Transit facilities

LT4.5 | Possible point

Intent

To reduce pollution and land development impacts from automobile use.

To encourage transit use and reduce driving by providing safe, convenient, and comfortable transit waiting areas and safe and secure bicycle storage facilities for transit users.

To reduce pollution and land development impacts from automobile use.

To reduce pollution and land development impacts from automobile use.

To reduce pollution and land development impacts from automobile use.

To reduce pollution and land development impacts from automobile use.

Reduce pollution and land development impacts from single occupancy vehicle use.

To encourage transit use and reduce vehicle distance traveled by providing safe, convenient, and comfortable transit waiting areas.

Requirements

Case 1 - Non-residential projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements.

Provide preferred parking[1] for carpools or vanpools for 5% of the total parking spaces.

OR

Option 2

For projects that provide parking for less than 5% of full-time equivalent (FTE) building occupants:

Provide preferred parking for carpools or vanpools, marked as such, for 5% of total parking spaces. Providing a discounted parking rate is an acceptable substitute for preferred parking for carpool or vanpool vehicles. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 3

Provide no new parking.

Option 4

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) “Parking Generation” study at http://www.ite.org.

Case 2 - Residential Projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements

Provide infrastructure and support programs to facilitate shared vehicle use such as carpool drop-off areas, designated parking for vanpools, car-share services, ride boards and shuttle services to mass transit.

Option 2

Provide no new parking.

Case 3 - Mixed use (residential with commercial/residential) projects

Option 1 - Commercial and non-commercial requirements

Mixed-use buildings with less than 10% commercial area must be considered residential and adhere to the residential requirements in Case 2. For mixed-use buildings with more than 10% commercial area, the commercial space must adhere to non-residential requirements in Case 1 and the residential component must adhere to residential requirements in Case 2.

OR

Option 3

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) "Parking Generation" study at www.ite.org.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Work with the transit agency or agencies serving the project to identify transit stop locations within and/or bordering the project boundary where transit agency-approved shelters and any other agency-required improvements, including bicycle racks, will be installed no later than construction of 50% of total project square footage. At those locations, install approved shelters and any required improvements, or provide funding to the transit agency for their installation. Shelters must be covered, be at least partially enclosed to buffer wind and rain, and have seating and illumination. Any required bicycle racks must have a two-point support system for locking the frame and wheels and be securely affixed to the ground or a building.

AND

Work with the transit agency or agencies serving the project to identify locations within and bordering the project boundary where the agency determines that transit stops will be warranted within two years of project completion, either because of increased ridership on existing service resulting from the project or because of planned future transit. At those locations, reserve space for transit shelters and any required improvements, including bicycle racks. In lieu of or in addition to new stops, this requirement can be satisfied with a commitment from the transit agency to provide increased service to the transit stops that will have been installed at the time of 50% build-out.

Work with the transit agency or agencies serving the project to provide kiosks, bulletin boards, and/or signs that display transit schedules and route information at each public transit stop within and bordering the project.

Case 1 - Non-residential projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements.

OR

Option 2

For projects that provide parking for less than 3% of full-time equivalent (FTE) building occupants:

Provide preferred parking[1] for carpools or vanpools, marked as such, for 3% of total parking spaces. Providing a discounted parking rate is an acceptable substitute for preferred parking for carpool or vanpool vehicles. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 3

Provide no new parking.

Option 4

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) “Parking Generation” study at http://www.ite.org.

Case 2 - Residential Projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements

Provide infrastructure and support programs to facilitate shared vehicle use such as carpool drop-off areas, designated parking for vanpools, car-share services, ride boards and shuttle services to mass transit.

Option 2

Provide no new parking.

Case 3 - Mixed use (residential with commercial/residential) projects

Option 1 - Commercial and non-commercial requirements

Mixed-use buildings with less than 10% commercial area must be considered residential and adhere to the residential requirements in Case 2. For mixed-use buildings with more than 10% commercial area, the commercial space must adhere to non-residential requirements in Case 1 and the residential component must adhere to residential requirements in Case 2.

All cases

See Appendix 1 — Default Occupancy Counts for occupancy count requirements and guidance.

OR

Option 3

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) "Parking Generation" study at www.ite.org.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements.

Provide preferred parking[1] for carpools or vanpools for 5% of the total parking spaces.

OR

Option 2

Provide no new parking.

Option 3

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) “Parking Generation” study at http://www.ite.org.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Case 1. Projects with an area less than 75% of the total building area

Option 1 - Zoning requirements will not be exceeded

Parking spaces provided to tenant must meet but not exceed minimum number required by local zoning regulations.

Preferred parking must be provided for carpools or vanpools capable of serving 5% or more of tenant occupants.

OR

Option 2 - No parking spaces are provided or subsidized

No parking is provided or subsidized for tenant occupants.

Case 2. Projects with an area 75% or more of the total building area

Option 1 - Zoning requirements will not be exceeded

Parking capacity must meet but not exceed minimum local zoning requirements.

Preferred parking must be provided for carpools or vanpools, capable of serving 5% of the building occupants.

Option 2 - No new parking capacity

No new parking is added for rehabilitation projects.

Preferred parking must be provided for carpools or vanpools, capable of serving 5% of the building occupants.

Case 1 - Non-residential healthcare projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements OR health department regulatory authority, whichever is the overriding requirement.

Provide preferred parking[1] for carpools or vanpools for 5% of the total parking spaces.

OR

Option 2

For projects that provide parking for less than 5% of full-time equivalent (FTE) building occupants:

Provide preferred parking for carpools or vanpools, marked as such, for 5% of total parking spaces. Providing a discounted parking rate is an acceptable substitute for preferred parking for carpool or vanpool vehicles. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

Option 3

Provide no new parking.

Option 4

For projects that have no minimum local zoning requirements, provide 25% fewer parking spaces than the applicable standard listed in the 2003 Institute of Transportation Engineers (ITE) “Parking Generation” study at http://www.ite.org.

Case 2 - Residential healthcare licensed long term care projects

Option 1

Size parking capacity to meet, but not exceed, minimum local zoning requirements or health department regulatory authority, whichever is the overriding requirement.

Provide infrastructure and support programs to facilitate shared vehicle use, such as carpool drop-off areas, designated parking for vanpools, car-share services, ride boards and shuttle services to mass transit.

Provide preferred parking[1] for carpools or vanpools for 5% of the total parking spaces provided for staff OR, for projects that provide parking for less than 5% FTE staff

measured at peak periods, provide preferred parking[1] for carpools or vanpools, marked as such, for 5% of total provided parking spaces.

Option 2

Provide no new parking.

Case 3 - Mixed use healthcare projects (i.e. including residential, retail, and/or medical office components)

Option 1 - Commercial and non-commercial requirements

Mixed-use buildings with less than 10% non-residential area must be considered residential and adhere to the residential requirements in Case 2. For mixed-use buildings with more than 10% non-residential area, the non-residential space must adhere to the requirements in Case 1 and the residential component must adhere to residential requirements in Case 2. Note: This option applies only to mixed-use healthcare projects that include residential, retail and/or medical office components.

[1]For the purposes of this credit “preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped persons) or parking passes provided at a discounted price. To establish a meaningful incentive in all potential markets, the parking rate must be discounted at least 20%. The discounted rate must be available to all eligible customers (i.e. not limited to the number of customers equal to 5% of the vehicle parking capacity), publicly posted at the entrance of the parking area, and available for a minimum of 2 years.

- **Case A: For projects occupying less than 75% of gross building square footage:**
  - Parking spaces provided to tenant shall not exceed minimum number required by local zoning regulations.
    AND
  - Priority parking for carpools or van pools will be provided for 5% or more of tenant occupants.

  OR

  - No parking will be provided or subsidized for tenant occupants.
- **Case B: For projects occupying 75% or over of gross building square footage:**
  - Parking capacity will not exceed minimum local zoning requirements.
    AND
  - Priority parking for carpools or vanpools will be provided capable of serving 5% of the building occupants.

  OR

  - No new parking will be added for rehabilitation projects.
    AND
  - Preferred parking for carpools or vanpools will be provided capable of serving 5% of the building occupants.

Work with the transit agency or agencies serving the project to inventory existing transit stops and new transit stops within the project boundary that will be warranted within two years of project completion (because of either increased ridership on existing service or planned transit).

At those locations,

1. Confirm that transit facilities will be funded by either the transit agency or the project developer.
2. Install transit agency-approved shelters and any other required improvements at existing stops. Reserve space for transit facilities or install transit facilities at new stops.

Shelters must be covered, be at least partially enclosed to buffer wind and rain, have seating and illumination, and have signage that display transit schedules and route information.