



| v2 - LEED 2.2

Alternative transportation - parking capacity

SSc4.4 | Possible 1 point

Glossary

Intent

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

Requirements

Option 1 — non-residential

◦ Size parking capacity to not exceed minimum local zoning requirements, AND, provide preferred parking for carpools or vanpools for 5% of the total provided parking spaces.

OR

Option 2 — non-residential

For projects that provide parking for less than 5% of FTE building occupants:

◦ Provide preferred parking for carpools or vanpools, marked as such, for 5% of total provided parking spaces.

OR

Option 3 — residential

◦ Size parking capacity to not exceed minimum local zoning requirements, AND, provide infrastructure and support programs to facilitate shared vehicle usage such as carpool drop-off areas, designated parking for vanpools, or car-share services, ride boards, and shuttle services to mass transit.

OR

Option 4 — all

Provide no new parking.

Notes:

“Preferred parking” refers to the parking spots that are closest to the main entrance of the project (exclusive of spaces designated for handicapped) or parking passes provided at a discounted price.

When parking minimums are not defined by relevant local zoning requirements, or when there are no local zoning requirements, either:

A) Meet the requirements of Portland, Oregon, Zoning Code: Title 33, Chapter 33.266 (Parking and Loading)

OR, if this standard is not appropriate for the building type,

B) Install 25% less parking than the building type's average listed in the Institute of Transportation Engineers' Parking Generation study, 3rd Edition.