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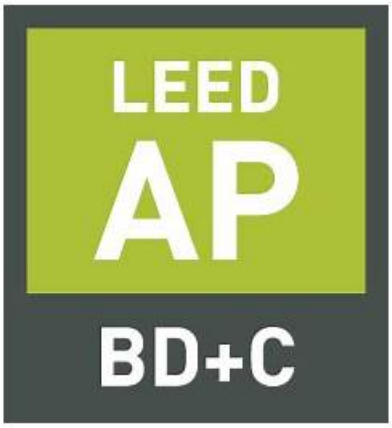

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USGBC LEED-AP-BD-C Exam Syllabus Topics:

Topic	Details
Topic 1	• Indoor Water Use Reduction: This section measures the skills of LEED Green Associates in minimizing indoor water consumption to reduce water use effectively, including toilets, urinals, faucets, and showerheads. Additionally, candidates will examine appliance types that consume water, such as cooling towers and washing machines.
Topic 2	• Energy and Atmosphere: In this topic, LEED Green Associates focuses on building reuse, including historic building renovations. It covers material reuse strategies, enclosure materials, and permanently installed interior components into new designs.
Topic 3	• Sustainable Sites: It covers site assessment and planning that involves evaluating various site characteristics, such as topography, hydrology, climate, vegetation, and soil conditions. It also covers assessing a site's potential as a resource for energy flows while addressing construction activity pollution prevention measures.

Topic 4	• Project Surroundings and Public Outreach: LEED Green Associates learn about promoting sustainable practices, regional design considerations that incorporate green construction measures, cultural awareness issues related to historic or heritage impacts, and ensuring that sustainability efforts are respectful of local values.
Topic 5	• Location and Transportation: This topic measures the skills of LEED Green Associates in sustainable development. It addresses critical factors in site selection, including development constraints and opportunities related to environmental considerations, and community connectivity concepts, such as walkability and street design, which are vital for promoting sustainable transportation options.
Topic 6	• Indoor Environmental Quality: This domain measures the skills of LEED Green Associates in creating healthy indoor environments. It emphasizes the importance of maintaining adequate ventilation levels through both natural and mechanical means. Additionally, candidates will be assessed on topics such as tobacco smoke control measures.
Topic 7	• Integrative Strategies: It emphasizes the importance of an integrative process. The topic also covers their knowledge about the value of teamwork in developing integrative green strategies and how they can collaborate throughout different project phases.

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ExamDiscuss designed this prep material to help you pass the exam on the first try. It may sound complicated, but once you go through regular study and intensive practice, passing the final exam would be a piece of cake. The cost of LEED AP Building Design + Construction (LEED AP BD+C) (LEED-AP-BD-C) certification itself is expensive, ranging from $100 to $1000, so you can't risk wasting that amount. ExamDiscuss ensures that this does not happen by providing you with reliable and updated preparation material.

USGBC LEED AP Building Design + Construction (LEED AP BD+C) Sample Questions (Q137-Q142):

NEW QUESTION # 137
A new five-story building with a 30,000 ft2 (2 800 m2) footprint is being designed on a previously disturbed100,000 ft2 (9 290 m2) site. The remaining on-grade surface will be 35,000 ft2 (3 250 m2) of asphalt parking, and 35,000 ft2 (3 250 m2) of native vegetated open space. To achieve a point for exemplary performance under Option 1 of Sustainable Sites Credit, Site Development - Protect or Restore Habitat, the design team will have to incorporate a native and/or adapted vegetated roof with a minimum area of

- A. 25,000 ft2 (2 300 m2)
- B. 12,500 ft2 (1 160 m2)
- C. 15,000 ft2 (1 400 m2)
- D. 35,000 ft2 (3 250 m2)

Answer: A

Explanation:
Explanation
According to the LEED v4 Reference Guide for Building Design and Construction, Option 1 of the Site Development - Protect or Restore Habitat credit requires restoring 25% of the site area (including the building footprint) with native or adapted vegetation1. To achieve exemplary performance, the project must double the credit requirements and restore 50% of the site area2. In this case, the site area is 100,000 ft2 (9 290 m2), so the project must restore 50,000 ft2 (4 645 m2) with vegetation. The project already has 35,000 ft2 (3 250 m2) of native vegetated open space, so it needs to add another 15,000 ft2 (1 395 m2) of vegetation. Since the on-grade surface is fully occupied by the building footprint and the asphalt parking, the only option is to incorporate a vegetated roof. Therefore, the design team will have to incorporate a native and/or adapted vegetated roof with a minimum area of 15,000 ft2 (1 395 m2). References: SS Credit Site Development - Protect or Restore Habitat, LEED v4 Reference Guide for Building Design and Construction13

NEW QUESTION # 138
In the step-by-step guidance for Location and Transportation Credit, Bicycle Facilities, which of the following requirements can define a bicycle network?

- A. Slow speed roadways
- B. Traffic lights
- C. One-way streets
- D. Bike share

Answer: A

Explanation:
According to the LEED Reference Guide for Building Design and Construction1, the Location and Transportation Credit, Bicycle Facilities, requires the project to provide short-term and long-term bicycle storage and a functional entry or bicycle storage within 200 yards of a bicycle network. The bicycle network is defined as any one of the following:
* Off-street bicycle paths or on-street bicycle lanes that are physically marked and separated from motor traffic
* Streets designed for a target speed of 25 mph (40 km/h) or less, with traffic calming features such as curb extensions, speed humps, raised crossings, narrowed traffic lanes, median islands, tight corner radii, roundabouts, or landscaping
* Streets with a legal speed limit of 25 mph (40 km/h) or less that connect to a larger bicycle network Therefore, among the given options, only slow speed roadways can define a bicycle network, as they can provide a safer and more comfortable environment for cyclists. One-way streets, bike share, and traffic lights are not sufficient to define a bicycle network, as they do not necessarily indicate the presence of bicycle paths, lanes, or low-speed streets.

NEW QUESTION # 139
A project's massing and site orientation can have a direct impact on which of the following prerequisites?

- A. Construction Activity Pollution Prevention
- B. Minimum Indoor Air Quality Performance
- C. Fundamental Commissioning and Verification
- D. Minimum Energy Performance

Answer: D

Explanation:
Explanation
Minimum Energy Performance
A project's massing and site orientation can have a direct impact on the minimum energy performance prerequisite, which requires projects to demonstrate a percentage of energy cost savings compared to a baseline building. Massing and orientation affect the amount of solar heat gain, daylight availability, natural ventilation potential, and wind exposure of the building, which in turn influence the heating, cooling, lighting, and ventilation loads and strategies. By optimizing the massing and orientation of the building, projects can reduce their energy consumption and improve their thermal and visual comfort.
References:
Reference Guide for Building Design and Construction v4 - Pages 279-2801 Building Massing & Orientation | Sustainability Workshop2

NEW QUESTION # 140
A new school with a 20 car parking lot has set aside four preferred parking spaces for green vehicles. What else must the project team provide to achieve Location and Transportation Credit, Green Vehicles?

- A. Provide qualifying electrical vehicle supply equipment in 2% of all parking spaces
- B. Provide secure bike racks for 5% of the building occupants
- C. Nothing; the project team has met the credit requirements
- D. Provide an additional parking space for a low-emitting and fuel-efficient vehicle

Answer: A

Explanation:
The correct answer is D, provide qualifying electrical vehicle supply equipment in 2% of all parking spaces. According to the LEED

v4 Reference Guide for Building Design and Construction, the Location and Transportation Credit, Green Vehicles, requires that projects provide preferred parking for green vehicles for 5% of the total vehicle parking capacity of the site. Green vehicles are defined as vehicles that achieve a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide1 In addition, projects must provide one of the following:
Install alternative-fuel fueling stations for 3% of the total vehicle parking capacity of the site. Alternative fuels are defined by the U.S. Energy Policy Act of 1992 and include biodiesel, electricity, ethanol, hydrogen, natural gas, and propane.
Install electrical vehicle supply equipment (EVSE) for 2% of the total vehicle parking capacity of the site. EVSE must be Level 2 or higher as defined by SAE International's J1772 standard.
Provide a discounted parking rate of at least 20% for green vehicles. The discounted rate must be available to all customers (not limited by time of day or user groups), publicly posted at the entrance of the parking area, and included in all marketing materials for the parking facility1 In this case, the project team has provided preferred parking for green vehicles for 20% of the total vehicle parking capacity of the site (4 out of 20 spaces), which exceeds the minimum requirement of 5%. However, they still need to provide one of the additional options listed above to achieve the credit. The most feasible option for a school project with a small parking lot would be to install EVSE for 2% of all parking spaces, which would be equivalent to one space. Therefore, answer D is correct.
The other answers are incorrect because they do not meet the credit requirements. Answer A is incorrect because providing preferred parking alone is not sufficient to achieve the credit; one of the additional options must also be provided. Answer B is incorrect because providing bike racks is not relevant to this credit, which focuses on green vehicles; bike racks are part of another credit, Location and Transportation Credit, Bicycle Facilities. Answer C is incorrect because providing an additional parking space for a low-emitting and fuel-efficient vehicle would not increase the percentage of preferred parking above 20%, which is already more than enough; moreover, low-emitting and fuel-efficient vehicles are defined differently from green vehicles in LEED v4 and have their own credit, Location and Transportation Credit, Reduced Parking Footprint1 Reference: 1: LEED v4 Reference Guide for Building Design and Construction, Location and Transportation Credit: Green Vehicles, page 467.

NEW QUESTION # 141
When planning a water-efficient landscape design, the designer should consider including

- A. native vegetation
- B. permeable pavement
- C. sprinkler system
- D. potable water

Answer: A

Explanation:
The best answer is C. native vegetation. This is because:
*Native vegetation is adapted to the local climate and soil conditions, and therefore requires less water than non-native plants1.
*Native vegetation also supports local biodiversity, reduces erosion, and enhances the aesthetic value of the landscape2.
*Potable water is not a good option for water-efficient landscape design, as it is a scarce and valuable resource that should be conserved for human consumption and hygiene3.
*Sprinkler systems are not a good option for water-efficient landscape design, as they can waste a lot of water through evaporation, runoff, and overspray4. Drip irrigation or micro-sprinklers are more efficient methods of watering plants.
*Permeable pavement is not a good option for water-efficient landscape design, as it is not a plant-based element, but a hardscape feature that allows water to infiltrate into the ground. Permeable pavement can reduce stormwater runoff and pollution, but it does not directly contribute to water conservation in the landscape.
References: 1: Water Efficient Landscaping Ideas: 5 Water Wise Tips 2: [Native Plants for Water Conservation] 3: [Water Conservation | US EPA] 4: [Sprinkler Irrigation - an overview | ScienceDirect Topics] : [Drip Irrigation - an overview | ScienceDirect Topics] : [Permeable Pavement - an overview | ScienceDirect Topics] : [Permeable Pavement Benefits and Costs]

NEW QUESTION # 142
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