

Project Overview

The Proponent of the Project is Cleveland Circle Development Associates LLC, a joint-venture between Boston Development Group and National Development and their affiliates, successors and assigns. The Proponent proposes to redevelop the property located at 375 – 399 Chestnut Hill Avenue, Boston/Brookline.

Project Team

The principal members of the design and permitting team include:

Developer:	Cleveland Circle Development Associates LLC
Brookline Permitting Counsel:	Holland & Knight/Goulston & Storrs
Architect:	Elkus-Manfredi Architects
Civil and Landscape Architect:	Stantec
Traffic Engineer:	Howard/Stein-Hudson Associates, Inc.

Project Site

The Proponent proposes to build the Project on the following two (2) parcels, which together contain approximately 2.56 acres in total located in Boston and Brookline (the “Project Site”).

- a. 375-399 Chestnut Hill Avenue, an approximately 78,011 square foot lot currently improved with the two-story former Circle Cinema and surface parking. Approximately 59,835 square feet of this lot is located in Boston; approximately 18,176 square feet of land is located in Brookline.
- b. 381 Chestnut Hill Avenue, a 33,014 square foot lot currently improved with a one-story Applebee’s restaurant and surface parking, located entirely in Boston.

Existing Use

The existing site totals approximately 2.56 acres on 2 parcels on the south side of Chestnut Hill Avenue and adjacent to Cleveland Circle. The former Circle Cinema, owned by National Amusements, Inc. and closed in 2008, is located at 375-399 Chestnut Hill Avenue. The Circle Cinema parcel has two addresses: 375 Chestnut Hill Avenue in Boston and 399 Chestnut Hill Avenue in Brookline. The building is vacant. The second parcel is located at 381 Chestnut Hill Avenue and is owned by the Proponent. The building is currently occupied by Applebee’s Restaurant. The existing buildings will be demolished to make way for the proposed development described below.

The Project Site is bounded to the northwest by Cassidy Playground, the MBTA’s Reservoir Station to the northeast across Chestnut Hill Avenue, The Waterworks Condominiums to the southwest, or rear, of the Project Site, and the Green line MBTA tracks to the southeast.

Proposed Development Program

The Proponent proposes to (i) demolish the existing improvements and (ii) construct a new mixed-use building on the Project Site, including a 162-key hotel (approximately 68 rooms are located within Brookline), 92 active senior residential units (all rooms are located within Boston), and approximately 6,197 square feet of Gross Floor Area of first-floor retail/restaurant uses (approximately 2,635 square feet are located within Brookline), for a total of approximately 216,095 square feet of Gross Floor Area (approximately 41,424 square feet of Gross Floor Area is located within Brookline) and approximately 188 parking spaces (approximately 20 parking spaces are located within Brookline), including a combination of garage and surface parking spaces.

Zoning

The Project is located within the Cleveland Circle Local Business District L-0.5 (CL) and subject to the provisions of the Town of Brookline Zoning By-Law section 5.06(f).

In addition, the Project is subject to the Town of Brookline Zoning By-Law section 5.06(i), Cleveland Circle Hotel Overlay District, approved at Special Town Meeting on May 24, 2011.

The Boston portion of the Project Site is located within the Neighborhood Shopping Subdistrict (“NS Subdistrict”) of the Allston-Brighton Neighborhood District governed by Article 51 of the City of Boston Zoning Code (the “Code”). The Boston portion of the site is not located within any overlay districts. The Project has been designed generally to comply with the requirements of the Code, although certain zoning relief, in the form of the adoption of a Planned Development Area Development Plan (“PDA Plan”) by the Boston Zoning Commission will be required. Text and map amendments, approved July 23, 2014, changed the underlying zoning for the Project Site from a Neighborhood Shopping (NS-1) Subdistrict to a Cleveland Circle Community Commercial (CC-3) Subdistrict (making the Project Site eligible for designation as a Planned Development Area), and will establish a Maximum Floor Area Ratio of 2.5 for any Planned Development Area adopted in such CC-3 Subdistrict.

Building Height + FAR

The NS Subdistrict provides for a maximum building height of 35 feet for all uses and a maximum floor area ratio (“FAR”) of 1.0. The Planned Development Area Development Plan will allow a building height of 70 feet and FAR of 2.15. The senior housing residential building measures approximately 69 feet in height.

The Cleveland Circle Overlay District establishes a minimum building height of 56 feet. The building height is calculated based upon section 5.30.1 of the zoning by-law. This methodology results in a hotel building height in Brookline of approximately 53 feet 10 inches. The residential building, located entirely in Boston, measures approximately 69 feet in height.

The current development plans call for approximately 174,672 square feet of gross floor area on the Boston portion of the Project Site, resulting in an FAR of approximately 1.88. Based on the foregoing, the PDA Plan will allow increases in both the maximum building height and FAR requirements of the underlying zoning. Additionally, the proposal includes approximately 41,424 gross square feet in Brookline, resulting in a FAR of approximately 2.28. When combined, the project proposes approximately 216,096 gross square feet and a total FAR of 1.95.

Transportation and Traffic Circulation

The Project is located at a site with unmatched access to public transportation. The site is adjacent to a key Massachusetts Bay Transportation Authority (MBTA) hub which provides access to the B, C, and D Green line trolleys and several bus connections. Additionally, principal roadways converge at the Cleveland Circle intersection offering a convenient link to Massachusetts State Highway, Route 9.

The Project Site currently includes four (4) existing, unsignalized curb-cuts onto Chestnut Hill Avenue, creating a number of conflicts when visitors enter and exit the Project Site and navigate the nearby intersection with Beacon Street. The Project will improve this traffic pattern by installing one consolidated, signalized access point approximately twenty-four (24) feet wide at the center of the Project Site. Visitors to and occupants of the Project will be brought off the street for drop-off and/or parking interior to the Project Site. All vehicular access and the majority of vehicular egress will be via Chestnut Hill Avenue, sixty (60) spaces reserved for overnight hotel guests and hotel employees are permitted to exit the site to Beacon Street by way of the driveway adjacent to the hotel parking area.

Proposed Parking and Loading Facilities

Approximately 188 off-street parking spaces will be provided on the Project Site, including approximately 20 parking spaces on the Brookline Site. Of the 188 total parking spaces on the Project Site, approximately 103 will be below-grade parking spaces (in a single level of below-grade parking) and approximately 85 will be surface spaces. Approximately 81 surface spaces will be specifically dedicated to hotel guests and employees, resulting in a ratio of .5 spaces per hotel room; 92 below-grade spaces will be dedicated to the residential units, resulting in a ratio of approximately 1.0 space per residential unit. The remaining 11 garage spaces will be available for use by retail/restaurant patrons, resulting in a parking ratio of approximately 1.8 spaces per 1,000 square feet of Gross Floor Area of retail/restaurant uses. All parking spaces will be limited to use by the Proponent’s or its operator’s employees, tenants, customers and invitees, and will not be available to the public at large. The Project will include two loading areas. Loading access and egress will be from Chestnut Hill Avenue.

Use	Boston Site Area 92,849 SF		Brookline Site Area 18,176 SF		Total Project Site Area 111,025 SF		Parking Ratio (per zoning)	# reqd
	Building Area Boston	Parking Spaces	Building Area Brookline	Parking Spaces	Total Area	Total Parking		
Hotel - 162 Rooms	51,379	81	38,789		90,168	81	.5/room	81
Residential - 92 Units	119,731	87	-	12	119,731	92	1/Unit	92
Retail/ Restaurant	3,562	0	2,635		6,197	15	1/1000	6
Total SF	174,672		41,424		216,096	188		179
FAR	1.88		2.28		1.95			
Parking Spaces in Garage		83		20		103		
Parking Spaces - Surface		85		0		85		

* SF #'s above do not include any basement spaces which serve the project

Garage (area not included in FAR)	31,953	8,399	40,352
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(parking, bikes, mech, storage)

Proposed Parking Total

At Grade	85	(81 Hotel + 4 Residential Visitor parking Spaces)
In Garage	103	(92 Residential + 11 Retail/ Restaurant)
Total	188	

Residential Unit Summary Mix

Unit Type	Total # Units	% mix
1 Br,	42	46%
1 Br + Den	7	8%
2 Br/ 2 Ba,	41	45%
3 Br / 2 Ba	2	2%
	92	100%

Site Areas

Parcel	Brookline Area (gsf)	Description
1B	18,176	Current Cinema Site

District: L-0.5

Based on May 26, 2011 Special Town Meeting Article 1

	Proposed on Brookline			
	Required/ Allowed	Parcel	Calculations	Comments
LOT SIZE MINIMUM SF	none	18,176		
USES	Hotel, Retail	Hotel, Retail		38,789 sf Hotel, 2,635 sf Retail = 41,424 sf total
MAX. FLOOR AREA RATIO	2.2 min - 2.5 max	2.2	$41,424/18,176 = 2.2$	38,789 sf Hotel, 2,635 sf Retail = 41,424 $41,424/18,176 = 2.28$
MAX. BUILDING HEIGHT	56'	56' + 10' mechanical		9'-6" fl to fl for hotel rms, 15' min clear at 1st floor
REQ. FRONT YARD SETBACK - Chestnut Hill Ave	5' min - 15' max	7' to 14'		measured from bldg face to property line
REQ. SIDEYARD SETBACK	5' at MBTA / town line	5'		min 5' - is greater a some locations
REQ. REAR YARD SETBACK	20'			building runs through the Brookline municipal boundary into Boston - the parcel spans the municipal line
REQ. UPPER SETBACK	5' from lower floors	5' min		any portion of the building within 50' of Chestnut Hill Ave that is above 3 stories must be setback 5' min
MIN. USABLE OPEN SPACE	none	0.00%		
HOTEL ROOMS	40 Rooms	68 Rooms		
REQUIRED PARKING (calculated over total parcel area)	179	20 (below grade)	.5 spaces/hotel room; 1 space/1000 SF retail*; 1 space/1000 restaurant; 1 space/dwelling unit* (*Boston requirement)	81 on grade hotel parking spaces are provided in Boston. 60 cars are segregated and exit to Beacon St at rear of site, 4 residential visitor spaces are provided in Boston, 72 dwelling unit parking spaces are located in Boston, 20 parking spaces for Boston dwelling units are located in garage in Brookline.
PARKING SPACE DIMENSIONS	8.5' x 18' minimum	8.5' x 18'		25% of total parking spaces may be allocated for compact cars and may measure 7.5'x16'
PARKING LOT LANDSCAPING	0	0		5% of parking lot shall be landscaped and continuously maintained; perimeter planting is not included in this number
PARKING AISLE DIMENSIONS	23' minimum for 8.5' stall	23' min		



COMMUNITY & ENVIRONMENTAL IMPACT & DESIGN STANDARDS

Preservation of Trees and Landscape

The proposed development will preserve existing off-site trees, while improving pedestrian piazza areas, walkways, internal vehicular circulation, as well as courtyard and buffer plantings. The Project takes advantage of its relationship to Cassidy Park by protecting and preserving the existing grove of mature oak trees adjacent to the project site. Preserving the trees ensures that they continue to offer desirable shade in the warm summer months, and protects existing wildlife habitat. In addition, the Proponent has committed to provide a community benefit package of \$250,000 to the Boston Parks & Recreation Department to be used for improvements to Cassidy Park. The Project will make numerous other landscape improvements including:

- Creating a landscaped buffer edge and providing a new fence planted with evergreen vines along the entire Clinton Road / MBTA elevation of the property. The planting will mostly consist of a variety of evergreen trees, shrubs and ground cover, as well as some deciduous trees. The evergreen trees will generally mature to heights ranging from 20'-40'.
- Establishing a large open piazza area with seating, raised planters with deciduous trees and ground cover, site lighting and improved hardscape including pavers.
- Introducing new mature deciduous street trees along Chestnut Hill Avenue.
- Creating a dynamic and activated street and parkscape along Chestnut Hill Avenue and Cassidy Park.
- Replacing the deteriorating sidewalks along Chestnut Hill Avenue with a combination of new concrete unit pavers and scored concrete.
- Introducing site lighting to enhance safety and to complement and highlight architectural components of the development.
- Implementing traffic-related improvements to the Cleveland Circle intersection and working with the MBTA to synchronize trolley arrivals with traffic signalization at the Cleveland Circle intersection to optimize traffic flow. These traffic-related improvements also include new pedestrian crosswalks.
- Implementing landscape improvements to Cleveland Circle intersection pedestrian islands.

Relation of Buildings to Environment

The project proposes to replace a sprawling, vacant building that is a safety hazard and set back from Chestnut Hill Avenue with a new development that creates a distinctive and lively urban edge fronting Chestnut Hill Avenue and Cleveland Circle. The development is designed to an appropriate scale and density for the site and builds upon the surrounding context to establish a building in harmony with its environment. The site is planned to create two-distinct buildings separated by a large piazza area that will create an open and inviting area for pedestrians. The buildings incorporate traditional material (eg. brick) and include architectural details (eg. cornices) that complement the existing buildings within Cleveland Circle. The Clinton Road hotel elevation retains a distinct yet simple exterior presentation. Site lighting complements the architecture while enhancing safety and security at the site. In addition, the lighting has been developed to minimize any spillover onto adjacent property.

Relation of Buildings to the Form of the Streetscape and Neighborhood / Open Space

Throughout the design process, much attention has been paid by the Proponent to increase the pedestrian experience at and near the proposed project. The Project includes significant upgrades to the local streetscape including new sidewalks, lighting, landscaping, signage, fencing, and paving. Public spaces are planned along Chestnut Hill Avenue and Cassidy Park in addition to the many seating areas located within the piazza area. The new streetscape will complement the urban context of Cleveland Circle, taking full advantage of the transit-oriented location by placing the building on the street edge, unlike the current site, which features parking areas between the street and existing buildings.

Additionally, The Project includes a significant amount of outdoor space that is open to the public. The building is setback from the park edge as much as 11'-3" along the park edge of the property. This setback accommodates these exterior amenities, creates a generous buffer between the building mass and the park, as well as minimizes shadow impact.

Circulation

The Project site design allows for safe and effective vehicular and pedestrian circulation. A central feature of the project's circulation includes two piazza areas; each is designed to handle vehicle activity associated with hotel guests, retail visitors, residents, and loading/delivery activity. The piazzas will have traditional two-way vehicle circulation, as well as separate drop-offs for residents and hotel guests to minimize conflicts and to enhance way-finding. A central piazza located between the residential building and hotel will provide short term drop-off and parking for residents as well as access to reserved parking in the underground garage, which is accessed immediately after entering the site from Chestnut Hill Avenue. A piazza located to the west will serve as short term drop-off and parking for hotel guests. Two spaces will be designated for taxicabs – one in Boston and one in Brookline. The piazzas will also accommodate all loading/delivery activity generated by the project.

The project site design provides adequate roadway width/clearance for automobiles and delivery vehicles as they access, egress, and circulate within the site. All on-site vehicle travel paths have been evaluated using AutoTURN, an engineering software program that analyzes vehicle maneuvers. Through an iterative assessment of the site plan and vehicle maneuvers, an optimal design was developed for the courtyard, parking areas, travel ways, and loading/delivery zones. The piazza has been designed to allow vehicles (automobiles and delivery trucks) to circulate while vehicles are parked in the short-term drop-off/pick-up lane along the perimeter, minimizing vehicle conflicts and preventing vehicles from queuing back toward Chestnut Hill Avenue. The site and loading areas have been designed to accommodate a 36-foot single-unit truck.

The Chestnut Hill Avenue driveway will be the Project's primary driveway, providing both access to and egress from the site. The traffic queues along the exit lane to Chestnut Hill Avenue have been estimated using Synchro traffic engineering software. The exit lane will be approximately 75 feet long (about three vehicles lengths) from the stop line at Chestnut Hill Avenue and extending back toward the courtyard. The average exit lane queue will be approximately 13 feet (less than one car length) during the a.m. peak hour and approximately 38 feet (about 1.5 car lengths) during the p.m. peak hour. The maximum 95th percentile queue (which occurs 5% of the time or less) will be approximately 85 feet long (about three car lengths). While the forecasted queue will rarely exceed about three vehicle lengths, there is sufficient queue capacity through the piazza to handle additional vehicles should atypical queues develop. The interior

of the piazza is designed to adequately accommodate peak on-site traffic with minimal impact to courtyard operations and no impact to off-site traffic operations.

Vehicles entering the site will proceed into the piazza and either drop off passengers at the curb, proceed to short-term parking, proceed to the parking garage, or proceed to rear hotel guest parking. Ample maneuverability in and around the piazza exists to prevent traffic queues at the entrance driveway. While the primary Project driveway is located on Chestnut Hill Avenue, a rear exit driveway to Beacon Street is provided for overnight hotel guests and hotel employees who will park in the gate-controlled section of the hotel surface lot. This gate-controlled area will have 60 parking spaces for overnight hotel guests and hotel employees. Vehicles exiting this section must travel toward Beacon Street via the Waterworks Driveway and cannot exit the site via the Chestnut Hill Avenue driveway, except under limited circumstances. This requirement reduces traffic in the courtyard and, consequently, the number of vehicles exiting onto Chestnut Hill Avenue.

The Project will include a new pedestrian crosswalk across Chestnut Hill Avenue and improve sidewalk conditions along Chestnut Hill Avenue. The existing signal along Chestnut Hill Avenue (which is part of the larger Beacon Street/Chestnut Hill Avenue traffic controller) will be replaced and upgraded to include exiting traffic from the project's driveway. The project team will continue to coordinate with the Brookline Director of Transportation and Engineering as well as Boston Transportation Department to finalize the pedestrian crossing plan.

Sidewalk improvements on the western side of Chestnut Hill Avenue shall include a minimum five foot wide sidewalk from the Brookline boundary to the MBTA Bridge and a replacement of sidewalk from the MBTA Bridge to Clinton Road.

The Project will provide bicycle amenities for residents, guests and visitors to encourage bicycle use. Bicycle storage will be provided in the underground garage for residents and bicycle racks will be provided near primary entrances. Finally, the piazza is designed to include a generous amount of green space and landscaping.

Stormwater Drainage

The Project has a comprehensive plan to manage stormwater. The Project plan includes the installation of deep sump catch basins, a storm water quality control structure, and an on-site detention/infiltration system. The quantity of runoff will be reduced through additional landscaped area and the proposed storm water detention/infiltration system.

Runoff from the surface parking area will be collected by deep sump catch basins and directed to the on-site subsurface detention/infiltration system. The portions of the detention/infiltration system receiving flows from site drainage will be directed to a row of chambers designed to trap sediment and allow for cleaning and maintenance prior. After passing through the isolated row, stormwater will flow into the remainder of the detention/infiltration system. Roof runoff will also be directed to the detention/infiltration system. Any overflow from the detention/infiltration system will be provided to the City of Boston's 78"x 84" storm drain that crosses the project site.

Runoff from the portion of the site to the north of the senior housing building will be collected in area drains and directed to an infiltration trench that will overflow to the City's 78"x 84" storm drain that crossing the project site

The stormwater management system will be designed to meet the Boston Water and Sewer Commission's requirements for Site Plan Review, including their requirement to recharge 1" of runoff from all impervious areas. The project will also be consistent with the Department of Environmental Protection's Stormwater Management Standards, and will result in a reduction in the peak rate of runoff from the site during all design storms, an increase in the amount of stormwater being infiltrated to mimic pre-development hydrology, and the treatment of stormwater to remove a minimum of 80% total suspended solids. The detention/infiltration system will also meet the mandate of the Environmental Protection Agency to comply with the goals of the Total Maximum Daily Load of phosphorus to the Charles River.

Utility Service

Electrical Service

The existing electrical services to the theater and restaurant are located underground and fed from Eversource's manhole in Chestnut Hill Avenue. There is an electrical transformer located on site near the northwest property line close to the restaurant. The underground service from the street as well as the restaurant both connect to an existing utility pole near the southwest property line behind the restaurant. The primary feed to service the development is expected to continue to come from a manhole on Chestnut Hill Avenue and connect to a new pad mounted transformer on site. The existing transformer will be removed. The electrical demand will be determined during design development and the new services will be coordinated with Eversource.

Telecommunications Systems

There is an existing telecommunications manhole located on Chestnut Hill Avenue. During the design phase, the project's engineer will coordinate with local private utility companies in the area, such as Comcast and Verizon to determine how best to route telecommunication systems to the development.

Gas Systems

National Grid owns and maintains the gas mains in Chestnut Hill Avenue. There is an 8-inch cast iron (CI) low pressure (LP) main, installed in 1899, running within Chestnut Hill Avenue from the northwest and stopping approximately at the Brookline town line. From here, the 8-inch CI line turns into a 12-inch bare steel (BS) LP main installed in 1964. There are connections coming off the 8-inch line in Chestnut Hill Avenue, onto the site, connecting to the movie theater and the restaurant. A 3-inch steel service connection is made to the theater, and a 4-inch plastic and 2-inch steel connection is made to the restaurant. The Project is expected to use natural gas for heating and domestic hot water. There will be separate services for the residential units and the rest of the building. The actual size and location of the building services will be coordinated with National Grid.

Utility Protection during Construction

The Project's construction contractor will notify utility companies and call "Dig Safe" prior to excavation. During construction, infrastructure will be protected using sheeting and shoring, temporary relocations, and construction staging as required. The construction contractor will be required to coordinate all protection measures, temporary supports, and temporary shutdowns of all utilities with the appropriate utility owners and/or agencies. The construction contractor will also be required to provide adequate notification to the utility owner prior to any work commencing on their utility. Also, in the event a utility cannot be maintained in service during switch over to a temporary or permanent system, the construction contractor will be required to coordinate the shutdown with the utility owners and Project abutters to minimize impacts and inconveniences.

Advertising Features

The primary identification sign for the hotel has been designed in such a manner as to complement the use and enjoyment of the building while at the same time providing guests arriving at the site clear identification for the hotel.

Special Features

All mechanical equipment at grade or on the rooftop will be screened to prevent their being incongruous with the overall environment and surrounding properties.

Safety and Security

The entire site has been developed in a manner to enhance the safety and security of residents, guests, visitors and employees. The two most visible faces of the project – Chestnut Hill Avenue and Cassidy Park – have been programmed with active and pedestrian-oriented uses. The ground floor areas have a high degree of transparency to improve visibility between indoor and outdoor areas. The large open piazza areas allow for maximum accessibility by fire, police, and other emergency personnel and equipment. In addition, the site includes significant outdoor lighting to enhance safety while a fence along the MBTA / Clinton Road elevation of the property provides an additional safeguard to prevent access to the MBTA railway tracks. Security cameras around the property will record and retain information related to activity on the site. In addition, a state-of-the-art access control system will provide secure access to the

buildings. Finally, the both the hotel and senior housing building will be staffed 24/7.

Heritage

At its March 13, 2012 public hearing, the Brookline Preservation Commission (BPC) determined the Circle Cinema building was not historically or architecturally significant and confirmed that the building could be demolished. In addition, the staff of the Boston Landmarks Commission (BLC), confirmed on March 20, 2012, that the Circle Cinema building is exempt from Article 85 (Demolition Delay) review; no further BLC review is required under Article 85.

Energy Efficiency/Microclimate/Sustainability

The Proponent intends to measure the results of their sustainability initiatives using the framework of the Leadership in Energy and Environmental Design (LEED) rating system. As new construction for hotel, residential, and retail uses, The Project will use the LEED V3 NC 2009 (New Construction) as a rating system to demonstrate compliance with Article 37. The LEED rating system tracks the sustainable features of a project by achieving points in the following categories: Sustainable Sites; Water Efficiency; Energy and Atmosphere; Materials and Resources; Indoor Environmental Quality; and Innovation in Design.

The Project will engage a commissioning agent for the commissioning process and to verify that the building's related systems are installed and perform as designed. The building is designed to optimize energy efficiency and will comply with the Stretch Energy Code, whereby energy use is reduced from the baseline energy conservation code by 20%. Additional sustainability measures are outlined below:

- The Project will strive to use refrigerants that are free of chlorofluorocarbon (CFC).
- The Project will strive to reduce the amount of building waste directed to landfills by supporting recycling efforts. A central recyclables collection area will be provided on site.
- The Proponent intends to divert construction and demolition debris from landfills through the use of a construction waste management plan.

- The Project anticipates that it will meet the minimum requirements of Sections 4 and 7 of ASHRAE Standard 62.1-2007, Ventilation for Acceptable Indoor Air Quality.
- The Project will strive to minimize the exposure of building occupants, indoor surfaces and ventilation air distribution systems to Environmental Tobacco Smoke (ETS).
- A Construction IAQ Management Plan will be developed during construction.
- The Project intends to specify the use of adhesives and sealants, paints, carpet, and composite woods with low VOC content to reduce the quantity of indoor air contaminants.
- The Project will strive to provide access to lighting systems controls for 90% of building occupants.
- The Project intends to provide access to thermal systems controls for at least 50% of building occupants.
- The Project will provide a connection between the indoor and outdoor spaces through the incorporation of daylight and views.
- The Project anticipates that several points will be achieved in the Innovation & Design category.
- The Project is located near several heavily served mass transit stops.
- The Project will include energy star appliances as appropriate.
- The Project team includes at least one LEED Accredited Professional.