LOCATION AND TRANSPORTATION

Building Location

- Compact development
- Alternative transportation
- Connection to amenities

Existing infrastructure

Public transit

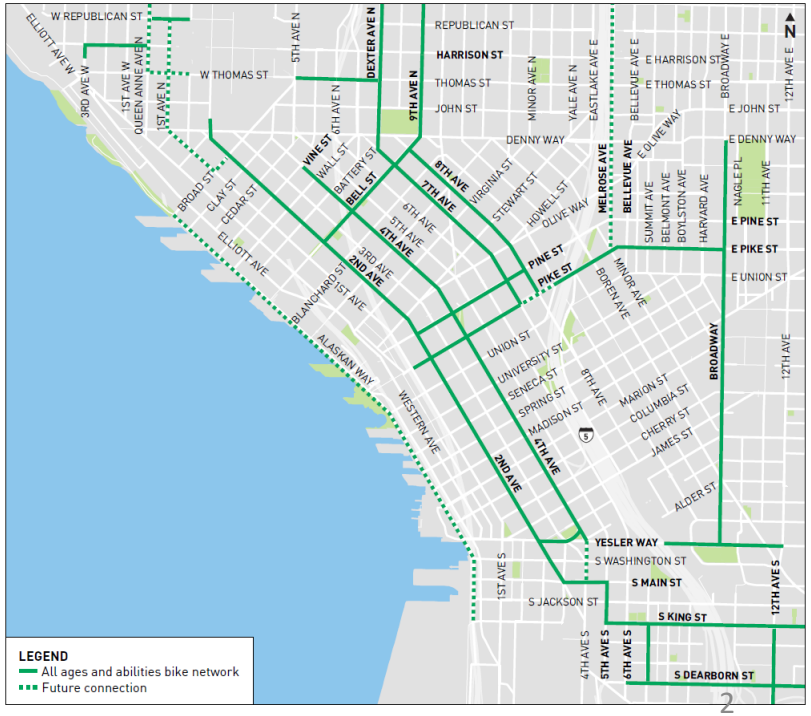
street networks

pedestrian paths

bicycle networks

services and amenities

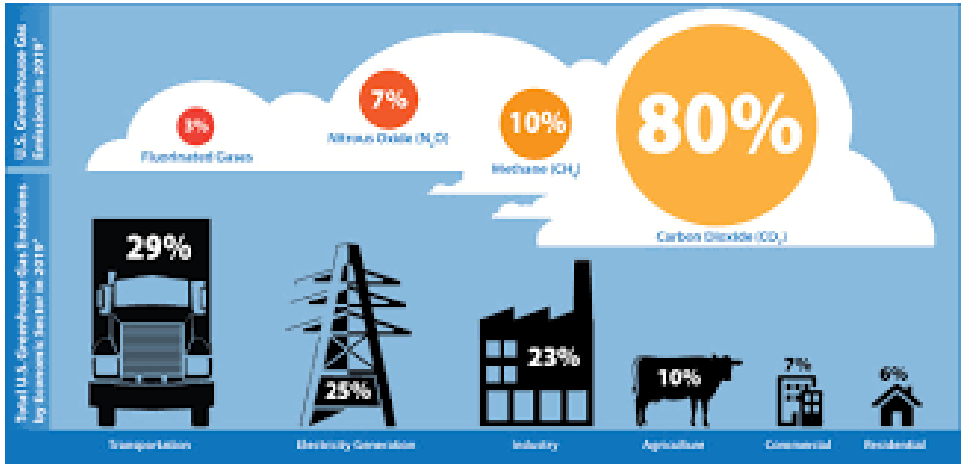
and existing utilities, such as electricity, water, gas, and sewage

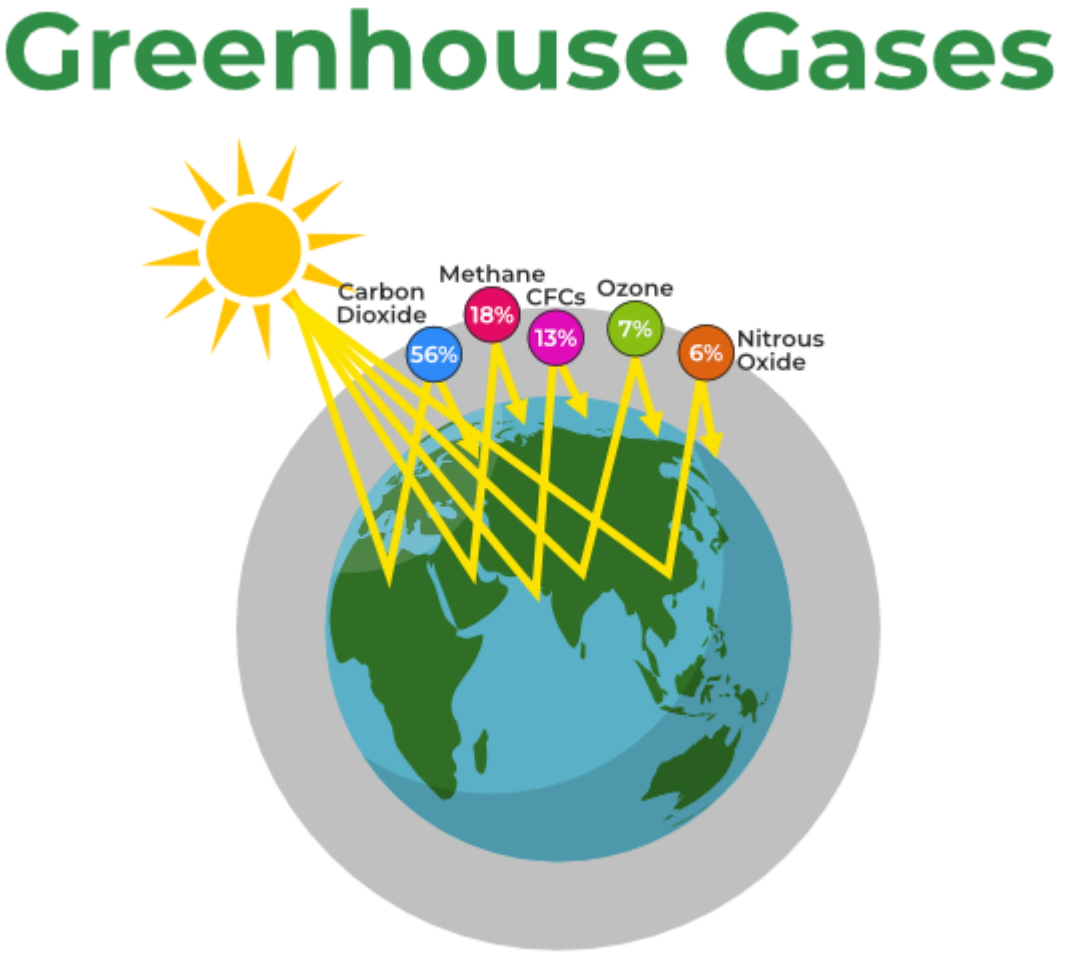


Alternatives to private automobile use:

- Walking
- Biking
- Vehicle shares
- Public transit

Reduce Green House Gas (GHG) Emissions from vehicle use.





Reusing
previously developed land
cleaning up brownfield sites
and investing in disadvantaged areas

conserve undeveloped land and ensure efficient delivery of services and infrastructure.

Limit Parking.
Provide bicycle storage.
Alternative-fuel facilities.
Preferred parking for green vehicles.

Walking distances must be measured along infrastructure that is safe and comfortable for pedestrians: sidewalks, all-weather-surface footpaths, crosswalks, or equivalent pedestrian facilities.

Bicycling distances must be measured along infrastructure that is safe and comfortable for bicyclists: on-street bicycle lanes, off-street bicycle paths or trails, and streets with low target vehicle speed (25 mph or less).

Preferred Parking

Preferred parking spaces have the shortest walking distance to the main entrance of the project, exclusive of spaces designated for people with disabilities.

LOCATION AND TRANSPORTATION

LEED RATING SYSTEMS ADDRESS PROJECT LOCATION AND DESIGN THROUGH THE FOLLOWING TOPICS:

- Location
- Transportation
- Neighborhood pattern and design

STRATEGIES TO ADDRESS LOCATION:

- **CHOOSE REDEVELOPMENT AND INFILL DEVELOPMENT**. Build on previously developed land and brownfield sites.
- **LOCATE NEAR EXISTING INFRASTRUCTURE.** Avoid triggering suburban sprawl and unnecessary materials use by consolidating development along existing roads, power lines, and water supplies.
- **PROTECT HABITAT.** Give preference to locations that do not include sensitive site elements and land types.
- **INCREASE DENSITY.** Create a smaller footprint and maximize the FAR (floor area ratio) or square footage per acre.
- **INCREASE DIVERSITY OF USES.** Provide the services that are most needed within communities and support a balance of jobs and housing.
- **ENCOURAGE MULTIPLE MODES OF TRANSPORTATION.** Enable occupants to walk, bicycle, and use public transit.

STRATEGIES TO ADDRESS TRANSPORTATION IN DESIGN AND PLANNING:

- **LOCATE NEAR PUBLIC TRANSIT.** Select a project site within easy walking distance of an existing transportation network.
- **LIMIT PARKING.** The lack of parking spaces on the project site will spark interest in alternative transportation options.
- **ENCOURAGE BICYCLING.** Install secure bike racks and showers for commuters.

Figure 1.4. Building Location without Supporting Infrastructure and Services

Figure 1.5. Building Location with Infrastructure and Services

STRATEGIES TO ADDRESS TRANSPORTATION IN OPERATIONS AND MAINTENANCE:

- **ENCOURAGE CARPOOLING.** Designate preferred spaces for carpool vehicles in the parking area.
- **PROMOTE ALTERNATIVE-FUEL VEHICLES.** Provide a convenient refueling station on the site.
- **OFFER INCENTIVES.** Develop an alternative commuting incentive program for building occupants.
- **SUPPORT ALTERNATIVE TRANSPORTATION.** Promote alternatives to single-occupant car commuting at the building and/or city level.

STRATEGIES FOR SUSTAINABLE NEIGHBORHOOD PATTERN AND DESIGN:

- **DESIGN WALKABLE STREETS.** Focus on building frontage, ground-level façade, building height-to-street-width ratio, and sidewalks. Limit street speeds.
- **INCLUDE STREET TREES,** shade, benches, and other amenities for pedestrians.
- **USE COMPACT DEVELOPMENT STRATEGIES.** Consolidate development by increasing the number of units of residential space and square feet of commercial space per acre.
- **PROMOTE CONNECTIVITY.** Limit culs-de-sac, prohibit gated communities, and use a street grid pattern.
- **PROVIDE DIVERSE LAND USES.** Include a wide mix of services, such as shops, restaurants, schools, religious centers, grocery stores, parks, civic buildings, and recreational facilities.
- **CREATE A DIVERSE COMMUNITY.** Provide housing types for a wide range of incomes and abilities. Incorporate, rather than segregate, affordable and senior housing.
- **SUPPORT ACCESS TO SUSTAINABLE FOOD.** Include community gardens, farmers markets, urban farms, and community-supported agriculture programs.
- **ENSURE THAT ALL RESIDENTS HAVE EASY ACCESS TO GROCERY STORES** and other food choices beyond fast food.

LOCATION AND TRANSPORTATION

Location and Transportation (LT)

Adaptation	NC	CS	S	R	DC	WDC	HOS	HC
Total	16	20	15	16	16	16	16	9
LEED for Neighborhood Development Location	16	20	15	16	16	16	16	9
Sensitive Land Protection	1	2	1	1	1	1	1	1
High Priority Site*	2	3	2	2	2	2	2	2
Surrounding Density and Diverse Uses	5	6	5	5	5	5	5	1
Access to Quality Transit*	5	6	4	5	5	5	5	2
Bicycle Facilities	1	1	1	1	1	1	1	1
Reduced Parking Footprint*	1	1	1	1	1	1	1	1
Green Vehicles	1	1	1	1	1	1	1	1