

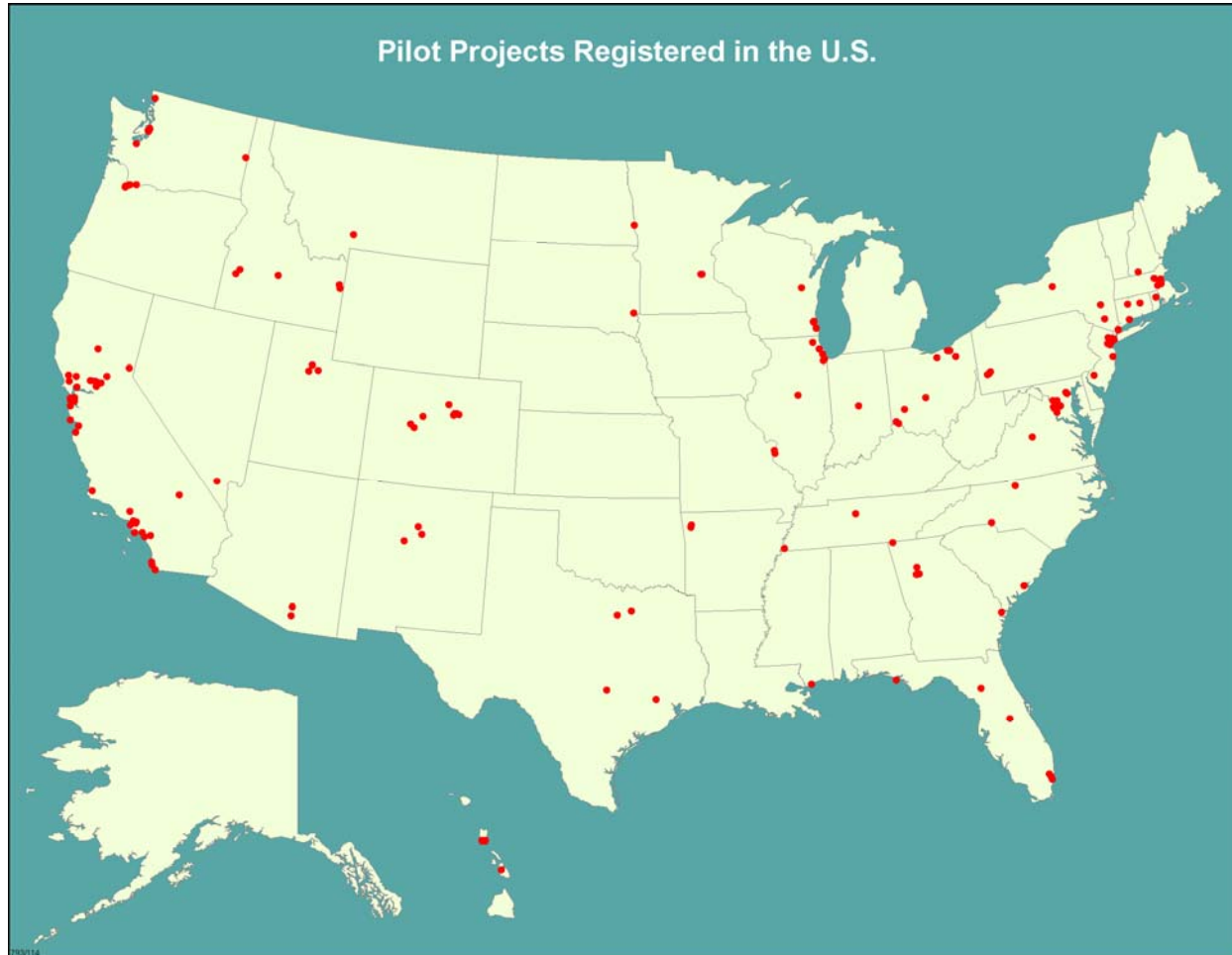
LEED for Neighborhood Development Characteristics of Pilot Projects

The following pages present the location, travel, and area characteristics for 205 of the 238 LEED for Neighborhood Development pilot projects. The document was produced by Criterion Planners, the pilot program's consultant, in order to present the projects' notable features, including:

1. **Location:** The pilot projects are primarily located on the East and West Coasts of the contiguous United States. California is home to 45 projects, with the next-largest state, Virginia, home to ten. The city with the most pilot projects (ten) is Washington, DC. The city with the second-most pilot projects (five) is Los Angeles.
2. **Area Characteristics:** The pilot projects are primarily located in dense, urban areas. Analyzed by zip code, the pilot projects' are in places that have four times the population density of all zip codes and two times the population density of all urban zip codes. Compared to all zip codes, 50 percent more multi-family buildings with 2-19 units and 100 percent more multi-family buildings with 20 or more units.
3. **Travel:** For their work commute, residents in the pilot projects' zip codes are 2.5 times more likely to use public transportation than residents in all zip codes. Furthermore, they are more than twice as likely to bicycle or walk to and from work.
4. **Size:** While the average project size is 298 acres, the median project size is 30 acres. The smallest project size is 0.17 acres, while the largest is approximately 12,800 acres.

Although the pilot program is still underway, from this initial analysis we can draw some tentative conclusions. First, the program has successfully attracted participants that are in areas with significant previous development and existing infrastructure. Pilot projects are generally located in areas with more compact development forms and where alternative transportation modes, such as transit or walking, are viable. Second, these trends indicate the potential for LEED for Neighborhood Development to produce carbon reduction and climate change benefits. (See the graph "Notable Surrounding Location & Travel Distances for the specific trend-benefit associations.) Finally, a large variety of project sizes are interested in utilizing LEED for Neighborhood Development.

Surrounding Location, Travel & Area Characteristics of LEED for Neighborhood Development Pilot Projects



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Registered Pilot Project Locations

Projects by Country		Projects by State		Cities With Multiple Projects		Zip Codes With Multiple Projects			
United States	205	CA	45	Washington	10	02119	Boston	MA	2
Canada	24	DC	10	Los Angeles	5	15139	Oakmont	PA	2
China	6	VA	10	Portland	5	20002	Washington	DC	2
Bahamas	1	NY	9	Oakland	4	20003	Washington	DC	2
South Korea	1	OH	9	Sacramento	4	20011	Washington	DC	2
Mexico	<u>1</u>	WA	9	San Francisco	3	22060	Fort Belvoir	VA	2
Total	238	CO	8	Denver	3	29405	Charleston	SC	2
		IL	7	Cleveland	3	37203	Nashville	TN	2
		CT	6	Seattle	3	59715	Bozeman	MT	2
		FL	6	Milwaukee	3	92618	Irvine	CA	<u>2</u>
		ID	6	Fayetteville	2			Total	20
		MA	6	Tucson	2				
		MD	5	Irvine	2				
		OR	5	San Diego	2				
		PA	5	Stamford, CT	2				
		UT	5	Atlanta	2				
		WI	5	Chicago	2				
		GA	4	Baltimore	2				
		HI	4	Bozeman	2				
		NC	4	Santa Fe	2				
		NJ	4	New York	2				
		TN	4	Oakmont, PA	2				
		TX	4	Pittsburgh	2				
		AZ	3	Nashville	2				
		NM	3	Salt Lake City	2				
		SC	3	Arlington	2				
		AR	2	Fort Belvoir, VA	2				
		MN	2	Bellingham	<u>2</u>				
		MT	2	Total	79				
		IN	1						
		LA	1						
		MI	1						
		MO	1						
		MS	1						
		NE	1						
		NH	1						
		NV	1						
		RI	1						
		SD	<u>1</u>						
		Total	205						

Source: USGBC

Comparison of U.S. Pilot Locations to All Zip Codes & Urban Areas (176 projects using the 2000 census)

Census Item	Pilot Zip Codes	All Zip Codes	Pilot Zips As a % of All Zips	All Urban Areas	Pilot Zips As a % of All Urban Areas	Potential Climate Change Benefits ^(a)
Population						
Urban area location ^(b)	90.9%	77.6%	117	100.0%	90	
Rural location	9.1%	22.4%	41	0.0%	N/A	
Persons/sq.mi.	5,890	1,221	482	2,656	222	✓
Minority	36.1%	30.9%	117	29.8%	121	
Median household income	\$44,484	\$41,994	106	\$44,840	99	
Households below poverty	15.7%	12.4%	127	12.9%	122	
Work Commute						
Drive alone	64.3%	75.7%	85	74.3%	87	✓
Carpool	12.1%	12.2%	99	11.9%	102	
Public transportation	11.7%	4.7%	249	6.6%	177	✓
Cycle/walk	7.5%	3.4%	221	3.5%	214	✓
Work at home	3.7%	3.3%	112	2.9%	128	
Mean travel time to work (min.) ^(c)	25.3	25.5	99	25.1	101	
Housing						
Person/household	2.65	2.59	102	2.62	101	
Owner occupied units	50.1%	66.2%	76	61.5%	81	
Renter occupied units	49.9%	33.8%	148	38.5%	130	
SF units	52.6%	65.8%	80	55.3%	95	
MF 2-4 units	13.5%	9.1%	149	9.1%	148	✓
MF 5-19 units	12.9%	8.7%	148	9.5%	136	✓
MF 20+ units	17.9%	8.6%	208	10.0%	179	✓
Median structure age (years)	42	27	156	39	108	

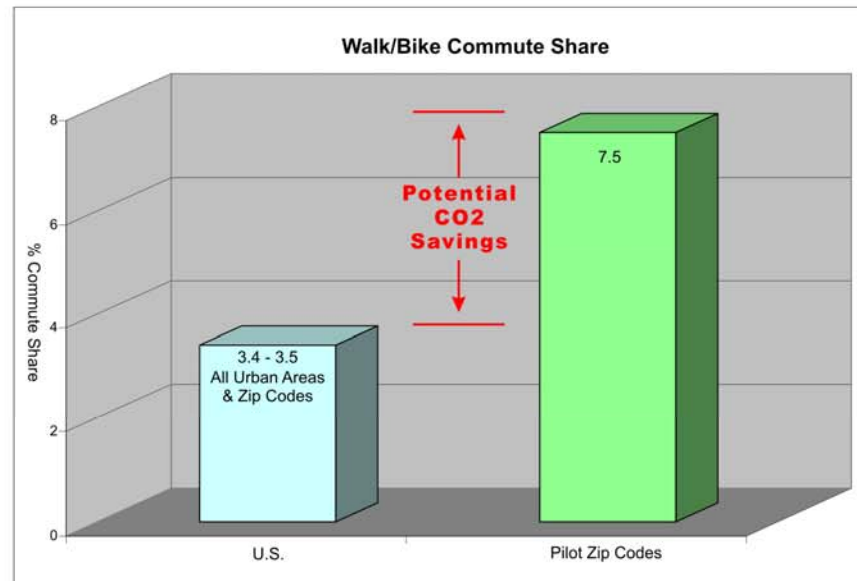
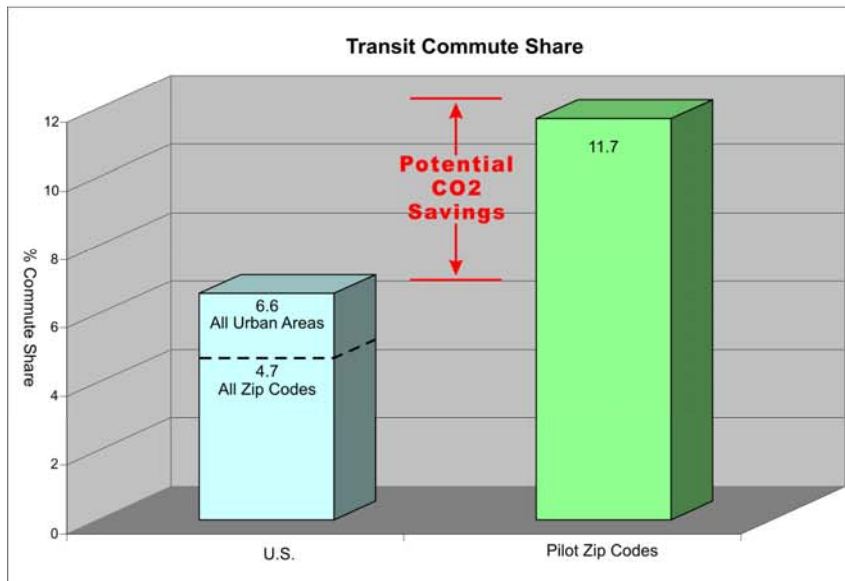
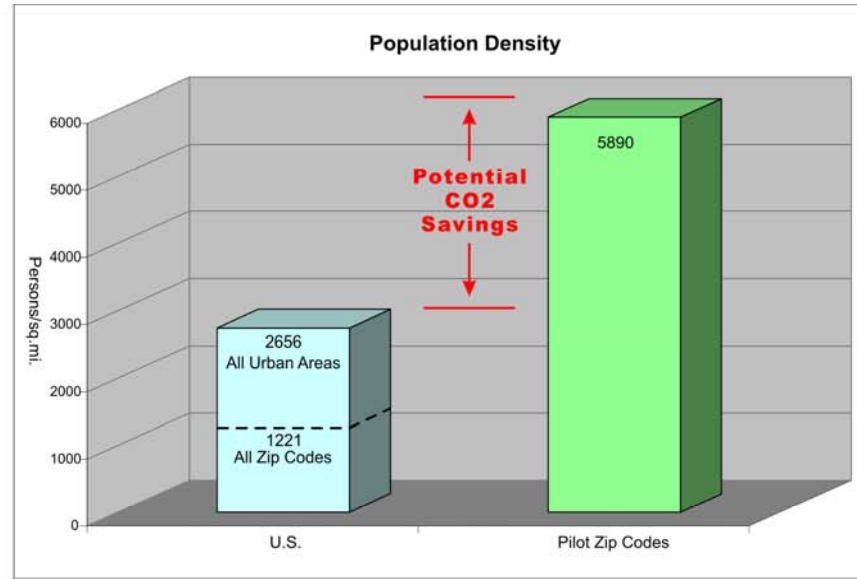
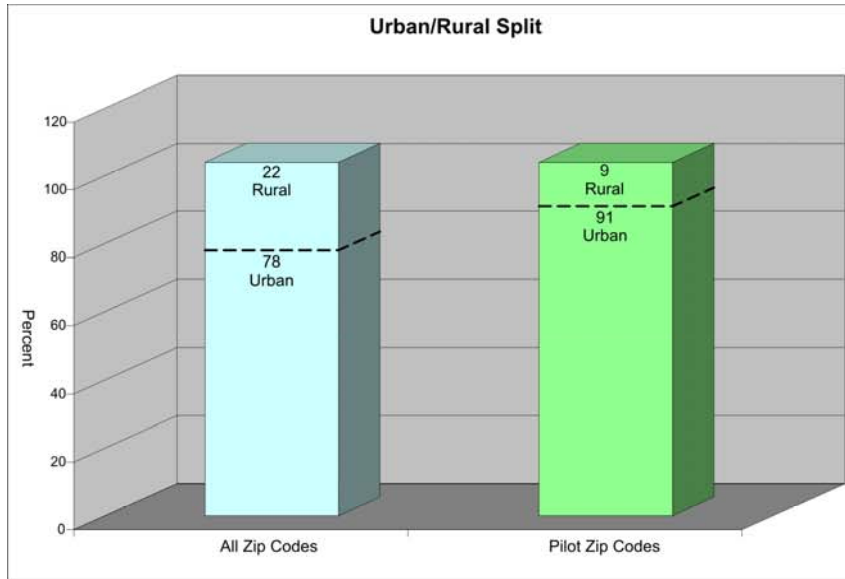
a) Areas with population of 50,000 or more.

b) Reduced incremental energy demand and greenhouse emissions per capita from ND projects in higher-density, multimodal surroundings.

c) Mean travel time to work includes waiting for public transportation and picking up carpool passengers.

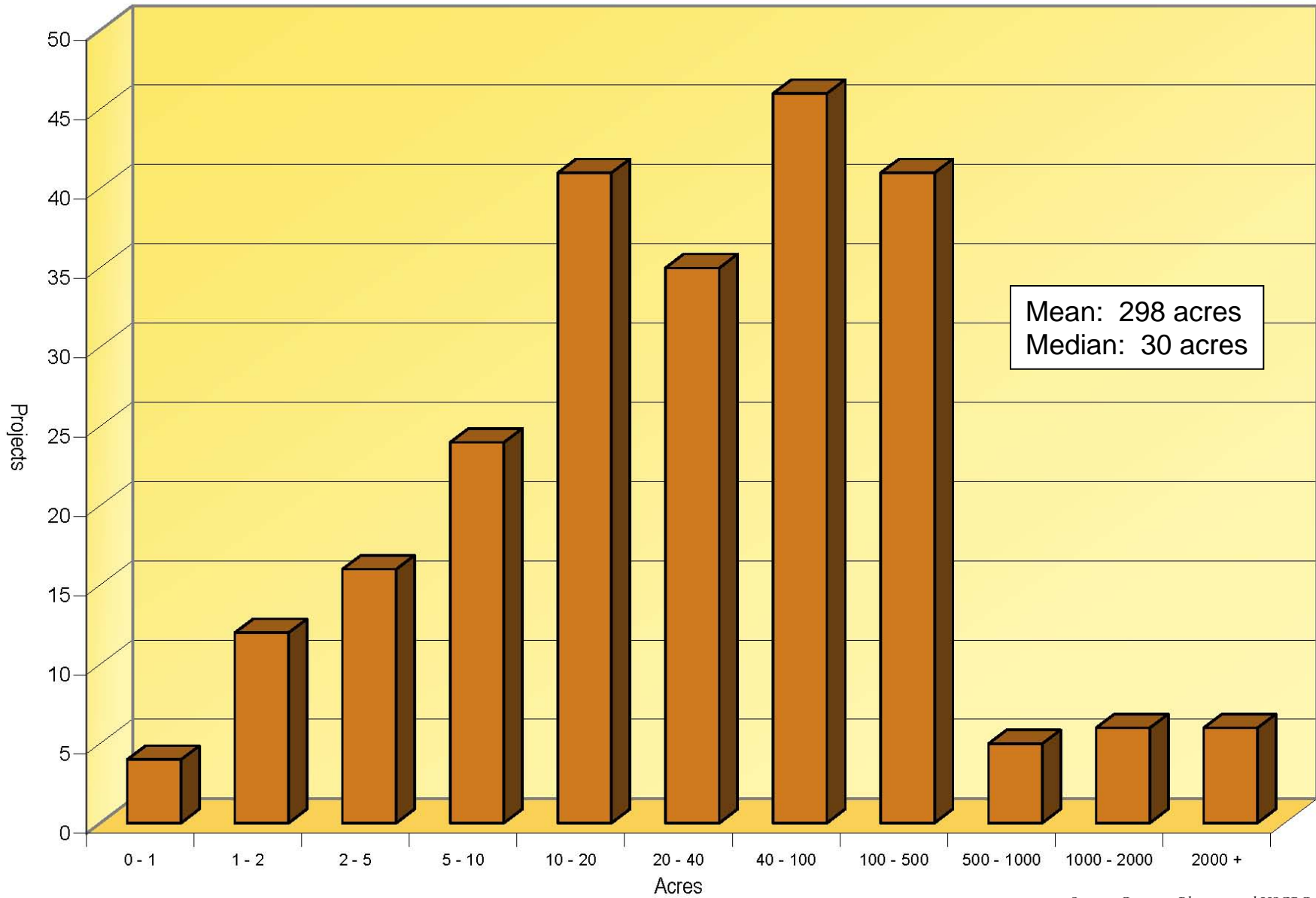
Source: Criterion Planners, Census Bureau, and USGBC

Notable Surrounding Location & Travel Differences



Source: Criterion Planners and USGBC

Pilot Projects by Land Area



Source: Criterion Planners and USGBC