

# W O R K I N G D R A F T

## List of Transportation Emission Reduction Measures To be included in the PR2301 Guidance Document

Measure #	Title	Description	Point Reductions Default*
<b>Bicycle/Pedestrian</b>			
1	Bicycle Parking	<ul style="list-style-type: none"> <li>Provide one bicycle space for every 20 car parking spaces for all users</li> </ul>	0.5 <sup>3</sup>
2	Bicycle Parking (multi-unit residential)	<ul style="list-style-type: none"> <li>Long-term bicycle parking (bicycle lockers, locked rooms, etc.) is provided at apartment complexes or condominiums without garages</li> </ul>	0.5 <sup>1</sup>
3	Bicycle Parking (non-residential)	<ul style="list-style-type: none"> <li>Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand</li> </ul>	0.5 <sup>1</sup>
4	Bicycle Lanes	<ul style="list-style-type: none"> <li>A biking network is completed to connect at least 50% of project to diverse uses within 3 miles (Cannot combine with #5)</li> </ul>	0.5 <sup>2</sup>
5	Bicycle Measures	<ul style="list-style-type: none"> <li>Designated bicycle routes to all units and connectors to existing Class I or Class II Bicycle lanes within ½ miles and project design includes a comparable network that connects to the project uses to the existing offsite facility (Cannot combine with #4)</li> </ul>	0.5 <sup>1</sup>
6	Walkable Neighborhood	<ul style="list-style-type: none"> <li>Project must provide safe and convenient pedestrian and bicycle access to all transit stops within ¼ mile (Cannot combine with #7)</li> </ul>	1 <sup>1,2</sup>
7	Walkable Neighborhood	<ul style="list-style-type: none"> <li>Provide pedestrian access between bus service and major transportation points (Cannot combine with #6)</li> </ul>	0.5 <sup>1</sup>
8	Walkable Neighborhood	<ul style="list-style-type: none"> <li>Provide traffic calming modifications to project roads, such as narrower streets, speed platforms, bulb-out and intersection and bicycle travel. Link cul-de-sacs and dead-end streets to encourage pedestrian and bicycle travel. Design roadways to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by implementing traffic calming features</li> </ul>	0.25 <sup>1</sup>
9	Walkable Neighborhood	<ul style="list-style-type: none"> <li>Multiple and direct street routing (grid style) and limit cul-de-sacs</li> </ul>	1 <sup>1,2</sup>
10	Walkable Neighborhood	<ul style="list-style-type: none"> <li>Project minimizes or eliminates pedestrian barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycles or pedestrian circulation</li> </ul>	1 <sup>1</sup>
11	Pedestrian Network	<ul style="list-style-type: none"> <li>Provide a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with project site</li> </ul>	1 <sup>1</sup>
<b>Mixed Use Measures</b>			
12	Mixed-Use	<ul style="list-style-type: none"> <li>Provide bus shelters for existing or planned transit service</li> </ul>	0.25 <sup>1</sup>
13	Mixed-Use	<ul style="list-style-type: none"> <li>Bus or streetcar service provides headways of one hour or less for stops within ½ mile</li> </ul>	1 <sup>2</sup>
14	Mixed-Use	<ul style="list-style-type: none"> <li>All residential units are within ¼ mile of retail, parks, schools, or other civic uses</li> </ul>	1 <sup>1,2</sup>

<sup>1</sup> Sacramento Metropolitan AQMD Guidelines

<sup>2</sup> URBEMIS

<sup>3</sup> County of Los Angeles

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15	Residential Density	<ul style="list-style-type: none"> <li>Project is oriented towards existing transit, bicycle, or pedestrian corridor, setback distance is reduced to increase density (Cannot combine with #16)</li> </ul>	0.5 <sup>1</sup>
16	Residential Density	<ul style="list-style-type: none"> <li>Project is oriented towards planned transit, bicycle, or pedestrian corridor, setback distance is reduced to increase density (Cannot combine with #15)</li> </ul>	0.5 <sup>1</sup>
17	Brownfield Redevelopment	<ul style="list-style-type: none"> <li>Project is located on an infill site less than ¼ mile from public transit and more than 500 feet from a diesel corridor (Cannot combine with #31)</li> </ul>	1 <sup>2</sup>
18	Mixed Use	<ul style="list-style-type: none"> <li>Development of projects characterized by having various uses such as commercial, residential, and institutional, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design</li> </ul>	3 <sup>1,2</sup>
19	Mixed Use	<ul style="list-style-type: none"> <li>Project to contain 3 of the following on-site or within ¼ mile: residential, retail, park, open space, or office building</li> </ul>	3 <sup>1,2</sup>
<b>Parking Measures</b>			
20	Parking Pricing Strategies	<ul style="list-style-type: none"> <li>Employee and/or customer paid parking system</li> </ul>	1 <sup>1,2</sup>
21	Parking Pricing Strategies	<ul style="list-style-type: none"> <li>Parking cash-out system</li> </ul>	1 <sup>1</sup>
22	Parking Spaces	<ul style="list-style-type: none"> <li>Provide at least 10% of parking required or reductions less than code (Cannot combine with #23 or #24)</li> </ul>	2 <sup>1,2</sup>
23	Parking Spaces	<ul style="list-style-type: none"> <li>Provide parking reductions less than code (less than 10%) (Cannot combine with #22 or 24)</li> </ul>	1 <sup>1</sup>
24	Parking Spaces	<ul style="list-style-type: none"> <li>Provide minimum amount of parking required (Cannot combine with #22 or #23)</li> </ul>	1 <sup>1</sup>
25	Park and Ride Lots	<ul style="list-style-type: none"> <li>Build or contribute to Park and Ride lots</li> </ul>	0.5 <sup>1</sup>
26	Parking Spaces	<ul style="list-style-type: none"> <li>Provide preferential parking spaces for carpools, vanpools, EVs, and alternative fuel vehicles near the entrance of buildings and provide 7'2" minimum vertical clearance in parking facilities for vanpool vehicles</li> </ul>	0.5 <sup>1,2</sup>
27	Parking Spaces	<ul style="list-style-type: none"> <li>Parking facilities are not adjacent to street frontage</li> </ul>	0.5 <sup>1</sup>
28	Walkable Neighborhood	<ul style="list-style-type: none"> <li>Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances</li> </ul>	0.5 <sup>1</sup>
<b>Transportation/Transit Measures</b>			
29	Transportation Signage	<ul style="list-style-type: none"> <li>Provide a display case or kiosk displaying transportation information in a prominent area accessible to employees, residents, or visitors. Display bicycle route maps, bus schedules, and other transportation information such as carpooling, carsharing, etc.</li> </ul>	0.5 <sup>2</sup>
30	Neighborhood Electric Vehicle (NEV) Access	<ul style="list-style-type: none"> <li>Project is designed to accommodate NEVs (e.g., routes, infrastructure, and parking). Make physical development consistent with state and local ordinance requirements for NEVs</li> </ul>	1 <sup>1</sup>

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31	Transit Headways	<ul style="list-style-type: none"> <li>Transit service provides headways of one hour or less for stops within ¼ mile</li> </ul>	0.5 <sup>1,2</sup>
32	Transit Shelters	<ul style="list-style-type: none"> <li>Project provides safe and convenient bicycle/pedestrian access to transit stops and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) (Cannot combine with #33)</li> </ul>	0.5 <sup>1</sup>
33	Transit Shelters	<ul style="list-style-type: none"> <li>Provide transit stops with safe and convenient bicycle/pedestrian access. Provide essential transit stop improvements such as shelters, route, information, benches, and lighting in anticipation of future transit services (Cannot combine with #32)</li> </ul>	0.25 <sup>1</sup>
34	End of Trip Facilities	<ul style="list-style-type: none"> <li>Provide end-of-trip facilities such as showers, lockers, and changing space</li> </ul>	0.5 <sup>1,2</sup>
35	Neighborhood Shuttles	<ul style="list-style-type: none"> <li>Shuttle or bus rental program for transport to special event centers or other attractions</li> </ul>	1 <sup>2</sup>
36	Business Center Shuttles	<ul style="list-style-type: none"> <li>Office parks, business centers, and other employment centers provide shuttles to and from transit facilities and eating establishments if needed</li> </ul>	0.5 <sup>2</sup>
37	Vehicle Fleet	<ul style="list-style-type: none"> <li>Enhanced measures to reduce emissions, beyond ARB requirements, from medium and heavy duty fleet vehicles; fleet vehicles less than 7 years old</li> </ul>	2 <sup>2</sup>
38	Residential Density	<ul style="list-style-type: none"> <li>Project provides high-density residential development, site less than ¼ mile from public transit and more than 500 feet from a diesel corridor (Cannot combine with #17 of #31)</li> </ul>	1 <sup>1,2</sup>
39	Provide Ridesharing Incentive or Transit Pass Subsidy	<ul style="list-style-type: none"> <li>Provide incentive packages such as a one year subsidy allowance to employees (e.g., \$2 per day per employee or \$520 per year)</li> </ul>	0.5 <sup>1,2</sup>
40	Transportation Programs	<ul style="list-style-type: none"> <li>Develop rideshare program for projects with under 250 employees at worksite that would achieve a 1.5 AVR in accordance with local ordinances or requirements</li> </ul>	1 <sup>2</sup>

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