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August 16, 2012

Peter Meade, Director
Boston Redevelopment Authority
One City Hall Plaza
Boston, MA 02108

Re: Notice of Project Change for 275 Albany Street

Dear Director Meade:

This Notice of Project Change (“NPC”) is being submitted on behalf of BH Normandy 275 Albany Street LLC (the “Proponent”) to inform you of certain changes with respect to the 275 Albany Street project (the “Project”). Pursuant to Section 80A-6 of the Boston Zoning Code (the “Code”), we are required to inform the Authority of any material changes to the Project. We are submitting this NPC to you to request your determination that these changes will not significantly increase the impacts of the Project within the scope of the required review and that no further review is required under Article 80B of the Code.

Background

The Project previously underwent Large Project Review under Article 80B of the Code. An Expanded Project Notification Form (“PNF”) for the Project was filed with the Boston Redevelopment Authority on January 15, 2010. On August 17, 2010, the BRA authorized the Director of the BRA to issue a Scoping Determination waiving further review under Article 80B of the Code based on a finding that the PNF adequately described the potential impacts of the Project and that the mitigation measures proposed were sufficient to minimize those impacts. On August 24, 2010, the previous Director of the BRA issued the Scoping Determination waiving further review of the Project under Article 80B of the Code (the “Director’s Determination”). In addition, we filed an application for Planned Development Area (“PDA”) approval with the Authority on July 27, 2012 which reflects the current Project.

Project Changes

Since the filing of the PNF and issuance of the Director’s Determination, circumstances have changed and the Project has evolved. As proposed in the PNF, the Project consisted of two building elements, each of which would be used as a hotel. Although the Project still consists of two building elements, given changing markets and economic circumstances, as now proposed the tower portion of the Project on the north end of the project site (the “Traveler Structure”) will be used for residential purposes while the other building element (the “East Berkeley Structure”) will remain a hotel. The original Project proposed a total of approximately 408 hotel rooms and

approximately 137 parking spaces. The current proposal includes up to 325 hotel rooms and 220 residential units, with parking for up to 155 cars. Accessory retail/restaurant space has been reduced from approximately 4,000 square feet previously to approximately 2,011 square feet currently.

In addition, the gross floor area, exclusive of parking, has increased from approximately 253,000 square feet to a potential of up to 330,000 square feet. The maximum zoning height of the Project remains at 200 feet. However, as a result of a change from steel to concrete construction and the addition of a mezzanine level, the tower now contains 19 stories, plus the mechanical penthouse – an increase from 17 stories previously, which included the mechanical penthouse. The number of stories in the East Berkeley Structure has increased from 9 stories, plus the mechanical penthouse, previously to a total of 11 stories in the current proposal, including the mechanical penthouse which will include an occupiable roof terrace, and the height has increased from a maximum of approximately 130 feet to a maximum of approximately 145 feet. More details regarding the current proposal are set forth in the drawings and plans enclosed herewith and in the Development Plan previously submitted to you as part of the application for PDA approval.

Changes in Project Impacts since Completion of Large Project Review

The only potential meaningful impacts from changes in the Project since completion of Large Project Review under Article 80B involve transportation. Since the program for the Project has changed, the traffic impacts may be affected. In addition, given the change of use, the criteria for achieving 'LEED Certifiable' status under Article 37 of the Code are also affected. Accordingly, set forth below is (1) an analysis of changes in the traffic impacts of the current Project from what was proposed earlier, and (2) a revised Article 37 checklist demonstrating how the Project will incorporate sustainable design features to achieve 'LEED Certifiable' status.

Changes in the Project since completion of Large Project Review will have no material impact on other areas within the scope of required review under Article 80B of the Code. Given that the Project is very similar to what was previously studied, no appreciable impacts will arise with respect to the environmental protection issues previously studied. Increases in sewage and water flows, which will increase approximately 20 percent in the current program, will not significantly impact infrastructure systems in the area of the Project and are well within the capacity of the Boston Water and Sewer Commission system that serves the site. Urban design, building design and historic resources were fully vetted in the PNF, and will be further considered during the design review process with the Authority.

1. Transportation Impacts

Traffic: Overall traffic demand estimated for the revised Project is expected to be slightly higher than the original Project due to the replacement of hotel use with residential apartments. As shown in Table 1, the revised Project is expected to result in 226 additional average daily vehicle trips as compared to the original Project. The revised Project would also result in 2 additional vehicle trips during the morning peak hour and 11 additional vehicle trips in the evening peak hour. The level of additional vehicle trips associated with the revised Project will be imperceptible to the traffic operations assessment presented in the PNF.

Table 1 Vehicle Trip Generation Comparison

Time Period	Original Project (PNF)	Revised Project (NPC)	Change: NPC compared to PNF
Average Daily			
in	1,227	1,340	113
out	1,227	1,340	113
total	2,454	2,680	226
a.m. Peak-Hour			
in	92	86	-6
out	70	78	8
total	162	164	2
p.m. Peak-Hour			
in	84	72	-13
out	82	105	23
total	166	177	11

Vehicle trip generation estimates use standard traffic engineering practice and are derived from the Institute of Transportation Engineers' (ITE) Trip Generation (8th edition, 2008) trip rates. Travel mode split data for the South End supplied by the Boston Transportation Department (BTD) are also used in developing vehicle trip estimates.

Parking: Parking for the revised Project will be in an above grade garage similar to what was proposed in the original Project. The revised Project will provide garage parking up to 155 spaces. This is an increase from approximately 137 garage parking spaces in the original Project. Parking for the residential apartments in the revised Project is proposed at 0.50 spaces per unit (up to 110 spaces) with the remaining up to 45 spaces used for the hotel. Additional supply for hotel parking demand, if any, can be met at one of several off-site parking lots or garages in the immediate vicinity of the revised Project.

The Boston Transportation Department (BTD) Guidelines for maximum parking ratios in the South End for residential uses ranges from 0.5 to 1.0 spaces per unit. These rates do not distinguish between types of housing (i.e., for sale condominiums vs. rental apartments). Current trends indicate that parking demand for rental apartments is about half that of for-sale condominiums (0.50 vs. 1.0 spaces per unit) in Boston's downtown neighborhoods. The 0.50 parking ratio for residential uses at the revised Project is consistent with that proposed in the adjacent Ink Block development (the former Boston Herald site).

Site Access: The revised Project will retain the same site access previously developed for the original Project. Access to the hotel pick-up/drop-off will be at a curbside cutout along East Berkeley Street with access to the residential component from a turnaround driveway along Traveler Street. Garage access will be provided from both East Berkeley Street and Traveler

Street. Garage egress will be only from the Traveler Street driveway. The loading dock remains along Albany Street. The Proponent will continue to work with BTD site access and adjoining curb use regulations.

Loading and Building Servicing: As with the original Project, the revised Project will have an internal loading dock with 2 loading bays and trash containers accessed from Albany Street. Trucks of up to 36 feet in length (SU-36) will be able to maneuver into and out of the loading dock without the need to back in from or out into Albany Street. All delivery vehicles to the site will be SU=36 or smaller. Loading demand associated with the revised Project will be less than that of the original Project due to the lower demand residential component replacing higher demand hotel use. The Proponent will continue to work with BTD on all access concerns, including the design and operation of the loading dock.

Transportation Access Plan Agreement (TAPA): The Proponent will enter into a TAPA with the City through its agent, the Boston Transportation Department (“BTD”). The TAPA will memorialize the specific measures, mitigations, and agreements between the Proponent and BTB. The TAPA will codify both traffic mitigation commitments and a Travel Demand Management program for the revised Project. An engineered site plan will be submitted with the TAPA.

Mitigation: Through comment letters to the PNF and ENF for the original Project, both BTB and MassDOT identified traffic mitigation improvements in the immediate area for Project implementation. Since that time, BTB and MassDOT have made certain improvements to lane use and signal timing and phasing which were requested of the original Project in their comments. The adjoining Ink Block development has committed to additional improvements in the immediate area. The Proponent will work with both BTB and MassDOT on appropriate mitigation for the revised Project to complement recent improvements by these agencies and those proposed by the Ink Block development. The recently adopted Harrison-Albany Corridor Planning Study provides guidelines for local area improvements that the Proponent is willing to discuss as mitigation for the revised Project.

Travel Demand Management: The Proponent will work with the BTB to develop a comprehensive Travel Demand Management (“TDM”) program appropriate to the revised Project and consistent with its level of impact. The comments from both BTB and MassDOT on the PNF and ENF will form the framework for these TDM measures. It is expected that certain additional TDM measures will be included in the TAPA, including secure bicycle storage for residents and employees, bicycle racks for visitors and guests, and electric vehicle charging stations.

Construction Management Plan: The Proponent will develop a comprehensive Construction Management Plan (“CMP”) for review and approval by BTB. The CMP will detail the schedule, staging, parking, delivery, and other associated impacts of the construction of the revised Project.

Public Improvement Commission: Certain streetscape improvements may require Public Improvement Commission (PIC) review and approval. Improvements along Albany Street may require review and approval of MassDOT. The Proponent will work with the City and the State and conform to City and State regulations and guidelines as well as other

Peter Meade, Director

August 16, 2012

Page 5 of 5

infrastructure recommendations for the area contained in the Harrison-Albany Corridor Planning Study.

2. Sustainability

Since the filing of the PNF, based on the revised Project as described in this NPC, the LEED Certifiable status has been updated as set forth in the LEED Credit Narratives and accompanying LEED credit Project Checklist enclosed herewith. As the Project design is refined, the Project will hopefully incorporate additional measures to increase the number of LEED credits.

Based on the foregoing, we respectfully request that you determine that the changes to the Project since completion of Large Project Review under Article 80B of the Code will not significantly increase the impacts of the Project within the scope of the required review and that no further review is required under Article 80B of the Code.

Thank you for your consideration. Please feel free to contact me with any questions or comment.

Sincerely yours,



Melvin R. Shuman

Enclosures

cc: Justin D. Krebs
Kevin Daly
Guy D. Busa, Jr.
James J. Gray
Tamara M. Roy
David Hewett
John Schmid
Lawrence J. Rowe, Esq.



275 ALBANY STREET

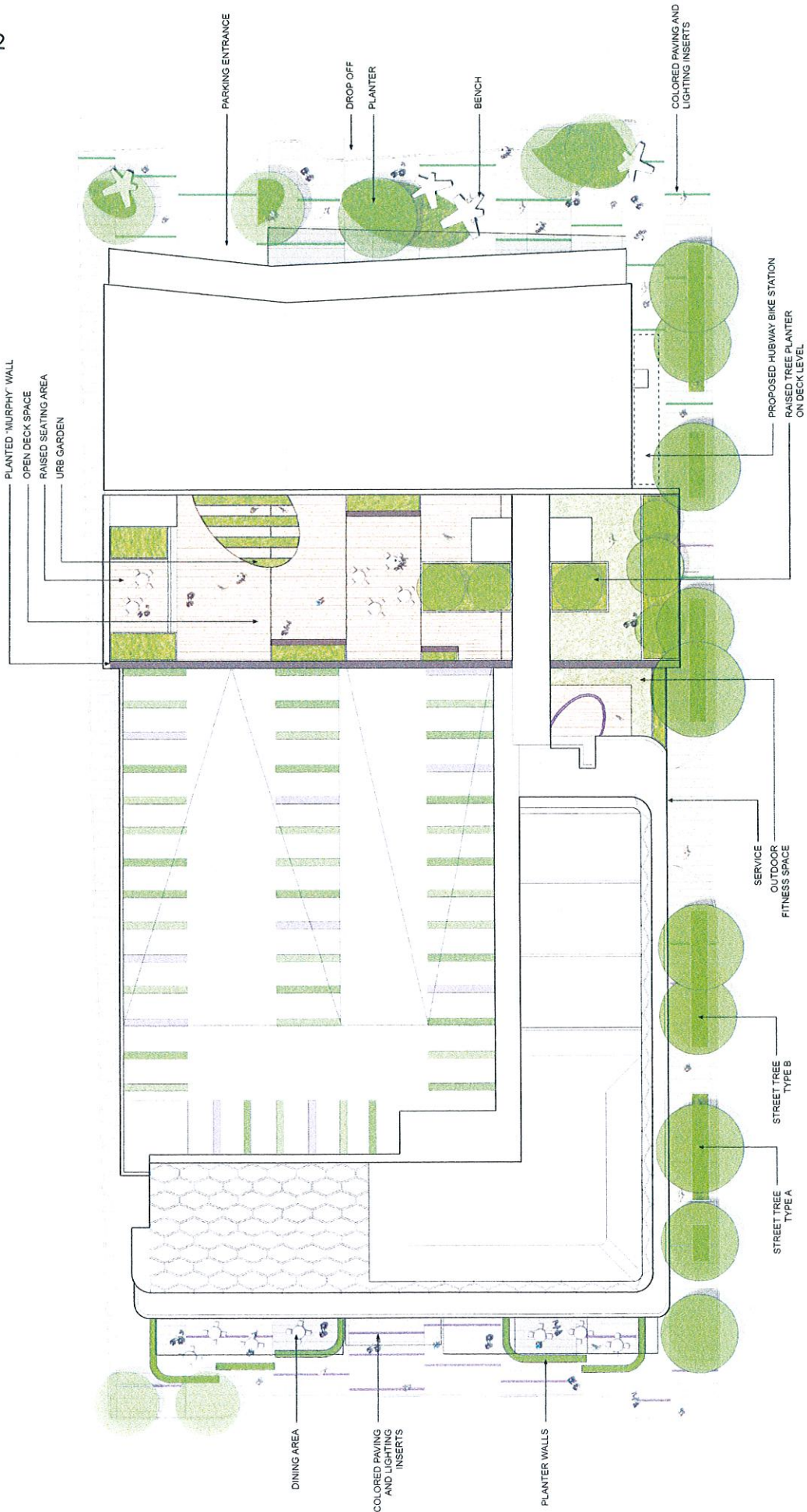
EAST BERKELEY STREET VIEW



275 ALBANY STREET

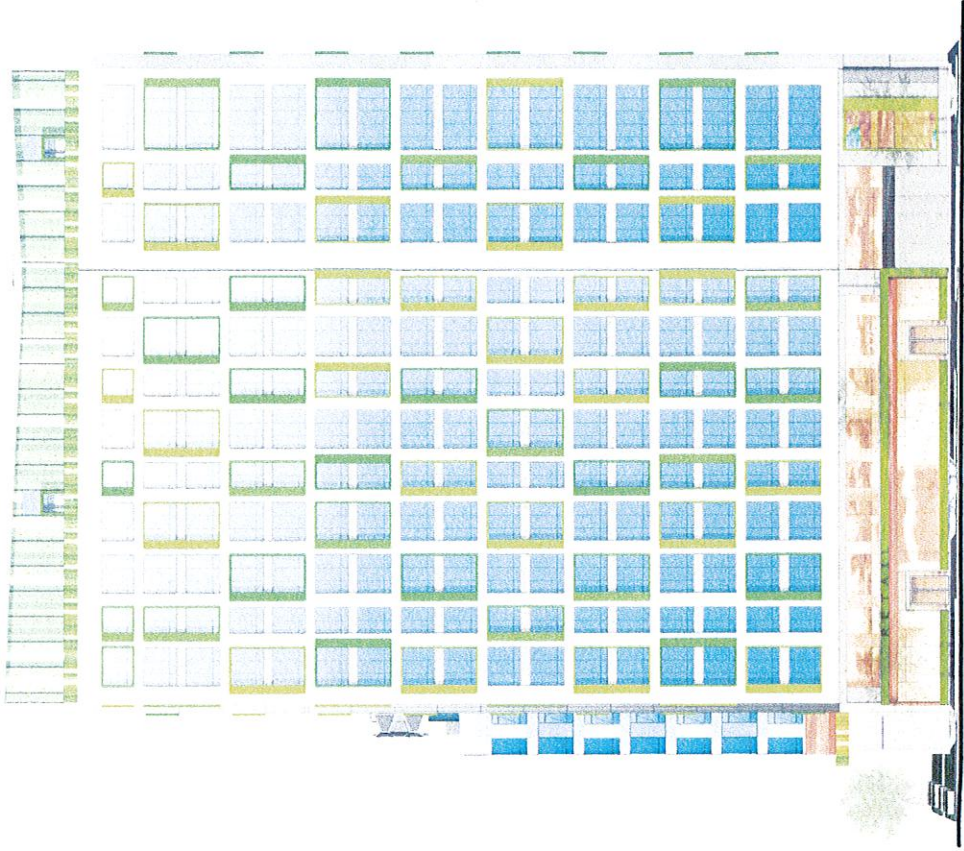
TRAVELER STREET VIEW

275 ALBANY STREET

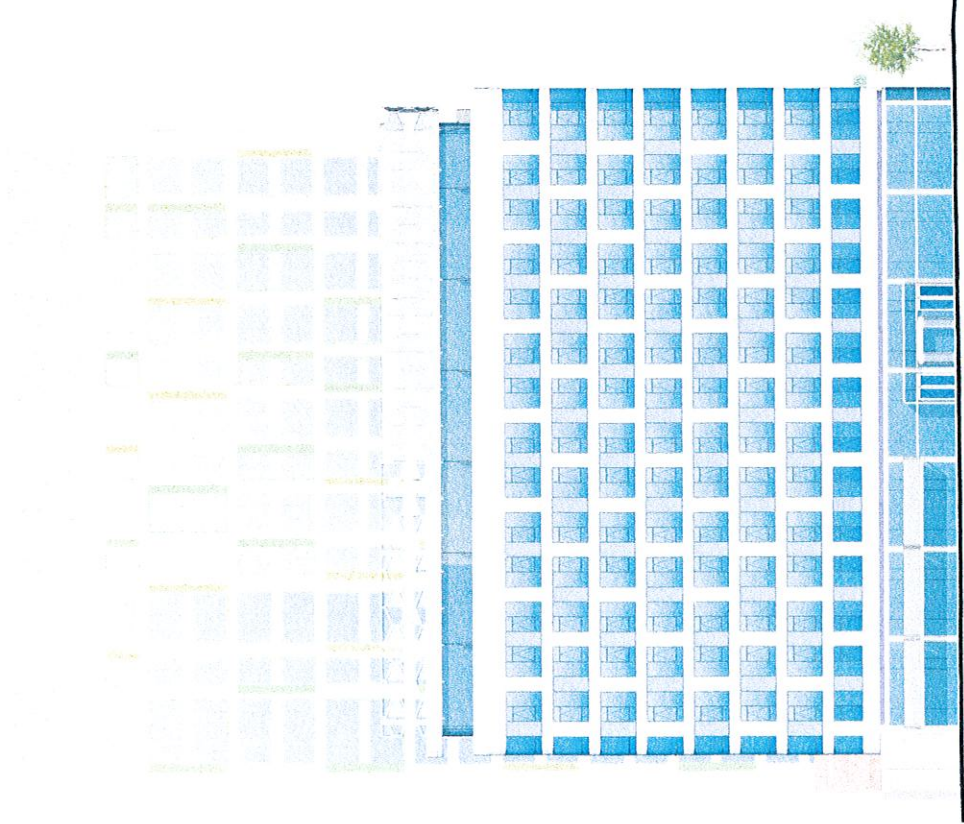


SITE/ROOF PLAN

275 ALBANY STREET

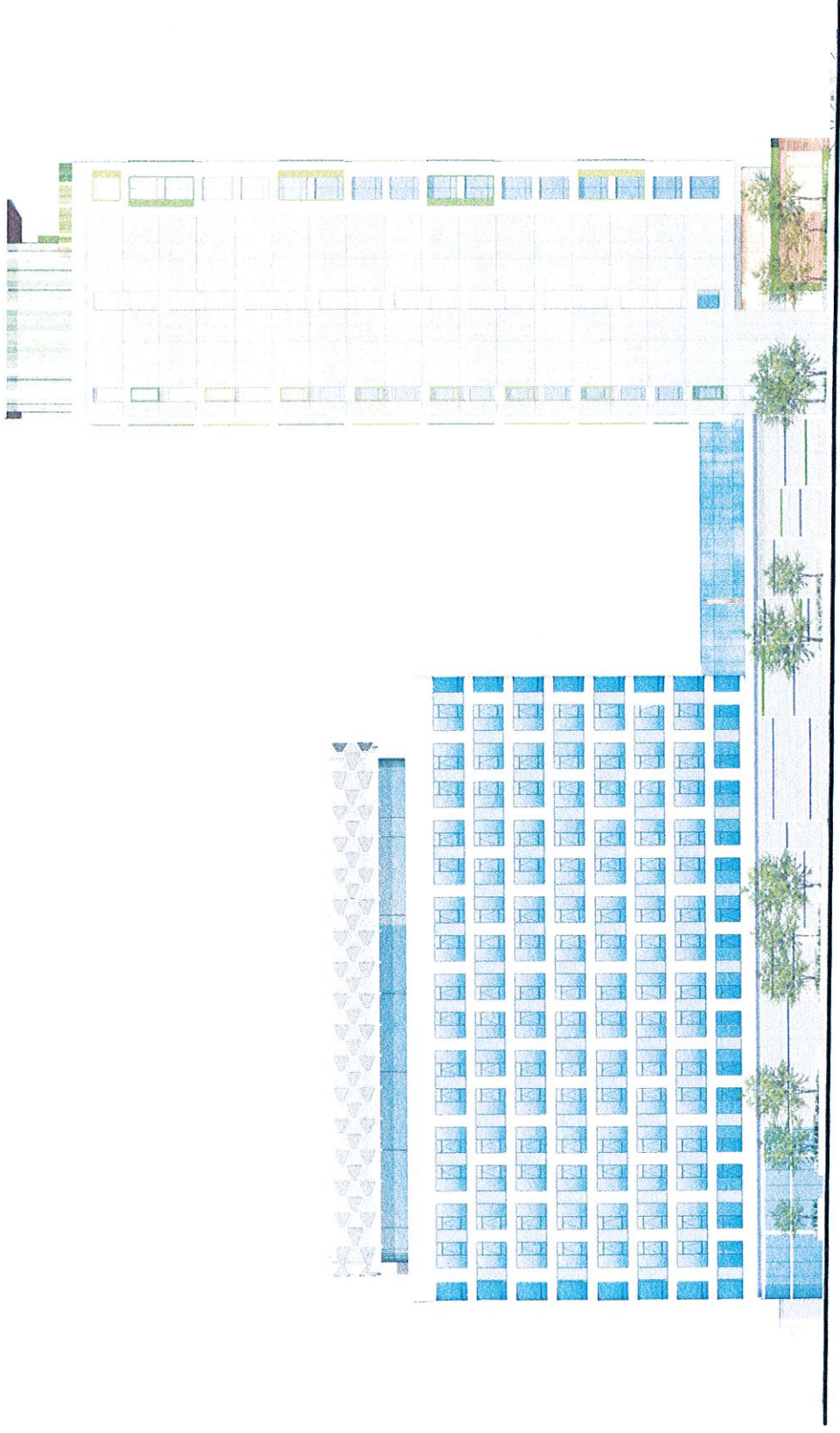


TRAVELER STREET ELEVATION



EAST BERKELEY STREET ELEVATION

275 ALBANY STREET



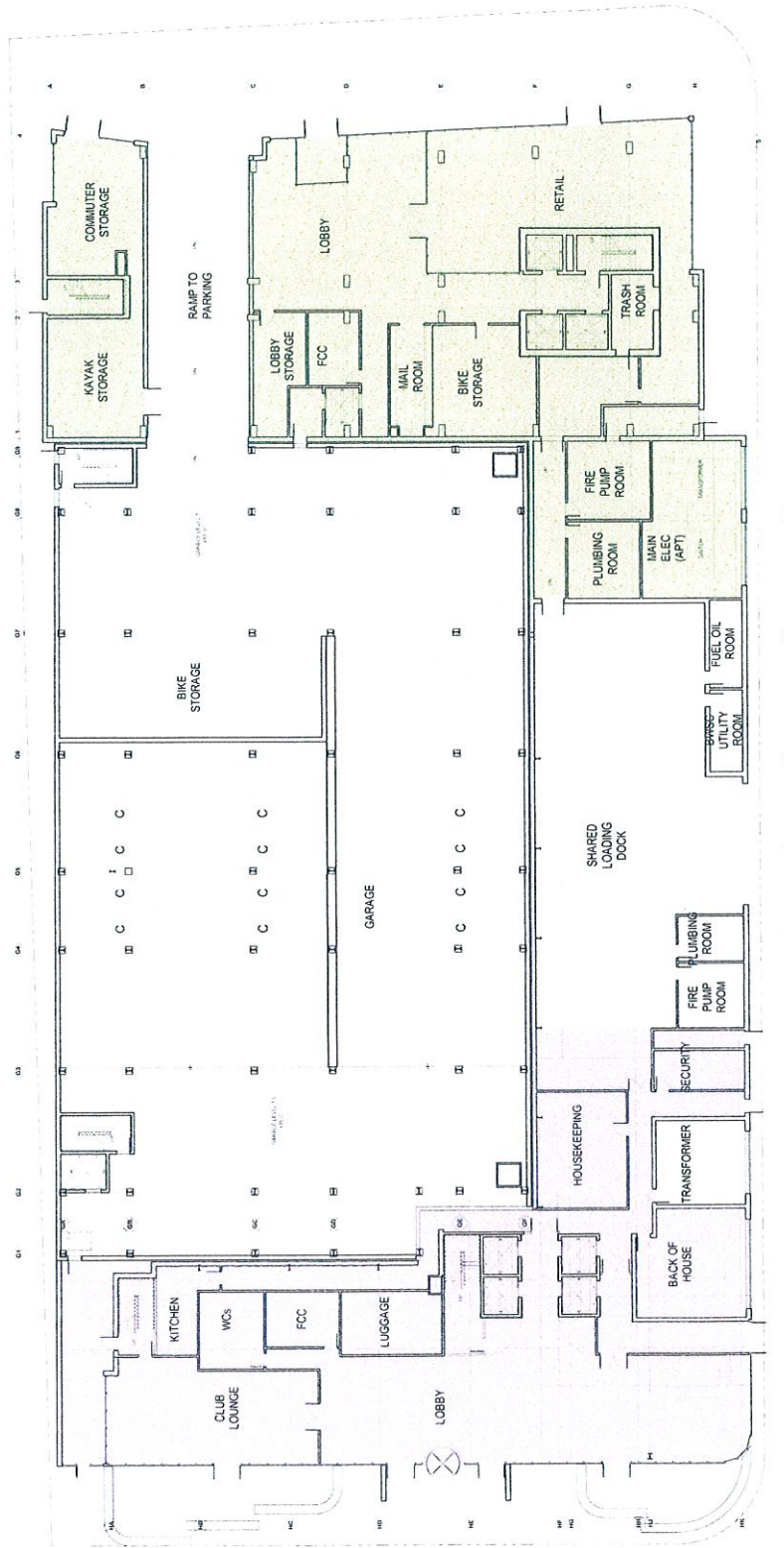
ALBANY STREET ELEVATION

275 ALBANY STREET



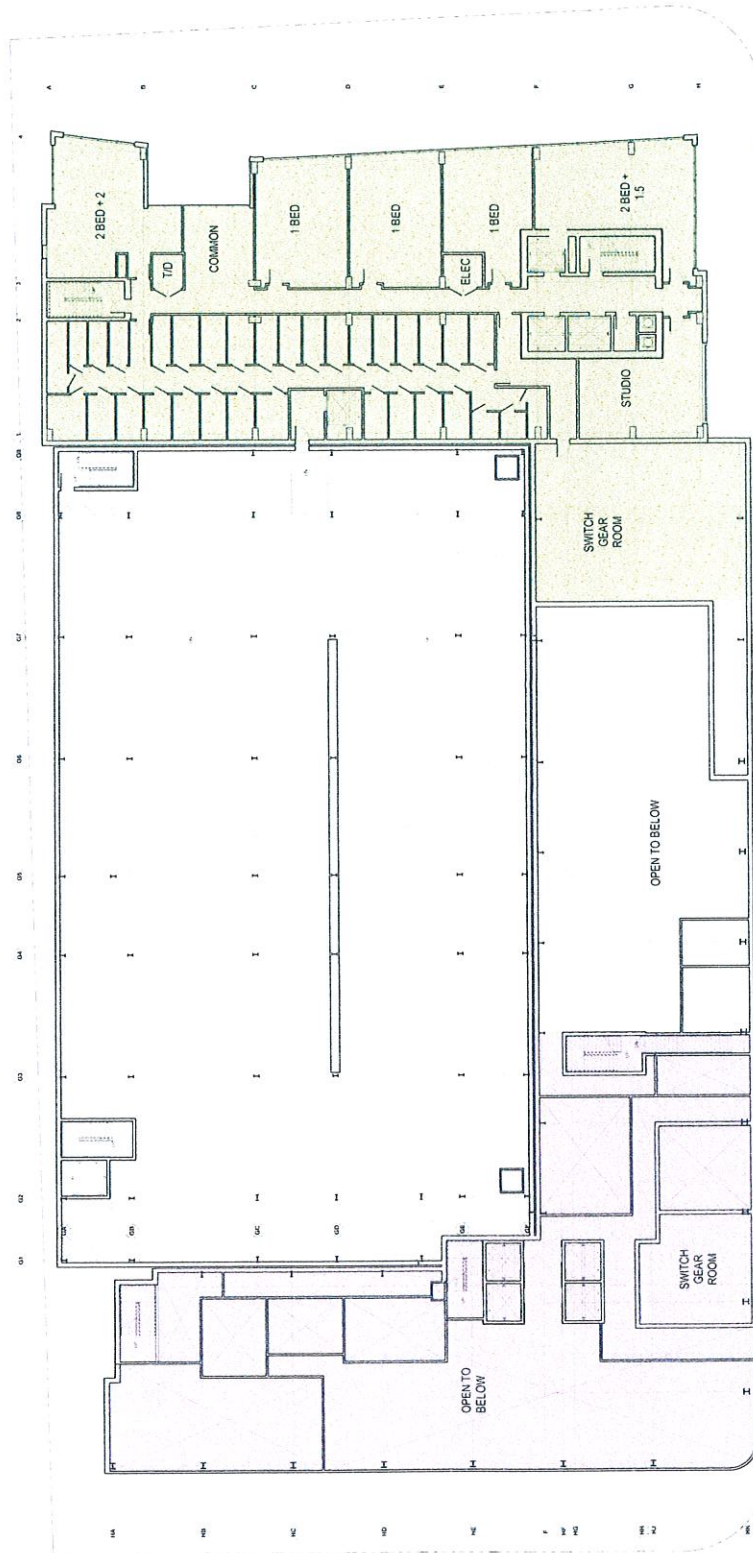
GARAGE ELEVATION

275 ALBANY STREET



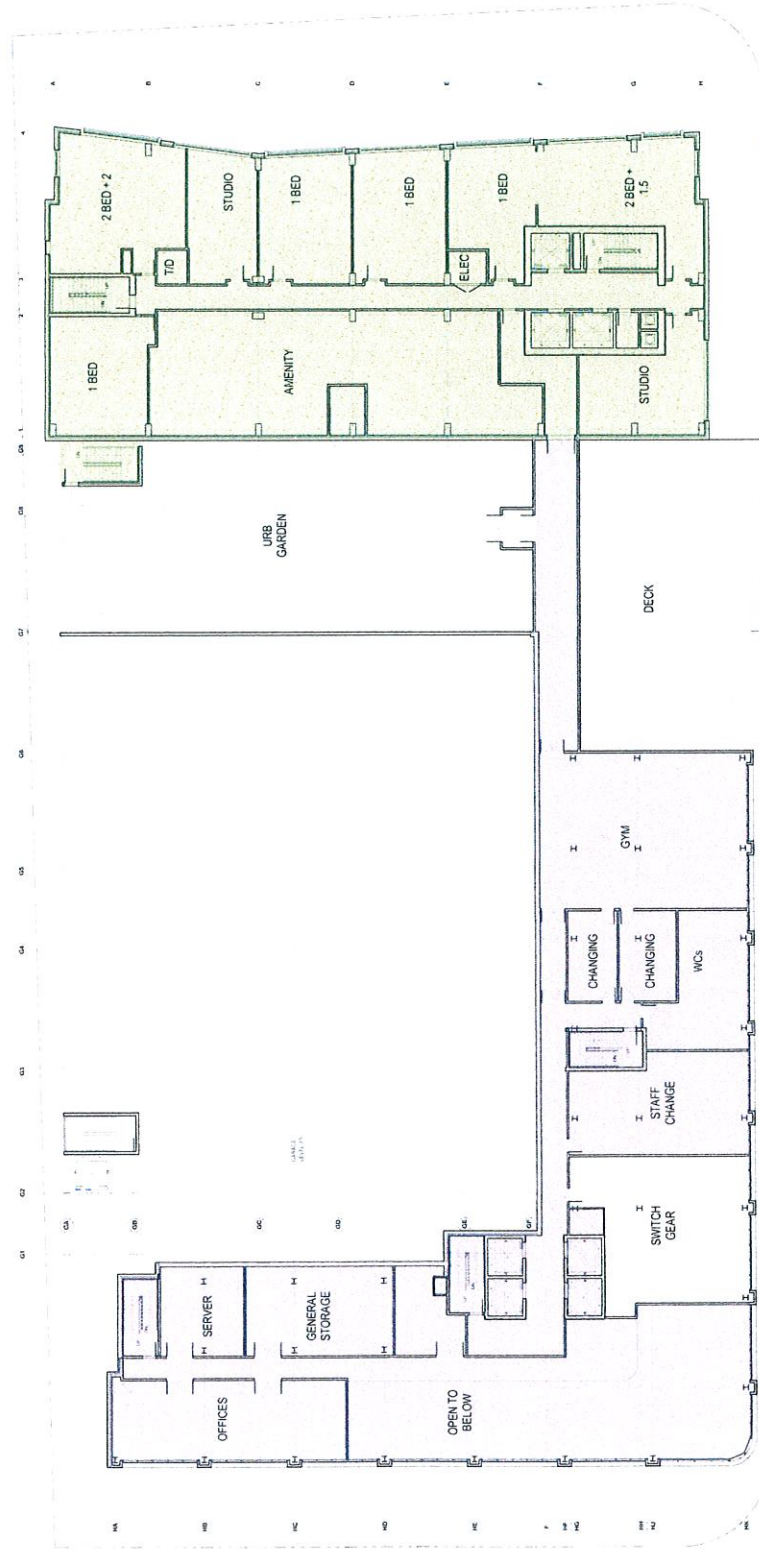
GROUND FLOOR PLAN

275 ALBANY STREET



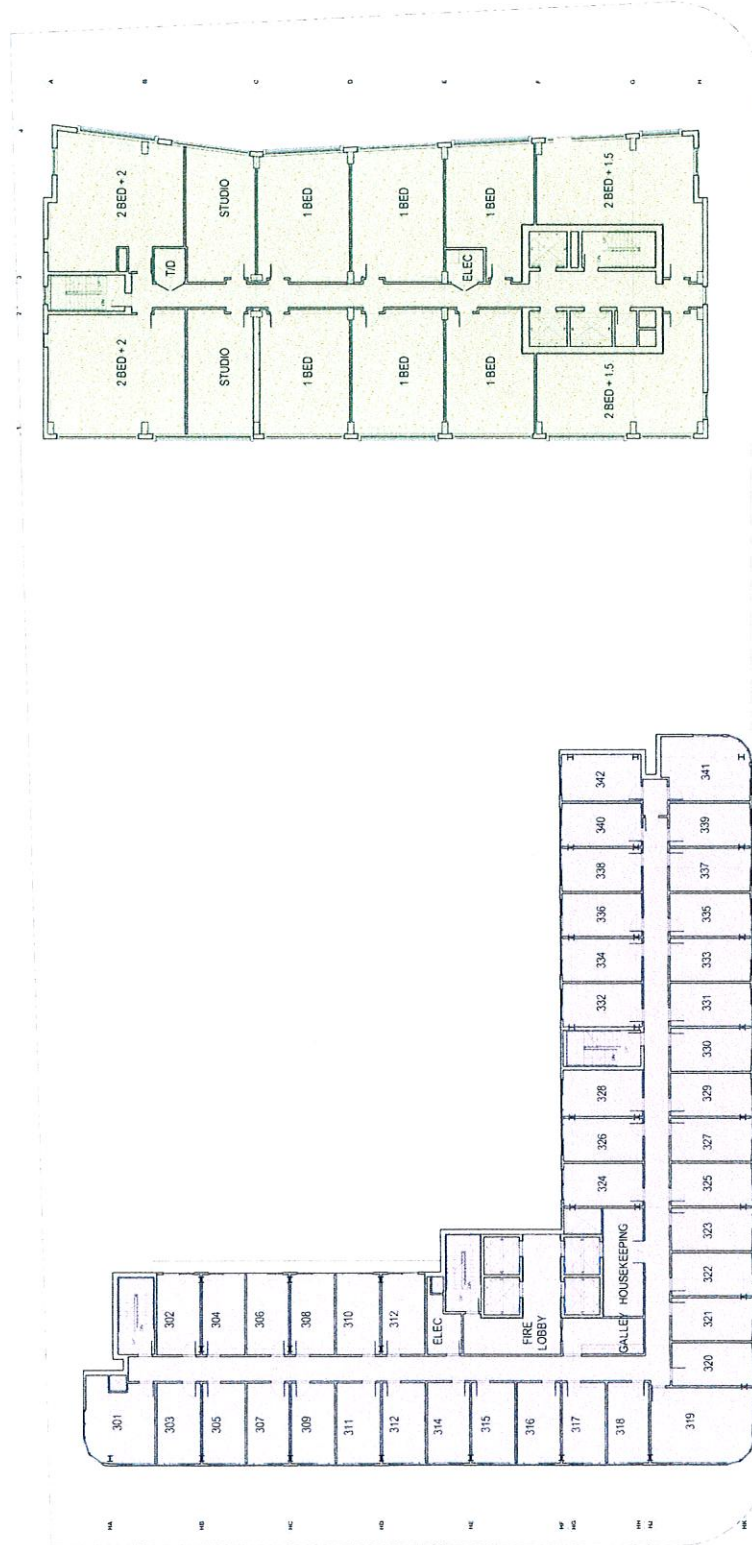
MEZZANINE FLOOR PLAN

275 ALBANY STREET



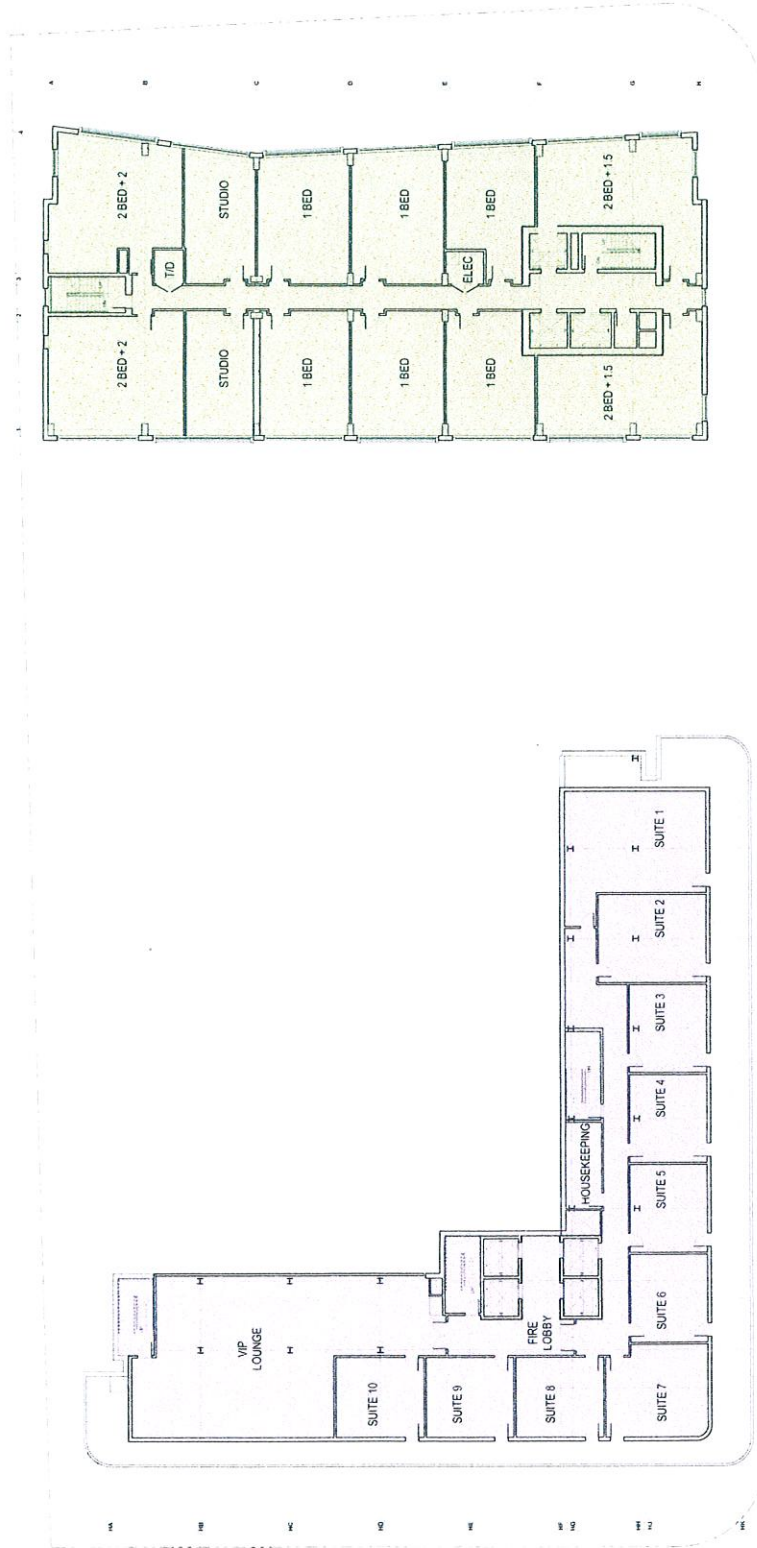
2nd FLOOR PLAN

275 ALBANY STREET



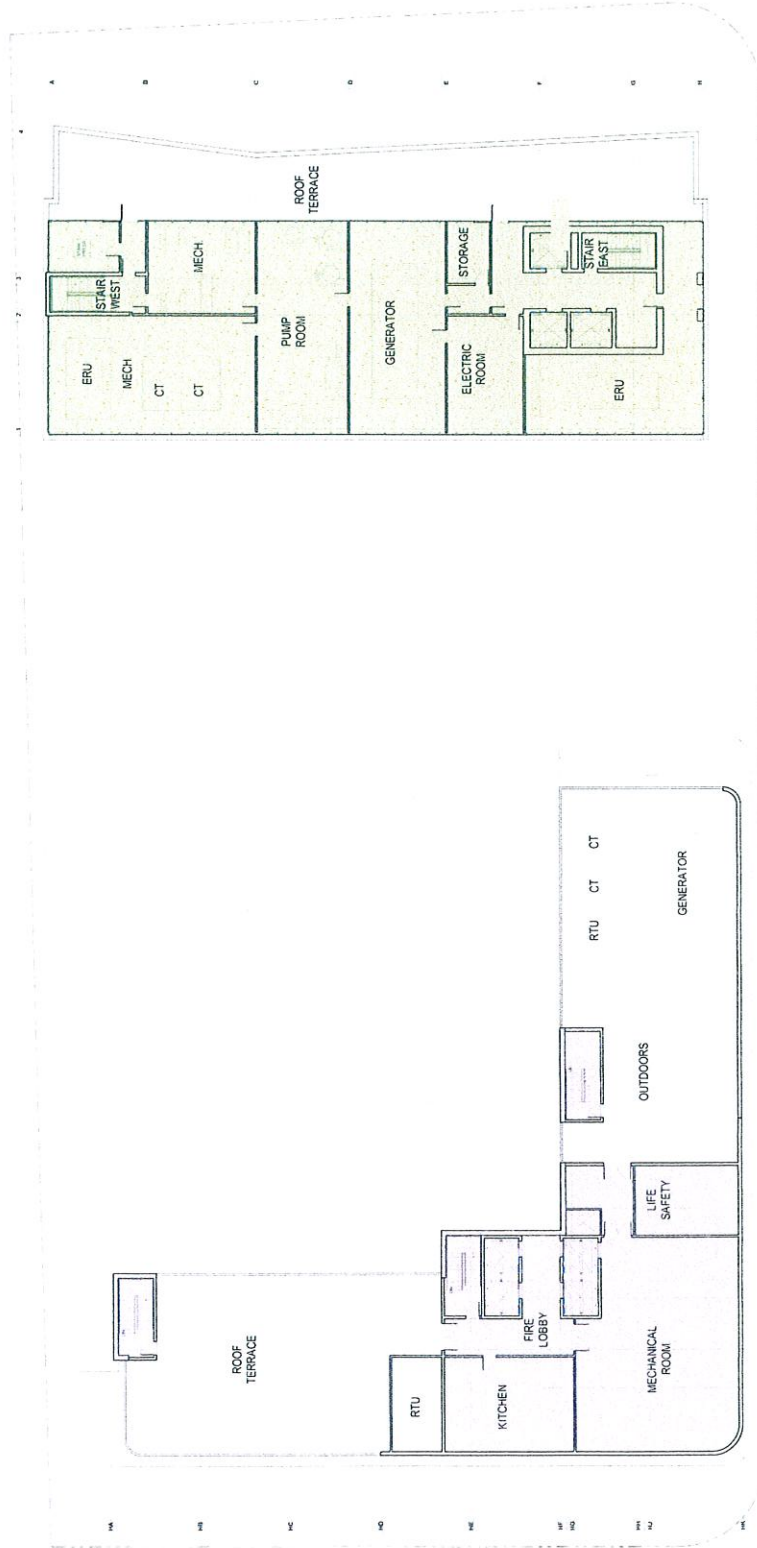
TYPICAL FLOOR PLAN

275 ALBANY STREET



10th FLOOR PLAN

275 ALBANY STREET



MECHANICAL PENTHOUSE/ROOF PLAN

LEED Credit Narratives- 275 Albany Street

SUSTAINABLE DESIGN

The project will comply with the requirements of Article 37 of the Boston Zoning Code for a 'LEED Certifiable' status. The project team will use the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) Rating System as a model for incorporating sustainable design features into the project. A LEED NC 2009 checklist is provided at the end of this section to identify the green design goals for this project. For each credit identified as a 'yes' on the checklist, we have provided a brief description of the implementation measures to the extent that they are defined at this stage of design.

The LEED for New Construction 2009 version includes a total of 110 possible points. This project has the goal of achieving enough points for the Certified level which has a minimum of 40 points.



SUSTAINABLE SITES

SUSTAINABLE SITES, Prerequisite 1, Construction Activity Pollution Prevention:

The project will implement a full erosion and sedimentation control program. This program will include a Stormwater Pollution Prevention Plan that describes how to protect the existing storm water collection system during construction. All existing catch basins will be protected with hay bales and silt sacks to prevent sediment from entering the systems. Sediment ponds and truck mud traps will be used as necessary during construction to prevent sedimentation from being tracked onto adjacent roadways.

SUSTAINABLE SITES, Credit 1.0, Site Selection:

The site is currently a bituminous concrete paved parking lot and meets all the criteria for site selection. The site is not prime farmland, it is not undeveloped land with an elevation lower than 5 feet above the flood plain, does not have any endangered species habitat, is not within 100 feet of a wetland, was not undeveloped land within 50 feet of a water body, and was not a public park.

SUSTAINABLE SITES, Credit 2.0, Development Density & Community Connectivity:

The project is located in the South End neighborhood of Boston which is a dense urban area with a mix of residential and commercial uses. For LEED certification, the project will pursue the compliance path for Option 2, Community Connectivity. Within a 0.50 mile radius of the building's main entrance, there are several residential areas with a density of 10 units per acre or more including the Eva White Apartments and Oak Terrace. Within the same radius, there are also many basic services with pedestrian access including banks, grocery stores, dry cleaners, parks and playgrounds, restaurants, fitness centers, several schools, a police station and a fire station.

SUSTAINABLE SITES, Credit 4.1, Alternative Transportation - Public Transportation**Access:**

The project is located within 0.25 mile walking distance of public transportation. There are two bus stops directly adjacent to the project site which provide service on three bus lines- the 9, 11 and 275. There are at least three additional bus stops within a 0.25 mile radius. In addition, there are two Silver Line subway stops within a 0.25 mile radius- the East Berkeley St stop and the Herald St stop. The proximity of the project to several forms of public transportation fulfills the LEED credit requirements and helps to prevent pollution from automobile usage.

SUSTAINABLE SITES, Credit 4.4, Alternative Transportation - Parking Capacity:

The project includes 155 parking spaces that will be provided in a structured garage on three above-ground levels. This parking serves approximately 325 hotel rooms and 220 residential units and will not exceed the local zoning requirements for parking.

SUSTAINABLE SITES, Credit 7.2, Heat Island Effect - Roof:

The roofing material will be selected to comply with the LEED credit guidelines for a solar reflectance index (SRI) equal to or greater than 78 for a low-sloped roof. A white TPO membrane roofing system will be specified on all building roofs. Light gray concrete will be used for the top surface of the parking garage.

**WATER EFFICIENCY****WATER EFFICIENCY, Prerequisite 1, Water Use Reduction 20%:**

The project will specify plumbing fixtures that meet the minimum of a 20% reduction in water use compared to the baseline for the building. To achieve a 20% reduction, the hotels will include low-flow toilets, lavatories and shower heads.

WATER EFFICIENCY, Credit 1, Water Efficient Landscaping:

The project will achieve a 50% reduction in water use for landscaping. The area of landscaping on the site is minimal and will be planted with species that require little to no irrigation.

**ENERGY & ATMOSPHERE****ENERGY & ATMOSPHERE, Prerequisite 1, Fundamental Commissioning of the Building Energy Systems:**

Building systems will be commissioned in accordance with the USGBC LEED requirements. The commissioning services provided will include the Owner's Project Requirements (OPR) and Basis of Design (BOD) documents, development of a commissioning plan, incorporation of a commissioning specification section into the construction documents and verification through startup observation and functional testing that the installed systems are operating in accordance with the OPR, BOD, and construction documents. The previous services apply to the following commissioned systems: HVAC, lighting controls, and domestic hot water systems.

ENERGY & ATMOSPHERE, Prerequisite 2, Minimum Energy Performance:

The project will be designed to demonstrate a 10% improvement in the proposed building performance rating compared with the baseline rating which is determined by complying with the ASHRAE 90.1-2007 Energy Standard as per the newest version of LEED 2009.

ENERGY & ATMOSPHERE, Prerequisite 3, Fundamental Refrigerant Management:

The project will specify equipment and systems with no chlorofluorocarbon (CFC)-based refrigerants.

ENERGY & ATMOSPHERE, Credit 1, Optimize Energy Performance:

The project will be designed with the goal of exceeding the baseline building standard by 16% over ASHRAE 90.1-2007. This will be demonstrated with a whole building energy model. The project will have an efficient cooling tower, and high-efficiency boilers, roof-top units and motors. The project will include energy-efficient lighting, elevators and Energy Star appliances.

ENERGY & ATMOSPHERE, Credit 3, Enhanced Commissioning:

In addition to the commissioning practices that will be implemented per the Prerequisite, all requirements for the enhanced commissioning per the USGBC LEED 2009 requirements will be followed. An independent, third-party commissioning agent will perform the services.

ENERGY & ATMOSPHERE, Credit 4, Enhanced Refrigerant Management:

Refrigerants for the HVAC equipment will be selected based on their capacity to minimize the impacts of ozone depletion and global warming. In addition, fire suppression systems will not contain CFC's, HCFC's or Halons.



MATERIALS & RESOURCES

MATERIALS & RESOURCES, Prerequisite 1, Storage and Collection of Recyclables:

The project will provide recycling areas that serve the entire building for paper, corrugated cardboard, glass, plastics, and metals. Each hotel room will have a designated recycling bin which will be collected and sorted appropriately for recycling.

MATERIALS & RESOURCES, Credit 2, Construction Waste Management:

The project will implement a Construction Waste Management Plan as a means to ensure that a minimal amount of waste debris is disposed of in a landfill. The project goal is to recycle and/or salvage at least 75% of the construction waste.

MATERIALS & RESOURCES, Credit 4.1, Recycled Content:

The project will specify materials and products with recycled content. For credit compliance, the goal will be to specify materials with recycled content such that the sum of postconsumer recycled content plus 1/2 of the preconsumer content constitutes at least 10%, based on cost, of the total value of the materials in the project. Some of the likely materials and products that contain recycled content for this project will include structural steel, drywall, carpet, flooring and acoustical ceiling tile.

MATERIALS & RESOURCES, Credit 4.2, Regional Materials:

The project will specify materials and products that have been extracted, harvested or recovered, as well as manufactured within 500 miles of the project site. The goal will be to achieve at least 10%, based on cost, of the total materials value. Some of the likely materials and products that will qualify for regional materials include structural steel, precast concrete, and furniture.



INDOOR ENVIRONMENTAL QUALITY

INDOOR ENVIRONMENTAL QUALITY, Prerequisite 1, Minimum Indoor Air Quality Performance:

The project will be designed to comply with the requirements of Sections 4-7 of the ASHRAE 62.1-2007 Ventilation Standard as per the newest version of LEED 2009.

INDOOR ENVIRONMENTAL QUALITY, Prerequisite 2, Environmental Tobacco Smoke (ETS) Control:

For a residential or hospitality project, in order to comply with this Prerequisite, the project must implement all of the following:

- Prohibit smoking in all common areas of the building.
- Locate any exterior designated smoking areas, at least 25 feet from entries, outdoor air intakes and operable windows opening to common areas.

- Prohibit on-property smoking within 25 feet of entries, outdoor air intakes and operable windows. Provide signage to allow smoking in designated areas, prohibit smoking in designated areas or prohibit smoking on the entire property.
- Weather-strip all exterior doors and operable windows in the hotel rooms to minimize leakage from outdoors.
- Minimize uncontrolled pathways for ETS transfer between individual hotel rooms by sealing penetrations in walls, ceilings and floors in the units and by sealing vertical chases adjacent to the units.
- Weather-strip all doors in the hotel rooms leading to common hallways to minimize air leakage into the hallway.
- Demonstrate acceptable sealing of units by a blower door test conducted in accordance with ANSI/ ASTM-E779-03, Standard Test Method for Determining Air Leakage Rate By Fan Pressurization.
- Use the progressive sampling methodology defined in Chapter 4 (Compliance Through Quality Construction) of the Residential Manual for Compliance with California's 2001 Energy Efficiency Standards (http://www.energy.ca.gov/title24/residential_manual). Hotel rooms must demonstrate less than 1.25 square inches leakage area per 100 square feet of enclosure area (i.e., sum of all wall, ceiling and floor areas).

INDOOR ENVIRONMENTAL QUALITY, Credit 3.1, Construction IAQ Management Plan – During Construction:

The project will implement a Construction Indoor Air Quality Management Plan (CIAQMP) per the USGBC requirements in order to improve the indoor air quality during construction.

INDOOR ENVIRONMENTAL QUALITY, Credit 4.1, Low-Emitting Materials – Adhesives & Sealants:

The project will specify adhesives and sealants that comply with the South Coast Air Quality Management District (SCAQMD) Rule #1168 and Green Seal Standard. The VOC limits stated in these standards will not be exceeded for all of the adhesives and sealants used on the interior of the building envelope.

INDOOR ENVIRONMENTAL QUALITY, Credit 4.2, Low-Emitting Materials – Paints & Coatings:

The project will specify that all paints and coatings applied inside the building envelope will comply with the Green Seal Standard GS-11 for paints and primers; Green Seal Standard GS-03 for anti-corrosive paints; and the South Coast Air Quality Management District (SCAQMD) Rule #1113 for wood finishes, stains, and sealers.

INDOOR ENVIRONMENTAL QUALITY, Credit 4.3, Low-Emitting Materials – Flooring Systems:

The project will specify that all flooring systems must comply with the appropriate standard per LEED 2009 for carpet, carpet cushion, carpet adhesive, hard surface flooring, floor sealers, stains and finishes, and tile setting adhesives and grout.

INDOOR ENVIRONMENTAL QUALITY, Credit 4.4, Low-Emitting Materials – Composite Wood & Agrifiber Products:

The project will not specify composite wood and agrifiber products inside the building envelope that contain urea-formaldehyde resins.

INDOOR ENVIRONMENTAL QUALITY, Credit 6.1, Controllability of Systems - Lighting:

The project will provide individual lighting controls for 90% of the building occupants as well as lighting controls for all shared multi-occupant spaces.

INDOOR ENVIRONMENTAL QUALITY, Credit 6.2, Controllability of Systems – Thermal Comfort:

The project will provide individual thermal comfort controls for at least 50% of the building occupants as well as thermal comfort controls for all shared multi-occupant spaces.

INDOOR ENVIRONMENTAL QUALITY, Credit 8.1, Daylight & Views – Daylight for 75% of Spaces:

This project, which is predominantly a hotel building, will be designed to maximize interior daylighting in regularly occupied spaces. The goal will be to achieve daylight illuminance levels between 25 and 500 footcandles in 75% of the regularly occupied spaces.

INDOOR ENVIRONMENTAL QUALITY, Credit 8.2, Daylight & Views - Views for 90% of Spaces:

The project will be designed such that building occupants in 90% of the regularly occupied areas will have a direct line of sight to the outdoors.



INNOVATION AND DESIGN PROCESS

INNOVATION IN DESIGN, Credits 1.1-1.5

The goal will be to achieve at least two Innovation credits. We will pursue the LEED-CI Credit for installing a minimum of 70% of the equipment and appliances as EnergyStar Certified. Credits under other LEED rating systems can be pursued as Innovation credits.

A second Innovation credit that may be pursued is a green housekeeping program, and/or a laundry water use reduction program for hotel linens.

INNOVATION IN DESIGN, Credit 2.0, LEED Accredited Professional:

The project team will include at least one LEED AP.



REGIONAL PRIORITY CREDITS

REGIONAL PRIORITY, Credits 1.1-1.4

The goal will be to achieve at least two credits in this category. The following are the six Regional Priority Credits available for Boston:

Sustainable Sites Credit 3: Brownfield Redevelopment

Sustainable Sites Credit 6.1: Stormwater Design- Quantity Control

Sustainable Sites Credit 7.1: Heat Island Effect- Nonroof

Sustainable Sites Credit 7.2: Heat Island Effect- Roof

Energy and Atmosphere Credit 2: On-Site Renewable Energy, 1%

Materials and Resources Credit 1.1: Building Reuse- Maintain Existing Walls, Floors and Roof, 75%

The project will pursue Sustainable Sites Credit 7.1: Heat Island Effect- Nonroof and Sustainable Sites Credit 7.2: Heat Island Effect- Roof as Regional Priority Credits.



LEED 2009 for New Construction and Major Renovation Project Checklist

275 Albany Street, Boston
#####

15 9 2 Sustainable Sites		Possible Points: 26	
Y	N	?	
Y			Prereq 1 Construction Activity Pollution Prevention
1			Credit 1 Site Selection
5			Credit 2 Development Density and Community Connectivity
1			Credit 3 Brownfield Redevelopment
6			Credit 4.1 Alternative Transportation—Public Transportation Access
1			Credit 4.2 Alternative Transportation—Bicycle Storage and Changing Rooms
3			Credit 4.3 Alternative Transportation—Low-Emitting and Fuel-Efficient Vehicles
2			Credit 4.4 Alternative Transportation—Parking Capacity
1			Credit 5.1 Site Development—Protect or Restore Habitat
1			Credit 5.2 Site Development—Maximize Open Space
1			Credit 6.1 Stormwater Design—Quantity Control
1			Credit 6.2 Stormwater Design—Quality Control
1			Credit 7.1 Heat Island Effect—Non-roof
1			Credit 7.2 Heat Island Effect—Roof
1			Credit 8 Light Pollution Reduction

2 2 4 Water Efficiency		Possible Points: 10	
Y			Prereq 1 Water Use Reduction—20% Reduction
2			Credit 1 Water Efficient Landscaping
2			Credit 2 Innovative Wastewater Technologies
2			Credit 3 Water Use Reduction

7 3 25 Energy and Atmosphere		Possible Points: 35	
Y			Prereq 1 Fundamental Commissioning of Building Energy Systems
Y			Prereq 2 Minimum Energy Performance
Y			Prereq 3 Fundamental Refrigerant Management
3		16	Credit 1 Optimize Energy Performance
2		7	Credit 2 On-Site Renewable Energy
2			Credit 3 Enhanced Commissioning
2			Credit 4 Enhanced Refrigerant Management
3			Credit 5 Measurement and Verification
2			Credit 6 Green Power

4 7 3 Materials and Resources		Possible Points: 14	
Y			Prereq 1 Storage and Collection of Recyclables
3			Credit 1.1 Building Reuse—Maintain Existing Walls, Floors, and Roof
1			Credit 1.2 Building Reuse—Maintain 50% of Interior Non-Structural Elements
2			Credit 2 Construction Waste Management
2			Credit 3 Materials Reuse

Materials and Resources, Continued		Possible Points: 15	
Y	N	?	
1			Credit 4 Recycled Content
1			Credit 5 Regional Materials
1			Credit 6 Rapidly Renewable Materials
1			Credit 7 Certified Wood

9 6 Indoor Environmental Quality		Possible Points: 15	
Y			Prereq 1 Minimum Indoor Air Quality Performance
Y			Prereq 2 Environmental Tobacco Smoke (ETS) Control
1			Credit 1 Outdoor Air Delivery Monitoring
1			Credit 2 Increased Ventilation
1			Credit 3.1 Construction IAQ Management Plan—During Construction
1			Credit 3.2 Construction IAQ Management Plan—Before Occupancy
1			Credit 4.1 Low-Emitting Materials—Adhesives and Sealants
1			Credit 4.2 Low-Emitting Materials—Paints and Coatings
1			Credit 4.3 Low-Emitting Materials—Flooring Systems
1			Credit 4.4 Low-Emitting Materials—Composite Wood and Agrifiber Products
1			Credit 5 Indoor Chemical and Pollutant Source Control
1			Credit 6.1 Controllability of Systems—Lighting
1			Credit 6.2 Controllability of Systems—Thermal Comfort
1			Credit 7.1 Thermal Comfort—Design
1			Credit 7.2 Thermal Comfort—Verification
1			Credit 8.1 Daylight and Views—Daylight
1			Credit 8.2 Daylight and Views—Views

3 1 1 Innovation and Design Process		Possible Points: 6	
1			Credit 1.1 Innovation in Design: 70% EnergyStar Equipment and Appliances
1			Credit 1.2 Innovation in Design: Green Housekeeping Program
1			Credit 1.3 Innovation in Design: Specific Title
1			Credit 1.4 Innovation in Design: Specific Title
1			Credit 1.5 Innovation in Design: Specific Title
1			Credit 2 LEED Accredited Professional

2 2 Regional Priority Credits		Possible Points: 4	
1			Credit 1.1 Regional Priority: SS7.2 Heat Island Effect- Roof
1			Credit 1.2 Regional Priority: SS7.1 Heat Island Effect- Non-roof
1			Credit 1.3 Regional Priority: Specific Credit
1			Credit 1.4 Regional Priority: Specific Credit

42 22 43 Total		Possible Points: 110	
42	22	43	Total