Walkable streets

LT7 | Possible point

Glossary

Intent

To promote transportation efficiency, including reduced vehicle distance traveled.To promote walking by providing safe, appealing, and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity.

To promote transportation efficiency, including reduced vehicle distance traveled. To promote walking by providing safe, appealing, and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity.

To promote transportation efficiency and reduce vehicle distance traveled. To improve public health by providing safe, appealing, and comfortable street environments that encourage daily physical activity and avoid pedestrian injuries.

To promote transportation efficiency, including reduced vehicle distance traveled.To promote walking by providing safe, appealing, and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity.

Requirements

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

a. For 90% of new building frontage, 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. If the public space is a square, park, or plaza, it must be at least 50 feet (15 meters) deep, measured at a point perpendicular to each entry.
b. At least 15% of existing and new street frontage within and bordering the project has a minimum building-height-to-street-width ratio of 1:3 (i.e., a minimum of 1 foot (300 millimeters) of building height for every 3 feet (900 millimeters) of street width).

a. Nonmotorized rights-of-way may be counted toward the 15% requirement, but 100% of such spaces must have a minimum building-height-to-street-width ratio of 1:1.
b. Projects with bordering street frontage must meet only their proportional share of the height-to-width ratio (i.e., only on the project side of the street).
c. Street frontage is measured in linear feet (meters).
d. Building height is measured to eaves or the top of the roof for a flat-roof structure, and street width is measured façade to façade. For building frontages with multiple heights, use the weighted average height of all frontage segments based on each segment's height weighted by the segment's share of total building width.
e. Alleys and driveways are excluded.

c. Continuous sidewalks or equivalent all-weather provisions for walking are provided along both sides of 90% of streets or frontage within the project, including the project side of streets bordering the project. New sidewalks, whether adjacent to streets or not, 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 woonerfs and all-weather-surface footpaths. Alleys, driveways, and reconstructed existing sidewalks are excluded from these calculations.
d. No more than 20% of the street frontages within the project are faced directly by garage and service bay openings.

Projects in a designated historic district subject to review by a local historic preservation entity are exempt from (b), (c), and (d) if approval for compliance is not granted by the review body. Projects in historic districts listed in or eligible for listing in a state register or the National Register of Historic Places (or a local equivalent for projects outside the U.S.) that are subject to review by a state historic preservation office or the National Park Service (or a local equivalent for projects outside the U.S.) are exempt from (b), (c), and (d) if approval for compliance is not granted. If the public space is a square, park, or plaza, it must be at least 50 feet (15 meters) deep, measured at a point perpendicular to each entry.

A project may earn a maximum of 12 points according to the schedule in Table 1:

Items achieved	Points
2–3	1
4–5	2
6–7	3
8–9	4
10	7
11	8
12	9
13	10

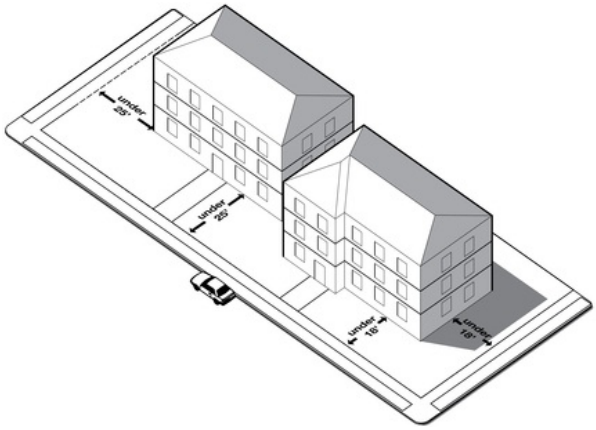
14	11
15–16	12

Facades and entries

a. At least 80% of the total linear feet of street-facing building façades in the project is no more than 25 feet (8 meters) from the property line.

b. At least 50% of the total linear feet of street-facing building façades in the project is no more than 18 feet (5.5 meters) from the property line.

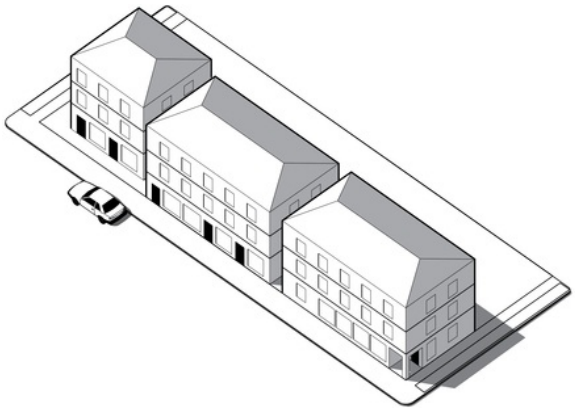
Figure 1. Minimal street-facing building façade setbacks



c. At least 50% of the total linear feet of mixed-use and nonresidential street-facing building façades in the project is within 1 foot (300 millimeters) of a sidewalk or equivalent provision for walking.

d. Functional entries to the buildings occur at an average of 75 feet (23 meters) or less along nonresidential or mixed-use buildings or blocks.

Figure 2. Functional building entries at minimum average distances along blocks



e. Functional entries to the buildings occur at an average of 30 feet (9 meters) or less along nonresidential or mixed-use buildings or blocks (items d and e are cumulative).

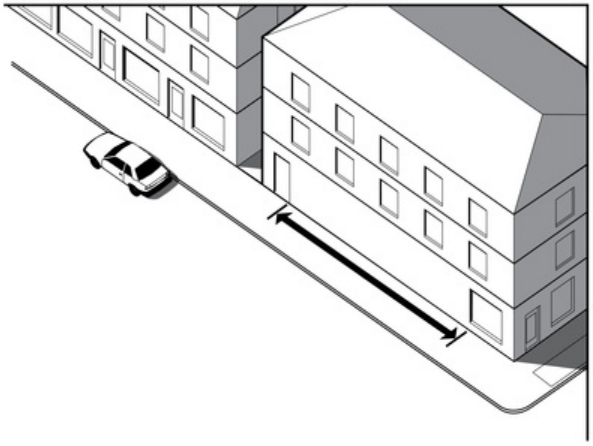
Ground-level use and parking

f. All ground-level retail, service, and trade uses that face a public space have clear glass on at least 60% of their façades between 3 and 8 feet (1 and 2.5 meters) above grade.

Figure 3. Ground-level retail and service uses with minimum amounts of clear glass façades

g. 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).

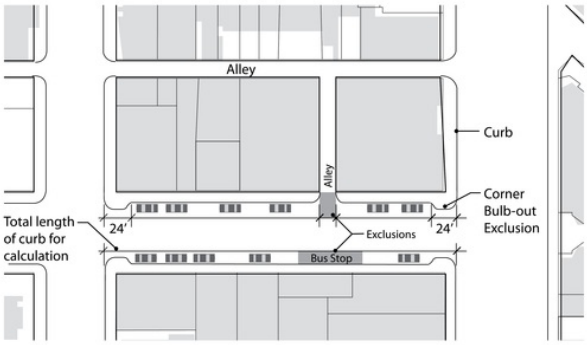
Figure 4. Limits on length of blank walls along sidewalks



h. Any ground-level retail, service, or trade windows must be kept visible (unshuttered) at night; this must be stipulated in covenants, conditions, and restrictions (CC&R) or other binding documents.

i. On-street parking is provided on a minimum of 70% of both sides of all new and existing streets, including the project side of bordering streets. The percentage of on-street parking is calculated by dividing the length of street designated for parking by the total length of the curb along each street, including curb cuts, driveways, and intersection radii. Space within the parking lane that is occupied by corner bulbouts (within 24 feet or 7 meters of an intersection), transit stops, and motorcycle or bicycle parking may be counted as designated for parking in this calculation. Woonerfs are not considered streets for this subsection.

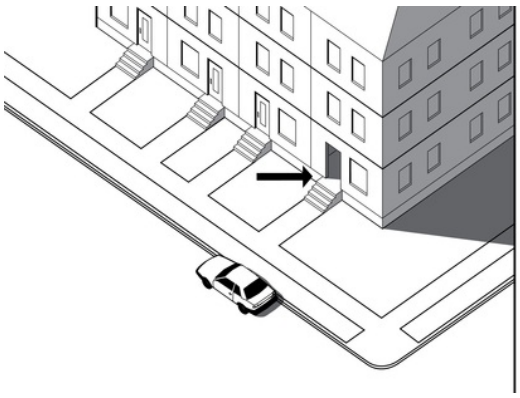
Figure 5. On-street parking requirements



j. Continuous sidewalks or equivalent provisions for walking are available along both sides of all streets within the project, including the project side of streets bordering the project. New sidewalks, whether adjacent to streets or not, must be at least 10 feet (3 meters) wide on retail or mixed-use blocks and at least 5 feet (1.5 meters) wide on all other blocks. Equivalent provisions for walking include woonerfs and all-weather-surface footpaths at least 5 feet (1.5 meters) wide. Note that these requirements specify wider sidewalks than required by NPD Prerequisite 1, Walkable Streets.

k. If the project has ground-floor dwelling units, the principal floor of at least 50% of those units must have an elevated finished floor no less than 24 inches (600 millimeters) above the sidewalk grade. Below-grade basement spaces and/or accessory dwelling units are exempt from this requirement.

Figure 6. Minimal above-grade entrance requirements



l. In nonresidential or mixed-use projects, 50% or more of the total number of office buildings include ground-floor retail along 60% of the length of the street-level façade; 100% of mixed-use buildings include ground-floor retail, live-work spaces, and/or ground-floor dwelling units along at least 60% of the street-level façade; and all businesses and/or other community services on the ground floor are accessible directly from sidewalks along a public space, such as a street, square, paseo, or plaza, but not a parking lot.

m. At least 40% of all street frontages within the project has a minimum building-height-to-street-width ratio of 1:3 (i.e., a minimum of 1 foot or 300 millimeters of building height for every 3 feet or 900 millimeters of street width).

a. ▫ Nonmotorized rights-of-way may be counted toward the 40% requirement, but 100% of such spaces must have a minimum 1:1 ratio of building height to street width.

b. ▫ Projects with bordering street frontage must meet only their proportional share of the height-to-width ratio (i.e., only on the project side of the street).

c. ▫ Street frontage is measured in linear feet.

d. ▫ Building height is measured to eaves or the top of the roof for a flat-roof structure, and street width is measured façade to façade. For building frontages with multiple heights, use the weighted average height of all frontage segments based on each segment's height weighted by the segment's share of total building width.

e. - Alleys and driveways are excluded.

Design speeds for safe pedestrian and bicycle travel

n. 75% of residential-only streets within the project are designed for a target speed of no more than 20 mph (30 km/h). (existing streets may be exempted from calculations)

o. 70% of nonresidential and/or mixed-use streets within the project are designed for a target speed of no more than 25 mph (40 km/h). A multiway boulevard, with travel lanes separated from access lanes by medians, may apply this requirement to its outer access lanes only (through-lanes are exempt), provided pedestrian crosswalks are installed across the boulevard at intervals no greater than 800 feet (245 meters). (existing streets may be exempted from calculations)

Sidewalk intrusions

p. At-grade crossings with driveways account for no more than 10% of the length of sidewalks within the project.

A project may earn a maximum of 9 points, awarded according to Table 1.

Table 1. points for walkable street features

Items achieved	Points
2–3	1
4–5	2
6–7	3
8–9	4
10–11	5
12	6
13	7
14	8
15–16	9

Façades and entries

- At least 80% of the total linear distance of building façades facing the circulation network in the project is no more than 25 feet (7.5 meters) from the property line.
- At least 50% of the total linear distance of building façades facing the circulation network in the project is no more than 18 feet (5.5 meters) from the property line.
- At least 50% of the total linear distance of mixed-use and nonresidential building façades facing the circulation network in the project is within 1 foot (300 millimeters) of a sidewalk or equivalent walking route.
- Functional entries to the building occur at an average of 75 feet (23 meters) or less along nonresidential or mixed-use buildings or blocks.
- Functional entries to the building occur at an average of 30 feet (9 meters) or less along nonresidential or mixed-use buildings or blocks

Items (d) and (e) are cumulative.

Ground-level use and parking

- All ground-level retail, service, and trade uses that face a public space have clear glass on at least 60% of their façades between 3 and 8 feet (900 and 2500 millimeters) above grade.
- 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).
- Any ground-level retail, service, or trade windows facing the circulation network must be kept visible (unshuttered) at night; this must be stipulated in covenants, conditions, and restrictions (CC&Rs) or other binding documents.
- On-street parking is provided on at least 70% of both sides of the block length of all new and existing motorized portions of the circulation network, including the project side of bordering circulation network. The percentage of on-street parking is calculated by dividing the length of street designated for parking by the total length of the curb along each street, including curb cuts, driveways, and intersection radii. Space within the parking lane that is occupied by corner bulb-outs (within 24 feet [7 meters] of an intersection), transit stops, and motorcycle or bicycle parking may be counted as designated for parking in this calculation. Alleys may be exempted.
- Continuous sidewalks or equivalent provisions for walking are available along both sides of the entire circulation network within the project, including the project side of the circulation network bordering the project. Bicycle- and pedestrian-only paths meet this requirement. New sidewalks must be at least 10 feet (3 meters) wide on retail or mixed-use blocks and at least 5 feet (1.5 meters) wide on all other blocks. Note that these requirements specify wider sidewalks than required by NPD Prerequisite Walkable Streets. Alleys may be exempted.
- If the project has ground-floor dwelling units, the principal level of at least 50% of those units has an elevated finished floor at least 24 inches (60 centimeters) above the sidewalk grade. Below-grade basement spaces and/or accessory dwelling units are exempt from this requirement.
- In nonresidential or mixed-use projects, 50% or more of the total number of office buildings includes ground-floor retail along 60% of the length of the street-level façade; 100% of mixed-use buildings include ground-floor retail, live-work spaces, or ground-floor dwelling units along at least 60% of the street-level façade; and all businesses or community services on the ground floor are accessible directly from sidewalks along the circulation network or other public space, such as a square, park, or plaza, but not a parking lot.
- At least 40% of the block length of the circulation network within the project has a minimum building-height-to-street-centerline ratio of 1:1.5 (i.e., at least 1 foot (30 centimeters) of building height for every 1.5 feet (45 centimeters) of width from circulation network centerline to building façade). Alleys may be exempted.

  Projects that border a part of the circulation network must meet only their proportional share of the height-to-centerline ratio (i.e., only on the project side of the circulation network).

  Building height is measured to eaves or, for a flat-roof structure, to the rooftop, and width is measured façade to centerline. For buildings with multiple heights or widths, use average heights or widths weighted by each portion's share of the total height or width.

Design speeds for safe pedestrian and bicycle travel

- 75% of the length of new residential-only motorized parts of the circulation network within the project is designed for a target speed of no more than 20 mph (30 km/h).
- 70% of the length of new nonresidential or mixed-use motorized parts of the circulation network within the project is designed for a target speed of no more than 25 mph (40km/h). A multiway boulevard, with travel lanes separated from access lanes by medians, may apply this requirement to its outer access lanes only (through-lanes are exempt), provided pedestrian crosswalks are installed across the boulevard at intervals no greater than 800 feet (245 meters).

Sidewalk intrusions

- At-grade crossings with driveways account for no more than 10% of the length of sidewalks within the project.

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

1. a. 90% of new buildings have a functional entry onto the circulation network or other public space, such as a park or plaza, but not a parking lot. Whether opening to the circulation network or other public space, the functional entry must be connected to a sidewalk or equivalent provision for walking. If the public space is a square, park, or plaza, it must be at least 50 feet (15 meters) deep, measured at a point perpendicular to each entry.
2. At least 15% of the block length of the existing and new circulation networks within and bordering the project has 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] of width from street centerline to building façade). Alleys may be omitted from the calculations.
    - Projects that border a part of the circulation network must meet only their proportional share of the height-to-width ratio (i.e., only on the project side of the circulation network).
    - Building height is measured to eaves or, for a flat-roof structure, to the rooftop. For buildings with multiple heights or widths, use average heights or widths weighted by each portion's share of the total height or width.
3. Continuous sidewalks or equivalent all-weather routes for walking are provided along both sides of 90% of the circulation network block length within the project, including the project side of circulation network bordering the project. Bicycle- and pedestrian-only paths meet this requirement. 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. No more than 20% of the block length of the circulation network within the project is faced directly by garage and service bay openings. Alleys may be omitted from the calculations.

Portions of projects containing historic buildings or contributing buildings in a designated historic district subject to review by a local historic preservation entity are exempt from (2), (3), and (4) if approval for compliance is not granted.

Portions of projects containing historic buildings or contributing buildings in historic districts listed in or eligible for listing in a state provincial, or regional register, or the National Register of Historic Places that are subject to review by a state historic preservation office or the National Park Service (or local equivalent for projects outside the U.S.) are exempt from (2), (3), and (4) if approval for compliance is not granted.

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

1. a. 90% of new buildings have a functional entry onto the circulation network or other public space, such as a park or plaza, but not a parking lot. Whether opening to the circulation network or other public space, the functional entry must be connected to a sidewalk or equivalent provision for walking. If the public space is a square, park, or plaza, it must be at least 50 feet (15 meters) deep, measured at a point perpendicular to each entry.
2. At least 15% of the block length of the existing and new circulation networks within and bordering the project has 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] of width from street centerline to building façade). Alleys may be omitted from the calculations.
    - Projects that border a part of the circulation network must meet only their proportional share of the height-to-width ratio (i.e., only on the project side of the circulation network).
    - Building height is measured to eaves or, for a flat-roof structure, to the rooftop. For buildings with multiple heights or widths, use average heights or widths weighted by each portion's share of the total height or width.
3. Continuous sidewalks or equivalent all-weather routes for walking are provided along both sides of 90% of the circulation network block length within the project, including the project side of circulation network bordering the project. Bicycle- and pedestrian-only paths meet this requirement. 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. No more than 20% of the block length of the circulation network within the project is faced directly by garage and service bay openings. Alleys may be omitted from the calculations.

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