

SECOND AMENDED AND RESTATED DEVELOPMENT PLAN

FOR

PLANNED DEVELOPMENT AREA NO. 30

CLIPPERSHIP WHARF, EAST BOSTON

Dated: _____, 2015 [*BRA Board Date*]

1. **Amended and Restated Development Plan.** Pursuant to Section 3-1A and Article 80C of the Zoning Code of the City of Boston, Massachusetts (the “Code”), this plan constitutes the Second Amended and Restated Development Plan for Planned Development Area No. 30 (the “Plan”) for the development of an approximately 12-acre site (the “Site”) known as Clippership Wharf in the East Boston section of Boston, Massachusetts. The Site is described in Exhibit A attached hereto and is shown on the map and depicted on the Site Plans attached hereto as Exhibit B. The Site is owned by Noddle Island Limited Partnership.

Pursuant to Section 3-1A and Article 80C of the Code, by a vote taken on November 18, 2003, the Boston Redevelopment Authority (the “BRA”) approved an Amended and Restated Development Plan for Planned Development Area No. 30 (the “Prior Plan”) and related Map Amendment No. 428, which amended and restated an earlier Development Plan and Map Amendment relating to Clippership Wharf adopted in 1988. The Prior Plan was approved by the Boston Zoning Commission on January 21, 2004 and become effective on January 26, 2004. Under the Prior Plan, the Proponent proposed to develop a primarily residential development and related improvements on the Site.

As described in more detail below, the Proponent still intends to develop a primarily residential project, but the design, orientation, and other features of the development have evolved or been modified since the approval of the Prior Plan. Accordingly, this Plan amends and restates the Prior Plan in its entirety to allow development of the updated project described herein (the “Project”). The area covered by this Plan is the same as the area described in Map Amendment No. 428.

This Plan sets forth information on the Project including the proposed location and appearance of structures, open spaces and landscaping, proposed uses of the area, density, proposed traffic circulation, parking and loading facilities, access to public transportation, and proposed dimensions of structures. Upon approval, this Plan shall constitute the zoning for the Site in accordance with Section 3-1A and Article 80C of the Code, and the Prior Plan will be of no further force or effect.

This Plan consists of 13 pages of text plus attachments designated Exhibits A through E. All references to this Plan contained herein shall pertain only to such pages and exhibits. This Plan represents a stage in the planning process prior to the stage at which formal plans and specifications for the Project are submitted to the BRA pursuant to Section 3-1A and Article 80C of the Code for final design review approval and certification as to consistency with this Plan. Therefore, the Project is subject to final design, environmental, and other development review by the BRA and by other governmental agencies and authorities, and minor changes may occur to the Project's design without the need to amend this Plan, provided that in all events the Project is consistent with the use and dimensional limitations described and shown in this Plan.

2. **Developer.** The Proponent is Lend Lease Development, Inc., with an address at Twenty City Square, Charlestown, Massachusetts 02129, which is the owner's development partner. Members of the Project team are identified on Exhibit C attached hereto.

3. **Site Description/Project Area.** The Site, known as Clippership Wharf, is approximately 520,485 square feet (11.95 acres) in area and is located just south of Maverick Square on the East Boston waterfront. The Site is bounded by the Lewis Mall and Lewis Street to the east, Monsignor Albert A. Jacobbe Road and the Heritage apartment complex to the north, Carlton Wharf parcel and Boston Harbor to the west, and Boston Harbor to the south.

The Site consists of a mix of land and water. The northern portion of the Site includes approximately 6.8 acres of land. To the south along the waterfront, the Site includes approximately 1.8 acres of deteriorated piles and deck; the piles and deck will be removed as part of the Project as described below. The southern portion of the Site consists of approximately 3.4 acres of water sheet in Boston Harbor. The Site has been vacant and unused for approximately 25 years.

According to Map 3A of the Code, the Site is located in a Waterfront Residential Subdistrict within the East Boston Neighborhood District (the "Neighborhood District"). As indicated above, the Site is also located within a Planned Development Area Overlay District, and this Plan does not include or request any change to the area covered by this Overlay District. The Site is also located in a Limited Parking Overlay District.

The Project does not include demolition of any building or structure subject to demolition delay under Article 85 of the Code.

4. **Description of the Project.** The Project includes construction of multiple buildings with structured parking (and limited on-grade parking spaces), internal roadways and pedestrian walkways, floating docks and a kayak launch, landscaped open space, and other Site improvements and public amenities. The various components of the Project are shown on the plans and elevations attached hereto as Exhibit D (collectively, the "Project Materials"), and are more particularly described as follows:

A. Buildings

The Project includes construction of four buildings with an aggregate of up to 492 residential units, ground-floor commercial uses and/or other facilities of public accommodation (as that term is used in 310 CMR 9.12, the implementing regulations under M.G.L. Chapter 91) (“FPAs”), and structured parking. The buildings will contain an aggregate of up to 555,000 square feet of floor area exclusive of interior parking areas; the interior parking areas will contain an aggregate of approximately 130,000 square feet, and accordingly the buildings and interior parking areas will contain an aggregate of up to approximately 685,000 square feet. Of this amount, no less than an aggregate of 25,850 square feet of floor area will be devoted to ground-floor FPAs upon full build-out of the Project. The buildings are further described as follows.

Throughout this Plan, except as specifically described herein all references to “floor area” shall refer to “gross floor area” as defined in the Code, and all references to “height” shall refer to “height of building” as defined in the Code. In light of the variations in grade on the Site, for ease and consistency of description and calculation and in order to account for coastal flood elevations and future sea level rise, all building heights shall be measured from grade level +24 feet above Boston City Base. This is the grade of the proposed roadway and central plaza on the Site as well as landscaped open space at various locations throughout the Site.

- Building 1 (“Building 1”) will be located on the northern portion of the Site adjacent to Jacobbe Road and have approximately a “U” shape. The maximum height of the building will be six stories (70 feet). This building will include up to 214 residential units and ground-floor FPA uses, which may include a café or other commercial establishment and bicycle storage area adjacent to the MBTA subway headhouse at the northeast corner of the building.
- Building 2 (“Building 2”) will be located along the eastern side of the Site near the intersection of Lewis Street and Lewis Mall and have approximately a east-west orientation. The maximum height of the building will be six stories (70 feet). This building will include up to 90 residential units.
- Building 3 (“Building 3”) will be located in the southwest quadrant of the Site and have approximately a north-south orientation. The maximum height of the building will be six stories (70 feet). This building will include up to 80 residential units and ground-floor FPA uses, which may include a kayak/canoe rental center at the waterfront end of the building.
- Building 4 (“Building 4”) will be located in the southeast quadrant of the Site adjacent to Lewis Street and have approximately a north-south orientation. The maximum height of the building will be six stories (70 feet). This building will

include up to 108 residential units and ground-floor FPA uses, which may include a retail/restaurant space with outdoor patio at the waterfront end of the building.

Notwithstanding the foregoing and provided the Project and buildings do not exceed the use, bulk, and dimensional controls set forth herein and described in the Project Materials, the Proponent may re-allocate FPA space and up to five (5) percent of the number of residential units in the Project (and the floor area attributable to such areas) among the buildings described above from time to time without amending this Plan.

B. Roadways, Parking and Transportation Improvements

The Project includes an extension of Marginal Street (at its intersection with Lewis Street) into the Site. This roadway will extend through the middle of the Site, turn right (i.e., north), and run perpendicular to and intersect with Jacobbe Road, providing convenient vehicle access to all portions of the Site. Parking will be provided in a structured garage at the lower level of the Project buildings with vehicle access from Jacobbe Road and Lewis Street. The garage will contain no fewer than 295 and up to 308 parking spaces, and of this number approximately 20 parking spaces (including car-sharing spaces) will be available for public use to support the FPA uses and other public amenities on the Site. The remaining parking spaces will be available to residents of the Project. The internal roadway and other impervious areas on the Site will include up to 14 on-street parking spaces available for public use, and up to seven spaces for the leasing office, short-term loading and unloading by residents, and other operational needs of the Project.

The Project includes indoor or covered space for bicycle parking. This parking area will initially include at least 300 spaces and the Project can accommodate up to 492 spaces (one bicycle space per residential unit) if there is sufficient demand. The Proponent also intends to discuss with the Boston Transportation Department potential ways to support bicycle parking by the public.

The Project includes construction of a new floating dock for recreation and education-based water activities and a kayak launch within a newly constructed “cove” at the southwest corner of the Site to encourage. The Project also includes a separate dock on the western side of the Site that will be available for small-boat tie-ups and water taxis. The Site is well-served by other public transportation including the MBTA Blue Line, several bus lines, and a water transportation terminal.

These public uses and public transportation options are described in more detail below.

C. Open Space and Landscaping Improvements

The Project includes significant open space and landscaping improvements throughout the Site. These open space and landscaped areas will measure approximately 189,837 square

feet inclusive of new roadways and surface parking areas at high tide (certain areas will be submerged at high tide as noted in this Plan), and include the following:

- At the southern end of the Site, approximately 1.8 acres of deteriorated piles and deck will be removed from the Harbor, the seawall will be stabilized, and a Harborwalk will be constructed through the Site.
- The southwest corner of the Site is planned as an innovative “living shoreline” with a variety of uses, landscaping features, and amenities to encourage public engagement with the waterfront. The edge of the wharf will include an ecological study area with salt marsh grasses and other marine vegetation that will be submerged or partly submerged with tidal variations. The Harborwalk will extend adjacent to this area to provide views of the living shoreline and access to a floating dock and kayak launch at the end of the wharf. The kayak launch will consist of a gently sloping ramp directly to the water, and the float will facilitate small boat and kayak use within a calm, inner edge of the wharf. Building 3 will encourage these uses by providing interior FPA space at the waterfront end of the building, which can be used for kayak and small boat storage, educational activities, and/or related uses. Adjacent and to the east of the floating dock and kayak launch, the living shoreline experience will continue as the open space extends across an area subject to tidal influence and therefore will reveal a variety of landscapes depending on the tide. The goal of this area is to provide more than just public access to and views of the water, but to encourage direct, immediate engagement with the water and the tidal and vegetative features of the marine environment.
- The southwest corner of the Site will provide for and encourage public enjoyment of the waterfront in other ways. The southern end of Building 4 is planned as FPA space which may be used as a retail/restaurant space with an outdoor patio space to encourage public access to the water. Between the patio space and water’s edge, the Site will include a large, landscaped lawn which can be used for picnics and other passive recreation. Nearby, the Project will also include a large “natural” amphitheater area open to the public. The goal in this area is to provide a destination FPA space along with generous landscaped open space to complement the portion of the Harborwalk that extends through this area, thereby creating an active public realm with a variety of uses and amenities.
- The western and southern sides of the Site include a variety of landscaped public spaces to encourage the public to access and cross through the Site to the water. For example, the northwest corner of the Site will include a community park and community garden that will serve as destinations in their own right and encourage the public to continue along the western edge of the Site to the natural shoreline described above.

5. **Proposed Location and Appearance of Structures.** The proposed location and appearance of the structures on the Site are shown on the Project Materials.

6. **Use Allocation.** As indicated above, the Project will include up to 492 residential units and ground-floor FPA uses, and structured and on-street parking. Residences may be rental or condominium units. Proposed uses are listed on Exhibit E attached hereto, and the Project may be used for any of the uses described in this Plan and set forth on Exhibit E.

7. **Dimensions of Structures.** Pursuant to Sections 53-9 and 53-16, Table F of the Code, the applicable maximum Floor Area Ratio (FAR) for the Site is 1.0. After completion of the Project, the overall FAR on the Site will not exceed 2.2, calculated as the total building area exclusive of structured parking areas divided by lot area which, for purposes of this Plan, shall mean land area above mean high water exclusive of interior roadways.

Pursuant to Sections 53-9 and 53-16, Table F, the minimum lot area for dwelling units in a Waterfront Residential Subdistrict is 2,000 square feet for the first two units and 1,000 square feet for each additional unit; the minimum lot width is 40 feet; the minimum lot frontage is 40 feet; the maximum building height is three stories or 35 feet; the minimum usable open space per dwelling unit is 200 square feet; the minimum front and side yard depth is five feet; the minimum rear yard depth is 30 feet; and the maximum rear yard occupied by accessory buildings is 25 percent. Sections 53-17 and 53-18 include additional dimensional requirements relating to FPAs and Waterfront Yard Areas for projects that require a Chapter 91 license.

The Site area is described above and the Site satisfies the minimum lot width and lot frontage requirements. Building height and floor area are described above, and the Project Materials show the location, setbacks, and yards proposed for the Project. The floor area of each residential unit within the Project, however demarcated, shall be deemed to comply with the Code provided that all buildings constructed conform to the applicable dimensional controls set forth herein, and the Site-wide FAR is not increased above the ratios described above.

Provided each building, when constructed, complies with this Plan, such building's compliance shall not be affected by the non-compliance of any subsequent building with the requirements of this Plan.

8. **Development Schedule.** The Proponent currently estimates that construction of the first phase of the Project will commence within a year from the date the Proponent obtains a Chapter 91 Waterways License for the Project, and the applicable appeal period for such License has expired with no appeals taken (or any such appeal has been decided in the Proponent's favor). Construction may proceed in phases depending on market conditions and other factors, and the delay or non-completion of any building or phase shall not affect the compliance or consistency of any other building or phase with this Plan. Subject to marketing and other considerations, it is currently anticipated that the first phase will include Buildings 1, 2, and 3 and a subsequent phase will include Building 4.

9. **Approvals.** The establishment of Planned Development Areas within Waterfront Residential Subdistricts is currently prohibited pursuant to Sections 53-5 and 53-44 of the Code. However, as indicated above, the Planned Development Area within which the Site is located was established by a Map Amendment adopted in 1988, prior to the adoption of Sections 53-5 and 53-44 (effective in 1999). Article 53 did not eliminate this Planned Development Area. Accordingly, the Planned Development Area Overlay District within which the Site is located continues to govern land use at the Site, notwithstanding the enactment of Sections 53-5 and 53-44 of the Code.

The Proponent or its predecessor obtained various permits and approvals for the development proposed in 1988, and as noted above the Proponent obtained approval of the Prior Plan and other permits and approvals for the updated development proposal in 2003-2004. The Proponent has submitted a Notice of Project Change to the BRA under Article 80B of the Code, and to the MEPA Office under regulations promulgated pursuant to the Massachusetts Environmental Policy Act, describing the Project and changes to the previously-approved development proposal. The Project will also require one or more Chapter 91 Waterways Licenses, an Order of Conditions from the Boston Conservation Commission, approval of a specific repair plan (addressing improvements to surrounding public streets and rights of way) from the Boston Public Improvement Commission, and several other local, state, and federal permits and approvals.

10. **Urban Design Context.** The Site occupies a unique location in East Boston surrounded by Boston Harbor to the south and a mix of residential, commercial and open space uses on the other sides. To the north, the Site is adjacent to or near Boston Housing Authority residential complexes, including the Heritage Apartments, Maverick Gardens, and the Clippership Apartments. The Site is also near the Jeffries Point residential neighborhood to the northeast. Further residential developments have been constructed or are planned in the immediate area, including multiple buildings at the Portside at East Pier development project adjacent to the Site and a project at 6-26 New Street now under construction.

The area north of the Site has a strong commercial presence as well. Most notably, the Maverick Square area includes a variety of neighborhood-oriented stores, local services, bars, and restaurants. The area east and west of the Site includes numerous open space uses. Lewis Mall runs adjacent to a portion of the east side of the Site. LoPresti Park is located just west of the Site, and Piers Park is located east of the Site. It is anticipated that a waterfront Harborwalk will link these and other waterfront parcels, creating an uninterrupted walkway for pedestrians and cyclists. Immediately south and west of the Site, the Harbor affords spectacular views of the downtown skyline and opportunities for increased water transportation and other water-dependent uses in the area.

11. **Urban Design Objectives.** The primary urban design objectives of the Project are to create an environment that respects the residential character of the surrounding

neighborhood, complements the active commercial and community uses in the area, and adds to and activates the open spaces and water-related amenities of the East Boston waterfront.

The Project will be compatible with the residential character of the area, and at the same time complement and enhance the active, commercial uses in Maverick Square and surrounding areas. The Site's streets, sidewalks, and pedestrian paths have been designed to integrate with the existing street system and draw people to the waterfront, and a mix of commercial, FPA, and open space uses will provide a variety of activities, services, and entertainment for residents and visitors. The Project has been designed to maintain the view corridors along Marginal Street and Clipper Ship Lane.

Finally, the Project will add to and activate the open spaces and water-related amenities of the East Boston waterfront. As described above, open spaces along the waterfront will include a Harborwalk extending across the Site, an innovative living shoreline that will encourage direct engagement with the water, large lawns and landscaped areas, a retail/restaurant space with outdoor patio. The Project will encourage water-dependent uses as well, with construction of floating docks and kayak launch together with interior FPA space at the end of Building 3 to support such uses.

The Proponent has worked extensively with community groups and City officials over many years to ensure that the Project will comport with various design and planning objectives for the East Boston and waterfront areas, including the following:

- East Boston Master Plan (the "Master Plan"). The Master Plan issued by the BRA in April, 2000 presents the community's vision for growth within East Boston, including the waterfront area. The Master Plan indicates that residential uses are preferred on Clippership Wharf. The Master Plan also recommends integrating commercial and mixed-use activities in large waterfront developments; expanding the Harborwalk; providing additional open space amenities in the area and enhancing public and pedestrian access to the waterfront; adding new streets perpendicular to the waterfront; increasing the range of water transportation options; and reinforcing the urban design character of the waterfront. As described above the Project has been designed to address all of these recommendations.
- East Boston Waterfront District Municipal Harbor Plan (as it may be amended, the "Harbor Plan"). The Harbor Plan approved by the Office of Coastal Zone Management in 2002 includes several specific dimensional and use requirements to permit waterfront development to occur in a manner that supports the community's vision for the waterfront. The Project will comply with all of these dimensional and use requirements.

The Harbor Plan also includes various planning and design objectives for the waterfront. Urban design objectives described in the Harbor Plan focus on enhancing

the physical and visual quality of the waterfront, expanding the mix of uses on the waterfront (including residential uses and affordable housing), establishing strong pedestrian connections between the existing neighborhood and proposed developments, and enhancing water transportation and public facilities in the area. As indicated above, the Project will create a lively, vibrant addition to the East Boston community, and has been designed as an extension of the community through its mix of uses, scale of buildings, and generous open spaces. The Project will maintain the important Marginal Street and Clipper Ship Lane view corridors identified in the Harbor Plan as required features of the Site development.

Chapter 8 of the Harbor Plan addresses open space, public access, and water transportation goals and guidelines. As indicated above, the Project includes many public open spaces and landscaped areas throughout the Site, including a Harborwalk, lawns and landscaped areas, numerous sidewalks and pedestrian and bicycle paths, and other amenities. The Project also includes construction of a floating dock and kayak launch in a newly formed cove to encourage recreational uses, and a separate floating dock on the western side of the Site to encourage water-based public access.

- Chapter 91 Tidelands Requirements of Article 53 of the Code. Article 53 of the Code sets forth various requirements for projects located in tidelands. For projects requiring a Chapter 91 Waterways License (including the Project), the BRA must submit a written recommendation to DEP stating whether the BRA believes the project would serve a proper public purpose and would not be detrimental to the public's rights in tidelands.

The tidelands requirements of Article 53 were intended to serve as use and dimensional controls to support the East Boston Municipal Harbor Plan. Approval of this Plan is intended to fulfill the requirement of the Office of Coastal Zone Management that new zoning be adopted for the Site area covered by the Harbor Plan consistent with the use and dimensional requirements set forth in the Harbor Plan.

12. **Open Space and Landscaping.** As described in detail above and shown on the Project Materials, the Project will include extensive open space, landscaping, and related public amenities throughout the Site. These areas include removal of deteriorated piles and decking from the Harbor to improve the visual appeal of and access to the watersheet; a portion of the Harborwalk to encourage pedestrian uses of the waterfront; a living shoreline with vegetation and other landscaping; a floating dock and kayak launch; a retail/restaurant space with outdoor patio; large landscaped lawns and other public open spaces; a community park and community garden; and a floating dock to promote water-based public access. All of these areas are intended to enhance the appearance of the Site, encourage public access to the waterfront and direct engagement with the Harbor, and strengthen the Project's connectivity with the residential and commercial areas in the neighborhood and within the Harbor. The Proponent may use the

patio at the end of Building 4 and areas around other FPA uses as outdoor and/or seasonally covered seating space appurtenant to a restaurant use (with any such area sufficient to comply with the requirements of any alcoholic beverage license that may be granted for such use) and outdoor display of merchandise. Any such seating or display shall be located so as not to unreasonably interfere with public pedestrian use of the remainder of the exterior public realm space.

13. **Proposed Traffic Circulation.** Currently, no roads extend into or across the Site. Clipper Ship Lane extends south from Sumner Street to the edge of the Site. At the terminus of Clipper Ship Lane, Jacobbe Road extends west along the northern boundary of the Site. At the east end of the Site, Marginal Street extends to the edge of the Site. At the terminus of Marginal Street, Lewis Street extends south along the eastern boundary of the Site and turns east onto Waterfront Way within the East Pier project.

As indicated above, the Project will include the extension of Marginal Street westward from its terminus at Lewis Street to the northwest side of the Site. At this point the new roadway will turn right (i.e., north) and extend to Jacobbe Road near its intersection with Clipper Ship Lane. This new interior roadway will be a two-lane, two-way roadway and may include a limited number of on-street parking spaces. The roadway will be a private way open to public use.

The parking garage on the Site will include vehicle access from Jacobbe Road at the northwest side of the Site and from Lewis Street at the southeast side of the Site. Traffic impacts of the Project are expected to be minimal given the predominant residential uses of the Site and the close proximity to public transportation (as discussed in more detail below). In addition, the Project includes extensive pedestrian walkways and bicycle facilities on the Site to encourage alternative means of transportation. The Proponent expects to enter into a Transportation Access Plan Agreement with BTB.

14. **Parking and Loading Facilities.** As indicated above, the Project includes an underground parking garage containing at least 295 and up to 308 parking spaces which will extend into the footprint of the buildings on the Site. Of this number, approximately 20 spaces (including car-sharing spaces) will be available for public use to support the ground floor FPA uses at the Project and other public amenities, and the remaining spaces will be reserved for residents of the Project. The Project will include up to 14 on-street public parking spaces on the new roadway within the Site, and up to seven spaces on street or other impervious areas for the leasing office, loading and unloading by residents, and other operational needs of the Project. In addition, the Project will include indoor or covered storage space for bicycles; this storage space will initially include at least 300 spaces and the Project can accommodate up to 492 bicycles (one bicycle space per residential unit) if there is sufficient demand.

All loading activities will occur from the roadways and in designated areas on the Site, as shown on the Project Materials.

15. **Access to Public Transportation.** The Site is well served by public transportation. A headhouse for the Maverick Square MBTA Station is located immediately adjacent to the northeast corner of the Site, meaning the subway is literally steps from the Project. The Blue Line subway provides service from this station to several downtown locations, including the Aquarium stop near the waterfront and the State Street stop in the heart of downtown, as well as the north shore.

Maverick Station also provides bus service to various locations in East Boston and throughout the City. Bus Route runs to Bellingham Square in Chelsea and Wonderland Station and Revere Street. Route 120 runs to Orient Heights, Jeffries Point and Waldemar Loop. Route 121 runs to Wood Island Station via Lexington Street. Finally, the East Boston Early Bird service operated by the Logan TMA provides service from Maverick Square to the airport via Sumner Street each morning.

A water transportation facility is located at the end of Lewis Street adjacent to the Site. The current operations are based on water taxi service provided by private operators. The BRA has advertised for the purchase of two vessels that are planned for an East Boston to South Boston water shuttle service commencing in the next few years. The Project will support this expanding service through the provision of public parking and bicycle parking in Building 4 for users of the water transportation facility and FPA space adjacent to the facility to support and encourage public use of the area.

16. **Climate Resiliency.** The Project has been designed to account for climate change and to provide a high level of resiliency to potential climatic changes. The first floor of the buildings will be located at an elevation of +/- 24 feet above Boston City Base in order to account for current and future flood elevations and sea level rise. All important building infrastructure will be located above the 100-year flood level as represented on the FEMA Flood Insurance Rate Maps in order to prevent a loss of service in the event of coastal storm. Garage levels will be flood-resilient to minimize risk of property damage from coastal storms, and building systems will be designed to be resilient to loss of power and extreme heat conditions.

17. **Green Building Measures.** Each phase of the Project will comply separately with the requirements of Article 37, Green Buildings, of the Code. The Project team will use the appropriate U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) green building rating system to evaluate sustainable design measures, in accordance with Article 37. Compliance with Article 37 will be confirmed by issuance of a Certification of Compliance pursuant to Section 80B-6 of the Code. The Project expects to achieve a LEED Gold designation at a minimum.

18. **Public Benefits.** This Plan conforms to the plan for the geographic area in which the Site is located and to the general plan for the City as a whole. The Project's compliance with the Master Plan and the Harbor Plan is discussed in detail above. The Project has been or will be reviewed by the BRA under Article 80B (Large Project Review) of the Code and under MEPA. In the course of these review processes, the impacts of the Project upon the surrounding neighborhood and upon the public welfare generally is being fully addressed, and appropriate mitigation is being proposed and incorporated into the Project.

In addition, the Project is expected to provide numerous public benefits, many of which are described in detail above, including the following:

- The Project will provide much-needed housing in the East Boston area. As indicated above the Project will create up to 492 residential units.
- In connection with the planning and permitting work for the project described in the Prior Plan, the Proponent sold a portion of the Clippership Wharf site comprising approximately one acre to Trinity East Boston II Limited Partnership, the developers of the adjacent Maverick Gardens project, to assist in the development of affordable housing at this project. The Proponent also made a substantial payment to the BRA under the City's then-current Inclusionary Development Policy ("IDP"), which, along with the affordable units at the Maverick Gardens project, accounted for a portion of this Project's affordable housing commitment. The Proponent intends to continue to work closely with the BRA and other parties to provide the remainder of the required affordable residential units and/or payments to further contribute to the availability of affordable housing in the City consistent with the IDP. The Project will comply with the IDP.
- The Project will serve as an important component of the revitalization of the East Boston waterfront. The Project will redevelop 12 acres of vacant and abandoned waterfront property and watershed that has been closed to the public for 25 years. The Project will enhance this area by removing approximately 1.8 acres of deteriorated wood pile fields from the Harbor, stabilizing the sea wall, and constructing a new public realm of streets, sidewalks and open spaces.
- The Project will enhance commercial activity around Maverick Square. The Project includes a retail/restaurant space, other FPA uses, public parking spaces, and numerous pedestrian paths to create a lively link between Maverick Square and the waterfront. The Project will bring new residents into the area to support neighborhood businesses, thereby increasing commercial spending in the Maverick Square and Central Square business districts of East Boston.

- The Project will add extensive publicly-accessible open space throughout the Site, including a portion of the Harborwalk, large lawns and landscaped areas, a community park and garden, and other amenities.
- The Project will activate the water's edge with water-dependent uses and improvements, including a living shoreline, walkways over areas influenced by tidal action, floating docks, and a kayak launch.
- The Project will generate significant job growth and tax revenues for the City. The Project is expected to generate hundreds of construction jobs and numerous permanent jobs relating to FPA areas and management of the Project. The Project is expected to generate millions of dollars of annual property tax revenues, and additional tax revenue will be generated at the commercial uses on Site and commercial areas at Maverick Square and in other neighborhoods that benefit from the additional neighborhood residents.
- The Project will contribute funds to the Boston Water and Sewer Commission which are to be applied to the separation of combined sewer infrastructure in East Boston in order to reduce the overflow of sewage into the Harbor.

19. **Applicability.** In accordance with Section 80C-9 of the Code, upon issuance of a Certification of Consistency, the Project shall be deemed in compliance with the requirements of the underlying zoning to the extent such requirements have been addressed in this Plan.

EXHIBITS

Exhibit A	Legal Property Description
Exhibit B	Map and Site Plans
Exhibit C	Project Team
Exhibit D	Project Materials
Exhibit E	Proposed Uses

EXHIBIT A

Legal Property Description

A certain parcel of land in East Boston, Massachusetts, bounded and described as follows:

Beginning at a point at the southerly terminus of the northerly line of Lewis Street at Boston Harbor; thence by land and submerged land of the City of Boston formerly known as the South Ferry Terminal the following courses and distances:

N 59° 48' 02" W, 24.00 feet to a point; thence

S 30° 10' 44" W, 50.00 feet to a point; thence

N 59° 48' 02" W, 3.50 feet to a point; thence

S 30° 10' 44" W, 135.00 feet to a point; thence

N 59° 48' 02" W, 13.00 feet to a point; thence

S 30° 10' 44" W, 54.57 feet to a point; thence

N 27° 03' 22" W, 724.82 feet by Boston Harbor by the Pierhead Line Approved by the Secretary of War July 21, 1889 to a point; thence

N 30° 10' 44" E, 534.15 feet by land and submerged land now or formerly of Fairfield-Exeter, Inc. to a point; thence

S 59° 48' 02" E, 132.64 feet by land now or formerly of Trinity East Boston LLC to a point; thence

N 30° 10' 44" E, 104.00 feet by land now or formerly of Trinity East Boston LLC to a point; thence

S 59° 48' 02" E, 167.36 feet by the centerline of a private way to a point; thence

S 30° 10' 44" W, 25.00 feet by Clipper Ship Lane and Monsignor Albert A. Jacobbe Road to a point; thence

S 59° 48' 02" E, 350.00 feet by Monsignor Albert A. Jacobbe Road and land of the Boston Housing Authority to a point; thence

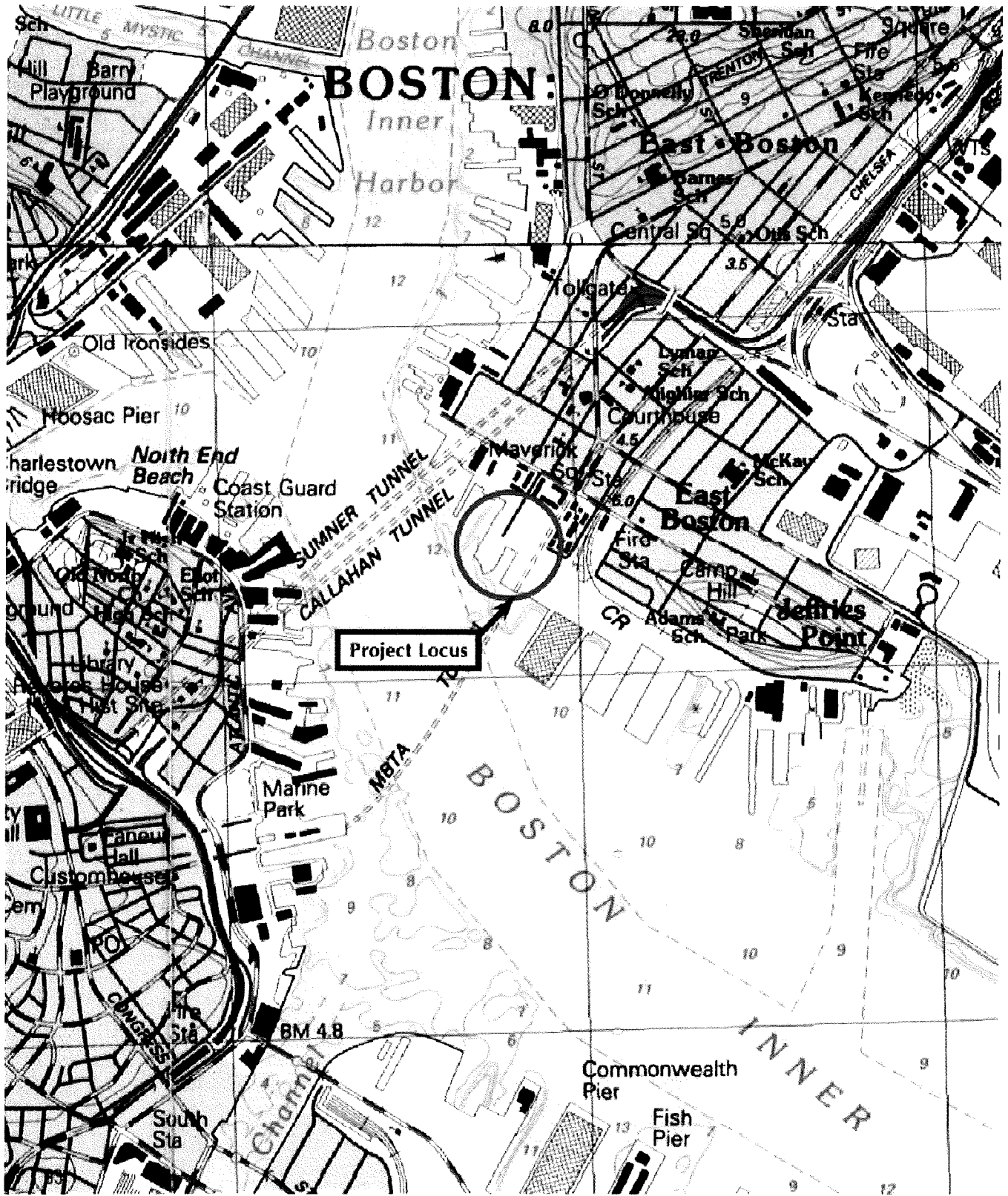
S 30° 10' 44" W, 765.63 feet by the northerly lines of Lewis Mall and Lewis Street to the point of beginning.

Containing 520,485 Square Feet or 11.949 Acres of land and submerged land, and being the same land shown on the plan entitled "Plan of land, East Boston, Mass." dated April 10, 1986 by Linenthal Eisenberg Anderson, Inc. filed in Book 12447 at Page 61, as affected by a subdivision shown on a plan entitled "Subdivision Plan, Sumner Street, East Boston, Massachusetts" dated December 18, 2002 by Judith Nitsch Engineering, Inc. filed in Book 30463 at Page 325, Suffolk County Registry of Deeds.

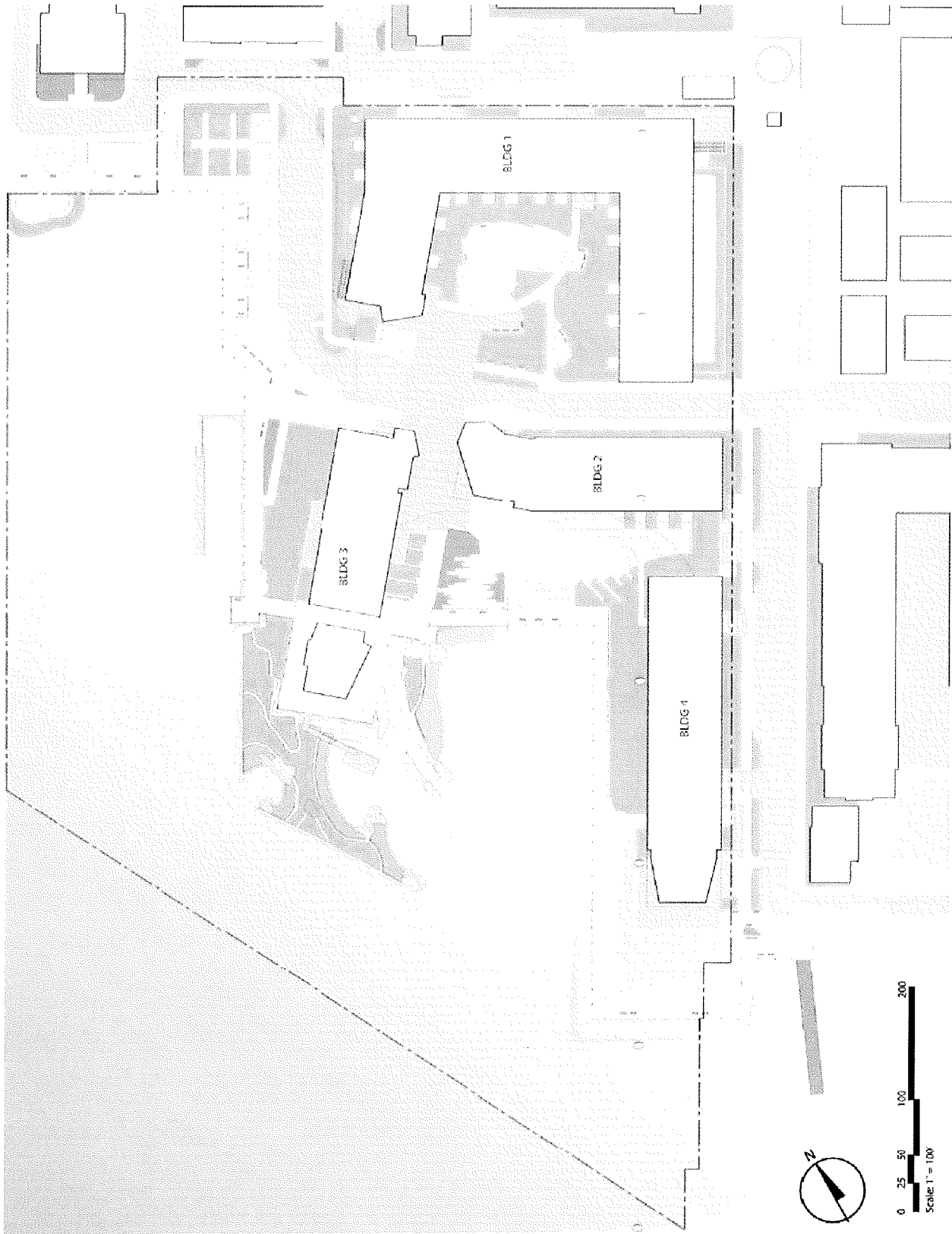
EXHIBIT B

Map and Site Plans

[See attached Map and Site Plans]



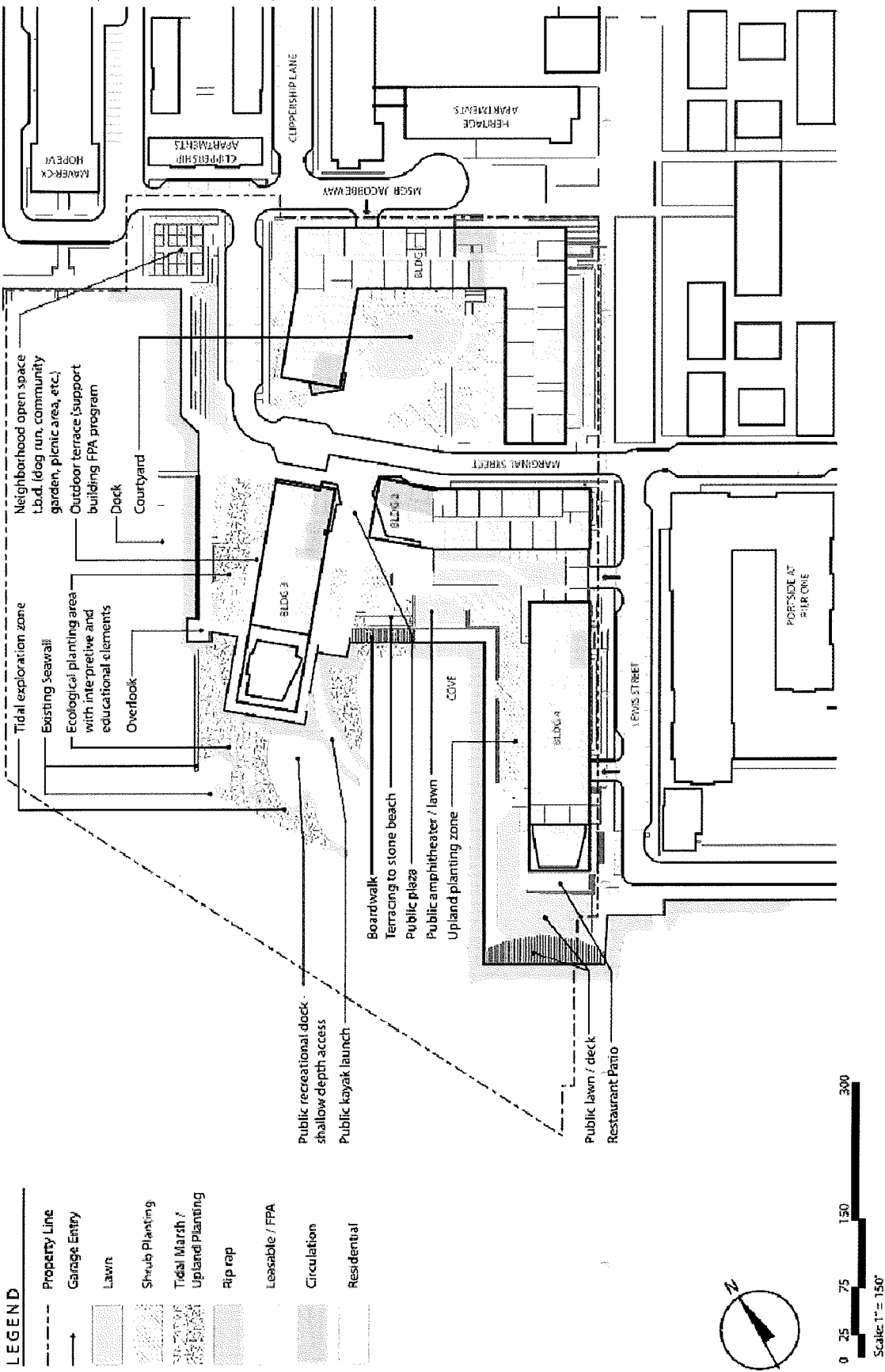
East Boston, Massachusetts



Clippership Wharf

Source: Halvorson Design Partnership, 2015

Exhibit B
Site Plan



Site Plan

EXHIBIT C

Project Team

Architect: TAT/The Architectural Team
50 Commandant's Way at Admiral's Hill
Chelsea, MA 02150
Contact: Michael Liu
Andrew Stebbins
Jason Gier

Landscape Architect: Halvorson Design Partnership, Inc.
25 Kingston Street, 5th Floor
Boston, MA 02111
Contact: Rob Adams
Shannon Lane

Civil Engineer/Survey: Nitsch Engineering
2 Center Plaza
Boston, MA 02108
Contact: John Schmid
Alex Diotte

Environmental and Geotechnical Engineer: Haley & Aldrich
465 Medford Street, Suite 2200
Charlestown, MA 02129
Contact: Rebecca Higgins

Marine Engineer: Childs Engineering Corporation
34 William Way
Bellingham, MA 02019
Contact: David Porter

Traffic Engineer: Howard/Stein-Hudson Associates, Inc.
11 Beacon Street, Suite 1010
Boston, MA 02108
Contact: Brian Beisel

Structural Engineer: Cates Engineering
13575 Heathcote Boulevard, Suite 170
Gainesville, VA 20155
Contact: Michael Stansbury

Mechanical, Electrical,
and Plumbing:

WSP
88 Black Falcon Avenue, Suite 210
Boston, MA 02210
Contact: Michael Brown
Tom Burroughs
Ed Shanahan
Ernie Needham
Blair Chamberlain

Greenhouse Gas:

Tech Environmental
303 Wyman Street, Suite 295
Waltham, MA 02451
Contact: Peter Guldberg

Permitting:

Fort Point Associates, Inc.
33 Union Street, 3rd Floor
Boston, MA 02108
Contact: Jamie Fay
Christine McVay
Richard Jabba

Black Diamond Real Estate Advisors, LLC
25 Maple Street
Hingham, MA 02043
Contact: Paul Hickey

Community Engagement:

Sage Systems
137 Lewis Wharf
Boston, MA 02110
Contact: Paul Scapicchio

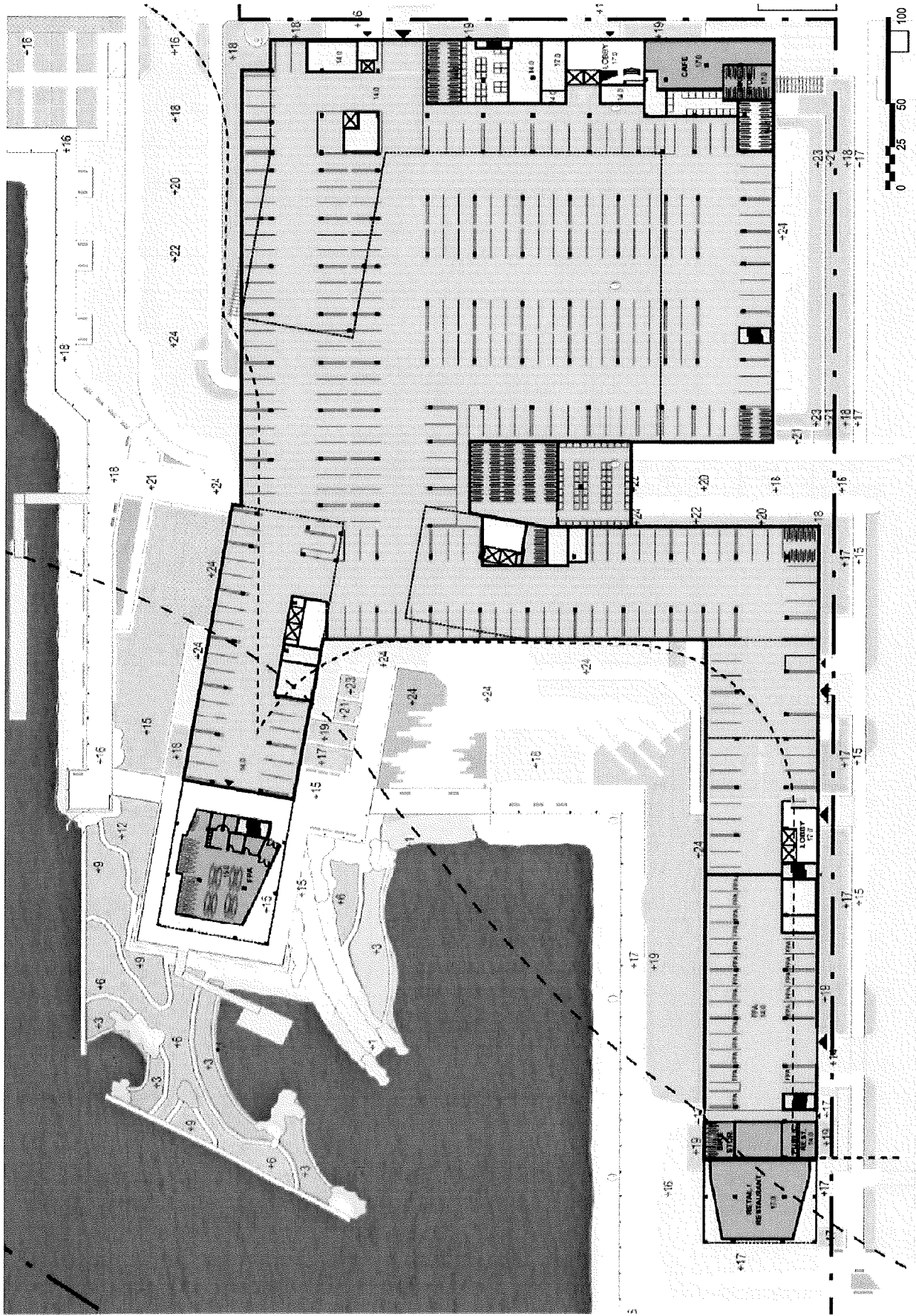
Legal Counsel:

Goulston & Storrs
400 Atlantic Avenue
Boston, MA 02110
Contact: Matthew Kiefer
Adam Hundley

EXHIBIT D

Project Materials

[See attached Project Materials]

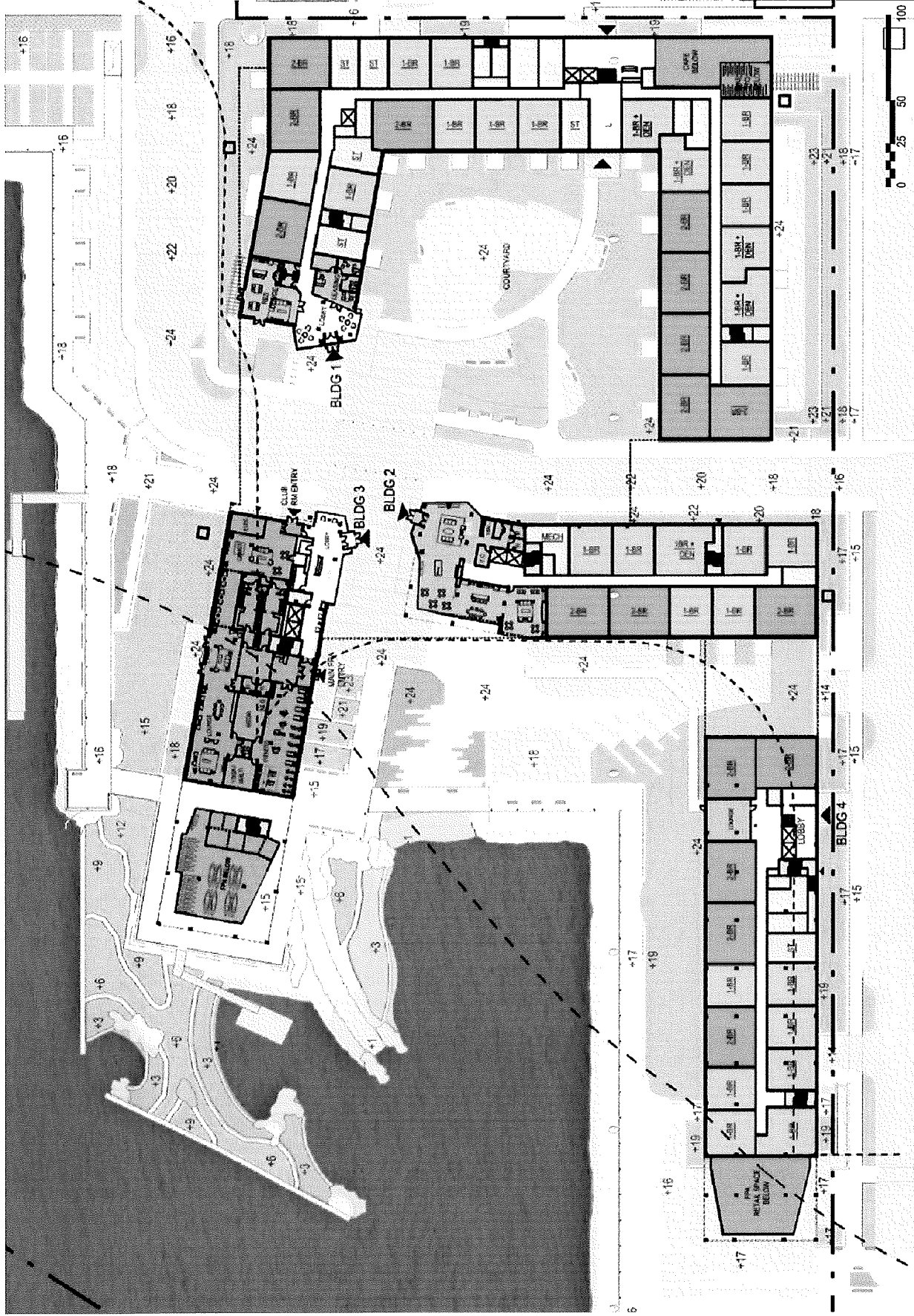


Garage Level Plan

Clippership Wharf

Source: The Architectural Team, Inc. 2015

Exhibit D
Floor Plans



First Floor Plan

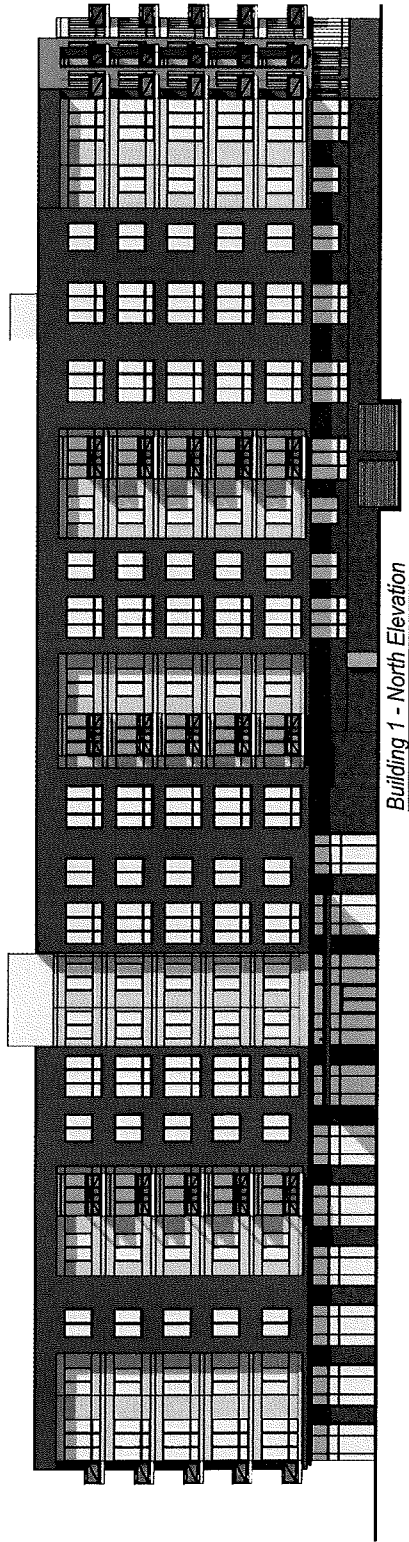
Clippership Wharf

Source: The Architectural Team, Inc. 2015

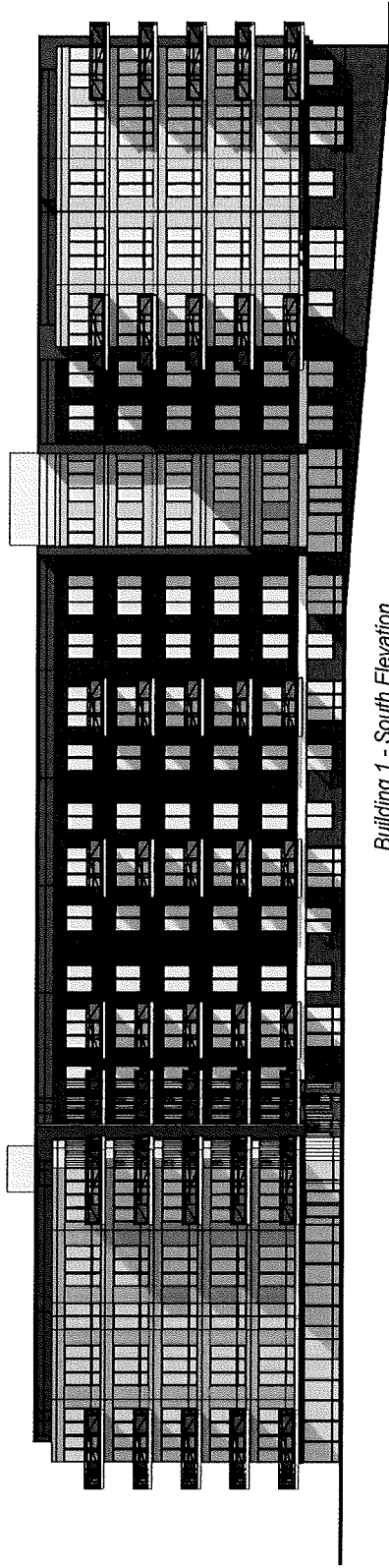
Exhibit D
Floor Plans



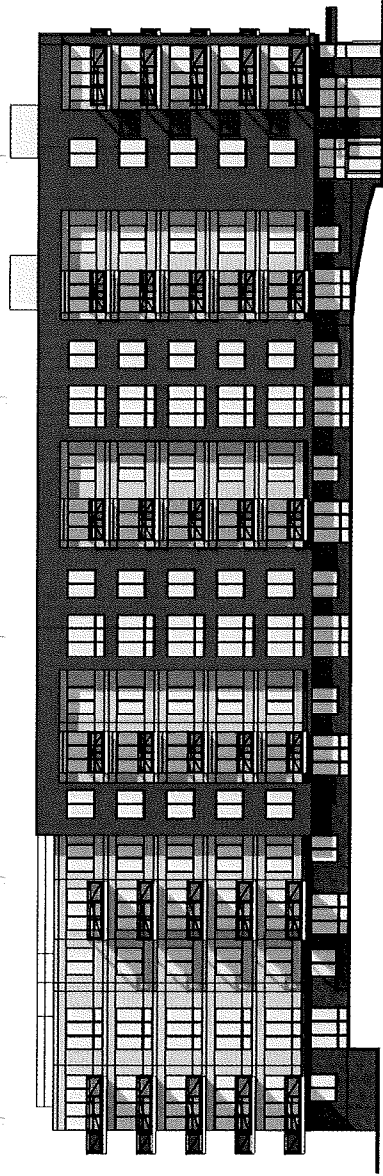
Typical Upper Floor Plan



Building 1 - North Elevation

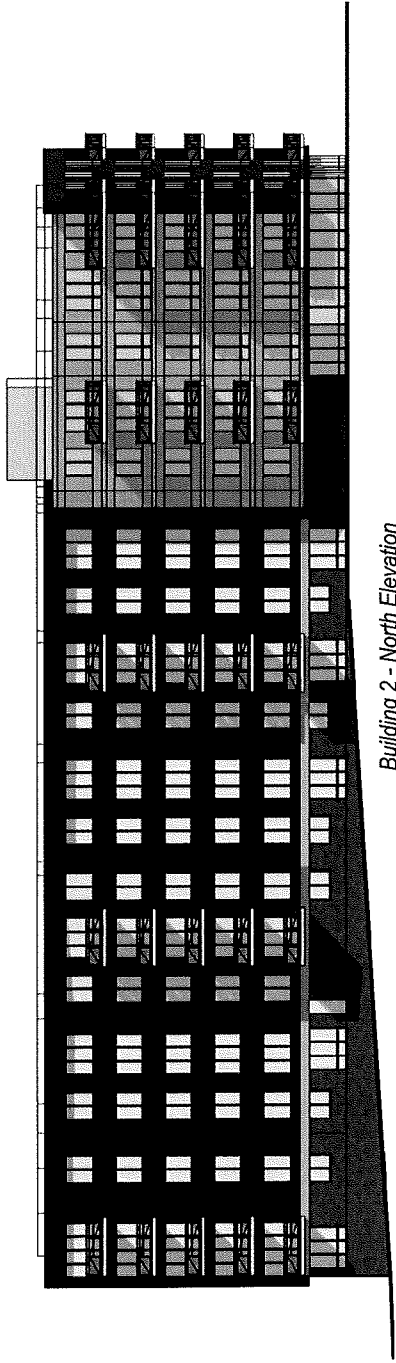


Building 1 - South Elevation

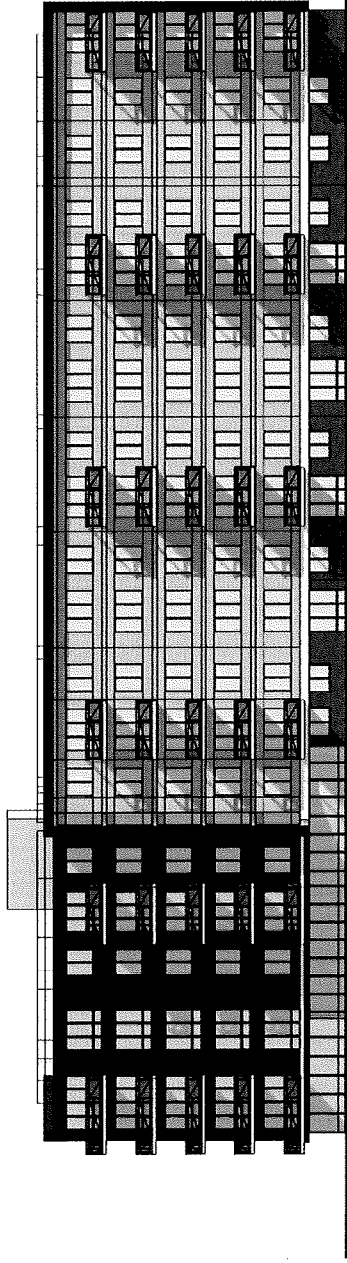


Building 1 - East Elevation

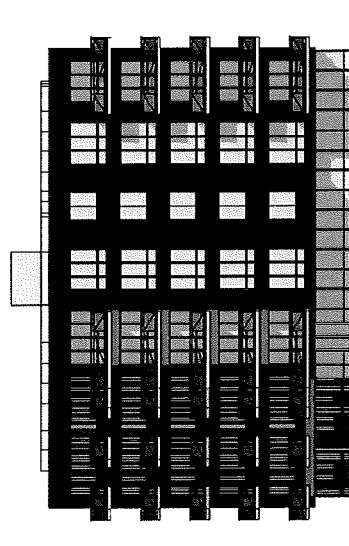




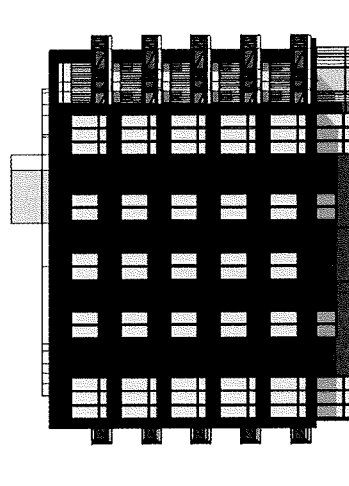
Building 2 - North Elevation



Building 2 - South Elevation

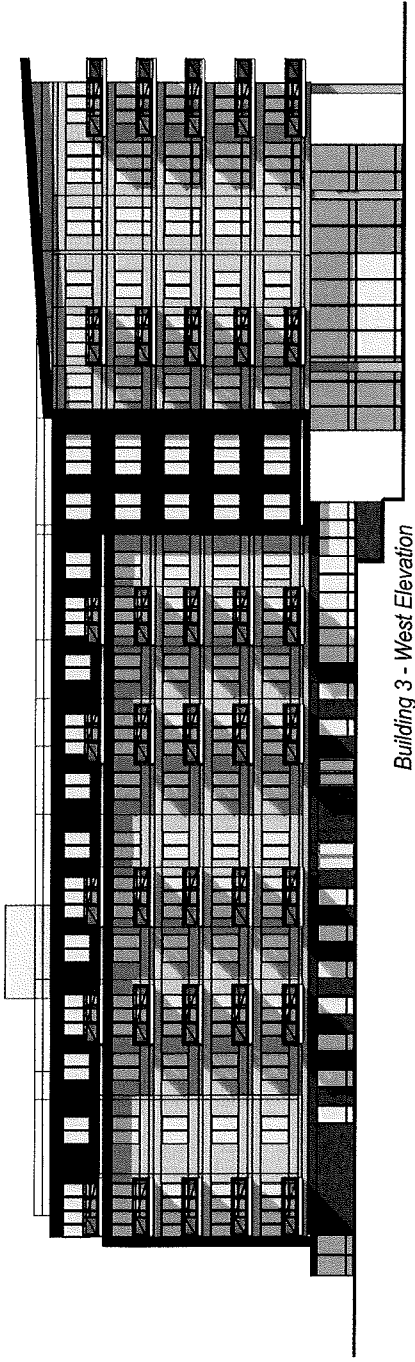


Building 2 - West Elevation

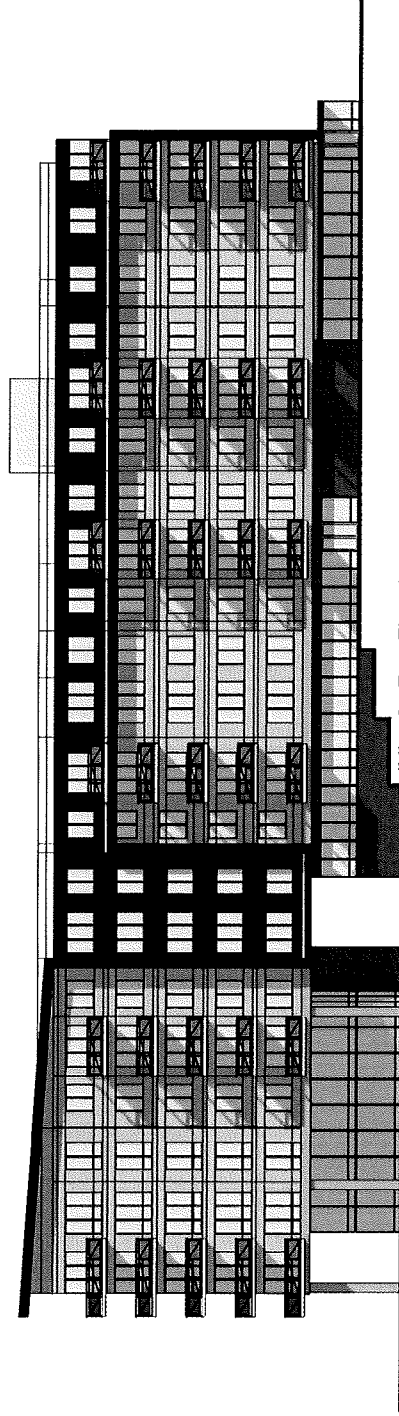


Building 2 - East Elevation

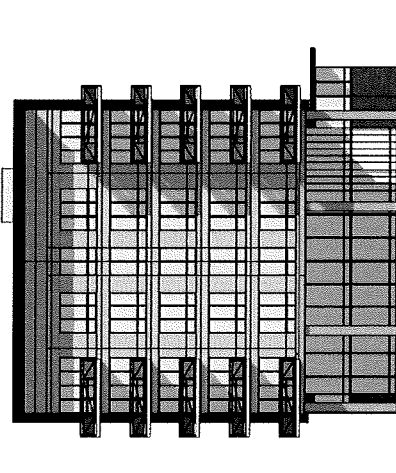




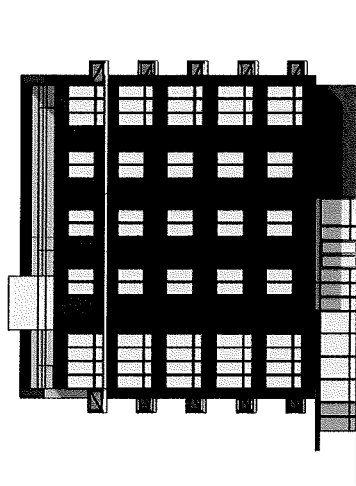
Building 3 - West Elevation



Building 3 - East Elevation

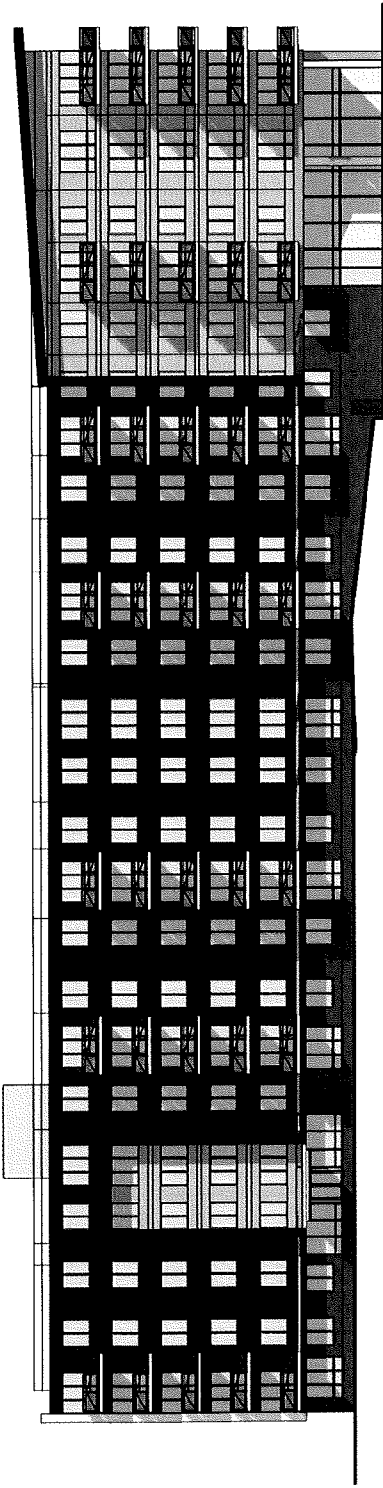


Building 3 - South Elevation

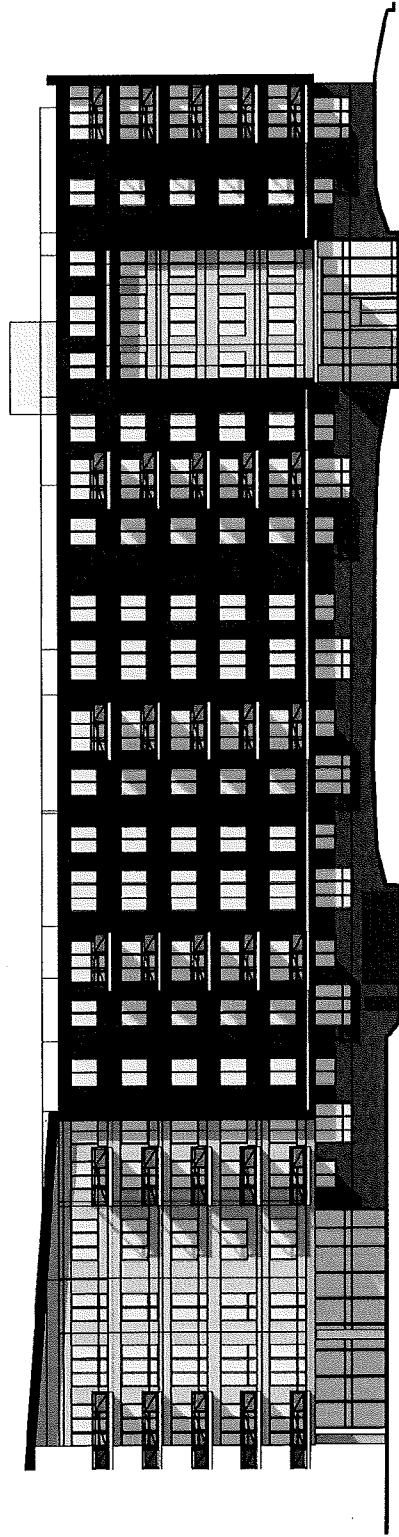


Building 3 - North Elevation

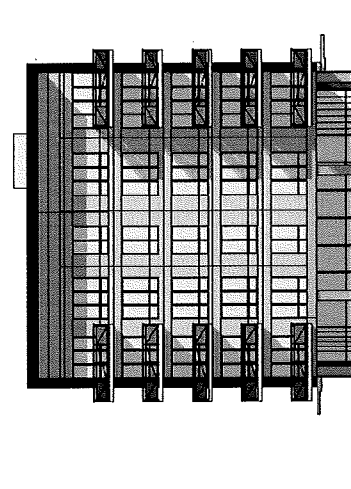




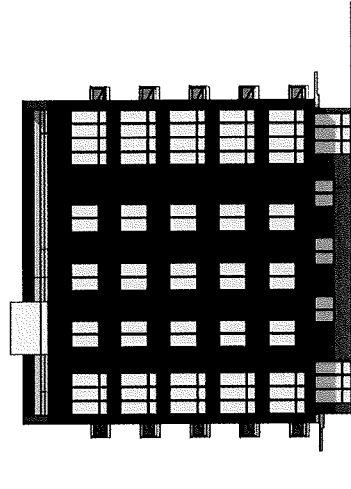
Building 4 - West Elevation



Building 4 - East Elevation

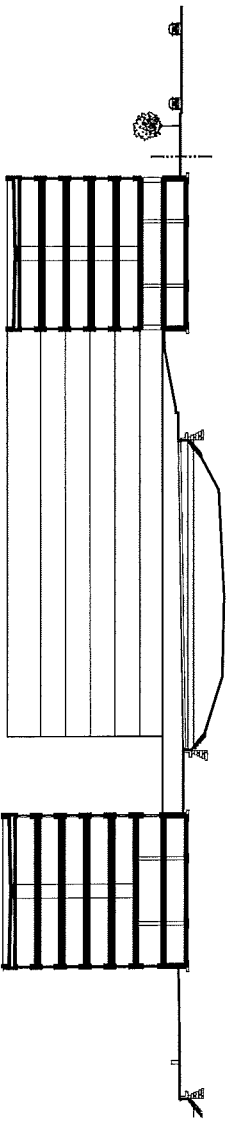


Building 4 - South Elevation

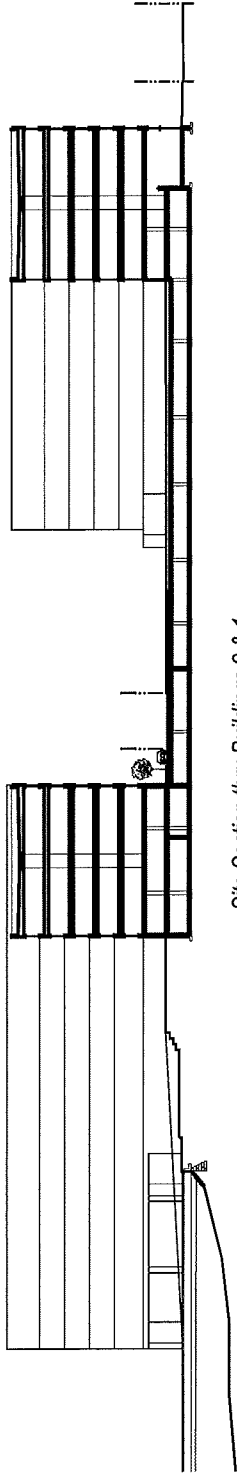


Building 4 - North Elevation

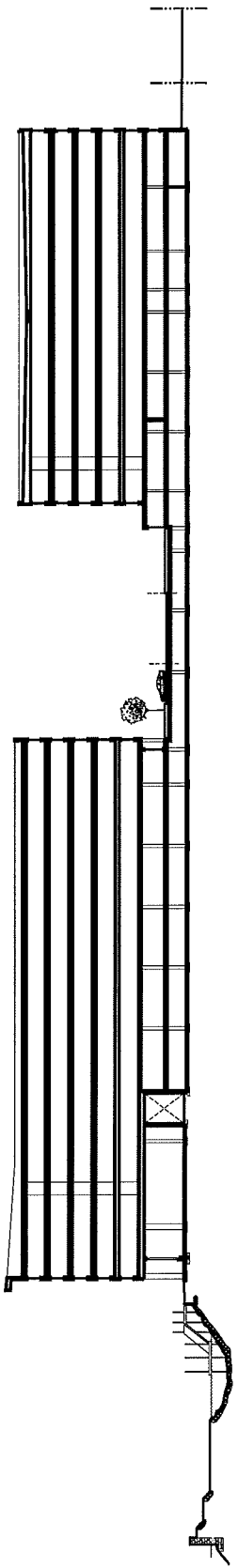




Site Section thru Buildings 3 & 4

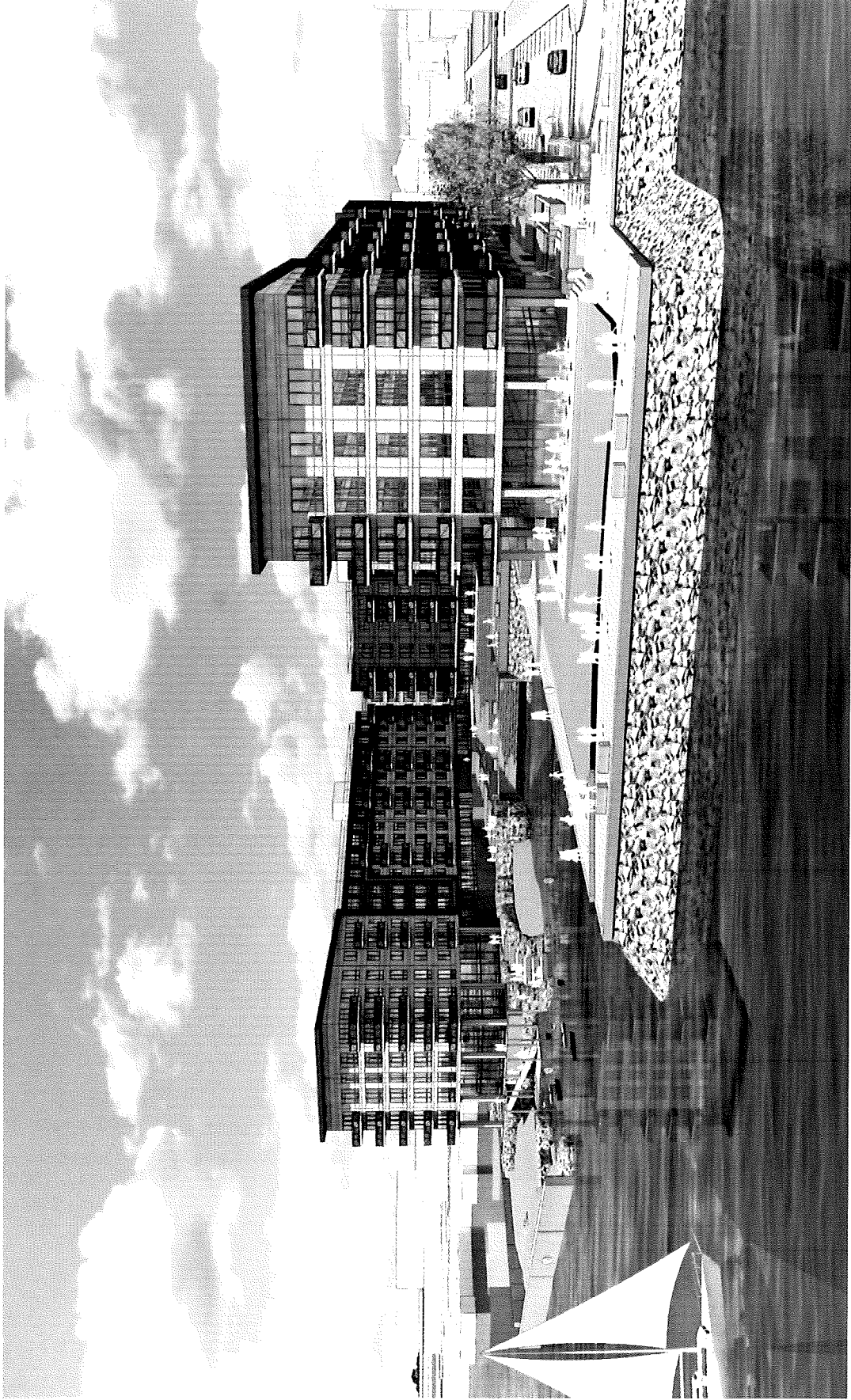


Site Section thru Buildings 2 & 1



Site Section thru Buildings 3 & 1



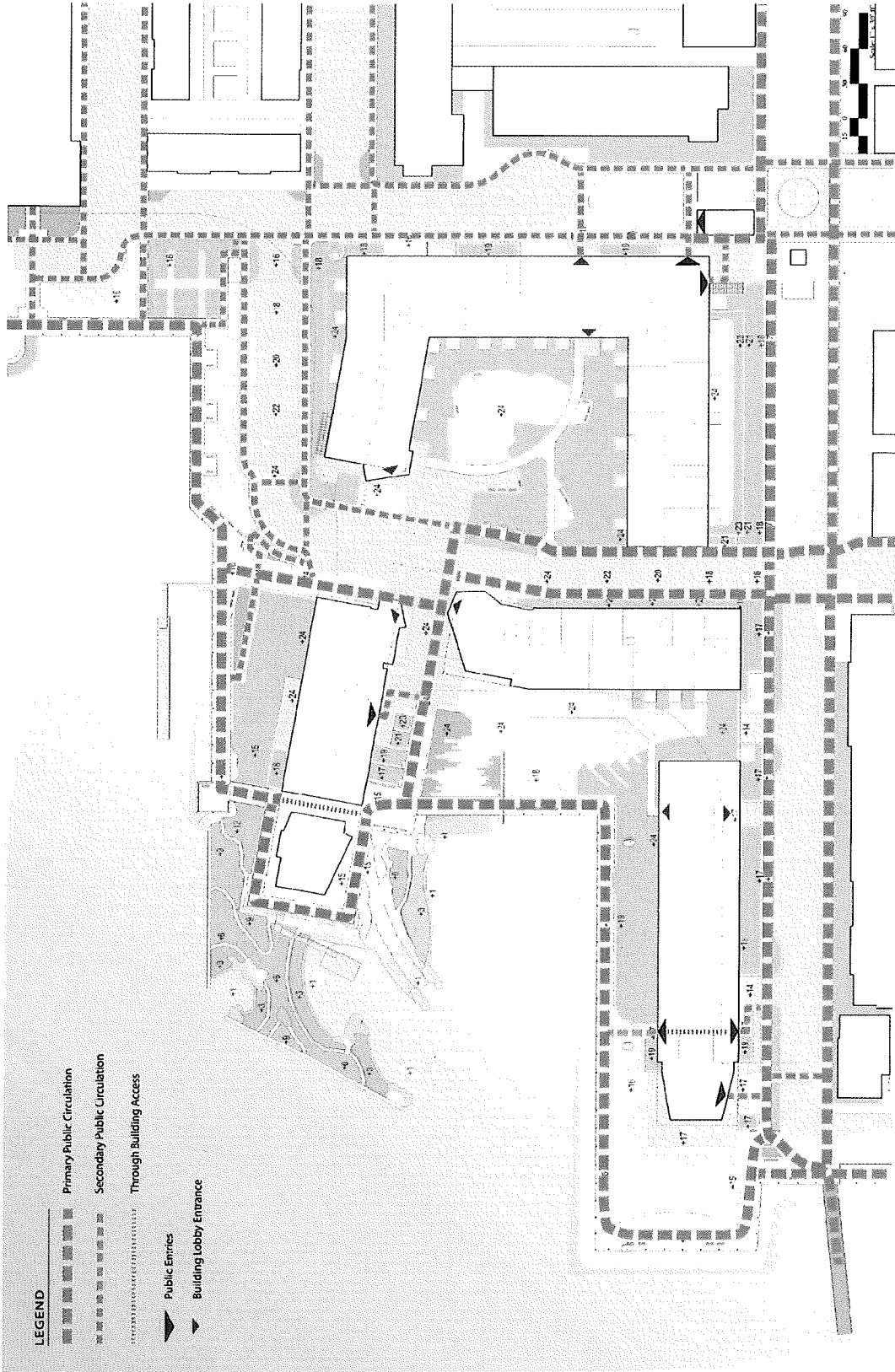


View From Harbor

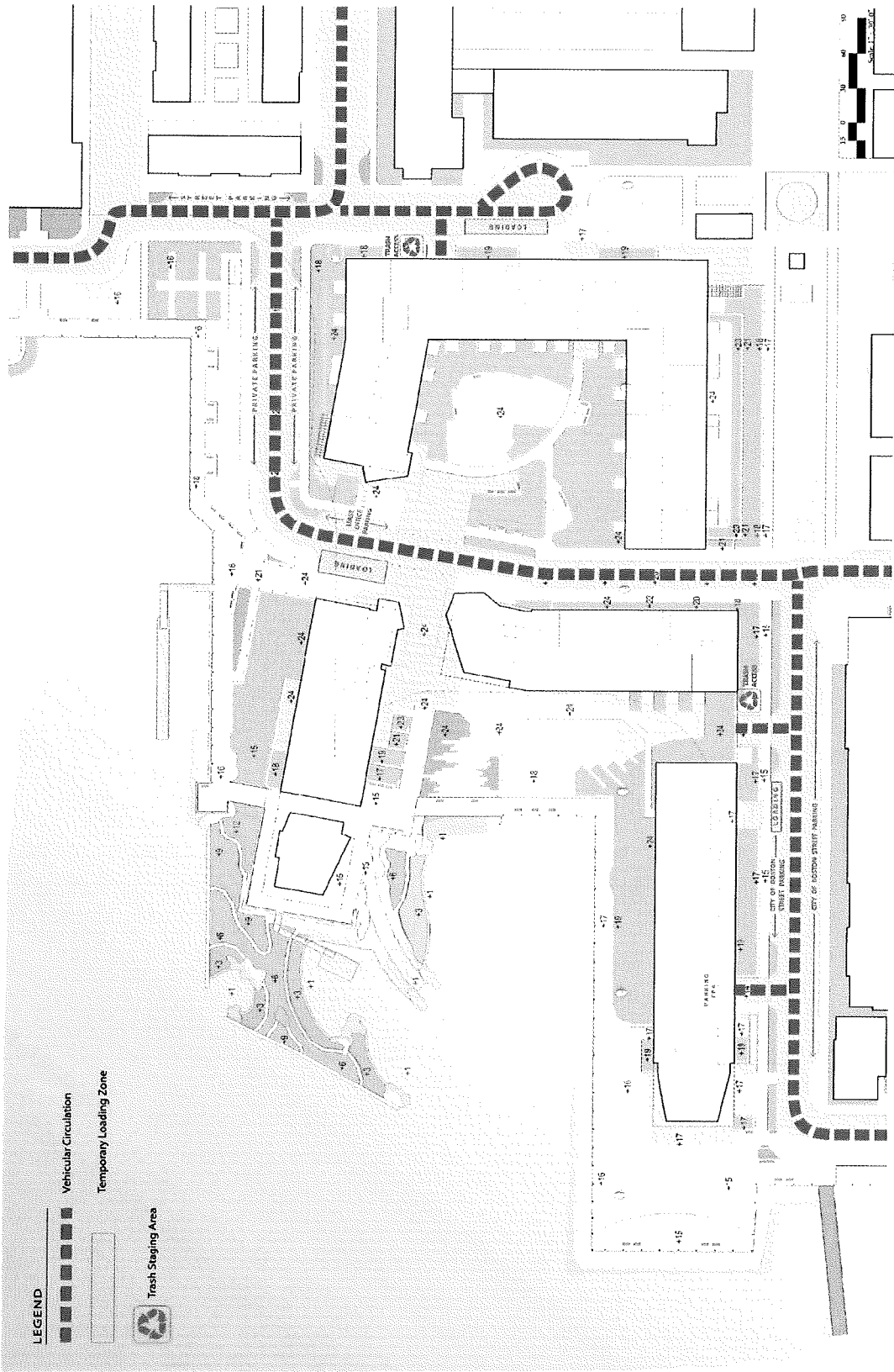
Clippership Wharf

Source: The Architectural Team, Inc. 2015

Exhibit D
Perspective Rendering



Public Pedestrian Circulation



Vehicular Circulation

EXHIBIT E

Proposed Uses

- Multi-family housing. Housing may consist of rental or condominium units, and may include (i) a movie/media room, fitness center, swimming pool, conference center, and other customary residence amenities, and (ii) a leasing office and other customary management and operational facilities and uses.
- A day care center, community or conference center, and fitness center or health club for use by residents and the public.
- Store primarily serving the local retail business needs of the residents of the neighborhood.
- Facilities of Public Accommodation as defined in 310 CMR 9.12.
- Retail catering establishment, lunch room, café, coffee shop, restaurant, cafeteria, or other place for the service or sale of food or drink for on-premises or off-premises consumption.
- General or agency office.
- Post office, bank, automatic teller machine, or similar establishment.
- Service establishments, including, but not limited to, the following: barber shop; beauty shop; shoe repair shop; self-service laundry; pick-up and delivery station of laundry or dry-cleaner; tailor shop; hand laundry; dry cleaning shop; caterer's establishment; photographer's studio; printing plant; taxidermist's shop; upholsterer's shop; carpenter's shop; electrician's shop; plumber's shop; radio and television repair shop; check cashing business.
- Telecommunications and wireless communications equipment, including antennas, communications dishes and other equipment mounting structures.
- Outdoor sale or display for sale of garden supplies, agricultural produce, flowers and the like, and outdoor display of sculpture or other art.
- Extended-stay units.
- Pedestrian dock, kayak launch, and dock for small boat tie-ups, water taxis, and related uses.

- Parking garage and on-grade parking for residents and the public, bicycle storage for residents and the public, and loading facilities.
- Open space and passive recreation areas.