

Component I: Development Proposal

December 5, 2008

Air Rights Parcels 12 and 13

Boston, MA

Submitted to
Massachusetts Turnpike Authority

Submitted by
Trinity Newbury LP
Trinity Boylston LP
Affiliates of Trinity Financial, Inc.

In association with
ICON architecture, inc.
Dimeo Construction
LeMessurier Consultants
McPhail Associates, Inc.
WilmerHale



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Executive Summary



View of Parcel 12 Looking North on Massachusetts Avenue



View of Parcel 13 Looking North on Massachusetts Avenue



View of Parcel 13 Looking East on Boylston Street

Trinity Financial is pleased to submit this response to the Massachusetts Turnpike Authority’s Request for Proposals for MTA Parcels 12 and 13. Trinity has a long and stellar track record for developing successful mixed-use projects. Founded in 1987, Trinity has completed or is currently developing over \$1.34 Billion in real estate, including over 5,300 residential units and 365,000 square feet of commercial space.

The Trinity team brings the assets and skills required for the complicated transit-oriented development of the MTA Air Rights Parcels 12 and 13. We are dedicated to building meaningful relationships with community stakeholders to form consensus plans that are tailored to the needs of specific neighborhoods. We demonstrate flexibility and cooperation when working with public authorities and agencies to ensure that the public interest is respected in the development process. Finally, the Trinity team has the skills and talent to produce high-quality luxury buildings while satisfying the requirements of investors and lenders.

Trinity proposes a transit-oriented development on Parcels 12 and 13 that is consistent with the Civic Vision for the Air Rights Parcels. The maximum height of the proposed project is fourteen (14) stories on Parcel 12; and, eleven (11) stories on Parcel 13. Combined, the program for the two parcels includes 546 units of new residential housing; implementation of Boston’s affordable housing requirements; private parking at a ratio between .5 to .75 per residential unit; approximately 35,000 square feet of ground floor retail space; and, a vastly improved pedestrian experience highlighted by a renovated bus shelter and access to the Hynes MBTA station on Boylston Street.

Community Process

The Trinity team understands that complex projects involve a variety of players – neighbors, community members, local agencies and officials – each of whom has a stake in the outcome of the project. Trinity has a record of successfully addressing concerns and interests of the community in a manner that is respectful and consistent with the goals of a project. This is particularly true in the case of Avenir, a 241 unit luxury apartment development that is now under construction and is located at the intersection of the North End, West End and Beacon Hill neighborhoods. We worked diligently to meet with active community groups, provide public presentations for neighbors, and coordinate closely with the key community organization. Because Trinity respected the parameters set by the community for the parcel development, we were able to design a building that enjoyed widespread support and allowed for an expeditious permitting process.



Avenir



Avenir



Avenir

Trinity and its team took the same approach to seeking input from stakeholders before producing the conceptual plan for this Parcel 12 and 13 proposal response. We started by using the Civic Vision for Turnpike Air Rights and the Neighborhood Association of the Back Bay design guidelines as a framework to develop the program. With initial scale and massing diagrams derived from the guidelines, we reached out to a broad cross-section of community stakeholders including: representatives from the Back Bay Association, the Neighborhood Association of the Back Bay, the Newbury Street League, the Fenway Civic Association, the Fenway Arts Studio, and the Fenway Community Development Corporation; representatives from Berklee College and the Boston Architectural College; as well as the elected officials and some abutting neighbors.

Trinity asked for input and evaluation of the initial plans and sought to integrate those additional comments into this proposal's program. We recognize that the submission of this conceptual plan marks only the beginning of a dialogue. Trinity is committed to designing a viable project that earns the support of neighbors, community groups and officials.

Coordination with Public Authorities

The majority of Trinity's development work over the past eight years has been new construction on parcels owned by public agencies. For each of Trinity's seven public housing revitalization projects totaling over 1,800 units of housing, we were designated developer by public housing authorities and entered into 99-year ground leases for the project land. Additionally, Trinity negotiated and executed 99-year ground leases with the MBTA for both The Carruth, a 116-unit development, and Avenir, a 241-unit development, which stipulated complex coordination activities to ensure rail operations during construction and into operations.

Trinity and its legal counsel understand the public agencies obligation to protect the public interest. We work cooperatively to integrate deal terms that are acceptable to the authorities while also satisfactory to the debt and equity partners that will finance the project. In negotiating the development agreement and lease of Parcels 12 and 13, Trinity will act reasonably and responsively in all interactions with the MTA.

Smart Growth and Transit-Oriented Development

Trinity has been a leader in the area of smart growth and transit-oriented development, integrating the concepts in each of its urban-focused properties. In 2006, Trinity completed the redevelopment of Maverick Landing, a distressed public housing project into a successful 396-unit mixed-income development earning LEED-certification and the Governor's Award for Smart Growth. The Carruth (adjacent to Ashmont Station) and Avenir (over North Station) are premier examples of transit-oriented developments in which residents can take advantage of city living by commuting by T, thereby limiting the parking required for the projects to substantially less than one parking space per unit.

Trinity applies the lessons learned from each development experience to improve the next project. With the MTA Parcels 12 and 13, Trinity expects to reach for an even greater measure of energy efficiency and LEED-rating. Development on these parcels will fulfill the tenets of Smart Growth by enhancing urban services and infrastructure, encouraging use of public transportation and improving the pedestrian experience.



The Carruth



The Carruth



The Carruth

Leveraging Resources to Build Top Quality Projects

Recognizing that we are building homes for residents, Trinity takes an innovative approach to high-quality design. To provide luxury quality at reasonable price points, we design our units to have efficient but very functional layouts. Our average unit size proposed for parcels 12 and 13 is less than 900 square feet, making the units more affordable to a broader group of buyers. At both Avenir and the Carruth, Trinity invited award-winning interior designer Dennis Duffy to conceive of a new standard of fashionable finishes that goes beyond the typical to appeal to a new generation of urban dwellers.

Trinity has demonstrated creativity and flexibility in order to make great projects happen. Avenir is a recent example of our ability to make changes to plans and programs to appeal to equity investors and debt providers while remaining loyal to the consensus plan approved by community stakeholders and public agencies. Avenir was originally conceived of as a condominium project, but recognizing the quickly changing market, Trinity shifted gears and restructured the project as a luxury rental project and partnered with the REIT Archstone to provide financing for the construction. Avenir remains the only building under construction on the parcels made available by the completion of the Central Artery project.

Trinity has started conversations with equity investors who are enthusiastic about the Parcels 12 and 13 project location and program. In addition to a condominium use, we are also working with a hotel operator to determine the feasibility of incorporating such a use on the parcels. Finally, Trinity has a long history of successfully integrating public financing in order to ensure that the community's vision for a project comes to fruition.

A Proven Team to Execute the Vision

Trinity's team has a well-deserved reputation for being flexible, for being honest and for building great projects. Our experience at Avenir and the Carruth highlight our capacity to listen to community stakeholders, work cooperatively with public agencies and provide high-quality luxury projects

Trinity has chosen to work with firms and individuals who have extensive and wide-ranging portfolios. In addition to designing seven of Trinity's projects, Icon Architecture has designed high end and award-winning residential projects like Park Square West and 101 Summer Street, as well as luxury Sheraton and Westin Hotels. A partner on five of Trinity's projects, Dimeo Construction is also the general contractor of the new Natick Collection residences and mall addition. In seeking the best of all team members, we have invited LeMessurier Engineering to join in this MTA proposal. LeMessurier is a top structural engineer firm and has provided invaluable consultation for the most complex of projects including the Fleet Center (now TD Banknorth Garden) and the Prudential Center Redevelopment.

Trinity has assembled a development team of highly experienced and motivated firms and individuals that will work with the MTA and the City to achieve the highest and best use of Parcels 12 and 13, while fulfilling the vision and hopes the surrounding neighborhoods have for a new, great intersection in the heart of the Boston.

1. Proposal Form

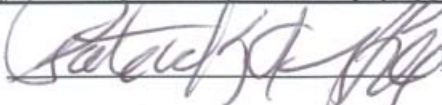
Reference is herein made to a certain Request for Proposals dated September, 2008 issued by the Massachusetts Turnpike Authority relating to Air Rights Parcels 12, 13, 14, and 15, Massachusetts Avenue/Boylston Street intersection Area, Boston (together with all figures, appendices and schedules, the "RFP"). Initial capitalized terms, unless otherwise defined herein, shall have the meanings assigned to such terms in the RFP.

The undersigned (the "Proposer") affirms that it has read and fully understands the terms and conditions set forth in the RFP, and hereby agrees to the terms and conditions thereof.

1. The Proposer hereby irrevocably submits its Lease Proposal(s) for Air Right Parcels known as Parcel(s) **12 and 13** to Mass Pike subject to the lease terms and conditions of the RFP.
2. The Proposer herewith submits a Submission Deposit in the amount of **Seventy Five Thousand Dollars (\$ 75,000) for Parcel 12 and Seventy Five Thousand Dollars (\$ 75,000) for Parcel 13**, which shall be held and disposed of in accordance with Section IV.C(2) of the RFP.
3. The Proposer agrees that all of the Proposer's expenses related to the preparation of this Proposal for Air Rights Parcel 12 and 13, and (if applicable) the consummation of the transaction contemplated hereby, including any costs related to any third party representation engaged by the Proposer, are the Proposer's sole responsibility.

Executed under seal by the duly authorized representative of the Proposer:

Name of Proposer: Trinity Newbury, Inc., General Partner of Trinity Newbury Limited Partnership (Parcel 12) and Trinity Boylston, Inc., General Partner of Trinity Boylston Limited Partnership (Parcel 13)

Signature:  Date: 12/3/08

Print Name: Patrick A. T. Lee Title: President

2. Section 40J Disclosure Statements

DISPOSITION OF REAL PROPERTY

For the purposes of disclosure pursuant to the Massachusetts General Laws, Chapter 7, Section 40J, the undersigned (the "Proposer") does hereby provide the following statement giving the true names and addresses of all persons who have or will have a direct or indirect beneficial interest in the real property defined as "Air Rights Parcels 12,13,14 and 15" in that certain Request for Proposals dated September, 2008, issued by the Massachusetts Turnpike Authority. If there are no such persons, the Proposer has indicated this by inserting the word "NONE" in the space below.

Name	Address
<u>Trinity Newbury Limited Partnership</u>	<u>40 Court Street, 8th Floor, Boston, MA 02108</u>
<u>Trinity Boylston Limited Partnership</u>	<u>40 Court Street, 8th Floor, Boston, MA 02108</u>
<u>Patrick A.T. Lee</u>	<u>67 Allerton Road, Milton, MA 02186</u>
<u>James G. Keefe</u>	<u>43 Roslin Street, Dorchester, MA 02124</u>

Note: If necessary, please attach additional names and addresses on a separate sheet of paper referencing this Statement.

This Disclosure Statement is signed under the pains and penalties of perjury on this ____ day of _____, 2008 by the duly authorized _____ of the Proposer:

Name of Proposer: **Trinity Newbury, Inc., General Partner of Trinity Newbury Limited Partnership (Parcel 12) and Trinity Boylston, Inc., General Partner of Trinity Boylston Limited Partnership (Parcel 13)**

Signature:  Date: 12/3/08

Print Name: Patrick A.T. Lee

Title: President

3. Development Team

a. Development Entity



Avenir



Avenir under construction



Avenir



Avenir

Trinity Financial, Inc. has completed or is currently developing over \$1.34 Billion in real estate, including over 5,300 residential units and 365,000 square feet of commercial space. Since 1987, Trinity Financial has pursued a distinctive vision of real estate development dedicated to revitalizing neighborhoods and strengthening cities. The specific entities that will enter into the Development Agreement and Lease with the MTA will be affiliates of Trinity Financial, Inc.: Trinity Newbury LP for Parcel 12 and Trinity Boylston LP for Parcel 13. Trinity will assume overall responsibility for the timely and successful financing, implementation, administration and management of the development of Parcels 12 and 13.

Corporate Brochures & Resumes Provided in Appendix C of Component III.

Patrick A.T. Lee, Principal, is a founding partner of Trinity Financial, Inc. and will serve as Principal-in-Charge.

Sarah Barnat, Senior Project Manager, will be primary manager for all aspects of the development effort. She will serve as contact with all public agencies, oversee team members, structure the necessary financial resources and act as liaison to residents and community stakeholders.

Frank Edwards, Vice-President of Design, will provide oversight of the architect and engineering consultants; lead the design coordination effort and bid and negotiate construction contracts with the potential general contractors.

Lawrence Sparrow, Construction Project Manager, will join the development team on a full-time basis approximately six months prior to beginning construction. He will provide daily oversight of the actual construction process and serve as the liaison between the MTA officials and engineers to coordinate construction.

Relevant Experience: Current Projects

Avenir (under construction, to be completed in July 2009)

Boston, MA

Total Development Cost: \$150M

Units: 241 residential, approximately 30,000 sf retail

Located in the heart of Boston's historic Bulfinch Triangle, Avenir is a 10-story mixed-use, transportation-oriented development with ground level retail, a 121-space parking garage, and 241 residential units, including 17 affordable units. The site is bounded by Haverhill, Canal & Causeway Streets and sits directly above the MBTA's North Station Green and Orange-Line Superstation. Currently under construction, the block-long structure includes a series of varied building masses ranging from three to ten stories, reminiscent of the scale of the historic Bulfinch Triangle. The building's parking garage on the 2nd and 3rd floor is elegantly wrapped by duplex lofts. With attractive retail, stylish interiors and its relationship to a variety of transportation links, Avenir will inevitably become one of Boston's most appealing destinations.



Franklin Hill Redevelopment



Franklin Hill Redevelopment



Washington Beech HOPE VI



Quinnipiac Terrace HOPE VI

The development of Avenir highlights Trinity's ability to meet the challenges of complex urban sites, and work closely with community stakeholders to design a building to match their expectations for a new residential that would knit neighborhoods back together. Trinity demonstrated flexibility and cooperation in negotiating a 99-year ground lease with the MBTA and constructing over the heavily utilized North Station Superstation. When the housing market shifted, Trinity confirmed its reputation for creativity and perseverance by modifying a condo program into a marketable rental development. Trinity is the developer through the end of construction, at which point the REIT Archstone Smith will implement the marketing and lease up of the luxury rental units.

Franklin Hill Redevelopment (final phase under construction, to be completed in Sept. 2009)

Dorchester, MA
Total Development Cost: \$95M
Units: 266

In 2005, Trinity Financial was designated as developer for the total redevelopment of Franklin Hill, a Boston Housing Authority 55-year-old housing development nearing the end of its useful life. Trinity's plan consists of the demolition of 366 units of public housing to make way for the new construction of 315 units of affordable rental housing. The first phase of redevelopment is complete, with 100% occupancy of the 123 units constructed. The final phase is currently under construction. New public streets and a variety of housing types are included to achieve the necessary transformation from a public housing development to a mixed-income community.

Washington Beech HOPE VI (construction expected to begin in March 2009)

Roslindale, MA
Total Development Cost: \$100 M
Units: 206

This HOPE VI redevelopment will replace 266 existing units with 191 affordable rental units and 15 affordable homeownership units. A midrise 72-unit building which will house predominantly elderly residents in 1- and 2-bedroom units, and provide community uses on the ground floor including meeting rooms, computer center, management, resident services, tenant offices, and a food pantry. The balance of the site will be 2-, 3-, 4-, and 5-bedroom townhouse units, which boast individual stoops and private back yards. A half acre central open space provides active and passive recreation for residents. Two new public streets and a private road within the site provide 149 new parking spaces and ease the flow of traffic to create a neighborhood-like atmosphere comparable to the surrounding area.

Quinnipiac Terrace HOPE VI (final construction phase expected to begin July 2009)

New Haven, CT
Total Development Cost: \$85M
Units: 220

Located in the Fair Haven neighborhood of New Haven along the Quinnipiac River, this new development creates 220 new units, transforming a severely distressed public housing development into a welcoming community. Phases 1 & 2 of construction demolished 16 buildings to construct 160 units, in both a mid-rise and townhouses, to affordable to families earning up to 60% AMI. The final phase, currently being designed and permitted, includes 40 affordable rental units and 20 market rate homeownership units. The development program will reconnect Quinnipiac Terrace to the larger Fair Haven community creating an exciting new river-front neighborhood.



Hamilton Canal District



Boston East



The Carruth



The Carruth

Hamilton Canal District (construction expected to begin in July 2009)

Lowell, MA

Total Development Cost: \$500M

Units: TBD

In August 2007, Trinity Financial was selected by the City of Lowell as Master Developer for the 15-acres of vacant and underutilized land in the heart of the City of Lowell, known as the Hamilton Canal District. Trinity's vision of a vibrant, mixed-use neighborhood spanning the Merrimack, Pawtucket and Hamilton Canals will transform the gateway of Downtown Lowell by connecting the transportation hub at the Gallagher Terminal and the Lowell Connector with the core downtown, the Arts District and the major event venues. The Master Planning process which included a series of community meetings and design/planning charrettes was completed in the summer of 2008. Phase I will be artist live/work housing developed in a renovated mill building. Construction start on Phase I is anticipated to begin in 2009. The entire project is expected to take approximately ten years to complete.

Boston East (construction expected to begin in September 2009)

East Boston, MA

Total Development Cost: \$100M

Units: 196

Strategically located on the East Boston waterfront between bustling Central Square and the newly redeveloped Maverick Landing, Boston East uniquely combines public and private uses unprecedented in East Boston. Trinity and its development partner, the East Boston CDC, were designated as developers in December 2006 by the City of Boston's Department of Neighborhood Development. The northern portion of the site will be designated for 196 units of housing. Boston East residents will enjoy breathtaking views from a building designed to evoke the sense of the historic wharfs of East Boston. With arched entryways and open spaces, the building is aesthetically appealing from both Border Street and the new Harborwalk that will run along the water edge of the site. The development will also include a level of underground parking for 140 vehicles. A maritime interpretive park will be adjacent to the residential building. The park will allow East Boston residences safe and convenient access to the harbor side. The Harborwalk will be extended along the entire length of the parcels, providing an inviting pathway along the water's edge. The southern portion of the site will be dedicated to meeting the Designated Port Area requirement for marine related industrial use.

Relevant Experience: Past Projects

The Carruth

Boston, MA

Total Development Cost: \$52.6M

Units: 74 rental, 42 condominium, 10,500sf retail

Completed: 2008

The Carruth is a transit-oriented development that involves the construction of 116 units of mixed income housing and approximately 10,000 square feet of neighborhood retail on a site directly adjacent to the MBTA's Ashmont Peabody Square Station in the heart of historic Peabody Square. The development parcel is the subject of a long-term ground lease between Trinity and the MBTA. The building is a six-story structure with one floor of neighborhood retail and five stories of housing. Floors 2-4 will include 74 affordable rental units and floors 5 and 6 will include 42 market rate condominiums. The first floor retail is occupied by Tavolo, a new Chris Douglass Restaurant, and an innovative banking concept in which a Wainwright Bank is integrated with Flat Black, an independent coffee shop. Construction concluded in the summer of 2008. For more information, visit www.thecarruth.com.



Maverick Landing



Carlton Wharf



Newport Heights

Maverick Landing

East Boston, MA

Total Development Cost: \$109M

Units: 396

Completed: 2006

Awards: 2008 Design and Planning Merit Award for Urban Design; 2006 Best Overall Development, Affordable Housing Magazine; 2004 Governor's Smart Growth Leadership Award; Recognition of Exemplary Excellence in the AIA "Show Your Green" Program

In 2001, the Boston Housing Authority was awarded a \$34 million HOPE VI award to rebuild Maverick Gardens, a deteriorated public housing development, into a new mixed income housing community. Working with development partner, the East Boston CDC, Trinity devised a four phase redevelopment plan calling for demolition of all 413 units to be replaced with 396 units in newly constructed buildings. As the first LEED certified affordable multi-family residential development in New England, the property integrates energy efficient lighting, appliances, and structural elements including photovoltaic panels. Maverick Landing is a mixed income community with 77% of the units affordable to households earning up to 60% of area median income and the remaining 23% as market rate rentals. Maverick has received national recognition for its focus on energy efficiency and serves as a model for "green" affordable housing development in New England and across the nation. The reconfiguration of the historic street pattern provides a new corridor to Boston Harbor, and reconnects Maverick to the surrounding East Boston community.

Carlton Wharf

Boston, MA

Total Development Cost: \$7M

Units: 30

Completed: 2005

Carlton Wharf, developed by Trinity with development partner East Boston CDC, represents a critical piece in the revitalization of the East Boston waterfront with 30-units of for-sale housing available to households earning between 80% and 120% of area median income. The project involved the complex Chapter 91 waterfront permitting process that Trinity completed in less than six months. The seven story building includes a mix of one-, two- and three-bedroom floorplans with magnificent views of Boston Harbor and the city skyline.

Newport Heights

Newport, RI

Total Development Cost: \$74M

Units: 299

Completed: 2006

Awards: Builder of the Year; ENERGY STAR Homes, 2005; Affirmative Action Award; Rhode Island Housing, 2006; Best Family Project Finalist; Affordable Housing Finance Magazine, 2005

Located in the North End neighborhood of Newport, RI, the Tonomy Hill housing development was one of the most distressed public housing projects in the state of Rhode Island. Completed in 2006, Newport Heights replaced 275 units of public housing with 299 newly constructed units of mixed-income rental housing, new public streets and other public infrastructure improvements. The affordable housing development is available to families earning up to 80% AMI.



Avenir



Maverick Landing



Hamilton Canal District



Boston East

b. Other Development Team Members

Trinity is committed to working with development team members who have demonstrated excellence on previous projects. The Trinity team is comprised of firms and individuals with extensive residential and commercial development experience who have collaborated on multiple projects. The team's experience working together on projects similar in scope, size and complexity will provide for an effective and integrated development effort for the MTA Parcel developments.

ICON architecture, inc. will act as the **Architect** for this project.

ICON architecture designs for the cities of tomorrow, weaving housing into the urban fabric to revitalize places, capture the public spirit and create value. Our solutions for complex urban projects are recognized by over 25 years of awards. ICON has designed over 14,000 housing units—from infill developments to urban villages to innovative adaptive use, mixing high-design condominiums with affordable housing, artist live/work communities and retail environments. We are committed to sustainability and design in the public interest.

Nancy Ludwig, FAIA, LEED AP, Principal-in-Charge, serves as President of ICON architecture, inc. Her leadership is demonstrated in her guidance of ICON's design and production staff, her technical direction of concurrent multi-million-dollar architectural projects, her sensitivity to Boston and New England contexts, and her practical know-how accumulated in the design and construction of thousands of housing units.

Richard O'Dwyer, Project Manager, Senior Principal and Director of Construction Services, has extensive experience managing large, multi-phase mixed use developments and their technical detailing and systems coordination.

Janis Mamayek AIA, LEED AP, Project Architect, brings expertise in the construction of new multi-phase, transit-oriented, urban mixed use developments. She has seamlessly managed the construction of Avenir over the MBTA North Station.

Relevant Experience

Projects with Trinity Financial (see pages 6-9 for full descriptions):

Avenir
Boston, MA

Boston East
East Boston, MA

Maverick Landing
East Boston, MA

Quinnipiac Terrace
New Haven, CT

Carlton Wharf
Boston, MA

Newport Heights
Newport, RI

Hamilton Canal District
Lowell, MA



ArtBlock 731



101 Summer Street



Auburn Court



Sheraton Hotel



Morville House

ArtBlock 731

Boston, MA

The historic Bates School stands at the center of a mixed-use development of 54 artist live/work condominiums. The new buildings emulate the surrounding rhythms and materials of the historic South End, as well as express the community-of-arts within. The two new buildings and the renovated and accessible Bates Resource Center surround a Cooperative Gallery and Sculpture Garden on Harrison Avenue. ArtBlock won the 2007 Preservation Achievement Award for Notable New Construction in Harmony with Boston's Built Environment.

Park Square West/101 Summer Street

Stamford, CT

This \$100 million mixed-use luxury housing and destination retail development sits on a 4.4 acre urban renewal site in the historic downtown core of Stamford. Situated adjacent to the city's entertainment district and Restaurant Row'. 101 Summer Street, first phase of the PSW development includes 143 residential units over street-level retail and parking. Phases 2 through 4 consist of three apartment towers with a total of 410 units. All structures will be linked into a new public/private parking structure located in the center of the site. ICON worked in association with Arrowstreet, Inc on Phase I.

Auburn Court

Cambridge, MA

Auburn Court is a 60-unit, mixed-income rental housing complex acting as the cornerstone of University Park, a mixed-use development between MIT and the historic Cambridgeport residential neighborhood. The steel-framed, 6-story midrise building anchors the project's internal corner with a tower sealed over the building entry. The wood-framed townhouses reflect the scale of the Cambridgeport housing, drawing details and gable fronts from the historic homes. Brick paved walkways, elegant fencing and lush plantings enhance walking paths and seating areas.

Portsmouth Sheraton and Westin Hotels and Conference/Exhibition Center

Portsmouth, NH

This 500,000 SF development has been designed to maximize views of the waterfront, to relate to the scale and texture of adjacent historic structures, and to serve as a major gateway to the downtown. The 180-room Sheraton includes conference facilities, luxury condos atop the hotel, and two smaller buildings edging the site contain retail and residential condos. The Westin will include 200+ rooms, 40+ condominiums, 30,000 SF of conference facility, and a 700 car parking garage.

Fenway Special Study Area

Boston, MA

Working with the Boston Redevelopment Authority and the Fenway community, ICON developed recommendations for new zoning to create a more neighborhood-oriented district.

Morville House

Boston, MA

This senior apartment building includes a new 11-story addition of 30 one-bedroom apartments. The new tower incorporates hi-tech window and wall systems that contribute to a highly energy-efficient design. A conversion to a hydronic heating system and numerous sustainable features in the new tower have resulted in dramatically lower overall energy costs.



Avenir under construction



Maverick Landing



Natick Collection



Natick Collection

Dimeo Construction Company will act as the **Construction Manager** providing full services through preconstruction and construction including planning, estimating, scheduling, procurement, commissioning and close-out.

For nearly a century, the core principles of quality, value, experience, service, excellence and tradition have served as hallmarks of Dimeo Construction Company. This third generation, privately held, family-owned and operated construction manager and builder is widely recognized throughout the northeast as a leader in providing high quality, innovative construction management and general contracting services for residential, educational, corporate, healthcare, retail, and R&D organizations. Founded in 1930 by Joseph Dimeo as a small, regional contractor, Dimeo has steadily grown to become ranked by Engineering News Record as among the top 100 construction managers in the country.

Stephen F. Rutledge, Principal-in-Charge, directs the overall operations of the company, including project administration, contract management, preconstruction planning and estimating, purchasing, construction operations and safety compliance.

Paul G. Aballo, Project Executive, will lead the entire project operation through planning, estimating, purchasing, and construction in addition to regular interface with the Owner's representative to review overall project status and specific issues.

Michael J. Fuchs, Vice President of Preconstruction Services, leads Dimeo's Technical Services Group in the delivery of preconstruction phase services.

Peter M. Eskelund, Senior Estimator/Planner, will be responsible for assisting the project team in the development of budgets and cost estimates.

Relevant Experience

Projects with Trinity Financial (see pages 6-9 for full description):

Avenir
Boston, MA

Newport Heights
Newport, RI

Maverick Landing
East Boston, MA

Quinnipiac Terrace
New Haven, CT

Carlton Wharf
Boston, MA

Natick Collection
Natick, MA

Dimeo is currently serving General Growth Properties for the new \$110 million, 215 unit residential complex at the Natick Mall in Natick, MA. This is the last portion of a \$376 million project that included mall renovations, new mall space, and various parking complexes all done while the mall remained fully operational. This 457,374 sf facility includes amenities such as concierge service, fitness center, library, billiards room, screening room, outdoor grilling area, a 35,000 sf fully landscaped "green" roof area, and structured parking for 373 vehicles. These high-end condominiums are located in two towers, one 12 stories, and the other 10, with a parking garage linking them. Construction is underway, with a scheduled opening of summer 2008.



Ocean House Hotel



Brighton Landing



Independence Wharf



Independence Wharf



Blue Cross & Blue Shield of RI

Natick Mall

Natick, MA

Dimeo served as Construction Manager for General Growth Properties for the major expansion and renovation to the Natick Mall in Natick, MA. This multi-phased project included 550,000 sf of new retail space on two floors, anchored by Nieman Marcus and Nordstrom's, and 1,750 structured parking spaces on three separate parking decks. Additionally, the project included 160,000 sf of renovations to the existing mall's common area, while the space remained completely occupied.

Ocean House Hotel

Westerly, RI

Significant site preparation and demolition were necessary before Dimeo could begin rebuilding this historic hotel with added condominiums and underground parking. The hotel is located directly on the water with a private beach adjacent to Misquamicut Beach. The \$74 million, 142,000 sf structure includes an additional 30,000 sf of porches and roof terraces. The new facility will incorporate 24 luxury residences with 48 hotel rooms and an enclosed 42-car garage. Open year round, the hotel will be host to a world class spa, indoor lap pool, three seasonal dining venues, state-of-the-art exercise venue and all hotel amenities. In addition to the hotel site, Dimeo is also constructing an eighty car surface lot across the street.

Brighton Landing

Brighton, MA

Dimeo constructed two mid-rise office buildings concurrently on a constrained site adjacent to the Massachusetts Turnpike. New Balance Inc., as anchor tenant, occupies the first 120,000 square feet of the 430,000-square-foot, mixed-use complex for its new corporate headquarters. The complex's two mid-rise buildings, one ten stories and the other seven, were built in tandem. The \$85 million development includes a 1,200-car garage and a two-story glass atrium featuring a sky bridge connecting the two buildings. Other amenities include executive parking, a full-service cafeteria and a landscaped outdoor plaza with reflecting pool. Dimeo also was the construction manager for tenant fit-outs for occupants that include VirtMed, Entercom Boston, and Newbury Comics, among others.

Independence Wharf

Boston, MA

This \$33 million project was built on a waterfront site in downtown Boston. The 14-story, 370,000 sf office building underwent a rebirth to Class A office space with flexible floor plans, new lobby/restaurants, a 120-car parking garage located on the second floor, dramatic harbor and city views, and easy access to subway, commuter rail, water shuttle and bus routes. Dimeo's project scope included interior and exterior demolition; asbestos abatement; site work; a new glass curtainwall façade; brick and pre-cast masonry; a new roof; new mechanical, electrical & fire protection systems; and interior lobby finishes.

Blue Cross & Blue Shield of Rhode Island

Providence, RI

This \$80 million, 13 story office building plus a rooftop mechanical penthouse consists of 325,000 sf of open landscaped offices and private offices, seven elevators, two stair towers at the core, a cafeteria, and a small fitness center. The project is designed to be LEED Silver certified. The building is being constructed on a pad site above an existing three level underground parking garage.

LeMessurier Consultants

LeMessurier Consultants will act as the **Structural Engineer** for this project.

LeMessurier Consultants, located in Cambridge, Massachusetts, is a structural engineering consulting firm. Since 1961 our organization has been providing structural engineering services on projects ranging from private residences to multi-million dollar complexes. Guided by seven Professional Engineer Principals and six Associates, the organization's experience includes facilities for airports, transportation, commerce, research and development, education, athletics, housing, health care, public use, and recreation. Its professional engineering staff is accomplished in the design of structures using structural steel, aluminum, regular reinforced concrete, precast concrete, prestressed concrete, brick and stone masonry, timber, epoxies, and visco elastic materials. However complex and elaborate some of its projects have been, the group takes particular interest in finding direct and simple solutions to design problems.

The goal of the firm for each project is to provide excellent services and a superior product on schedule and within budget. As a project is set up, a team is assigned the responsibility of organizing, scheduling, budgeting, and tracking the progress of all phases of work, in order to create a management framework in which designers can work creatively and efficiently. While each group of planners, architects, engineers and specialists is responsible for the technical quality and timely completion of its work, the LeMessurier Consultants team helps to coordinate, direct, and pace the overall effort.

Mysore V. Ravindra, P.E., President, joined LeMessurier Consultants in 1968, becoming President in 1991. Prior to joining LeMessurier Consultants, Mr. Ravindra was associated for eight years with international contracting and design firms in Europe and India as well as in the United States.

Peter J. Cheever, P.E., Executive Vice President and Project Manager, is responsible for overall project development and implementation of structural design, structural contract drawings and specifications, and construction phase review. Mr. Cheever began his career with LeMessurier Consultants in 1976, becoming an Associate in 1987, Vice President in 1991 and Executive Vice President in 2006.

Relevant Experience

Fleet Center

Boston, MA

The urban location near a major transportation center provided a set of complex structural engineering challenges. Constraints included existing Boston Garden, future Central Artery, MBTA 5-level parking garage with relocated Green Line and new MBTA commuter rail platform with thousands of passengers each day. The 3-dimensional physical constraints were further complicated by the fourth dimension--time. Each planned project has a schedule tied to funding, design and construction with interdependent sequences which must be carefully coordinated. The new facility's structural frame had to satisfy an array of loading conditions posed by the planned activities within, in addition to ensuring safe passage by thousands of commuters and Garden Event-goers.



Fleet Center



Prudential Center



One Cambridge Center



500 Boylston Street



125 Summer Street

Prudential Center Redevelopment

Retail

Boston, MA

The Retail Phase was a project covering 27 contiguous acres of existing and proposed structures in Boston. The site consisted of several separate use buildings on top of a three-level parking garage bisected by the Massachusetts Turnpike/ Consolidated Rail Corp. tunnel. New one- and two-level structures were added onto the existing structure by utilizing the reserve capacity of the existing columns and foundations.

Copley Place Expansion and Residential Tower

Boston, MA

A new low-rise podium will be constructed above the existing Plaza over the Massachusetts Turnpike, providing 53,000 square feet of expansion space for the existing Nieman Marcus store, while also supporting the 625 ft Copley Place Tower which houses 692,000 square feet of Condominium residential space. The project also includes street-level retail space, pedestrian links to the existing Copley Place complex, and improvements to the Massachusetts Turnpike structures.

One Cambridge Center

Cambridge, MA

One Cambridge Center in Cambridge, Massachusetts is a 13-story office building which was designed to straddle an existing ballroom of the adjacent Marriott Hotel and an existing MBTA power station building. Seven steel transfer trusses, the largest being two stories deep and spanning 140 feet, were required to transfer ten stories of office building to the exterior of the building.

500 Boylston Street Office Building and Garage

Boston, MA

Slurry wall construction for 3-story parking garage below office/retail complex in Boston Back Bay. Project site was immediately adjacent to Boston Landmark Trinity Church across Clarendon Street and the MBTA Greenline tunnel in Boylston Street. The 25-story superstructure is founded on 6'-0" thick foundation mat bearing on clay. The 6-story low-rise is founded on spread footings, hold down piles (tension piles) and 24" pressure slab designed to resist a hydrostatic head of approximately 25'-0".

125 Summer Street

Boston, MA

The project site, located in downtown Boston with the building and property line coinciding with four major streets, provided an interesting and unique structural problem. The site was occupied by four older 5 to 6-story buildings that would be demolished to make way for the new construction. However, the existing building's facade, approximately 70'-0" high had to be maintained on three sides of the building whose foundation was located only 4'-0" below grade, and to make the project viable, a 5-story underground garage had to be constructed for parking on top of which was a 300 ft. high 24-story office building.



Geotechnical Engineers

McPhail Associates, Inc. will serve as the project's **geotechnical and geoenvironmental engineer.**

The engineering firm of McPhail Associates, Inc. was established in 1976 by the late Robert E. McPhail, P.E. to provide consulting geotechnical engineering services to Developers, Institutions, Corporate Clients, Architects, Engineers and Contractors engaged primarily in the construction, development and redevelopment of real estate property.

The corporate office is located in Cambridge, Massachusetts, where we have engineering and laboratory testing facilities for the professional staff which is comprised of individuals with backgrounds in Civil Engineering, Geotechnical Engineering, and Geology. All of the project management staff have advanced degrees in geotechnical engineering or related disciplines such as engineering geology. Our key professional staff have had extensive experience in all aspects of site characterization including subsurface investigations, geotechnical analysis and design, geoenvironmental site assessment and remediation, design assistance to structural engineers and architects, and construction monitoring for more than 4,000 projects valued at more than 20 billion dollars that include multi-story buildings, below-grade structures, air rights development, waterfront development, heavy civil construction, environmental remediation and implementation of complex remedial response actions.

Ambrose J. Donovan, President, has acquired extensive geotechnical and geoenvironmental engineering experience covering a wide range of projects in the Greater Boston area. His experience includes geotechnical analysis and design, construction monitoring and project coordination with other design professionals.

Gary M. O'Neil, Principal, has extensive experience including geotechnical analysis and design, construction control and project coordination for building foundations, waterfront structures and rapid transit construction. Further, he has provided consultation, design and monitoring services for building and tunnel projects requiring braced earth support systems, underpinning and groundwater control systems.

Chris M. Erikson, Principal, has over 22 years of experience including subsurface explorations and characterization, geotechnical analysis and design, geotechnical instrumentation, construction control and project coordination. His experience includes particular emphasis on deep excavations and foundation support for building and transportation projects in urban areas.

Amy E. Dearth, Project Engineer, has served as a geotechnical engineer for a variety of geotechnical and geoenvironmental projects with McPhail Associates. Her responsibilities have included coordination of field exploration programs, geotechnical analysis and design, geotechnical instrumentation, design assistance in preparing construction documents, and project coordination with other disciplines.

Relevant Experience

The following is a partial list of projects in the Greater Boston area for which the key personnel of McPhail Associates, Inc. are currently or have been responsible for the geotechnical engineering design, geoenvironmental consultation or major geotechnical construction consultation:

Intercontinental Hotel and Residences; Boston (Air Rights - Completed)	East and West Office Buildings, World Trade Center; South Boston
Archstone Avenir (Bulfinch Parcel 1A); Boston (Air Rights - Nearing Completion)	Harvard University Institute for Medicine; Boston
The Merano (Bulfinch Parcel 1B); Boston (Air Rights - Design Phase)	Shriner's Institute; Boston
Waterside Place; South Boston (Air Rights - Design Phase)	The Liberty Hotel; Boston
MTA Parcel 24; Chinatown (Ongoing)	Jury's Hotel; Boston
Fan Pier; South Boston (Ongoing)	Maverick Gardens and Carlton Wharf Housing; East Boston
The New Museum of Fine Arts; Boston (Ongoing)	University Park at M.I.T.; Cambridge
M.G.H. Building For The Third Century; Boston (Ongoing)	Ellison and Blake Buildings, MGH; Boston
Simmons College, School of Management; Boston (Ongoing)	MIT Graduate Housing; Cambridge
Gardner Museum Expansion; Boston (Ongoing)	International Place; Boston
Cambridge Public Library; Cambridge (Ongoing)	Trinity Church Renovations; Boston
MIT Cancer Research Facility; Cambridge (Ongoing)	Parkside on Boston Common; Boston
Newton North High School; Newton (Ongoing)	M.I.T. Biology Building; Cambridge
Franklin Hill Housing; Boston (Ongoing)	Boston Common Garage; Boston
Westin Waterfront Hotel; South Boston	Federal Reserve Bank of Boston; Boston
1330 Boylston Street; Fenway	Boston Latin High School Addition; Boston
Trilogy Mixed-Use Development; Fenway	Portland Place; Boston
Renaissance Boston Waterfront Hotel; South Boston	75 State Street; Boston
Waterfront Residences; South Boston	125 Summer Street; Boston
M.G.H. Yawkey Outpatient Building; Boston The Metropolitan; Chinatown	Lafayette Place; Boston
Tufts University Family Center for Biomedical Research; Boston	Boston Police Headquarters; Boston
Brigham & Women's Center for Advanced Medicine; Boston	Langham Court; Boston
Seaport Hotel, World Trade Center; South Boston	1601 Washington Street; Boston
	Harrison Commons; Boston
	The Devonshire; Boston
	Memorial Hall, Harvard University; Cambridge
	Boston University Engineering Sciences Complex; Boston
	Tufts Biological Research Building; Boston
	Northeastern Law School; Boston
	45 Province Street; Boston



WilmerHale will serve as the project's **legal counsel**.

WilmerHale's more than 1,100 lawyers serve the legal needs of a wide variety of local, national and international clients from our headquarters in Boston and Washington, D.C., and offices in nine other cities in the US, Europe and Asia. Our practice includes more than 200 seasoned corporate transactional lawyers and business counselors; nearly 100 attorneys and patent agents who hold scientific or technical degrees; 350 litigators with unmatched trial, appellate, Supreme Court and arbitration experience; preeminent regulatory practices in financial services, antitrust, communications, FDA, securities, trade and other areas, including over 100 lawyers who have held high-level government positions; extensive international capabilities and cross-border experience; and hundreds of other lawyers who handle real estate, bankruptcy, environmental, labor and employment, private client and tax matters.

The real estate practice of WilmerHale spans the industry, from institutional debt and equity, development projects and real estate capital management to corporate real estate services and foreign investment. With significant experience not only in real estate, but also in tax, litigation, securities and environmental matters, our lawyers serve institutional investors, developers, capital sources, operators and tenants of all types of real estate throughout the US and across the globe. Our Real Estate Group consists of over 30 core real estate attorneys in Boston, New York and Washington, DC with experience in all product types: office, retail, multi-family residential, affordable housing, senior living, hotel and hospitality, mixed use, laboratory, research and development and industrial.

We have served as general counsel to Trinity Financial since its inception. Relevant to this proposal is our representation of Trinity on its Avenir and Carruth projects, two major transit-oriented mixed-use developments. The Avenir, a 241-unit residential apartment and retail project, was the first project built over the Big Dig in Boston, located on air rights directly above the North Station Green and Orange-Line Superstation leased from the Massachusetts Bay Transportation Authority. The Carruth is a transit-oriented development on premises leased from the MBTA involving the construction of 116 units of mixed income housing and approximately 10,000 square feet of neighborhood retail uses on a site directly adjacent to the MBTA's Ashmont Station at Peabody Square in Dorchester.

Katherine Bachman, a partner in our Real Estate group, will serve as the lead partner on this project. Ms. Bachman's practice covers a broad spectrum of real estate development and financial transactions, including the representation of investors and developers in office, industrial, and research and development facilities and residential developments.

4. Development Approach

a. Development Program

The intersection of Boylston Street, Massachusetts Avenue and Newbury Street has the potential to become a great intersection of neighborhoods that is no longer a place to pass over, but a destination itself. New development on Parcels 12 and 13 will integrate the beauty and vibrancy of the Back Bay and Fenway. It will extend the lively retail corridor of Boylston and Newbury Street creating new places for people to meet, dine and shop. And, most importantly, it will create a street edge and pleasant pedestrian experience that has been lacking since the creation of the MassPike.

The scale and massing of the proposed buildings respects the Civic Vision for Turnpike Air Rights published in June 2000. In conceptualizing the plan for these parcels, this proposal seeks to balance the need for scale and massing with the financial considerations of building over air rights parcels. In addition, the proposed plan fulfills the community's request that the building is designed to complement the surrounding neighborhood. The maximum height on Parcel 12 is designed to reach 14 stories on Mass Ave, stepping down to 9 stories as it wraps the corner, then 6 stories along Boylston and Newbury Streets. On Parcel 13, the building is 11 stories, to match the height of 360 Newbury Street, and then steps down to 6 stories along Boylston Street. (See sections on Page 29)

i. Program Areas

Parcel 12

Floor Level	Retail	Parking	Lobby	Housing	Service/Other	GSF
1st / P1	21,987	14,000	3,200	0	15,238	54,425
1st / P2	0	14,000	0	0	540	14,540
2nd / P3	0	14,000	0	30,580	6,804	51,384
3rd / P4	0	14,000	0	30,580	6,804	51,384
4th / P5	0	14,000	0	30,580	6,804	51,384
5th	0	0	0	39,450	8,080	47,530
6th	0	0	0	39,450	8,080	47,530
7th	0	0	0	25,000	5,100	30,100
8th	0	0	0	25,000	5,100	30,100
9th	0	0	0	25,000	5,100	30,100
10th	0	0	0	15,500	3,163	18,663
11th	0	0	0	15,500	3,163	18,663
12th	0	0	0	13,200	2,700	15,900
13th	0	0	0	13,200	2,700	15,900
14th	0	0	0	13,200	2,700	15,900
	21,987	70,000	3,200	316,240	82,076	493,503

Parcel 13

Floor Level	Retail	Parking	Lobby	Housing	Service/Other	GSF
Basement / P1		11,331	0	0	555	11,886
1st / P2	12,808	11,331	2,159	0	3,939	30,237
1st / P3	0	11,331	0	0	555	11,886
2nd	0	0	0	23,100	5,066	28,166
3rd	0	0	0	23,100	5,066	28,166
4th	0	0	0	23,100	5,066	28,166
5th	0	0	0	23,100	5,066	28,166
6th	0	0	0	23,100	5,066	28,166
7th	0	0	0	10,150	2,221	12,371
8th	0	0	0	10,150	2,221	12,371
9th	0	0	0	10,150	2,221	12,371
10th	0	0	0	10,150	2,221	12,371
11th	0	0	0	10,150	2,221	12,371
	12,808	33,993	2,159	166,250	41,482	256,692

ii. Land uses

Similar to the surrounding neighborhood, Trinity proposes a mix of uses in the buildings on Parcels 12 and 13. The ground floors will incorporate retail, residential lobbies, vehicular entries and access to public transportation. The proposed plan dedicates the upper floors as residential condominiums. However, it is our intention to remain open to a potential hotel use on the upper floors that may be acceptable to the community.

Ground Floor

The ground floor use of Parcels 12 and 13 will include retail establishments, residential lobbies and access points for public transportation. It is anticipated that approximately 32,000 square feet of the ground floor space in Parcels 12 and 13 will be dedicated to retail establishments that will open directly onto the street. This area will be sub-divided according to the nature and needs of the potential small-retail tenants. There will be multiple entries to the residential space on the upper floors – each with a secure lobby. It is also anticipated that the bus stop adjacent to Parcel 12 will be incorporated into the ground floor of that building. Finally, the development team will work closely with the MBTA to investigate the possibility of incorporating the dormant Hynes MBTA Station entrance/exit into the ground floor of Parcel 13 so that there is direct access to Boylston Street.

Upper Floors

The proposed program for Parcels 12 and 13 at this time includes 546 residential condominiums. The proposed unit size and type for the Parcels is as follows:

Parcel 12	# of Units	NSF of Units	# of Market Units	# of on-site Affordable Units
Lofts	22	830	21	1
One Bedroom	175	750	166	9
Two Bedroom	169	990	161	8
Total Parcel 12	366	Average: 866	348	18

Parcel 13	# of Units	NSF of Units	# of Market Units	# of on-site Affordable Units
One Bedroom	90	750	86	4
Two Bedroom	90	990	85	5
Total Parcel 13	180	Average: 870	171	9

Trinity will meet the requirements of the Mayor’s Order Relative to Inclusionary Development Policy. In our conversations with members of the Back Bay and Fenway communities, we heard some residents advocating for on-site affordable units and some advocating for assistance for off-site units. Accordingly, we are proposing both. At this time it is contemplated that the program will include 5% of the affordable units built on-site as affordable or a total of 27 units of affordable housing. Of the 27 units, half would be available to households earning up to 80% AMI and half would be available to households earning up to 100% AMI.

For the remaining affordable units required under the IDP, Trinity will provide a substantial cash contribution to subsidize affordable housing in an off-site development. It is anticipated that such a cash contribution would be at least \$8.8 million given the current program. Trinity is committed to applying our experience in developing affordable housing to ensure that the Inclusionary Development Policy is implemented effectively for MTA Parcels 12 and 13.

iii. Parking

Structured parking will be provided at a ratio of .5 to .75 parking spaces per unit. The majority of the parking will be wrapped by retail or residential uses so that the garages are not visually apparent from the street. The proposed parking program is as follows:

	Units	Spaces	Parking Ratio
Parcel 12	366	230	.63
Parcel 13	180	129	.72

b. Community Uses and Benefits

Trinity is committed to building more than just bricks and mortar. Developing real estate provides job opportunities, makes communities more livable, and builds homes for new residents. The proposed development projects will impact neighbors and businesses in a number of positive ways, including:

- Job Creation: an estimated 30 to 40 jobs during development; an estimated 500 to 600 new construction jobs; and, and estimated 45 to 55 new permanent positions during operation (and more should we elect to include a hotel use).
- New tax revenue of approximately \$4.5 million per year given the current program.
- Renovation of the Massachusetts Avenue/Urban Ring Bus Stop.
- Reconfiguration and activation of the Hynes MBTA Station entrance/exit on Boylston Street. The developer will investigate the possibility of making the new entrance/exit handicap accessible.
- Completion of the street edges along Boylston Street, Newbury Street and Massachusetts Ave to shield pedestrians from the crossing over the Mass Pike.
- Collaboration with the City of Boston's Transportation Department to improve pedestrian and traffic flow.
- Creation of 27 units of on-site affordable housing for families earning up to 80% AMI and 100% AMI.
- Contribution of a cash subsidy of at least \$8.8 million given proposed plan to underwrite the cost of off-site affordable housing.

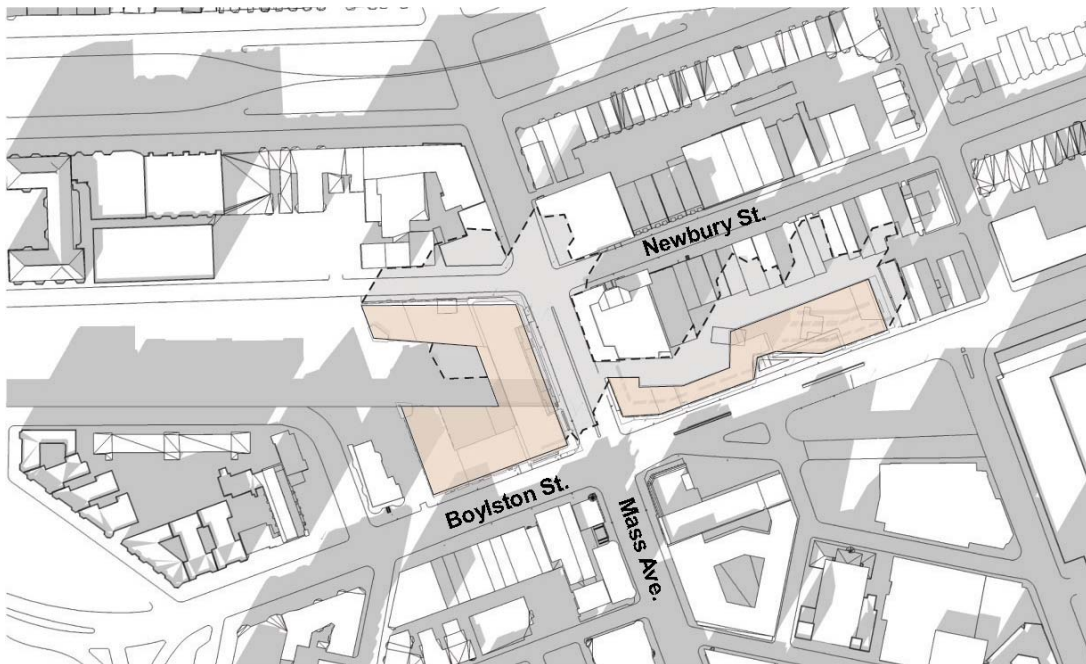
c. Building and Site Design Description

The development on Parcel 12 is designed to re-knit the neighborhoods, strongly connecting the Back Bay Newbury Street corridor to the Fenway neighborhood edge. While the design limits the size of the deck over the Turnpike to control costs for the project, it fully wraps the Turnpike edges to restore the urban realm. The complex is envisioned as a series of buildings.

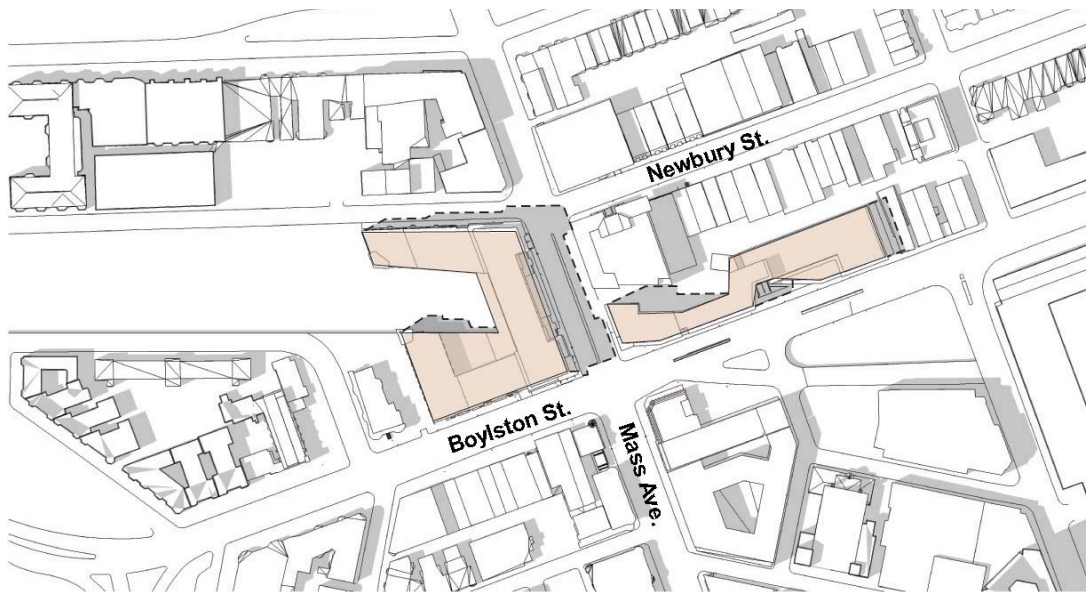


Parcel 12

- *The Massachusetts Avenue building* is a fourteen story building of 161 feet height extending along Massachusetts Avenue. The Mass Ave/Boylston Street corner is accentuated by a bay, marking the residential entry, and engaging the long views up Boylston and Mass Ave. The Newbury Street corner of the building projects over the Turnpike entry, creating a visual focus/termination for the Newbury Street corridor. A series of stepped volumes aligns with Mass Ave, ranging from five to seven stories at the back-of-the-sidewalk edge, and rising in height as the building steps back from the street. The building is traditionally detailed with a masonry façade and punched windows and broad street level storefronts; upper level bays and recesses maintain the scale and rhythm of Back Bay facades. A three story penthouse, set back 20 feet and clad in glass and metal panel, opens long views for the upper story residential units, and adds a jewel-like crown to the building.
- *The Boylston Street wing* steps down to nine stories along the street, and further diminishes to 6 stories as it turns to meet the edge of the site along the Turnpike. Envisioned to be clad in a different masonry, it too provides a strong base, middle and top, alternating material as the building rises. A strong retail street edge is extended up Boylston Street. The multilevel parking garage is entered along the elevation at a recess in the facade between the Mass Avenue building and the Boylston Street wing.
- *The Newbury Street wing* repeats the scale and materials of the Boylston Street wing. It accommodates both the existing MBTA vent structure and the MassPike on-ramp.
- *The view from the Mass Turnpike* – to cars driving into the city, creates a welcoming form, wrapping the edges of the Turnpike and stepping down at the ends of the building towards the ground. From this view, the building steps back above the garage to provide a roof garden acting as both a visual and physical buffer to the turnpike traffic below.
- *Shadow studies* for the development illustrate that the shadows cast by the proposed Parcel 12 and Parcel 13 buildings do not impact on Newbury Street or Commonwealth Avenue (shadows do not extend beyond shadows from existing buildings). Mass Ave is impacted by the new shadow, clearly because no building ever sat in this location before. We recognize that artists at the Fenway studios have noted that they are sensitive to building materials that impact the northern light and ambient light conditions. We will work with the Fenway studio community to review our exterior material selection.



Winter Shadow Study



Summer Shadow Study

Other program elements include:

- *Parking* is provided in a multi-level garage accessed from Boylston Street, accessed from Boylston Street, and founded on top of the deck covering the Turnpike. The five-level garage will provide parking in the ratio of .64 spaces per residential unit, appropriate given the transit oriented nature of this site.
- *MBTA Bus Service/Urban Ring connection* is maintained along the western side of Mass Ave, incorporating the busstop into the retail façade with a signature canopy to signal the transit nature of the use.
- *Retail* enlivens all street edges, with broad storefronts. A service corridor and loading dock are envisioned to be accessed from Boylston Street and potentially from Newbury Street.
- *Housing* – 366 units of condominiums are provided. Given the scale of the block, two separate residential entries and elevator cores have been provided to allow the flexibility of access for residents. Given the scale of the residential use, a hotel may be considered for all or part of the residential component.

The development on Parcel 13 restores over 400 linear feet of Boylston Back Bay street frontage, while at the same time minimizing the deck built over the Turnpike. The development is designed as a series of building, stepping in scale from a six-story massing at the eastern edge of the site, to an eleven-story expression with bay at the corner of Mass Ave and Boylston Street. The structure also steps back from Boylston Street, allowing a lower scaled retail pavilion to emerge and edge a new landscaped plaza.

The building is clad with a mix of masonry, cast stone and metal panel. The character of the building transitions from a traditionally scaled brick structure with punched window openings on its eastern side, to a more contemporary glass and metal clad structure with broad glass areas at the Boylston/Mass Ave corner. Given the southern orientation, the windows are highlighted by “hoods” that will shade the windows in summer. The upper levels are distinguished by metal panels and vertical ribs that connect the upper story penthouses to the masonry mass below.



Parcel 13

Other program elements include:

- *Parking* is via a three-level structure placed against the existing alley to the north and providing up to 129 parking spaces at a ratio of .72 spaces per unit. The garage levels are not interconnected; rather, the lower level (approximately at the grade of Boylston Street) will be accessed off of Boylston Street at the eastern end of the site; the upper tray of parking will be accessed from the existing alley ramp at the rear of the site. The existing alley ramp will be upgraded as it provides access to the rear of Newbury Street retail shops and the NStar substation, via easement across the parcel.
- *MBTA Hynes Convention Center Station Access* will be provided. Although further queries with the MBTA are required, it is expected that the Hynes MBTA Station headhouses will be incorporated into the ground floor of Parcel 13. We will investigate the possibility of creating a handicap accessible entrance/exit. The MBTA station access will be visible along the retail façade.
- *Retail and Signage* enliven the street and the plaza, fully aligned along the Boylston Street façade and wrapping along Mass Ave. Although the structural deck will not fully cover the turnpike at Mass Ave, we envision that the open Mass Ave crossing over the Turnpike will be edged by street level graphic displays to diminish noise and views into the Turnpike from the street. This approach will also provide a 50'-62' set back from 360 Newbury, allowing light and air to those residences.
- *Housing* of 180 residential units is proposed. A central entry and elevator core, at the back of the Boylston Street Plaza, allows a semi-private entry for residents. A broad canopy marks this entry.
- *A new Landscaped Plaza* steps back off of Boylston Street at an angle, marking the geometry of the Turnpike below. This edge is not only symbolic of the historic shift in transportation grids through the Back Bay, but allows the existing roadway decking supporting Boylston Street in the area to remain. The plaza engages all of the pedestrian circulation for the building, including the retail storefronts, the restored MBTA ingress/egress, and the residential entry.
- *Public transportation facilities* - The entry to the Green Line MBTA station will be sheltered amidst the retail area of the building.
- *Building location* fills in the gaps along Boylston with appropriately scaled elements, maintaining the street edge along both streets
- *Scale and massing* – A six story height transitions to an 11-story height at the corner. A smaller retail mass aligns with the street and edges the plaza. The building length is broken down into smaller scale facades with the character and rhythm of the surrounding districts.

- *Height* – The building transitions from six to eleven stories, matching that of 360 Newbury Street. Building shadows are relatively in keeping with those of the surrounding district due to the heights used.
- *Design Character* is rendered to include signage, awnings and open storefronts at street level transitioning into smaller scaled elements at the penthouse level.

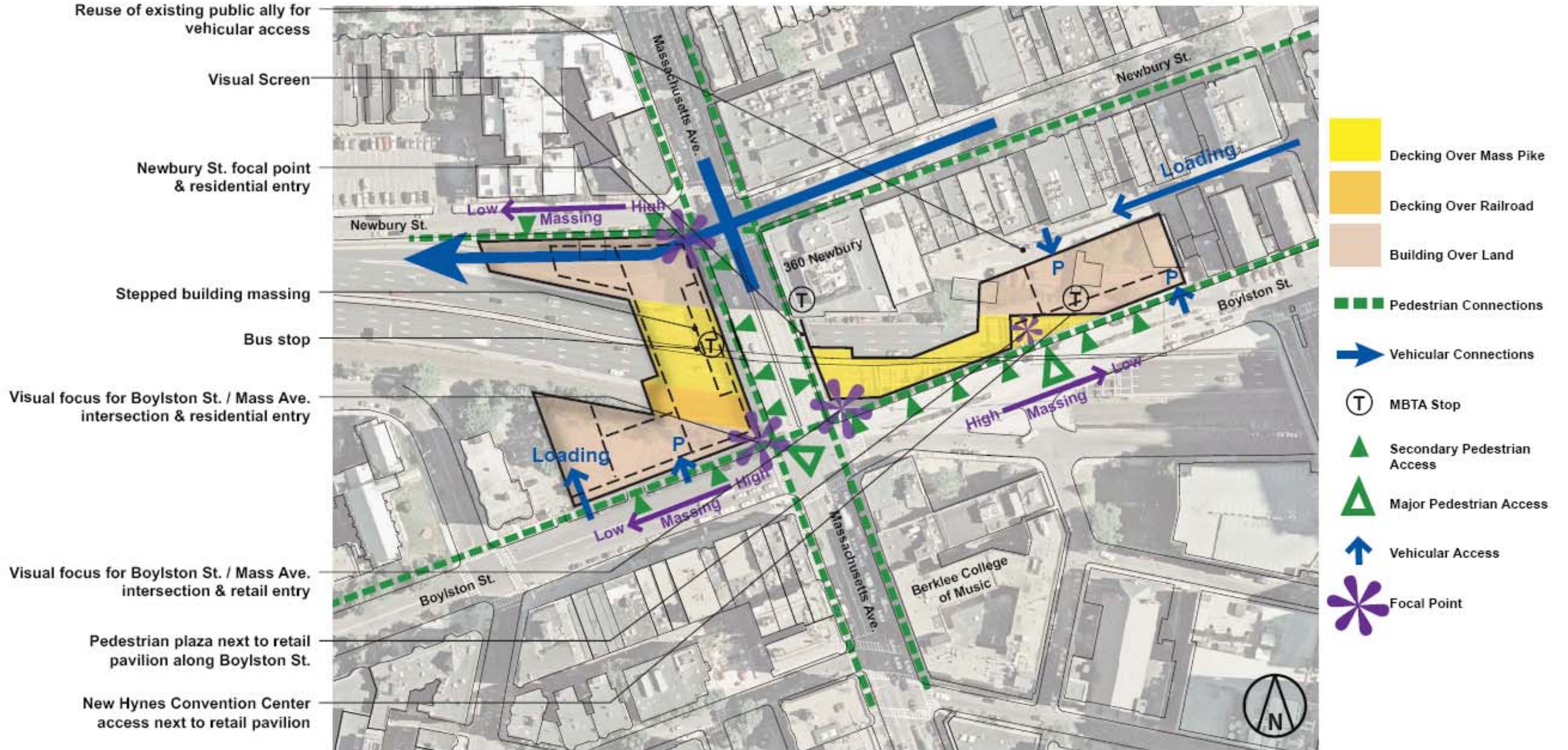
Integration of Design Guidelines: The plan recognizes the design guidelines of the Civic Vision and of the Neighborhood Association of the Back Bay in fostering a lively pedestrian-friendly public realm along Massachusetts Avenue and Boylston Street. Upper floors align with the goals for housing use with a low traffic generation. Street level use is given over to retail that will hopefully spawn a diverse mix of independent businesses. Improved access to public transportation is integrated into the proposed program. Parking is entirely hidden from view of either street, and separates access between the alley and an entry off of Boylston Street. Specific public realm design guidelines are addressed in the following manner:

- *Sidewalks* -- The building aligns with neighboring structures, forming a street wall and allowing as wide a sidewalk as possible.
- *Public transportation facilities* – On Parcel 12 the bus shelter is brought indoors along the retail frontage on Massachusetts Avenue. On Parcel 13 the dormant Hynes MBTA station will be integrated into the ground floor.
- *Building location* – The buildings will completely shields views to the turnpike from Massachusetts Avenue and lengths of Boylston and Newbury Streets.
- *Scale and massing* –The buildings are broken down into smaller scale facades with the character and rhythm of the surrounding districts. Upper levels step back from the street by at least twenty feet.
- *Height* – On the parcels, a six story height transitions to a nine-story height and up to the fourteen story height at the corners of Parcel 12.
- *Design Character* – The buildings are rendered to include signage, awnings and open storefronts at street level transitioning into smaller scaled elements as the buildings step back from the street.

Sustainable Design Principles: The team of Trinity, ICON and Dimeo built the first LEED-certified mixed-income housing in Boston – Maverick Landing. This same team will make sure that this project not only complies with the City of Boston’s Article 37 Green Building standards and the Governor’s Executive Order 484 (Leading by Example – Clean Energy and Efficient Buildings) but will seek to achieve LEED Gold Certification. The project will strive for the responsible use of resources, including energy, water, and materials, while providing a healthy and comfortable environment for its occupants. Specifically:

- *Sustainable sites* -- The mixed-use project will re-link a significant physical barrier – the railroad tracks and turnpike – that has been a scar in the city forever. With convenient access to bus and MBTA and Rail lines, urban amenities are within easy reach. To minimize urban heat-gain and to save energy, the project will have a light-colored roofing system and areas of green roof.
- *Water efficiency* – site runoff will be recharged into the ground, using the most up-to-date technology available.
- *Energy and atmosphere* -- The project is targeting a 21% reduction in energy consumption over the minimum ASHRAE standards. To ensure optimal performance, the building systems will be reviewed by a commissioning agent. No CFCs will be used in cooling or refrigeration equipment. Lighting design will minimize the amount of installed lighting in part by taking into consideration daylighting and will include local controls, high efficiency lamps and ballasts, and occupancy sensors. Given the residential use, all units will include EnergyStar rated lighting and appliances. Residents will be separately metered for gas and electric usage, promoting energy awareness and responsibility.
- *Materials and resources* – Regional materials with high recycled content and renewable characteristics will be targeted for this project. The building will provide space for the collection and storage of future recyclables. In addition, the project team will achieve at least a 50% target for recycling of construction waste.
- *Indoor environmental quality* -- The project will create a healthy indoor environment for occupants with particular attention paid to providing appropriate ventilation and fresh air and minimizing volatile organic compounds, and will optimize the use of daylight and views.

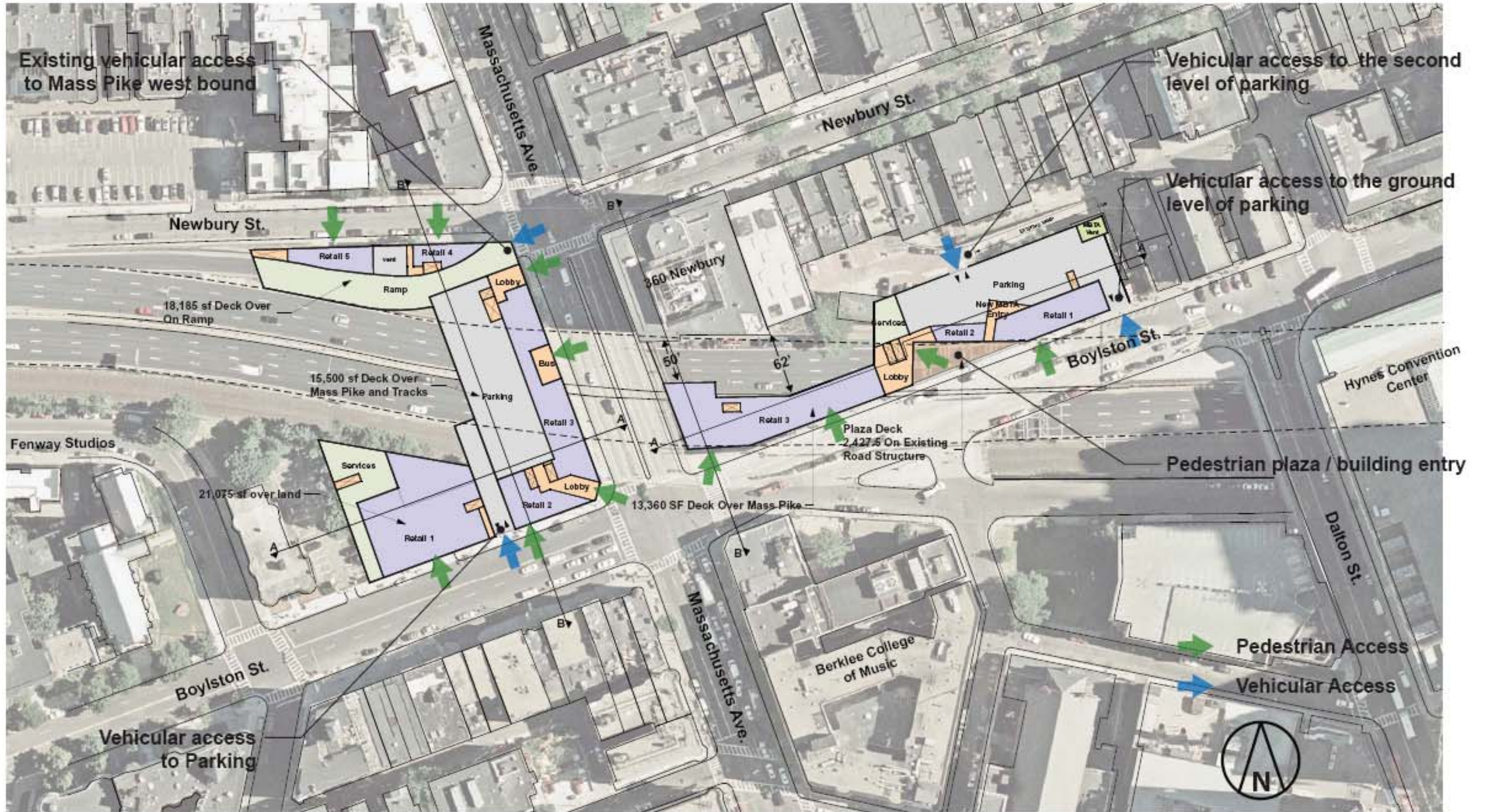
d. Design Drawings



MTA Air Rights Parcels 12 & 13

Prepared for Trinity Newbury LP & Trinity Boylston LP
 Prepared by ICON architecture, inc
 December 5, 2008

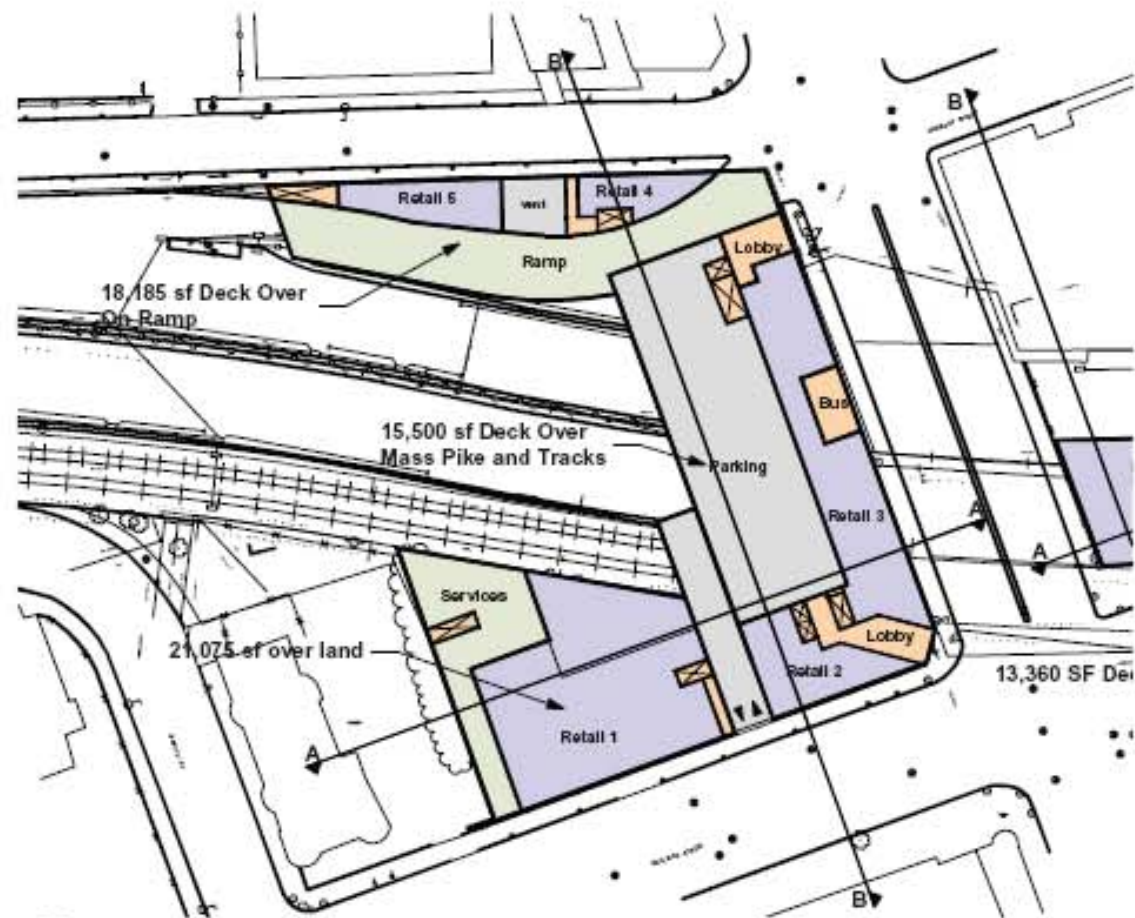
Design Intent Site Plan



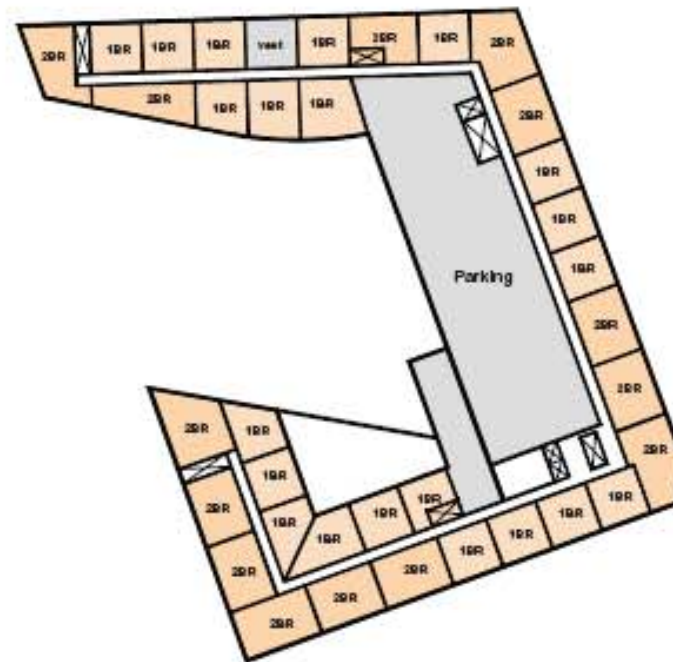
MTA Air Rights Parcels 12 & 13

Prepared for TTrinity Newbury LP & Trinity Boylston LP
 Prepared by ICON architecture, inc
 December 5, 2008

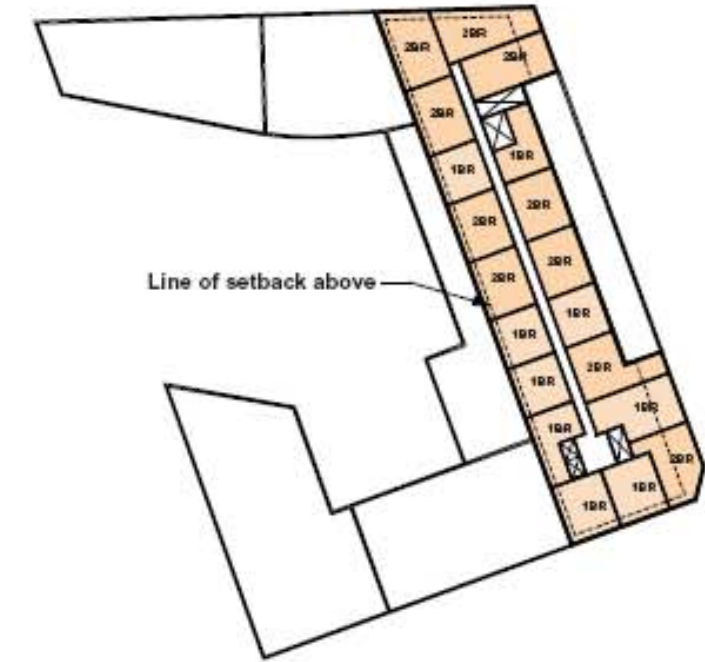
Site Plan



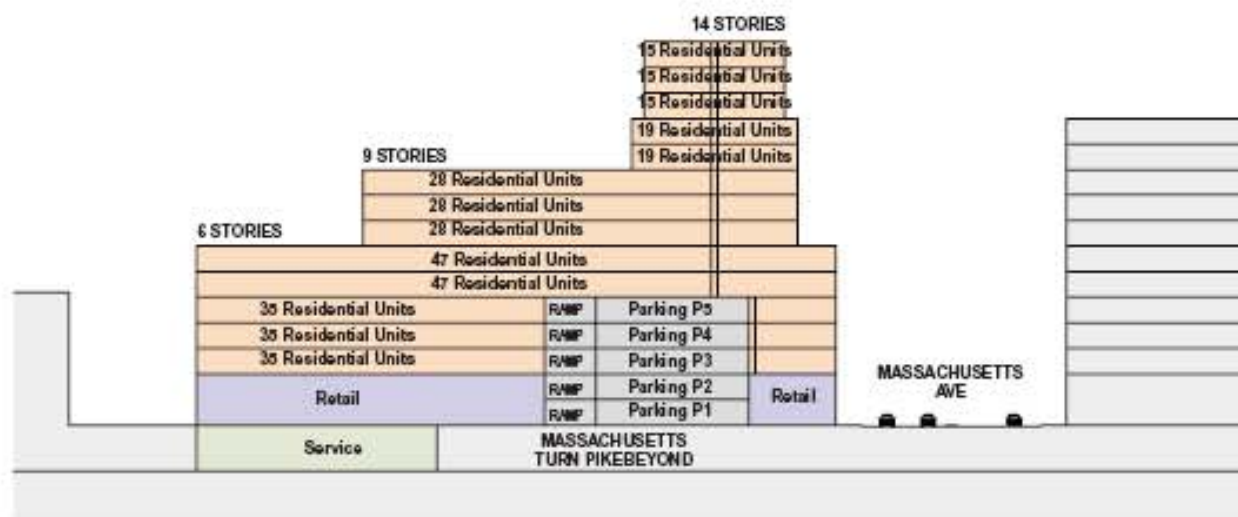
1 Ground Floor
SCALE: 1" = 100'



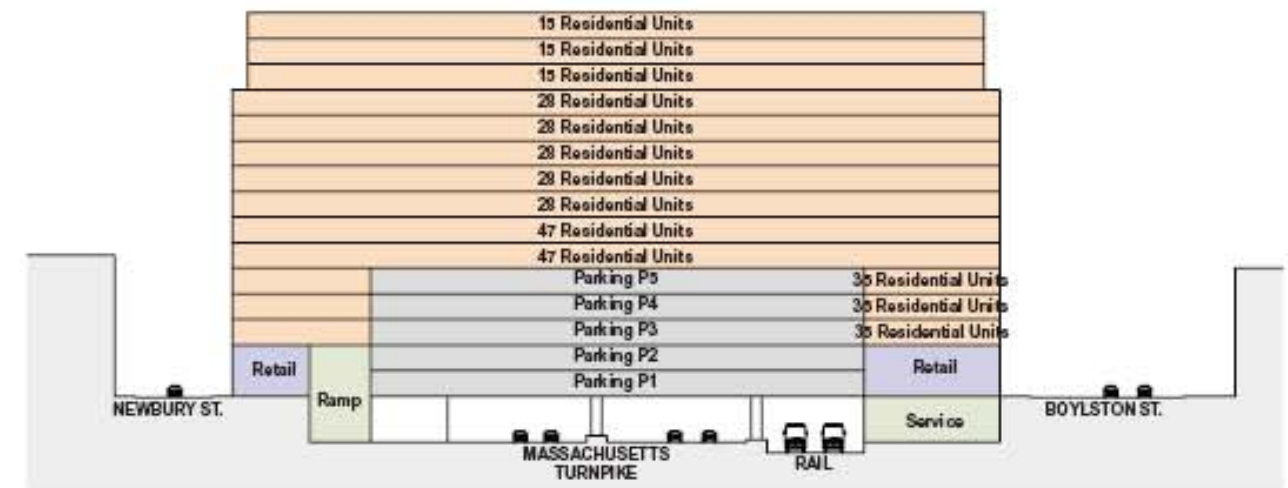
2 Typical Floor
SCALE: 1" = 100'



3 Typical Upper Floor
SCALE: 1" = 100'



Section A-A

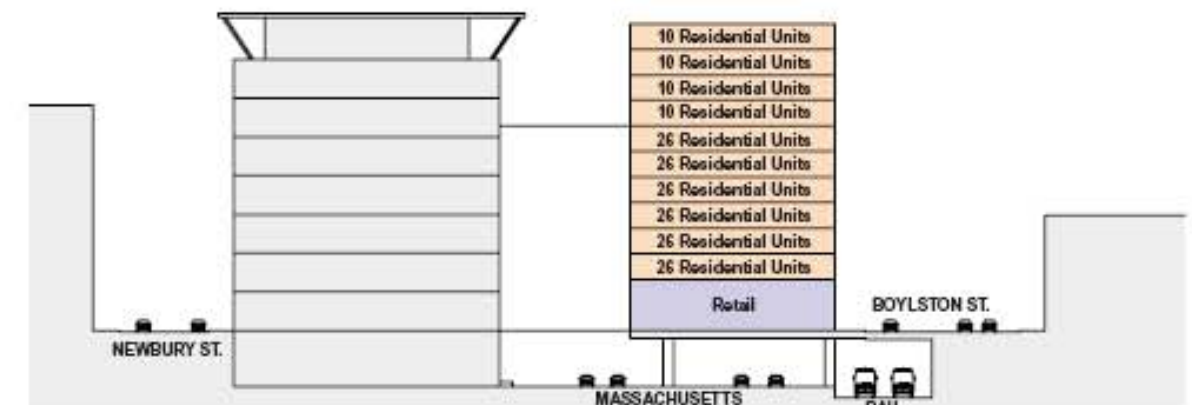
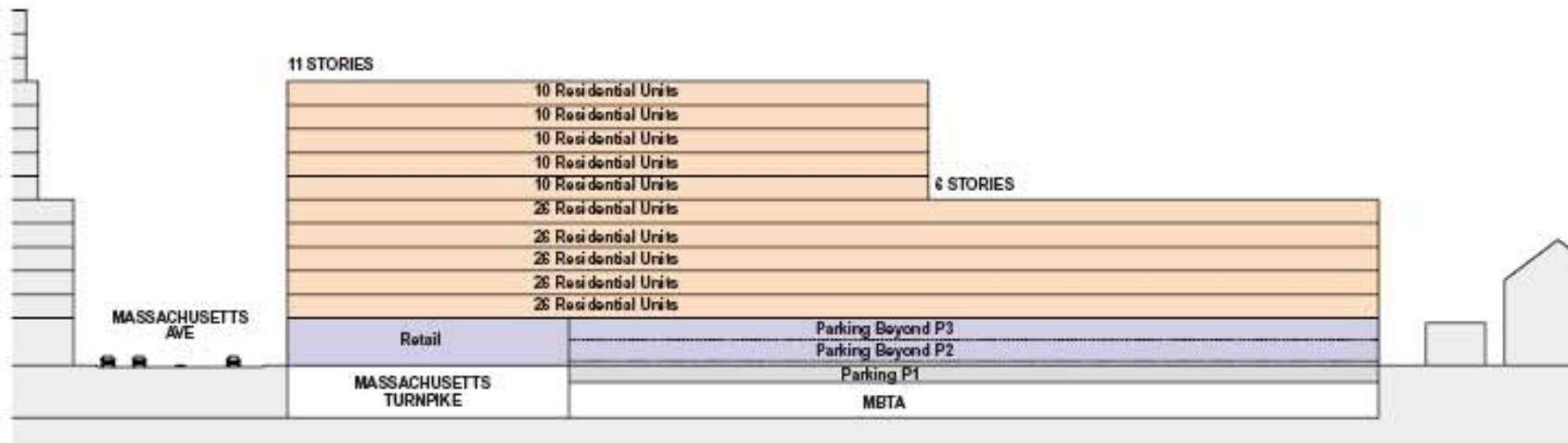
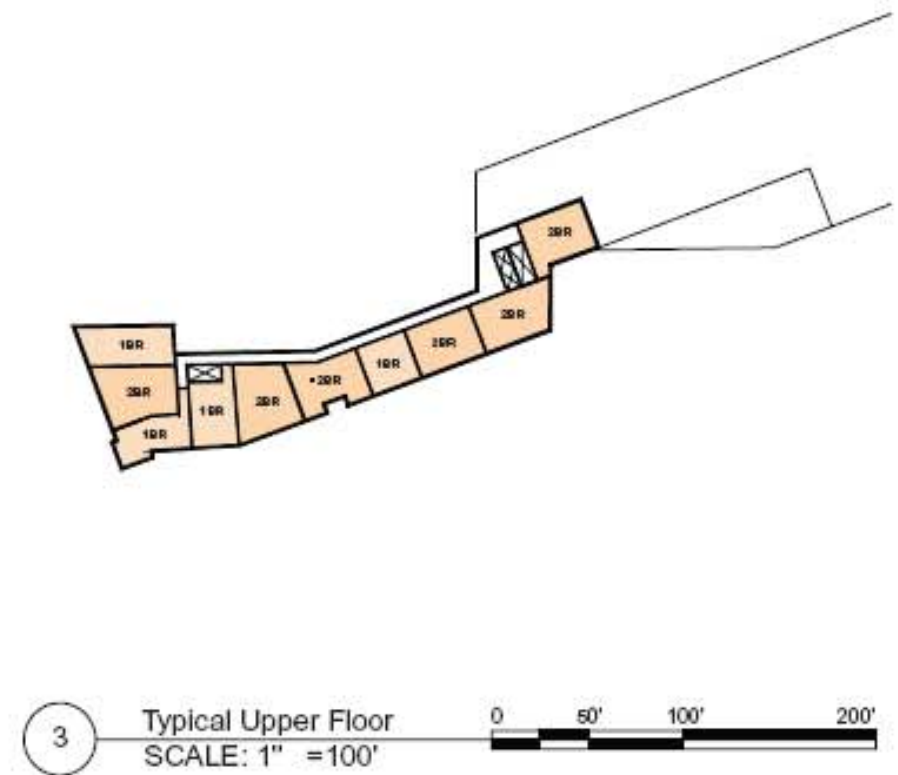
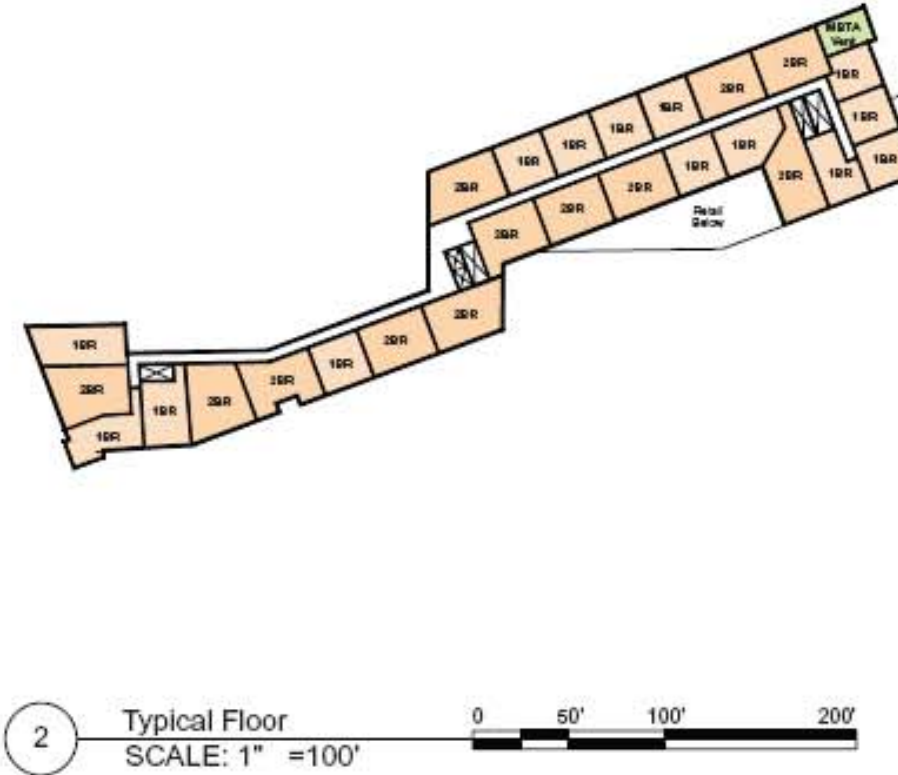
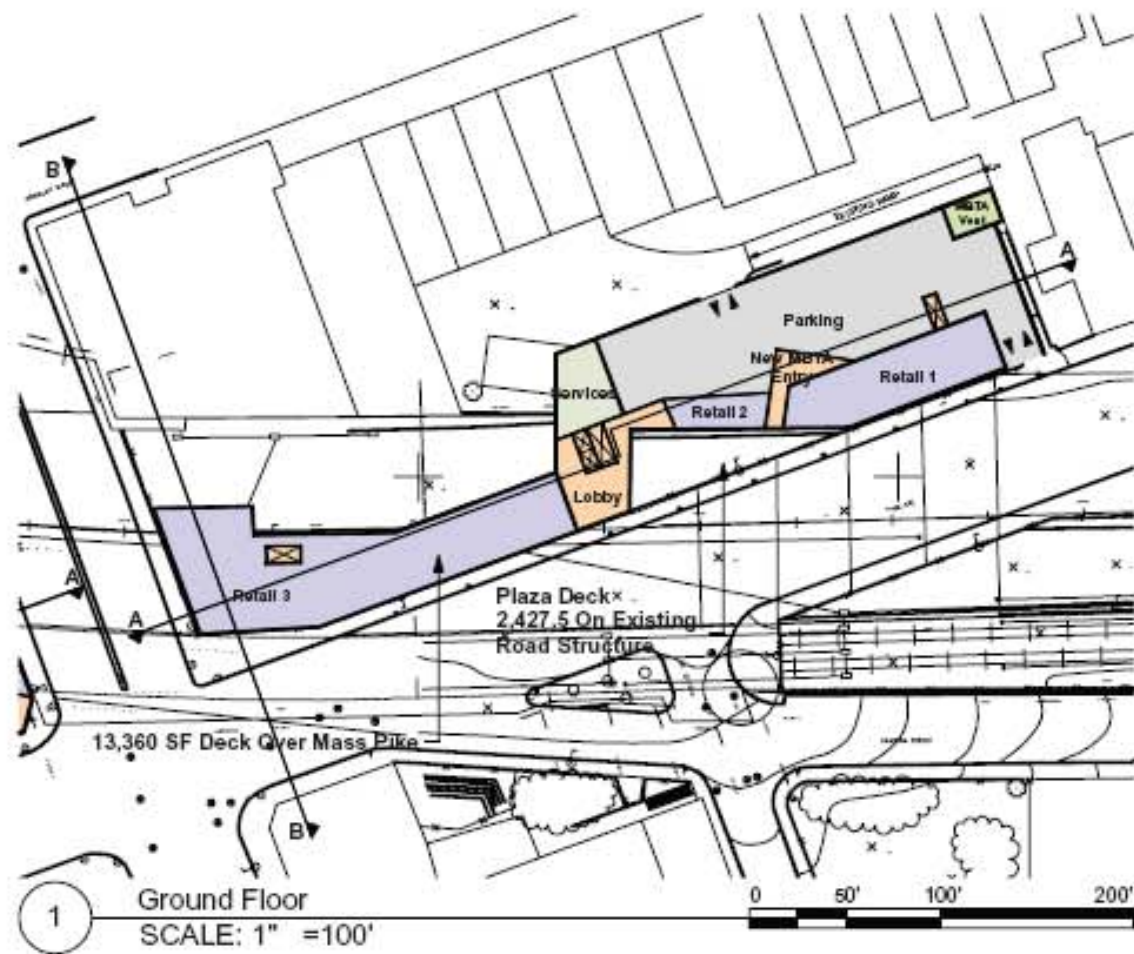


Section B-B

MTA Air Rights Parcels 12 & 13

Prepared for Trinity Newbury LP & Trinity Boylston LP
Prepared by ICON architecture, inc
December 5, 2008

Plans & Sections of Parcel 12



MTA Air Rights Parcels 12 & 13

Prepared for Trinity Newbury LP & Trinity Boylston LP
Prepared by ICON architecture, inc
December 5, 2008

Plans & Sections of Parcel 13



MTA Air Rights Parcels 12 & 13

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December 5, 2008

View of Parcel 12 Looking North on Massachusetts Ave.



View of Parcel 12 looking West on Boylston St.



View of Parcel 12 looking West on Newbury St.

MTA Air Rights Parcels 12 & 13

Prepared for Trinity Newbury LP & Trinity Boylston LP
Prepared by ICON architecture, inc
December 5, 2008

Perspective Views of Parcel 12



MTA Air Rights Parcels 12 & 13

Prepared for Trinity Newbury LP & Trinity Boylston LP
Prepared by ICON architecture, inc
December 5, 2008

View of Parcel 13 Looking North on Massachusetts Ave.



View of Parcel 13 Looking West on Boylston St.



View of Parcel 13 Looking East on Boylston St.

MTA Air Rights Parcels 12 & 13

Prepared for Trinity Newbury LP & Trinity Boylston LP
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Perspective Views of Parcel 13



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December 5, 2008

Birds-Eye View of Parcel 12 & 13

e. Permits and Approvals

Anticipated Permit Requirements – MTA Parcels 12 and 13

AGENCY	PERMIT/APPROVAL
Federal	
Mass. State Historic Preservation Office	Section 106 Review (if required)
State	
Executive Office of Environmental Affairs, MEPA Office	Review (if required)
Massachusetts Turnpike Authority	Development Rights Agreement/Lease Agreement
Massachusetts Department of Environmental Protection	<ul style="list-style-type: none"> ◆ Sewer Extension/Connection Permit ◆ Air Plan Approval (if required)
Massachusetts Historical Commission	Section 106 Review and Chapter 254 Review (as required)
Local	
Boston Civic Design Commission	Design Approval
Boston Committee on Licensing	<ul style="list-style-type: none"> ◆ Fuel Storage License ◆ Permit to Operate Parking Garage
Boston Fire Department	<ul style="list-style-type: none"> ◆ Assembly Permits ◆ Fire Alarm/Sprinkler Systems
Boston Landmarks Commission	Article 85 Review (Demolition Delay)
Back Bay Historic Commission	
Boston Redevelopment Authority	Article 80 Review
Boston Transportation Department	<ul style="list-style-type: none"> ◆ Construction Management Plan ◆ Transportation Access Plan Agreement
Boston Water and Sewer Commission	Sewer Extension/Connection Permit
Boston Zoning Commission	Approval
City of Boston Inspectional Services Department	Building and Occupancy Permits
City of Boston Public Improvement Commission	<ul style="list-style-type: none"> ◆ Surface Restoration Plan Review ◆ Tieback Agreement - for below-grade construction ◆ Work in the Public Right of Ways ◆ Canopies and Awnings
City of Boston Public Works Department	<ul style="list-style-type: none"> ◆ Curb Cut Permits ◆ Utility Connection Permits ◆ Street Occupancy Permits ◆ License Maintenance and Indemnification Agreement

f. Schedule

