaded Streets (credit 14)

#### Town Park Site

- Category: Neighborhood Pattern & Design**
- Mixed-Use Neighborhood Centers (credit 3)
- Access to Civic & Public Space (credit 9)
- Access to Recreational Facilities (credit 10)
- Local Food Production (credit 13)

#### Downtown

- Category: Smart Location & Linkages**
- Preferred Location (credit 1)
- Brownfield Redevelopment (credit 2)
- Category: Neighborhood Pattern & Design**
- Access to Civic and Public Spaces (credit 9)
- Access to Recreation Facilities (credit 10)
- Local Food Production (credit 13)
- Category: Green Infrastructure & Building**
- Stormwater Management (credit 4)
- Water Efficient Landscaping (credit 4)

# INCREASING NUMBER AND DIVERSITY OF HOUSING OPTIONS

# Recommendation

# 1

## RESPONSIBLE DEPARTMENTS

Planning Department,  
Housing Division  
with support  
from Economic  
Development

LEED-ND promotes neighborhoods that have a variety of housing sizes and types. This helps create an economically and socially diverse community and enables people to remain in the neighborhood as their housing needs changes. LEED-ND uses the Simpson Diversity Index to determine the degree to which a neighborhood provides a sufficient variety of housing types. The Simpson Diversity Index calculates the probability that any two randomly selected dwelling units in a given area will be of a different type. The rating system identifies dwelling units according to 20 housing categories defined by the unit's net square footage. Additional credits are awarded in the rating system for communities that provide housing specifically for low-income residents. While a Simpson Diversity Index Score was not calculated for the Town Center, the downtown area currently features single-family homes and duplex housing units. This leaves a variety of housing types that could be introduced

into the Town Center in order to satisfy the metrics of LEED-ND but more importantly to provide options for an ageing population and those living on their own for the first time, for example.

Developing new housing in the Town Center that is priced for elderly and for new graduates will also add to the economic and social base within the area. To increase the diversity of housing options in the Town Center, particularly in the area between West Chatham Street, Walnut Street, Walker Street and Academy Street, development of medium-scale multi-family housing, either apartments or condominiums, ideally in a mixed-use configuration, should be explored. The study area is an ideal location for senior housing, due to access to transit, stores, and public services such as the library and Arts Center.



Existing single-family homes within the Town Center assessment area



Multi-family homes outside of the Town Center assessment area

# 1 INCREASING NUMBER AND DIVERSITY OF HOUSING OPTIONS

## Recommendations:

1. Incentivize diverse types of new housing within Town Center, including townhomes, apartments, accessory dwelling units, live-work, and housing in mixed use buildings through development bonuses and other reduced development fees, such as stormwater utility fees
2. Meet with land owners to discuss short and long term plans and development opportunities within the Town Center. Including an organized tour of near-by cities and towns to get a visual understanding of the economic potential in downtown redevelopment
3. Provide financial assistance to the Downtown Housing Improvement Corporation (DHIC) in funding family and elderly rental units within the Town Center.
4. The current zoning has restrictions on developing accessory residential or commercial structures on an already developed lot. Change this rule – and others like it in the zoning code – to make it easier for property owners to achieve maximum zoned densities on their property could incentivize desired development.

### SIMPSON DIVERSITY INDEX HOUSING/UNIT TYPE BREAKDOWN

Detached residential, large	Large	> 1,250
Detached residential, small	Medium	> 750 to ≤ 1,250
Duplex or townhouse, large	Small	≤ 750
Duplex or townhouse, small		
Dwelling unit in multiunit building with no elevator, large		
Dwelling unit in multiunit building with no elevator, medium		
Dwelling unit in multiunit building with no elevator, small		
Dwelling unit in multiunit building with elevator, 4 stories or fewer, large		
Dwelling unit in multiunit building with elevator, 4 stories or fewer, medium		
Dwelling unit in multiunit building with elevator, 4 stories or fewer, small		
Dwelling unit in multiunit building with elevator, 5 to 8 stories, large		
Dwelling unit in multiunit building with elevator, 5 to 8 stories, medium		
Dwelling unit in multiunit building with elevator, 5 to 8 stories, small		
Dwelling unit in multiunit building with elevator, 9 stories or more, large		
Dwelling unit in multiunit building with elevator, 9 stories or more, medium		
Dwelling unit in multiunit building with elevator, 9 stories or more, small		
Live-work space, large		
Live-work space, small		
Accessory dwelling unit, large		
Accessory dwelling unit, small		

LEED-ND Simpson Diversity Index Housing Categories

# IMPROVING CONNECTIONS TO THE LARGER CARY COMMUNITY

Connectivity is a key component of LEED-ND. The rating system recognizes that neighborhoods must be connected to surrounding development, open space areas, and adjacent communities. Neighborhoods with good connectivity typically have higher rates of walking, biking, and public transportation usage, resulting in better health outcomes, lower transportation costs, and reduced rates of dependence on private vehicles. For these positive attributes to emerge, communities must not only be internally connected but permeable to the surrounding neighborhoods and at the regional level.

The Town of Cary is well known for having a well planned and developed series of connected greenways. The greenways are used for recreational cycling and movement between the more recently developed neighborhood centers. However, the greenway network passes to the west of downtown Cary, and there are no well-defined connections to the greenway network from the Town Center, making

it challenging and unsafe to bike to the Town Center from other parts of town. One example is on Kildaire Farm Road. A striped bicycle lane is provided on Kildaire Farm Road up to a point just south of the Walnut Street intersection. This is a constricted and complex intersection that puts cyclists in an uncomfortable and potentially hazardous situation. Even if designated bike lanes are provided on Academy, the current gap in the network creates a significant disincentive for Cary residents to cycle to downtown, especially for families with small children.

As the Town Center site evolves into an urban park or other community-wide attraction, local bike paths and the regional greenway should be well integrated into the project. This includes distinct connectivity, signage, bicycle facilities and infrastructure that ensure a safe and comfortable environment for cyclists of all ages.



Bicycle Infrastructure that could be used to enhance the safety and connection within the Town

**RESPONSIBLE DEPARTMENTS**  
Planning Department,  
with support from  
Engineering



# MAXIMIZING THE VALUE OF THE PARK INVESTMENT

## Recommendation

### 3

#### RESPONSIBLE DEPARTMENTS

Planning Department

The Town of Cary will soon embark on the design and development of Central Park. This Town Center site has the potential to serve as a civic, recreational, and open space for all the residents of the Town if planned, designed, and constructed properly. LEED-ND principles will help maximize the value of this investment environmentally, socially, and economically.

On the environmental side LEED-ND encourages the integration of open spaces into stormwater management plans for the larger neighborhood. Given the topographical location of the Town Center site near the top of the drainage area, it would be costly and energy intensive to direct water from adjacent parcels to the site. Nonetheless, the site should be designed to manage all of the water that it is expected to receive in typical rain events. The site also slopes down from Academy, creating the potential to retain and filter some stormwater as a feature included within the park design. Combined with preservation of several of the mature trees on the site, this could create an ecological amenity that contributes to the unique character of the future park.

On the social side, the Park's design and function should serve the needs of the Cary Art Center

for outside activity or display space. The park should also be integrated into the planned streetscape design of Academy to leverage the Towns "place making" investment. The Streetscape should include way-finding, special street tree or landscaping treatments at the park entry, lighting features that continue from the street into the park, and potentially some major infrastructure improvements to create an iconic landmark for the entire Town.

Finally, on the economic side, the Town should consider allowing for new construction on the periphery of the Park. New buildings should draw inspiration from the existing architecture within the Town Center, namely from the Historic District. These buildings can provide an opportunity for more boutique retail spaces, adding to the existing adaptively reused buildings along Academy Street, and thus creating a critical mass of small business. New development on the periphery can also house commercial or retail businesses geared towards outdoor activities such as equipment rentals, restaurants, ice cream parlors, etc. Finally, the site could house a new state of the art Library; replacing the existing one across the street and creating a attractive development opportunity in the heart of the Town Center.



Image of structure in existing unimproved park



Existing building within the Town Center Park that could be rehabilitated

# MAXIMIZING THE VALUE OF THE PARK INVESTMENT

## 3

### Recommendations:

1. Design the Central Park to capture and infiltrate 100% of the 95th percentile storm event.
2. Incorporate LEED-ND walkable streets metrics into the Academy Street streetscape design in the downtown (see adjacent chart). Ensure that the future park is highlighted in the streetscape through consistent lighting, signage and other landmark elements.
3. Regardless of the final layout of the new park, prioritize programming and design that generates foot traffic, civic activity, and synergy between different park uses by incorporating passive and active spaces.
4. Conduct a feasibility assessment for relocating 3-5 buildings from Academy Street to the perimeter of the Central Park. If feasible, start the process of discussing with existing tenants and owners their willingness to participate in the swap and incorporate this into the future design as a site requirement.



Existing conditions at and around the Central Park site

### LEED-ND STREET PERFORMANCE METRICS

SIDEWALK	BIKE LANES
<p>8 feet on retail or mixed-use blocks 4 feet on all other blocks (widths are inclusive of planter strips)</p>	<p>Striped 5 feet (on street lanes or one way path or trail), or 8 feet (off-street two-way path or trail)</p>
STANDARDS	STANDARDS
<p>Sum of recycled content equals 50% or more of the total mass used for new sidewalks</p> <p>High albedo reflective material</p>	<p>Designate streets with a design speed of 25 mph or slower as part of the bike network</p>
STREET TREES	STREET LIGHTING
<p>Intervals averaging 40 feet on center (excluding driveways and utility vaults)</p>	<p>N/A</p>
STANDARDS	STANDARDS
<p>Noninvasive species, soil volume, root medium and well width</p>	<p>15% annual energy reduction below conventional infrastructure items</p> <p>**Outlet for event lighting</p>

\*\* Recommended but not a LEED-ND standard

# SUSTAINABILITY ASSESSMENT

# LEED-ND Checklist

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 and augmented during our site visit, stakeholder meetings, and after the community workshop. This information was then translated into an overall assessment of sustainable neighborhood performance.

LEED for Neighborhood Development: Project Assessment Checklist  
Smart Location and Linkage  
**TOWN CENTER**  
**CARY, NORTH CAROLINA**

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

Legend	
✓	Achieved
?	Unknown
X	Not Achieved
-	Does not exist/ NA
■ (Green)	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	
✓ ■ ■ ■ ■ ■	P 1 <b>Smart Location</b>
- ■ ■ ■ ■ ■	P 2 <b>Imperiled Species and Ecological Communities</b>
- ■ ■ ■ ■ ■	P 3 <b>Wetland and Water Body Conservation</b>
- ■ ■ ■ ■ ■	P 4 <b>Agricultural Land Conservation</b>
✓ ■ ■ ■ ■ ■	P 5 <b>Floodplain Avoidance</b>
X ■ ■ ■ ■ ■	C 1 <b>Preferred Locations</b>
- ■ ■ ■ ■ ■	C 2 <b>Brownfield Redevelopment</b>
X ■ ■ ■ ■ ■	C 3 <b>Locations with Reduced Automobile Dependence</b>
✓ ■ ■ ■ ■ ■	C 4 <b>Bicycle Network</b>
X ■ ■ ■ ■ ■	C 4 <b>Bicycle Storage</b>
- ■ ■ ■ ■ ■	C 5 <b>Housing and Jobs Proximity</b>
✓ ■ ■ ■ ■ ■	C 6 <b>Steep Slope Protection</b>
X ■ ■ ■ ■ ■	C 7 <b>Site Design for Habitat or Wetland and Water Body Conservation</b>
X ■ ■ ■ ■ ■	C 8 <b>Restoration of Habitat or Wetlands and Water Bodies</b>
X ■ ■ ■ ■ ■	C 9 <b>Long-Term Conservation Management of Habitat or Wetlands an</b>

Cary, NC 1 4/17/2013

# SUSTAINABILITY ASSESSMENT

# LEED-ND Checklist

## LEED for Neighborhood Development: Project Assessment Checklist

### Neighborhood Pattern and Design

#### TOWN CENTER CARY, NORTH CAROLINA

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

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

### Neighborhood Pattern and Design

X	Green	Green	Green	Grey	Green	P 1 Walkable Streets- Principal Entries
X	Green	Green	Green	Grey	Yellow	P 1 Walkable Streets- Building Height to Street Width Ratio
X	Green	Yellow	Green	Green	Green	P 1 Walkable Streets-Continuous Sidewalks
X	Yellow	Yellow	Green	Grey	Yellow	P 1 Walkable Streets-Garage and Service Bays
X	Green	Green	Green	Yellow	Green	P 2 Compact Development
✓	Yellow	Green	Green	Yellow	Green	P 3 Connected and Open Community
X	Green	Green	Green	Grey	Green	C 1a Walkable Streets : Facades and Entries
X	Green	Green	Green	Grey	Yellow	C 1b Walkable Streets: Ground-Level Use and Parking
✓	Green	Yellow	Green	Grey	Yellow	C 1c Walkable Streets:Design Speed for Safe Ped and Bike Travel
X	Yellow	Yellow	Yellow	Yellow	Yellow	C 1d Walkable Streets: Sidewalk Intrusions
X	Green	Green	Green	Yellow	Yellow	C 2 Compact Development
X	Yellow	Green	Green	Red	Green	C 3 Mixed-Use Neighborhood Centers
X	Yellow	Yellow	Green	Yellow	Red	C 4 Mixed-Income
X	Yellow	Yellow	Green	Grey	Yellow	C 4 Diverse Communities
X	Green	Green	Green	Grey	Red	C 5 Reduced Parking Footprint
X	Grey	Red	Yellow	Grey	Yellow	C 6 Street Network
X	Yellow	Yellow	Green	Green	Yellow	C 7 Transit Facilities
-	Grey	Grey	Grey	Grey	Grey	C 8 Transportation Demand Management
✓	Green	Green	Green	Green	Green	C 9 Access to Civic and Public Spaces
✓	Green	Green	Green	Green	Green	C 10 Access to Recreation Facilities
-	Grey	Grey	Grey	Grey	Grey	C 11 Visitability and Universal Design
✓	Green	Green	Green	Grey	Green	C 12 Community Outreach and Involvement
✓	Green	Green	Green	Green	Yellow	C 13 Local Food Production
✓	Yellow	Yellow	Green	Grey	Green	C 14 Tree-Lined and Shaded Streets
✓	Green	Green	Green	Grey	Green	C 15 Neighborhood Schools

# SUSTAINABILITY ASSESSMENT

# LEED-ND Checklist

## LEED for Neighborhood Development: Project Assessment Checklist Green Infrastructure and Building

### TOWN CENTER CARY, NORTH CAROLINA

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

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

#### Green Infrastructure and Buildings

X	Green	Yellow	Green	Yellow	Yellow	P 1	Certified Green Building
✓	Green	Green	Green	Green	Green	P 2	Minimum Building Energy Efficiency
X	Green	Yellow	Green	Yellow	Green	P 3	Minimum Building Water Efficiency
✓	Green	Green	Green	Green	Green	P 4	Construction Activity Pollution Prevention
X	Green	Yellow	Green	Yellow	Yellow	C 1	Certified Green Buildings
X	Green	Yellow	Green	Yellow	Yellow	C 2	Building Energy Efficiency
X	Green	Yellow	Green	Yellow	Yellow	C 3	Building Water Efficiency
✓	Green	Green	Green	Green	Yellow	C 4	Water-Efficient Landscaping
✓	Green	Green	Green	Yellow	Green	C 5	Existing Building Use
?	Green	Green	Yellow	Green	Green	C 6	Historic Resource Preservation and Adaptive Reuse
-	Grey	Grey	Grey	Grey	Grey	C 7	Minimized Site Disturbance in Design and Construction
X	Green	Green	Yellow	Yellow	Green	C 8	Stormwater Management
?	Green	Yellow	Green	Yellow	Yellow	C 9	Heat Island Reduction
✓	Grey	Grey	Yellow	Yellow	Yellow	C 10	Solar Orientation
X	Green	Green	Yellow	Yellow	Yellow	C 11	On-Site Renewable Energy Sources
X	Grey	Grey	Yellow	Yellow	Yellow	C 12	District Heating and Cooling
?	Green	Yellow	Green	Yellow	Green	C 13	Infrastructure Energy Efficiency
-	Red	Red	Yellow	Red	Yellow	C 14	Wastewater Management
?	Green	Yellow	Green	Yellow	Green	C 15	Recycled Content in Infrastructure
✓	Green	Green	Green	Yellow	Green	C 16	Solid Waste Management Infrastructure
	Green	Green	Green	Yellow	Yellow	C 17	Light Pollution Reduction

# SUSTAINABILITY ASSESSMENT

Based on in-field assessment, planning document review, various stakeholder meetings, and the community workshop, 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 Town Center neighborhood. Traditionally, LEED-ND standards are best suited for new neighborhoods where the layout and design can be influenced, however existing neighborhoods that are well-sited and dedicated to social, physical, and environmental sustainability still have the ability to be a “green neighborhood.” To that end, in all three of the LEED-ND credit categories, a certain percentage of credits fall into the “Likely” category, which affirms the team’s perception that the area has existing attributes of sustainability. Of the remaining credits, many fall in the “Possible with Effort” category, which shows the large potential for improving the neighborhood’s level of sustainability 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 “Likely” below. 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 project’s level of possible certification. It should also be noted that all the prerequisites need to be achieved if certification will be pursued.

### Smart Location and Linkages



### Neighborhood Pattern and Design



### Green Infrastructure and Building



Legend

- “Likely”
- “Possible with Effort”
- “Unlikely”
- “Not Applicable”

### Point Requirements for LEED-ND Certification

<b>Certified:</b>	<b>40-49</b>
<b>Silver:</b>	<b>50-59</b>
<b>Gold:</b>	<b>60-79</b>
<b>Platinum:</b>	<b>80+</b>

Town of Cary			
LEED for Neighborhood Development			
	Total	Achievable	Possible
Smart Location & Linkage	27	8	11
Neighborhood Pattern & Design	44	21	12
Green Building & Infrastructure	29	13	12
	<b>100</b>	<b>42</b>	<b>34</b>

# COMMUNITY WORKSHOP NOTES

The following notes were taken during the community workshop held at the Cary Arts Center on April 17, 2013. These notes are a direct transcription of the report-out from the four topically based discussion groups.

## Downtown Priorities

- Open Space
- Retail, Office, Living > will draw traffic
- Street activities
- Sidewalk dining
- Parking \*
- Art Walk-Festivals
- A Green Park
- Walkable/Pedestrian Oriented
- Keep in mind that we want tax-paying private investors

## Park Site

- Parking \*
- Leave all 12 acres as open space with activities to draw people downtown
- Hire landscape not new urbanist
- Maybe build new library in park
- This is public land, paid by taxes. There should be no private housing or business. This property belongs to Cary Residents.
- Leave as open space/park/meeting space
- Central Green "Lungs"=great opportunity
- Asset>Create Destination
- We need a small "Central Park". We need green open spaces. No to apartments, townhomes. Cary is too congested now. We don't need more people.
- Central energy leads to more government control.

## Downtown

- Let market decide
- Free enterprise\*
- No mixed use
  - does not fit character
- No high density
  - too much traffic
  - no parking
- Bedroom community
  - why change it?
  - urbanism does not fit
  - Downtown is Raleigh

## Connecting to Downtown

- Car oriented not walkable
  - integrate cars into the plans
- Public transit is underutilized and brings crime
- Clear signs/directions
- Visual Ref. Cvc.
- Cary not too large to get lost. Question value of signs
- Improve RR track crossings
  - not so rough
- Downtown similar to Apex =>on Chatham
- Some day and evening activity
- Make it a destination

\* Indicates agreement among multiple workshop attendees

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