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May 15, 2009

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
FINAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME	: Waterfront Square at Revere Beach
PROJECT MUNICIPALITY	: Revere
PROJECT WATERSHED	: North Coastal
EEA NUMBER	: 14080
PROJECT PROPONENT	: Eurovest Development, Inc.
DATE NOTICED IN MONITOR	: April 8, 2009

As Secretary of Energy and Environmental Affairs, I hereby determine that the Final Environmental Impact Report (FEIR) submitted on this project **adequately and properly complies** with the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62I) and with its implementing regulations (301 CMR 11.00).

Project Description

As described in the FEIR, the project includes approximately 1.366 million square feet (sf) of mixed-use transit-oriented development, including hotel, commercial and residential uses, with multiple buildings and facilities, including off-street parking and other improvements on 8.77 acres of land adjacent to the Wonderland Massachusetts Bay Transportation Authority (MBTA) Station (Wonderland Station) in Revere. The project also includes an additional 7.7 acres of adjacent MBTA-owned land on the western side of Wonderland Station. The project contains approximately 1.094 million sf of residential space (approximately 902 units), approximately 145,500 sf of office space, approximately 98,000 sf of hotel space (approximately

100 rooms), and approximately 28,000 sf of retail space. In addition, the project will create 1,087 on-grade parking spaces located below the plaza level and 3,000 parking spaces for both commuter parking and project-related parking located in two garages at Wonderland Station (an 1,100-space North Garage and a 1,900-space South Garage). The South Garage will also include a relocated MBTA busway and a kiss-and-ride drop-off/pick-up area, thus creating an intermodal transit station. The project includes additional major public infrastructure improvements including a publicly accessible plaza connecting Wonderland Station to Revere Beach Reservation and a pedestrian bridge connecting the publicly-accessible plaza across Ocean Avenue to the western side of Revere Beach Boulevard.

As part of the redevelopment efforts for the project, special legislative acts were adopted by the Massachusetts General Court in 1975 (1975 Mass. Acts 841) and 1977 (1977 Mass. Acts 877). The proposed project has been advanced in accordance with these Acts, as well as the provisions of Article 97 (Article XCVII of the Amendments of the Massachusetts Constitution), several Memoranda of Agreement, and the Executive Office of Energy and Environmental Affairs (EEA) Article 97 Land Disposition Policy. The entire project is located within Land Subject to Coastal Storm Flowage (LSCSF) as defined and regulated by the Massachusetts Wetlands Protection Act and its associated regulations. The project is located adjacent to a man-made drainage ditch, the Eastern County Ditch, which facilitates drainage flows within the sub-watershed. The project will directly impact these wetland areas, both through the construction of the project and the construction of a compensatory flood storage area.

The project site does not contain historic resources; however the project is in the vicinity of properties included in the State and National Registers of Historic Places or included in the Inventory of Historic and Archaeological Assets of the Commonwealth. Adjusted traffic trip predictions include the generation of approximately 5,428 new vehicle trips on an average weekday, and 4,252 new vehicle trips on an average Saturday. The anticipated maximum daily wastewater discharge will be 201,182 gallons per day (GPD) and domestic water usage is estimated at approximately 221,300 GPD.

Jurisdiction

The project is undergoing review pursuant to Sections 11.03(1)(b)(3), 11.03(3)(a)(1)(b), 11.03(5)(b)(4)(a), 11.03(6)(a)(6), and 11.03(6)(a)(7) of the MEPA regulations as the project will require State agency action and a transfer of Article 97 lands, alteration of ten (10) or more acres of "other" wetlands, result in the new discharge or expansion to a sewer of 100,000 or more GPD of sewage, generate 3,000 or more new average daily trips on roadways providing access to a single location, and the construction of 1,000 or more new parking spaces at a single location. The project will require sewer connection permits from the Massachusetts Department of Environmental Protection (MassDEP) and the Massachusetts Water Resources Authority (MWRA). The project will require a Highway Access Permit and a Traffic Signal Permit from the Massachusetts Highway Department (MassHighway). Approval will also be necessary from the Executive Office of Transportation and Construction (EOTC) pursuant to M.G.L. c.40 Section 54A. Permits for roadway improvements will be required from the Department of Conservation and Recreation (DCR). An Order of Conditions will be required from the Revere

Conservation Commission, or in the case of appeal, a Superseding Order of Conditions from MassDEP. The project will need a Chapter 91 (c.91) approval for the construction of the compensatory flood storage area. The project may be subject to Coastal Zone Management (CZM) Federal Consistency Review. The project will require a Surface Water Discharge Permit under the National Pollutant Discharge Elimination System (NPDES) program from the United States Environmental Protection Agency (U.S. EPA). The project will require a Notice of Proposed Construction for Alteration from the Federal Aviation Administration (FAA) and Section 106 Review from the Massachusetts Historical Commission. Numerous local approvals will also be required from the City of Revere.

The project will be receiving financial assistance from the Commonwealth of Massachusetts, including but not limited to, Transit Oriented Development funding, MORE Jobs funding, Community Development Action Grant (CDAG) funding, and Public Works for Economic Development (PWED) funding. The project also requires a transfer of lands from two agencies of the Commonwealth; the MBTA and DCR. Because the project is receiving financial assistance and requires a transfer of state lands, MEPA jurisdiction is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment as defined in the MEPA regulations.

Project Changes Since the DEIR

As noted in the FEIR, the overall scope, intent and general design of the project remains largely unchanged from that reviewed in the DEIR. However, several notable changes were identified including:

- The construction of the MBTA South Garage will now be included in Phase 1 of the project. The distribution of parking spaces within the North and South Garages has been modified, so that the South Garage will now contain 1,900 total spaces; 1,300 spaces of which will accommodate MBTA commuters, and 600 spaces to accommodate cars associated with the future office building proposed on Parcel H.
- Project phasing has been modified to reflect funding opportunities for the MBTA South Garage.
- The kiss-and-ride facility has been relocated from behind the Wonderland Ballroom and instead incorporated into the ground level of the South Garage. Project elements that were previously reviewed and approved as part of the Phase 1 Waiver request filed in conjunction with the DEIR will now be constructed in the first phase of construction for the overall project.
- Construction of a new entrance and other accessibility improvements to Wonderland Station as part of the South Garage construction.
- Modifications to the public plaza alignment, as well as realignment of the pedestrian bridge connecting the project site to adjacent DCR facilities.
- Placement of photovoltaic (PV) cells on roofs of the North and South parking garages.
- An additional land transfer from the MBTA to MassHighway to accommodate the right-turn only lane into the South Garage from Route 1A northbound.

Review of the FEIR

General

The FEIR included an update on project changes, an updated project phasing schedule, and the status of permitting and financial assistance associated with the project. The FEIR included a copy of the Certificate on the DEIR and copies of each comment letter received on the DEIR. The FEIR contained a Response to Comments section as directed in the Certificate on the DEIR.

Land

The FEIR contained a plan depicting the properties to be transferred between the MBTA, DCR and the City of Revere, including land owned by the City of Revere in the Rumney Marsh Area of Critical Environmental Concern (ACEC). The FEIR discussed the terms of the transfer, including timing of the exchanges in relation to project commencement. The FEIR clarified the ownership, location and long-term maintenance responsibilities associated with the pedestrian bridge proposed between the project site and DCR's Revere Beach Reservation. A maintenance plan for the bridge should be prepared for the bridge and provided to DCR. DCR has requested an opportunity to review and comment o the design of the pedestrian bridge, in part to ensure its compatibility with the character of the Revere Beach Reservation National Historic Landmark. Compliance with the EEA Article 97 Policy has been sufficiently demonstrated in the FEIR.

Wastewater/Water

The FEIR outlined mitigation commitments associated with wastewater and water impacts associated with the project. The FEIR indicated that Proponent has been working with the City of Revere to identify the type and magnitude of mitigation necessary to meet the 10:1 infiltration and inflow (I/I) requirements imposed by the City of Revere. I understand that the City of Revere has engaged a consultant to assist in the evaluation of the existing sewer infrastructure and identify I/I problem areas. I anticipate that the Proponent will continue to work with the City to identify suitable I/I mitigation projects to meet the Proponent's necessary mitigation ratio. The FEIR also included a table confirming the corollary I/I mitigation commitments to offset each development phase of the project.

The project includes several water conservation measures including rainwater reuse, low-flow or waterless plumbing fixtures, and conservation advocacy. The project will incorporate cisterns throughout the project site to harvest stormwater from the building roofs and plaza for landscape irrigation and watering, as well as garage and plaza washdown purposes. The Proponent has also indicated a willingness to explore a partnership with DCR to investigate, design and implement a rainwater harvesting program in the project area that would provide a centralized cistern that could be used by DCR to irrigate the linear park between Ocean Avenue

and Revere Beach Boulevard. I encourage the Proponent and DCR to explore this collaborative effort to reduce irrigation water demand.

Wetlands

The FEIR provided an updated plan and discussion of the proposed restoration plan for the Eastern County Ditch. This plan has incorporated the use of salt-tolerant species to accommodate for potential tidally influenced saltwater inundation within the lower elevations of the ditch expansion area. The Proponent has proposed a post-restoration wetland monitoring plan (for a period of two complete growing seasons) in accordance with MassDEP's *Inland Wetland Replication Guidelines (March 2002)*. The project will require review and approval by the Revere Conservation Commission.

The FEIR included a Certification of Consistency with CZM policies in accordance with the requirements of the Federal Coastal Zone Management Act (16 U.S.C. 1451 et seq.), associated regulations and pursuant to 301 CMR 21.00. The FEIR described project compliance with each of the Massachusetts coastal zone program policies.

Flood Hazard Management

The FEIR detailed how the project will provide adequate compensatory flood storage volumes during each phase of construction. Overall, the project is expected to generate a net increase in available flood storage of 9,400 cubic feet. The FEIR clarified the design and functionality of the compensatory flood storage areas, including how stormwater will be conveyed through the on-grade parking areas. Flood storage areas will be hydraulically connected and buildings constructed as part of the project will meet the Massachusetts State Building Code requirements for construction in a floodplain. Stormwater and wastewater infrastructure will be designed to avoid discharges of contaminated runoff to site infrastructure and wetland resource areas. Regular maintenance activities within parking areas will also be implemented to reduce the build-up of potential contamination sources.

I note DCR's comment regarding the elevations of the proposed compensatory storage areas and their relationship to high tide levels. While the primary goal of the compensatory storage area is to provide additional storage during flood events that mimic inland storms, the Proponent should consider providing compensatory storage at the same elevations where it will be displaced given the potential combination of coastal and inland flooding events.

The FEIR discussed the potential relationship between the compensatory flood storage area and future MBTA operations to the extent feasible given the unknown nature of future Blue Line or commuter rail expansion in the corridor. Two alternatives presented in an EOT study entitled *North Shore Transit Improvement Project* have routes adjacent to the project via the extension of rail service northward from an existing rail spur at Wonderland Station. Should one of these alternatives be approved and advanced, these improvements would significantly impact the Eastern County Ditch. The FEIR states that the project itself does not impede EOT from

extending the Blue Line transit service north of Wonderland Station; however the compensatory storage areas may be affected by the aforementioned alternatives. A Blue Line extension project would need to mitigate for impacts to the Eastern County Ditch and other affected wetland resources. The FEIR also provided a discussion that the project will be in compliance with Federal Executive Order 11988, Floodplain Management.

Stormwater

The project design incorporates multiple roof types, including green roofs, landscaped plazas, high-albedo roofs, architectural roofs, and areas for PV arrays. The FEIR anticipates that much of the area covered by high-albedo and architectural roofs will be suitable for provisions associated with rainwater harvesting. As a low-impact design (LID) best management practice (BMP), the green roofs will intercept and retain precipitation, reducing peak discharge rates from small storms. If the rate of precipitation exceeds the rate of infiltration over the green roofs, overflow will be captured and directed to cisterns for storage and eventual use for site irrigation and other building-related non-potable water uses. The FEIR demonstrated how the project's LID features and traditional stormwater infrastructure complies with MassDEP Stormwater Management Regulations (SMR) performance standards, as applicable for redevelopment projects.

The FEIR included plans and a description of site discharges and proposed modifications to the Ocean Avenue drainage system. The project has incorporated water quality BMPs to achieve 80% total suspended solids (TSS) removal. The FEIR contained stormwater calculations and a description of project compliance and consistency with MassDEPs SMR and redevelopment standards. MassDEP has noted that the operation and maintenance plan for stormwater BMPs should be updated to include maintenance plans for the green roofs. MassDEP has indicated that the street sweeping method proposed in the FEIR will have no effect on TSS removal. The Proponent should review the guidance in the MassDEP *Stormwater Management Handbook* to develop a routine sweeping program with effective sweepers to remove TSS from impervious surfaces.

Traffic and Transportation

The FEIR provided supplemental information that expanded the analyses completed as part of the Traffic Impact and Access Study (TIAS) included in the DEIR. Additional traffic impacts were analyzed and supplemental information was generated including:

- Redistribution of parking spaces from the MBTA Wonderland Station North Garage to South Garage (approximately 400 spaces have been reallocated, but the overall number of spaces (3,000) remains unchanged);
- Assessment of the consolidation of access points to Wonderland Station;
- Assessment of operating conditions at proposed project driveways along Ocean Avenue with respect to traffic flow patterns and left-turn movements;

- Evaluation of the possibility of both at-grade connections and a grade separated connection from Wonderland Station to Wonderland Park;
- Development of detailed (conceptual) design plans for the planned off-site roadway and intersection improvements, including details of pedestrian and bicycle accommodations; and
- Refinement and expansion of the transportation improvement program that will be implemented in conjunction with the project.

The Proponent has continued to work with the MBTA and MassHighway to effectively coordinate improvements to Wonderland Station with those associated with the Waterfront Square development. The FEIR notes that the proposed busway, garage, kiss-and-ride, and access/egress driveways from Wonderland Station have been reviewed by the MBTA and designed in response to agency feedback. The FEIR included a comprehensive transportation improvement program to facilitate traffic flows, mitigate related impacts, and promote multi-modal transportation trips to and from the site. The Proponent will implement a traffic monitoring program and employee and resident survey program to evaluate the success of the Transportation Demand Management (TDM) measures and determine overall project-related traffic impacts. The frequency and scope of the traffic monitoring program should be confirmed with MassHighway, DCR and the City of Revere, but should be keyed to project milestones (completion and occupancy of project phases and/or parking garage openings). Transportation-related mitigation measures were outlined in the draft Section 61 Findings to be issued by the applicable permitting authorities. The Proponent should provide the Public/Private Development Unit of EOT a revised letter of commitment that identified and commits to mitigation measures that address the additional concerns outlined in the EOT comment letter on the FEIR.

The Proponent met with representatives from EOT, MassHighway and the MBTA during the FEIR review period. This meeting included a discussion of additional design considerations to be explored and addressed during the preparation of the Functional Design Report (FDR) and 25% Design Submission for permitting along the Route 1A corridor. The Proponent should submit additional information to EOT to support their methodology for trip generation calculations for the parking garages along Route 1A as directed in the EOT comment letter in the FDR submission. The Proponent should also continue to explore design and signal phasing alternatives with EOT, MassHighway and the MBTA, for the Route 1A/Wonderland Station Drive/Wonderland Park Drive intersection to improve safety and operations. Furthermore, as recommended by EOT for the FDR submission, the Proponent should revise the latest Synchro files to show bus volumes during the AM peak that coincide with information from MBTA Service Planning and walk times consistent with MUTCD recommendations.

The mitigation measures proposed in the FEIR for Butler Circle use striping and signage to modify the functionality for Butler Circle to that more representative of a modern roundabout than a traditional rotary. Subsequent to the recent meeting with EOT and MBTA, the Proponent has indicated that they will utilize raised islands in lieu of striping to convey traffic flows and modify traffic patterns within Butler Circle. The Proponent should continue to work with MassHighway during the design of the improvements to address the issues raised in the EOT comment letter on the FEIR. The Proponent has indicated that road lane closures associated with the construction period will be limited to off-peak hours only. The Proponent should continue to

work with MassHighway, DCR and MBTA during the preparation of the final Traffic Management Plan to limit lane closures.

Air Quality

In response to recommendations made by MassDEP to mitigate potential air quality impacts, the project will incorporate bicycle racks, provide approximately 20 spaces for carpools and/or vanpools, and will provide tenants with a manual identifying a menu of TDM program elements that tenants will be encourages to implement. A traffic monitoring program will verify the effectiveness of measures that are implemented.

Greenhouse Gas Emissions

The Proponent has met the expectations set forth by the Secretary's Certificate on the Environmental Notification Form (ENF), issued on September 7, 2007, to identify and describe all GHG emissions associated with the project and propose measures to avoid, minimize, or mitigate project-related GHG emissions. The FEIR outlined commitments to reduce GHG emissions though the implementation of LEED-ND design principles, use of PV cells, automated lighting and energy-efficient equipment, day-lighting principles in building design, rainwater harvesting and other water conservation measures, green and high-albedo roofs, recycled construction materials, TDM measures, and enhancements to public transit.

The FEIR provided an update on additional measures incorporated to reduce GHG emissions, notably the installation of PV arrays on the MBTA parking garages. In conjunction with the MBTA, PV arrays are planned for the roof decks of the proposed South and North garages. The South garage will include a 20,000 sf PV array, which will generate approximately 200kW. Plans for the North garage are proposed to accommodate a PV system of a similar scale. However, the Proponent did not make a commitment to the use of building energy management systems, third party building commissioning, or implementation of a Combined Heat and Power (CHP) energy source for the hotel. I encourage the Proponent to reconsider these opportunities as project design advances.

Hazardous Materials

The Proponent has indicated in the FEIR that while contaminated soils are not anticipated in the area of excavation from Eastern County Ditch, the soils will be characterized through a subsurface exploration program intended to identify potential contamination prior to excavation. Samples may be selected for further chemical analysis if any doubt exists and results will be used to assess soil re-use and/or disposal options. The results of this analysis will be used to prepare a detailed soil management and health and safety specifications for construction contractors.

Construction Period

The FEIR included an updated draft Construction Management Plan (CMP) that provided information on proposed construction activities, construction mitigation measures, construction access and staging areas. The Proponent will submit the approved plan (and any subsequent changes), by phase, to the appropriate parties, including DCR, for review and approval prior to issuance of the building permit. In addition to the CMP, the Proponent will also prepare an access and CMP for review and approval by the MBTA for work to be conducted on Parcel H. The draft CMP included provisions regarding construction hours, sequencing and phasing, site safety, parking management, staging areas, traffic control, pedestrian protection, sediment and erosion control measures, noise control, and emissions standards. Project construction will not impede continuing operations at Wonderland Station and pedestrians will continue to use on-site parking during the construction period. The FEIR has outlined how pedestrian routes and construction laydown areas will coordinate with phasing to ensure safe and efficient pedestrian passage throughout the site.

Mitigation

The FEIR included proposed mitigation and draft Section 61 Findings for use by State permitting agencies. In accordance with Section 11.12(5)(e) of the MEPA regulations, final Section 61 Findings must be forwarded by each permitting agency to the MEPA Office, which will publish a Notice of Availability in the Environmental Monitor. The Proponent has committed to the following mitigation measures which should be included in the agencies' Section 61 Findings for the project:

Land

- Execution of land transfers in fee simple portions of the Project site, specifically the DCR Maintenance Lot and the North Lot, under the authority of 1975 Mass. Acts 841. In accordance with the North Lot Agreement, DCAM will work with the City of Revere and DCR to complete the required appraisals and agree upon exchange values for the North Lot, the DCR Maintenance Parcel, and the Rumney Marshes ACEC parcels. The City of Revere will also provide a replacement maintenance facility with a defined location and program to DCR prior to conveyance of the DCR Maintenance Parcel. Upon conveyance of the North Lot and DCR Maintenance Parcel by DCAM to the City of Revere, these parcels will then be conveyed to the Proponent per the terms of the Master Development Agreement.

Wastewater

- Installation of individual sanitary sewer service connections for the proposed buildings and coordination of any necessary sewer main upgrades or relocations, as necessary.
- Construction of sanitary sewer in accordance with the latest local, State, and federal codes and standards, including requirements for construction within the floodplain (local codes and National Flood Insurance Program regulations).
- Installation of sanitary sewer infrastructure with backwater valves to ensure that any floodwater backing up on the site (surcharged sewers) will not enter into any building systems.
- Compliance with the City of Revere's 10:1 I/I reduction based upon project wastewater flows. This exceeds the MassDEP Policy of 4:1 I/I mitigation.

Wetlands

- Creation of compensatory flood storage within the Eastern County Ditch to enhance flood storage capacity and drainage flow within the watershed. On-site compensatory flood storage will increase by 9,400 cubic feet in comparison to existing conditions.
- Consideration of the creation of an "Eco-Park" space associated with the wetlands improvements as well as the construction of a boardwalk over the drainage ditch to provide additional connections through the project site.
- Invasive species within the existing Eastern County Ditch will be removed and native species will be incorporated into the restoration planting plan.
- Implementation of a post-restoration wetland monitoring program for a period of two complete growing seasons by a qualified wetland scientist in accordance with the MassDEP *Inland Wetland Replication Guidelines (March 2002).*
- Acquisition of a c.91 License in accordance with 310 CMR 9.00 for a water-dependent project.

Stormwater

- Compliance with MassDEP Stormwater Management Regulations (SMR) performance standards, as applicable for redevelopment projects. Existing infrastructure will be upgraded as necessary and new infrastructure will be sized and located in accordance with SMR requirements.
- Incorporation of Low Impact Design BMPs, including green roofs to reduce peak discharge from small storms.
- Harvesting of stormwater from high-albedo and architectural roofs for reuse on site for irrigation or washdown purposes.
- Placement of cisterns throughout the site for storage of storwmater runoff for use for site irrigation and other building-related non-potable water uses.

Traffic and Transportation

- Permit left-turns from Route 1A southbound into the MBTA Wonderland Station north and south driveways and implement traffic signal timing, phasing and coordination improvements. These will be constructed during the first phase of construction.
- At the Route 1A at Revere Street intersection, implement traffic signal timing, phasing, and coordination improvements and complete specific safety-related improvements including signage installation, pavement markings, and upgrades to traffic signal equipment. This will be completed prior to issuance of the first certificate of occupancy for the project.
- At the Revere Street at Ocean Avenue intersection, traffic volumes and operating conditions will be monitored as the project is constructed. The project may need a traffic signal under the 2018 build conditions. The Proponent will complete a detailed Traffic Signal Warrants Analysis (TSWA), the results of which will be reported to MassHighway, DCR and the City of Revere. The Proponent will complete the necessary design plans for the installation of a traffic control signal and associated geometric improvements prior to the issuance of the first Certificate of Occupancy for the project. If and when the installation of a traffic signal is warranted, the Proponent will work with the City of Revere to obtain funding for the completion of intersection improvements.
- At Butler Circle, implementation of safety-related improvements including signage, pavement markings, and raised islands to separate traffic streams and conform to MassHighway standards. These improvements will be performed during the first phase of construction.
- Establishment of a Transportation Demand Management (TDM) program including:
    - pedestrian improvements (crosswalks, pushbuttons and phasing at signalized intersections, sidewalks, signage, etc.),;
    - bicycle accommodations (safe and secure bicycle storage facilities); and
    - encouragement of traffic reduction strategies through the creation of a Project Tenant Manual. The Project Tenant Manual will outline opportunities to reduce vehicle trips through the:
        - establishment of an on-site transportation coordinator;
        - participation in the local Transportation Management Association (TMA);
        - guaranteed ride home program through the TMA;
        - coordination with MassRIDES;
        - adoption of flex-time or telecommuting;
        - designated parking for car/vanpools or alternatively-fueled vehicles;
        - car sharing parking spaces within the parking garage;
        - accommodations for electric vehicle charging within the project garage;
        - information sharing about public transportation opportunities;
        - subsidization of MBTA Charlie Card purchases; and
        - promotion of bicycle travel.
- Implementation of a Construction Management Plan (CMP) to reduce construction-related impacts on transportation infrastructure.
- Implementation of a traffic monitoring program and employee and resident survey program to evaluate the success of the TDM and determine overall project-related traffic impacts. The frequency and scope of the traffic monitoring program should be confirmed

with MassHighway, DCR and the City of Revere, but should be keyed to project milestones (completion and occupancy of project phases and/or parking garage openings).

Greenhouse Gas Emissions / Sustainable Design

- The project is a LEED-ND pilot project and is striving for the LEED-ND Silver level rating for the entire project. The project will incorporate numerous sustainable design measures which will in turn have corollary GHG reduction benefits. Design measures include use of photovoltaic cells, automated lighting and energy-efficient equipment, day-lighting principles in building design, rainwater harvesting and other water conservation measures, green and high-albedo roofs, recycled construction materials, TDM measures, and enhancements to public transit.
- In conjunction with the MBTA, PV arrays are planned for the roof decks of the proposed South and North garages. The South garage will include a 20,000 sf PV array, which will generate approximately 200kW. Plans for the North garage are proposed to accommodate a PV system of a similar scale.

Conclusion

I find the FEIR to be adequate and am allowing the project to proceed to the state agencies for permitting. The FEIR contained adequate information on project impacts and mitigation, and provided the state permitting agencies with sufficient information to understand the environmental consequences of their permit decisions. No further MEPA review is required.

May 15, 2009
Date

Ian A. Bowles

Comments received:

05/08/2009 Massachusetts Department of Environmental Protection – NERO
05/11/2009 Executive Office of Transportation
05/11/2009 Department of Conservation and Recreation
05/11/2009 City of Revere, Office of the Mayor

IAB/HSJ/hsj