

Commonwealth of Massachusetts
Executive Office of Environmental Affairs ■ MEPA Office
ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOEA No.: **14080**
 MEPA Analyst: **Holly Johnson**
 Phone: 617-626-**1023**

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Waterfront Square at Revere Beach		
Street: Ocean Avenue		
Municipality: Revere, MA	Watershed: North Coast	
Universal Transverse Mercator Coordinates: UTM Zone 19; 336237 , 4697733	Latitude: 42° 24'52.68" N	
	Longitude: 70° 59'25.18" W	
Estimated commencement date: 2008	Estimated completion date 2018	
Approximate cost \$ 540 Million	Status of project design: 10 % complete	
Proponent: Eurovest Development, Inc.		
Street: 223 Lewis Wharf		
Municipality: Boston	State: MA	Zip Code: 02210
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Elizabeth Grob		
Firm/Agency: Epsilon Associates	Street: 3 Clock Tower Place Suite 250	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: 978-897-7100	Fax: (978) 897-0099	E-mail: egrob@epsilonassociates.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): Financial Assistance: The Waterfront Square Project is a public-private partnership between the City of Revere and its RFP-selected developer, Eurovest Development, Inc. (the Proponent). The City of Revere has already secured certain grant funds and is pursuing additional public financing from the Commonwealth for public components of the Project, including; without limitation; Transit Oriented Development funding; MORE Jobs funding; CDAG (Community Development Action Grant); and PWED (Public Works for Economic Development). Land Transfer: Approximately 8.77 acres of the project site is land now owned by the Massachusetts Bay Transportation Authority and the Commonwealth of Massachusetts (through the

Department of Conservation and Recreation). This land will be transferred to the Proponent pursuant to Chapters 841 of the Acts of 1975 and Chapter 877 of the Acts of 1977 and the Master Development Agreement dated as of June 26, 2007, entered into by the Proponent with the City of Revere. The transfer will take the form of a ground and air rights lease from the MBTA and fee transfers from DCR.

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals: The following local and federal permits and approvals may be required for the project: Local: Zoning Approvals; Order of Conditions, Revere Conservation Commission; Subdivision Approval (depending on final street and lot configuration); Local Sewer and Water Connection Permits; Inflammable Materials Storage License; Demolition Permits; Building Permits. Federal: FAA, Notice of Proposed Construction or Alteration; NPDES Construction General Permits for Dewatering and Stormwater; Section 4(f) Approval; Section 106 Review.

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input checked="" type="checkbox"/> Wastewater | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input checked="" type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: <ul style="list-style-type: none"> • Revere Beach Design Review Board • MHC – State Register Review • EOTC – MGL c. 40 Sec. 54A Approval, • MHD - Traffic Signal Permit
Total site acreage				
Waterfront Square [east side of tracks]	10.14			
MBTA Owned Land [west side of tracks]	7.7			
Project Total =	17.8			
New acres of land altered		17.8		
Acres of impervious area				
Waterfront Square [east side of tracks]	10.14	0	10.14	
MBTA Owned Land [west side of tracks]	7.7	0	7.7	
Project Total =	17.8	0	17.8	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		775,368 (LSCSF)		
Acres of new non-water dependent use of tidelands or waterways		0		

STRUCTURES			
Gross square footage			
Waterfront Square [east side of tracks]	11,875	1,363,219	1,375,094*
MBTA Owned Land [west side of tracks]	17,655	900,185	917,840
Total =	29,530	2,263,404	2,292,934
Number of housing units	0	902	902
Maximum height (in feet)			
Waterfront Square [east side of tracks]	35	105	1401
MBTA Owned Land [west side of tracks]	33	47	80
TRANSPORTATION			
Vehicle trips per day	TBD	<10,010**	TBD
Parking spaces	2,152	1,948	4,100***
WATER/WASTEWATER			
Gallons/day (GPD) of water use	22.5	75,100	75,122.5
GPD water withdrawal	0	0	0
GPD wastewater generation/treatment	45.0	150,200	150,245
Length of water/sewer mains (in miles)	0.04	0.10	.14

*(Building A, 165,000 sf, B 300,294 sf, C, 201,000 sf, D, 165,000, E, 173,400 sf, F, 12000 sf, G, 103,000 sf, H, 87,000 sf, I, 44,000 sf).
Portion of MBTA Station straddles both east (8400 sf) and west (17,600 sf) sides.

**Trip generation estimates are based on *un-adjusted* (Institute of Traffic Engineers - ITE) trip rates. In reality, the generation of new vehicle trips will be substantially less when mode share and vehicle occupancy adjustments are applied.

***(Parcel H = 240, DCR Lot = 130, Seaside Lot = 190, North Lot = 540, MBTA South Garage = 1500, MBTA North Garage 1500).

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes Portions of the Project site were acquired by the Metropolitan District Commission (DCR's predecessor agency) apparently for the purpose of public parking adjacent to the Revere Beach Reservation and for use as a maintenance facility. To the extent that such purposes would be subject to Article 97, Chapter 841 of the Acts of 1975 authorized the sale of the DCR parcels within the project site by a vote of more than 2/3 of each house of the legislature. No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No

¹ Height as Calculated from plaza level.

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No The project site is a vacant, previously disturbed land area used for surface parking. A review of Massachusetts Historical Commission files indicates the project site does not include any property included in the State Register of Historic Places or in the Inventory of Historic and Archaeological Assets of the Commonwealth. The project site is located adjacent to the Revere Beach Reservation Historic District, which is listed in the State and National Registers of Historic Places and is a National Historic Landmark.

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (*You may attach one additional page, if necessary.*)

(a). **Project Site:** Waterfront Square at Revere Beach (the Project), a Transit Oriented Development (TOD), includes approximately 10.14 acres of land adjacent to the Wonderland MBTA station in Revere. The site is located along Ocean Avenue bounded by Revere Street to the north and private property to the south. The Project site is composed of four areas ("Parcel H", "Department of Conservation and Recreation (DCR) Maintenance Lot", " Seaside Parcel", and the "North Lot"). Much of the land is currently being used as surface parking for the nearby MBTA Wonderland Station. Figure 1 shows the location of the Project. Figure 2 shows existing conditions on the Project site. A Master Development Agreement provides for the transfer to the Proponent of air and ground lease rights in Parcel H, and fee transfer of the DCR Maintenance Lot and the North Lot, totaling approximately 8.77 acres. The approximately 1.37 acre Seaside Parcel is privately owned and is not presently controlled by or subject to an agreement with the Proponent.

Proposed Project: The proposed Project includes approximately 1.366 million square feet of mixed-use transit-oriented development, including hotel, commercial, and residential uses, with multiple buildings and facilities, including off-street parking and other improvements. The Project will be constructed in phases over approximately 10 years between 2008 and 2018. The Project Site, as planned, including the Seaside Parcel, is shown in Figure 3. If the Proponent is unable to obtain the rights needed to incorporate the Seaside Parcel into the Project, it will maintain the same development program but reconfigure the uses and structures to be located only on the approximately 8.77 acres of land that will be transferred to the Proponent under the Master Development Agreement.

Adjacent MBTA Controlled Land:

The Project also includes approximately 7.7 acres of adjacent MBTA owned land. Development on this site will include:

- ◆ The Project proposes to simplify vehicular access to Wonderland Station. In collaboration with the MBTA, a new bus terminal and Kiss-and-Ride drop-off/pick-up area is proposed on the west side of the station, adjacent to the Project Site. The new busway will be accessed from Route 1A at Butler circle. This change will better integrate local and express bus routes at the same location, separating bus activity from park-and-ride and kiss-and-ride activity, enhancing connectivity between bus and rail, and supporting TOD at Wonderland Station, shown as part of this Project in Figure 4.
- ◆ In addition, two new parking garages will be constructed to provide the MBTA with adequate replacement parking as well as to provide adequate parking for proposed development uses. Figure 4 shows the proposed locations of these garages. As a result, the commuter parking serving Wonderland Station will be consolidated in closer proximity to the station itself, and more parking will be under the control of the MBTA.
- ◆ In addition to the dedicated MBTA bus access from Butler Circle, auto access to Wonderland Station will be enhanced by improvements to the existing traffic signal-controlled intersection on Route 1A, and the introduction of an additional, coordinated, traffic signal-controlled access on Route 1A. The improved traffic signals will include improved pedestrian accommodations, thereby enhancing pedestrian access to the station.

Development Program:

The overall program for the Site is anticipated to include approximately 1,366,694 square feet (“s.f.”) of new uses in nine buildings with associated off-street parking and other improvements as follows:

- ◆ Hotel and hotel-related residential condominiums (125 hotel rooms spread over 103,294 g.s.f. and 149 condominium units spread over approximately 180,000 g.s.f., for a total of approximately 283,294 g.s.f.);
- ◆ Retail uses (approximately 42,000 g.s.f.);
- ◆ Residential condominiums (approximately 753 units in 896,400 g.s.f.);
- ◆ Office uses (approximately 145,000 g.s.f.); and
- ◆ 1,100 parking spaces below the plaza level on-site and an additional 3,000 off-street parking spaces in two garages on land owned by the MBTA on the western side of the MBTA tracks (south and north garages respectively).

Plaza Level:

The entire site lies within a Flood Hazard Zone (Zone A). The base flood elevation for the site is +11.0 feet NGVD 29; the new lower-level parking elevation is about +7.0 feet. The FEMA regulations and the state building code require that no spaces occupied for a residential use may be located below elevation +11.0 feet, and that other occupied spaces below this elevation be constructed for water-tight construction. There are exceptions for entrance and egress elements, parking (including garages) and related storage, all of which may be located below the base flood elevation. Parking and related circulation and service elements are proposed for the existing grade, extending across the majority of the site. The lowest residential floor will be at approximately +11.0. A change in grade is accomplished through a gentle rise across the landscaped setback from the sidewalk line.

The plaza level, with a height of two stories approximately twenty-four feet above the level of Ocean Avenue, will span over the present Wonderland Station and provide a new station entrance, including elevator access, at the public square. This new construction will replace the station’s existing pedestrian overpass and ramps, and will greatly increase convenience for transit patrons. The plaza level will be designed to serve as part of a planned pedestrian bridge across Ocean Avenue that will connect Wonderland Station and the Project Site to Revere Beach Boulevard.

Project Phasing:

The Proponent anticipates developing the Site in a series of phases, shown in Figure 5. The phasing reflects an integration of physical, financial and market considerations into project planning. Phase 1 includes a hotel, which has been a longstanding development priority for the City of Revere.

Phase 1			
Building	Uses	Square Footage²	Height³
Parcel H			
A	Office	145,000	8 Stories/120 Feet
	Retail	20,000	
B	Hotel (125 Rooms)	103,294	12 Stories/140 Feet
	Residential (149 Units)	180,000	
	Retail	17,000	
Garage – underneath plaza	Parking (240 Spaces)		
MBTA Property			
South Garage	Parking (1500 spaces)		6 Stories(7 parking levels)/80 Feet
<u>Major Public Infrastructure Improvements:</u>			
<ul style="list-style-type: none"> ◆ (a) Publicly accessible plaza connecting MBTA site west of the tracks to Revere Beach Reservation. ◆ (b) Pedestrian bridge connecting from the publicly-accessible plaza across Ocean Avenue and terminating on the western side of Revere Beach Boulevard; ◆ (c) Improvements to the MBTA’s Wonderland Station (including the extension of the publicly-accessible plaza over the station; relocation of the bus loading/unloading and kiss-and-ride lot and other improvements); and ◆ d) Approximately one thousand five hundred (1,500) space off-street parking garage located on the MBTA’s property to the west of the Blue Line tracks, accessed from North Shore Road/Route 1A (south garage). 			
Phase 2			
Building	Uses	Square Footage	Height
DCR Maintenance Parcel			
Offsite Replacement of DCR Maintenance Parcel	DCR for beach site maintenance	5,000	
C	Residential	196,000	12 stories/140 feet
	Retail	5,000	
Garage – underneath plaza	Parking (130 spaces)		2 stories/24 feet
MBTA Property			
North Garage	Parking (1500 spaces)		6 stories (7 parking levels)/80 feet

² All sf values are approximate.

³ Height for each building is calculated from Plaza Level

Major Public Infrastructure Improvements:

- ◆ **Approximately one thousand five hundred (1,500)** space off-street parking garage with a height of six stories/eighty (80) feet above ground level located on the MBTA's property to the west of the Blue Line tracks, accessed from North Shore Road/Route 1A (north garage).

Phase 3			
Seaside Parcel			
D	Residential	165,000	12 stories/140 feet
Garage – underneath plaza	Parking (190 spaces)		2 stories/24 feet
Phase 4A			
Building	Uses	Square Footage	Height
North Lot			
E	Residential	173,400	12 stories/140 Feet
F	Residential	128,000	8 stories/90 Feet
Garage – underneath plaza	Parking (300 spaces)		2 stories/24 Feet
Phase 4B			
G	Residential	103,000	8 stories/90 Feet
H	Residential	87,000	8 stories/90 Feet
I	Residential	44,000	7 stories/90 Feet
Garage – underneath plaza	Parking (240 Spaces)		1 story/14 Feet

(b) Alternatives/Community Process: The Project results from over 20 years of planning by the City of Revere and reflects the combined efforts of the Department of Conservation and Recreation (DCR), the Massachusetts Bay Transit Authority (MBTA), Executive Office of Housing and Economic Development (then Office of Commonwealth Development) and the City of Revere to ensure an economically viable, environmentally sensitive and well-planned and designed development for this high profile site in between Wonderland Station and Revere Beach.

On behalf of the City of Revere, Mayor Thomas Ambrosino (in conjunction with the MBTA, DCR, and the Governor's Office of Commonwealth Development (now Executive Office of Housing and Economic Development, EOHEd) released a Request for Proposals (RFP) for the Project site in February of 2005. This RFP followed an earlier RFQ process that elicited interest from 5 potential developers. The RFP provided program and design guidance for the mixed-use TOD, stressing the importance of quality design, environmental sensitivity, and sustainability for this Project. Three developers submitted proposals in response to the RFP. The City Council of Revere, through its Economic Development Committee, hosted a public hearing and forum on the proposed development proposals to secure public comment as part of the selection process in July, 2006.

On the basis of its proposal for the Project, in December of 2006, Eurovest was tentatively selected by the City and the participating agencies because its vision and proposed development was the preferred alternative for the site, and most fully met the planning principles presented within the RFP. After a series of interviews and working meetings with the City of Revere, MBTA, EOHEd, and DCR, Eurovest Development was officially designated as the developer in May of 2007. Since that time, the Proponent has continued to meet and coordinate planning and development with the MBTA, DCR and the City as the Project moves forward.

The Proponent has also had an initial meeting with the Revere Beach Design Review Board (DRB), an organization created by a special act of the Legislature in 1975 to review preliminary designs for development in a larger area that includes the Project site. The Proponent plans to meet with the DRB during the MEPA process.

Community involvement will also take place in conjunction with the local permitting and approval process, including public hearings held as part of these processes. The Proponent has a great familiarity with and connection to the community of Revere and recognizes that the successful implementation of this Project requires an inclusive working relationship with the surrounding community. The Proponent is fully committed to community outreach and will continue to engage the community to ensure ongoing public input into the Project.

In response to the City's preference for integrating development of the publicly-owned parcels with adjacent private property, the Proponent is proposing a Project that includes development on the privately-owned Seaside Parcel, provided that it is feasible to obtain the necessary property rights in that parcel. In the alternative, the Proponent intends to proceed with the Project in a reconfigured design on the remaining approximately 8.77 acres of DCR and MBTA land.

(c) Proposed Mitigation Measures and Public Benefits: The proposed Project will include measures to avoid or minimize potential environmental impacts to the greatest extent practicable in the following categories: traffic, stormwater runoff quantity and quality, wetlands protection, and air quality, wind, noise, and shadow impacts. Measures will also be taken to minimize construction impacts.

Wetland Resource Areas

Wetland resource areas delineated adjacent to the Project site are depicted on Figure 6. With the exception of land subject to coastal storm flowage ("LSCSF") (elev. 16.84 feet City of Revere Datum), there are no jurisdictional wetland resource areas on the Project site. The Project site is approximately 250 feet west of the coastal bank (sea wall) and approximately 300 feet west from the coastal beach associated with Revere Beach, with two major roadways (Ocean Avenue and Revere Beach Boulevard) and a landscaped island and parking lot located between the Project site and those resource areas (see Figure 1). Beyond Revere Street and approximately 250 feet north of the Project is a state-designated barrier beach. There is an off-site man-made drainage ditch (i.e., intermittent stream composed of inland bank (see 310 CMR 10.54)) that generally extends from a box culvert at Revere Street to twin box culverts at the MBTA commuter parking lot near Route 1A (see Figure 6). The bank and adjoining upland is largely vegetated with invasive common reed, Japanese knotweed, black locust, multiflora rose, ailanthus, boxelder maple, bittersweet, and Virginia creeper. There are no bordering vegetated wetlands along the length of the drainage ditch. Only a small portion of the 100-foot buffer zone from the bank of the off-site man-made drainage ditch extends onto the Project, and there are no other resource areas within 100 feet of, and no rivers within 200 feet of, the Project. Mitigation measures with respect to potential impacts on these Wetland Resource Areas are anticipated to consist of construction management best practices.

The only wetland resource area on the Project site is LSCSF (see Figures 6 and 7). The site is within a FEMA Zone AE (elevation 11 feet NGVD 29/elevation 16.84 feet City of Revere Datum) (Map Revised August 20, 2002). This is a still water flooding zone. A FEMA AO zone (depth 2 feet) is located east of Revere Beach Boulevard, between it and the seawall. A Zone VE (elevation 17 feet NGVD) is located east of the seawall. There are no general performance standards associated with LSCSF under the Wetlands Protection Act regulations. However, projects must

comply with the State Building Code which incorporates standards to insure that projects are designed to minimize impacts to the Wetlands Protection Act interest of flood control and storm damage prevention.

Historic and Archeological Assets

The Proponent has been coordinating with DCR, the Massachusetts Highway Department (MHD) and the MBTA and this ENF serves as notification to the MHC under G.L. c.9 26-27 C and 950 CMR 71.00. The Proponent looks forward to consultation with the Massachusetts Historic Commission regarding the Project's potential impacts on State Register properties.

Public Benefits: The Project will be a model for mixed-use and sustainable transit-oriented development. It is a bold and ambitious mix of program uses and building types that will create a pedestrian-oriented neighborhood and serve as an attractive and vibrant link between the Revere Beach Reservation, the Wonderland Station, and the rest of Revere. Project benefits include:

- ◆ Substantial private investment to reclaim unattractive and underutilized land at Revere Beach.
- ◆ Hotel at Revere Beach. The City of Revere has had a long standing goal of securing the development of a hotel at Revere Beach. The Waterfront Square Project fulfills this high-priority municipal goal.
- ◆ The Waterfront Square Project anticipates creating a substantial number of jobs, both permanently and during construction. This is an important benefit for the City of Revere, since the City experiences higher unemployment than the Commonwealth as a whole.
 - Job creation - 680 to 867 full time jobs including hotel employment, employees of office and retail uses, and property management. The jobs will include entry level and supervisory positions, many of which have career ladders.
 - Approximately 2,000 construction jobs in total throughout the build-out period.
 - Increased greenspace through the removal of asphalt surface parking lots (greening of the physical environment through landscape).
 - Mixed-use development utilizing existing transit (bus, light rail, and future commuter rail lines).
 - Projected increased ridership on the Blue Line: approximately 750 new daily MBTA patrons
 - Public plaza and pedestrian bridge that connect Wonderland MBTA station directly with Revere Beach
 - Better pedestrian connections between the MBTA and the busway facilities, parking facilities, and the Revere Beach Reservation.
- ◆ Model TOD Project for an oceanfront community.

The Project's public amenities include the public plaza, reconfigured Wonderland MBTA station entrances, relocation of bus route stops to the west side of the Blue Line tracks thereby reducing travel times for the bus riders, pedestrian bridge connecting the Wonderland T station, the public plaza, the Revere Beach Reservation, and Ocean Avenue, extensive landscaping and streetscape enhancements.

- ◆ Bicycle amenities including conveniently located bike racks and bike lanes consistent with DCR's Master Plan for the Revere Beach Reservation.
- ◆ The Waterfront Square Project supports and reinforces the public investments currently being made by the Department of Conservation Resources in developing a master plan for Revere Beach, the \$9 million state investment in drainage improvements, and \$2.3 million of water and sewer improvements along Revere Beach Boulevard.
- ◆ Waterfront Square has committed to making a direct contribution to the maintenance trust fund for Revere Beach in the total amount of \$214,800, based on the square footage of residential space for each residential unit sold. This commitment implements one of the recommendations of the Governor's Metropolitan Beaches Commission.
- ◆ Waterfront Square is intended to be a catalyst Project in the Revere Beach redevelopment area. There has been a recent history of disinvestment in Revere Beach, and the Route 1A corridor that includes Suffolk Downs. Waterfront Square is a model smart growth, TOD Project, that will establish the standard for future sustainable redevelopment in the area.