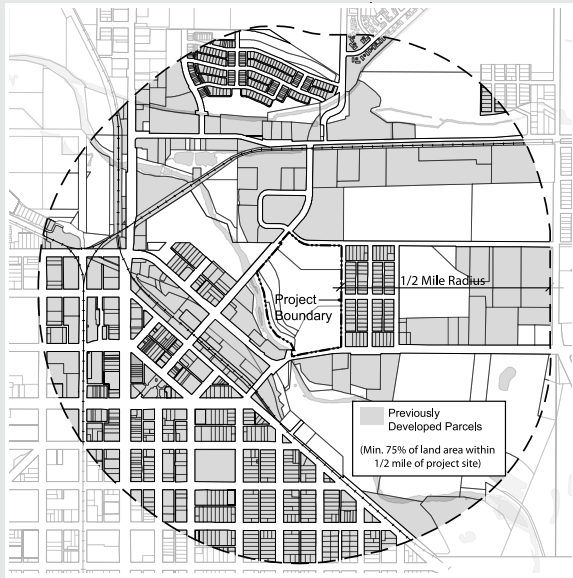


(c). Infill project site based on minimum 75% of land area within 1/2 mile of project boundary being previously developed



(d). Infill project site based on minimum 140 intersections/sq.mi. within 1/2 mile of project boundary



SLL Credit 2: Brownfields Redevelopment

1–2 points

Intent

To encourage the reuse of land by developing sites that are complicated by environmental contamination, thereby reducing pressure on undeveloped land.

Requirements

OPTION 1. Brownfield Sites (1 point)

Locate the *project* on a site, part or all of which is documented as contaminated (by means of an ASTM E1903-97 Phase II Environmental Site Assessment or a local Voluntary Cleanup Program), or on a site defined as a *brownfield* by a local, state, or federal government agency; and remediate site contamination such that the controlling public authority approves the protective measures and/or cleanup as effective, safe, and appropriate for the future use of the site.

OR

OPTION 2. High-Priority Redevelopment Areas (2 points)

Achieve the requirements in Option 1;

AND

Locate the project in one of the following high-priority redevelopment areas: EPA National Priorities List, Federal Empowerment Zone, Federal Enterprise Community, Federal Renewal Community, Department of Justice Weed and Seed Strategy Community, Department of the Treasury Community Development Financial Institutions Fund Qualified Low-Income Community (a subset of the New Markets Tax Credit Program), or the U.S. Department of Housing and Urban Development's Qualified Census Tract (QCT) or Difficult Development Area (DDA).

SLL Credit 3: Locations with Reduced Automobile Dependence

1–7 points

Intent

To encourage development in locations shown to have multimodal transportation choices or otherwise reduced motor vehicle use, thereby reducing greenhouse gas emissions, air pollution, and other adverse environmental and public health effects associated with motor vehicle use.

Requirements

OPTION 1. Transit-Served Location

Locate the *project* on a site with *existing* transit service such that at least 50% of *dwelling units* and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile *walk distance* of bus or streetcar stops, or within a 1/2-mile walk distance of *bus rapid transit* stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2. Both weekday and weekend trip minimums must be met to earn points at a particular threshold.

Projects larger than 125 acres can meet the requirements by locating on a site with existing transit service such that at least 40% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile walk distance of bus or streetcar stops, or within a 1/2-mile walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2 (both weekday and weekend trip minimums must be met to earn points at a particular threshold), as long as the 40% complies with NPD Prerequisite 2 and any portion of the project beyond the 1/4-mile and/or 1/2-mile walk distances meets SLL Prerequisite 1, Option 3-compliant planned transit service.

Projects greater than 500 acres can meet the requirements by locating on a site with existing transit service such that at least 30% of dwelling units and nonresidential building entrances (inclusive of existing buildings) are within a 1/4-mile walk distance of bus or streetcar stops, or within a 1/2-mile walk distance of bus rapid transit stops, light or heavy rail stations, or ferry terminals, and the transit service at those stops in aggregate meets the minimums listed in Tables 1 and 2 (both weekday and weekend trip minimums must be met to earn points at a particular threshold), as long as the 30% complies with NPD Prerequisite 2 and any portion of the project beyond the 1/4-mile and/or 1/2-mile walk distances meets SLL Prerequisite 1, Option 3-compliant planned transit service.

For all projects, weekend daily trips must include service on both Saturday and Sunday. Commuter rail must serve more than one *metropolitan statistical area* (MSA) and/or the area surrounding the core of an MSA.

Table 1. Minimum daily transit service for projects with multiple transit types (bus, streetcar, rail, or ferry)

Weekday trips	Weekend trips	Points
60	40	1
76	50	2
100	65	3
132	85	4
180	130	5
246	150	6
320	200	7

Table 2. Minimum daily transit service for projects with commuter rail or ferry service only

Weekday trips	Weekend trips	Points
24	6	1
40	8	2
60	12	3

Projects served by two or more transit routes such that no one route provides more than 60% of the prescribed levels may earn 1 bonus point, up to the maximum 7 points.

Projects where existing transit service is temporarily rerouted outside the required distances for less than 2 years may meet the requirements if the local transit agency has committed to restoring the compliant routes with service at or above the prior level.

OR

OPTION 2. Metropolitan Planning Organization Location with Low VMT

Locate the project within a region served by a metropolitan planning organization (MPO) and within a transportation analysis zone (TAZ) where either a) the current annual home-based vehicle miles traveled (VMT) per capita (if TAZ is 100% residential) or b) the annual non-home-based VMT per employee (if TAZ is 100% non-residential) does not exceed 90% of the average of the equivalent metropolitan region value. The research must be derived from household or employment transportation surveys conducted by the MPO within ten years of the date of submission for LEED for Neighborhood Development certification. Additional credit may be awarded for increasing levels of performance, as indicated in Table 3. Mixed-use TAZs must use whichever TAZ VMT is greater, either residential per capita or non-residential per employee.

Table 3. Points for low-VMT location

Percentage of average regional VMT per capita	Points
81–90%	1
71–80%	2
61–70%	3
51–60%	4
41–50%	5
31–40%	6
30 or less	7
VMT = vehicle miles traveled.	

Points earned under Options 1 and 2 may not be combined.

SLL Credit 4: Bicycle Network and Storage

1 point

Intent

To promote bicycling and transportation efficiency, including reduced *vehicle miles traveled* (VMT). To support public health by encouraging utilitarian and recreational physical activity.

Requirements

BICYCLE NETWORK

Design and/or locate the *project* to meet at least one of the three requirements below:

- a. An *existing bicycle network* of at least 5 continuous miles in length is within 1/4-mile bicycling distance of the *project boundary*.
- b. If the project is 100% residential, an existing bicycle network begins within 1/4-mile bicycling distance of the project boundary and connects to a *school* or *employment center* within 3 miles' bicycling distance.
- c. An existing bicycle network within 1/4-mile bicycling distance of the project boundary connects to at least ten diverse uses (see Appendix) within 3 miles' bicycling distance from the project boundary.

AND

BICYCLE STORAGE

Provide bicycle parking and storage capacity to new buildings as follows:

- a. **Multiunit residential.** Provide at least one secure, enclosed bicycle storage space per occupant for 30% of the *planned occupancy* but no fewer than one per unit. Provide secure visitor bicycle racks on-site, with at least one bicycle space per ten *dwelling units* but no fewer than four spaces per project site.
- b. **Retail.** Provide at least one secure, enclosed bicycle storage space per new retail worker for 10% of retail worker planned occupancy. Provide visitor or customer bicycle racks on-site, with at least one bicycle space per 5,000 square feet of retail space, but no fewer than one bicycle space per business or four bicycle spaces per project site, whichever is greater. Provide at least one on-site shower with changing facility for any development with 100 or more new workers and at least one additional on-site shower with changing facility for every 150 new workers thereafter.
- c. **Nonresidential other than retail.** Provide at least one secure, enclosed bicycle storage space per new occupant for 10% of planned occupancy. Provide visitor bicycle racks on-site with at least one bicycle space per 10,000 square feet of new commercial nonretail space but not fewer than four bicycle spaces per building. Provide at least one on-site shower with changing facility for any development with 100 or more new workers and at least one additional on-site shower with changing facility for every 150 new workers thereafter.

Secure, enclosed bicycle storage areas must be locked and easily accessible to residents and/or workers. Provide informational signage on using the storage facilities.

Visitors' and customers' bicycle racks must be clearly visible from a main entry, located within 100 feet of the door, served with night lighting, and protected from damage from nearby vehicles. If the building has multiple main entries, bicycle racks must be proportionally dispersed within 100 feet of each.

Shower and changing facility requirements may be met by providing the equivalent of free access to on-site health club shower facilities, if the health club can be accessed without going outside. Provide informational signage on using the shower facilities.

SLL Credit 5: Housing and Jobs Proximity

1–3 points

Intent

To encourage balanced communities with a diversity of uses and employment opportunities.

Requirements

OPTION 1. Project with Affordable Residential Component (3 points)

Include a residential component equaling at least 30% of the *project's* total building square footage (exclusive of parking structures), and locate and/or design the project such that the geographic center (or boundary if the project exceeds 500 acres) is within 1/2-mile *walk distance* of *existing* full-time-equivalent jobs whose number is equal to or greater than the number of *dwelling units* in the project; and satisfy the requirements necessary to earn at least one point under NPD Credit 4, Mixed-Income Diverse Communities, Option 2, Affordable Housing.

OR

OPTION 2. Project With Residential Component (2 points)

Include a residential component equaling at least 30% of the project's total building square footage (exclusive of parking structures), and locate and/or design the project such that the geographic center (or boundary if the project exceeds 500 acres) is within 1/2-mile walk distance of existing full-time-equivalent jobs whose number is equal to or greater than the number of dwelling units in the project.

OR

OPTION 3. Infill Project with Nonresidential Component (1 point)

Include a nonresidential component equaling at least 30% of the project's total building square footage (exclusive of parking structures), and locate on an *infill site* whose geographic center (or boundary if the project exceeds 500 acres) is within 1/2-mile walk distance of an existing rail transit, ferry, or tram stop and within 1/2-mile walk distance of existing dwelling units whose number is equal to or greater than 50% of the number of new full-time-equivalent jobs created as part of the project.

Key Definitions

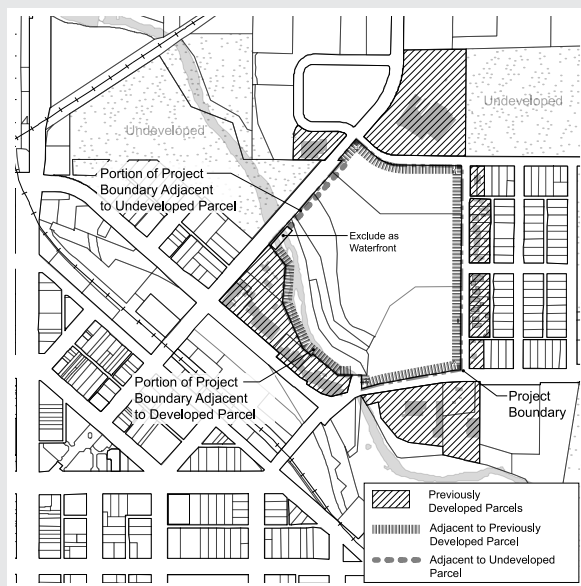
For the meanings of other terms used in the requirements, refer to the Glossary.

infill site a site that meets any of the following four conditions:

- At least 75% of its boundary borders parcels that individually are at least 50% *previously developed*, and that in aggregate are at least 75% previously developed.
- The site, in combination with bordering parcels, forms an aggregate parcel whose boundary is 75% bounded by parcels that individually are at least 50% previously developed, and that in aggregate are at least 75% previously developed.
- At least 75% of the land area, exclusive of rights-of-way, within a 1/2 mile distance from the *project boundary* is previously developed.
- The lands within a 1/2 mile distance from the project boundary have a *preproject connectivity* of at least 140 intersections per square mile.

A *street* or other right-of-way does not constitute previously developed land; it is the status of property on the other side or right-of-way of the street that matters. For conditions (a) and (b) above, any fraction of the perimeter that borders waterfront other than a stream is excluded from the calculation.

(a). Infill project site based on minimum 75% of perimeter adjacent to previously developed parcels



(b). Infill project site based on minimum 75% adjacent to previously developed parcels using project boundary and selected bordering parcels

