







LT- CR (1-5) - DESIGN

INTENT

To encourage development in locations shown to have multimodal transportation choices or otherwise reduced motor vehicle use, thereby reducing greenhouse gas emissions, air pollution, and other environmental and public health harms associated with motor vehicle use.

POTENTIAL TECHNOLOGIES & STRATEGIES

Transit-oriented development locations support transit services by boosting ridership, while project occupants enjoy access to public transportation. Projects that are within walking distance of multiple transit routes will further encourage occupants and visitors to use public transportation. Schools should provide pedestrian and bicycle access to transit or be sited in a neighborhood to reduce busing.

ACCESS TO QUALITY TRANSIT

REQUIREMENTS

❑ Locate any functional entry of the project within a 1/4-mile (400-meter) walking distance of existing or planned bus, streetcar, or informal transit stops, or within a 1/2-mile (800-meter) walking distance of existing or planned bus rapid transit stops, passenger rail stations (i.e. light, heavy, or commuter rail) or commuter ferry terminals. The transit service at those stops and stations in aggregate must meet the minimums listed in Table 1. Planned stops and stations may count if they are sited, funded, and under construction by the date of the certificate of occupancy and are complete within 24 months of that date.

IMPLEMENTATION

Documentation	All Projects	Transit Oriented	Transit Oriented
The transit agency and/or transit-oriented development are within 1/4-mile and 1/2-mile of the site	X	X	
Transit is in the service area documentation	X	X	
Applicable documentation of development or transit-oriented development	X	X	
Map showing walking distance			X

BEHIND THE INTENT

Compact, walkable communities located near transit provide alternatives to driving that benefit the environment as well as the health and well-being of the community. Access to transit is particularly beneficial for young people, the elderly, and people who cannot afford to own cars.

Nearly all forms of public transit create fewer greenhouse gas emissions per passenger than single-occupancy vehicles. Developments in areas near existing transit also consume less land than low-density, auto-oriented growth, reducing conversion of farmland and open spaces into built development. Investment in transit-oriented development, a proven strategy for revitalizing downtowns and declining urban neighborhoods, brings a city roughly twice the economic benefit as would result from the same monetary investment in highways.'

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STEP-BY-STEP GUIDANCE

STEP 1. IDENTIFY TRANSIT STOPS WITHIN 1/2 MILE (800 METERS)

On a site map, identify the location of any transit stops that appear to be within 1/2 mile (800 meters) of the project.

- Existing, temporarily rerouted, or planned stops may be eligible, provided they meet the credit requirements for each situation.
- Projects counting planned or temporarily rerouted service must provide documentation from the transit authority indicating that the criteria will be met for those stops.

STEP 2. CLASSIFY TRANSIT BASED ON VEHICLE TYPES

Identify the type of transit vehicles that serve each transit stop, which could include bus, streetcar, bus rapid transit (BRT), rail, or ferry.

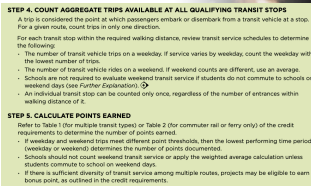
- Classify the identified transit stops by transit vehicle type (e.g., bus, streetcar, rail).
- Transit stops for bus, streetcar, or rideshare between the 1/4-mile (400-meter) and 1/2-mile (800-meter) distance do not contribute to credit compliance.

STEP 3. CONFIRM WALKABILITY

Plot walking routes and distances from transit stops to the project building's nearest functional entry (see Figure 1 and LT Overview, *Walking and Bicycling Distance*).

- Confirm that each functional entry is located with the required walking distance of one or more transit stops, according to the maximum distances outlined in the credit requirements.
- Each point at which a transit vehicle stops to receive or discharge passengers is considered a separate stop; this includes stops facing each other on opposite sides of a street. If a route has two separate stops to serve each direction (e.g., on opposite sides of a street or on separated, one-way streets), choose one stop from which to measure the distance to that route.
- Any transit stop reaching any functional entry of the project within the specified distance can be counted toward the credit. Therefore, different stops within walking distances of different functional entries may count, provided they meet the credit requirements.





- Option 1 is for projects whose students primarily live beyond walking distance.
- Option 2 is appropriate for schools whose students live within walking distance, with an attendance boundary clearly demarcated by the school authority.

Design the site with pedestrian and bicycle paths that extend to at least the school property line to ensure that students, faculty, and staff have safe, direct access to transit facilities (Option 1) or that students can safely travel to and from their homes (Option 2).

Follow the steps listed above for the other BD+C rating systems.

STEP 1. DELINEATE APPLICABLE WALKSHED BOUNDARY

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Create a watershed boundary using mapping software (GIS or CAD) to indicate the areas within a 3/4-mile (1200-meter) walk (for young students, as defined in the credit requirements) or a 1 1/2-mile (2400-meter) walk (for older students).

Compare the walked boundary with the attendance boundary map for the school. The attendance boundary map or accompanying analysis generally indicates where concentrations of students live (or are anticipated to live), without indicating precise addresses. Using this information, estimate the required percentage of students who live within the particular walked boundary.



- For each qualifying transit route, only trips in one direction are counted towards the threshold.
- For weekend trips, only trips on the day with the higher number of trips are counted towards the threshold.
- If a qualifying transit route has multiple stops within the required walking distance, only trips from one stop are counted towards the threshold.
- Privately-run shuttles are only acceptable for Path 1 if the service is also made available to the public.

Weekday trips	Weekend trips	Points BD&C (except Core and Shell)	Points BD&C (Core and shell)
72	30	1	1
100	70	2	2
144	108	3	3
250	160	4	4
360	276	5	6

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72	30	1	1
100	70	2	2
144	108	3	3
250	160	4	4
360	276	5	6

REQUIREMENTS +

If existing transit service is temporarily reduced outside the required distance for less than two years, the project must meet the requirements in Table 2. Transit agency has committed to restoring the public utility service at or before the project end.

Part 3. Access to Project-sponsor Transit Service

Consent to providing your transit-sponsor service (buses, shuttles, taxis) for regular occupants and visitors that meets the minimum transit service level. Transit agency has committed to restoring the public utility service at or before the project end.

Table 2. Minimum daily transit-sponsor transit service

Transit Mode	Frequency
Bus	1
Taxi	2

Transit Mode	Frequency
Bus	1
Taxi	2

Provide a guaranteed ride home program for employees who have carpooled, taken transit, walked or biked to work for regular transportation service for emergency or non-emergency services.

Table 3. Transit Service Location (3-4 points)

Transit Mode	Frequency
Bus	1
Taxi	2

Table 4. Minimum daily transit service

Transit Mode	Frequency
Bus	1
Taxi	2

Transit Mode	Frequency
Bus	1
Taxi	2

Project served by bus or more transit modes such that the one mode provides more than 60% of the project's transit service. Transit agency has committed to restoring the public utility service at or before the project end.

Table 5. Minimum daily transit service

Transit Mode	Frequency
Bus	1
Taxi	2

Table 6. Transit Service Location (3-4 points)

Transit Mode	Frequency
Bus	1
Taxi	2

Table 7. Minimum daily transit service

Transit Mode	Frequency
Bus	1
Taxi	2

Table 8. Minimum daily transit service

Transit Mode	Frequency
Bus	1
Taxi	2

Table 9. Minimum daily transit service

Transit Mode	Frequency
Bus	1
Taxi	2

CONNECTION TO ONGOING PERFORMANCE

LEED O+M LT Prerequisite Transportation Performance:

Locating a project in a dense area served by transit and diverse uses would have a significant positive impact on the transportation patterns of building occupants, which is a data set that project teams are required to collect in order to measure building performance under the performance-based LT prerequisite Transportation Performance.

REQUIRED DOCUMENTATION

Documentation	All Projects	Schools Option 1	Schools Option 2
Map showing project, project boundary, transit stop locations, and walking routes and distances to those stops	X	X	
Timetables or other service-level documentation	X	X	
If applicable, documentation of planned transit or restoration of temporarily rerouted service	X	X	
Map showing walkshed boundary			X

REFERENCED STANDARDS

NONE



TERMS AND DEFINITIONS

Walking distance the distance that a pedestrian must travel between origins and destinations without obstruction, in a safe and comfortable environment on a continuous network of sidewalks, all weather-surface footpaths, crosswalks, or equivalent pedestrian facilities. The walking distance must be drawn from an entrance that is accessible to all building users.

Attendance boundary the limits used by school districts to determine what school students attend based on where they live

Passenger rail a diversity of rail transit service including light, heavy, and commuter rail transit. Passenger rail systems are characterized by wheeled vehicles running on rails or tracks. They may provide long-distance intercity transit services as well as local daily commuter or intra-city trips. Rail transit systems may vary with respect to vehicle type, car count, operating speeds, right-of-way characteristics, and service schedule.

Functional entry a building opening designed to be used by pedestrians and open during regular business hours. It does not include any door exclusively designated as an emergency exit, or a garage door not designed as a pedestrian entrance.



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