| v3 - LEED 2009

Alternative transportation - parking capacity

SSc4.4 | Possible 2 points

Glossary

Intent

To reduce pollution and land development impacts from automobile use.

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.

OR

Option 3

Provide no new parking.

OR

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.

OR

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 2

Provide no new parking.

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.