



LEED ND: Built Project | v3 - LEED 2009

Smart location

SLLp1 | Required

Glossary

Intent

To encourage development within and near existing communities and public transit infrastructure. To encourage improvement and redevelopment of existing cities, suburbs, and towns while limiting the expansion of the development footprint in the region to appropriate circumstances. To reduce vehicle trips and vehicle distance traveled. To reduce the incidence of obesity, heart disease, and hypertension by encouraging daily physical activity associated with walking and bicycling.

Requirements

For all projects

Either (a) locate the project on a site served by existing water and wastewater infrastructure or (b) locate the project within a legally adopted, publicly owned, planned water and wastewater service area, and provide new water and wastewater infrastructure for the project.

AND

Option 1. Infill sites

Locate the project on an infill site.

OR

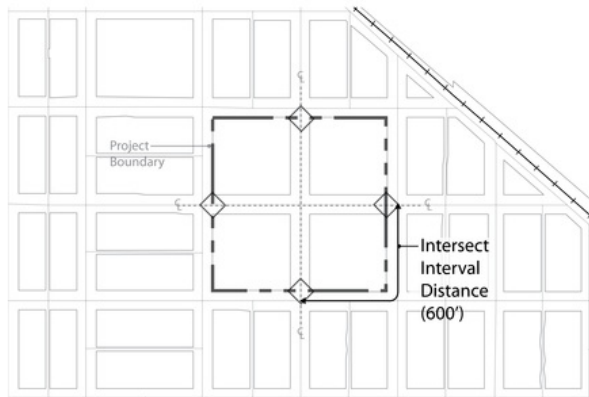
Option 2. Adjacent sites with connectivity

Locate the project on an adjacent site (i.e., a site that is adjacent to previously developed land; see Definitions) where the connectivity of the site and adjacent land is at least 90 intersections/square mile (35 intersections/ square kilometer) as measured within a 1/2-mile (800 meters) distance of a continuous segment of the project boundary, equal to or greater than 25% of the project boundary, that is adjacent to previous development. Existing external and internal intersections may be counted if they were not constructed or funded by the project developer within the past ten years. Locate and/or design the project such that a through-street and/or nonmotorized right-of-way intersects the project boundary at least every 600 feet (180 meters) on average, and at least every 800 feet (245 meters), connecting it with an existing street and/or right of way outside the project; nonmotorized rights-of-way may count for no more than 20% of the total. The exemptions listed in NPD Prerequisite 3, Connected and Open Community, do not apply to this option.

Figure 1. Adjacent and connected project site based on minimum 25% of perimeter adjacent to previously developed parcels and at least 90 eligible intersections per square mile (35 intersections/square kilometer) within 1/2 mile (800 meters) of boundary segment adjacent to previous development



Figure 2. Project site with through-street right-of-way intersecting project boundary at least every 600 feet (180 meters) on average



OR

Option 3. Transit corridor or route with adequate transit service

Locate the project on a site with existing and/or planned 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 and/or streetcar stops, or within a 1/2 mile (800 meters) walk distance of bus rapid transit stops, light or heavy rail stations, and/or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Table 1 (both weekday and weekend trip minimums must be met).

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 the U.S.) .

Table 1. Minimum daily transit service

	Weekday trips	Weekend trips
Projects with multiple transit types (bus, streetcar, rail, or ferry)	60	40
Projects with commuter rail or ferry service only	24	6

If transit service is planned but not yet operational, the project must demonstrate one of the following:

1. The relevant transit agency has a signed full funding grant agreement with the Federal Transit Administration (or equivalent national agency for project outside the U.S.) that includes a revenue operations date for the start of transit service. The revenue operations date must be no later than the occupancy date of 50% of the project's total building floor area.
2. For bus, streetcar, bus rapid transit, or ferry service, the transit agency must certify that it has an approved budget that includes specifically allocated funds sufficient to provide the planned service at the levels listed above and that service at these levels will commence no later than occupancy of 50% of the project's total building floor area.
3. For rail service other than streetcars, the transit agency must certify that preliminary engineering for a rail line has commenced. In addition, the service must meet either of these two requirements:
 - A state legislature or local subdivision of the state has authorized the transit agency to expend funds to establish rail transit service that will commence no later than occupancy of 50% of the project's total building floor area.

OR

- A local government has dedicated funding or reimbursement commitments from future tax revenue for the development of stations, platforms, or other rail transit infrastructure that will service the project no later than occupancy of 50% of the project's total building floor area.

Figure 3. Walking routes on pedestrian network showing distances from dwellings and Nonresidential uses to transit stops



OR

Option 4. Sites with nearby neighborhood assets

Include a residential component equaling at least 30% of the project's total building floor area (exclusive of portions of parking structures devoted exclusively to parking), and locate the project near existing neighborhood shops, services, and facilities ("diverse uses"; see Appendix) such that the project boundary is within 1/4-mile (400 meters) walk distance of at least five diverse uses, or such that the project's geographic center is within 1/2-mile (800 meters) walk distance of at least seven diverse uses. In either case the qualifying uses must include at least one food retail establishment and at least one use from each of two other categories, with the following limitations:

- a. A single establishment may not be counted in two categories (e.g., a place of worship may be counted only once even if it also contains a daycare facility, and a retail store may be counted only once even if it sells products in several categories).
- b. Establishments in a mixed-use building may each count if they are distinctly operated enterprises with separate exterior entrances, but no more than half of the minimum number of diverse uses can be situated in a single building or under a common roof.
- c. Only two establishments in a single category may be counted (e.g., if five restaurants are within the required distance, only two may be counted).

Figure 4. Walking routes on pedestrian network showing distances from dwellings and Nonresidential uses to transit stops

