



Submission in response to Request for Proposals

# MASSACHUSETTS TURNPIKE AUTHORITY AIR RIGHTS PARCELS 12, 14, AND 15

Mass. Avenue/Boylston Street Intersection - Boston, MA

## COMPONENT I

Proposer: ADG Scotia II LLC (Manager: Weiner Ventures LLC)

December 5, 2008

COMPONENT I

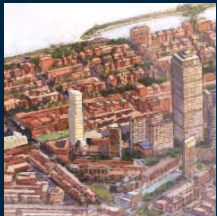
AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

---

## TABLE OF CONTENTS

- PROPOSAL FORM
  
- SECTION 40J DISCLOSURE
  
- DEVELOPMENT TEAM
  
- DEVELOPMENT APPROACH
  
- DESIGN DRAWINGS
  
- PERMITS AND APPROVALS
  
- SCHEDULE



**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 Rights Parcels known as Parcel(s) (INSERT APPLICABLE Parcel number(s) 12, 13, 14 ,15 any or all or any combination) to MassPike subject to the lease terms and conditions of the RFP.

2. The Proposer herewith submits a Submission Deposit in the amount of <sup>One hundred seventy five thousand</sup>   ↑   Dollars (\$ 175,000.00 ), which shall be held and disposed of in accordance with Section IV.C(2) of the RFP. = \$75,000 for Parcel 12; \$25,000 for Parcel 14; and, \$75,000 for Parcel 15.

3. The Proposer agrees that all of the Proposer's expenses related to the preparation of this Proposal for Air Rights Parcel 12, 13, 14, and 15 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           Manager           of the Proposer:

Name of Proposer: ADG Scotia II LLC

Signature:  Date: 12/5/08

Print Name: Adam J. Weiner Title: Manager



**Section 40J Disclosure Statement**

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
Stephen R. Weiner	2 Commonwealth Avenue, PH2, Boston, MA 02116
Adam J. Weiner	300 Boylston Street, #502, Boston, MA 02116
John F. Fish	77 Corey Lane, Milton, MA 02186

*Note: If necessary, please attach additional names and addresses on a separate sheet of paper referencing this Statement. (Please see next page.)*

This Disclosure Statement is signed under the pains and penalties of perjury on this 5 day of December, 2008 by the duly authorized Manager of the Proposer:

Name of Proposer: ADG Scotia II LLC

Signature:  Date: 12/5/08

Print Name: Adam J. Weiner

Title: Manager

(continued from previous page)

The following names are in addition to those provided on the *Disposition of Real Property* form's first page. The following are the true names and addresses of all additional 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.

Name	Address
Michael R. Azarela	115 Ruddock Road, Sudbury, MA 01776
Harold E. Nash III	50 Skyline Circle, Canton, MA 02021
Peter M. Welsh	7 Louders Lane, Jamaica Plain, MA 02130

## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## DEVELOPMENT TEAM

### a. Development Entity: ADG Scotia LLC

The Proposer and entity that will enter into the development agreement with The Massachusetts Turnpike Authority is ADG Scotia II LLC.

Weiner Ventures LLC is a Manager of ADG Scotia II LLC. Weiner Ventures LLC will be the lead developer for ADG Scotia II LLC and will receive development support services from Suffolk Ventures LLC and from Robin A. Brown.

ADG Scotia II LLC is a newly-created entity that was created for the sole purpose of owning rights to and developing the Air Rights Parcels.

ADG Scotia Holdings LLC has a 100 percent interest in ADG Scotia II LLC. ADG Scotia Holdings LLC also has a 100 percent interest in ADG Scotia LLC. ADG Scotia LLC has a 100 percent interest in the parcel known as 0 Scotia Street. The 0 Scotia Street parcel is 11,109 square feet and is located at Cambria, Scotia, and Saint Cecilia Streets. The 0 Scotia Street parcel is City of Boston Parcel 0401345000 and is in the same neighborhood block as Air Rights Parcels 14 and 15 (to the southeast and south, respectively).

ADG Scotia II LLC is an affiliate of Weiner Ventures LLC, whose founder, Stephen Weiner, has been actively involved in real estate development in Boston and throughout New England for the past 30 years. Mr. Weiner is also founder of S.R. Weiner & Associates and W/S Development, diversified companies specializing in the acquisition, development, management and redevelopment of real estate. The firm has significant, successful experience in all phases of real estate development including permitting, construction supervision, financing, leasing, property management, and marketing. Stephen Weiner's portfolio of completed projects includes 70 community shopping centers throughout the Northeast, totaling approximately 15 million square feet. He is also managing partner of CWB Boylston, the developer of the Mandarin Oriental, Boston. The 14-story, 550,000 square-foot mixed-use project, located in the heart of Back Bay and connected to the Prudential Center complex, opened in October 2008 and features hotel, condominium, apartment, and retail components. To secure the requisite permits for the project, Stephen Weiner and CWB worked extensively with the myriad of community groups and government authorities that will be intimately involved in the review of any proposed development of the Turnpike Air Rights. The experience developing the Mandarin Oriental, Boston project is particularly relevant to the MTA Request for Proposals for several important reasons.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## *DEVELOPMENT TEAM (CONT.)*

The Mandarin Oriental, Boston:

- Is located on Boylston Street less than two blocks from Parcel 15;
- Includes a mix of uses very similar to those outlined in the planning documents referenced in the MTA RFP;
- Involved many of the same design, engineering and construction issues that the developer of the MTA Air Rights will face on this project; and
- Was the result of successful negotiations and consensus building between the developer and the affected interest groups regarding the massing, scale, design and benefits of the project. As a result of the developer's collaborative approach, the project plan received a unanimous endorsement by PruPAC, the umbrella group that reviews development proposals for the nearby Prudential Center.

### **b. Other Development Team Members**

For the MTA Air Rights project, Weiner Ventures has assembled a first class team of consultants, many of whom contributed to the success of the Mandarin Oriental, Boston project. These same team members, both individually and as a group, have a wealth of experience working closely with community groups and public agencies on complex real estate projects in Boston. A brief description of each firm follows.

#### **Architect: CBT**

CBT is a professional design firm providing services in architecture, interior design, site planning, and urban design for a diversified clientele in a variety of building types nationwide and internationally. Founded in Boston in 1967, the firm's practice includes multi-family residential developments, major office towers and urban district renewals, as well as a host of academic campus facilities. Over 175 awards recognize excellence and creativity in the firm's design of new buildings and the renovation of existing structures. CBT currently employs 240 architects, planners, interior designers and support personnel.

The firm's work focuses on the rejuvenation of downtowns, waterfronts, and neighborhoods, and the creation of exciting new places where people live, work, and shop. The Massachusetts Turnpike Air Rights Parcels 12-15 provide CBT another exciting opportunity to produce similar civic rejuvenation results. The CBT team's ability to build consensus with neighborhood groups has been of particular importance to its projects located in Boston neighborhoods. This consensus building experience will be very important in the public review of this project. Below is a partial list of CBT's Back Bay / Fenway projects and several air rights projects located in Boston, all of which had to undergo intense public scrutiny during the development and design phases.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

#### *DEVELOPMENT TEAM (CONT.)*

- Nike Town at 200 Newbury Street, Boston, MA
- 350, 399, 425, 745 and 801 Boylston Street, Boston, MA
- Mandarin Oriental Hotel, Boston, Boston, MA
- Trinity Place at 25 Huntington Avenue, Boston, MA
- The Belvedere, Boston, MA
- 111 Huntington Avenue, Boston, MA
- Bulfinch Triangle, Boston, MA
- Russia Wharf, Shopper's Park, Boston, MA
- Columbus Center, Boston, MA
- Boylston Square, Boston, MA

#### **Structural Engineers: McNamara/Salvia, Inc.**

McNamara/Salvia, Inc., principals Robert J. McNamara and Joseph A. Salvia have been practicing structural engineering together in Boston for the past 25 years. Collectively, they have more than 70 years of experience in virtually all types of buildings. The firm currently includes a staff of 55, of which 50 are technical personnel, including 23 registered professional engineers.

The firm brings to the design team its extensive engineering expertise in diversified projects including air rights developments, medical and research facilities, urban and suburban office structures, commercial and retail complexes, and residential developments. McNamara/Salvia, Inc. provides innovative and cost-effective structural engineering services with full principal participation in each project. McNamara/Salvia, Inc. has experience with air rights structural designs and reviews for projects over several local transit and highway facilities, including the following:

- Providence Place Mall, Providence, RI
- CANA Parcel 2/4, Charlestown, MA
- Waterside Place, South Boston, MA
- Bulfinch Parcel 1, Boston, MA
- Bulfinch Parcel 1B, Boston, MA
- Bulfinch Parcel 2ABC, Boston, MA
- 500 Atlantic Avenue, Boston, MA
- Russia Wharf, Boston, MA





## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

#### *DEVELOPMENT TEAM (CONT.)*

##### **Mechanical Engineers: Cosentini Associates, Inc.**

Cosentini Associates, Inc. was established in 1952 to provide consulting services in the mechanical and electrical engineering disciplines and information technologies design. As a result of its strong commitment to quality and client satisfaction, the organization has grown into one of the largest and most respected consulting engineering firms in the country. Working closely with world-renowned architects, Cosentini Associates, Inc. has participated in the design a host of innovative and celebrated buildings over several decades, both in the United States and abroad. The firm is a member of the U.S. Green Building Council, employs a number of LEED®-accredited senior engineers, and is a leader in integrating sustainable building technologies into its MEP/FP designs for clients. Cosentini Associates, Inc. has extensive experience providing consulting engineering and sustainable design services for projects similar in scale and complexity to the Mass Turnpike Parcels 12-15 development, including the air rights and mixed use projects described below.

- Westin Boston Waterfront Hotel, Boston, MA
- Greenway Center, Boston, MA
- Meredith One Kenmore, Boston, MA
- South Station, Boston, MA
- Columbus Center, Boston, MA
- Atelier 505 at the Boston Center for the Arts, Boston, MA
- Battery Wharf, Boston, MA
- Millennium Place Boston, Boston, MA

##### **Geotech Engineers: Haley and Aldrich**

Haley & Aldrich, the preeminent firm in foundation engineering and underground construction in the greater Boston area, has provided services for most of the major building and infrastructure improvements in the city in recent years. With over 2,000 projects executed in the City of Boston, Haley & Aldrich has a history of unparalleled local service.

The firm has built a reputation for developing solutions to difficult design and construction problems with sensitivity to the impacts on neighborhoods and adjacent properties. Minimizing disruptions to traffic, protecting waterfront facilities, and preserving historic structures are just some of the challenges met by the firm for projects throughout the city. Following is an abbreviated list of the firm's projects in this area:



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

#### *DEVELOPMENT TEAM (CONT.)*

- Hynes Convention Center
- Sheraton Hotel Additions
- 111 Huntington Avenue
- 116 Huntington Avenue
- Christian Science Church Complex
- Prudential Center Complex
- Apple Computer Store
- Copley Place
- Trinity Place

#### **Construction Manager: Suffolk Construction Company, Inc.**

Suffolk Construction Company, Inc. was founded in 1982 and has grown into one of the most successful privately held general building contracting firms in the country. With corporate headquarters located in Boston, Massachusetts, and full-service offices in the Northeast, Southeast, West Coast and Mid-Atlantic regions of the country, Suffolk provides preconstruction, construction management, design / build and general contracting services to clients nationwide. The firm has extensive experience in building projects in every key industry sector including residential, retail, hospitality, assisted living, commercial, education, entertainment, government and healthcare. Suffolk is ranked in the top 50 on Engineering News Record's "Top 400 Contractors List" and is ranked 35th on that publication's "Top Green Contractors List."

Suffolk Construction Company has managed construction of some of the most notable and high-profile building construction projects in Boston over the past 25 years. Following is an abbreviated list of Suffolk's most recently delivered Boston projects.

- Mandarin Oriental Complex, Boston, MA
- Liberty Hotel, Boston, MA
- Westin Boston Waterfront Hotel, Boston, MA
- 45 Province Residences, Boston, MA
- Trilogy, Boston, MA
- 1330 Boylston, Boston, MA
- Archstone Boston Common, Boston, MA
- Park Lane Seaport, Boston, MA



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

#### *DEVELOPMENT TEAM (CONT.)*

##### **Traffic Consultant: Howard/Stein-Hudson Associates**

Howard/Stein-Hudson Associates is an experienced transportation consulting firm headquartered in Boston that provides transportation planning, traffic engineering, civil engineering, and public involvement/strategic planning for clients in more than 25 states.

Howard/Stein-Hudson Associates takes a creative and collaborative approach with clients and the community. The firm relies on sound technical, planning and engineering expertise, and combines that expertise with an in-depth knowledge and understanding of community issues and needs. Howard/Stein-Hudson Associates maintains a focus on urban development projects, particularly in Boston neighborhoods. The firm offers creative problem-solving and innovative options to help build consensus among parties of different perspectives. The firm has done extensive work on large Boston, mixed-use development projects, including the projects listed below.

- One Franklin Street/Filene's Redevelopment, Boston, MA
- W Boston Hotel & Residences, Boston, MA
- One Lincoln Street, Boston, MA
- Columbus Center, Boston, MA
- 45 Province Street Residences, Boston, MA
- Russia Wharf, Boston, MA
- The Clarendon, Boston, MA
- Simpson Housing, Parcel 2, Boston, MA

##### **Permitting Counsel: James H. Greene**

Since 1978, James H. Greene, a partner of Rubin and Rudman LLP, has practiced commercial real estate law with a focus on real estate development in Boston. Mr. Greene's client services span the full spectrum of real estate related activities, including zoning, environmental review, environmental permitting, title review, and land acquisition. Mr. Greene's clients include corporate, institutional, educational, medical, residential, office and retail owners and developers. He has participated as counsel in numerous commercial and mixed-use developments in the City of Boston, including the developments listed below:



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

#### *DEVELOPMENT TEAM (CONT.)*

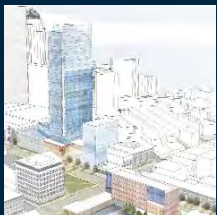
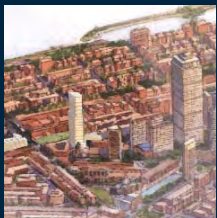
- 131 Dartmouth Street, Boston, MA
- Battery Wharf, Boston, MA
- Two Financial, Boston, MA
- 226 Causeway Street, Boston, MA
- 510 Boylston Street, Boston, MA
- Boston Garden Development, Boston, MA
- Copley Place Retail/Residential Expansion, Boston, MA
- Suffolk University Residence Halls, Boston, MA

#### **Project Counsel: Goulston & Storrs**

Goulston & Storrs is a full-service, Boston-based law firm with over 200 lawyers that specialize in 11 disciplines with a strong emphasis on technology, finance, real estate, litigation and corporate work. The firm's practice encompasses real estate land use, including environmental issues and permitting matters, acquisition, development, finance and leasing, including office, retail and residential projects. The firm's commitment to pro bono counseling is important to its history and identity and reflects its core values and selfless approach to the practice of law. A sample list of recent real estate projects on which the firm has worked follows:

- Boston Convention Center & Hotel, Boston, MA
- Atelier 505, Boston, MA
- Columbus Center, Boston, MA
- Mandarin Oriental, Boston, Boston, MA
- Trilogy, Boston, MA
- 1330 Boylston, Boston, MA
- Museum of Fine Arts Expansion, Boston, MA
- Central Artery Parcel 1B, Boston, MA

As the firm descriptions above clearly show, Weiner Ventures has assembled a team of Boston-based experienced professionals whose collective experience successfully executing complex projects is particularly noteworthy.





## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## DEVELOPMENT APPROACH

### a. Development Program

In addition to studying *A Civic Vision for Turnpike Air Rights in Boston* ("The Civic Vision") and other relevant documents, Weiner Ventures has met with representatives of several community groups and elected officials prior to formulating a development plan for the Air Rights Parcels. The purpose of these discussions was to seek input and learn about these groups' and officials' perspectives and goals regarding the development of the Parcels. These interactive discussions helped the Weiner Ventures team develop several key aspects of this Proposal. If designated as the Selected Developer, Weiner Ventures will continue to formally and informally meet with community groups, elected officials, and other stakeholders to create a financially viable development plan reflecting the priorities and goals of the community. In addition to these discussions with local leaders, Weiner Ventures has been in negotiations with abutting landowners regarding the potential to incorporate additional land areas in an overall development. As of the date of this submission, these discussions have not resulted in a written agreement. Nonetheless, although it is not being proposed at this time, a set of plans that has been produced in conjunction with these discussions is included for informational purposes in Component III.

The development being proposed at this time, totaling approximately 960,000 square feet, will fulfill the principal goal of air rights development as described in The Civic Vision. The principal goal is to knit together the neighborhoods across the Massachusetts Turnpike and to rebuild the city in the areas abutting the Turnpike. The proposed project, which will involve Parcels 12, 14, and 15 and surrounding land parcels (but not Parcel 13), will create a vibrant urban development with a dynamic mix of uses at appropriately scaled heights and densities that respond to The Civic Vision and the surrounding neighborhood.

By combining the Turnpike Parcels with other privately and publicly owned parcels in the area, Weiner Ventures has been able to propose a master plan for the area that accomplishes the following:

- Covers a portion of the Mass Turnpike and the railroad property and replaces these scars on Boylston Street and Massachusetts Avenue with low scale, inviting retail elements.
- Creates modestly scaled, mixed-income housing that respects the existing heights and densities in the area west of Massachusetts Avenue.
- Creates a developable parcel adjacent to the Berklee College of Music by discontinuing Cambria Street and, if acceptable to the MCCA, realigning truck access to the Hynes Convention Center.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

#### *DEVELOPMENT APPROACH (CONT.)*

- Places the lower-scale elements of the project closest to Boylston Street and sets back the taller elements of the project a significant distance from the street, as recommended in The Civic Vision.
- Creates a pedestrian-friendly environment and provides a way to remove large trucks from Massachusetts Avenue and Boylston Street by creating a shorter, more efficient means of getting from the Turnpike to the Hynes Convention Center.

These results are achieved via a proposed development that includes two distinct but interrelated components, designated "Boylston East" and "Boylston West," to indicate each parcel's location and relationship to Massachusetts Avenue.

#### **Boylston East**

Boylston East comprises Turnpike Air Rights Parcels 14 and 15, Cambria Street, and the ADG Scotia LLC land parcel known as 0 Scotia Street and located at the intersection of Scotia, Cambria, and Saint Cecilia Streets. As the enclosed drawings show, Weiner Ventures LLC proposes a mix of uses for this location, including ground-floor retail space that will enliven the public realm along Boylston Street.

Above the retail space and set back 20 feet from Boylston Street will be a tower including approximately 470,000 gross square feet of office space in 24 floors above the retail space, and approximately 112 housing units on floors 27 through 40. Parking for the project will be provided in a robotic garage to be developed over the railway adjacent to Cambria Street. The building exterior will be finished in an attractive manner and will screen the view of the existing garage from Boylston Street. As an alternative, Weiner Ventures has explored the feasibility of locating this parking below grade within the Scotia Street parcel and the abutting street, if such a plan is acceptable to the city of Boston. A schematic plan of this approach is included in Component III of this proposal.

The building, as currently envisioned, would be similar in scale and massing to the tower shown in the vicinity of Parcel 15 in The Civic Vision. As a result of its ownership of the land parcel on Saint Cecilia Street, and if acceptable to the MCCA, Weiner Ventures will be able to propose a rerouting of delivery trucks entering and exiting the Hynes Convention Center, which will lead to the traffic and pedestrian improvements referenced above. Weiner Ventures has been in negotiations to acquire additional parcels in the vicinity of Parcel 15. If successful in these efforts, additional development can be achieved in Boylston East. A series of drawings illustrating such a potential development is also included in Component III of this submission.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## *DEVELOPMENT APPROACH (CONT.)*

### **Boylston West**

The Boylston West development will likewise enrich and enliven the pedestrian experience along both Boylston Street and Massachusetts Avenue through the development of ground floor retail uses along the entire frontage of each street. The new shops lining the Massachusetts Avenue overpass will remove the visual and physical impacts of the roadway below while attracting shoppers to a location that today is completely uninviting. A sheltered waiting facility for bus patrons will be included across Massachusetts Avenue from the Hynes Green Line Station as an additional amenity. The retail uses at grade along Boylston Street will complement the existing retail on the southern side of the street, and extend Boylston Street's retail which currently ends at Parcel 13. Above the retail along Boylston Street, seven levels of housing and a total of 98 residential units will be developed. Weiner Ventures may explore ways to form a partnership with a local non-profit group to develop an affordable housing component within the project. By concentrating the majority of development in the Boylston East development, the project is able to propose a lower scale development in Boylston West. Taken together, the two projects result in an FAR of less than 9 including the entirety of Parcel 12.



# COMPONENT I AIR RIGHTS PARCELS 12, 14 AND 15 MASSACHUSETTS TURNPIKE AUTHORITY

## DEVELOPMENT APPROACH (CONT.)

The projected areas for each of the uses within the total program are delineated below:

### i. Program Areas

#### BOYLSTON EAST AND WEST PROGRAM AREAS

FLOOR LEVEL	RETAIL	OFFICE	RESIDENTIAL	PARKING	TOTAL NET AREA	GROSS AREA	CIRCULATION	MECHANICAL
BOYLSTON EAST	10,290	374,320	168,870	38,330	591,810	764,290	142,370	30,110
BOYLSTON WEST	23,810	0	119,290	40,600	183,700	212,930	11,170	18,060
<b>TOTAL</b>	<b>34,100</b>	<b>374,320</b>	<b>288,160</b>	<b>78,930</b>	<b>775,510</b>	<b>977,220</b>	<b>153,540</b>	<b>48,170</b>

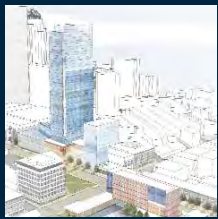
TOTAL UNITS / SPACES	210	309
UNIT SIZE RANGE	800-1600 SF	

#### BOYLSTON EAST DEVELOPMENT (PARCEL 14 & 15)

FLOOR LEVEL	RETAIL	OFFICE	RESIDENTIAL	PARKING	TOTAL NET AREA	GROSS AREA	CIRCULATION	MECHANICAL
PENTHOUSE					0	13,410		13,410
40			11,950		11,950	13,410	1,460	
39			11,950		11,950	13,410	1,460	
38			11,950		11,950	13,410	1,460	
37			11,950		11,950	13,410	1,460	
36			11,950		11,950	13,410	1,460	
35			11,950		11,950	13,410	1,460	
34			11,950		11,950	13,410	1,460	
33			11,950		11,950	13,410	1,460	
32			11,950		11,950	13,410	1,460	
31			11,950		11,950	13,410	1,460	
30			11,950		11,950	13,410	1,460	
29			11,950		11,950	13,410	1,460	
28			11,950		11,950	13,410	1,460	
27			11,950		11,950	13,410	1,460	
26					0	17,890	2,760	15,130
25		13,920			13,920	17,890	3,970	
24		13,920			13,920	17,890	3,970	
23		13,920			13,920	17,890	3,970	
22		13,920			13,920	17,890	3,970	
21		13,920			13,920	17,890	3,970	
20		13,920			13,920	17,890	3,970	
19		13,920			13,920	17,890	3,970	
18		13,920			13,920	17,890	3,970	
17		13,920			13,920	17,890	3,970	
16		13,920			13,920	17,890	3,970	
15		13,920			13,920	17,890	3,970	
14		13,920			13,920	17,890	3,970	
13		13,920			13,920	17,890	3,970	
12		13,920			13,920	17,890	3,970	
11		13,920			13,920	17,890	3,970	
10		13,920			13,920	17,890	3,970	
9		13,920			13,920	17,890	3,970	
8		13,920			13,920	17,890	3,970	
7		19,240		6,130	25,370	29,340	3,970	
6		19,240		6,130	25,370	29,340	3,970	
5		19,240		6,130	25,370	29,340	3,970	
4		19,240		6,130	25,370	29,340	3,970	
3		19,240		6,130	25,370	29,340	3,970	
2		19,240		6,130	25,370	29,340	3,970	
1	10,290	6,040	1,570	1,550	19,450	21,790	2,340	
SERVICE LEVEL		2,280			2,280	25,400	21,550	1,570
<b>TOTAL</b>	<b>10,290</b>	<b>374,320</b>	<b>168,870</b>	<b>38,330</b>	<b>591,810</b>	<b>764,290</b>	<b>142,370</b>	<b>30,110</b>

#### BOYLSTON WEST DEVELOPMENT (PARCEL 12)

FLOOR LEVEL	RETAIL	OFFICE	RESIDENTIAL	PARKING	TOTAL NET AREA	GROSS AREA	CIRCULATION	MECHANICAL
PENTHOUSE					0	17,100		17,100
8			16,580		16,580	17,100	520	0
7			16,580		16,580	17,100	520	0
6			16,580		16,580	17,100	520	0
5			16,580		16,580	17,100	520	0
4			16,580		16,580	17,100	520	0
3			16,580		16,580	17,100	520	0
2			16,580		16,580	17,100	520	0
1	23,810		3,230		27,040	33,530	6,490	0
P1				20,300	20,300	21,300	520	480
P2				20,300	20,300	21,300	520	480
<b>TOTAL</b>	<b>23,810</b>	<b>0</b>	<b>119,290</b>	<b>40,600</b>	<b>183,700</b>	<b>212,930</b>	<b>11,170</b>	<b>18,060</b>





# MASSACHUSETTS TURNPIKE AUTHORITY

## *DEVELOPMENT APPROACH (CONT.)*

### ii. Land Uses

### 4c. Building and Site Design Description

#### **Boylston East**

In keeping with *The Civic Vision for Turnpike Air Rights*, the Boylston East development will be an elegant 40-story tower of glass and aluminum set back from a base development on Boylston Street. Adjacent to the tower will be an eight story wing that will extend above Cambria Street approximately 120 feet east to Dalton Street. The tower will be a mixed-use building offering retail, office and residential components. It will have approximately 112 dwelling units and approximately 475,000 square feet of office space located above the retail stores. The building footprint will be 23,220 square feet covering the complete private parcel, Massachusetts Turnpike air rights, and, subject to approval, discontinuance of a part of Cambria Street and air rights over remaining Cambria Street. The floor plate of the middle (office) portion of the tower will be 17,900 square feet, while the residential levels at the top of the building will each contain 12,610 square feet. Residents and office tenants will access the building through an entrance on Boylston Street, while retail entrances will open on to Saint Cecilia Street. A service entrance will be located off Scotia Street and parking will be accessed from Dalton Street.

The vertical circulation will consist of three elevator cores, two of which will provide access to offices and one that will service the residential area. There will be two stairs. Parking will be operated by a robotic system with elevators and horizontal travelers with lateral reach.

The exterior of the tower will feature a glass curtain wall accented by aluminum and natural stone finishes. The podium will be a composition in metal paneling, masonry, and perforated metal screening. Pending City of Boston approval, a covered paved plaza area, widened sidewalks, and street trees at Boylston Street will serve to promote and attract pedestrian traffic in the area. Although there are no adjacent parks or planted open spaces, if feasible and acceptable to the MTA, Weiner Ventures will consider contribution to open space on Parcel 13 developed by others.

Cambria Street from Saint Cecilia Street to Boylston Street may be discontinued (with approval from the City of Boston and the Convention Center Authority) and service traffic to and from the Hynes Convention Center may be re-routed across the site and under the building development. Other than new curb cuts, Dalton and Scotia Streets are to remain essentially the same. Saint Cecilia Street will become more pedestrian friendly between Scotia and Boylston Streets. The proposed wing to Dalton Street will be constructed only over the railroad - it will not reach to the roadway. A portion of the building at Boylston Street will increase the width of the Boylston Street deck approximately 120 feet eastward over the railroad and the eastbound lanes of the Turnpike. The Proposer will improve lighting and signals on the highway as required, and, following construction, will need to periodically suspend workers above the railway for façade maintenance.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## *DEVELOPMENT APPROACH (CONT.)*

### **Boylston West**

The Boylston West development will include two distinct components: an eight-story mixed-use building along the north side of Boylston Street, and a single story along the west side of Massachusetts Avenue. It will consist of approximately 98 dwelling units above retail stores on Boylston Street, along with automobile parking below street level. The building footprint and ground floor area is approximately 27,400 square feet—approximately 21,000 square feet on terra firma and the remaining 6,400 square feet on structure above the railroad and highway (essentially extending the width of the underpass from 94 feet to 160 feet). The upper floors will be approximately 17,000 square feet in area, and two (and potentially three) parking floors below street level will each consist of approximately 21,000 square feet.

Pedestrians will access the retail at multiple points along the Massachusetts Avenue and Boylston Street sidewalks. Access to the dwelling units will be via a lobby midway along the Boylston Street façade. Building service, delivery, and the parking entry will be at the west end of the building. Residential vertical circulation consists of two passenger elevators and two fire egress stairways serving all floors.

Exterior facades will consist of combinations of quality building materials that will be determined and refined through the design and design review process. Storefront entries will be architecturally detailed and will be a prominent feature at the end of the Massachusetts Avenue. The wing at the corner at Massachusetts Avenue and Boylston Street will be visible as the attractively designed terminus of Newbury Street.

Street trees will be provided on Boylston Street. The Proposer will consider making a contribution to creating open space on Parcel 13 if feasible and acceptable to the MTA.

As noted, the footprint of the project extends the Massachusetts Avenue bridge coverage approximately 65 feet to the west. The Proposer will undertake all lighting and signaling improvements that will be necessary due to this extension. At this time, Weiner Ventures is considering a design in single span without support in the Turnpike median. There may be some off-hours disruption of traffic during the period of time when essential foundation and deck construction is undertaken. Following construction, there will be a periodic need to suspend above the highway for façade inspection and maintenance (as done similarly to Shaw's Supermarket and Sheraton Hotel in Newton).

The attached table illustrates the Proposer's intentions with regard to the other guidelines contained in *The Civic Vision*.



COMPONENT I  
AIR RIGHTS PARCELS 12, 14 AND 15

MASSACHUSETTS TURNPIKE AUTHORITY

DEVELOPMENT APPROACH (CONT.)

The Civic Vision Goals (12-15)	Proposal (Boylston West & Boylston East)
Foster a lively public realm along Boylston St. and Massachusetts Ave. 24 ft. wide sidewalk suggested with outdoor dining.	<ul style="list-style-type: none"> <li>- Boylston Street frontage will align with existing buildings on the block</li> <li>- Frontage on both streets will consist of retail space and may include restaurant and café use</li> </ul>
Draw diverse residents to the neighborhood.	The proposed development will provide affordable and market rate rental apartments, middle market condos, and luxury condos appealing to a wide range of renters and buyers. This will add to the current residential diversity of the surrounding neighborhood.
Minimize traffic.	The mix of uses will help to lessen peak traffic loads as the uses tend to generate traffic at different times.
Street level: shops and stores. 75% active use/25% or less lobby frontage. No blank walls or parking levels; at least 50% of frontage transparent.	Project will meet guideline.
Upper level: residential, hotel; include sponsored and/or subsidized housing; limited office use (concern for peak hour traffic generation).	Project will include the mix of uses outlined.
Provide bulb-outs for pedestrian crossings of Massachusetts Ave. at Boylston and Newbury Streets.	This issue will be studied in detail during design development.
Study left turn strategies from Massachusetts Ave. to Newbury and Boylston Streets.	This issue will be studied in detail during design development.
Extend existing Boylston St. street wall character. Follow BRA guidelines for streetscape and Master Plan for Boylston St.; occupy as much street front as possible.	<ul style="list-style-type: none"> <li>- The discontinuance of Cambria Street at Boylston will allow a virtually continuous retail development of these two blocks on the south side of the street from the Hynes Convention Center to Massachusetts Avenue</li> <li>- The north side of Boylston Street, west of Massachusetts Avenue (Parcel 12) will complement the existing retail uses on the south side.</li> </ul>
Terminate Newbury St. view corridor.	Special care will be taken with the north end of the Massachusetts Avenue façade to provide a visual terminus for Newbury Street
Minimize impacts of traffic, wind, shadow, and other adverse effects; suggest mitigation; minimize shadow on residential Back Bay.	Care is being taken to mitigate winds and reduce traffic and shadow impacts on residential areas.
Street walls approximately 50-75 ft. high; occasional height to 118 ft.; additional height set back about 20 ft.	<ul style="list-style-type: none"> <li>- The Boylston West (Parcel 12) project presents a street façade under 50 feet in height, with a corner element on the street line at the corner of Massachusetts Avenue and Boylston Street The corner element will be approximately 120 feet high, while the rest of the façade will be set back.</li> <li>- The high portions of Boylston East (Parcel 15) are set back from Boylston Street over a base development that relates to the height of the Hynes Convention Center.</li> </ul>
Reflect prevailing character of street wall massing and bay sizes.	Sketches illustrate character.
Only one building above 15 stories on Parcel 12 or 15.	Only a portion of Parcel 15 is developed above 15 stories, with the height set back from Boylston Street by a significant distance. Parcel 12 is only eight stories along Boylston Street and a single story along Massachusetts Avenue.
Incorporate quality and spirit of 360 Newbury St. building.	The proposed architecture for Boylston East (Parcel 15) is of high quality and is in the spirit of the inventiveness shown in the broad cornice and metal work of 360 Newbury Street. The proposed architecture for Boylston West incorporates the qualities and spirit of the original solid masonry building at 360 Newbury Street and the contextual buildings of the Fenway neighborhood.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## *DEVELOPMENT APPROACH (CONT.)*

### **Sustainability (Boylston West and Boylston East)**

In recognition of the many advantages of sustainable development and environmental awareness, the development will achieve the LEED requirements mandated by the City of Boston's zoning code through enhanced indoor air quality, very high energy performance, low water demand, and exemplary waste recycling and use of recycled and rapidly renewable materials. This will apply to all uses in both buildings. Weiner Ventures will also review the City of Boston Environment Department's High Performance Building guidelines as a resource for minimizing environmental impact.

### **Streets and Traffic**

The Proposal for Boylston West will make no change to existing streets, bus routes, or MBTA transit facilities other than the rebuilding of the existing bus shelter along the Massachusetts Avenue overpass. The Proposal for Boylston East contemplates discontinuing parts of Cambria and St. Cecilia Streets, and construction in the air rights above the remaining portion of Cambria Street. This will not affect bus routes and will provide a pleasant pedestrian connection from Boylston Street to the Saint Cecilia neighborhood. Impact of the combined project (Boylston West and Boylston East) is not expected to be significant on auto, truck, MBTA, or pedestrian peak flows at critical intersections.

### **Open Space and Recreational Planning**

In keeping with *The Civic Vision* guidelines, height on Parcel 12 is limited to protect the Fenway Studios artist housing, a National Historic Landmark, in order to maintain access to sunlight and natural northern exposure. The Boylston West development on this parcel will not impact the existing levels of daylight at the studios.

### **iii. Parking**

The preliminary allocation of parking spaces for the development is as follows:

Location	Number of Spaces	Use
Parcel 12	69	Residential
Adjacent to Parcel 15	125	Commercial, Office
Adjacent to Parcel 15	115	Residential
Total	309	





## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## *DEVELOPMENT APPROACH (CONT.)*

### **b. Community Uses and Benefits**

The potential public benefits of the proposed Boylston East and West developments to residents, local businesses, the MTA, and The City of Boston are extensive. Typically, the BRA-administered Article 80 review process is an opportunity for both developers and the community to identify specific aspects of community life that the proposed development can impact in a positive manner. Weiner Ventures anticipates that through a series of productive discussions with community residents and leaders as well as public officials, a more specific list of local uses and benefits will be agreed upon and incorporated in the development. At this preliminary stage, the development will create the following public benefits:

#### **Public Realm Improvements**

The proposed Boylston East and West projects on Parcels 12 and 15 fulfill The Civic Vision's most important public realm objectives for this set of Air Rights Parcels:

1. It is carefully scaled with its surroundings-the larger building on Parcel 15 is in the commercial core along with the hotels, office buildings, and high-rise residential towers of that zone. The West site (Parcel 12) is developed at a height and massing compatible with the Fenway neighborhood.
2. The street level portions of Parcel 12 adjacent to the west side of the Massachusetts Avenue bridge and the north side of Boylston Street west of Massachusetts Avenue are both developed as retail, providing an improved pedestrian environment and blocking the sights and sounds of the highway and railway. These buildings will also mitigate the west and northwest winds now prevalent on the sidewalks near this intersection.
3. A large area above the CSX rail line and a portion of the roadway will be covered and replaced with pedestrian friendly retail uses and a public courtyard. As the experience of others has demonstrated, the costs associated with creating this decking are enormous and, if not funded by a public source, require development densities sufficient to offset these costs.
4. The relocation of the Cambria Street access to the Hynes Convention Center service level, which we believe to be unique to this project, provides the following major benefits:
  - a. Trucks can approach and depart from Dalton Street, thereby lessening their impact on Boylston Street.
  - b. Berklee College of Music may petition to discontinue a portion of Cambria Street and thus capture a continuous development parcel incorporating Air Rights Parcel 14.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

#### *DEVELOPMENT APPROACH (CONT.)*

- c. The Weiner Ventures investment in street rationalization is unique and can create a scenario in which continuous retail frontage can be developed from Dalton Street to Massachusetts Avenue by the three abutting property owners.
- d. By making Saint Cecilia Street a pedestrian-friendly and pedestrian-only area, there will be a quiet public open space off Boylston Street for students, office workers, residents, and neighbors to enjoy as well as an inviting open space adjacent to Saint Cecilia's Church. Weiner Ventures is discussing the possibility of service to Berklee College of Music both through its development and under Saint Cecilia Street.

#### **Affordable Housing**

**Residential Units:** The proposed development will create 27 units of affordable housing available to buyers/renters who meet the criteria established by the City of Boston. The unit sizes and levels of affordability will comply with the Mayor's Executive Orders Relative to the Inclusionary Development Policy. Weiner Ventures will explore the possibilities of forming a partnership with a community based non-profit organization to jointly develop the affordable housing units to be created by the project.

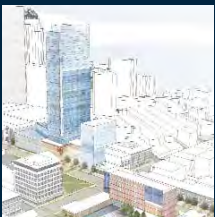
**Linkage:** The proposed development will generate approximately \$2,400,000 in housing Linkage funds to further assist in the creation of affordable housing which may be located within the development. The Linkage Payment for job creation is projected to be approximately \$484,000.

#### **Economic**

**Real Estate Taxes:** The proposed development will generate a substantial amount of new real estate tax revenue annually to the City of Boston.

**Employment:** In addition, close to 1,000 new jobs will be located in the commercial areas of the project while the construction of the project itself will create approximately 2,500 jobs within the building trades

- d. **Design Drawings:** are included in a separate section of the Component I.



## COMPONENT I

### AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

## PERMITS AND APPROVALS

As described previously in this submission, Weiner Ventures and the members of the development team collectively have an unparalleled level of experience in the permitting processes in the City of Boston and the Commonwealth of Massachusetts. This track record of successful entitlement efforts will be of enormous importance in obtaining the myriad of permits necessary to construct the proposed improvements. Set forth below is a General Permit List for a major development project, such as this project, which is subject to the Federal, State and City review and approval processes.

In developing a permit list for the MTA Parcels 12, 14 and 15, the Proposer has also reviewed Section 7 of Chapter 3 of the Acts of 1997 entitled "An Act Relative to the Massachusetts Turnpike Authority and the Metropolitan Highway System" ("Act") and the attendant Memorandum of Understanding ("MOU") between the MTA and the BRA dated June 1, 1997. The MOU provides for BRA review for areas of the Turnpike Extension into Boston. It also provides an important review procedure under Article 80 of the Zoning Code and by the Executive Order of Mayor Thomas M. Menino of October 20, 2000, An Order Relative to the Provisions of Mitigation by Development Projects in Boston ("Mayor's Executive Order").

Therefore, although such MTA parcels are exempt from City of Boston zoning and building regulations and are not subject specifically to the Boston Zoning Code, a proposed project will be subject to the Article 80 Review process as referenced above and as generally outlined below. Weiner Ventures will also consider elements of Article 41 of the Code, the Huntington Avenue/Prudential Center District, effective March 20, 1990, as amended on March 15, 2006, as well as the underlying zoning for portions of the Back Bay, Boylston Street, Fenway, the Saint Cecilia Special Study District and other zoning districts, as shown on Zoning Map 1-Boston Proper.

As part of the review by the BRA under the Article 80 processes, the BRA's role would be supplemented by an advisory committee formed pursuant to the MOU and generally referred to as the Citizens Advisory Committee ("CAC"). In addition to the BRA review and approval, and approval by the Convention Center regarding alternate access, other approvals include permits and licenses from city agencies including, but not limited to: Inspectional Services Department, Air Pollution Control Commission, Boston Transportation Department, Boston Public Works Department, Boston Environment Department, Boston Parks and Recreation Department, and the Mayor's Office, as more specifically outlined in the following matrix:

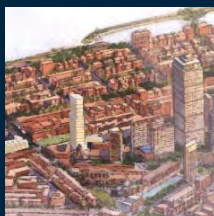


COMPONENT I  
AIR RIGHTS PARCELS 12, 14 AND 15

# MASSACHUSETTS TURNPIKE AUTHORITY

*PERMITS AND APPROVALS (CONT.)*

Agency Name	Permit/Approval
<b>FEDERAL</b>	
United States Environmental Protection Agency	NPDES General Permit for Discharge
Federal Aviation Administration	FAA Height Restriction Notice, No Hazard to Air Navigation
Federal Highway Administration	Review and Approval of Non-Highway Use of Highway ROW Surplus approval - Confirmation of Action
<b>STATE</b>	
Executive Office of Environmental Affairs (MEPA Unit), to include a Chapter 91 Public Benefits Review.	MEPA Review
Executive Office of Transportation and Construction	Approvals Under MGL Ch 40 Section 54a
Department of Environmental Protection, Division of Water Pollution Control	Sewer Connection and Extension Permit Air Plan Approval Groundwater Discharge Permit (if required)
Massachusetts Water Resources Authority	Sewer Use Discharge Permit; Construction Dewatering Permit
Massachusetts Historical Commission	Determination of No Adverse Effect or Memorandum of Understanding
<b>LOCAL</b>	
Boston Air Pollution Control Commission	Parking Freeze Permit
Boston Civic Design Commission	Review and Approval
Boston Redevelopment Authority	80B Large Project Review Article 80 Project Agreement
Boston Transportation Department	Transportation Access Plan Agreement (TAPA); Construction Management Plan
Boston Water and Sewer Commission	Sewer Use Discharge Permit; Site Plan Approval; Construction Dewatering Permit; Sewer Extension/ Connection Permit
City of Boston Committee on Licenses	Parking Garage Permit / Flammable Storage Permit
City of Boston Inspectional Services Department	Building and Occupancy Permits
Boston Fire Department	Fuel Storage License Approval of Fire Safety Equipment
Boston Public Improvement Commission Department of Public Works	Street and Sidewalk Occupation Permits; Tieback/Earth Retention Permit; Specific Repair Plan
Boston Zoning Commission / Board of Appeal	Zoning Relief
Boston Groundwater Trust	Plan Review and Approval

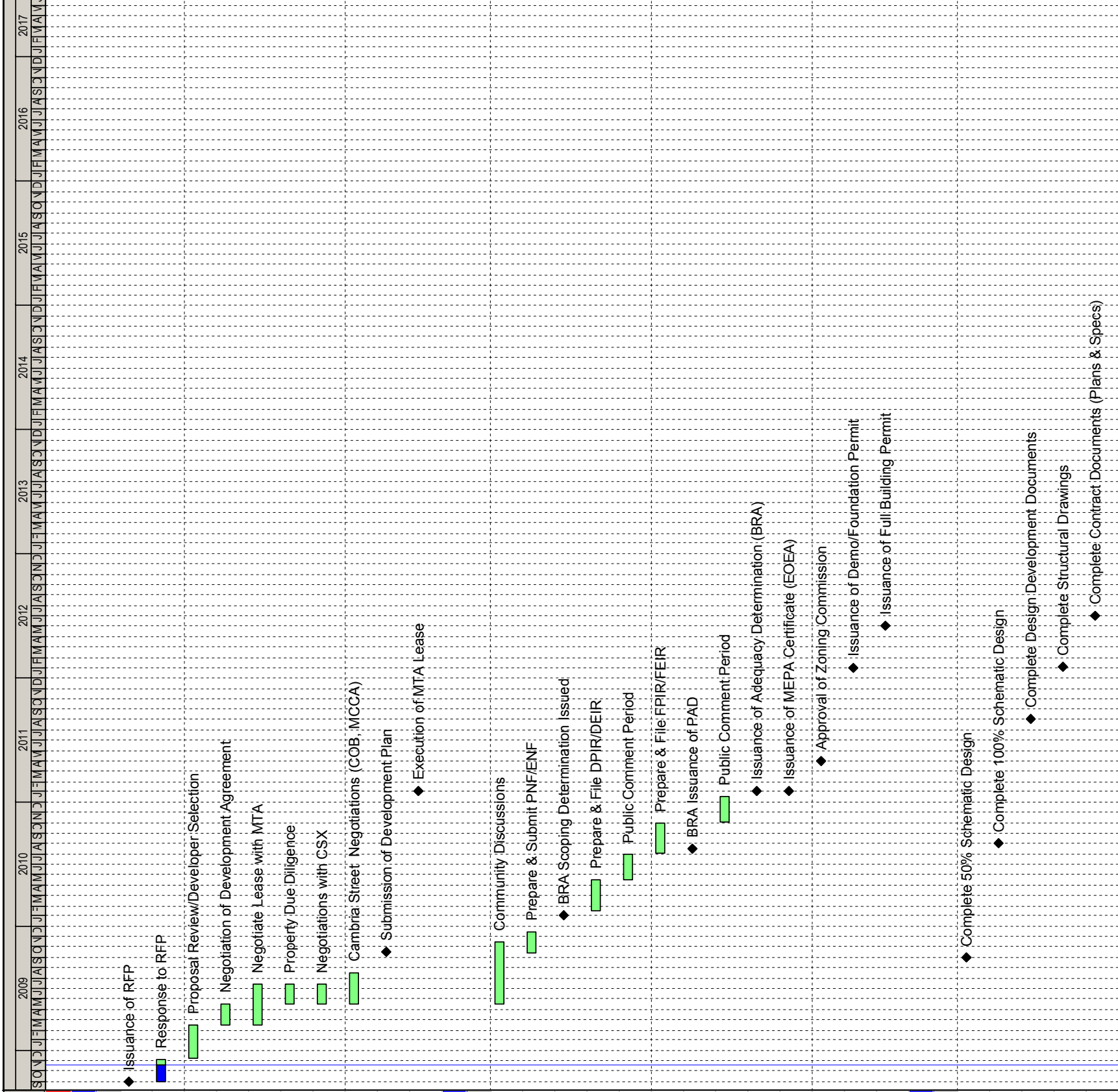




Activity ID	Activity Name	Original Duration	Start	Finish
<b>Mass Turnpike Air Rights Development</b>				
<b>Site Acquisition</b>				
<b>All Parcels</b>				
1000	Issuance of RFP	0	29-Sep-08 A	
1002	Response to RFP	68	29-Sep-08 A	05-Dec-08
1003	Proposal Review/Developer Selection	100	06-Dec-08	15-Mar-09
1004	Negotiation of Development Agreement	61	16-Mar-09	15-May-09
1008	Negotiate Lease with MTA	122	16-Mar-09	15-Jul-09
1006	Property Due Diligence	61	16-May-09	15-Jul-09
1007	Negotiations with CSX	61	16-May-09	15-Jul-09
1020	Cambria Street Negotiations (COB, MCCA)	92	16-May-09	15-Aug-09
1005	Submission of Development Plan	0		15-Oct-09*
1026	Execution of MTA Lease	0		02-Feb-11*

<b>Permitting &amp; Approvals</b>				
<b>All Parcels</b>				
1001	Community Discussions	184	16-May-09	15-Nov-09
1009	Prepare & Submit PNF/ENF	62	15-Oct-09	15-Dec-09
1010	BRA Scoping Determination Issued	0		01-Feb-10
1011	Prepare & File DPIR/DEIR	90	15-Feb-10	15-May-10
1012	Public Comment Period	78	16-May-10	01-Aug-10
1013	Prepare & File FPIR/FEIR	91	02-Aug-10	31-Oct-10
1027	BRA Issuance of PAD	0		15-Aug-10*
1014	Public Comment Period	76	01-Nov-10	15-Jan-11
1015	Issuance of Adequacy Determination (BRA)	0		01-Feb-11
1016	Issuance of MEPA Certificate (EOEA)	0		01-Feb-11
1017	Approval of Zoning Commission	0		01-May-11*
1018	Issuance of Demo/Foundation Permit	0		30-Jan-12*
1019	Issuance of Full Building Permit	0		01-Jun-12*

<b>Architectural &amp; Engineering Design</b>				
<b>All Parcels</b>				
1021	Complete 50% Schematic Design	0		02-Oct-09*
1022	Complete 100% Schematic Design	0		02-Sep-10*
1023	Complete Design Development Documents	0		02-Sep-11*
1024	Complete Structural Drawings	0		02-Feb-12*
1025	Complete Contract Documents (Plans & Specs)	0		02-Jul-12*



<b>Proposer: ADG Scotia II LLC</b>	<b>Manager: Weiner Ventures LLC</b>
<b>Mass Turnpike Air Rights Development</b>	
Preliminary Design, Permitting, & Construction Schedule	

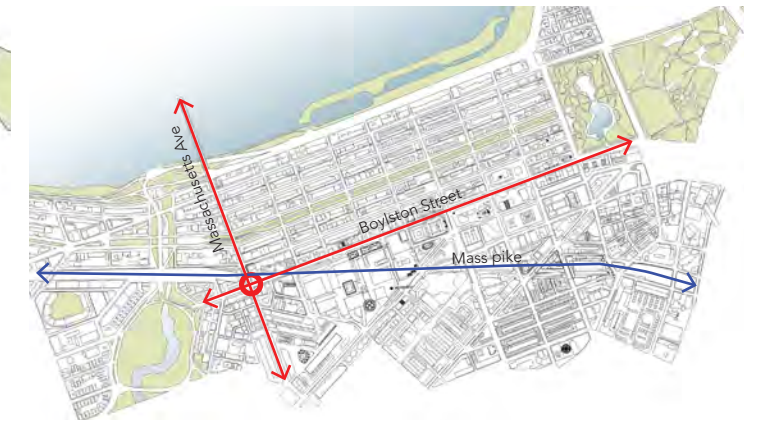
Activity ID	Activity Name	Original Start	Original Duration	Finish
<b>Construction</b>				
<b>Boylston West Development/Parcel 12</b>				
3000	Start of Construction	0	04-Jun-12*	
3010	Decking/Tunnel Construction	220	04-Jun-12	05-Apr-13
3020	Excavation/Utilities	45	08-Oct-12	07-Dec-12
3030	Foundation Systems	70	12-Nov-12	15-Feb-13
3040	Structure/Stairs/Slabs	100	07-Jan-13	24-May-13
3050	Interior Walls Rough-In MEP	100	01-Apr-13	16-Aug-13
3060	Envelop Roof/Facade Systems	150	10-Jun-13	03-Jan-14
3070	Interior Finish Systems	140	16-Sep-13	28-Mar-14
3080	Commissioning & Start Up	60	24-Feb-14	16-May-14
3090	Final Inspections	15	19-May-14	06-Jun-14
3100	Substantial Completion/C of O	0		06-Jun-14
<b>Boylston East Development</b>				
4000	Start of Construction	0	04-Jun-12*	
4010	Decking/Tunnel Construction	265	04-Jun-12	07-Jun-13
4020	Excavation/Utilities	55	24-Sep-12	07-Dec-12
4030	Foundation Systems	100	05-Nov-12	22-Mar-13
4040	Structure/Stairs/Slabs	275	28-Jan-13	14-Feb-14
4050	Interior Walls Rough-In MEP	350	22-Jul-13	21-Nov-14
4060	Envelop Roof/Facade Systems	300	17-Feb-14	10-Apr-15
4070	Interior Finish Systems	205	15-Sep-14	26-Jun-15
4080	Commissioning & Start Up	60	04-May-15	24-Jul-15
4090	Final Inspections	20	13-Jul-15	07-Aug-15
4100	Substantial Completion/C of O	0		07-Aug-15

<b>Proposer: ADG Scotia II LLC</b>	<b>Mass Turnpike Air Rights Development</b> Preliminary Design, Permitting, & Construction Schedule	<b>Manager: Weiner Ventures LLC</b>
------------------------------------	--	-------------------------------------





Site Context



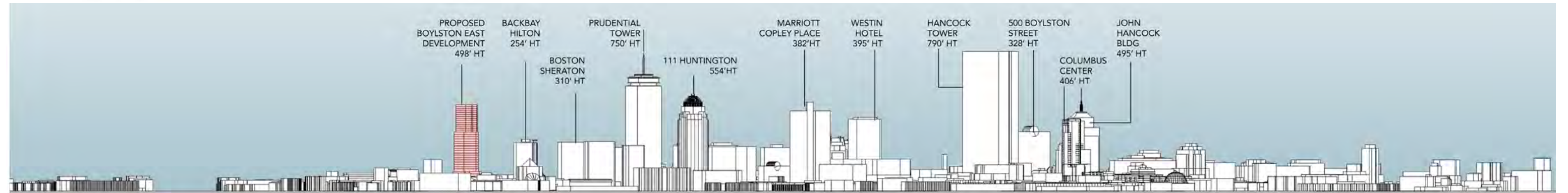
Vista and axis



Urban texture



Public transit connections



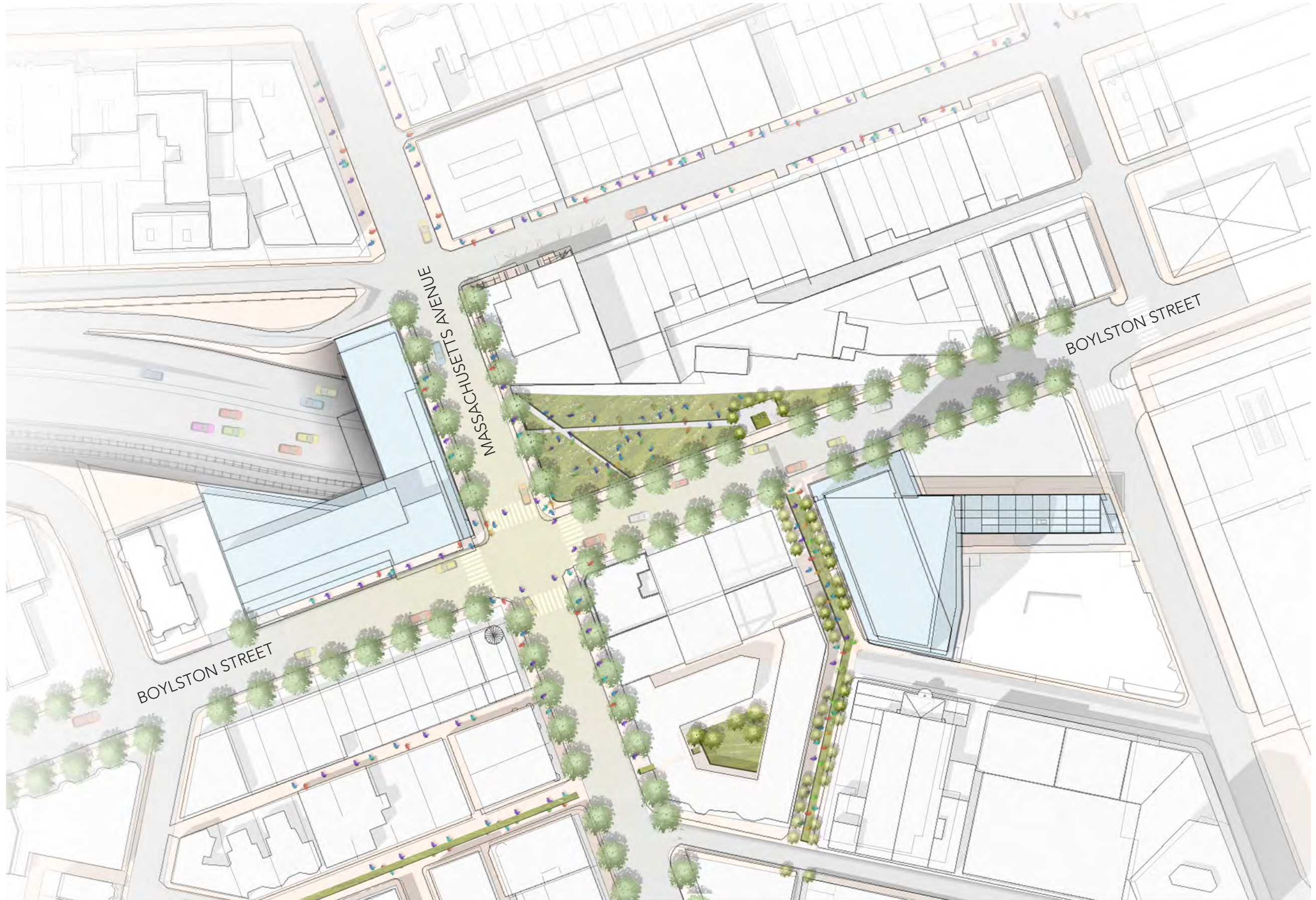
contextual site plan

RFP AIR RIGHTS PARCELS 12,14 & 15

Skyline looking North

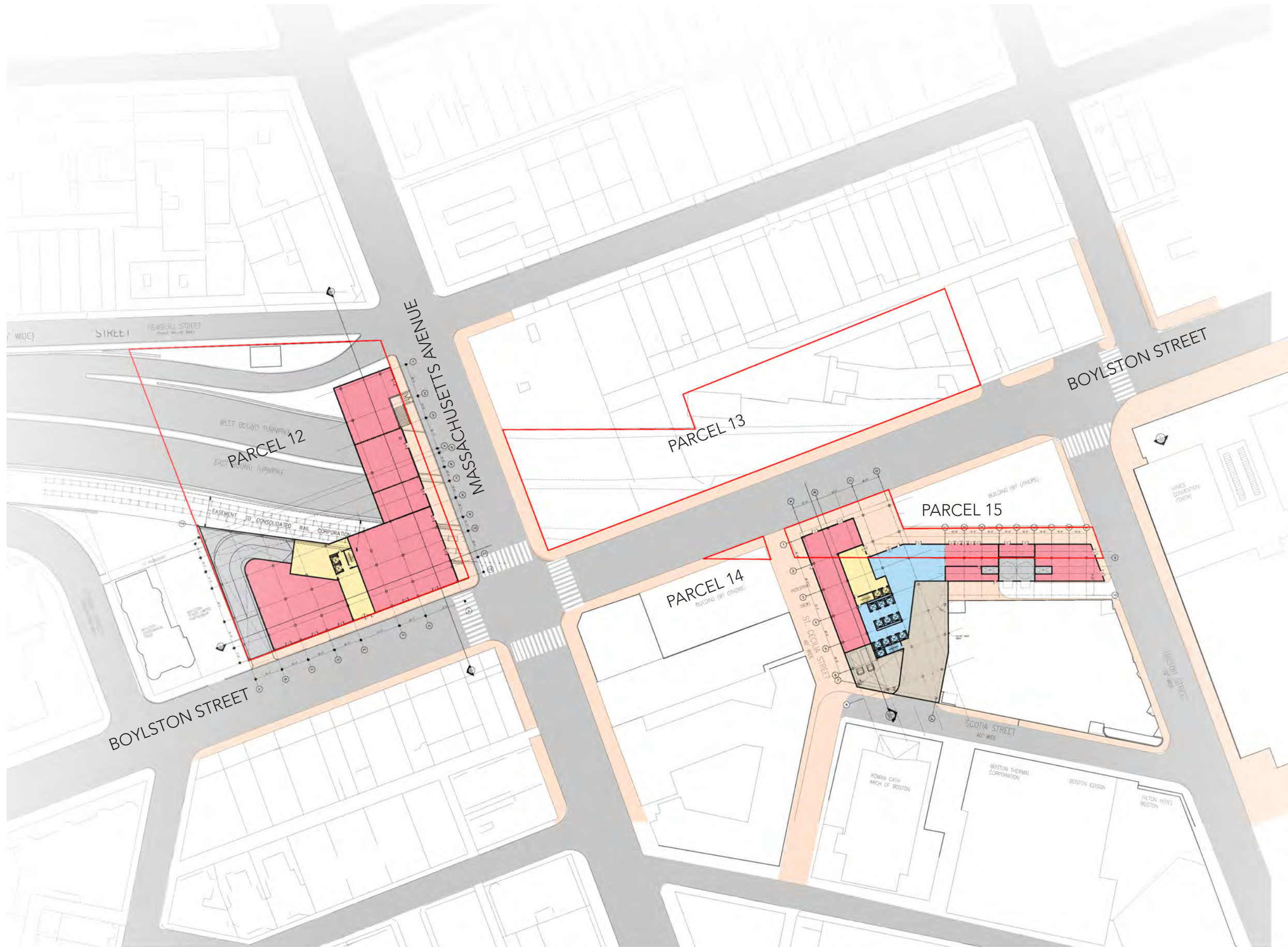
DECEMBER 05, 2008





**illustrative site plan**  
RFP AIR RIGHTS PARCELS 12,14 & 15

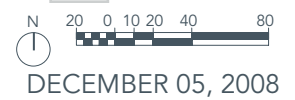




**LEGEND**

- Commercial
- Hotel
- Retail
- Residential
- Circulation
- Parking
- Services

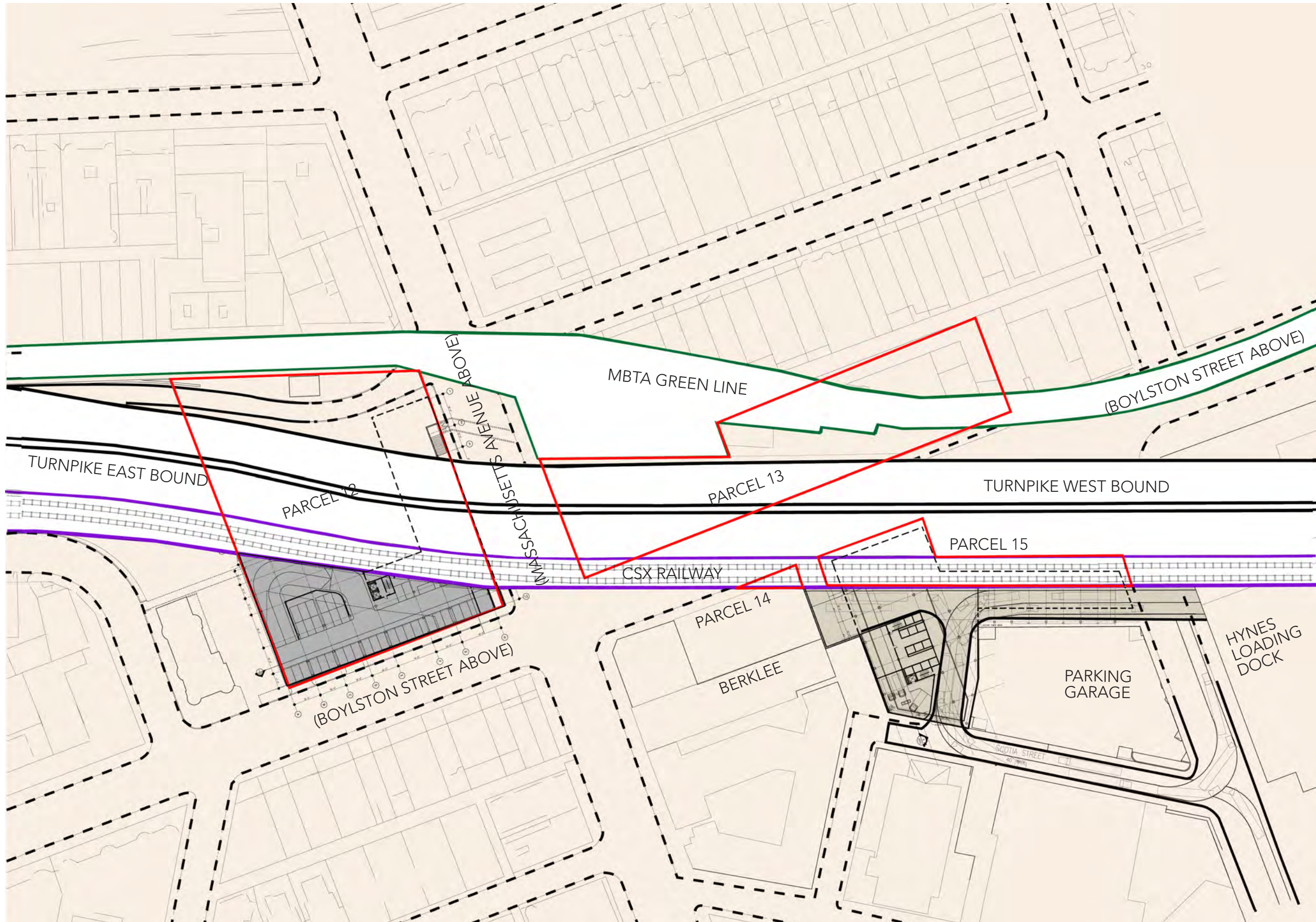
**ground floor plan**  
RFP AIR RIGHTS PARCELS 12,14 & 15



DECEMBER 05, 2008

DRAWING 3





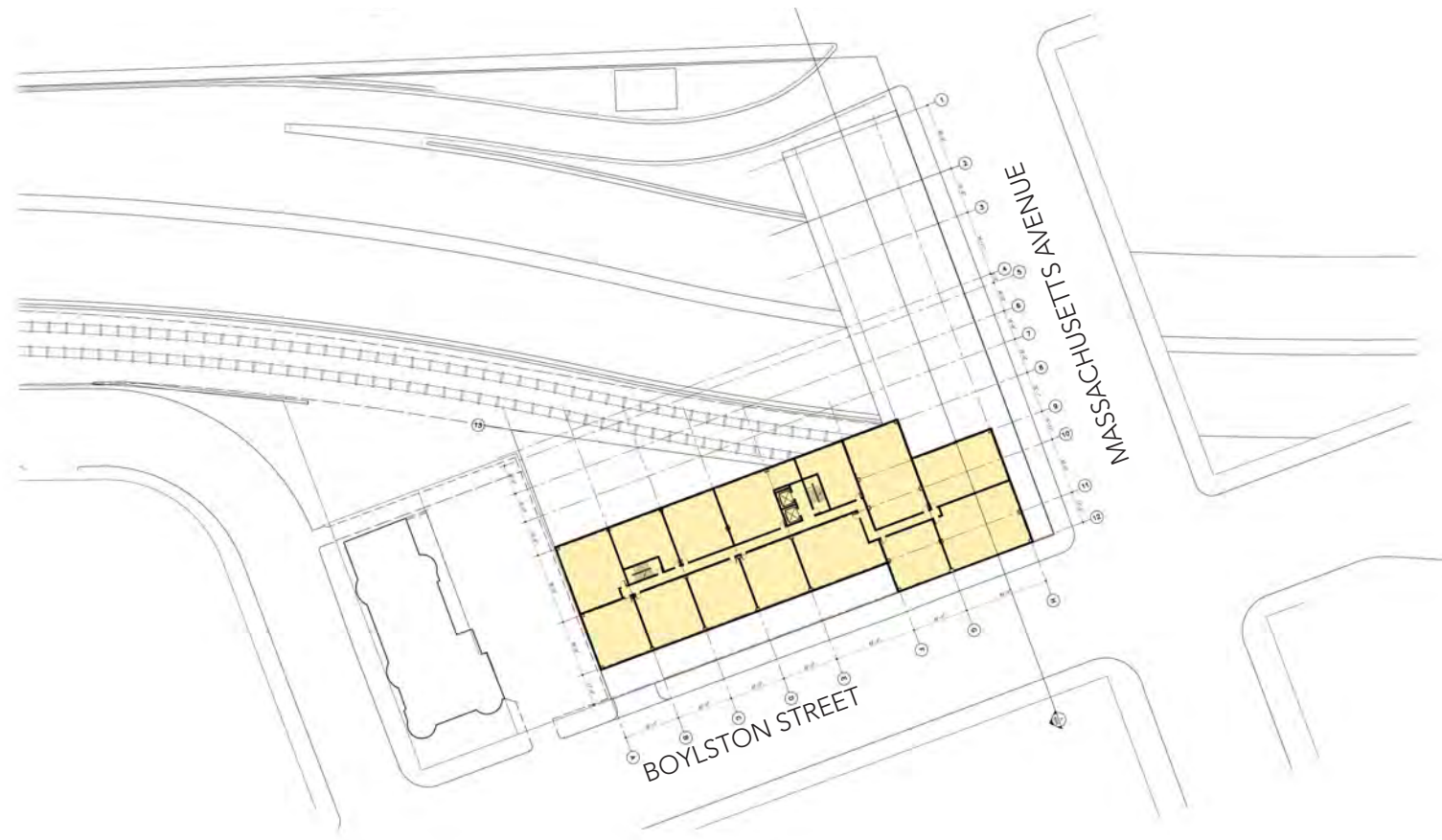
**LEGEND**

- Commercial
- Hotel
- Retail
- Residential
- Circulation
- Parking
- Services

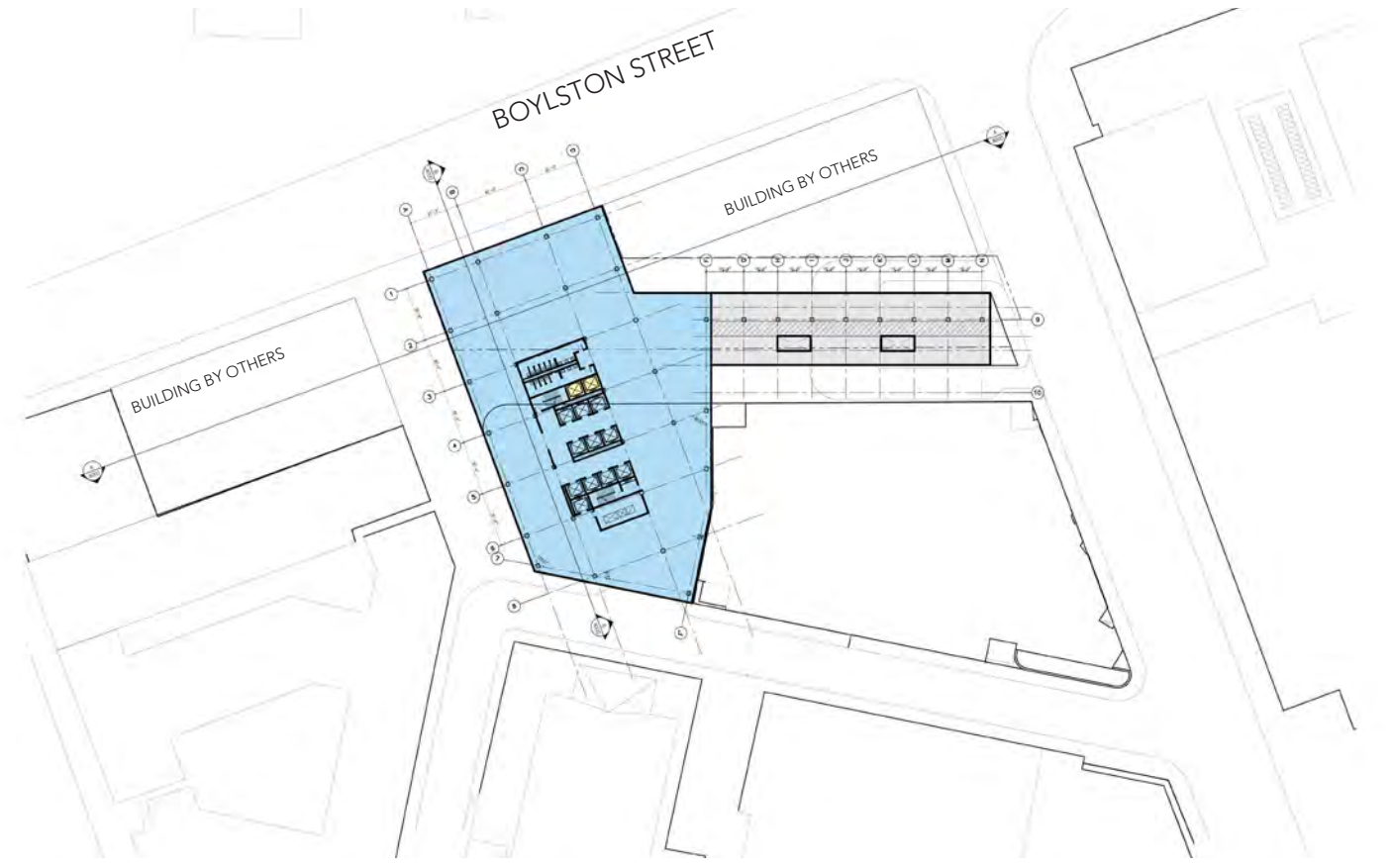


**turnpike level plan**  
RFP AIR RIGHTS PARCELS 12,14 & 15

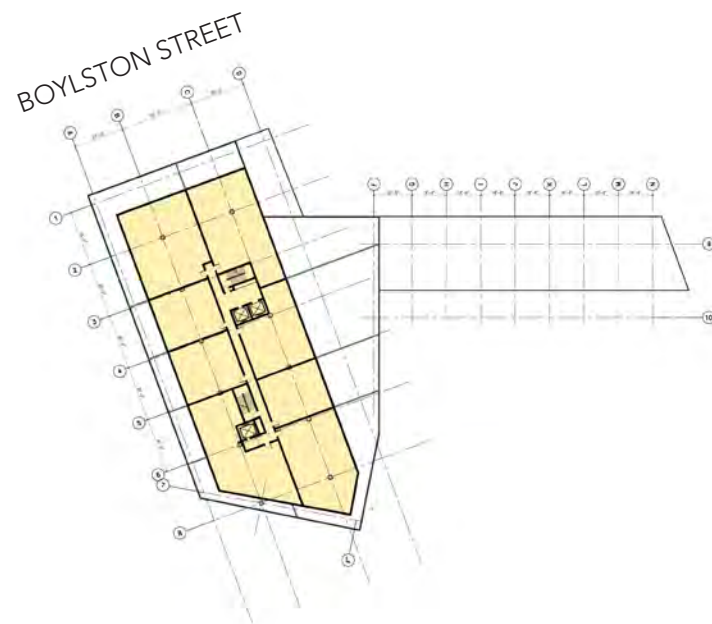




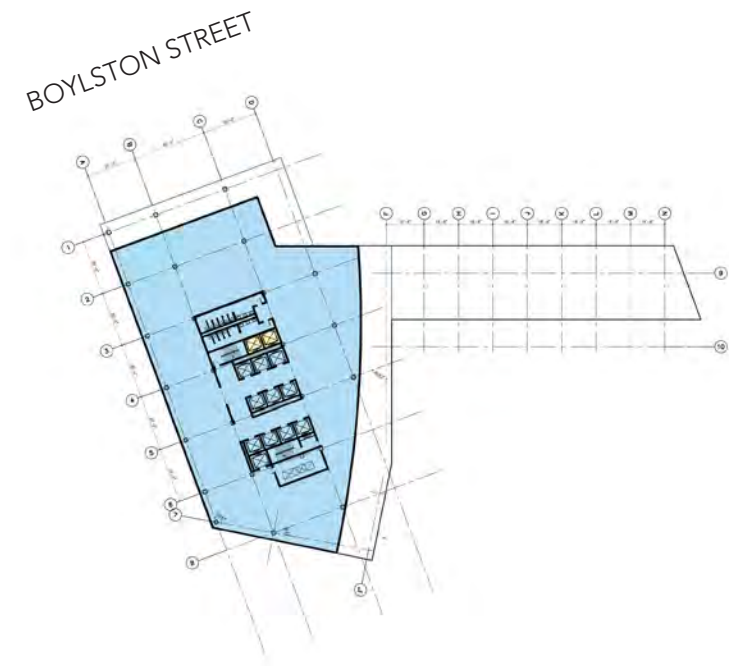
Boylston West Development -typical residential level plan



Boylston East Development -level 02-07 plan



Boylston East Development -typical residential tower plan

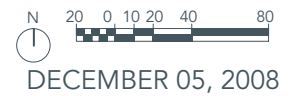


Boylston East Development -typical office tower plan

**LEGEND**

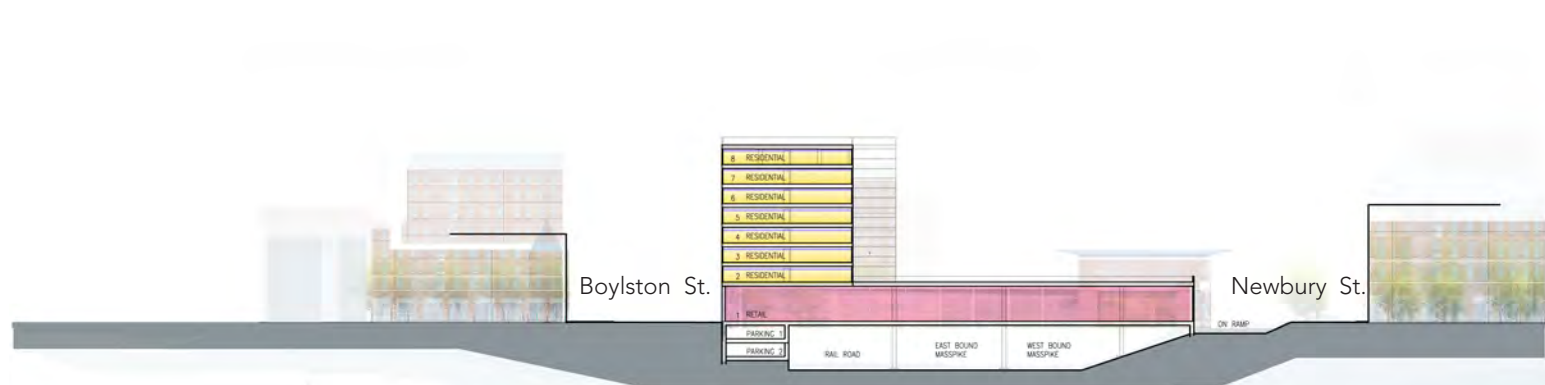
- Commercial
- Hotel
- Retail
- Residential
- Circulation
- Parking
- Services

**upper floor plans**  
RFP AIR RIGHTS PARCELS 12,14 & 15

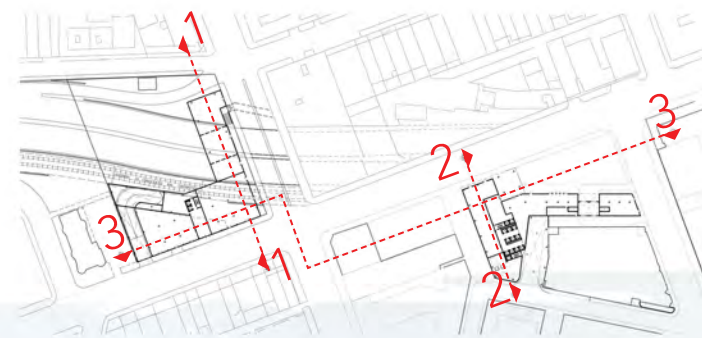


DECEMBER 05, 2008

DRAWING 5

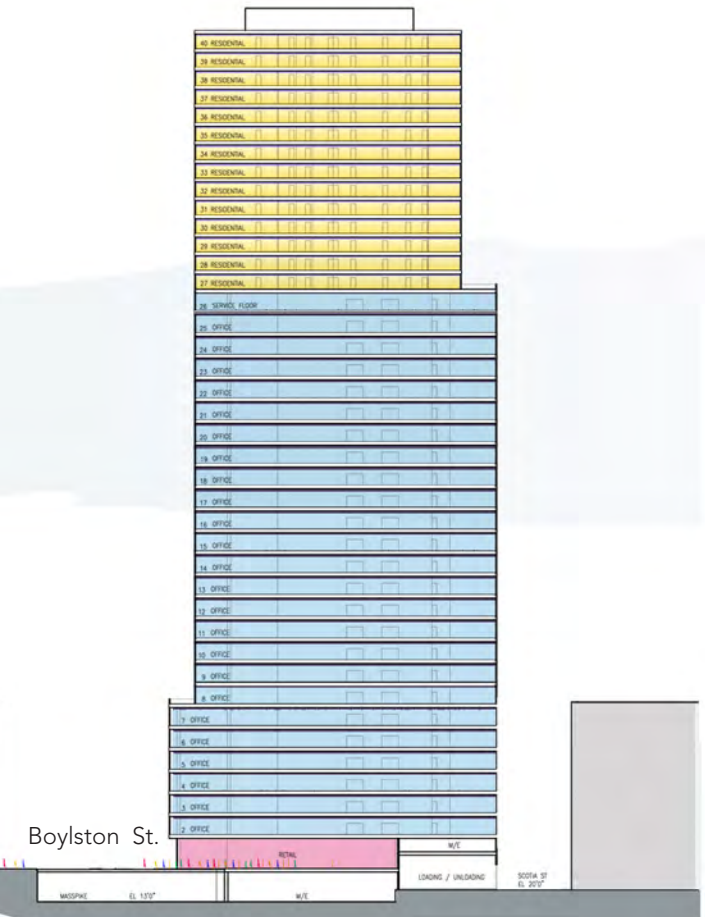


1 Boylston West Development N-S Section looking West

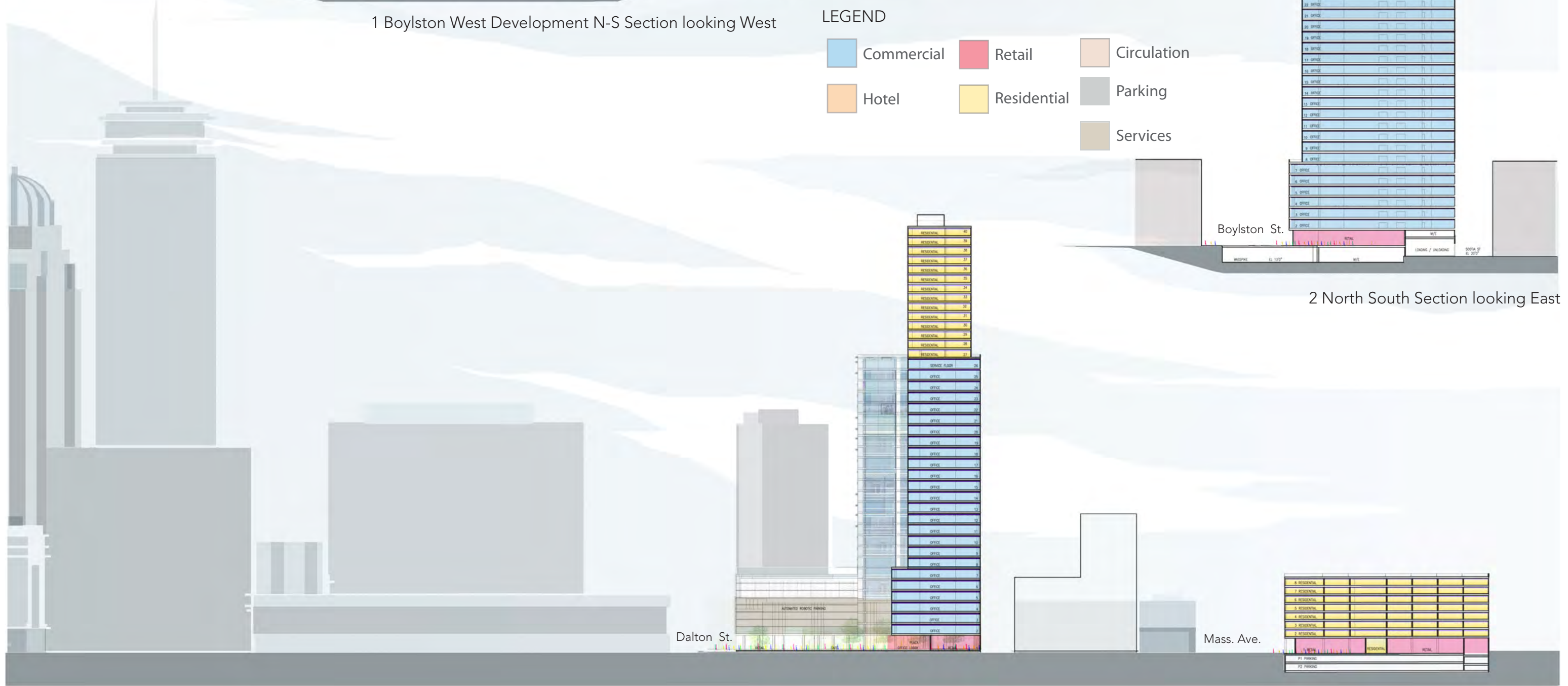


LEGEND

- Commercial
- Retail
- Circulation
- Hotel
- Residential
- Parking
- Services



2 North South Section looking East



3 East West Section looking South

Boylston East Development (Parcel 15)

Boylston West Development (Parcel 12)

sections

RFP AIR RIGHTS PARCELS 12,14 & 15



DECEMBER 05, 2008

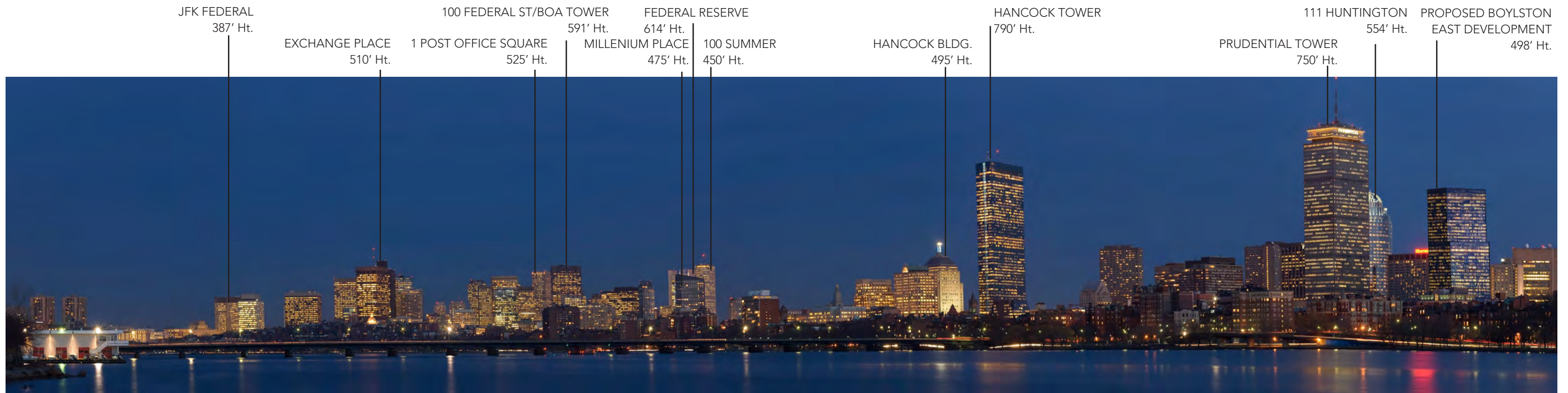




Aerial view of Boylston St and Massachusetts Avenue



Urban fabric- commercial development



City Skyline from Charles River





Boylston Street looking North to Boylston West Development (Parcel 12)



Massachusetts Avenue looking West to Boylston West Development (Parcel 12)



Boylston Street looking South to Boylston East Development (Parcel 15)



Massachusetts Avenue looking East to Boylston East Development (Parcel 15)

**elevations**

RFP AIR RIGHTS PARCELS 12,14 & 15





View west on Boylston St. from Copley Square



View East on Boylston St. from Hemenway St.

**BOYLSTON STREET**

Boylston East Development and infill by others allow continuous retail street frontage on south side from Massachusetts Avenue to Dalton Street by relocating Cambria Street and pedestrianizing St. Cecilia St.

**MASSACHUSETTS AVENUE**

Boylston West Development will provide continuous retail development along North side of Boylston and West side of Massachusetts Avenue.



View West on Boylston St. from Boston Athletic Assn.



View South on Massachusetts Avenue from Commonwealth Avenue



View along Boylston St.-Boylston East Development

**street level views**

RFP AIR RIGHTS PARCELS 12,14 & 15





Aerial view of Boylston St looking west



View from South West



View from the Fenway neighborhood

**views**

RFP AIR RIGHTS PARCELS 12,14 & 15





**RFP AIR RIGHTS PARCELS 12, 14 & 15**

BOYLSTON EAST | BOYLSTON WEST DEVELOPMENTS

DECEMBER 05, 2008