Environmental Notification Form

For Office Use Only
EEA#: 15411
MEPA Analyst: Purvi Patel

The information requested on this form must be completed in order to submit a document electronically for review under the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: 205 Revere Beach Parkway
Street Address: 205 Revere Beach Parkway

Municipality: Revere
Watershed: Boston Harbor

Universal Transverse Mercator Coordinates: Latitude: 42°24'00"
Zone 19N, 335835E, 4696122N
Longitude: 70°59'40"

Estimated commencement date: Fall 2015
Estimated completion date: Spring 2017

Project Type: Multi-family residential
Status of project design: 75 % complete

Proponent: Transdel Corp./Gate Residential

Street Address: 265 Franklin Street, 6th Floor

Municipality: Boston
State: MA
Zip Code: 02110

Name of Contact Person: Rick Latini

Firm/Agency: Howard Stein Hudson
Street Address: 11 Beacon St., Suite 1010

Municipality: Boston
State: MA
Zip Code: 02108

Phone: (617) 482-7080
Fax: (617) 482-7417
E-mail: rlatini@hshassoc.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
☐Yes ☒No

If this is an Expanded Environmental Notification Form (ENF) (see 301 CMR 11.05(7)) or a Notice of Project Change (NPC), are you requesting:

☐ Single EIR? (see 301 CMR 11.06(8))
☐ Special Review Procedure? (see 301CMR 11.09)
☐ Waiver of mandatory EIR? (see 301 CMR 11.11)
☐ Phase I Waiver? (see 301 CMR 11.11)
(Note: Greenhouse Gas Emissions analysis must be included in the Expanded ENF.)

Which MEPA review threshold(s) does the project meet or exceed (see 301 CMR 11.03)?
310 CMR 11.03 (6)(b)14 - Generation of 1,000 or more New adt on roadways providing access to a single location and construction of 150 or more New parking spaces at a single location.
310 CMR 11.03 (6)(b)15 - Construction of 300 or more New parking spaces at a single location.
310 CMR 11.03(11)(b) – Project is within an Area of Critical Environmental Concern

Effective January 2011
Which State Agency Permits will the project require?

**MassDOT State Highway Indirect Access Permit**
- Required since approximately 31 feet of the Project Site abuts the State Highway Layout of North Shore Road.

**Department of Conservation and Recreation (DCR) Construction Access Permit**
- Required to construct the proposed traffic signal and pedestrian improvements; driveway entries into the site; and utility connections within Revere Beach Parkway.

**MWRA 8(m) Permit**
- Required for work within Revere Beach Parkway since MWRA maintains an easement across the entire right-of-way width.

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:

No direct funding is sought for the development of the Project Site. The Proponent is currently working with the City of Revere and DCR on a proposed MassWorks grant for infrastructure improvements on Revere Beach Parkway.

### Summary of Project Size & Environmental Impacts

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Change</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LAND</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total site acreage</td>
<td>6.2±</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New acres of land altered</td>
<td></td>
<td>0.08±</td>
<td></td>
</tr>
<tr>
<td>Acres of impervious area</td>
<td>4.8±</td>
<td>-0.8±</td>
<td>4.0±</td>
</tr>
<tr>
<td>Square feet of new bordering vegetated wetlands alteration</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Square feet of new other wetland alteration</td>
<td>3,125 BLSF</td>
<td>3,700 Riverfront</td>
<td></td>
</tr>
<tr>
<td>Acres of new non-water dependent use of tidelands or waterways</td>
<td>0.06 (proposed)</td>
<td>0.10 (existing)</td>
<td></td>
</tr>
<tr>
<td><strong>STRUCTURES</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gross square footage</td>
<td>41,302</td>
<td>235,458</td>
<td>276,760</td>
</tr>
<tr>
<td>Number of housing units</td>
<td>0</td>
<td>301</td>
<td>301</td>
</tr>
<tr>
<td>Maximum height (feet)</td>
<td>25</td>
<td>44.5</td>
<td>69.5</td>
</tr>
<tr>
<td><strong>TRANSPORTATION</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle trips per day</td>
<td>4,222¹</td>
<td>-2,220</td>
<td>2,002</td>
</tr>
<tr>
<td>Unadjusted</td>
<td>0¹</td>
<td>1,034</td>
<td>1,034</td>
</tr>
<tr>
<td>Adjusted²</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking spaces</td>
<td>327³</td>
<td>24</td>
<td>351</td>
</tr>
<tr>
<td><strong>WASTEWATER</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water Use (Gallons per day)</td>
<td>4,500</td>
<td>40,500</td>
<td>45,000</td>
</tr>
<tr>
<td>Water withdrawal (GPD)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Wastewater generation/treatment (GPD)</td>
<td>4,000</td>
<td>36,920</td>
<td>40,920</td>
</tr>
<tr>
<td>Length of water mains (miles)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Length of sewer mains (miles)</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>-----------------------------</td>
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<tr>
<td>Has this project been filed with MEPA before?</td>
<td>☑ No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes (EEA #__________)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Has any project on this site been filed with MEPA before?</td>
<td>☑ No</td>
<td></td>
<td></td>
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<tr>
<td>Yes (EEA #__________)</td>
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</table>

1. According to ITE LUC 820, it is estimated that former 41,302 sf Shaw's Supermarket generated approximately 4,222 daily vehicle trips (unadjusted); however, the site has been vacant for more than 3 years.
2. Adjusted trips take into account mode split data from the 2013 U.S. Census ACS data for Census Tract 1707.01 – 51.6% auto, 40% transit, and 8.4% walk/bike.
3. The site currently has 327 striped surface parking spaces for the former Shaw's Supermarket.

**GENERAL PROJECT INFORMATION – all proponents must fill out this section**

**PROJECT DESCRIPTION:**

Describe the existing conditions and land uses on the project site:

**NOTE:** The project description should summarize both the project's direct and indirect impacts (including construction period impacts) in terms of their magnitude, geographic extent, duration and frequency, and reversibility, as applicable. It should also discuss the infrastructure requirements of the project and the capacity of the municipal and/or regional infrastructure to sustain these requirements into the future.

The Project Site is a 6.2± acre elongated parcel running east to west along Revere Beach Parkway. Existing conditions at the site include a vacant, 41,300± square feet (sf) building and 166,000± sf paved parking lot. Sales Creek is located in the back of the site, separating the parcel from the residential neighborhood to the north. Suffolk Downs is located on the opposite side of Revere Beach Parkway, the MBTA Blue Line's Beachmont Station is located less than ¼ mile to the south, and Revere Beach is located about ¼ mile to the northeast.

Wetlands on-site include Sales Creek, a tidally influenced River, with a 25-foot Riverfront Area (see approval designating location as a Densely Developed Area in Appendix E); Bordering Vegetated Wetlands (BVW) with associated 100-foot Buffer Zone; Bordering Land Subject to Flooding; Land under Water Bodies and Waterways; and Inland Bank. Additionally the wetlands are considered an Area of Critical Environmental Concern and Outstanding Resource Water as they form part of the upper reaches of the Rumney Marsh system draining towards Belle Isle Inlet and ultimately Boston Harbor.

A portion of the Site is located within the base flood (100-year flood) area according to the Flood Insurance Rate Map (FIRM) available from the Federal Emergency Management Agency. The base flood elevation is currently at 6. The Preliminary FIRM expected to become effective in February 2016 indicates the base flood elevation being raised to elevation 11. Almost the entire Site is at or below this elevation.

The current Massachusetts Natural Heritage and Endangered Species Program (NHESP) Atlas (MassGIS, 2008) does not identify any areas of estimated habitat (310 CMR 10.59) in or near the Project area.

A majority of the parking area drains via overland flow to Sales Creek. A couple of catch basins in front of the building and the building's roof drains appear to tie into one of two 12-inch pipes that discharge into the creek. The remainder of the site drains towards Revere Beach Parkway.
including 13,000± sf of the westerly portion of the parking lot. There is negligible water quality treatment or infiltration of stormwater runoff prior to it reaching Sales Creek.

Describe the proposed project and its programmatic and physical elements:

The Project will transform the existing vacant site with limited street activity into a vibrant new development. As a transit-oriented development (TOD), the Proponent anticipates a significant number of the residents, workers, and visitors, will access the site via walking, public transit, and/or by bicycle.

The Project will demolish the vacant grocery store and construct two, six-story residential buildings with podium parking. The westerly building will contain 149 residential units, 52 parking garage spaces, and storage for 72 bicycles. The easterly building will contain 152 residential units, 53 garage spaces, and storage for 54 bicycles. The surface parking lot will be replaced within its current limits and provide 246 parking spaces.

Due to the anticipated increase in the base flood elevation from 6’ North American Vertical Datum of 1988 (NAVD) to 11’ NAVD, as shown on the Preliminary FIRM dated July 9, 2015, a substantial portion of the site will need to be raised above its current elevation to provide the appropriate floodproofing of the proposed structures. This will require the construction of a retaining wall at the back of the site within the existing fill slope adjacent to Sales Creek. This work will include removal of surface trash and debris and replanting disturbed portions of the slope.

The proposed buildings’ first floor elevations will be set at 11.75’ NAVD with the residential units being located on Floors 2 (23.75’ NAVD) through 6. It is expected that the first floor elevation will be above flooding levels even considering sea level rise (current Mean Higher High Water is approximately 4.8’ NAVD).

In consultation with the City, the Client has been advised that compensatory flood storage may not be required at the Site since Sales Creek is tidally influenced. The City also indicated that although there is a tide gate downstream of the Site, flood waters do not appear to be confined as the area is tributary to the Alfred H. Long Pumping Station located on Bennington Street, which is not restricted by the tide gate. DCR manages the operation of the pump station in conjunction with the City. A Notice of Intent was filed on July 27, 2015 with the Revere Conservation Commission and an Order of Conditions has been issued.

The proposed development will result in a significant improvement over existing conditions. The development will increase open space by over 65,000± sf and decrease the impervious area by over 33,000± sf. A stormwater management system will be incorporated to provide infiltration and water quality treatment of stormwater runoff before it reaches Sales Creek. Some of the structural Best Management Practices (BMPs) proposed include deep sump catch basin, stormwater treatment units and subsurface infiltration systems. An operation and maintenance plan will be employed to ensure the continued functioning of the stormwater management system. Construction period controls will be used to prevent erosion and transport of sediment and other pollutants off-site or into Sales Creek. A Storm Water Pollution Prevention Plan will be developed as part of the Project’s General Permit for Construction Activity under the EPA’s NPDES permit program.

The Project Site is located in the City’s Highway Business District and utilities are available adjacent to the site. This includes a 14-inch water main and an 8-inch and 20-inch sewer in Revere Beach Parkway. Preliminary discussions with the City of Revere’s Public Works Department indicate that water and sewer systems can accommodate the development. The City is currently updating their models to include the development to confirm no upgrades are
required to the municipal systems.

Describe the on-site project alternatives (and alternative off-site locations, if applicable), considered by the proponent, including at least one feasible alternative that is allowed under current zoning, and the reasons(s) that they were not selected as the preferred alternative:

**ALTERNATIVES**

**No Build:** The existing, vacant site contains a derelict building and a large, paved parking lot. Stormwater runoff off from the parking lot primarily drains overland, down the bank and into the stream. This results in bank erosion and sediment transport into Sales Creek. Leaving the unused building and parking lot will result in deteriorating conditions causing adverse impacts to the surrounding properties.

**Grocery Store:** The Project will be an improvement over the site's former use as a grocery store. The proposed residential use will generate less traffic and improve existing conditions by creating safer access to the site, improving stormwater runoff quality, increasing open space and decreasing the impervious area of the site. The total daily trips generated by the former Shaw's grocery store are estimated at 4,222. The total daily trips for the proposed development are estimated at 2,002.

**Hotel:** A hotel was previously contemplated for this site. While it would generate less traffic than the proposed residential development (1,634 unadjusted daily trips for 200 key hotel; 2,002 unadjusted daily trips for the preferred development), the amount of site work would have been roughly the same as the proposed Project, since the structure would be similarly raised above the preliminary base flood elevation. The demand for a hotel in this location was lessened when Suffolk Downs did not receive a gaming license for their proposed resort and casino.

**Preferred Alternative:** The Proponents specialize in developing multi-family, transit-oriented developments having recently delivered very popular housing options in Chelsea and Somerville, MA. The preferred development of a multi-family project is well-suited for the Project Site. The area is very attractive to the young professionals that typically occupy the quality, market-rate housing being proposed. The Project Site is walking distance to several amenities including shopping, public transportation, and Revere Beach.

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**NOTE:** The purpose of the alternatives analysis is to consider what effect changing the parameters and/or siting of a project, or components thereof, will have on the environment, keeping in mind that the objective of the MEPA review process is to avoid or minimize damage to the environment to the greatest extent feasible. Examples of alternative projects include alternative site locations, alternative site uses, and alternative site configurations.

Summarize the mitigation measures proposed to offset the impacts of the preferred alternative:

**MITIGATION MEASURES**

**Transportation:** The Project may include the following transportation mitigation measures.

**Improved Site Access** – The Project is proposing to simplify site access by consolidating curb cuts along Revere Beach Parkway.

**Traffic Signal and Pedestrian Improvements** – The Proponent is committed to working with the
City of Revere and the Department of Conservation and Recreation (DCR) on pedestrian safety improvements adjacent to the site to encourage walking and transit use:

- Sidewalk Improvements – the Project will improve the conditions of the sidewalk along the north side of Revere Beach Parkway adjacent to the site.

- Revere Beach Parkway/Winthrop Avenue Intersection Improvements – The Project is proposing to improve the existing signal equipment in order to accommodate the site driveway and enhance pedestrian access across Revere Beach Parkway. The existing pedestrian crossing across Revere Beach Parkway is located approximately 75 feet east of the signalized intersection and does not provide a protected pedestrian phase. The Project is proposing modifications that incorporate the pedestrian crossing into the traffic signal providing a more safe, and accessible, connection between the Project site and the MBTA Beachmont Station on the Blue Line, which is located about ¼ mile (5-minute walk) from the Project site.

- Revere Beach Parkway/Tomesello Way Pedestrian Improvements – The Project is proposing to enhance the existing pedestrian crossing across Revere Beach Parkway, including restriping and reconstruction of the curb ramps to bring them up to current accessibility standards.

Transportation Demand Management (TDM) – The Proponent is committed to implementing a TDM program to reduce the Project’s vehicular impacts on the adjacent transportation network. TDM measures will promote the use of public transportation, walking, and bicycling, and other options to reduce single-occupant vehicle trips. TDM measures will include, but are not limited to, the following:

- Pedestrian Improvements: The Proponent is committed to exploring the implementation of the pedestrian safety improvements mentioned above to encourage walking and transit use.

- Car-Sharing Service: The Proponent will work with a shared car provider (e.g. Zipcar, Hertz, etc.) to designate spaces on-site for a shared car service to help reduce auto-ownership among residents.

- Transportation Coordinator: The Proponent will designate a Transportation Coordinator to oversee loading and service activities, and provide alternative transportation materials to residents.

- Orientation Packets: The Proponent will provide orientation packets to new residents containing information on available transportation choices, including transit routes and schedules.

- Web Site: The Proponent will design and implement a Project web site that will include public transportation information for visitors.

- Bicycle Storage: The Proponent will provide bicycle racks in secure, sheltered areas for residents. Additional bicycle parking will be provided on the property to facilitate guests arriving by bicycle.

Off-Site Studies – At the City’s request, the Proponent will evaluate and, if feasible, support implementation of the following off-site improvements:

- Coordinate with the MBTA to study the feasibility of relocating the east-bound bus stop in