

BRA APPROVAL: 11/18/03  
ZC APPROVAL: 11/21/04  
EFFECTIVE: 11/26/04

AMENDED AND RESTATED  
DEVELOPMENT PLAN

FOR

PLANNED DEVELOPMENT AREA NO. 30

CLIPPERSHIP WHARF  
EAST BOSTON, MASSACHUSETTS

Dated: November 18, 2003

**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 an Amended and Restated Planned Development Area Development Plan (the "Plan") for 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 depicted on the Site Plan attached hereto as Exhibit B. The Site consists of a single parcel of land owned by Noddle Island Limited Partnership (the "Proponent"). The Proponent intends to construct a primarily residential development with up to 405 residential units in four buildings with commercial and community uses on the ground floor, an underground parking garage, and related improvements on the Site (the "Project"), all as more fully described below. This Plan sets forth information on the proposed development of the Site including the proposed location and appearance of structures, open spaces and landscaping, proposed uses of the area, densities, proposed traffic circulation, parking and loading facilities, access to public transportation, and proposed dimensions of structures. As described in more detail below, this Amended and Restated Development Plan is intended to supersede a previously approved Development Plan for Planned Development Area No. 30 dated February 11, 1988 (the "Previous PDA Plan"). In December, 2002, the Proponent sold a portion of the previously permitted Clippership Wharf site comprising approximately one acre (the "Carlton Wharf Parcel") to Trinity East Boston II Limited Partnership, the developers of the adjacent Maverick Gardens project, to assist in the development of affordable housing in connection with the latter project.

This Plan consists of 12 pages of text plus attachments designated Exhibits A through H. 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 final plans and specifications for the Project are submitted to the Boston Redevelopment Authority ("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, while the use and dimensional controls set forth herein and described in these exhibits will not change, Exhibits A through H are otherwise subject to final design, environmental and other development review by the BRA and by other governmental agencies and authorities.

**Developer:** As indicated above, the Proponent is Noddle Island Limited Partnership, which is a partnership of Winn Noddle Island Corp. and The Related Companies. The Proponent has an address at Six Faneuil Hall Marketplace, Boston, Massachusetts 02109. Members of the Project team are identified on Exhibit C attached hereto. The Proponent filed a Disclosure Statement in the form required by Section 80B-8 of the Code with the BRA, City Clerk, and Zoning Commission in August, 2003.

**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, Msgr. Jacobbe Way and the Heritage apartment complex to the north, the 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 watersheet in Boston Harbor. The Site has been vacant and unused for approximately 15 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"). The Site is also located within a Planned Development Area ("PDA") Overlay District established by Map Amendment No. 215 adopted on April 12, 1988 (as reduced in size pursuant to a companion map amendment to eliminate the Carlton Wharf Parcel from the PDA 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.

**General Description of Proposed Development:** The Project includes construction of multiple buildings on the Site, an underground parking garage, internal roadways, pedestrian walkways, floating docks, landscaped open space, and other Site improvements. The various components of the Project are shown on the plans and elevations attached hereto as Exhibits B, D, and E (collectively, the "Project Materials"), and are more particularly described as follows:

*1. Buildings*

The Project includes construction of four buildings with a total of up to 405 residential units on the upper floors and a mix of commercial, community, arts, residential, and live/work uses on the ground floor. The buildings are further described as follows. Throughout this Plan, 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.

- Building 1 ("Building 1") will be located on the southeast quadrant of the Site adjacent to Lewis Street. The maximum height of the building will be seven stories (86 feet), with a step-down to five stories (65 feet) at the southern end. This building will include up to

178,300 square feet for up to 124 residential units. This building will also include up to 17,000 square feet for non-residential ground floor uses, including retail stores and service establishments, a restaurant with outdoor seating at the southern end of the building, space for water transportation operators, and public restrooms.

- Building 2 (“Building 2”) will be located on the southwest quadrant of the Site adjacent to the extension of Clippership Lane (as discussed below). The maximum height of the building will be seven stories (80 feet), with a step-down to five stories (65 feet) at the southern end. This building will include up to 135,400 square feet for up to 93 residential units, including up to eight artist live/work units on the ground floor. This building will also include up to 5,750 square feet for non-residential ground floor uses, including retail stores and service establishments, environmental and arts education space, and an art gallery/classroom at the southern end of the building.
- Building 3 (“Building 3”) will be located on the northeast quadrant of the Site adjacent to the Lewis Mall. The maximum height of the building will be seven stories (80 feet). This building will include up to 118,500 square feet for up to 83 residential units. This building will also include up to 3,300 square feet for non-residential ground floor uses, including retail stores and service establishments.
- Building 4 (“Building 4”) will be located on the northwest quadrant of the Site adjacent to Clippership Lane and Msgr. Jacobbe Way. The maximum height of the building will be seven stories (80 feet). This building will include up to 166,500 square feet for up to 105 residential units. This building will also include up to 1,250 square feet for non-residential ground floor uses, including retail stores and service establishments.

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

## 2. *Roadways, Parking and Water Transportation Improvements*

The Project includes an extension of Clippership Lane southward into the Site, and extension of Marginal Street westward into the Site. Parking will be provided in an underground garage with access in two places along the extended Marginal Street (and a secondary access on Msgr. Jacobbe Way). The garage will contain up to 670 parking spaces. The street extensions will provide 28 on-street parking spaces. Traffic and parking are described in more detail below.

In addition, the Project includes construction of two new floating docks measuring a total of approximately 360 feet in length to support the activities of water transportation vessels. One dock will be located on the west side of the Site near Building 2; the other will be located within the Cove between the two piers near Building 1.

### 3. *Open Space and Landscaping Improvements*

The Project includes significant open space and landscaping improvements throughout the Site. The area between Buildings 3 and 4 will include a large Central Garden with pedestrian paths and landscaped areas, and the area between Buildings 1 and 2 will include an attractive Cove with lawns and other landscaping features. The area immediately south of Building 2 will include an Arts Lawn. At the southern side 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 measuring approximately 1,660 feet in length will be constructed along the entire waterfront edge of the Site. Landscaping and open space are described in more detail below.

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

**Use Allocation:** As indicated above, the Project will include up to 405 residential units (including eight live-work units) as well as various commercial, community, and arts uses on the ground floor of the buildings. The proposed allocation of ground floor uses is shown on the plan attached hereto as Exhibit E.

The Project may be used for all of the proposed uses described in this Plan and set forth on Exhibit F attached hereto.

**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 2.6, calculated by excluding the area of the proposed new streets and street extensions on land owned by the Proponent within the Site and the portion of the Site comprising watershed (the FAR would be approximately 2.1 if the area of the new streets and street extensions were included in the calculation).

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 Facilities of Public Accommodation and Waterfront Yard Areas for projects that require a Chapter 91 license.

The dimensions of the Project are shown on the Project Materials. .

The Proponent intends to submit the Project to a phased condominium regime under Massachusetts General Laws Chapter 183A, with each building representing a separate phase of the condominium. This Plan recognizes that FAR measurement may be incalculable as to any of the individual units within the condominium(s) on the Site which do not have their own lot area, and seeks confirmation that the floor area of each such condominium unit, 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 2.6. Any ownership structure of the common areas within the Project and the areas devoted to non-residential ground floor uses within the Project, shall be deemed not to have any effect on the FARs set forth herein, provided that all buildings constructed conform to the applicable dimensional controls set forth herein, and the Site-wide FAR is not increased above 2.6.

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.

**Development Schedule:** The Project is expected to proceed in phases. As set forth on the phasing plan attached hereto as Exhibit G, Phase 1 is expected to comprise Buildings 1 and 3 on the eastern side of the Site, along with related landscaping, roadway, and garage improvements. This phase may include sub-phases for construction of Building 1 and Building 3, respectively. Phase 2 is expected to comprise Buildings 2 and 4 on the western side of the Site and the remainder of the landscaping, roadway and garage work. This phase may include sub-phases for construction of Building 2 and Building 4, respectively.

Without limiting the foregoing, the portion of the Harborwalk shown as part of Phase 1 on the phasing plan shall be constructed as part of phase 1, and, if the remaining portion of the Harborwalk on the Site has not been constructed, sidewalks shall connect such completed portion of the Harborwalk to the portion of the Harborwalk at the southern side of the Carlton Wharf parcel. Such sidewalks shall be at least eight feet wide, shall be paved, wooded, or constructed of other material approved by the BRA, and shall include adequate safety features. The portion of the Harborwalk shown as part of Phase 2 on the phasing plan shall be constructed as part of phase 2, and, if the remaining portion of the Harborwalk on the Site has not been constructed, sidewalks shall connect such completed portion of the Harborwalk to the portion of the Harborwalk at the southern side of the Pier 1 project. Such sidewalks shall be at least eight feet wide, shall be paved, wooded, or constructed of other material approved by the BRA, and shall include adequate safety features.

The Proponent currently estimates that Phase 1 will commence within three (3) years of the date the Proponent obtains a Chapter 91 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) (the "Chapter 91 Date"). Phase 2 will commence within seven (7) years of the date of commencement of Phase 1. 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.

**Approvals:** The Previous PDA Plan approved a similar, primarily residential development proposal for Clippership Wharf. This Plan represents an Amended and Restated Development Plan and describes a new residential development which supersedes the previous plan for Clippership Wharf.

The establishment of PDAs within Waterfront Residential Subdistricts is currently prohibited pursuant to Sections 53-5 and 53-44 of the Code. However, as indicated above, the PDA within which the Site is located was established by map amendment adopted on May 12, 1988, prior to the adoption of Sections 53-5 and 53-44 (effective November 22, 1999). Article 53 did not eliminate this PDA. Accordingly, the PDA Overlay District within which the Site is located, as reduced in size pursuant to a companion map amendment to eliminate the Carlton Wharf Parcel from the PDA Overlay District, continues to govern land use at the Site, notwithstanding the enactment of Sections 53-5 and 53-44 of the Code.

The Project is subject to Large Project Review under Article 80B of the Code. In addition, the Project requires review under the Massachusetts Environmental Policy Act (MEPA). In accordance with MEPA regulations and Article 80B of the Code, the two impact reviews are being coordinated, and the Proponent submitted a joint Project Notification Form/Environmental Notification Form to the BRA and MEPA Office of the Executive Office of Environmental Affairs (the "MEPA Office") on July 16, 2001. On September 28, 2001 the BRA issued a Scoping Determination outlining the issues to be studied in a Draft Project Impact Report (PIR). On September 14, 2001 the MEPA Office issued a Certificate outlining issues to be studied in a Draft Environmental Impact Report (EIR). In June, 2003 the Proponent submitted a Draft EIR/PIR to the BRA and MEPA Office. On August 28, 2003 the MEPA Office issued a Certificate stating that the Draft EIR adequately and properly complies with MEPA.

Several other local, state, and federal permits and approvals, including, in particular, a Chapter 91 License, are anticipated to be required for the Project.

**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 three 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 are planned in the immediate area, including Massport's Pier One parcel directly east of the Site, Carlton Wharf, and the Hodge Boiler Works site.

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 phase one of Piers Park is located east of the Site (the second phase of Piers Park will add another large open space 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.

**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. The buildings step down from seven to five stories at the pier ends, and their design will employ materials that are architecturally compatible with the existing community. At the same time, the Project will 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, community, and open space uses will provide a variety of activities, services, and entertainment for residents and visitors.

Finally, the Project will add to and activate the open spaces and water-related amenities of the East Boston waterfront. Open spaces along the waterfront will include large lawns including an arts lawn, a restaurant with outdoor seating, landscaped areas, and a Harborwalk extending along the entire waterfront edge of the Site, all as described in more detail below. The Project will encourage water-dependent uses as well, with construction of two new floating docks for water transportation vessels and operations space for water transportation operators.

The Proponent has worked extensively with community groups and City officials 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.

The Project has been designed to address all of these recommendations. As indicated above, the Project will add much-needed housing in appropriately scaled and designed buildings in the area, and complement the residential uses with commercial and community uses on the ground floors. The Project will also include extensive public open spaces and landscaped areas. The Project will include a street extension perpendicular to the waterfront and other streets and pedestrian paths to improve access to the waterfront. Finally, the Project will include docks and space for water transportation operators to encourage and facilitate water transportation in the area.

- East Boston Waterfront District Municipal Harbor Plan (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

MEMORANDUM

NOVEMBER 18, 2003

**TO: BOSTON REDEVELOPMENT AUTHORITY AND  
MARK MALONEY, DIRECTOR**

**FROM: SUSAN HARTNETT, DIRECTOR OF ECONOMIC  
DEVELOPMENT  
JAY RUSSO, DEPUTY DIRECTOR FOR DEVELOPMENT  
REVIEW  
DAVID HANIFIN, SENIOR PROJECT MANAGER**

**SUBJECT: CLIPPERSHIP WHARF PROJECT  
EAST BOSTON WATERFRONT**

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**SUMMARY:** This Memorandum requests that the Boston Redevelopment Authority ("BRA"): (1) authorize the Director to issue a Preliminary Adequacy Determination waiving further review pursuant to Article 80B-5.4(c)(iv) of the Boston Zoning Code (the "Code") by finding that the Draft Project Impact Report ("DPIR") and Supplemental Information filing adequately address the impacts of the proposed Clippership Wharf project in East Boston; (2) authorize the Director to issue a Certification of Compliance; (3) authorize the Director to enter into a Cooperation Agreement, a Boston Residents Construction Employment Plan and related documents for the Clippership Wharf project; (4) pursuant to Section 80C of the Code, approve the Amended and Restated Planned Development Area Development Plan for the Clippership Wharf project; (5) authorize the Director to petition the Boston Zoning Commission to approve the Amended and Restated Planned Development Area Development Plan; (6) authorize the Director to petition the Boston Zoning Commission for a map amendment; and (7) authorize the Director to issue a Certification of Consistency for the Clippership Wharf project.

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Noddle Island Limited Partnership ("Proponent") proposes to redevelop approximately 12 acres of vacant waterfront property bounded by Lewis Street, Msgr. Jacobbe Way and Clippership Lane in East Boston ("Property"). Clippership Wharf will be comprised of four (4) new buildings containing approximately 400 condominiums and a mix of ground floor commercial, community and arts uses along with an expansive network of public open spaces and pathways including approximately 1,700 linear feet of new Harborwalk ("Proposed Project"). An underground parking facility will provide 670 parking spaces for use by residents of the development and users of the site's commercial and community spaces. In



addition, 28 on-street parking spaces will be provided within the project site. The Proposed Project also includes the construction of two new floating docks to support the activities of water transportation vehicles.

## **I. Project Description**

The site for the Proposed Project is located just south of Maverick Square on the East Boston waterfront and is known as Clippership Wharf. Containing 520,485 square feet (including watersheet), the site is bounded by Lewis Mall and Lewis Street to the east, Msgr. Jacobbe Way and the Heritage apartment complex to the north, Clippership Lane and Boston Harbor to the west and Boston Harbor to the south.

The total gross floor area of the Proposed Project is approximately 620,000 square feet, including 27,400 square feet occupied by commercial and community uses. In addition, the Proposed Project will create four (4) acres of new open space comprising approximately 60 percent of the site's land area. The Proposed Project involves constructing four primarily residential buildings that will vary in height from five to seven stories. The Proposed Project will also include a series of open space areas that are diverse in character, including a Harborwalk of approximately 1,700 linear feet that will wrap around the site's waterfront edge. The project site currently contains no structures.

## **II. Article 80 Review**

On May 2, 2001, the Proponent filed a Letter of Intent in accordance with the BRA's policy on the provision of mitigation by development projects in Boston, as outlined in Mayor Thomas M. Menino's Executive Order of October 10, 2000 as amended. On June 7, 2001, letters were sent to City Councilor Paul J. Scapicchio, Senator Robert E. Travaglini and State Representative Anthony W. Petrucci requesting nominations for the Impact Advisory Group ("IAG") for the proposed project with a deadline of June 14, 2001. In addition letters were sent to the Mayor's Office of Neighborhood Services and the City Councilors-at-large providing an opportunity for their input.

The Proponent filed a Project Notification Form ("PNF") for the Proposed Project on July 16, 2001. Notice of the receipt by the BRA of the PNF was published in the Boston Herald on July 18, 2001 which initiated a 30-day public comment period with a closing date of August 16, 2001. The Proponent extended the public comment period until September 4, 2001.

Pursuant to Section 80B-5.3 of the Code, a scoping session was held on Tuesday, August 7, 2001 with the City's public agencies during which the Proposed Project was reviewed and discussed. The Notice and the PNF were sent to the City's public

agencies pursuant to Section 80A-2 of the Code. The BRA conducted a public meeting at the Harborside Community Center in East Boston on Wednesday, August 8, 2001 for the community's review and comments in relation to the PNF.

Fourteen individuals were appointed to the IAG and introduction meetings to discuss the process, as well as the Proposed Project, were held on August 14, 2001 and August 29, 2001.

On September 28, 2001, pursuant to Section 80B-5 of the Code, the BRA issued a Scoping Determination for the Proposed Project. The Proponent filed a DPIR for the Proposed Project on June 2, 2003. Notice of the receipt by the BRA of the DPIR was published in the *Boston Herald* on June 2, 2003 which initiated a 75-day public comment period.

The DPIR was sent to the City's public agencies pursuant to Section 80A-2 of the Code. In addition, the DPIR was distributed to the members of the IAG. The City's public agencies were invited to a DPIR Review Session held on June 24, 2003, at which the Proposed Project was reviewed and discussed.

On June 25, 2003, the BRA, with the Proponent, conducted a public/community meeting regarding the DPIR at the Harborside Community Center in East Boston for the community's review and comments. Members of the IAG participated in the meeting.

Following several sessions with the Boston Civic Design Commission ("BCDC") Design Sub-Committee, the BCDC voted to approve the Proposed Project on August 5, 2003.

On October 1, 2003, the Proponent submitted to the BRA an Amended and Restated Development Plan for the existing Planned Development Area No. 30 ("PDA Plan"). The filing of the PDA Plan triggered a forty-five (45) day comment period. The Amended and Restated Development Plan is intended to replace in its entirety the previously approved PDA Development Plan for the Property.

The Proponent filed a Supplemental Information document on November 4, 2003 in response to the BRA's request for Supplemental Information. On November 6, 2003, BRA staff and the Proponent met with members of the IAG to discuss the PDA Plan, the Supplemental Information document and the status of the Article 80 review of the Proposed Project.

On November 10, 2003, the BRA conducted a public/community meeting regarding the PDA Plan at the Harborside Community Center in East Boston for the community's review and comments. Members of the IAG participated in that meeting along with the general public.

### III. Affordable Housing

On August 21, 2003, the BRA authorized the Director to enter into an Affordable Housing Agreement ("AHA") for the affordable housing component of the Proposed Project. The AHA covers the creation of twenty (20) affordable condominium units at the Clippership Wharf site to be made available to households with earnings between 80% and 120% of Area Median Income for the Boston Standard Metropolitan Statistical Area ("AMI"). The affordable units will be reasonably scattered on various floors throughout the Proposed Project. The breakdown of bedroom sizes with assigned affordability levels and location of the affordable units is currently being discussed with BRA staff and will be approved as part of the continuing design review.

In addition the Proponent has made an affordable housing contribution in the amount of \$1,560,000 toward the development of thirty (30) affordable condominium units which will be built at the adjacent Carlton Wharf site by Trinity East Boston as part of the Maverick Gardens Hope VI project and which will be sold to households with earnings between 80% and 120% of AMI.

### IV. Project Benefits

The Proposed Project will result in numerous public benefits listed in the table below.

<b>Public Waterfront</b>	
Waterfront redevelopment and access	Redevelop and revitalize 6.8 acres of land and 5.2 acres of watersheet, and reconnect East Boston with its waterfront
<b>Water Dependent Uses</b>	
Water transportation infrastructure	
Provide facilities needed to re-establish water transportation service to East Boston	Low-freeboard floating dock at Lewis Mall Water Transportation Terminal
	Weather-protected water transportation information area
Provide facilities needed to support Boston Harbor water transportation system	Layover berthing for water transportation vessels
	Water taxi base of operations
Water transportation ongoing maintenance/management	

<b>Housing Creation</b>	
On-site Units	400 new housing units
Affordable housing: on-site	20 homeownership units
Artists housing	8 live work units
Off-site Units	
Affordable housing: off-site	30 homeownership units
Sale of Carlton Wharf parcel for HOPE VI	Provides the site needed for replacement housing to allow Maverick Gardens redevelopment to occur
Housing diversity	Mix of unit types and sizes contributes to East Boston housing stock
<b>Parking &amp; Transportation</b>	
Provide parking	
Required spaces underground	670 spaces to serve residents and visitors
Additional on-street spaces	28 on-street, short-term spaces
Construct and maintain new road system	Streets and sidewalks open to the public
Off-site traffic mitigation	Details being developed with Boston Transportation Department
Provide new and enhanced sidewalks	
Provide bicycle facilities	Exterior racks and parking in garage
Encourage use of public transportation	Transportation Demand Management program to be implemented on site
<b>Public Realm</b>	
Create public open space	4.0 acres of public open space with extensive amenities
Construct Harborwalk	Approx. 1,700 linear feet of new Harborwalk
Provide arts lawn & arts programming	Annual sculpture show & related events
Provide public space maintenance	High level of maintenance commensurate with the high level of design
Improve streetscape throughout project site	
<b>Community Uses</b>	
Maintain/Manage community uses	
Art Gallery/ Classroom space	2,100 sf to be provided at no rental cost to community/public uses
Environmental Education space	11,00 sf to be provided at no rental cost to community/public uses
Community room	1,000 sf to be provided at no rental cost to community/public uses
<b>Economic Benefits</b>	
Provide job creation opportunities	

Permanent Jobs	100 to 120 jobs
Construction Jobs	1,000 person years employment
Create positive economic impact	
Retail extension	Connect Lewis Street Mall to Maverick Square and enhance both areas
Local economic impact	New residents to support businesses, Estimated \$6 million in local purchasing
Real estate taxes	\$2 million estimated annual revenue
Enhance property values in East Boston	
<b>Environmental Benefits</b>	
Raise entire site out of flood plain	Create opportunity for site development and Harborwalk
Stabilize existing seawall	
Enhance pedestrian-level wind conditions	
Enhance water quality through site stabilization and pile removal	Remove 1800 deteriorated piles, improve water quality & navigation
Provide storm water outfall to serve off-site Sumner St. area	As requested by Boston Water and Sewer Commission, off-site improvements will ameliorate existing off-site problems

## RECOMMENDATION

Based on the foregoing, BRA staff recommends that: (1) the Director be authorized to issue a determination pursuant to Article 80A-6(2) of the Code that the DPIR adequately addresses the impacts of the Proposed Project; (2) the Director be authorized to issue a Certification of Compliance; (3) the Director be authorized to enter into a Cooperation Agreement, a Boston Residents Construction Employment Plan and related documents; (4) pursuant to Section 80C, the BRA approve the Amended and Restated PDA Development Plan for the Proposed Project; (5) the Director be authorized to petition the Boston Zoning Commission for approval of the Amended and Restated PDA Development Plan; (6) the Director be authorized to petition the Boston Zoning Commission for a map amendment; and (7) the Director be authorized to issue a Certification of Consistency in relation to the Clippership Wharf project.

Appropriate votes follow:

**VOTED:** That the Director be, and hereby is, authorized to issue a Preliminary Adequacy Determination under Article 80B-5.4(c)(iv) of the Boston Zoning Code (the "Code") which (i) finds that the Draft Project Impact Report filed on June 2, 2003 and Supplemental Information filing dated November, 2003 adequately describe the potential impacts arising from the proposed project by Noddle Island Limited Partnership to construct

four (4) new buildings containing approximately 400 condominiums and a mix of ground floor commercial, community and arts uses as well as 670 underground and 28 on-street parking spaces and an expansive network of public open spaces and pathways including approximately 1,700 linear feet of new Harborwalk ("Proposed Project"), and provide sufficient mitigation measures to minimize these impacts and (ii) waives further review of the proposed project under Section 80 of the Code, subject to continuing design review by the Boston Redevelopment Authority ("BRA"); and

**FURTHER**

**VOTED:**

That the Director be, and hereby is, authorized to issue a Certification of Compliance for the Proposed Project by Noddle Island Limited Partnership located along the East Boston waterfront upon the successful completion of all Article 80 processes for the proposed project; and

**FURTHER**

**VOTED:**

That the Director be, and hereby is, authorized to execute a Cooperation Agreement, a Boston Residents Construction Employment Plan, and any and all other agreements and documents which the Director deems appropriate and necessary in connection with the Proposed Project, all upon terms and conditions determined to be in the best interests of the BRA; and

**FURTHER**

**VOTED:**

That the BRA hereby finds and determines that the Proposed Project located on the East Boston waterfront, to be undertaken by Noddle Island Limited Partnership, conforms to the general plan for the City of Boston as a whole, and that nothing proposed in the Proposed Project will be injurious to the neighborhood or otherwise detrimental to the public welfare, and further finds and determines that the Proposed Project complies with Section 80C-4, Standards for Planned Development Area Review Approval of the Boston Zoning Code; and

**FURTHER**

**VOTED:**

That the BRA approves the Amended and Restated Development Plan for Planned Development Area No. 30, Clippership Wharf, East Boston by Noddle Island Limited Partnership dated November 18, 2003; and

**FURTHER**

**VOTED:**

That the Director be, and hereby is, authorized to petition the Boston Zoning Commission for approval of the Amended and Restated Development Plan for Planned Development Area No. 30, Clippership

Wharf, East Boston by Noddle Island Limited Partnership dated November 18, 2003; and

**FURTHER  
VOTED:**

That the Director be, and hereby is, authorized to petition the Boston Zoning Commission to adopt a Map Amendment which will amend Map 3A/3B, by deleting the designation "D," indicating a Planned Development Area, from the approximately one acre portion of the original Planned Development Area No. 30 that was sold to Trinity East Boston II Limited Partnership; and

**FURTHER  
VOTED:**

That upon approval of the Amended and Restated Development Plan for Planned Development Area No. 30, Clippership Wharf, East Boston by Noddle Island Limited Partnership dated November 18, 2003 by the Boston Zoning Commission, the Director be, and hereby is authorized to issue one or more Certifications of Consistency for the Clippership Wharf project under Article 80C of the Code as the Director shall deem appropriate.

Map Amendment Application No. 490  
Amended and Restated Development Plan for  
Planned Development Area No. 30,  
Clippership Wharf  
Boston Redevelopment Authority on behalf of  
Noddle Island LP  
Maps 3A/3B East Boston Neighborhood  
District

MAP AMENDMENT NO. 428

THE COMMONWEALTH OF MASSACHUSETTS

CITY OF BOSTON

IN ZONING COMMISSION

The Zoning Commission of the City of Boston, acting under Chapter 665 of the Acts of 1956, as amended, after due report, notice and hearing, does hereby approve the Amended and Restated Development Plan for Planned Development Area No. 30, Clippership Wharf, dated November 18, 2003, and approved by the Boston Redevelopment Authority on November 18, 2003, and amends "Map 3A/3B, East Boston Neighborhood District," of the series of maps entitled "Zoning Districts City of Boston," as amended as follows:

By reducing the area to which the designation "D," indicating a Planned Development Area overlay district, applies to the parcel of land and water along the waterfront in East Boston bounded generally by Boston Inner Harbor to the south; by Lewis Street and Lewis Mall to the east; by the Heritage Apartments and Monsignor Jacobbe Road to the north; and by the Carlton Wharf parcel and Boston Inner Harbor to the west. Said parcel is more particularly described in Exhibit A attached hereto and is further shown on Exhibit B attached hereto.

Said Amended and Restated Development Plan amends "Development Plan for Planned Development Area No. 30, Clippership Wharf," approved by the Authority on February 11, 1988, and approved by the Zoning Commission on March 16, 1988, effective, April 12, 1988. Planned Development Area No. 30 was designated on "Map 3, East Boston" of the series of maps entitled "Zoning Districts City of Boston" dated August 15, 1962, as amended, by Map Amendment No. 215, adopted by the Zoning Commission on March 16, 1988, effective April 12, 1988.



Exhibit A  
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 Msr. Albert A. Jacobbe Road to a point; thence

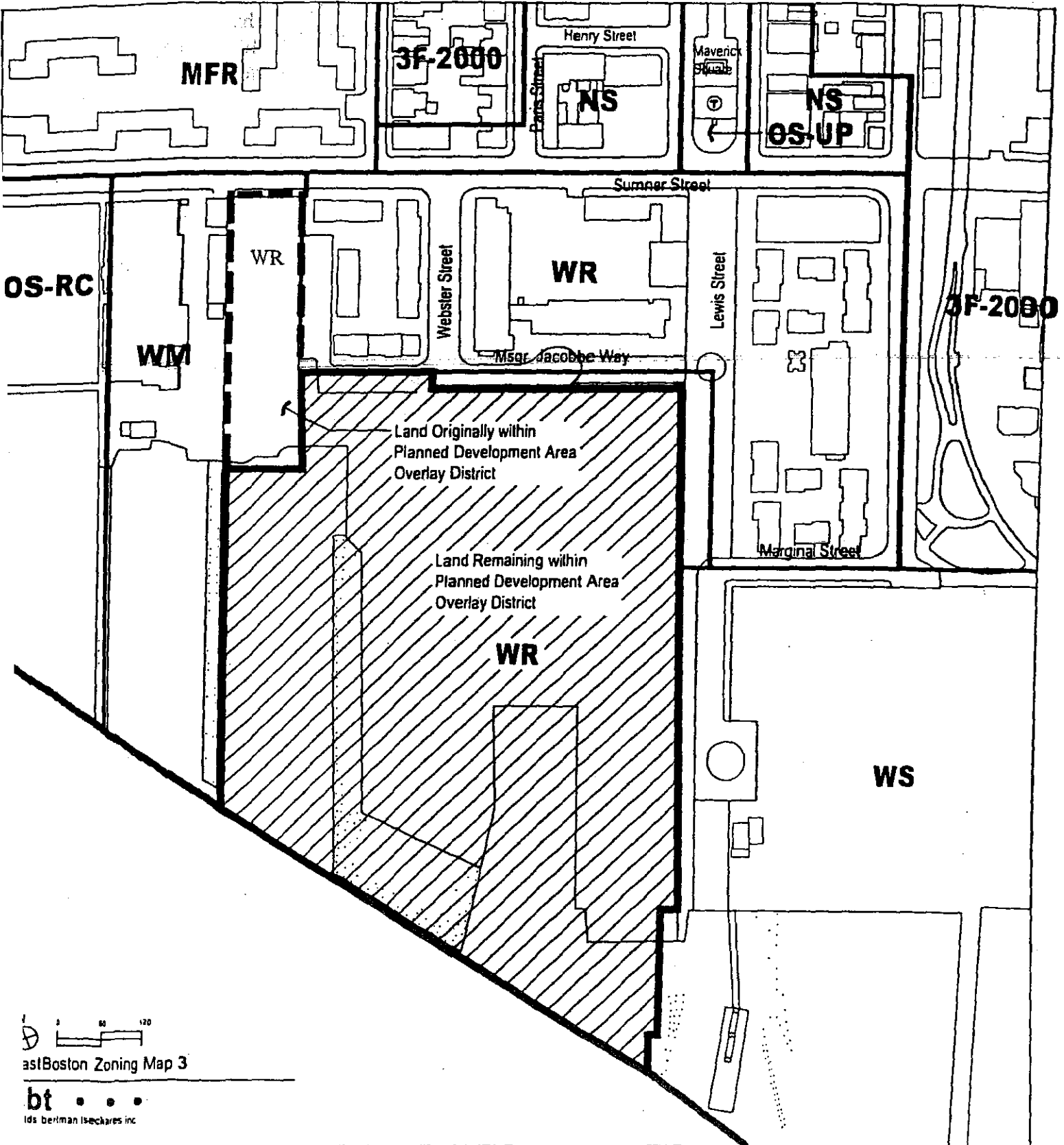
S 59° 48' 02" E, 350.00 feet by Msr. Albert A. Jacobbe Road and land of the Boston Housing Authority to a point; thence

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

Amending  
MAP 3- EAST BOSTON / ZONING DISTRICTS  
City of Boston, August 15, 1962



East Boston Zoning Map 3

bt . . .  
Ida Bertman Iseckares Inc.

Map Amendment Application No. 490

Map Amendment No. 428

Chairman

Robert Jordan

Vice Chairman

James C. Clark

James C. Clark

Jay Hurler

Mark King

Mark King

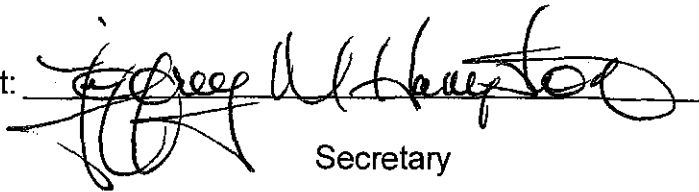
Mary Bruce

Debra A. Depp

In Zoning Commission

Adopted: January 21, 2004

Attest:



Secretary

Amended and Restated Development Plan for Planned Development Air-  
Clippership Wharf

Chairman

*Robert Forder*

Vice Chairman

*Paul [unclear]*

*MA  
Mary Pat [unclear]*

*James [unclear]*

*James C. Clark*

*James [unclear]*

*Jay Hurley*

In Zoning Commission

Adopted: January 21, 2004

Attest:

*[Signature]*

Secretary

Amended and Restated Development Plan for Planned Development Area No. 30,  
Clippership Wharf

Chairman

*Robert Fonda*

Vice Chairman

*[Signature]*

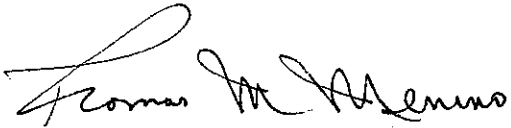
*MA*  
*Mary Pat Kervin*  
*Dennis [unclear]*  
*James C. Clark*  
*Dave [unclear] Bray*  
*Jay Hurley*

In Zoning Commission

Adopted: January 21, 2004

Attest:

*[Signature]*  
Secretary



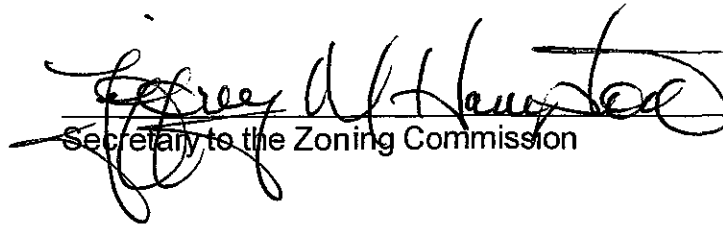
\_\_\_\_\_  
Mayor, City of Boston

Date: 1/26/04

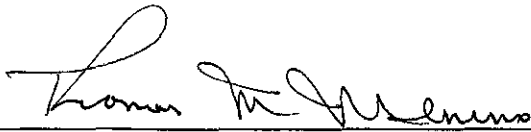
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The foregoing amendment was presented to the Mayor on JANUARY 23, 2004, and was signed by him on JANUARY 26, 2004, whereupon it became effective on JANUARY 26, 2004 in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:

  
\_\_\_\_\_  
Secretary to the Zoning Commission

Amended and Restated Development Plan for Planned Development Area No. 30,  
Clippership Wharf

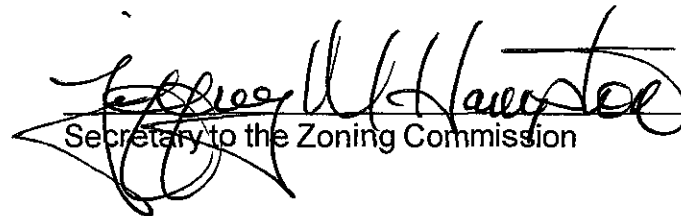


\_\_\_\_\_  
Mayor, City of Boston

Date: 1/26/04

\_\_\_\_\_  
The foregoing Amended and Restated Development Plan was presented to the Mayor on ~~JANUARY 22, 2004~~, and was signed by him on ~~JANUARY 26, 2004~~, whereupon it became effective on ~~JANUARY 26, 2004~~ in accordance with Section 3 of Chapter 665 of the Acts of 1956, as amended.

Attest:

  
\_\_\_\_\_  
Secretary to the Zoning Commission