



LEED Pilot Credit Library

Pilot Credit 14: Walkable Project Site

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Applicable Rating Systems

This credit is available for pilot testing by the following LEED project types:

- All Building Design & Construction rating systems.

Intent

To promote walking, biking, and other non-motorized transportation that results in reduced vehicle miles traveled (VMT), increased public health, and enhanced community participation.

Requirements

BD&C, excluding Schools

Design and build the project to achieve all of the following features:

- A principal functional entry on the front façade faces a public space, such as a street,¹ square, park, paseo,² or plaza, but not a parking lot, and is connected to sidewalks or equivalent provisions for walking.
 - A historic building³ is exempt if its historic principal functional entry does not face a public space and/or the entry is not connected to sidewalks or equivalent provisions for walking, and the building cannot be modified without altering key historic features of the building.
- All street frontages have a minimum building-height-to-street centerline ratio of 1:1.5 (i.e. a minimum of 1 foot/300 millimeters of building height for every 1.5 feet/450 millimeters width from street centerline to building façade), measured to the centerline of the street.

¹ a dedicated right-of-way that can accommodate one or more modes of travel, excluding *alleys* and *paseos*. A street is suitable for primary entrances and provides access to the front and/or sides of buildings and lots. A street may be privately owned as long as it is deeded in perpetuity for general public use. A street must be an addressable thoroughfare (for mail purposes) under the standards of the applicable regulating authority.

² a publicly accessible pedestrian path, at least 4 feet wide and no more than 12 feet wide, that provides short-cuts between buildings and through the block, connecting *street* frontages to rear parking areas, midblock courtyards, *alleys*, or other streets. A paseo may be roofed for up to 50% of its length and may be privately owned or publicly dedicated.

³ a building or structure listed or determined to be eligible as a historic structure or building or structure or as a contributing building or structure in a designated historic district, due to its historic, architectural, engineering, archeological, or cultural significance. The building or structure must be designated as historic by a local historic preservation review board or similar body, be listed in a state register of historic places, be listed in the National Register of Historic Places, or have been determined eligible for listing in the National Register.



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- Non-motorized rights-of-way may be counted toward the requirement, but frontages facing those rights-of-way must have a minimum 1:0.5 ratio of building height to street width.
- Building height is measured to eaves or the top of the roof for a flat-roof structure, and street centerline is measured from the façade. For building frontages with multiple heights or widths, use average heights or widths weighted by each segment's linear share of the total block length.
- Alleys⁴ and driveways are excluded.
- A historic building is exempt from these requirements if its dimensions do not meet the ratio requirements.
- Any new off-street parking lots are located at the side or rear of the building.
- Continuous sidewalks or equivalent all-weather route for walking on the project site serve all building entrances and connect them with public sidewalks. Newly constructed sidewalks must be at least 8 feet (2.5 meters) wide on retail or mixed-use blocks and at least 4 feet (1.2 meters) wide on all other blocks. Equivalent provisions for walking include woonerfs⁵ and all-weather-surface footpaths. Alleys and driveways are excluded from these calculations.
- No more than 20% of the street frontage of the project is faced directly by garage and service bay openings. Alley access is used instead, if available.
- If a façade extends along a sidewalk, no more than 40% of its length or 50 feet (15 meters), whichever is less, is blank (without doors or windows).
- At-grade crossings with driveways account for no more than 10% of the length of sidewalks within the project
- Street trees are provided between the vehicle travel way and walkway at intervals averaging no more than 40 feet (12 meters) (excluding driveways and utility vaults).

Schools only:

Design and build the project to achieve all of the following features:

- A principal functional entry on the front façade faces a public space, such as a street, square, park, paseo, or plaza, but not a parking lot, and is connected to sidewalks or equivalent provisions for walking
 - A historic building is exempt if its historic principal functional entry does not face a public space and/or the entry is not connected to sidewalks or equivalent provisions for walking, and the building cannot be modified without altering key historic features of the building.
- Any new off-street parking lots are located at the side or rear of the building.
- Continuous sidewalks or equivalent all-weather route for walking on the project site serve all building entrances and connect them with public sidewalks. New sidewalks must be at least 8 feet (2.5 meters) wide on retail or mixed-use blocks and at least 4 feet (1.2 meters) wide on all other blocks.

⁴ a publicly accessible right-of-way, generally located midblock, that can accommodate slow-speed motor vehicles, as well as bicycles and pedestrians. An alley provides access to the side or rear of abutting properties for loading, parking, and other service functions, minimizing the need for these functions to be located along streets. It may be publicly dedicated or privately owned and deeded in perpetuity for general public use.

⁵ a *street*, also known as a home zone, shared zone, or living street, where pedestrians have priority over vehicles and the posted speed limit is no greater than 10 miles per hour. Physical elements within the roadway, such as shared surfaces, plantings, street furniture, parking, and play areas, slow traffic and invite pedestrians to use the entire right-of-way.



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- Locate all service bays and garages so that they do not face street and public spaces.
- If a façade extends along a street or a public space, no more than 40% of its length or 50 feet (15 meters), whichever is less, is blank (without doors or windows).
- At-grade crossings with driveways account for no more than 10% of the length of sidewalks within the project.
- Street trees are provided between the vehicle travel way and walkway at intervals averaging no more than 40 feet (12 meters) (excluding driveways and utility vaults).

Credit Submittals

General:

1. [Register for Pilot Credit\(s\) here.](#)
2. Register a username at [LEEDuser.com](#), and participate in online forum
3. [Submit feedback survey](#); supply PDF of your survey/confirmation of completion with credit documentation

Credit Specific:

1. A site plan that locates:
 - a. The LEED project boundary
 - b. All principal functional entries
 - c. All sidewalks (with typical dimensions shown), streets, alleys, non-motorized rights of way
 - d. All public spaces, including squares, parks, paseos, and plazas
 - e. All off-street surface parking lots, driveways, garage and service bay openings
 - f. The street frontage that does and does not qualify for the building-height-to-street-width ratio requirements and the corresponding measurements for each frontage.
 - g. The blank walls per façade and the lengths of each blank wall
 - h. All driveway crossings and their widths)
 - i. All street tree locations and dimensioned intervals between street trees
2. If the project is a historic building, one or more documents confirming the designation status of the historic building. Acceptable documents may be from the National Park Service, the State Historic Preservation Office, or local body and include: a public notice such as the *Federal Register*, a screen capture of a webpage, or another document from one of those bodies.

Additional Questions

1. Is this credit the best method to incentivize the inclusion of walkability features on a single-building project, or is another LEED credit strategy better?
2. Do the credit requirements provide the right balance between requiring essential walkability features and providing an assortment of additional, optional features?
3. Are the requirements overly prescriptive, or do they allow a sufficient level of flexibility to create project-appropriate walkability features?



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Background Information

This credit originated in the LEED for Neighborhood Development rating system, but the Location and Planning Technical Advisory Group (LP TAG) has modified it to fit within the building design and construction (BD&C) rating systems. The LP TAG has added it to the BD&C rating systems because they previously did not address the walkable environment on the project site and therefore did not incentivize high quality design for pedestrians and bicyclists. The LEED-ND version has been modified to remove the LEED-ND requirements that are inappropriate for single-building projects and to revise those needing different metrics or thresholds for single-building projects. The credit's intent, however, largely mimics that of the LEED-ND version: to promote non-motorized transportation by designing safe and pleasant environments for pedestrians and bicyclists. The building-specific version of this credit is further intended to incentivize catalytic projects, whereby single buildings improve the walkability on the project site and motivate walkability improvements on surrounding sites.

Changes

Changes made for 3rd Public Comment (03/01/2012):

- The building-height-to-street-width ratio requirement is revised to require ratios only for building frontages that face a street instead for those that include a principle functional entry.
- Historic buildings are now defined in a footnote.
- The BD&C requirements (excluding Schools) have a new requirement that any new off-street parking lots be located at the side or rear of the building.
- Metric units were added alongside imperial units to assist global usability.
- Submittal requirements are added to document the historic status of a building.