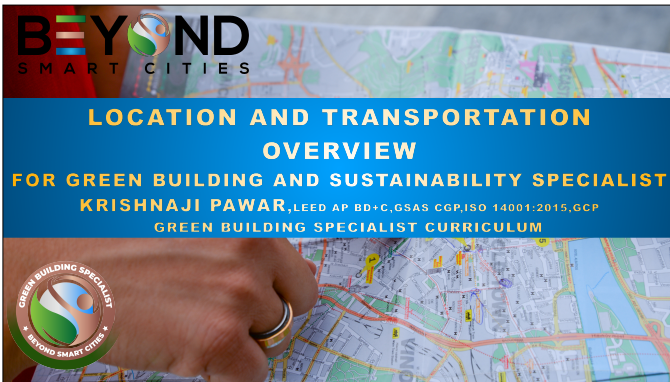








INTRODUCTION

The Location and Transportation (LT) category encourages compact construction, alternate modes of transportation, and proximity to services like restaurants and parks. It promotes careful location choices. The Sustainable Sites category, which formerly covered location-related subjects, gave rise to the LT category.

The LT category takes into account the existing features of the surrounding community and how this infrastructure affects inhabitants' behavior and environmental performance, in contrast to the SS category, which now specifically targets on-site ecosystem services.





LOCATION AND TRANSPORTATION



(LT) category rewards thoughtful decisions about building location, with credits that encourage compact development, alternative transportation, and connection with amenities, such as restaurants and parks. The LT category is an outgrowth of the Sustainable Sites category, which formerly covered location-related topics.



CRITERIA IN THIS CATEGORY

IP CR.LEED FOR NEIGHBOURHOOD DEVELOPMENT LOCATION

IP CR.SENSITIVE LAND PROTECTION

IP CR.HIGH PRIORITY SITE & EQUITABLE DEVELOPMENT

IP CR.SURROUNDING DENSITY AND DIVERSE USES

IP CR.ACCESS TO QUALITY TRANSIT

IP CR.BICYCLE FACILITIES

IP CR.REDUCED PARKING FOOTPRINT / IP-CR GREEN VEHICLES



MAXIMUM POSSIBLE CREDITS : 0 P / 16 C

OVERVIEW

Buildings that are strategically placed benefit from existing infrastructure, including public transportation, roadway networks, pedestrian and cycling pathways, services and facilities, and utilities like power, water, gas, and sewage.

Project teams can lessen the impact on the environment caused by the material and ecological costs associated with the construction of new infrastructure and hardscape by understanding current patterns of development and land density. Also encouraged by the LT credits are robust and practical alternatives to driving a private vehicle, such as walking, bicycling, carpooling, and public transportation.

These small steps can add up to big results. According to a 2009 Urban Land Institute study, changes in land use and investments in infrastructure for public transportation could cut greenhouse gas emissions from transportation in the United States by 9% to 15% by the year 2050. The transportation sector accounts for about 25% of all energy-related greenhouse gas emissions worldwide.



OVERVIEW +

A building can provide owners and building users with various benefits if it is integrated into the neighborhood. Owners can save the expense of building this infrastructure to the project site because of the area's close proximity to existing utility lines and street networks. By encouraging regular physical exercise, walkable and bikeable neighbourhoods can improve residents' health, and being close to services and facilities can boost happiness and productivity.

Due to the building's setting in a thriving, pleasant neighborhood, it serves as a destination for locals, workers, consumers, and tourists. Additionally, the building's inhabitants will boost local economic activity, setting an excellent example for future growth. Repurposing previously used space, sanitizing brownfields, and making investments in underserved communities preserve undeveloped property and guarantee effective service and infrastructure delivery.

OVERVIEW +

In the LT area, design tactics that enhance the building's surroundings are also rewarded. One way a project can encourage building occupants to use alternative transportation is by restricting parking. A project can assist consumers looking for alternate modes of transportation by offering bicycle storage, facilities for alternative fuels, and preferred parking for green vehicles.

THE FOUR MAIN LOCATIONAL INFLUENCES OF TRANSPORTATION

Four key factors some of which are interdependent—affect where economic activity takes occur in relation to transportation:

Transport expenses: The price that transportation imposes on the movement of passengers and freight is one of the easiest factors to change. Therefore, location is influenced by the objective of reducing the overall cost of transportation, which is the basis of traditional location theory.

Economies of agglomeration : Lower input costs are achieved by the concentration of economic activity, which is made possible by the accessibility that roads and other transportation infrastructure can offer to a user or customer base.

Economies of density: Based on the general benefits of higher densities such as a higher level of accessibility to labor, goods and services and lower unit distribution costs. Higher densities are only possible with high capacity transportation infrastructures.

Co location: benefits that a business would receive from having a close proximity to a transportation facility, such as a port, an airport, a rail terminal, or a public transportation stop. The transport capacity provided by the terminal contributes to the economic activity's efficiency.

THE IMPORTANCE OF TRANSPORT IN LOCATION

The location of the activity includes both the actual location and its surrounds. The site deals with the characteristics of a specific area, whereas the situation is concerned with how one place links to other places.

Both concepts are related since better connectivity can enhance a situation while better resources can increase a location's capacity. Cities have historically been situated in particular regions that are best suited for trade or defense. This perspective might be further widened by three interconnected factors in the geographic distribution of cities around the world:

Connectivity: The city is situated at a load breakpoint where goods are switched between modes, linking two or more circulation networks. This is especially true for port towns, which helps to explain why most of the world's major cities are situated around coastlines.



THE IMPORTANCE OF TRANSPORT IN LOCATION +

Proximity: Due to its proximity to one or more important resources, the city makes for an easy location for collection, distribution, and transformation. The resource could be spread out over a broad area or only one specific location (like a mine) (e.g. agriculture).

Accessibility: The hinterland receives goods and services from the metropolis, and the size of the city depends on its population density.



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