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September 7, 2007

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
ENVIRONMENTAL NOTIFICATION FORM

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 : August 8, 2007

Pursuant to the Massachusetts Environmental Policy Act (G. L. c. 30, ss. 61-62H) and Section 11.03 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **requires** the preparation of a mandatory Environmental Impact Report (EIR).

As described in the Environmental Notification Form (ENF), 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 10.14 acres of land adjacent to the Wonderland Massachusetts Bay Transportation Authority (MBTA) station in Revere. The project also includes an additional 7.7 acres of adjacent MBTA owned land, on which the project will include two new parking garages (totaling approximately 900,185 sf in additional area), modification to the Wonderland MBTA station to include a new bus terminal and Kiss-and-Ride drop-off/pick up area on the west site of the existing station, and improvements to the existing auto access to Wonderland Station from Route 1A. The project will include 1,110 parking spaces below a plaza level on-site and an additional 3,000 off-street parking spaces in the two parking garages. The project also 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.

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) 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 gallons per day (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. 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 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), Section 4f Approval from the Federal Highway Administration, and Section 106 Review. 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 by 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 the Department of Conservation and Recreation (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.

The proponent must prepare a Draft and a Final EIR in fulfillment of the requirements of Section 11.03 of the MEPA regulations.

SCOPE

General

The Draft Environmental Impact Report (DEIR) should follow the general guidance for outline and content contained in section 11.07 of the MEPA regulations, as modified by this Certificate.

Project Description and Permitting

The DEIR should include a detailed description of the proposed project and characterization of the existing environment in compliance with 301 CMR 11.07(e) and (g). The DEIR should identify and describe any project phasing and provide a discussion of the project's history of planning and public consensus building. The DEIR should characterize adjacent uses and their relationship to the proposed project. The DEIR should briefly describe each state permit required for the project, and should demonstrate that the project meets any applicable performance standards.

Alternatives

The proponent has indicated in the ENF that a portion of the project site associated with the Preferred Alternative includes a 1.37-acre parcel of land (the Seaside Parcel) that is privately owned and is not presently controlled by or subject to an agreement with the project proponent. The alternatives presented in the DEIR should evaluate how the project's impacts may change (positively or negatively) if the Seaside Parcel is not secured prior to project commencement.

The DEIR should analyze the following alternatives:

- No-Build Alternative;
- **The Preferred Alternative** including the Seaside Parcel; and
- A Modified Alternative without inclusion of the Seaside Parcel.

The DEIR should identify the impacts for each of the alternatives on land alteration (including impervious area), transportation, drainage, wastewater, water supply, historic resources, and wetlands in a tabular format. Calculations should include impact associated with any off-site mitigation measures. This table, along with a supporting narrative and conceptual site plans, should provide a comparative analysis that clearly shows the differences between the environmental impacts associated with each of the alternatives.

The DEIR should identify and explain any project phasing, including potential impacts on construction sequencing and continued use of the site during the construction period. It should discuss how this project is compatible with Executive Order 385 – Planning for Growth, by discussing its consistency with local land use plans and applicable regional plans.

Land

The project will require a transfer of Article 97 lands, presently under the control of DCR and the MBTA. The DEIR should outline how the project is consistent with the EOEEA Article 97 Land Disposition Policy. The DEIR should identify and provide a clear illustration of the proposed land transfers necessary to complete the project, including those transactions that may not directly include the developer, but may be between the MBTA (or DCR) and some other

entity (e.g., the City of Revere, DCR, or any other entity). Additionally, as outlined in the MBTA comment letter, the DEIR should identify temporary and permanent easements that may be needed for construction or operation of the project facilities. Furthermore, the proponent should ensure that plans presented within the DEIR do not preclude various existing transit options, nor force the implementation of any option associated with the MBTA's potential future North Shore transit improvements.

The DEIR should include any Memoranda of Agreement or Development Agreements that have been drafted between interested parties to facilitate the project. The DEIR should discuss the stipulations for replacement of DCR's existing maintenance facility. The DEIR should provide additional information on the role of the Division of Capital Asset Management (DCAM) on the appraisal process for possible transfer of City of Revere lands to DCR to offset part of the proponent's acquisition cost. Given the proposed mixture of public and private spaces within the project area, I encourage the proponent to prepare a draft long-term maintenance schedule or agreement covering aspects of public access, parking, traffic, storm water management, trash removal, law enforcement, and other topics that will affect long-term management of the Revere Beach Reservation and associated DCR Parkways for consideration in the DEIR.

The DEIR should clarify the existing and proposed areas of impervious surfaces and identify opportunities to increase on-site green space and pervious surfaces. Additionally, the DEIR should identify and illustrate proposed public versus private spaces.

Wastewater / Water

According to the ENF, the project will increase wastewater flows by 150,200 gallons per day (GPD). Wastewater generated by the project will discharge into the City of Revere sewer system, which flows to the MWRA system and ultimately to the Deer Island Wastewater Treatment Facility. The DEIR should discuss how the project will assist in ongoing Inflow and Infiltration (I/I) reduction efforts and ensure that additional wastewater flows are offset by the removal of I/I. At the request of MassDEP, the DEIR should include an evaluation of the condition of the sewer system and identify areas where I/I will be removed, as well as existing and potential infrastructure or flow constraint areas. Commitments to I/I removal and other infrastructure improvements, if necessary, should be proposed in the Draft Section 61 Findings in the DEIR.

The ENF states that the project will require approximately 75,100 GPD of water. The DEIR should confirm that suitable supply and infrastructure is available to service the project site. As part of the project's consideration of sustainable design measures, the DEIR should discuss potential water demand reduction measures that may be utilized on-site.

Wetlands

The entire project site is located within a Flood Hazard Zone (Zone AE), and the project is anticipated to impact 775,368 sf of Land Subject to Coastal Storm Flowage (LSCSF). The project site is located proximate to Revere Beach, the Eastern County Ditch System, and Rumney Marsh (an Area of Critical Environmental Concern (ACEC)). The DEIR should provide plans of appropriate scale to accurately discern the location of each wetland area regulated under the Wetlands Protection Act (WPA) located on the project site. Each wetland resource area should be characterized according to 310 CMR 10.00. The DEIR should address the significance of the wetland resources on site, including public and private water supply; riverfront areas; flood control; storm damage prevention; fisheries; shellfish; and wildlife habitat. The text should explain whether the local conservation commission has accepted the resource area boundaries, and any disputed boundary should be identified. Furthermore, the DEIR should discuss the influence of local wetland bylaw requirements on project design. The DEIR should provide an accurate measurement of each wetland resource area that will be affected by the project.

The DEIR should demonstrate that all wetland impacts have been avoided, and where unavoidable impacts occur, impacts are minimized and mitigated. The DEIR should demonstrate that the project will be accomplished in a manner that is consistent with the Performance Standards of the Wetlands Regulations (310 CMR 10.00). As recommended by MassDEP, the proponent should explain how altered wetland functions would be restored. In absence of regulatory performance standards for LSCSF, the proponent should demonstrate that the project is in conformance with the MEPA regulations, which require that all feasible means be used to avoid damage to the environment, or where damage cannot be avoided, it should be shown that impacts have been minimized and mitigated.

Proposed activities, including construction mitigation, erosion and sedimentation control, phased construction, and drainage discharges or overland flow into wetland areas, should be evaluated. The DEIR should specifically address the impact, if any, to the removal or placement of stormwater outfalls within resource areas. The DEIR should clarify what portions of the project may result in the permanent alteration of wetland resource areas versus temporary impacts to facilitate construction. The DEIR must also address the current and expected post-construction water quality of the predicted final receiving water bodies and demonstrate compliance with applicable water quality regulations or guidelines.

The DEIR should confirm that the project will not require a Chapter 91 permit for either on-site or off-site improvements associated with the project. Additionally, the DEIR should document that the various habitat and wetlands functions provided by the Rumney Marshes ACEC will not be adversely impacted by the proposed project. The DEIR should evaluate potential impacts on the downstream ACEC resources and how any impacts will be adequately avoided, minimized, and mitigated. Specifically, the DEIR should show how the project will minimize impact to downstream fisheries, salt marshes resources, and ongoing salt marsh restoration activities at Oak Island, as well as the ability of the area to provide flood storage and storm damage protection given the presence of self-regulated tidegates.

Flood Hazard Management

The DEIR should evaluate the impacts the proposed redevelopment of this site will have during both coastal storms and rainfall events on properties on and near the site, within the same drainage area. MassDEP has noted that consideration should be given to increased flood stage and extent of flooding, increased flood velocity and flow, and increased potential for erosion and sedimentation during a coastal storm, such as a Northeaster, and the 2, 10, and 100-year rainfall events. As recommended by CZM, this analysis should also address issues associated with the site and area topography and drainage restrictions associated with the culvert below Revere Street and the tide gate at Oak Island. CZM, MassDEP and DCR have all requested that the DEIR specifically demonstrate how this project has been designed to avoid exacerbation of existing flood issues and what types of improvements have been proposed as mitigation.

The DEIR should include plans detailing floodplain elevations as they relate to development activities proposed over the life expectancy of the project, existing and proposed grading, fill or excavation areas and compliance with floodplain construction requirements. Numerous agencies have recommended that the proponent consider exceeding the minimum floodplain construction requirements and I strongly encourage the proponent to consider this in their design set forth in the DEIR. I strongly encourage the proponent to review the FEMA Coastal Construction Manual and other FEMA documents (such as Lessons Learned technical documents) and present within the DEIR how the project will be consistent with or exceed federal standards for flood mitigation and structural integrity.

Furthermore, MassDEP has raised a concern regarding the impact of sea level rise on a project of this magnitude within a low-lying coastal region with a history of flooding concerns. While the proponent has acknowledged the need to comply with FEMA standards for structures, it is unclear how the project, and its proposed flood storage mitigation, will effectively mitigate impacts over the life of the project or during a substantial storm event. Current data within CZM's "South Shore Coastal Hazards Characterization Atlas" establishes a current sea-level rise of 2.9 millimeters (mm) per year of relative sea level rise within the immediate Boston region. Given the readily available data and Revere's proximity to the Boston data station, the proponent should evaluate the impact of sea level rise over the life of the project within the DEIR. These data will assist in the assessment of sea level rise impact on building elevations, stormwater management techniques, and overall flood mitigation efforts.

Stormwater

The DEIR should include drainage calculations, stormwater system design plans at a readable scale, best management practice (BMP) designs and models for proprietary BMPs, and a clear description of the stormwater management plan to affirm that the stormwater system design is in conformance with the MassDEP Stormwater Management Policy (SMP) and consistent with the City of Revere's NPDES Storm Water General Permit. It should include a description of the proposed drainage system design, including a discussion of the alternatives

considered along with their impacts. The DEIR should discuss the feasibility of maximizing stormwater infiltration and identify the quantity and quality of flows.

The DEIR should demonstrate that source controls, pollution prevention measures, erosion and sedimentation controls during construction, and the post-development drainage system for the project are designed in compliance with the SMP and standards for water quality and quantity impacts, and to be consistent with the City of Revere's NPDES Phase II Storm Water Program. The DEIR should address MassDEP's comment related to SMP Critical Areas Standard 6 and system design.

Finally, as directed in the Wetlands section of this Certificate, the DEIR must specifically address the relationship of the existing and proposed stormwater management system to the constructed Eastern County Ditch system, which has been altered by culverting, piping, and a tide gate outlet that controls the rate and volume of stormwater that can be released in to the Rumney Marsh estuary, northwest of the site. The DEIR should evaluate stormwater flows with consideration for the ongoing efforts of wetlands restoration in the project area, as well as operation and maintenance issues associated with the existing tide gate system.

The DEIR should present an operation and maintenance plan for the drainage system to ensure its effectiveness. This plan should be consistent with the Stormwater Pollution Prevention Plan required under the NPDES Construction General Permit and should outline the actual maintenance operations, sweeping schedule, responsible parties, and back-up systems. This plan should also be consistent with, or more protective than the current maintenance and activity guidelines DCR has on file with the U.S. EPA and MassDEP. The DEIR should also address how the parking garages will be designed in order to address the stormwater management and snow removal requirements, which will ultimately be the responsibility of the MBTA or its parking management contractor.

Low Impact Development

The DEIR should consider project and design alternatives to reduce imperviousness to less than 100 percent. The DEIR should discuss opportunities to incorporate low impact development (LID) stormwater runoff controls into the project. MassDEP has recommended the consideration of a stormwater runoff control system comprised of site design techniques that disconnect runoff flow pathways and disperse stormwater control across the site, such as rooftop infiltration, green roofs, cisterns, rain gardens, and bioretention or a variety of smaller, vegetated systems that promote treatment and infiltration of small volumes of runoff in open areas and surface parking lots.

Traffic and Transportation

Based on information included in the ENF, the project is expected to generate approximately 10,010 vehicle trips on an average weekday (based on unadjusted ITE rates) and will provide approximately 1,948 additional parking spaces for a total of 4,100 parking spaces. As this project is a Transit-Oriented Development (TOD) located proximate to public transportation, the proponent anticipates that actual new vehicle trips will be lower based upon mode share and vehicle occupancy factors associated with TOD.

The DEIR should include a transportation study prepared in conformance with EOEEA/EOTPW Guidelines for EIR/EIS Traffic Impact Assessments. The proponent should provide a clear commitment to implement mitigation measures and should describe the timing of their implementation based on project phases. The DEIR should present capacity analyses and a summary of average and 95th percentile vehicle queues for each intersection within the study area. Any proposed traffic signal along Route 1A (North Shore Road) must include a traffic signal warrant analysis according to the Manual of Uniform Traffic Control Devices (MUTCD) standards.

At a minimum, the traffic study should analyze the following state highway and local roadway locations:

- The Route 1A/Butler Rotary intersection;
- The Route 1A/Revere Street intersection;
- The Route 1A/Wonderland Marketplace intersection;
- The Route 1A/Beach Street intersection;
- The Route 1A/Route 60/Beach Street intersection (Bell Circle); and
- The Route 60/Revere Street intersection

The study should also examine the operations at Butler circle and the impact of the proposed access to the MBTA station within the circle. The study should also include an analysis of vehicle queuing and examine bicycle and pedestrian accommodation in the area, with particular attention to the pedestrian crossing of Route 1A.

The proponent should work with EOT and MassHighway, as directed in the EOT comment letter, with regard to trip credit assumptions, and clearly present these assumptions within the DEIR. The DEIR should include conceptual plans for the proposed roadway improvements that are of sufficient detail, preferably 80-scale, to verify the feasibility of constructing such improvements. These conceptual plans should be prepared in accordance with the recommendations outlined in the EOT comment letter.

DCR has indicated that the project may impact DCR Parkways in the project area (Ocean Avenue and Revere Beach Boulevard). The DEIR should consider the potential project impacts on these roadways and consider traffic management alternatives and options for long-term maintenance support as part of potential mitigation efforts. Additionally, the DEIR should address DCR's concerns related to site access to the project area.

Wonderland Station Improvements

The project proposes numerous modifications that will directly impact access to and operations at the Wonderland T Station. The DEIR should provide a summary of the proposed station improvements, responsibility for construction and operation/maintenance upon project completion, as well as project phasing. The MBTA has requested, and the proponent should provide in the DEIR, options for providing another “kiss and ride” component on the east side of Wonderland Station, in addition to that presently proposed on the west side of the station. The MBTA has indicated that a “kiss and ride” on this side of the station may alleviate traffic issues associated with passengers arriving from the Ocean Avenue side of the station.

The DEIR should address the circulation and movement of buses both on MBTA property and on adjacent streets when the project is completed. The proponent should identify what transit management systems can be put into place to provide as much priority access for MBTA buses as feasible. The DEIR should specifically address the suggested components of a transit management plan as outlined in the MBTA comment letter to ensure MBTA bus priority in and around Wonderland Station. The DEIR should detail proposed MBTA actions necessary to facilitate project construction, including but not limited to, the relocation of the Wonderland busway, in order to fully evaluated cumulative direct or indirect impacts of the Waterfront Square project.

The MBTA has noted that all plans associated with access to Wonderland Station should comply not only with the Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board, but also with plans to comport with the Boston Center for Independent Living (BCIL).

Pedestrian

The DEIR should clarify the proposed pedestrian corridors and connections from the project site to the adjacent Revere Beach Reservation, Wonderland Station and adjacent destinations. As requested by the MBTA, the DEIR should present a plan to improve the pedestrian and bus waiting environment, through the use of an improved and safer pedestrian crossing at North Shore Road, as well as any bus stop amenities that can be provided, such as bus shelters and wind screens, benches, trash barrels, information boards, etc. DCR has recommended future coordination between the proponent and DCR’s Bridge Section regarding design, construction and long-term maintenance of this structure.

Parking

The project will construct two new parking garages for use by the MBTA and additional off-street parking for use by the project’s residential, office and hotel uses. The DEIR should clearly illustrate the location and amount of proposed parking during various phases of development and demonstrate that the project site will provide sufficient parking for the proposed mix of uses. The DEIR should address the MBTA comments associated with the construction phasing of the garage and the establishment of thresholds necessitating garage

construction. This timeline should demonstrate to the MBTA that passengers will have an adequate parking supply throughout the construction period.

The DCR comment letter has indicated that the North Lot was originally acquired by the Metropolitan District Commission (now DCR) for public parking, and while not currently required to meet visitor parking demand, DCR must ensure adequate parking for Revere Beach Reservation as visitation increases in the future. The DEIR should include an assessment of parking spaces available for beach visitors at each phase and full-build out. I encourage the proponent to work with DCR to ensure that adequate beach parking is considered in the overall project design.

Transportation Demand Management

The DEIR should include a comprehensive Transportation Demand Management (TDM) program that investigates all feasible measures aimed at reducing site trip generation, including but not limited to, those recommended in the MassDEP comment letter. The TDM program should include specific measures that have been successful in reducing trip generation for retail and office establishments. In response to the MassDEP recommendation, I encourage the proponent to explore methods to encourage shoppers and employees to use transit or carpool to the proposed project, including recommending that retail establishments offer discounts to customers who come to the retail establishment in a carpool, by transit, or other method. The TDM program should also identify the existing modes along the corridor such as transit, walking and bicycling; analyze their existing and future conditions based on the project's impacts; and provide improvements to attract mode usage.

Air Quality

The project is subject to the Executive Office of Energy and Environmental Affairs (EEA) Greenhouse Gas Emissions (GHG) Emissions Policy, which requires GHG information to be provided during the MEPA process. In accordance with the EEA Greenhouse Gas Emissions Policy, the DEIR should identify and describe all GHG emissions associated with the project and should propose measures to avoid, minimize and mitigate project-related GHG emissions.

The project will require the preparation of an air quality mesoscale analysis comparing the Build and No Build conditions in accordance with MassDEP requirements. The proponent should utilize the current emission model, MOBILE 6.2, and consult with MassDEP regarding modeling protocol prior to conducting this analysis. The mesoscale analysis should be performed in a manner consistent with the MassDEP comment letter.

The purpose of the mesoscale analysis is to determine whether and to what extent the project will increase the amount of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the project area. The mesoscale analysis will also be used to determine if the project will be consistent with the Massachusetts State Implementation Plan (SIP). Emission increases due to the project must be mitigated. Therefore, the DEIR should include the proponent's commitment to implement appropriate mitigation measures based upon the potential project

impacts. I encourage the proponent to consider the recommendations within the MassDEP comment letter with regard to air quality mitigation efforts.

The DEIR should discuss how the project will comply with MassDEP's anti-idling regulations (310 CMR 7.11), which prohibits unnecessary idling over five minutes. The DEIR should also address the project's compliance, if applicable, with the Massachusetts Rideshare Regulation (310 CMR 7.16), a clean air program that applies to certain employers with 250 or more daily employees.

Given the significant investment of state resources, and the opportunities presented by this transit oriented development project, I expect the proponent to carefully consider and commit to implementation of significant mitigation measures, particularly regarding TDM issues described above.

Historical

The Massachusetts Historical Commission (MHC) indicated in their comment letter that the project site is immediately adjacent to the Revere Beach Reservation Historic District (MHC #REV.B), which is listed in the National Register of Historic Places (36 CFR 60) and is a National Historic Landmark. MHC notes that in particular, the project site is adjacent to several of the individual structures that contribute to the significance of this National Historic Landmark, specifically the Metropolitan District Commission Police Station/Revere Beach Police Station (REV.31), the Revere Beach Bath House Pavilions (REV.924), and the Revere Beach Reservation Revere Street Pavilions (REV.905).

MHC has expressed concerns regarding the potential visual impacts the proposed project may have on the setting of the adjacent Revere Beach Reservation National Historic Landmark. I encourage the proponent to work with the MHC to prepare suitable plans that convey the potential impact of the project on the adjacent historical assets for further evaluation. These plans, prepared in accordance with the guidance provided in the MHC comment letter and any subsequent coordination efforts with MHC, should be included in the DEIR for further consideration. Furthermore, at the request of DCR, I encourage the proponent to discuss how the proponent will ensure consistency with the historical significance of Revere Beach Reservation in the DEIR.

Sustainable Design

The proponent has indicated in the ENF that they will be participating in the Leadership in Energy and Environmental Design (LEED) Neighborhood Development pilot program. I applaud the proponent for their consideration of sustainable design measures as part of the project and encourage the proponent to consider a comprehensive sustainable design portfolio as the project design is finalized. The DEIR should summarize the proponents' efforts to obtain a LEED Certification and outline the sustainable design measures to be incorporated into the

project. These measures may include architectural, site design or other project elements consistent with LEED guidelines or applicable BMPs.

Construction Period

The project will be phased over a period of ten years prior to completion of construction. The DEIR should provide detail regarding public access impacts throughout the construction period on the use of the Wonderland Station and Revere Beach Reservation. The DEIR should include a construction management plan that specifically addresses the questions outlined in the MBTA comment letter to ensure that ongoing MBTA operations can proceed throughout the construction period.

The DEIR should discuss potential construction period impacts (including but not limited to noise, vibration, dust, and traffic flow disruptions) and analyze and outline feasible measures that can be implemented to eliminate or minimize these impacts. The DEIR should outline the proposed methodology for demolition on-site and removal of demolition debris. MassDEP encourages the proponent to incorporate construction and demolition waste recycling activities as a sustainable measure for the project. The DEIR should describe how demolition activities will be performed in compliance with both Solid Waste and Air Pollution Control regulations, pursuant to M.G. L. Chapter 40, Section 54.

I encourage the proponent to consider participating in MassDEP's Diesel Retrofit Program consisting of an engine retrofit program and/or use of low sulfur fuel to reduce exposure to diesel exhaust fumes and particulate emissions (PM_{2.5}) during construction. The DEIR should identify traffic routes to be used during construction of the project and provide recommendations on restrictions for construction-related traffic to ensure that nearby neighborhoods and on-going use of the Wonderland Station and Revere Beach Reservation are not adversely affected.

Mitigation

The DEIR should include a separate chapter summarizing proposed mitigation measures. This chapter should also include draft Section 61 Findings for each state agency that will issue permits for the project. The draft Section 61 Findings should contain clear commitments to implement mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation.

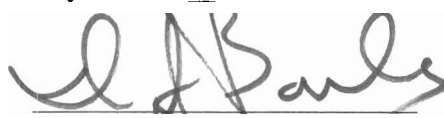
Comments/Circulation

The DEIR should contain a copy of this Certificate and a copy of each comment letter received. The DEIR should respond fully to each substantive comment received to the extent that it is within MEPA jurisdiction. The DEIR should present additional technical analyses and/or narrative as necessary to respond to the concerns raised.

The proponent should circulate the DEIR to those parties who commented on the ENF, to any state agencies from which the proponent will seek permits or approvals, and to any parties specified in section 11.16 of the MEPA regulations. A copy of the DEIR should be made available for review at the Revere Public Library.

September 7, 2007

Date



Ian A. Bowles

Comments received:

08/23/2007	Massachusetts Historical Commission
08/27/2007	Massachusetts Department of Environmental Protection - NERO
08/27/2007	U.S. Environmental Protection Agency
08/27/2007	Office of Coastal Zone Management
08/28/2007	Massachusetts Bay Transportation Authority (MBTA)
08/28/2007	Department of Conservation and Recreation
08/28/2007	Northeast Massachusetts Mosquito Control and Wetlands Management District
08/28/2007	City of Revere, Office of the Mayor
08/30/2007	Executive Office of Transportation
09/05/2007	Metropolitan Area Planning Council

IAB/HSJ/hsj