Alternative transportation delivery service

LT4.7 | Possible point

Glossary

Intent

To reduce pollution and land development impacts from automobile use.

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Requirements

Option 1. Public transportation access (6 points)

Path 1. Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meters) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail, subway station bus rapid transit[1] station or commuter ferry terminal.

OR

Path 2. Bus stop proximity

Locate the project within 1/4-mile (400 meters) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant space occupants.

Path 3. Rideshare proximity

Projects outside the U.S. may locate the project within 1/4-mile (400 meter) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more existing rideshare options[2] that that meet the definition of public transportation[3] and are authorized by the local transit authority if one exists.

Option 2. Bicycle commuting (1 point)

Provide secure bicycle racks and/or storage within 200 yards of a building entrance according to the following guidelines based on project square footage:

- Up to 5,000 sf (465 square meters), 2 or more bicycle racks
- 5,001–20,000 sf (466-1,860 square meters), 3 or more bicycle racks
- 20,001–50,000 sf (1,861-4,600 square meters), 6 or more bicycle racks
- More than 50,000 sf (4,600 square meters), 10 or more bicycle racks

AND

Institute 1 of the following: lockable changing areas, showers, bicycle maintenance program, or bicycle route assistance.

For projects that are part of a multitenant complex

A multitenant complex is a master-planned development of stores, restaurants, and other businesses; retailers may share one or more services and/or common areas.

If bicycle racks have been provided by the development in which the project is located, the number that may be attributed to the project is determined by taking the square footage of the retail project and dividing by the total square footage of the development (buildings only). Multiply the resulting percentage by the total number of bicycle racks. If this number does not meet the credit requirement, the project should add additional spaces.

Option 3. Low-emitting and fuel-efficient vehicles

Path 1. Provide vehicles

Provide low-emitting and fuel-efficient vehicles[4] for 3% of the full-time equivalent (FTE) occupants.

Provide preferred parking[5] for these vehicles.

Path 2. Preferred or discounted parking

Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3. Alternative fuel

Install alternative-fuel refueling stations for 3% of the total vehicle parking capacity of the site. Liquid or gaseous fueling facilities must be separately ventilated or located outdoors.

Path 4. Vehicle sharing program

Provide building occupants access to a low-emitting or fuel-efficient vehicle-sharing program. The following requirements must be met:

- One low-emitting or fuel-efficient vehicle must be provided for a minimum 3% of employee FTE occupants. Assuming that 1 shared vehicle can carry 8 persons, 1 vehicle per 267 employee FTE occupants is required. For buildings with fewer than 267 employee FTE occupants, at least 1 low-emitting or fuel-efficient vehicle must be provided.
- A vehicle-sharing contract must be provided that has an agreement of at least 2 years.
- The estimated number of riders served per vehicle must be supported by documentation.
- A narrative explaining the vehicle-sharing program and its administration must be submitted.

Option 4 - Parking Capacity

Path 1 - Minimum zoning requirement

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

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

Path 2 - Parking for less than 5% FTE

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, equal to for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3 - No new parking

Provide no new parking.

Option 5: Delivery service (1 point)

Provide a delivery service for purchases made from the retail establishment.

It is not required that the delivery service be free of charge, but the cost should not be prohibitive.

Option 6: Incentives (1 point)

Provide a comprehensive incentives program for employees who carpool or use alternative transportation to get to work. Three incentives must be provided for all staff upon hire.

Potential incentives may include but are not limited to the following:

- Transit pass subsidies.
- Purchase of public transportation passes on a pretax basis.
- Preferred scheduling for carpoolers. While shifts cannot be guaranteed, a reasonable effort will be made to accommodate carpooling employees' schedules.
- An "emergency ride home" program for carpoolers and vanpoolers who must leave work unexpectedly.
- Preferred parking for carpools or vanpools.
- Discounts on bicycle accessories and maintenance at local shops.

Option 7: Alternative transportation education (1 point)

Provide a board or computer display in the retail project, accessible to both employees and customers, that provides the following information:

- Information on carpooling programs.
- Transit trip planning assistance.
- Transit maps.
- Maps of bicycle routes and the locations of secure bicycle parking, lockers, and showers, if provided.
- Summary of the company transportation management plan.
- Contacts for more information.

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[1] Bus rapid transit is an enhanced bus system that operates on exclusive bus lanes or other transit rights-of-way; it is designed to combine the flexibility of uses with the efficiency of rail.

[2] Rideshare is a transit service that involves sharing a single vehicle with multiple people, excluding large-scale vehicles such as buses and trains. The rideshare transit facility must include a signed stop and a clearly defined waiting area. Additionally, the rideshare must include an enclosed passenger seating area, fixed route service, fixed fare structure, continuous daily operation, and the ability to pick up and drop off multiple riders. Rideshare options must hold 4 or more passengers, except for human-powered conveyances which must hold 2 or more passengers.

[3] Public transportation consists of bus, rail, or other transit services for the general public that operate on a regular, continual basis.

[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.

[2] For the purposes of this credit, low-emitting vehicles are defined as vehicles that are classified as Zero Emission Vehicles (ZEV) by the California Air Resources Board. Fuel-efficient vehicles are defined as vehicles that have achieved a minimum green score of 40 on the American Council for an Energy Efficient Economy (ACEEE) annual vehicle rating guide.

Option 1. Public transportation access (6 points)

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Path 2. Bus stop proximity

Locate the project within 1/4-mile (400 meters) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant space occupants.

Path 3. Rideshare proximity

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AND

Institute 1 of the following: lockable changing areas, showers, bicycle maintenance program, or bicycle route assistance.

For projects that are part of a multitenant complex

A multitenant complex is a master-planned development of stores, restaurants, and other businesses; retailers may share one or more services and/or common areas.

If bicycle racks have been provided by the development in which the project is located, the number that may be attributed to the project is determined by taking the square footage of the retail project and dividing by the total square footage of the development (buildings only). Multiply the resulting percentage by the total number of bicycle racks. If this number does not meet the credit requirement, the project should add additional spaces.

Option 3. Low-emitting and fuel-efficient vehicles

Path 1. Provide vehicles

Provide low-emitting and fuel-efficient vehicles[4] for 3% of the full-time equivalent (FTE) occupants.

Provide preferred parking[5] for these vehicles.

Path 2. Preferred or discounted parking

Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of the total employee parking and 5% of customer parking provided for the project.

Path 3. Alternative fuel

Install alternative-fuel refueling stations for 3% of the total vehicle parking capacity of the site. Liquid or gaseous fueling facilities must be separately ventilated or located outdoors.

Path 4. Vehicle sharing program

Provide building occupants access to a low-emitting or fuel-efficient vehicle-sharing program. The following requirements must be met:

- One low-emitting or fuel-efficient vehicle must be provided for a minimum 3% of employee FTE occupants. Assuming that 1 shared vehicle can carry 8 persons, 1 vehicle per 267 employee FTE occupants is required. For buildings with fewer than 267 employee FTE occupants, at least 1 low-emitting or fuel-efficient vehicle must be provided.
- A vehicle-sharing contract must be provided that has an agreement of at least 2 years.
- The estimated number of riders served per vehicle must be supported by documentation.
- A narrative explaining the vehicle-sharing program and its administration must be submitted.
- Parking for low-emitting and fuel-efficient vehicles must be located in the nearest SS Credit 3 available spaces in the nearest available parking area. Provide a site plan or area map clearly highlighting the walking path from the parking area to the project site and noting the distance.

Option 4. Parking availability

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

Path 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 employees.

Path 2: No new parking

No parking will be provided or subsidized for tenant employees.

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

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

AND

Path 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 employees.

Path 2: No new parking

No new parking will be added for rehabilitation projects.

Option 5: Delivery service (1 point)

Provide a delivery service for purchases made from the retail establishment.

It is not required that the delivery service be free of charge, but the cost should not be prohibitive.

Option 6: Incentives (1 point)

Provide a comprehensive incentives program for employees who carpool or use alternative transportation to get to work. Three incentives must be provided for all staff

upon hire.

Potential incentives may include but are not limited to the following:

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