LEED V4 TRAINING PROGRAM

LOCATION AND TRANSPORTATION

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1

LT-LOCATION &TRANSPORTATION

TITLE				D/C	SCORE
LT	CREDIT	1	LEED CERTIFIED AREA LOCATIONS	D	16
LT	CREDIT	2	PROTECTION OF SENSITIVE AREAS	D	1
LT	CREDIT	3	HIGH PRIORITY AREAS	D	2
LT	CREDIT	4	DENSITY AND DIVERSE USES OF SURROUNDING AREAS	D	5
LT	CREDIT	5	ACCESS TO QUALITY TRANSPORTATION	D	5
LT	CREDIT	6	BICYCLE ACTIVITIES	D	1
LT	CREDIT	7	REDUCING PARKING AREAS	D	1
LT	CREDIT	8	GREEN VEHICLES	D	1

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2

LT CREDIT 1: LEED ND CERTIFIED SITES

PURPOSE

- Prevention of development and settlement in inappropriate areas.
- Reduction of travel times and amounts of vehicles (Vehicles Kilometers Traveled / VMT).
- Increasing people's physical activities by encouraging them to improve their lifespan and quality of life.
- The primary goal is to ensure that necessary urban services are within walking distance, thus providing health and environmental benefits.

LEED-ND

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3

LT CREDIT 1: LEED ND CERTIFIED PLACES

REQUIREMENTS

- The project must be located within a development boundary certified by LEED ND Certification (Phase Two or Phase Three under the 2009 Rating System, or the Plan or Project must be certified according to LEED V4).
- Projects applying for this credit title that meet the requirements are exempt from other credits under Location and Transportation.
- The reason for this is that since the project is located in such a certified area, the requirements of this credit title have already been met with the points awarded under the ND certification.

4

LT CREDIT 1: LEED ND CERTIFIED GREEN AREAS

SCORES

Certificate Level	Points BD+C				Points ID&C
	New Buildings	Core and Shell	Schools	Hospitals	
Certificate	8	8	8	5	8
Silver	10	12	10	6	10
Gold	12	16	12	7	12
Platinum	16	20	15	9	18

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5

LT CREDIT 1: LEED ND CERTIFIED LOCATIONS

REQUIRED DOCUMENTS

- LEED ND project information (Project name, ID number, Certification system and version, certification level and certification date)
- LEED Project boundary and scaled local area maps showing the LEED ND certified project or plan boundary.
- Information about the LEED ND project and building location details.

REFERENCE STANDARDS

- LEED V4 ND Guide

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6

LT CREDIT 2: PROTECTION OF SENSITIVE LANDS

PURPOSE

The aim is to prevent the development of ecologically sensitive lands and to reduce the environmental impact caused by the location of a building on the land.

Especially areas that host endemic species, where species feed and breed, are crucial for the future of our planet.

These areas have very rare climates and vegetation and constitute the most important natural assets of countries.

In our country, sensitive lands are also under protection.

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7

LT CREDIT 2: PROTECTION OF SENSITIVE AREAS

REQUIREMENTS

Option 1: Previously Developed Areas
Positioning the new settlement or project area in previously developed locations and zoned areas of the city.

This type of positioning primarily means the re-evaluation of a used land, which prevents new open spaces from being opened up for settlement.

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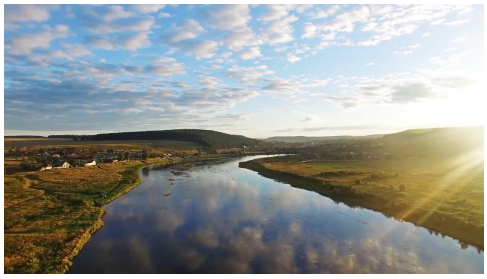
8

LT CREDIT 2: PROTECTION OF SENSITIVE LANDS

REQUIREMENTS

- Option 2: Protection of Sensitive Lands
- The land or area where the project will be located should not be situated on the following types of sensitive lands:
- Prime Agricultural Soils: Agricultural lands that allow only certain crops to be grown, which are defined by the U.S. Department of Agriculture as nationally significant valuable agricultural lands (U.S. Code of Federal Regulations, Title 7, Volume 6, Parts 400 to 699, Section 657.5 (or the relevant agricultural soil laws of the countries where the project is located outside the U.S.) and protected agricultural lands.
- Floodplains: Areas identified as flood-prone or at risk on the country's Flood Maps. If there is no flood risk map available for the selected area of the project, site selection should be made entirely outside areas with a flood risk of 1% or more.



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9

LT CREDIT 2: PROTECTION OF SENSITIVE AREAS

REQUIREMENTS

- Option 2
- Habitat (Natural Habitats): The following conditions are required for the land to be defined as Habitat:
- It must host one of the species under danger or threat (plant or animal), or
- One or more of the species listed as GH-Extinct, G1-Critically Endangered, and G2-Endangered, or
- Species that are not in the US Natural Resources database but are threatened and endangered according to the resources of the country where the project is located.
- Water Resources: Areas located 30 meters (100 feet) away from a water source (excluding small-scale enhancements/repairs).
- Wetlands: Lands located 15 meters (50 feet) away from any wetland.

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10

LT CREDIT 2: PROTECTION OF SENSITIVE AREAS

APPLICATIONS

- The activities listed below fall under the small improvement category:
- Bicycle and pedestrian paths not wider than 12 feet (3.5 meters), with a non-permeable surface width not exceeding 8 feet (2.5 meters);
- Activities for the maintenance or restoration of natural habitats or natural water features;
- Single-story structures with a footprint of 500 square feet (45 m2) and a facade length not exceeding 90 meters (300 linear feet);
- Necessary applications to ensure pedestrian access and accessibility;
- Renovations that do not exceed 90 meters (300 linear feet) in length and an average of 45 m2;
- The removal of the following types of trees:
- Hazardous trees, 75% of which are dead trees;
- Trees with a diameter of less than 150 mm (6 inches).
- If 20% of trees with a diameter greater than 150 mm (6 inches) are rated 40% and above.
- Those with a rating below 40%.
- The condition rating should be established in accordance with international and local standards created by International Arboriculture experts.
- Brownfield Soil Cleanup Activities

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11

LT CREDIT 2: PROTECTION OF SENSITIVE AREAS

REQUIRED DOCUMENTS

- Field maps showing project boundaries, development areas, previous settlement areas if any, sensitive areas if any, and minor/small-scale improvements in buffer areas if made.
- A report showing how the Project Team identified, documented, and protected prime agricultural lands, flood areas, and sensitive habitat areas.
- A comprehensive explanatory report regarding any previous development in the project area.

REFERENCE STANDARDS

- U.S. Department of Agriculture, U.S. Code of Federal Regulations Title 7, Volume 6, Parts 400 to 699, Section 657.5
- FEMA Flood Zone Designations
- U.S. Fish and Wildlife Service, List of Threatened and Endangered Species
- NatureServe Heritage Program, GH, G1, and G2 species and ecological communities
- Projects located in Europe may also utilize the Natura 2000 European Species Red List.

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12

LT CREDIT 2: PROTECTION OF SENSITIVE LANDS

DIFFERENCES FROM LEED V3 2009

- The term 'avoidance of floodplain/flood-prone area' should overlap with the legally prepared 'flood risk area' maps, specifically referring to the 100-year floodplain in this version. Projects should be designed in a way that eliminates the risk of flooding, rather than being set back 5 feet (1.5 meters) from the 100-year floodplain.
- The requirements for Sensitive Habitat have been expanded to include listed species and ecological communities in Protected Natural Areas. (Lists of local plant and animal species will also be considered for countries outside of America.)
- The buffer zone distance to be left from water sources has been increased from 50 feet (15 meters) to 100 feet (30 meters).
- The amount of buffer zone to be left from Wetlands has been reduced from 100 feet (30 meters) to 50 feet (15 meters).
- A list of small-scale improvements that can be made in the buffer zones of Wetlands and water sources has been added.

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13

LT CREDIT 2: PROTECTION OF SENSITIVE AREAS

LEED V4.1 CHANGES

- LT CREDIT 2: The detailed descriptions of the minor improvements listed in Option 2 for the Protection of Sensitive Areas have been canceled.

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14

LT CREDIT 3: HIGH PRIORITY AREAS

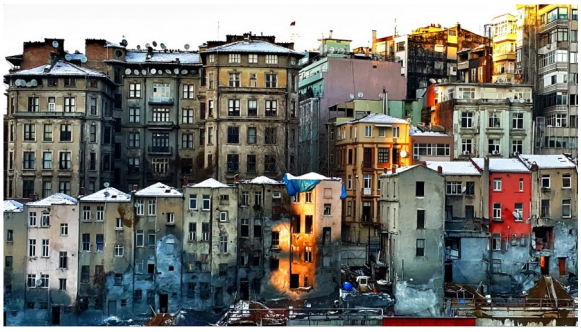
LT CREDIT 3: HIGH PRIORITY AREAS AND EQUITABLE DEVELOPMENT

OBJECTIVE

The main aim is to encourage the selection of locations in areas with no development constraints and that are sensitive to environmental health.

Another aim is to preserve the fabric of historic areas in cities.

The rehabilitation of contaminated areas in urban centers contributes not only to the health of urban lands but also to the economy.



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15

LT CREDIT 3: HIGH PRIORITY AREAS

REQUIREMENTS

Option 1: Historical Neighborhood
1 point can be obtained in BD&C Projects
2 points can be obtained in CS Projects.

The project must be located in a historical neighborhood or a historical urban area
Or;

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16

LT CREDIT 3: HIGH PRIORITY AREAS

REQUIREMENTS

Option 2: Priority Setting (1 point for BD+C Projects, 2 points for CS Projects)
The project must be located in one of the following listed areas:
It must be on the National Priority Areas List designated by the EPA (Environmental Protection Agency);
It must be located in a Federal Empowerment Zone;
It must be on the Federal Community Development Block Grant List;
It must be on the Federal Renewal Community List;
It must be on the Treasury's List of Financial Assistance Organizations established to support Low-Income Groups;
According to the U.S. Department of Housing and Urban Development Statistics, it must be located in Underserved Development Areas; or
For projects outside of the United States, it must be included in national and local equivalent or similar lists.
Or,

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17

LT CREDIT 3: HIGH PRIORITY AREAS

REQUIREMENTS

- Option 3: Cleaning/Rehabilitation of Contaminated Soils
- 2 points for BD+C projects, 3 points for CS projects
- The project must be located in an area where any soil and water pollution has been detected and where local and central government authorities have all necessary powers and enforcement capabilities for cleanup.
- Cleanup activities must be carried out in accordance with these powers and enforcement, and monitoring by the competent authority is required.

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18

LT CREDIT 3: HIGH PRIORITY AREAS

REQUIRED DOCUMENTS

Documents	Option 1	Option 2	Option 3
Environmental/Condition Assessment Maps showing previously developed areas within ½ mile (800 meters) of the project area boundaries	✓		
Document from the Cultural Heritage Preservation Council stating that the area is 'within a historic district' (registration document)	✓		
Environmental Status Map indicating that the Project Area has 'Priority Area' status		✓	
Documentation of any identified special pollution and pollutants in the area, followed by reports detailing the cleaning methods and procedures used to remediate this pollution.			✓

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19

LT CREDIT 3: HIGH PRIORITY AREAS

REFERENCE STANDARDS

- U.S. Environmental Protection Agency, National Priority List
- U.S. Housing and Urban Development, Federal Empowerment Zone, Federal Enterprise Community, and Federal Renewal Community
- U.S. Department of Treasury, Community Development Financial Institutions Fund
- U.S. Department of Housing and Urban Development, Qualified Census Tracts and Difficult Development Areas

DIFFERENCES FROM LEED V3 2009

- Almost all the concepts mentioned in this credit content have been adapted from the former SS Credit 3-Revitalization of Contaminated Lands.
- Projects have the possibility to select locations within historical neighborhoods or areas mentioned with priority status, unlike before.
- Projects can be developed not only on contaminated brownfields but also on any sites where pollution has been identified but which have been conclusively documented as cleaned.

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20

LT CREDIT 3: HIGH PRIORITY AREAS

DIFFERENCES FROM LEED V3 2009

- Almost all of the concepts mentioned in this credit content have been adapted from the former SS Credit 3-Contaminated Land Rehabilitation Credit title.
- Projects, unlike before, now have the possibility of selecting locations within historical neighborhoods or in areas designated as priority zones.
- Projects can be developed not only on contaminated lands but also on places where pollution has been detected but has been documented as cleaned. For example: Old factories and production facilities are some of these.

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21

LT CREDIT 3: HIGH PRIORITY AREAS AND FAIR DEVELOPMENT

LEED V4.1 CHANGES

- LT CREDIT 3: The expression Fair Development has been added to the High Priority Areas Credit Title.
- In the Credit Content section: The phrase For the economic and social sustainability of communities has been added.
- In the Credit Content section: The phrases Contributing to ecological and social development have been added.
- Option 1: The definition of High Priority has been changed.
- Path 1: The Economic Disadvantaged Community Status must fall within one of the following areas:
- Where the average household income is at or below 80% AMI according to the General Population Census,
- Where at least 20% of the population lives below the poverty line as defined by state, county, or other regional jurisdictions.
- Places where unemployment is at least 150% of the state, county, or other regional averages.
- Local equivalent system defined by the state or municipality for projects outside the USA.

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22

LT KREDİ 3: HIGH PRIORITY AREAS AND EQUITABLE DEVELOPMENT

LEED V4.1 CHANGES

- Option 2: The definitions of the strengthening zone established by the EPA have been removed.
- 3. Path: Under the title of Redevelopment of Contaminated Soils, it has been added that if the land is voluntarily cleaned, an official document must be requested from local or central government authorities stating that this area is contaminated land.
- Option 2: An Equitable Development Title has been added. Here, it is mandatory to prepare and implement an equitable development plan for the area.
- 2. Path: The title of Affordable Housing has been added to Residential and Mixed-Use Projects.
- Include new rental or sale housing units priced for households earning less than the Average Median Income (AMI). Rental housing should be maintained at affordable levels for at least 15 years. Existing housing units are exempt from needs assessments.
- It must meet or exceed the minimum thresholds in Table 1 and the density thresholds established by local zoning regulations.

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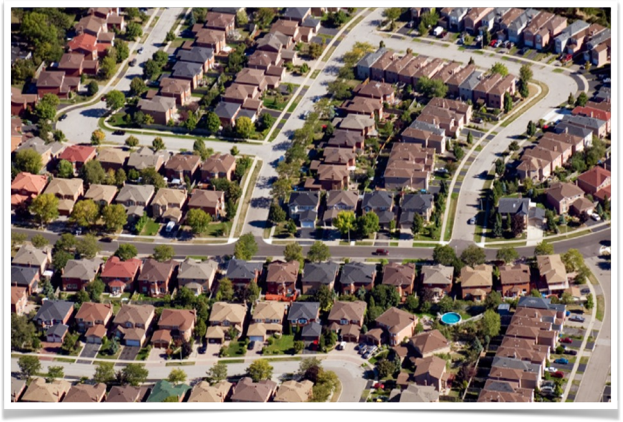
23

LT CREDIT 4: DENSITY AND DIVERSE USES OF SURROUNDING AREAS

PURPOSE

- The main goal is to promote settlement in areas where existing infrastructure and settlement areas are located, ensuring the protection of valuable agricultural lands and natural habitats.
- Encouraging walkable distances, ensuring efficient transportation options, reducing travel by private vehicles, and increasing daily physical activities also bring with them other benefits, including improving community health.



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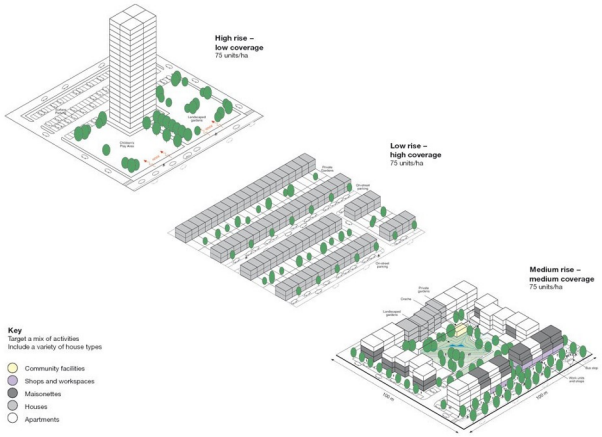
24

LT CREDIT 4: DENSITY OF SURROUNDING AREAS AND DIVERSE USES

REQUIREMENTS

- Option 1
- The project area must be surrounded by a site that complies with the current condition density criteria provided in the next slide, and a location must be chosen within ¼ mile (400 meters) of such a site.
- Housing and non-residential area densities can be used separately, or if the combined density criteria is met, that can also be used.
- 1 acre = 4,046 m2
- 1 feet2 = 0.09 m2 (22,000x0.09=1980/4046=0.50) Ratio = 0.50



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25

LT CREDIT 4: DENSITY OF SURROUNDING AREAS AND DIVERSE USES

Table 1a. Area density criteria at ¼ mile distance from the project site (Imperial Units)

Combined Density	Residential and Non-Residential Area Densities		BD&C Points	BD&C Points (Core and Shell)	ID&C Points
feet2/1acre Building Area	Residential Density (Units per acre)	Non-Residential Density (FAR)			
22,000	7	0.5	2	2	3
35,000	12	0.8	3	4	6

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26

LT CREDIT 4: DENSITY OF SURROUNDING AREAS AND DIVERSE USES

Table 1b. Average density scores at a distance of 400 meters from the project area (metric units)

Combined Density	Residential and Non-Residential Densities		Scores BD&C	Scores BD&C, Core and Shell	Scores ID&C
m2/1 hectare built-up area	Residential Density (DU/hectare)	Non-residential Density (FAR)			
5.05	17.5	0.5	2	2	3
8.035	30	0.8	3	4	6

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27

LT CREDIT 4: DENSITY OF SURROUNDING AREAS AND DIFFERENT USES

REQUIREMENTS


Option 2. Different Uses (1-2 points)

The main entrance of the building we will construct or renovate must be located within ½ mile (800 meters) of the main entrances of 4-7 (1 point) different uses, or within ½ mile (800 meters) of 8 or more (2 points) existing and publicly accessible different uses. These types of uses are specified in the list.

- The following constraints will apply in the calculations:
- Areas that include multiple types of uses will be counted as 1 use. For instance, a regional market selling various products will be counted as only 1 type of use.
- Activities of the same type of use will be counted a maximum of twice, regardless of their numbers. For example, even if there are 5 restaurants within walking distance in the area, only a maximum of 2 can be counted.
- A maximum of 3 services provided by the main function of the building can be counted as different types of use. For example, this condition applies in mixed-use project areas.

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28

LT CREDIT 4: DENSITY OF SURROUNDING AREAS AND DIVERSE USES

REQUIRED DOCUMENTS

All BD+C Projects (Except for Warehouses and Distribution Centers)	**Option 1**	**Option 2**
A Site Plan or map showing the project area and existing residential areas and non-residential uses within a ¼ mile (400 meter) radius	✓	
Identification of any previous developments in the Project Area, if applicable	✓	
A list of different types of uses within the Project Area, along with a plan or map showing their locations and walking distances.		✓
Data Centers, Warehouses, and Distribution Centers	**Option 1**	**Option 2**
A plan or map of the surrounding area that shows the project area, previous developments in this area, and any industrial and commercial investments in neighboring areas, if any	✓	
A site plan or map that shows the project area, its location, transportation options, and driving distances to them		✓
If planned transportation options are counted, they must be financed at the certification stage and should be in the construction phase or completed within 2 years following the project's implementation.		✓

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29

LT CREDIT 4: DENSITY OF SURROUNDING AREAS AND DIFFERENT USES

DIFFERENCES FROM LEED V3 2009

- Points can be obtained from the credit if the requirements of Option 1 and Option 2 are met together.
- There are now two thresholds for each option in all certification systems outside of hospitals.
- There are now separate thresholds for residential and non-residential usage intensities.
- A list of specific requirements for LEED Warehouses, Depots, and Distribution Centers has been added.
- Data Centers have been added.
- A ¼ mile (400 meters) radius application has been defined for building density calculations from the project boundary.
- Instead of a radius measure for proximity to different uses, a "walking distance" criterion has been introduced.
- Additional restrictions on how different uses should be counted have been added.

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30

LT CREDIT 5: ACCESS TO QUALITY TRANSPORTATION

PURPOSE

The main goal is to select a location for the project area that provides easy access to various types of transportation and opportunities, aiming to reduce the use of private vehicles, air pollution, and greenhouse gas emissions.

As a result, the aim is to minimize any environmental and public health impacts caused by car usage.

Approximately 40% of emissions in cities are transportation-related emissions.

Another key goal is to reduce these emissions through high-quality urban public transportation options.

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31

LT CREDIT 5: ACCESS TO QUALITY TRANSPORT

REQUIREMENTS

- The functional entry of the project;
- It is necessary to position it within ¼ mile (400 meters) of an existing or planned bus stop, tram, or shuttle stop, or,
- To position it within ½ mile (800 meters) of existing or planned rapid bus system, light or heavy rail mass transit system stations, or, suburban train or ferry terminals.
- The minimum average number of passengers at these stops or stations must also meet the weekday and weekend passenger value standards provided in the tables on the screen (Table 1 and 2).
- Future planned bus stops or stations can only be counted to gain points in projects that will open within two years at the latest from the date the project applies for certification and opens for operation, and are funded, meaning they are certain to occur.

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32

LT CREDIT 5: ACCESS TO QUALITY TRANSPORTATION

REQUIREMENTS

- Both weekday and weekend travel counts must be provided.
- Suitable travel routes must have common route services. (Vehicles going in opposite directions)
- For each suitable travel route, only travel counts in one direction will be considered.
- If a suitable travel route has many stops within the required walking distance, only travels from one stop will be counted.

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33

LT CREDIT 5: ACCESS TO QUALITY TRANSPORT

Table 1. Minimum Daily Journey Numbers for multiple transportation alternatives (bus, tram, train, ferry)

Weekday Journey Numbers	Weekend Journey Numbers	Scores		
		BD+C	(Core and Shell)	ID&C
72	30	1	1	1
100	70	2	2	2
144	216	3	3	3

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34

LT CREDIT 5: ACCESS TO QUALITY TRANSPORTATION

Table 2. Minimum Daily Trip Counts (For projects with only suburban and ferry transport)

Weekday Trip Counts	Weekend Trip Counts	Scores
		For All Projects
24	6	1
40	8	2
60	12	3

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35

LT CREDIT 5: ACCESS TO QUALITY TRANSPORTATION

STRATEGIES

- In projects supported by two or more transportation systems and routes, if one of the transportation routes maintains the given levels above 60%, additional points can be earned.
- If the existing transportation services temporarily rerouted to provide service beyond the necessary distances in less than two years, the project can meet the requirements of the credit. Local authorities must also guarantee that they will restore the transportation services to the initial levels to be provided.

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36

LT CREDIT 5: ACCESS TO QUALITY TRANSPORTATION

REQUIRED DOCUMENTS

Documentation	All Projects	Schools Schools	
		Option 1	Option 2
Maps showing the project, project boundaries, stops of transportation modes, and walking distances to these stops	✓	✓	
Timetables (schedules) or other service provision documents	✓	✓	
If applicable, a list of routes that are planned or temporarily under restoration work	✓	✓	
Map showing walkways and boundaries			✓

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37

LT CREDIT 5: ACCESS TO QUALITY TRANSPORTATION

DIFFERENCES FROM LEED V3 2009

- The frequency of transportation options is now included for credit requirements.
- Access to Functional Building Entrances is now measured by the "walk distance" criteria.
- Credits now check and emphasize availability on both weekdays and weekends.
- Score thresholds are now calculated based on the number of travels/trips within the required walking distances.
- Transportation modes have been expanded to include ferry, tram, rapid bus, and rideshare.
- The application for School Projects is based on the percentage of students within the Walk Accessibility Distance stated in Option 2.
- Private Shuttles and service vehicles will not be counted to meet credit score requirements.

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38

LT CREDIT 5: ACCESS TO QUALITY TRANSPORTATION OPPORTUNITIES

LEED V4.1 CHANGES

The concept of informal transit has been introduced instead of rideshare.

Rail system passenger stops (including light, heavy, and suburban lines) have been added to the passenger stops.

For the weekend, it is necessary to take into account the number of trips of the bus line with the highest number of trips throughout the day and to meet the thresholds.

Shuttle services that are provided privately will be included in the calculations if they also serve the public.

Daily trip numbers have been updated, but their scores have been reduced.

In projects where access can only be provided by ferry or train, the requirement to meet trip numbers for this option has been lifted.

In option 2, pedestrian access will be measured by the number of residential units instead of students.

39

LT CREDIT 6: BICYCLE ACTIVITIES

PURPOSE

The main goal is to promote bicycle use and transportation efficiency and to reduce the number of trips made by private vehicles. Another secondary benefit of bicycle use is encouraging the improvement of public health by increasing recreational and beneficial physical activities.

Bicycles provide many individual and global benefits. For example, using a bicycle instead of making a car trip for every 1 mile (1600 meters) prevents the emission of approximately 450 grams of CO2. Additionally, it has been observed that individuals who use bicycles instead of private vehicles for short-distance trips can extend their average life expectancy by 3 to 14 months. Bicycle lanes and parks, which are designed more as visual design elements or for political purposes, have now become a mode of transportation whose benefits should be considered in terms of health and global warming.

40

LT CREDIT 6: BICYCLE ACTIVITIES

REQUIREMENTS

Bicycle Network: The functional entrance to the project and/or the bicycle storage area should be located or designed within a 180-meter (200-yard) walking distance to a bicycle network and this bicycle network must provide connections to one or more of the following:

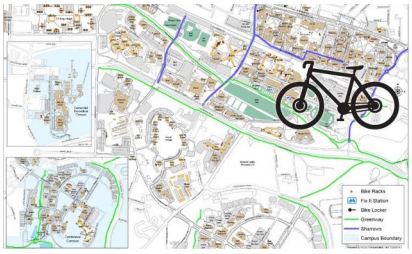
At least 10 different types of use (Appendix 1)

A School or Business Center project where more than 50% of the total floor area of this project must be residential use or,

A rapid bus stop, light or heavy rail public transport station, suburban train station, or ferry terminal.

All destinations/arrival points must be within a 3-mile (4800-meter) bicycle distance from the project boundary.

Planned bicycle paths are taken into account if the funding is secured by the time the project is to receive certification and are able to be operational within 1 year after the project's implementation.



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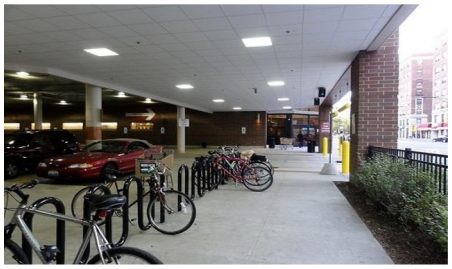
41

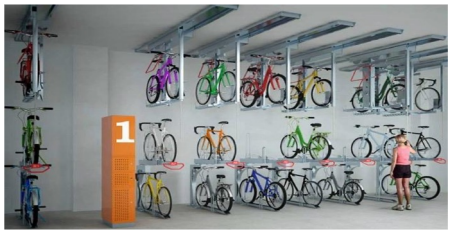
LT CREDIT 6: BICYCLE ACTIVITIES

REQUIREMENTS

- Bicycle Parking and Shower Rooms
- Condition 1: Commercial and Institutional Projects

- At least 2.5% of the visitor count during peak hours should be allocated for short-term bicycle parking areas. However, this number of bicycle parking spots should not be less than 4 for each building.
- At least 5% of the regular user count of the building should be provided with long-term bicycle parking. However, this number should not be less than 4 for each building (in addition to short-term bicycle parking).
- At least one shower and changing facility should be provided for the first 100 users of the building, and an extra shower and changing room should be provided for every additional 150 users.





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42

LT CREDIT 6: BICYCLE ACTIVITIES

REQUIREMENTS

- Bicycle Parking and Shower Rooms
- Status 2: Residential Projects
- At least 2.5% of the number of visitors during peak hours must be allocated for short-term bicycle parking. However, the number of bicycle parking spaces should not be less than 4 for each building.
- Long-term bicycle parking must be provided for at least 15% of the regular users of the building. However, this number cannot be less than 1 bicycle parking space for every 3 residential units.
- These should be considered in addition to the short-term bicycle parking area.

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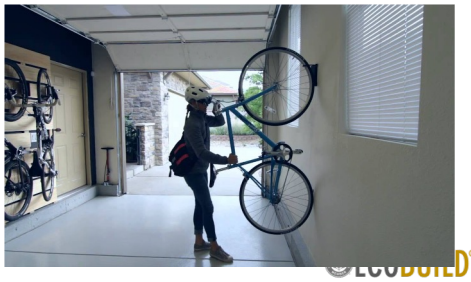
43

LT CREDIT 6: BICYCLE ACTIVITIES

REQUIREMENTS

- Bicycle Parking and Shower Areas
- Condition 3: Mixed-use Projects
- For cases 1 and 2, the number of bike parking spaces must be provided for necessary residential and non-residential projects.
- For All Projects:
- Short-term bike parks must be located no more than 100 feet (30 meters) from the main entrance, and long-term bike parks must also be within a walking distance of no more than 100 feet (30 meters) from the functional building entrance.
- Bicycle parking capacities should not be counted twice. For example; bicycle parking spaces reserved for users of off-site activities cannot serve project users.
- Core & Shell projects (should refer to Appendix 2), Default User Numbers should capture the values and requirements set forth in the reference book.



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44

LT CREDIT 6: BICYCLE ACTIVITIES

REQUIRED DOCUMENTS

Documentation	NC, C&S, Data Centers, Warehouses & Distribution Centers, Hotels, Hospitals	Schools	Retail
Surrounding Maps showing the Bicycle Network and routes, as well as distances to nearby destinations	✓	✓	✓
Site Plan showing Bicycle Parks	✓		✓
Site Plan showing walking routes from Bicycle Parks to the main entrance and bicycle routes within School Boundaries		✓	
Calculations made for Park Capacities and Shower Facilities	✓	✓	✓
Definition of programs aimed at supporting Bicycle Usage			✓

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45

LT CREDIT 6: BICYCLE ACTIVITIES

DIFFERENCES FROM LEED V3 2009

- Proximity requirements for the bicycle network have been added.
- Separate definitions for short-term and long-term bicycle parking areas have been introduced.
- The calculation method for the number of shower rooms has changed.



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46

LT CREDIT 6: BICYCLE ACTIVITIES

LEED V4.1 CHANGES

- Passenger stops have been added, including rail system passenger stops (light, heavy, and suburban lines). The title 'All Projects' listed under Section 3 has been completely removed and replaced with the title 'Large Scale Projects.' It is anticipated that the number of showers and changing rooms will be calculated under three main categories:
- 1. NC, CS, Data Centers, Schools, Warehouses & Distribution Centers, Healthcare, Retail and Hospitality- At least one facility shower and changing room must be provided for the first 100 normal building occupants, and then an additional shower must be provided for every 150 and above normal building occupants.
- 2. For All Projects - Short-term bicycle parking spaces must be within a walking distance of 200 feet (60 meters) from any main entrance. Long-term bicycle parking spaces must be within a walking distance of 90 meters (300 feet) from any functional entrance. Vertical distances covered by elevators are exempt from counting towards walking distance requirements.
- Rail system stops have also been added among the passenger stops for schools.
- Bicycle parking spaces should serve 50% of the residential units within the impact boundary of the school,
- and should not exceed 2400 meters (1 and 2 miles) of bicycle distance from stops/stations or residential units (for ages 8 and under or 14 and under), and should not exceed a bicycle distance of 3 miles (4800 meters) (for ages 9 and over or 15 and over).
- It has been added that the number, length, and locations of bicycle parking spaces, routes, and shower-changing room facilities must be fully met in all projects.

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47

LT CREDIT 7: REDUCTION OF PARKING AREAS

PURPOSE

The primary aim is to minimize the environmental negative impacts arising from parking activities, which can be summarized as dependency on private vehicles/cars, unnecessary use of land, and stormwater runoff.

The required figures specified in the local parking regulations must not be exceeded.

If there is no local parking regulation that must be adhered to, a certain percentage reduction should be achieved based on the base parking requirement figures found in the Transportation Engineers/ Transportation Planning Handbook, Tables 18-2 and 18-4.

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48

LT CREDIT 7: REDUCTION OF PARKING SPACES

REQUIREMENTS

Condition 1: Baseline Location

Projects that do not score points from LT Environmental Density and Different Uses credit or LT Quality Access to Transport Credit must ensure at least a 30% reduction based on baseline values.

Condition 2: Selection of Locations with Density and/or Transportation

To earn 1 more point in projects, there must be at least a 40% reduction from baseline values in LT Credit-Environmental Density and Different Uses or LT Credit-Quality Access to Transport.

The lack of parking space outside the street has been added.

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49

LT CREDIT 7: REDUCTION OF PARKING AREAS

FOR ALL PROJECTS

- Credit calculations must include all existing and new off-street parking spaces owned or leased within the project scope. This also includes parking areas outside the project site that are used by the project. Parking spaces on streets are not included in this calculation.
- Projects using multi-storey parking facilities calculate the occupied spaces within this parking and examine whether these parking lots comply with the credit standards.
- A privileged parking area equal to 5% of the total parking areas must be allocated, and discounts should be provided on parking fees. If no parking area will be allocated in off-street areas, it is not necessary to allocate a privileged parking area.
- In Mixed-Use Projects, parking capacities and fees determined separately for each use should first calculate the parking amounts, and then discount rates should be determined based on the established base figures.
- Fleet and experimental vehicles, which are regularly used for business and travel purposes by company employees, should not be counted under this credit heading.

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50

LT CREDIT 7: REDUCTION OF PARKING SPACES

REQUIRED DOCUMENTS

Documents	All Projects
Site Plan showing the allocated spaces for Preferred/Privileged Parking Areas	✓
Calculation tables demonstrating that the thresholds are met	✓
Markings, drawings, or photos showing that the Privileged Parking Areas are reserved	✓

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51

LT CREDIT 7: REDUCTION OF PARKING AREAS

REFERENCE STANDARDS

- Institute of Transportation Engineers, Transportation Planning Handbook, 4th edition, Tables 11-12.

DIFFERENCES FROM LEED V3 2009

- Requirements for Residential and Non-Residential Projects as well as New Construction and Core & Shell Projects have now been standardized.
- A third-party reference book has been added for the basic calculations. (ITE Transportation Planning Handbook, 3rd edition, from Tables 18-2 to 18-4)
- Credits will no longer earn points as new parking is not being provided.
- If there are existing parking spaces, they will continue to be utilized by the project. This also qualifies in terms of credit requirements.

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52

LT CREDIT 7: REDUCTION OF PARKING SPACES

LEED V4.1 CHANGES

- Off-street parking has been prohibited.
- The reduction in the number of parking spaces has been increased from 20% to 30%.
- Options 3 and 4 have been added to the Credit Requirements. Accordingly:
- Option 3: Carshare - Special parking must be provided for carshare vehicles. For every 100 passengers, at least one parking space must be rounded up; if there are less than 100 passengers in the project, at least one shared vehicle parking space must be provided.
- Existing rental vehicles in nearby street or street parking do not contribute to credit success.
- Option 4: Unbundled Parking - Parking spaces must be sold separately from all property sales or leases, and
- daily parking fees must be applied at a cost equal to or higher than the daily cost of municipal public transportation. Paid parking has been implemented for the first time.

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53

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

PURPOSE

- The main goal is to reduce pollution by promoting alternative fuel technology vehicles instead of conventional fuel vehicles. With these vehicles;
- Reducing Carbon emissions,
- Reducing noise pollution,
- Increasing land use efficiency due to smaller vehicle sizes,
- Increasing energy efficiency,
- Enhancing the capacity for environmentally friendly energy production by shifting towards alternative energy sources,
- Reducing thermal pollution in cities and buildings,
- Efficiency in resource use in transportation-based organizations like car sharing, etc.

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54

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

REQUIREMENTS

- A total of 5% of the parking areas in the project should be reserved as preferential parking space for "green vehicles." To encourage the use of green vehicles, discounts should be applied to these vehicles in parking lots, and the reserved spaces should be clearly marked. The allocated parking spaces should be distributed equally among various parking sections as short-term and long-term spots.
- Green Vehicles must have achieved a minimum green score of 45 according to the American Council for an Energy-Efficient Economy (ACEEE) Annual Vehicle Rating List (for projects outside the US - according to a local equivalent, if available).
- The discount rate provided to green vehicles must be at least 20%. This discount rate should be publicly announced at the main entrance of the parking lot where it is applied and should allow every green vehicle entering this parking lot to benefit from it.

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55

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

PURPOSE

- Option 1: Electric Vehicle Charging Stations
- The project must install electric charging support equipment (EVSE) for vehicles equal to 2% of the total parking capacity. Parking spaces allocated for electric vehicles must be separate from those designated for green vehicles and provided in addition to them. Electric Vehicle Charging Support Units;
- Must have a charging capacity of level 2 or higher. (between 208-240 volts)
- Electrical connections must comply with relevant regional or local electrical connection standards. For example; it must meet the criteria of SAE-Surface Vehicle Recommended Practice J1772, SAE-Electric Vehicle Conductive Charge Coupler, or IEC 62196 of the International Electrotechnical Commission.
- There should be programs that are networked or have an internet address and respond to requests, as well as a pricing policy that encourages use during off-peak hours and is billed based on usage.

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56

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

PURPOSE

Option 2: Liquid (Fluid), Gas or Battery Facilities

Liquid or gas fuel filling facilities, or battery charging facilities with the capacity to serve the number of vehicles corresponding to 2% of the total parking capacity should be loaded in the parking lots.

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57

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

REQUIRED DOCUMENTS

Documentation	NC, C&S, Data Center, Hotels, Retail, Hospitals		Schools	
	Option 1	Option 2	Option 1	Option 2
Site Plan showing parking lots, main building entrance, designated parking areas, and alternative fuel filling stations; calculations should be based on total parking capacity.	✓	✓	✓	
Photos of the markings and lighting for designated parking areas must be included.	✓	✓	✓	
Photos of the markings and lighting for electric vehicle charging units must be included.	✓		✓	
Results of the evaluation conducted with building users regarding discounted parking fees must be included along with this information in the markings.	✓	✓	✓	
For Electric Connectors, necessary documents showing manufacturers' production characteristics, charging levels, and compliance with relevant standards must be documented, as well as internet access.	✓		✓	
For liquid and gas fuel filling stations, manufacturers' product specifications and information about fuel type and refill dates must be provided.		✓	✓	
Establishment of a bus fleet in phases from suitable vehicles for emissions, improvement of existing buses, scheduling, and identification of responsible parties				✓
Deployment of non-green bus vehicles in phases, identification of vehicle types, scheduling, and responsible parties.				✓

58

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

Warehouses and Distribution Centers Required Documents	Option 1	Option 2
Manufacturer Documents related to Yard Tractor Models and fuel types	✓	
Site Plan showing the locations of Electrical Connector Gardens		✓
Manufacturer documentation for electrical connectors that will provide power		✓

REFERENCE STANDARDS

- American Council for an Energy Efficient Economy (ACEEE) Green Book
- Society of Automotive Engineers, SAE Surface Vehicle Recommended Practice J1772, SAE Electric Vehicle Conductive Charge Coupler
- International Electrotechnical Commission 62196

DIFFERENCES FROM LEED V3 2009

- 1. and 2. Options have been revised to require all projects to provide preferential parking for green vehicles and alternative fuel vehicles.
- The ACEEE minimum green score used for the definition and classification of fuel-efficient vehicles has been raised to 45.
- The required alternative fuel stations for alternative fuel vehicles have been reduced to 2% of the total parking capacity.
- Electrical connections must comply with SAE Surface Vehicle Recommended Practice J1772, SAE Electric Vehicle Conductive Charge Coupler (or a regionally equivalent standard) and must be capable of dynamic interaction with the Utility Grid.
- Credits can no longer be earned for providing green vehicles to building occupants or by using "vehicle sharing programs."

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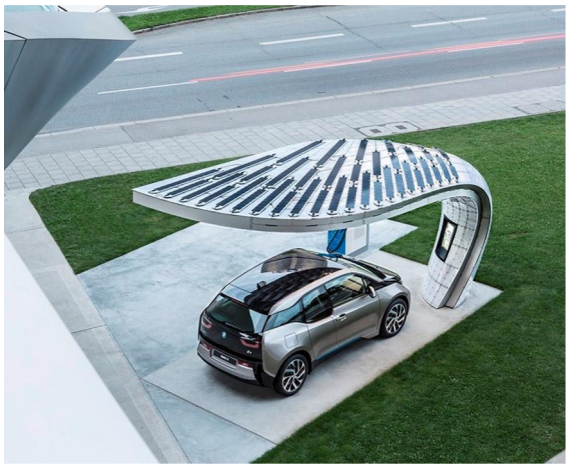
59

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

DIFFERENCES FROM LEED V3 2009

- Schools
- 1. These are the items of change in Option 1.
- The requirement to designate passenger drop-off areas for green vehicles (low-emission and fuel-efficient vehicles in LEED V3) in parking areas has also been eliminated.
- 2. The option now requires an Implementation Plan to meet the Nox and particulate emission standards for School Vehicles and Green Vehicle designs.
- Warehouses and Distribution Centers
- Specific credit requirements have been added for Logistics and Distribution Centers.



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60

LT CREDIT 8: GREEN VEHICLES/ELECTRIC VEHICLES

LEED V4.1 CHANGES

- The title of the credit has been changed from Green Vehicles to Electric Vehicles. All mentions of green vehicles and related standards within the credit text have been changed to Electric Vehicles.
- It is necessary to provide charging infrastructure on-site for electric vehicles in parking areas.
- The ACEEE Standard has been completely removed.
- Harmonization is required to include EVSE in any demand response program or load flexibility and management strategies.
- Option 2. Electric Vehicle Charging Infrastructure (1 point) has been added.
- It is necessary to allocate 6% of parking spaces or at least 6 parking spots, whichever is greater, for electric vehicles.
- All references and requirements for green vehicles in other options and conditions have also been changed to electric vehicles.

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61