



# Reduced VMT location

LT4.3 | Possible point

Glossary

## 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 adverse environmental and public health effects associated with motor vehicle use.

## Requirements

### Option 1. Transit-served location

Locate the project on a site with existing transit service such that at least 50% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile (400 meters) walk distance of bus or streetcar stops, or within a 1/2-mile (800 meters) walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2. Both weekday and weekend trip minimums must be met to earn points at a particular threshold.

Projects larger than 125 acres (50.5 hectares) can meet the requirements by locating on a site with existing transit service such that at least 40% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile (400 meters) walk distance of bus or streetcar stops, or within a 1/2-mile (800 meters) walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2 (both weekday and weekend trip minimums must be met to earn points at a particular threshold), as long as the 40% complies with NPD Prerequisite 2 and any portion of the project beyond the 1/4-mile (400 meters) and/or 1/2-mile (800 meters) walk distances meets SLL Prerequisite 1, Option 3-compliant planned transit service.

Projects greater than 500 acres (200 hectares) can meet the requirements by locating on a site with existing transit service such that at least 30% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile (400 meters) walk distance of bus or streetcar stops, or within a 1/2-mile (800 meters) walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2 (both weekday and weekend trip minimums must be met to earn points at a particular threshold), as long as the 30% complies with NPD Prerequisite 2 and any portion of the project beyond the 1/4-mile (400 meters) and/or 1/2-mile (800 meters) walk distances meets SLL Prerequisite 1, Option 3-compliant planned transit service.

Projects must meet the requirements for both weekday and weekend trips and provide service every day. Commuter rail must serve more than one metropolitan statistical area (MSA) and/or the area surrounding the core of an MSA (or a local equivalent for projects outside of the U.S.)

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry)

Weekday trips	Weekend trips	Points
60	40	1
76	50	2
100	65	3
132	85	4
180	130	5
246	150	6
320	200	7

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Weekend trips	Points
24	6	1
40	8	2
60	12	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn 1 bonus point, up to the maximum 7 points.

Projects where existing transit service is temporarily rerouted outside the required distances for less than 2 years may meet the requirements if the local transit agency has committed to restoring the compliant routes with service at or above the prior level.

**OR**

**Option 2. Metropolitan planning organization location with low VMT**

Locate the project within a region served by a metropolitan planning organization (MPO) (or a local equivalent for projects outside the U.S.) and within a transportation analysis zone (TAZ) (or a local equivalent for projects outside the U.S.), where either (a) the current annual home-based vehicle distance traveled per capita (if TAZ, or local equivalent for projects outside the U.S., is 100% residential) or (b) the annual nonhome-based vehicle distance traveled per employee (if TAZ, or local equivalent for projects outside the U.S., is 100% non-residential) does not exceed 90% of the average of the equivalent metropolitan region value. The research must be derived from household or employment transportation surveys conducted by the MPO (or a local equivalent for projects outside the U.S.) within ten years of the date of submission for LEED for Neighborhood Development certification. Additional credit may be awarded for increasing levels of performance, as indicated in Table 3. Mixed-use TAZs (or local equivalent for projects outside the U.S.) must use whichever TAZ (or local equivalent for projects outside the U.S.) vehicle distance traveled is greater, either residential per capita or nonresidential per employee.

Table 3. Points for low vehicle distance traveled location

Percentage of average regional vehicle distance traveled per capita	Points
81-90%	1
71-80%	2
61-70%	3
51-60%	4
41-50%	5
31-40%	6
30 or less	7
vehicle distance traveled.	

Points earned under Options 1 and 2 may not be combined.