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CONTINUED PUBLIC HEARING MEMORANDUM

DATE: November 6, 2015
MEETING DATE: November 10, 2015
TO: Land Use Committee of the Board of Aldermen
FROM: Alexandra Ananth, Chief Planner for Current Planning
CC: Austin Street Partners
City Clerk
Law Department
Executive Department

PETITION #119-15

28 AUSTIN STREET

Request for Special Permit/Site Plan Approval to redevelop a municipal parking lot with a mixed-use building and 127 public parking stalls

The Land Use Committee (the "Committee") held public hearings on this project on June 2, June 9, July 21, September 24, October 6, and October 29, 2015, which were held open to be continued. In response to questions raised at the public hearings by Aldermen, the public, and/or staff technical reviews, the Planning Department is providing the following information for the upcoming public hearing. This information is supplemental to staff analysis previously provided at prior public hearings. Additional public meetings will be scheduled as necessary, but are anticipated for November 12, 2015.

The topic for the November 10th continued public hearing will be to provide further answers to the questions that have been asked over the past few months. This meeting may conclude the Petitioner's and the City's presentations on this project. If presentations are wrapped up on this night subsequent meetings will focus on drafting a Board Order.

The following are responses to some of the questions raised at previous public hearings.

What commercial uses are allowed as of right and what will require a special permit?

The Petitioner has stated that they envision three small unique retailers or service tenants such as a bookstore, a toy store, and a prepared food shop, as well as a shared office/co-working space to fill the retail on the ground floor. The Petitioner must seek a special permit to allow for the shared office space on the first floor as general office is not considered an active use encouraged on the ground floor in the Mixed Use 4 district. Austin Street Partners is also seeking a special permit to allow for a restaurant with more than 50 seats so that they can keep their leasing options open and be flexible if needed. The Planning Department has no concerns with the requested use waivers as both a shared office/co-working space and a restaurant use would be active uses throughout the day and week and are consistent with the intent of the Mixed Use 4 district.

The following uses are allowed by right (subject to the parking requirements) in the Mixed Use 4 district:

- Retail sales establishments including but not limited to specialty food store, convenience store, newsstand, bookstore, food coop, retail bakery, art gallery, and general merchandizing store
- Personal service establishments including a barbershop, salon, tailor, cobbler, personal trainer or fitness studio, laundry, and dry cleaning drop-off
- Copying, printing and shipping services
- Eating and drinking establishments with 50 seats or less
- Retail banking
- Any civic, public, or community use

A special permit would be required for the following:

- Most uses of more than 5,000 square feet (not possible given that the proposed size of the ground floor retail area is only 5,000 square feet)
- Health club
- Place of entertainment and assembly
- Theatre or club

The Petitioner has agreed not to lease the commercial space to banks or nail salons when the initial leases are signed.

What is the Project Schedule?

The first stage of construction consists of excavating the area for the underground garage and construction of the foundation, which is estimated to take approximately four months. The next stage includes erecting the steel framed podium that will cover the surface parking area, as well as construction of the retail and residential lobby which is estimated to take approximately three months. The third stage includes setting the modular units on the podium which is estimated to take less than one month. The final stage is to complete the interior of the project which is expected to take approximately five months.

How will parking on the Project site during construction work?

The Petitioner anticipates that the parking will generally be in two areas during construction and has submitted two conceptual parking plans showing where parking will be located during the first and second half of the project (**Attachment A**). These plans will be reviewed and approved by the Commissioner of Inspectional Services with input from the Director of Planning and Development, the Commissioner of Public Works and the Director of Transportation. A minimum of 50 parking stalls will be available for short-term parking on the lot at all times during construction. It is anticipated that a pay by foot station will be located on site during construction in order to help enforce turnover of these stalls. Forty of the stalls are anticipated to be 2-hour parking spaces and ten stalls are anticipated to be allocated for 30-minute parking. The interim parking stalls will be 8.5 feet wide by 19 feet in length and the maneuvering aisle width will comply with requirements (24 feet).

The Petitioner has reached an agreement with Star Market to lease 20 stalls in their lot during construction that will be available for additional 2-hour public parking. A pay station would similarly be used at this site in order to help enforce turnover of these stalls and a parking attendant would be present to enforce and direct patrons to other public resources.

Three 30-minute spaces will also be added on the east side of Philip Bram Way. In order to fit these spaces in, Philip Bram Way will be one-way northbound during construction. These changes will need to be reviewed and approved by Traffic Council. As of now, all existing metered and limited-time on-street parking spaces in the village will remain unchanged.

Interruptions to the parking plan are expected to be minimal. Even when the lot is being repaved it is expected that work will be done on only one portion of the site at a time so that a minimum of 50 parking stalls will still be available to short term parkers.

How will the Shuttle to the Aquinas School lot work?

The Petitioner has committed to operating a free shuttle to the Aquinas School for the duration of construction of the Project. 100 parking spaces at the School will be available for medium- to long-term parkers who will be able to park at the School for free and without time limits. The shuttle will run approximately every 20 minutes from 7AM -7PM Monday through Friday and 9AM -3PM on Saturdays. It is anticipated that the shuttle will also include Newton North High School on its Saturday route for anyone who parks on Elm Street or at the High School. The High School area will offer additional parking on weekends and in the summer or anytime that school is not in session on a first come first served basis.

The Petitioner will work with the Senior Center so that the shuttle will be coordinated with their programming and no seniors have to wait too long for the shuttle. The shuttle will offer door to door service from the Aquinas School to the Senior Center, reducing the amount of walking that currently has to be done by seniors parking in the Austin Street lot. Residents from the Aquinas School neighborhood will be welcome to ride the shuttle to Newtonville as well, and it is envisioned that the Ward 1 and Ward 2 Aldermen will be members of a Liaison Committee that will be created for construction and post construction monitoring. It is not anticipated that enforcement will be necessary at the Aquinas School Parking lot but the City has the ability to expand the number of

spaces available at this lot during construction if necessary. Construction Workers will be required to park in this lot with the exception of some workers who will need to park inside the construction site gate. This requirement will be strictly enforced by the Construction Project Manager.

The City and Austin Street Partners have carefully studied and understand parking demand in Newtonville and we believe that the proposed mix of the 73 short term parking stalls on-site and at Star Market and the 100 long-term stalls at the Aquinas School will sufficiently meet the needs of visitors and merchants in Newtonville during construction. If any issues arise, a Business Liaison, the Director of Economic Development and the Liaison Committee will be available to promptly respond to concerns and help solve problems.

What resources would there be for Newtonville Businesses during construction?

The Petitioner has agreed to provide a Business Liaison that will be available to businesses to answer questions, act as a go-between between the businesses, the Petitioner and the City and to promote Newtonville Businesses during the construction period. The Business Liaison will also monitor parking at the Aquinas School to ensure that there are sufficient spaces to meet demand.

A 24-hour Construction Hotline and website will be available to help direct and answer questions, and weekly informational update meetings and a monthly merchant newsletter will help keep businesses informed and abreast of construction activity.

The Petitioner would also establish a \$100,000 Construction Mitigation Fund. Documented losses that are a direct result of construction will be reimbursable with an established claim and appeal process.

Finally, the City's Director of Economic Development, Nancy Hyde, will also be available to work with businesses during construction to solve any problems that might arise.

What would the site plan look like if the plaza was expanded or if there were no compact stalls?

The Petitioner will submit a plan that will show what enlarging the public plaza would look like as well as what the elimination of compact stalls would mean to the number of stalls available in the municipal lot. This plan will be presented by the Petitioner at the hearing on November 10. Another option the Petitioner is exploring with the City is averaging the width of the compact stalls with the other parking stalls between the columns so that all of the stalls between the columns have a uniform width. The Director of Transportation will comment on this further at the public hearing on November 10.

What is proposed for the Walnut Street design and improvements at the intersection of Walnut and Austin Streets?

The Department of Public Works has presented Concept Plans for the Walnut Street Corridor and the Intersection of Walnut and Austin Street at previous public hearings. These plans have been further refined and will be presented by the Commissioner of Public Works at the hearing on November 10 (**Attachment B**). It is important to emphasize that improvements for this area have been in the works

for the past few years and are not related to the Austin Street Project in any way. These plans will be further developed over the next two years with input from the neighborhood and construction would begin once the Austin Street Project is completed (projected start for Walnut Street improvements is for the summer of 2018). The time-frame for this work cannot be moved up as design and public vetting take time and the Department is committed to improvements in other neighborhoods for the next two years.

The Reuse Board Order states that “funds at least equal to the monetary bid received be used to enhance the redevelopment of the site and improve Newtonville center more generally.” Although no specific projects have been identified to date, the Executive Department is committed to working with the Area Council, businesses, and residents to identify best uses for this money.

What is the proposed design for Philip Bram Way at the Project’s completion?

The Planning and Public Works Departments, including the Director of Transportation, recommend keeping Philip Bram Way a two-way right-of-way from Highland Avenue into the municipal lot but that the northern shared plaza portion adjacent to Austin Street be one-way in the northerly direction. Design cues will sufficiently slow traffic and signage will indicate that the northern portion is a pedestrian-shared space and the speed limit will be 10 MPH. If the northern plaza portion of Philip Bram Way was closed to all traffic, this would necessitate all northbound vehicles to travel through the municipal parking lot which would increase conflicts with pedestrians and cars that are entering and existing parking stalls.

The shared space will be flexible – allowing for changes in the availability for user groups at different times of day or for special events. The Planning Department and Director of Transportation are confident that the proposed shared roadway will be safe for pedestrians and will allow for expansion of the public plaza as necessary (**Attachment B**).

What is being done to ensure safety at the entrance/exit from the public lot onto Austin Street?

The Petitioner has redesigned this entrance/exit to the municipal lot in order to improve safety by making the following changes:

- Widened the opening to increase visibility between exiting drivers and pedestrians on the sidewalk;
- Narrowed the driveway to move the exiting car closer to the center to increase visibility;
- Added a stop line and stop sign for exiting drivers before they exit across the sidewalk;
- Added tactile plates in the sidewalk to alert pedestrians to the crossing driveway and added curved planters along the building edge to direct pedestrians out from the building and clearly visible to exiting drivers.

The Petitioner has also added a pedestrian exit through the west wall to the pathway in order to separate pedestrians from vehicles, and relocated the cross walk across Austin Street along the desire line to and from the Star Market entry (**Attachment B**). The Director of Transportation has reviewed the proposed changes and has no concerns with pedestrian safety.

Would the Garden area be publicly accessible?

The Petitioner understands that the garden area is a concern and is well aware that they will be responsible for any problems that occur in this area. Although they could use this area to expand the parking, for snow storage, or restrict the park to building residents only, the Petitioner and the Planning Department prefer that this area be used as a pocket park and a neighborhood amenity.

How does this project rate on the LEED for Neighborhood Development checklist?

The Petitioner submitted a checklist showing how the project would rate in the LEED for Neighborhood Development's rating system (LEED ND). This checklist is a simplification but provides information to get a ballpark idea of a development's performance with respect to environmental standards for sustainable neighborhood development. Austin Street Partners analysis shows that if the project were to pursue a LEED ND rating, it would achieve approximately 81 points, putting it in the highest category - Platinum. The Planning Department has reviewed the applicant's checklist and confirms that the project ranks extremely well, at a high Gold and potentially Platinum level. The Project's transit-oriented location, proximity to jobs, and provision of affordable housing opportunities win Location and Linkage points. The mixed-use building with multiple entrances and sidewalks, and the mix of surrounding amenities scores well in the Neighborhood Pattern and Design category. Compliance with the Stretch Energy Code, treatment of storm water, and use of solar panels earn points toward the Green Infrastructure and Building category. The public plaza, pocket park, and rooftop garden win points in the Innovation and Design category. Finally, the small energy efficient units contribute to points in the Regional Priority category (**Attachment C**).

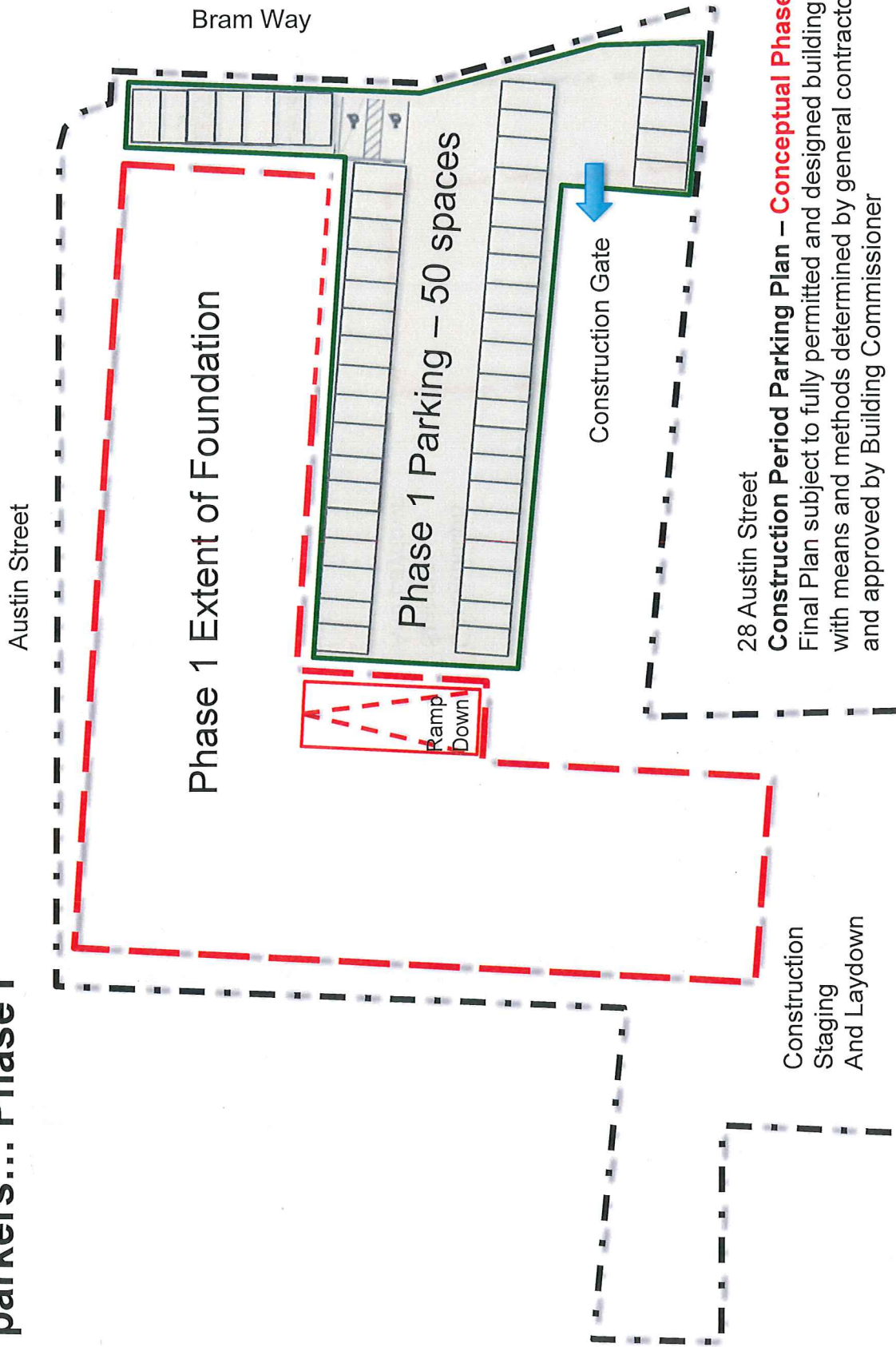
Recommendation:

The Planning Department believes the project is complete and recommends **approval with conditions**. A Draft Board Order will be submitted for consideration under separate cover.

ATTACHMENTS:

- Attachment A:** Interim On-Site Parking Plan Phase I and Phase II
- Attachment B:** Walnut Street Concept Plans and Shared Spaces – Slow by Design
- Attachment C:** LEED for Neighborhood Development Checklist

Interim On-Site Parking Plan will accommodate 50 short-term parkers... Phase I



Construction Period Parking Plan - Conceptual Phase I
 Final Plan subject to fully permitted and designed building with means and methods determined by general contractor and approved by Building Commissioner

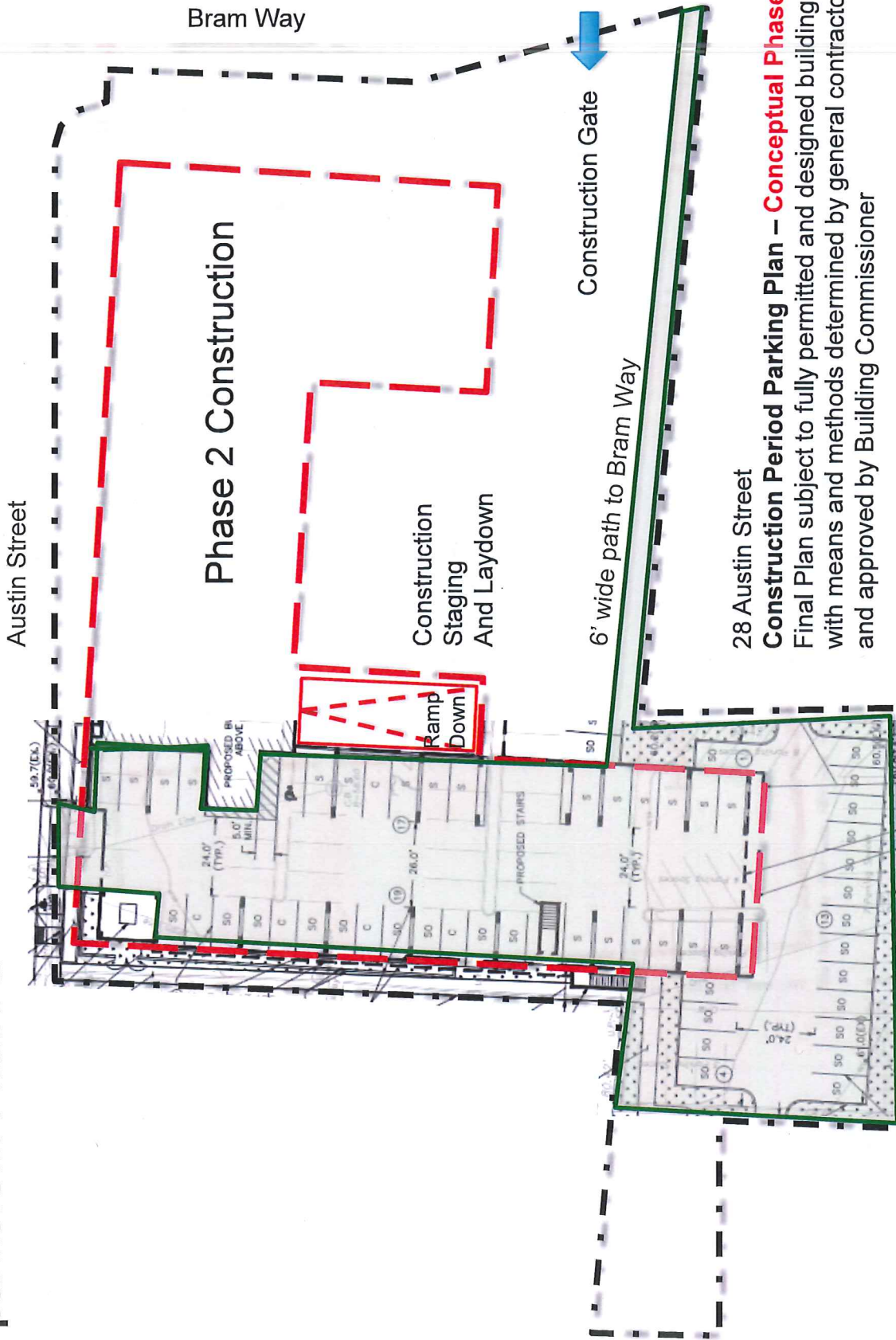
No less than 50 parking spaces -- 8'6" x 19' with 24' drive lanes



AUSTIN STREET PARTNERS



Interim On-Site Parking Plan will accommodate 50 short-term parkers... Phase II



28 Austin Street
Construction Period Parking Plan – Conceptual Phase II
 Final Plan subject to fully permitted and designed building with means and methods determined by general contractor and approved by Building Commissioner

No less than 50 parking spaces -- 8'6" x 19' with 24' drive lanes



AUSTIN STREET PARTNERS

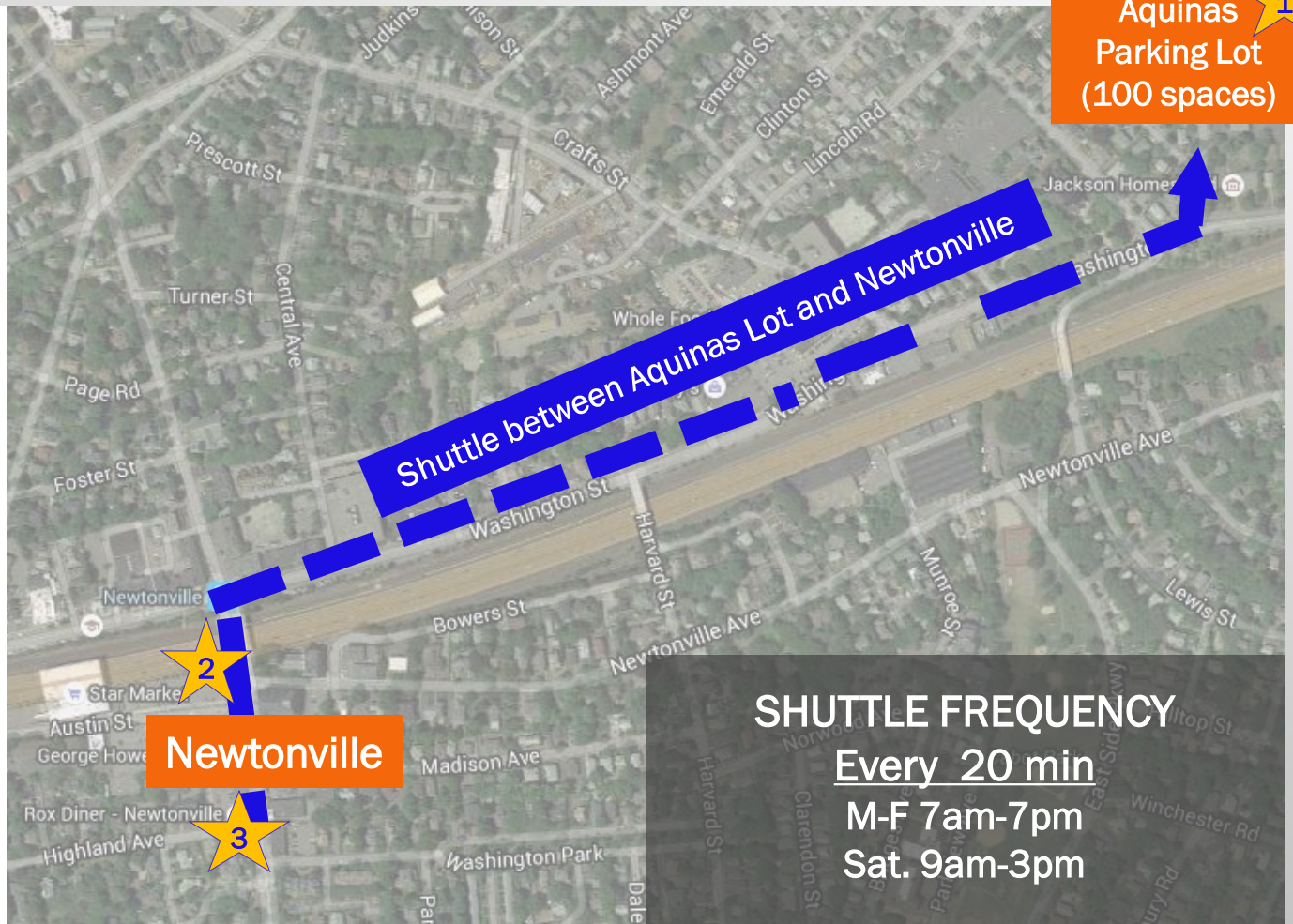


Proposed Parking Changes in Newtonville During Austin St Lot Construction

City of Newton

11.10.2015

Free Shuttle Parking in the Aquinas Lot During Construction



Proposed Parking Spaces in Star Market Lot



LEGEND

- Existing 1-hour metered parallel parking spaces (15)
- Proposed 2-hour metered parking spaces in the Star Market Lot (20)

TOTAL PROPOSED SHORT-TERM PARKING ON AUSTIN ST AND IN STAR MARKET LOT = **35 spaces**

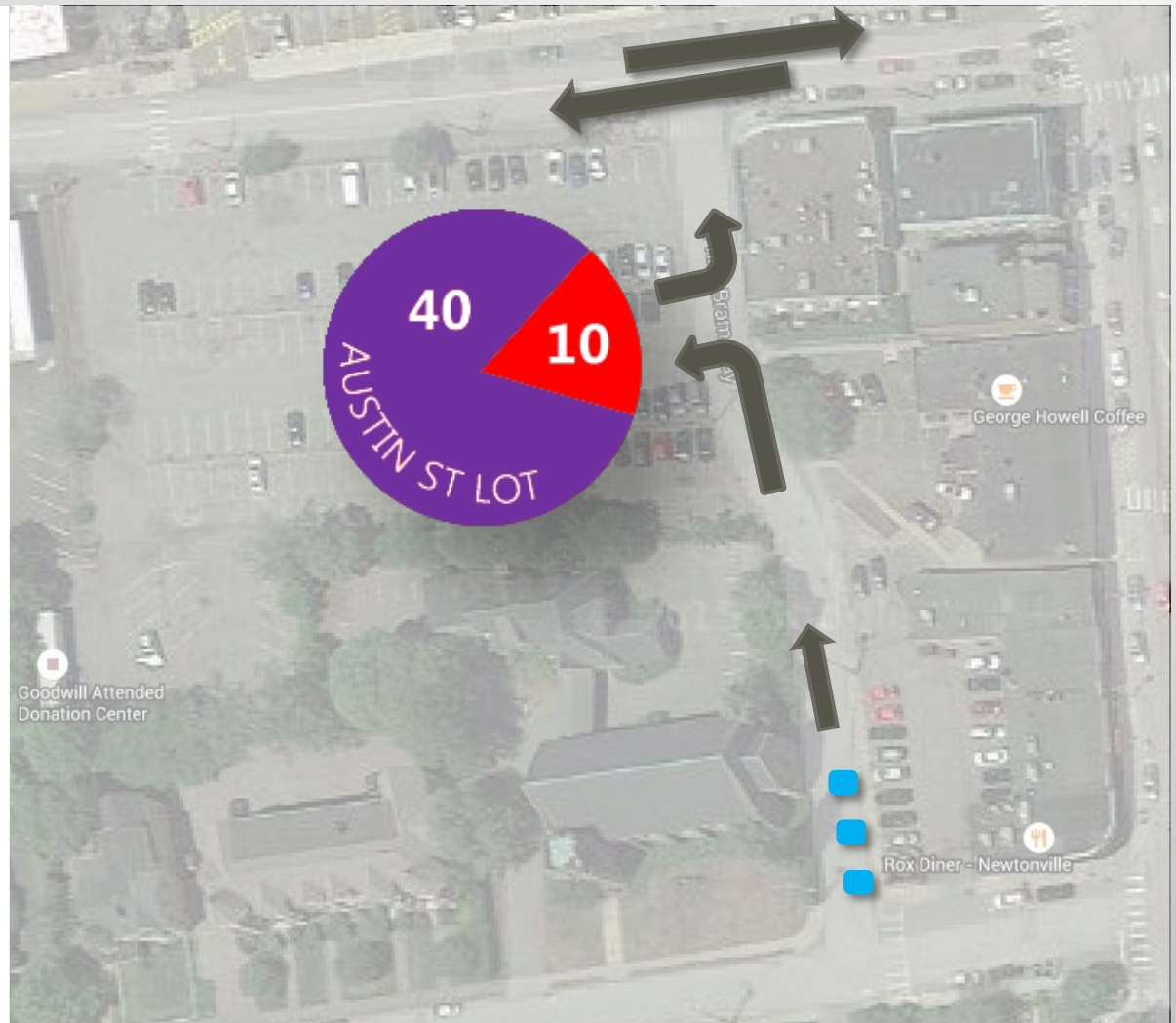
No change to parking or traffic on Austin Street is proposed

Proposed Parking Spaces in Austin Street Lot and along Philip Bram Way

- Proposed 2-hour metered parking spaces (40)
- Proposed 30-minute metered parking spaces (10)
- Proposed free 30-minute spaces (3)

TOTAL PROPOSED SHORT-TERM PARKING SPACES IN AUSTIN STREET LOT or on PHILIP BRAM WAY = 53.

Philip Bram Way is proposed to be one-way Northbound, with parking on the East side.



Proposed Changes to Parking in Newtonville During Construction

Summary of Proposed Changes *(173 spaces)*

Medium/Long-term Parking

- ❖ New satellite parking at Aquinas School
 - **100** parking spaces without time limits (non-metered/free)
 - Connected via free frequent shuttle with stops at: Walnut @ Austin and Walnut @ Highland

Short-term Parking

- ❖ Public Parking in the Star Market Lot
 - **20** new 2-hour parking spaces (metered, monitored by attendant)
- ❖ New Parking along Philip Bram Way (one way Northbound)*
 - **3** new 30-minute parking spaces (non-metered/free)
- ❖ Retained Parking within the Austin Street Lot*
 - **40** 2-hour metered parking spaces
 - **10** 30-minute metered parking spaces
 - Pricing to remain as currently provided (Metered M-F/Free on Sat.)

All current metered & limited-time parking spaces in the Village remain unchanged

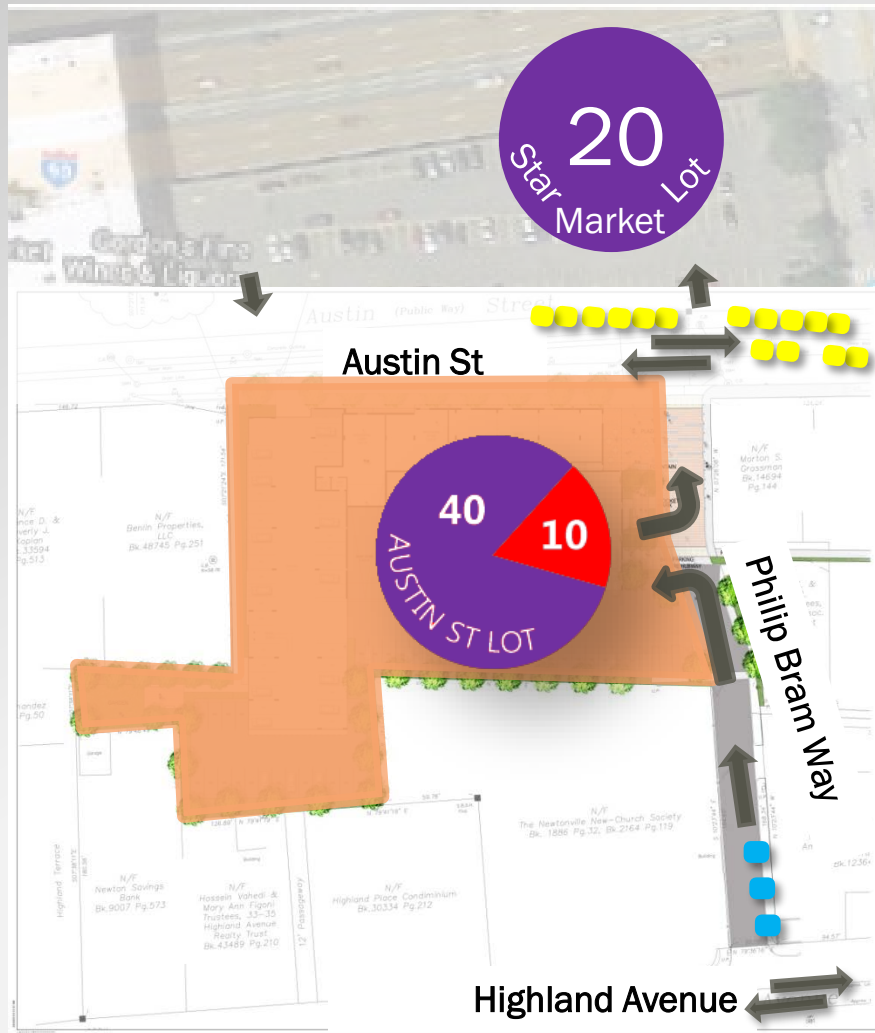
** Subject to Approval by Traffic Council*

During and Post-Construction Compared

City of Newton

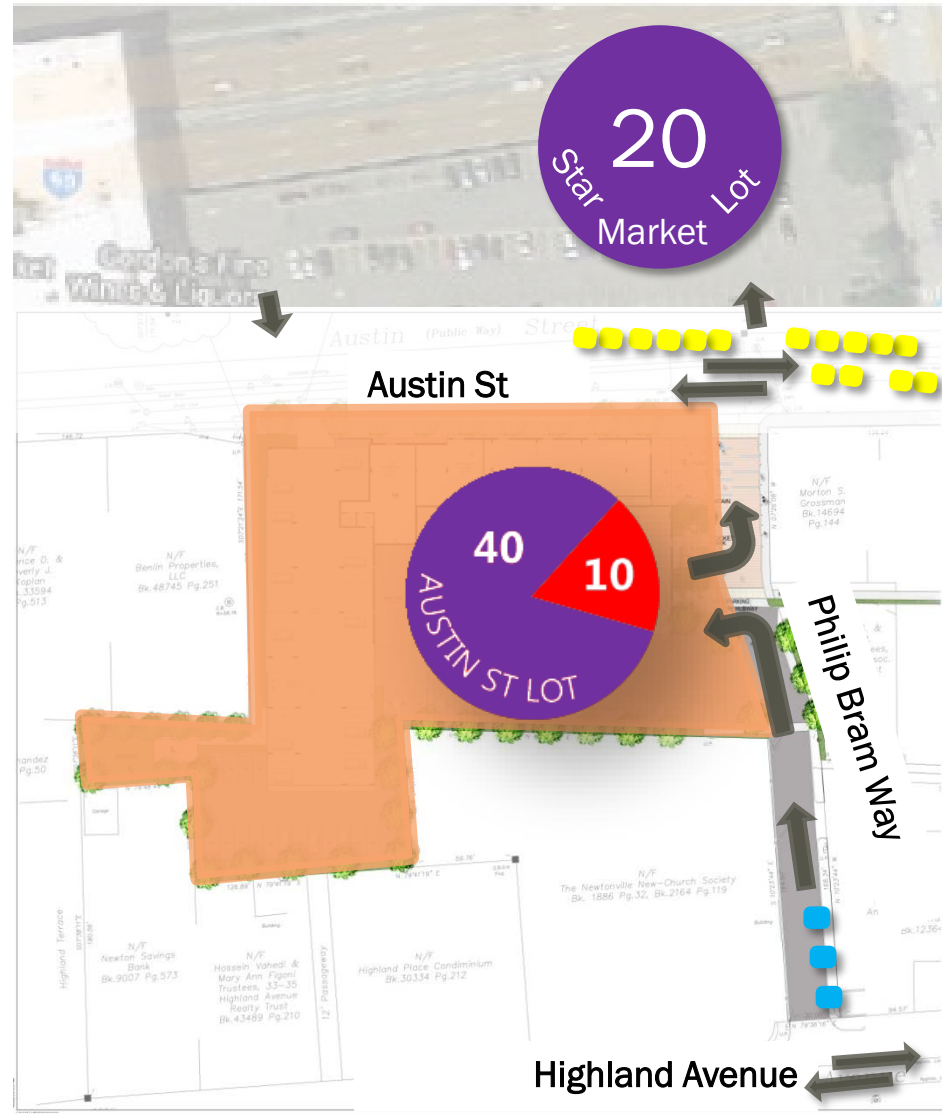
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Comparing During and Post-Construction

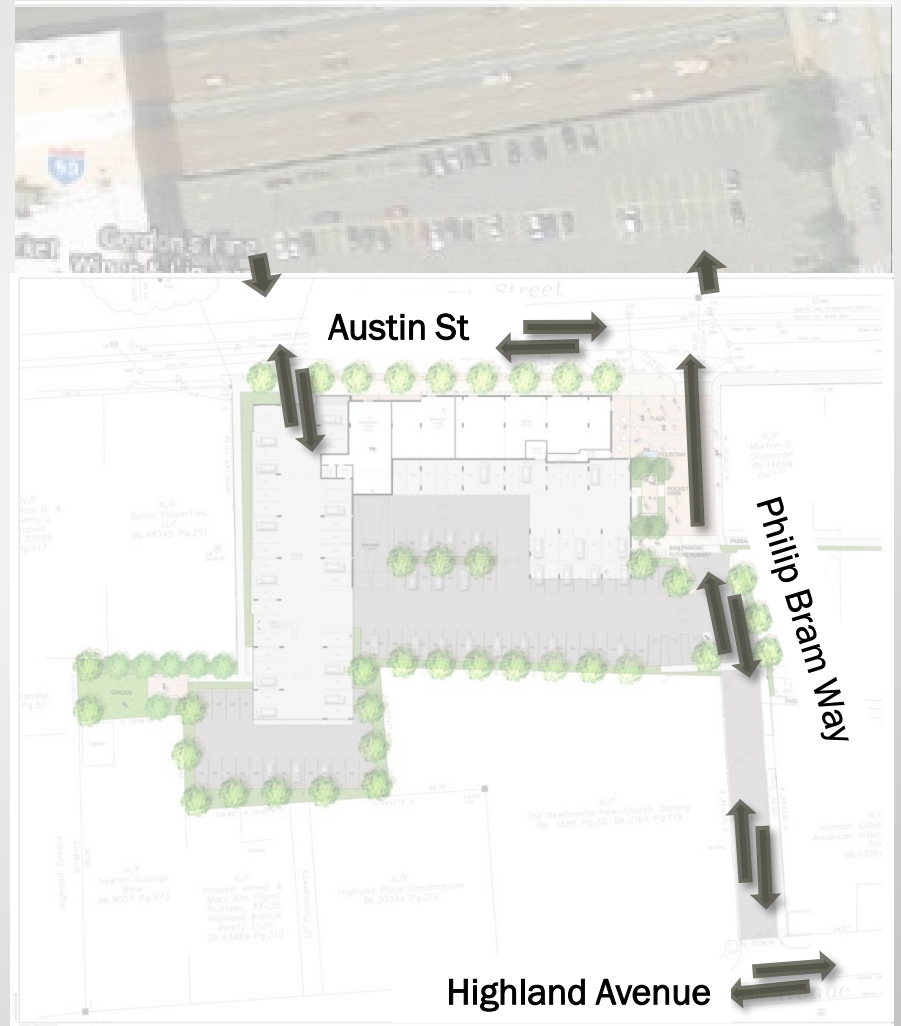
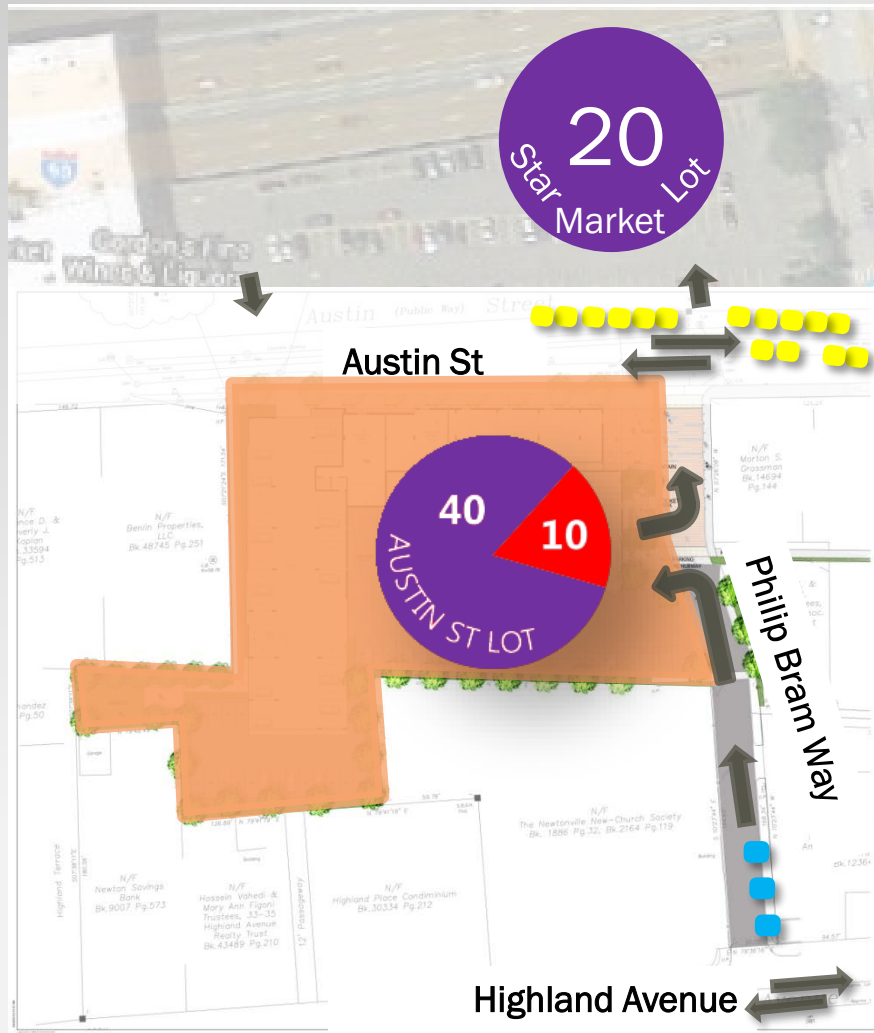


DURING CONSTRUCTION

- Existing 1-hour metered parking spaces (15)
- Proposed 2-hour metered parking spaces (60)
- Proposed 30-minute metered parking spaces (10)
- Proposed free 30-minute spaces (3)

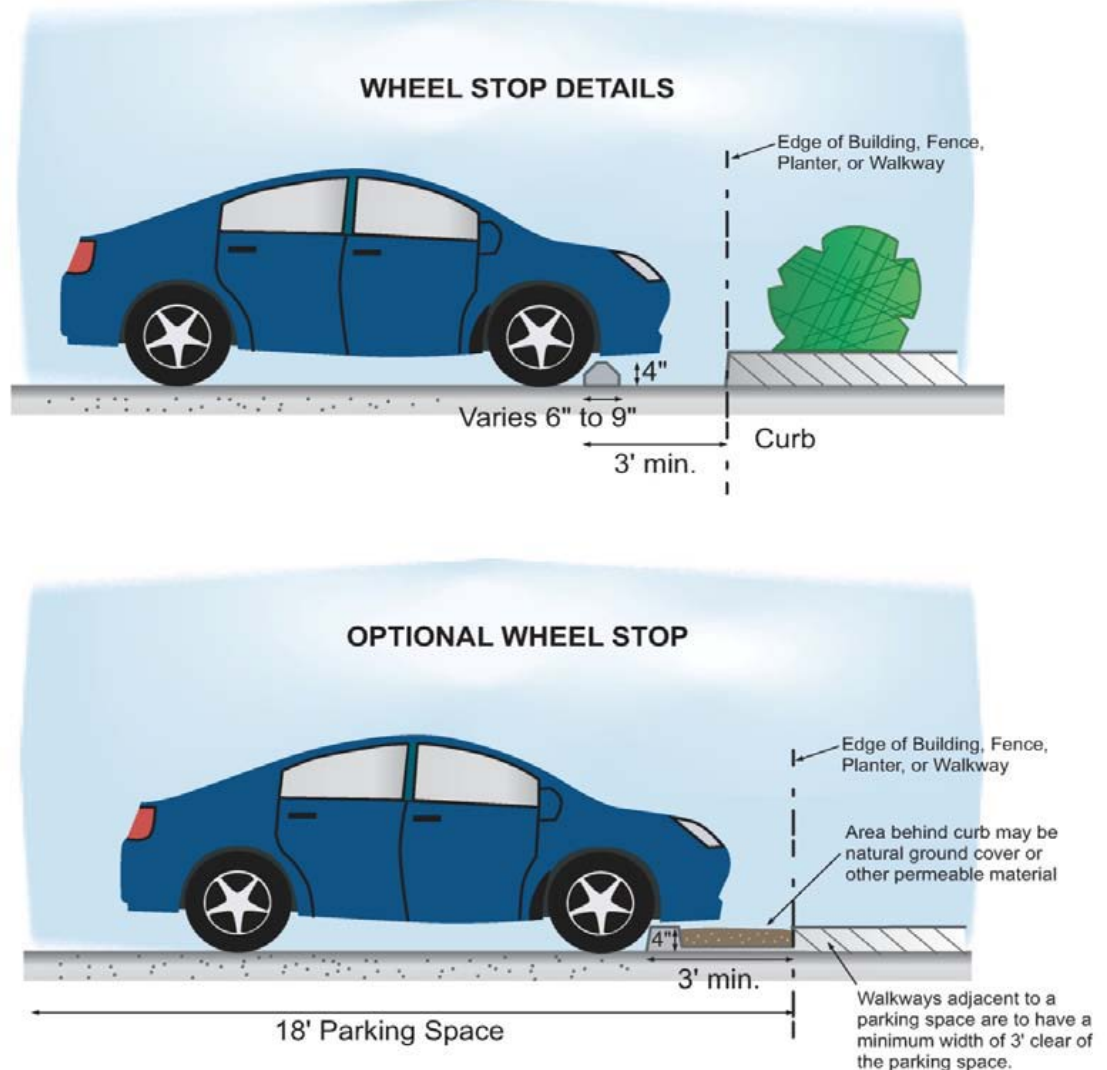


Comparing During and Post-Construction



Post-Construction: Curb Stops

Curb or Wheel-stops are recommended to prevent larger vehicles from overhanging adjacent sidewalks

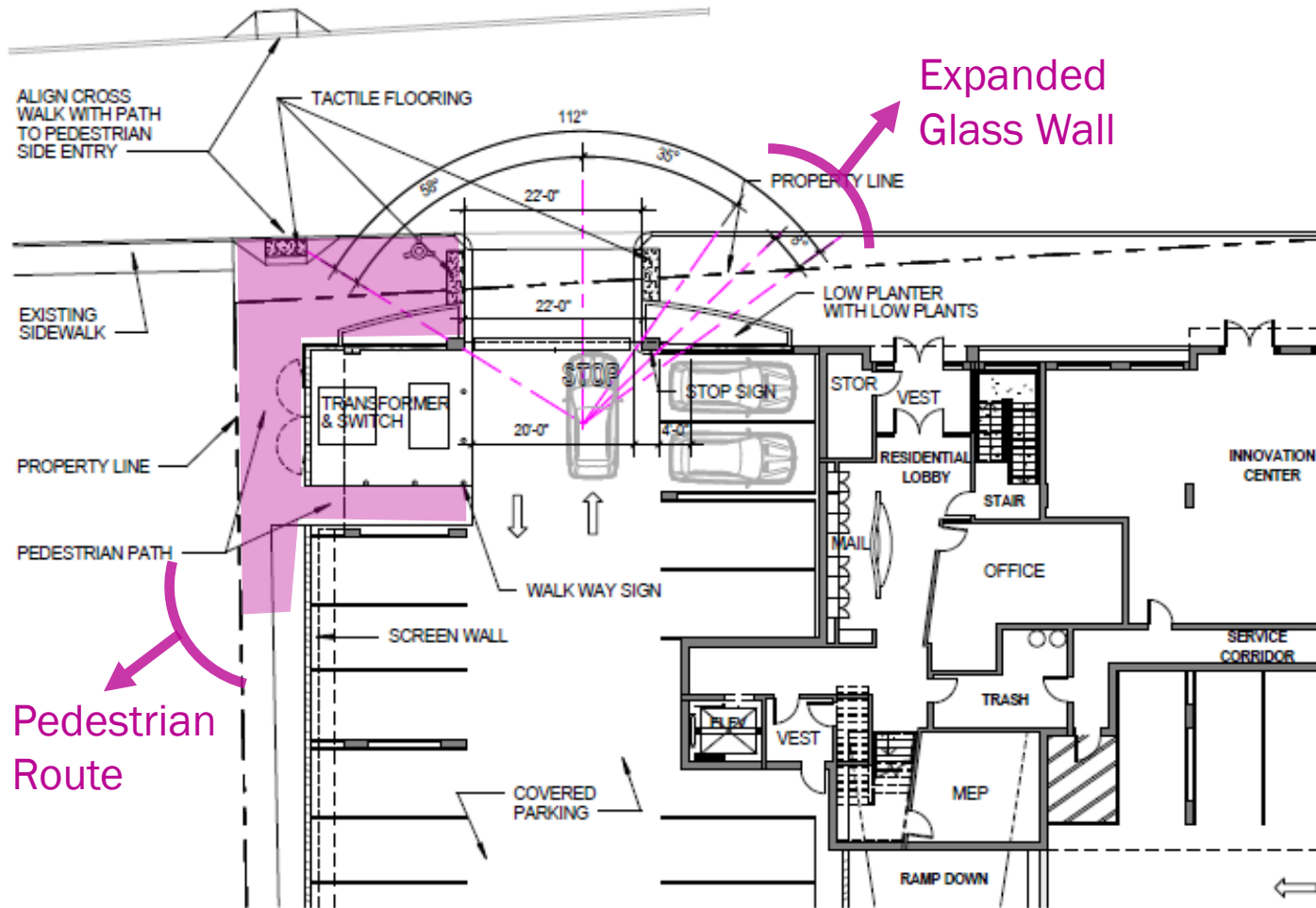


Post-Construction: Austin Street Access



- Stop sign and stop bar behind the sidewalk

Post-Construction: Austin Street Access



- Stop sign and stop bar behind the sidewalk
- Expanded View for Exiting Vehicles
- Separated Pedestrian Route

Shared Spaces — Slow by Design

City of Newton

11.10.2015

When is a Shared Street appropriate?

A commercial shared street environment should be considered in places where pedestrian activity is high and vehicle volumes are either low or discouraged.

-National Association of City Transportation Officials (NACTO)



When is a Shared Street appropriate?

“Segregation reduces drivers’ perception of accident risk, [Hans Monderman] argued. Motorists who encounter uniform, predictable, highly-regulated streets drive accordingly: faster and less cautiously or considerately. This is known as the ‘**risk compensation effect**’ - if streets look like highways, people drive as if on highways.”

-Allianz, 2012

What goes into a Shared Street design?

Design Cues indicate that the space is open to vehicles but **pedestrians are the priority** users of the space:

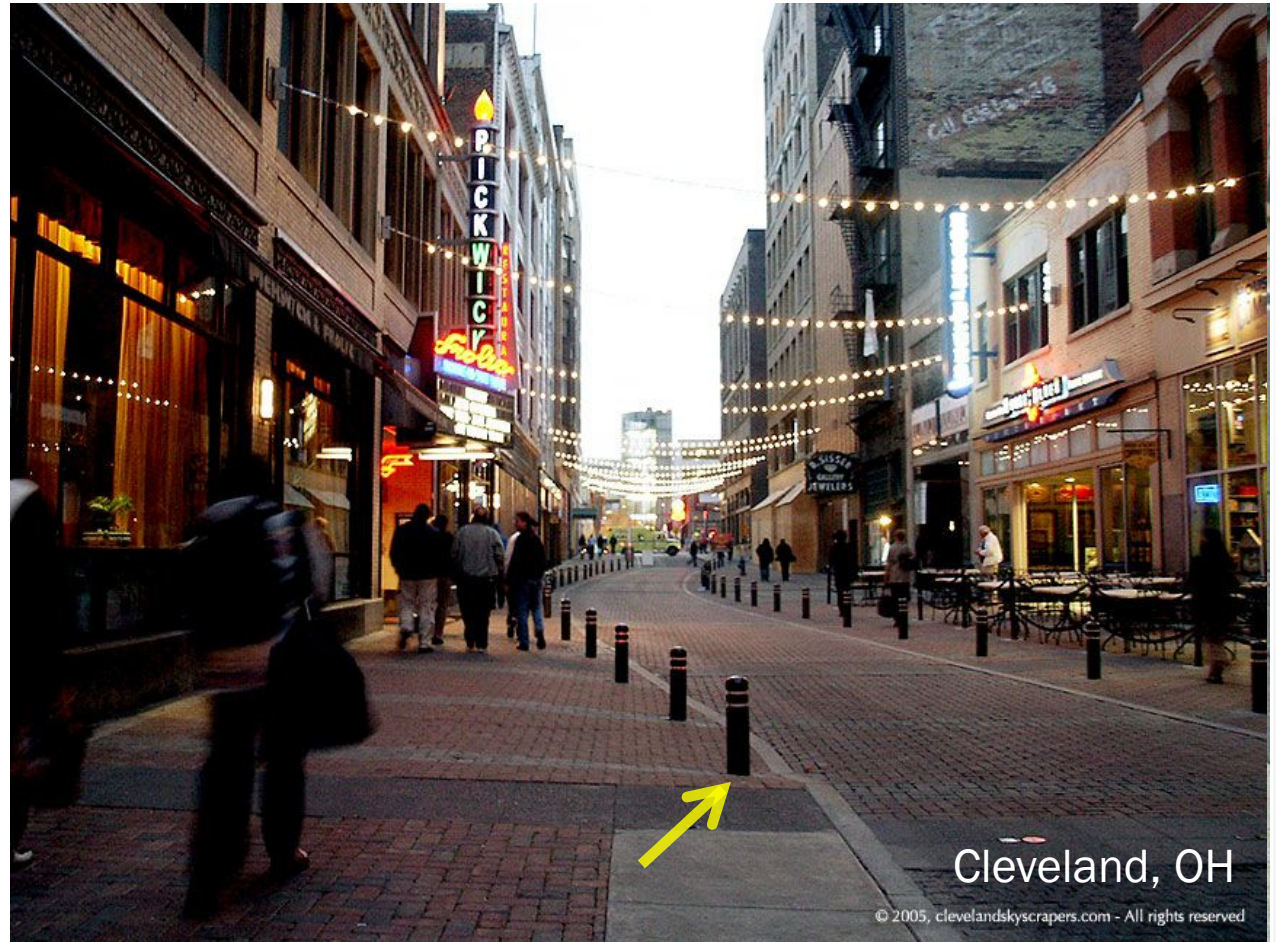
- 1) Continuous & level surface
- 2) Bollards
- 3) Tactile reminders



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Indianapolis, IN

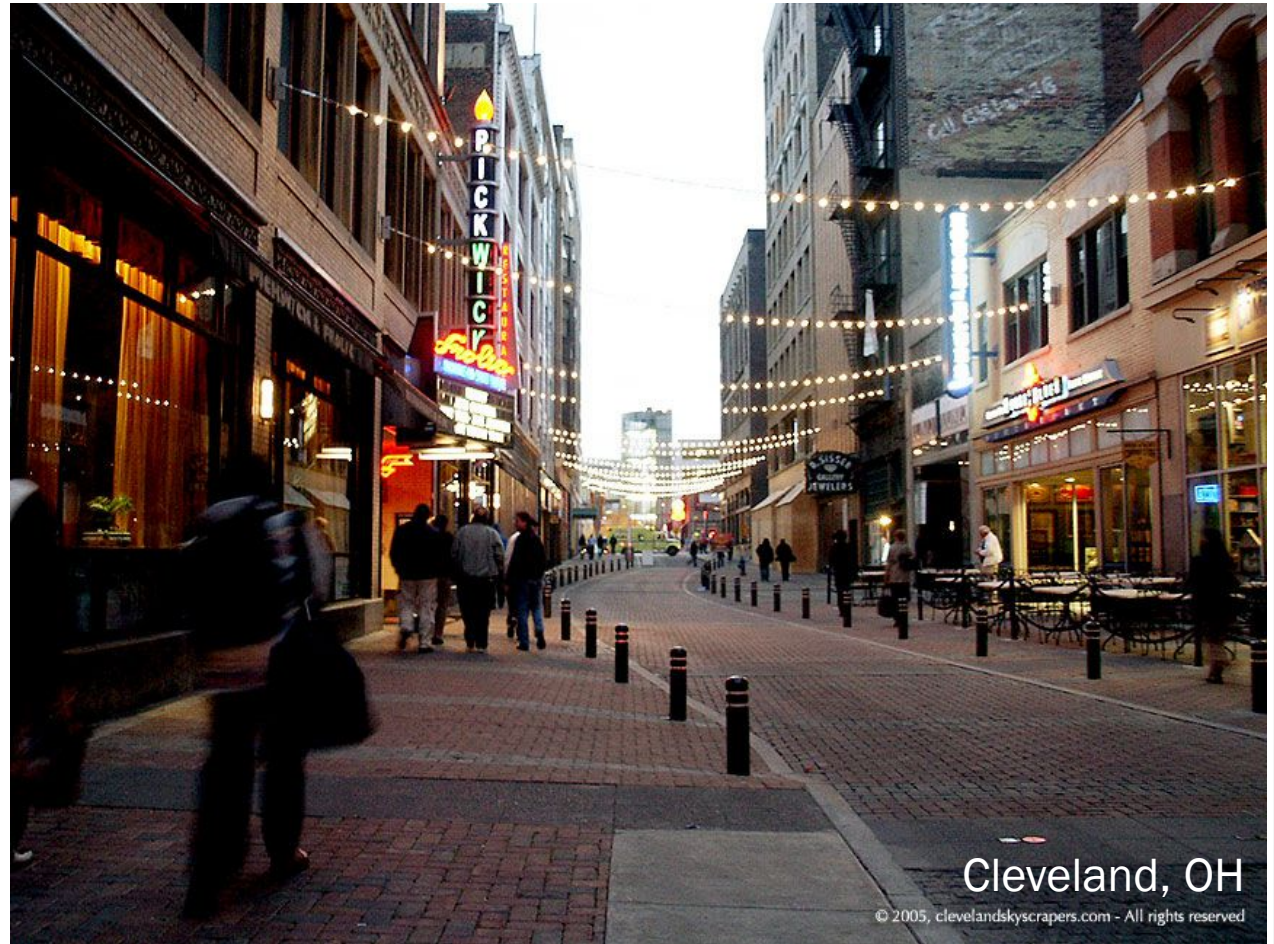
What goes into a Shared Street design?

Shared Spaces are **flexible** – allowing for changes in the availability for user groups at **different times of day**



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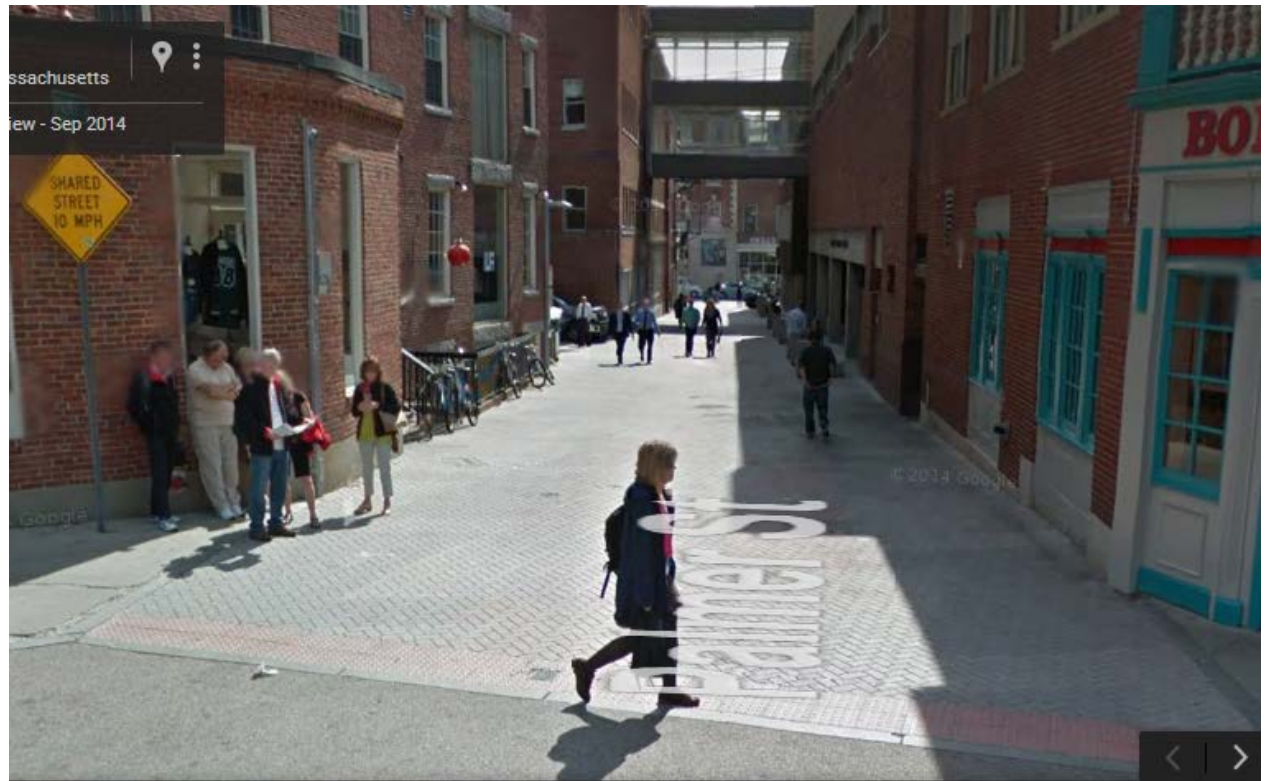
Cleveland, OH

What goes into a Shared Street design?

Shared Spaces are **slow spaces** – drivers are welcomed, but the design cues and the rules of the road require care.

PALMER ST Cambridge, MA

- Speed limit =10mph
- Tactile strip
- Textured pavement
- Uncertainty



What goes into a Shared Street design?

Shared Spaces are **slow spaces** – drivers are welcomed, but the design cues and the rules of the road require care.

PALMER ST Cambridge, MA

- Loading and unloading of passengers and packages is expected

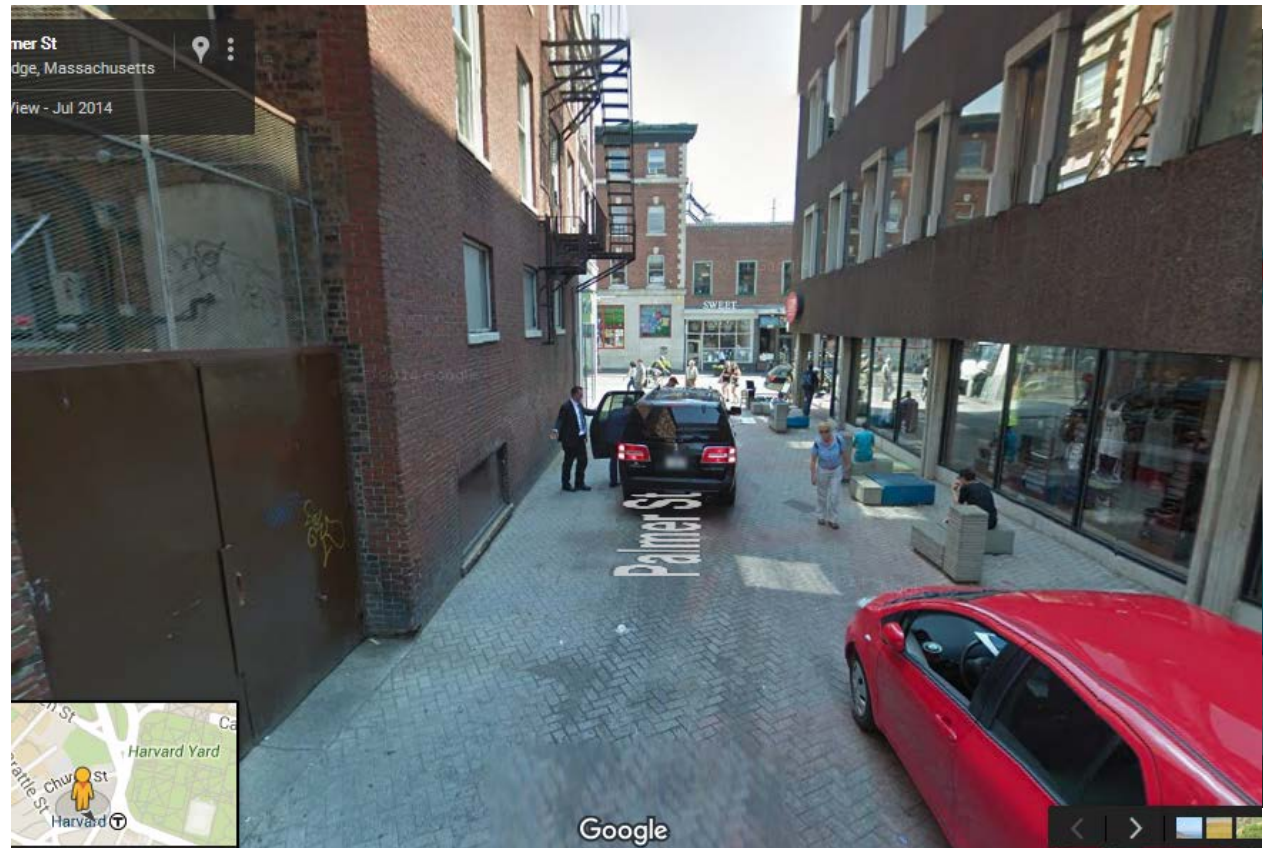


Image from Google Streetview

What goes into a Shared Street design?

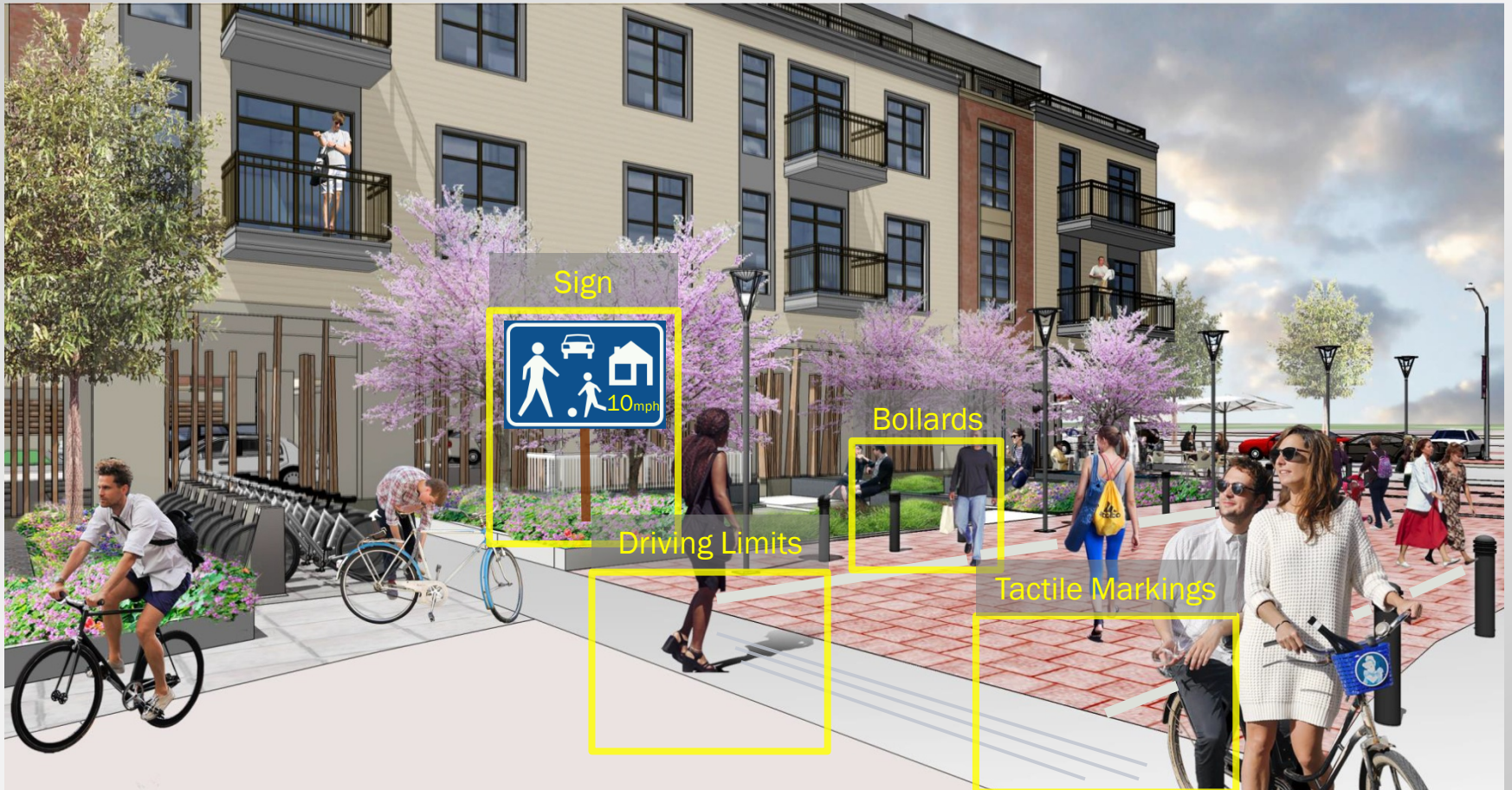
Shared Spaces are **slow spaces** – drivers are welcomed, but the design cues and the rules of the road require care.

PALMER ST Cambridge, MA

- Closing for an event is a frequent occurrence in good weather



Safety Cues to Drivers



Walnut Street Conceptual Plans

City of Newton

11.10.2015

Walnut Street Corridor Concept

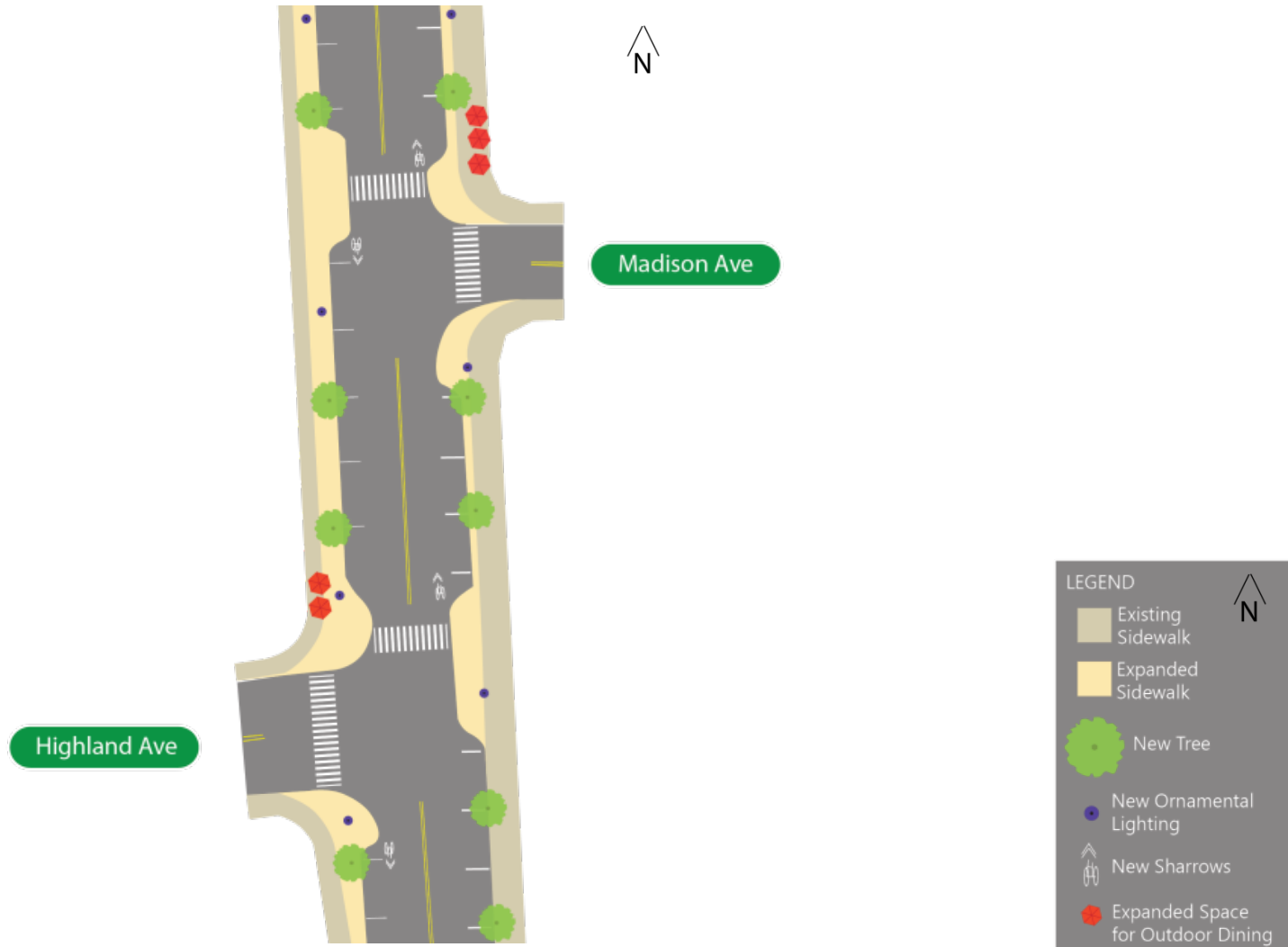


LEGEND

- Existing Sidewalk
- Expanded Sidewalk
- New Tree
- New Ornamental Lighting
- New Sharrows
- Expanded Space for Outdoor Dining



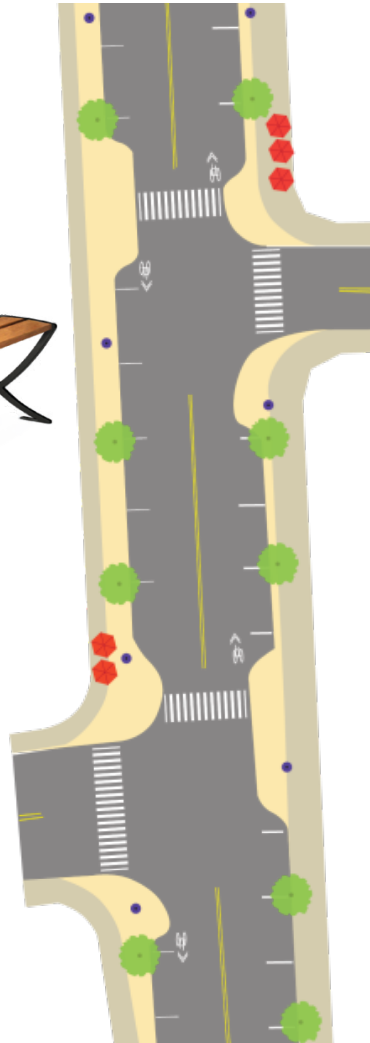
Walnut Street Corridor Concept



Walnut Street Corridor Concept



Highland Ave



Madison Ave



LEGEND

- Existing Sidewalk
- Expanded Sidewalk
- New Tree
- New Ornamental Lighting
- New Sharrows
- Expanded Space for Outdoor Dining

Walnut Street Corridor Concept



Walnut Street Corridor Concept



Walnut Street Corridor Concept



- Expanded Sidewalk w/ distinct zones
- LED Lighting on Ornamental Lamps with option of Hanging Planters or Banners
- New Trash Cans and Benches
- Planter Boxes

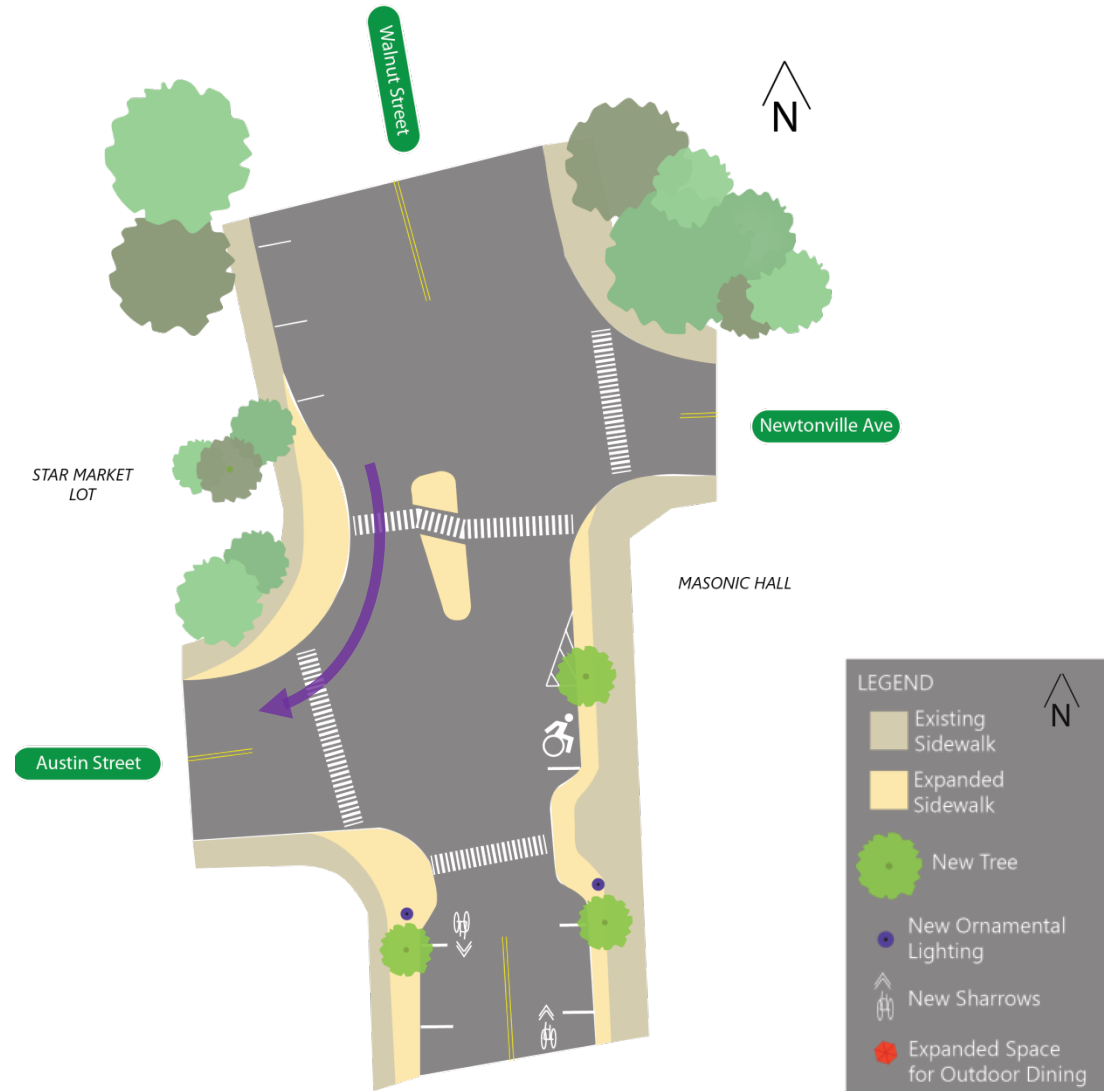
Walnut St/Austin St Intersection Concept



Bike Racks w/ similar form to benches



Angled Walkway across island places cars in pedestrian's line of sight



Walnut St/Austin St Intersection Concept

Attachment B



Wayfinding to local businesses and to the Austin Street Lot

PROJECT NAME: 28 Austin Street ADDRESS/LOCATION: Newtonville, MA TYPE OF PROJECT: Mixed-Use

Step 2: Optional LEED-ND Scoring Exercise

STEP 1: Sustainable Neighborhood Development Checklist

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
SMART LOCATION AND LINKAGE (SLL)								
LOCATION	Is located on a site that is any of the following (only one required for scoring):	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Smart Location
	Infill (75% surrounded by existing development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Well-connected to adjacent development by an existing street network	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Well-served by transit or neighborhood amenities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Is located on a site that is one of the following (pick just one for scoring):	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	5		Credit 1: Preferred Locations
Infill and also a previously developed site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3				
Infill but not a previously developed site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2				
Adjacent to existing development, and also a previously developed site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1				
A previously developed site, but not adjacent or infill	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
ECOSYSTEMS AND OPEN SPACES	Is surrounded (within 1/2 mile) by a well-connected existing street network. If possible, estimate the existing number of intersections per square mile nearby (pick just one for scoring):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 1: Preferred Locations
	200 to 250 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	250 to 300 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	300 to 350 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4			
	350 to 400 intersections per square mile	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	5		
More than 400 intersections per square mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			Credit 1: Preferred Locations	
Is located in an economically distressed area while also providing affordable housing.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Imperiled Species	
Does not build on habitat where species are threatened, endangered, or imperiled or creates a habitat conservation plan under the Endangered Species Act.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Wetland/Water Body Conservation	
Does not build on wetlands or water bodies and leaves buffers of undeveloped land around them of at least 50 to 100 feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 4: Agricultural Land Conservation	
Does not build on prime agricultural land, unless the project is infill, transit-served, or makes up for soil loss by creating permanently protected soil easements elsewhere.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required				

Note: Results are preliminary until design and construction are completed.

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
ECOSYSTEMS AND OPEN SPACES	Does not build on floodplains.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 5: Floodplain Avoidance
	Conserves pre-existing on-site habitat, native plants, wetlands, and water bodies in perpetuity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 7: Site Design for Habitat/Wetland Conservation
	Restores degraded on-site habitat, wetlands, or water bodies, and conserves them in perpetuity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 8: Restoration of Habitat/Wetlands
	Implements a long-term (at least 10 years), fully funded management plan for on-site wetlands, water bodies, and habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 9: Long-Term Management of Habitat/Wetlands
	Limits development on steep slopes (greater than 15%), and restores many or all previously developed steep slopes with native or noninvasive plants.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 6: Steep Slope Protection
CONTAMINATED SITES	Does one of the following (pick just one for scoring): Remediates a contaminated site and then locates there. Remediates a contaminated site in an economically distressed area , and then locates there.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 2: Brownfield Redevelopment
	Is located on a site that is either of the following (pick just one for scoring): Within walking distance (¼ mile for buses or streetcars and ½ mile for rail, ferry, and bus rapid transit) of high levels of transit service (See the LEED-ND Rating System for detailed transit thresholds). In an area documented to have low vehicle miles travelled (See the LEED-ND Rating System for detailed thresholds).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-7	5		Credit 3: Locations with Reduced Auto Dependence
CYCLING FACILITIES	Does both of the following: Is located within ¼ mile of a bicycle network that is either 5 miles long (minimum) or connects to 10 diverse land uses. Provides secure and covered bicycle storage (for at least 10% of nonresidential and 30% of residential building occupants), as well as bicycle parking for visitors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 4: Bicycle Network/ Storage
	Does one of the following (pick just one for scoring): Existing jobs within ½ mile walk distance outnumber project's dwelling units, and the project provides affordable housing. Existing jobs within ½ mile walk distance outnumber project's dwelling units. Provides jobs on an infill site within ½ mile walk distance of both existing housing and an existing (or new) rail, ferry, tram, or bus rapid transit stop.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	3		Credit 5: Housing/ Jobs Proximity
JOB AND HOUSING PROXIMITY		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
					27 Points Possible	19		SLL SUB-TOTALS

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE	
NEIGHBORHOOD PATTERN AND DESIGN (NPD)									
WALKABLE STREETS	Includes all of the following at minimum: Public-facing building entries (onto any public space except a parking lot) on 90% of building frontage. A minimum "building-height-to-street width-ratio" of 1 to 3 (1 foot of building height for every 3 feet of street width) along at least 15% of street length. Sidewalks along 90% of street length (both sides of the street). Garage doors along no more than 20% of street length.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Walkable Streets	
	Includes some or all of the following (See Rating System for scoring thresholds): Minimal distance between the sidewalk and most buildings, with mixed-use and nonresidential buildings particularly close to the sidewalk. Frequent building entries (at least every 75 feet). Unshuttered windows along the sidewalk for nonresidential buildings. No blank walls more than 50 feet along sidewalks. Frequent on-street parking (available along at least 70% of streets). Sidewalks along 100% of street length (both sides of the street). Elevated ground-floors for at least half of all dwelling units (at least 24 inches above sidewalk grade). A minimum "building-height-to-street width-ratio" of 1 to 3 (1 foot of building height for every 3 feet of street width) along 30% of street length. Low design speeds for most streets (20 mph for residential, 25 mph for non-residential). Driveway crossings along no more than 10% of sidewalk length.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-12	12		Credit 1: Walkable Streets	
	Lines 60% of street length with non-invasive trees (spaced an average of at least every 40 feet from trunk center to trunk center).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	2		Credit 14: Tree-Lined and Shaded Streets	
	Provides noon-time shade along at least 40% of sidewalks.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Prereq 2: Compact Development	
	Meets minimum required densities (At least seven dwelling units per acre for residential and 0.50 floor-area ratio for non-residential—see Rating System for calculation and scoring details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Credit 2: Compact Development	
	Exceeds increasing density thresholds (At least 10 dwelling units per acre for residential and 0.75 floor-area ratio for non-residential—see Rating System for calculation and scoring details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-6	6		Credit 2: Compact Development	
	COMPACT DEVELOPMENT								

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
	<p>Does either of the following (only one required for scoring):</p> <ul style="list-style-type: none"> Includes a street or pathway into the project at least every 800 feet, and has at least 140 intersections per square mile within the project (estimate if possible). Or, only if the project has no internal streets: is surrounded (within ¼ mile) by an existing street network of at least 90 intersections per square mile (estimate if possible). 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 3: Connected Community
NEIGHBORHOOD CONNECTIONS	<p>Does all of the following:</p> <ul style="list-style-type: none"> Does not include cul-de-sacs. Includes a street or pathway into the project at least every 400 feet. Has high intersections per square mile within the project (pick just one of the following for scoring this credit): <ul style="list-style-type: none"> 300 to 400 intersections per square mile Has more than 400 intersections per square mile 	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		2		Credit 6: Street Network
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
MIXED USES	<p>Enables walking access (within ¼ mile) to the following number of existing or new land uses, clustered within neighborhood centers (pick just one of the following for scoring this credit):</p> <ul style="list-style-type: none"> 4 to 6 uses 7 to 10 uses 11 to 18 uses More than 19 uses 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 3: Mixed-Use Neighborhood Centers
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4		4	
AFFORDABLE AND DIVERSE HOUSING	<p>Uses can include commercial or civic facilities such as restaurants, schools, pharmacies, supermarkets, theatres, parks, libraries, or shops.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3			Credit 4: Mixed-Income Diverse Communities
	<p>Provides multiple housing types of different sizes, such as large and small apartments, duplexes, townhomes, and/or single-family homes. (See Rating System for detailed housing diversity thresholds).</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3			
	<p>Provides a percentage of new rental and/or for-sale housing at high levels of affordability, available for at least 15 years (See Rating System for detailed affordability thresholds).</p> <p>Provides both high levels of affordability and multiple housing types of different sizes.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1		2 3 1	

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE	
PARKING AND TRANSPORTATION DEMAND	<p>Does all of the following:</p> <ul style="list-style-type: none"> Minimizes total surface parking area (no greater than 20% of development area) and includes no individual surface lot over 2 acres. Locates any off-street parking at the side or rear of buildings (not along the sidewalk). Provides bicycle storage for building occupants, bicycle parking for visitors, and spaces for carpool or shared vehicles. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 5: Reduced Parking Footprint	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
PARKS AND RECREATION	<p>Includes shelters, benches, lighting, and information displays at all new and existing transit stops.</p> <p>Provides any or all of the following options (for scoring, award 1 point for every 2 options achieved):</p> <ul style="list-style-type: none"> Subsidized transit passes to half of regular price or cheaper. Developer-sponsored-transit services—such as a shuttle—to off-site employment centers and/or major transit facilities. Well-publicized vehicle sharing facilities on-site, or within ¼ mile walk distance. For 90% of dwelling units or non-residential space, separates the cost of a parking space from the price of dwelling units or non-residential space. A comprehensive transportation demand management (TDM) program to reduce trips by 20%. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-2	1		Credit 7: Transit Facilities	
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					Credit 8: Transportation Demand Management
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					Credit 9: Access to Civic/ Public Spaces
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					Credit 10: Access to Recreation Facilities
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					Credit 11: Visibility and Universal Design
UNIVERSAL DESIGN	<p>Provides either of the following (only one necessary to score a point):</p> <ul style="list-style-type: none"> For residential projects, universal accessibility for people of diverse abilities in 20% of dwelling units. For non-residential projects, universal accessibility for people of diverse abilities along 100% of public rights-of-way. 	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1			
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
COMMUNITY PARTICIPATION	<p>Does either of the following (pick just one for scoring):</p> <ul style="list-style-type: none"> Relies on multiple forms of community input and feedback to guide project concept and design, both before and during development. Relies on multiple forms of community input and feedback as above, but also conducts a design charrette or obtains an endorsement from a smart growth jury or program. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	2		Credit 12: Community Outreach and Involvement	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2				

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
LOCAL FOOD	Provides both of the following: Permanently set aside gardening space, free local produce shares (from within 150 miles) for residents, or proximity to a farmer's market (on-site or within ½ mile walk distance). Allows growing of produce, including in yards or on balconies, patios, or rooftops.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 13: Local Food Production
	Achieves both of the following: Is located within walking distance of a school (½ mile for elementary and middle schools; 1 mile for high schools). New school campuses included in the project are no larger than 5 acres (elementary), 10 acres (middle schools), or 15 acres (high schools).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 15: Neighborhood Schools
					44 Points Possible	40	3	NPD SUB-TOTALS
GREEN INFRASTRUCTURE AND BUILDINGS (GIB)								
CONSTRUCTION TECHNIQUES	Creates and implements an erosion and sedimentation control plan for construction activities, reducing soil erosion and downstream pollution.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 4: Construction Pollution Prevention
	Does both of the following: Preserves all heritage trees and most other noninvasive trees, especially larger ones. Preserves a proportion of previously undeveloped land (10% to 20%) on the project site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 7: Minimized Site Disturbance in Design and Construction
ENERGY EFFICIENCY AND CONSERVATION	Ninety percent of building square footage meets minimum energy efficiency requirements. (Minimum 10% improvement over ASHRAE 90.1—see Rating System for details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 2: Minimum Building Energy Efficiency
	Ninety percent of building square footage exceeds increasing thresholds for energy efficiency. (Minimum 18% improvement over ASHRAE 90.1 and/or 75 HERS Score—see Rating System for details and increasing thresholds). Orients 75% of buildings or dense blocks length-wise along east-west axes (within 15 degrees) to maximize passive and active solar access.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-2	2		Credit 2: Building Energy Efficiency
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 10: Solar Orientation

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
ENERGY PRODUCTION AND DISTRIBUTION	Generates renewable energy on-site, providing the following percentage of the project's annual electrical thermal and energy cost (pick just one for scoring):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 11: On-Site Renewable Energy Sources
	5%	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	12.5%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
ENERGY PRODUCTION AND DISTRIBUTION	Provides at least 80% of building heating and cooling through a shared neighborhood-wide system.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			Credit 12: District Heating/ Cooling
	Provides energy-efficient new neighborhood infrastructure such as traffic lights, street lights, and water and wastewater pumps (15% minimum improvement over a conventional model).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	Meets minimum requirements for water efficiency in buildings (at least 20% reduction over a baseline - see Rating System for details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			
WATER EFFICIENCY AND CONSERVATION	Exceeds increased threshold for water efficiency in buildings (at least 40% reduction over baseline—see Rating System for details).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 3: Building Water Efficiency
	Reduces water consumption for outdoor landscaping (at least 50% reduction over baseline).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			
	Is able to retain and treat all stormwater on-site from the following sizes of rainstorm (pick just one for scoring):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
STORMWATER AND WASTEWATER	80 th percentile rainstorm (more rain than 80% of storms for the past 20-40 years)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 4: Water-Efficient Landscaping
	85 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	90 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	95 th percentile rainstorm	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4			
	Treats and reuses wastewater on-site (pick just one of the following for scoring):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
25% of wastewater reused	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 8: Stormwater Management	
50% of wastewater reused	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2				
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				Credit 14: Wastewater Management

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	LEED-ND POINTS POSSIBLE	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
GREEN BUILDING PROCESS	Uses LEED or a similar green building rating system to certify at least one project building.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Required			Prereq 1: Certified Green Building
	Uses LEED or a similar green building rating system to certify the following percentages of the project's building square footage (pick just one for scoring):	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	5		Credit 1: Certified Green Buildings
	At least 10%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2			
	At least 20%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3			
	At least 30%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4			
At least 40%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5				
HISTORIC AND EXISTING BUILDING REUSE	Reuses and restores at least 20% of the existing building stock.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 5: Existing Building Use
	Includes a historic building(s), and rehabilitates if necessary.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 6: Historic Resource Preservation/Reuse
HEAT ISLANDS	Uses one of the following strategies—or a combination of the two—to reflect instead of absorb solar heat:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 9: Heat Island Reduction
	Solar-reflective roofs (usually light-colored) or vegetated roofs. Shade, open-grid pervious paving, or solar-reflective paving for at least 50% of roads, sidewalks, parking areas, and other "hardscape."	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
REUSE AND RECYCLING	Uses recycled content in at least 50% of the total mass of public infrastructure materials such as paving, road base, and water/sewer piping.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 15: Recycled Content in Infrastructure
	Provides at least four of the following five:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1			Credit 16: Solid Waste Management Infrastructure
	Recycling services for residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Hazardous waste disposal services for residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
	Composting services for residents	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Recycling receptacles on every mixed-use or nonresidential block	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
Recycling or salvaging of at least 50% of construction waste	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>					
LIGHT POLLUTION	Provides both of the following:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	1		Credit 17: Light Pollution Reduction
	Motion sensors in "shared areas" (publicly or privately owned) to reduce lighting when unoccupied and during daylight hours. Limits "light trespass" to surrounding areas by directing exterior lighting downward and reducing its brightness, especially in rural areas and residential or mixed use neighborhoods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
					29 Points Possible	14	1	GIB SUB-TOTALS

TOPIC	DOES THE PROJECT DO THE FOLLOWING?	YES	MAYBE	NO	PROJECT "YES" POINTS	PROJECT "MAYBE" POINTS	LEED-ND SOURCE CREDIT OR PREREQUISITE
INNOVATION AND DESIGN PROCESS (ID)							
INNOVATION AND EXEMPLARY PERFORMANCE	Exhibits exemplary environmental performance in areas not addressed by, or greatly exceeding, the LEED-ND rating system. Write in below (for scoring, add up to five):						Credit 1: Innovation and Exemplary Performance
	1. Public garden with fountain	<input checked="" type="checkbox"/>		<input type="checkbox"/>	4		
	2. Solar roof	<input checked="" type="checkbox"/>		<input type="checkbox"/>			
	3. Roof-to-Community Garden (in-house)	<input checked="" type="checkbox"/>		<input type="checkbox"/>			
	4. GSX Exterior Envelope	<input checked="" type="checkbox"/>		<input type="checkbox"/>			
5.	<input type="checkbox"/>		<input type="checkbox"/>				
	Employs a project team member credentialed as a LEED Accredited Professional, in smart growth by the Natural Resources Defense Council and Smart Growth America, or in new urbanism by the Congress for the New Urbanism.	<input checked="" type="checkbox"/>		<input type="checkbox"/>	1		Credit 2: LEED Accredited Professional
					6 Points Possible		ID SUB-TOTALS
REGIONAL PRIORITY CREDIT (RP)							
REGIONAL PRIORITY	Addresses geographically-specific environmental, social equity, or public health priorities. Write in below (for scoring, add one point per strategy used up to four, even if the strategy is already addressed in LEED-ND. A complete list of Regional Priority Credits is available from U.S. Green Building Council):						Credit 1: Regional Priority Credit
	1. Multi-Use-Friendly City with Health Criteria	<input checked="" type="checkbox"/>		<input type="checkbox"/>	3		
	2. Increases # of affordable units in City	<input checked="" type="checkbox"/>		<input type="checkbox"/>			
	3. Mixed generations	<input checked="" type="checkbox"/>		<input type="checkbox"/>			
	4.	<input type="checkbox"/>		<input type="checkbox"/>			
					4 Points Possible		RP SUB-TOTALS
					110 POINTS POSSIBLE		
TOTAL							
					81	4	PROJECT TOTALS (Certification Estimates)

Certified: 40-49 points Silver: 50-59 points Gold: 60-79 points Platinum: 80+ points

Total Points = 81: Platinum