

Executive Summary

Overview

Strategically located within the urban fabric of East Boston and Revere, the approximately 161-acre former Suffolk Downs thoroughbred horse racing facility (the "Project", or the "Project Site") represents a unique opportunity to transform an underutilized site into a new dynamic mixed use development. The McClellan Highway Development Company, LLC ("MHDC", or the "Proponent"), an affiliate of The HYM Investment Group, LLC ("HYM") are the current owners of the site and present the Suffolk Downs Redevelopment Project. The Proponent respectfully submitted a joint Draft Environmental Impact Report and Draft Project Impact Report ("DEIR/DPIR") on October 1, 2018 for the construction of a new transit-oriented mixed-use community.

Once a coastal marshland, the Project Site was originally filled in the early 20th century and developed into a thoroughbred horse racing complex in the 1930s. Today, while the Project Site is set within the urban fabric of East Boston and Revere, large portions of the Project Site are not publicly-accessible and are essentially cut-off from the surrounding neighborhoods. The proposed conceptual redevelopment plan, or Master Plan Project, involves redevelopment of the approximately 161-acre underutilized Project Site, which is comprised of approximately 109 acres in East Boston and approximately 52 acres in Revere.

The Boston portion of the Project Site is in the Suffolk Downs Economic Development Area ("EDA") of the East Boston Neighborhood District and was recently identified as one of the future growth areas for Boston in the *Imagine Boston 2030* city-wide plan.¹ It has also long been thought of as a key area for economic development by the City of Revere.

The full DEIR/DPIR can be found at the following link on the BPDA's project website:

<http://www.bostonplans.org/projects/development-projects/suffolk-downs>

Existing Conditions

Figures 1 and 2 show the site location and context, respectively. Existing facilities at the Project Site include the clubhouse, grandstand, thoroughbred horse racing track (the "race track") with infield, a vacant administration building, maintenance

¹ <http://imagine.boston.gov/>

buildings, horse barns (many of which are dilapidated and in danger of falling) and extensive surface parking areas. Figure 3 illustrates the existing site conditions.

Sales Creek crosses the Project Site and connects portions of the Revere watershed with the coastal Belle Isle Marsh. Sales Creek represents the East Boston and Revere municipal border line through much of the Project Site. Sales Creek is primarily a manmade drainage channel that runs from approximately the northwest corner of the Project Site through the northern portion of the race track infield and continues east of the Project Site and connects to the Belle Isle Inlet and the Rumney Marshes.

The main access points to the Project Site are from Route 1A to the west, via Tomasello Road (aka and referred to herein as Tomasello Drive), which is a private way, as well as via Winthrop Avenue at the north end of the Project Site. Two mass transit stops on the MBTA Blue Line (the Suffolk Downs and Beachmont stations) currently serve the Project Site.

Project Description

Figure 4 presents the proposed conceptual site plan for the Master Plan Project described and analyzed herein. The proposed Master Plan Project offers a dynamic mix of uses on the Project Site, encouraging commercial and innovation uses, diversity of residential uses, creative retail and business incubator/innovation space, as well as parks and community spaces. The Master Plan Project will be anchored at the two existing MBTA Blue Line Stations and then will radiate through the Project Site along a network of new streets, neighborhood retail districts and open spaces.

Overall, the Master Plan Project consists of approximately 10.52 million square feet (“MSF”) of development in Boston and approximately 5.58 MSF in Revere. Refer to Table 1 below for the proposed development program that is reviewed in this DEIR/DPIR. The Master Plan Project includes a development program intended to have flexibility between uses in order to meet future changes in market conditions and market demand within parameters that will be presented in the FEIR and incorporated in the Boston and Revere zoning approvals.

Table 1 Master Plan Project DEIR/DPIR Development Program

Use/Element	Size
Commercial Office	Up to 8.0 MGSF
Residential	7.15 MGSF (±7,200 units) ¹
Retail	500,000 GSF
Hotel	550,000 GSF (±918 Rooms)
Total¹	16,200,000
Parking Spaces	±15,250 ³

GSF Gross Square Feet, as defined in the applicable zoning codes.

- 1 Consists of housing units of various size and type, including home ownership, senior housing, and affordable units (in compliance with Boston's inclusionary housing programs and in coordination with the City of Boston).
- 2 Represents a not-to-exceed/maximum build-out; to be developed in multiple buildings each of which can be developed together or independently of the others and in differing sequences. Depending on market conditions or other factors, floor area may be reallocated among different uses, while remaining consistent with the overall proposed mix of uses, site-wide improvements and mitigation commitments to be established through the MEPA, Boston Article 80, and Revere zoning review processes. The flexibility of sequencing is critical to the Master Plan Project's ability to respond to market conditions.
- 3 Parking to be provided on multiple parcels the majority of which will be provided in structured garages with a limited allocation of on-street parking to support street-front retail uses.

Given the scale of the Project Site, the Master Plan Project is a long-term development that will be implemented in phases over a period of 15-20 years. The Master Plan Project is, therefore, being conceived with an overall development program that provides a degree of flexibility to balance different residential and commercial uses as development proceeds. As discussed in the EENF/EPNF, two program options were considered for master planning purposes. The DEIR/DPIR fully analyzes the potential environmental and community impacts and presents mitigation measures and public benefits for the refined "pro-commercial" program, or Program A, which includes the amount of commercial office space sized to meet the full Amazon requirement as outlined in the Amazon HQ2 RFP. The "pro-residential" program, or Program B, consists of less commercial office space (up to 5.25 MSF) and more residential space (up to 10.4 MSF, or approximately 10,000 units).

These two programs are intended to be illustrative of end points on a spectrum, and the actual mix of uses when the Master Plan Project is completed will likely fall somewhere between the two. Program A is generally most impactful as it relates to traffic generation and other impacts. Therefore, the DEIR/DPIR presents conservative impact analyses and mitigation plans that will allow for future flexibility based on analysis of the most impactful scenario with respect to each potential impact.

Open Space Network

The Master Plan Project has been planned to reconnect East Boston and Revere with an approximately 40-acre publicly-accessible open space network that represents approximately 25 percent of the overall Project Site area. Key open spaces within the development will include:

- › An approximately 15-acre central common
- › A landscaped outdoor theatre
- › Public plazas
- › Passive and active recreational areas
- › Playgrounds, dog runs and several neighborhood-scale open spaces

As described more fully in Section 3.9 of Chapter 3, *Urban Design*, the new approximately 40-acre open space network will incorporate existing wetland features on the Project Site and will seek to provide connections via community paths to Revere Beach, Belle Isle Marsh, the East Boston Greenway and other nearby

open spaces. The vibrant publicly-accessible open space, plazas, and recreation spaces provided in this new development will therefore attract and benefit not just on-site users, but also those from nearby neighborhoods and the wider community.

Sustainability and Resiliency

Given its scale, redevelopment of the Project Site presents a unique opportunity to incorporate sustainable design and climate change resiliency elements in a comprehensive/district-wide manner from the early planning stages. Sustainability is a key theme for the Master Plan Project as it proposes to redevelop an underutilized urban site, use land efficiently by increasing density as a mixed-use TOD, and encourages non-automobile and low carbon modes of transportation.

The Master Plan Project expect to exceed requirements for compliance with Article 37 of the Boston Code by demonstrating that early design elements would meet the Leadership in Energy and Environmental Design (“LEED”) version 4 green building rating system (“LEEDv4”), or equivalent requirements necessary to be LEED “certifiable.” The buildings in Revere will meet comparable LEED environmental standards. As demonstrated in Section 4.4 of Chapter 4, *Sustainability/Green Building*, the Proponent has committed to having 50% of the buildings developed as part of the Master Plan Project satisfy requirements for a minimum LEED certifiable Gold level and 50% of the buildings satisfy requirements for a minimum LEED certifiable Silver level.

In support of the City of Boston’s goal for carbon neutrality by 2050 and the City of Revere’s similar goals to reduce GHG emissions associated with development, the Master Plan Project includes a comprehensive energy conservation approach through efficient building planning (i.e., early energy modeling of building typologies) and design combined with the consideration and evaluation of on-site renewable energy opportunities. Based on preliminary energy modeling, overall across all proposed building typologies, the Master Plan Project will exceed the current Stretch Energy Code requirement for energy efficiency with an estimated energy usage savings of 19.4 percent resulting in a 17.5 percent reduction in stationary source greenhouse gas (“GHG”) emissions.²

As part of this DEIR/DPIR, the Proponent has undertaken an iterative modeling process that considers the potential impact of the proposed grading and stormwater management approach on both on-site and off-site flooding under current and future predicted climate change conditions. The scope of the model evolved through a collaboration with MEPA, CZM, DCR and MassDEP beyond the requirements of the MEPA Certificate and BDPA Scoping Determination on the EENF/EPNF.

The study, which can be used as a regional planning tool for the City of Revere and DCR to understand the impacts of climate change on the Sales Creek Watershed

² Reductions do not account for structured parking.

system, demonstrates that without the Project, the Project Site and adjacent areas would be subject to flooding due to projected increases in precipitation and sea level rise. However, with the Project and associated site grading, stormwater management, and open space design, as well as proposed potential resiliency measures, flooding is reduced. Refer to Chapter 8, *Climate Change Resiliency*, for further details on the resiliency study and modeling results, as well as the proposed potential resiliency beneficial measures.

Healthy Community Design

The Master Plan Project will include a welcoming and well-designed bicycle and pedestrian network, including cycle tracks and community paths, to encourage sustainable modes of transportation, promote health and wellness, and enhance social interactions and idea sharing within the mixed-use community. Multiple public bikeshare stations will be incorporated throughout the Project Site, to connect cyclists to destinations on-site and beyond.

By providing easy access to the outdoors, a key design goal of the Master Plan Project is to encourage community members to lead active and healthy lifestyles while also engaging them in the larger outdoor environment. Two on-site publicly-accessible walking and biking loops, each over one-mile long, will link the open space network and promote unique opportunities for health and wellness. Additionally, in an effort to embrace Greater Boston's active and healthy lifestyle, the proposed open space network will include fitness facilities and specialty gyms (i.e. rock climbing, cycling). The design strives to create unique opportunities for neighborhood scale retail, including local and small businesses, as well as startups and incubators.

Site Access/Circulation

Two important retail squares at the Suffolk Downs and Beachmont MBTA Blue Line Stations called Belle Isle Square and Beachmont Square, respectively will create pedestrian-friendly access to the stations with active retail uses, multi-modal transportation opportunities, including bicycle stations encouraging public transit usage to and from the Project Site.

As it is built-out, the Master Plan Project will provide for significant enhancements to the key vehicular access points. Primary vehicular access to the Project Site will continue to be provided by Tomasello Drive, a privately-owned roadway through the site, with connections to Route 1A and Winthrop Avenue (Route 145/Revere Beach Parkway). Widening of Route 1A from 2 lanes to 3 lanes in each direction will also be implemented as part of the Master Plan improvements.

Tomasello Drive at Route 145 (Revere Beach Pkwy/Winthrop Avenue) will be shifted east and upgraded to improve access and the flow of traffic along Revere Beach Boulevard. To the east of the Tomasello Drive/Winthrop Avenue access, a right-turn in/right-turn out access driveway is proposed to provide access to the northern end of the Project Site. To the east of the right-turn in/right-turn out access driveway a full-

access signalized access driveway is proposed, which will facilitate access to the retail corridor and the “spine road” that runs north/south on the Project Site. As a secondary access opportunity, Furlong Drive, a public way from Route 1A to the Shops at Suffolk Downs, will become fully signalized and will provide a connection between Route 1A and Tomasello Drive via a publicly-accessible driveway through the shopping plaza.

Parking

The mixed-use nature of the Master Plan Project, including the Project Site’s proximity to two MBTA Blue Line stations (Beachmont and Suffolk Downs), provides the opportunity to support a sustainable, multi-modal development that requires fewer off-street parking spaces than those required for “traditional” quasi-urban or suburban developments. A reduced parking provision is representative of an urbanized, highly-effective TOD and aligns with the Master Plan Project’s anticipated future mode share characteristics. Refer to Section 6.8.2 of Chapter 6, *Transportation*, for a discussion on the proposed parking supply and the shared parking approach intended to support tenant and market-driven parking demands yet minimize the number of spaces provided on-site and the associated construction costs and environmental impacts (i.e., single occupancy vehicle trips and associated air emissions).

Summary of Project Benefits

Redevelopment of the Project Site provides a unique opportunity to create additional housing, spur economic development, and improve connections between several adjoining neighborhoods. MHDC proposes that the Master Plan Project include various improvements and benefits for the area and City of Boston and the City of Revere, as summarized below.

Community Benefits

- › Develop a new neighborhood with an active, lively and appropriate mix of uses (including residential, retail, office, lab, hotel and other uses), connected and supported by new open space, neighborhood retail and civic spaces;
- › Transform an underutilized urban site into a new dynamic mixed-use neighborhood anchored by quality public transit and open space that responds to surrounding uses.
- › Enhance job creation and economic development through the incorporation of commercial uses, including an innovation center, office, lab, retail and hotel uses.
- › Materially increase housing units in the area, including townhomes, apartments, condominiums, on-site affordable units and senior housing, which is key priority for the Boston portion of the Project Site, as noted in *Imagine Boston 2030* and the *Housing a Changing City Boston 2030* plan.³

³ https://www.boston.gov/sites/default/files/housing_a_changing_city-boston_2030_full_plan_1.pdf

- › Provide a range of housing types (i.e., varying sizes) that will serve a broader set of households (i.e., empty nesters, seniors, families and singles), including hundreds of new senior housing units; and new affordable housing units through compliance with the City of Boston's inclusionary housing programs.
- › Provide an expansive approximately 40-acre publicly-accessible open space network, designed to create connections to adjacent neighborhoods in East Boston and Revere and to the surrounding regional assets such as the East Boston Greenway, Belle Isle Marsh, Constitution Beach and Revere Beach. This open space network represents approximately 25 percent of the overall Project Site area.
- › Provide for future community activities and programs aimed at benefiting adjacent neighborhoods of both East Boston and Revere, such as plaza programming (i.e., festivals, farmer's market), open space programming (i.e., recreational activities), Innovation Center programming (i.e., community meetings, seminars, third party workforce training), new Waldemar Neighborhood Park design and programming, public realm/infrastructure improvements, 10 percent of retail space offering at flexible lease parameters to local businesses, which are anticipated to be developed in coordination with the community and other key stakeholders.

Public Use and Enjoyment of the Public Realm and Open Space

- › Invest over \$60 million into a 40-acre site-wide publicly-accessible open space system, which will include two large plazas located adjacent to both the Suffolk Downs and Beachmont MBTA Blue Line Stations, an outdoor theater, various active and passive recreation areas, and existing wetland features;
- › Provide an extensive walking, jogging, and bicycling network throughout the Project Site, specifically the proposed Active Linear Corridor (previously referred to as the "sporty spine") with diverse types of exercise and creative passive and active recreation options runs through the center of the Project Site linking up to a new neighborhood park for the Orient Heights neighborhood – all of which supports healthful living.
- › Offer a new robust pedestrian and bicycle network throughout the Project Site, as well as an opportunity to connect to off-site regional systems, including the East Boston Greenway, Revere Beach Parkway, and Belle Isle Marsh.
- › Provide key community amenities throughout the Project Site to activate the public realm, including distinct neighborhood retail districts, a landscaped outdoor theater, and active and passive recreation areas (including dog-friendly open spaces and playgrounds).
- › Provide ground-level amenities with local restaurants and retail encouraged to spill out onto adjacent sidewalks and open space areas. Because the development will bring new populations, including daytime employees and visitors, as well as permanent residents, it is expected that the new retail will complement and support existing retail and restaurants in the surrounding neighborhoods.

- › Anchor early development phases with new urban public spaces—Belle Isle Square and Beachmont Square—and in later phases with the creation of the Main Street Retail Corridor.
- › Offer a dynamic mix of uses that aim to encourage commercial and innovation businesses a variety of housing types and street front neighborhood retail, all within an extensive publicly-accessible open space network.
- › Provide for a variety of living styles for a diverse population, including families, empty nesters, seniors, younger workers, and recent graduates through the creation of multiple neighborhoods designed to include a mix of rental and ownership housing available to residents interested in both market rate and affordable housing.
- › Provide for contextual building height and massing that respects the scale of adjacent neighborhoods of the Project Site edges through sets backs and stepping back massing of the larger buildings to create appropriately-scaled development and maximizing views for all buildings while creating privacy.
- › Embrace the context of existing marshes and wetlands, protecting and enhancing them with native vegetation where possible and incorporate a diversity of plantings.

Transportation

- › Improve connections and transportation access through a cohesive fabric of new urban streets, walking paths, and bicycle connections on- and off-site.
- › Create a true TOD community by locating a dense mix of uses immediately adjacent to two public transit stops and emphasizing walk-ability and bike-ability to further reduce the Master Plan Project's overall environmental impact associated with single-occupancy vehicle trips and mobile source air emissions.
- › Create retail squares near the Suffolk Downs and Beachmont MBTA Blue Line stations with multi-modal transportation opportunities, including Blue bikes bicycle stations, encouraging the use of alternative transportation modes to access the Project Site.
- › Enhance access to public transit by investing in a new stop and turnaround on Tomasello Drive for the MBTA #119 bus route (a preliminary measure currently in place) and continue to work with the MBTA to explore potential future bus routing and stops within the Project Site as the demand is warranted by the Master Plan Project.
- › Provide a privately-operated shuttle bus system with two routes interior to the Project Site which is proposed to further encourage the use of public transit.
- › Establish new, privately-operated shuttle services that would provide direct transit connections between the Project Site and the commuter rail at North Station, South Station, and Chelsea Station (the closest commuter rail station to the Project Site, serving the Newburyport/Rockport Line), as well as to the Seaport District to encourage alternative modes of transportation and reduce auto-dependency.

- › Address pre-existing local and regional roadway and safety issues, as well as potential Project-related impacts in the vicinity of the Project Site through approximately \$50 million in off-site improvements at 23 locations, some of which include multiple intersections. Key improvements of regional significance, which are discussed in further detail in Chapter 6, *Transportation*, include:
 - Route 1A infrastructure improvements from south of Boardman Street to Winthrop Avenue;
 - New ramp connections at the Route 1/Route 16 interchange;
 - Significant improvements at Bell Circle;
 - Winthrop Avenue Corridor Improvements from Route 16/Harris Street to Revere Beach Parkway; and
 - Improvements to Day Square.
- › Implement a robust Transportation Demand Management (TDM) plan will reduce single occupancy vehicle travel and encourage and incentivize use of alternative modes for all users.
- › Provide mostly structured parking facilities with only limited on-street parking provided to support street front retail uses.
- › Utilize a shared parking approach within the commercial parking to accommodate the parking needs of other uses (residential, hotel, and retail) to use parking more efficiently and reduce the parking garage footprint on-site.

Climate Change Resiliency

- › Proactively plan for the effects of future climate change for anticipated increases in sea level rise and storm surge, precipitation, and extreme temperatures.
- › Implement site design strategies that reduce the impacts of increased precipitation and coastal storm flooding across the Project Site, to off-site neighborhoods, and to nearby infrastructure including:
 - A Master Plan that incorporates an extensive open space system covering over 25 percent (over 40 acres) of the Project Site;
 - A network of open spaces strategically designed to accommodate potential flooding impacts associated with sea level rise;
 - Site grading and drainage plan that raises key portions of the Project Site for flood protection while optimizing flood storage capacity, including a stormwater management system designed to address potential increases in storm intensity due to climate change in accordance with recent BWSC guidance (i.e., the forecasted 10-year and 100-year events);
 - Construction of parking garages that can be utilized as flood storage for the Sales Creek watershed system under extreme flooding conditions;
 - Targeting building first floor elevations per BPDA design recommendations;
 - An upgraded and optimized Bennington Street Pump Station;
 - An additional tide gate on the culvert at the eastern limits of the property; and

- A robust tree canopy within the Central Common and streetscapes for increased stormwater absorption.
- › Target a shelter in place strategy for future residence through 2070 for a majority of the Project Site, where reasonable and feasible. This will be achieved by raising portions of the Project Site to provide a roadway network that will have passable corridors during significant storm-events providing access to the Site and enabling most buildings to be located above projected flood elevations.

Environment/Sustainability

Green Building Design

- › Exceed the requirements necessary to comply with Article 37 of the Boston Code, including through design of buildings to meet LEEDv4 under the applicable green building rating system for the given building typology. The future buildings in Revere will be designed to the same LEED Standards as buildings in Boston.
- › Commit to having 50% of the buildings developed as part of the Master Plan Project satisfy requirements for a minimum LEED Gold level and 50% of the buildings satisfy requirements for a minimum LEED Silver level.
- › Contribute to the City of Boston's goal for carbon neutrality by 2050 through a long-term sustainability plan is organized around three (3) major sources of GHG emissions: buildings, transportation, and waste, which are aligned with the City of Boston's reporting of its GHG emissions. As noted, the future buildings in Revere will be designed to the same LEED standards as buildings in Boston.
- › Design the Master Plan Project to be consistent with the intent of many of the credits and strategies defined in the LEEDv4 for Neighborhood Development Plan rating system and, thus, is expected to result in a better more sustainable and well-connected neighborhood district.

Energy Conservation/GHG Emissions Reductions

- › Design the building typologies, as well as the aggregated Master Plan Project, to exceed the Stretch Energy Code requirement for 10 percent energy efficiency above code:
 - Preliminary energy modeling for eight (8) different building typologies indicates a 19.4 percent energy usage savings (excluding parking) and 17.5 percent reduction in stationary source GHG emissions for the Master Plan Project. (With parking included, the percent energy usage savings increases to 20.9 percent and GHG emissions savings to 19.6 percent.)⁴
- › Incorporate energy conservation measures for the Master Plan Project building typologies (office, multi-family residential, hotel and retail) that aim to exceed

⁴ Parking is broken out from Master Plan Project energy savings and stationary source GHG emissions totals because it is low energy use and includes significant lighting improvements that artificially inflates overall project reductions.

the Stretch Energy Code requirement for energy efficiency and result in stationary source GHG emissions reductions.

Water Quality/Stormwater Management

- › Provide for new stormwater management treatment systems on-site, which will significantly improve the overall quality of stormwater runoff, and control peak rates of runoff in comparison to the existing conditions.
- › Integrate BMPs into the stormwater management system and landscape design to maximize useable open space for the public during dry weather.
- › Consider incorporating additional stormwater quality enhancement features and opportunities to include low impact development (“LID”) techniques, such as rain gardens/biofiltration, tree filters, and green roofs, as an extension of the Boston Complete Streets guidelines.
- › Daylight a culverted portion of Sales Creek to provide an ecological benefit and increasing the stormwater storage capacity of the Sales Creek system.
- › Terminate the Concentrated Animal Feeding Operations (“CAFO”) associated with the existing thoroughbred race track. Ending the horse stabling operations will have a positive impact on the water quality of the surrounding streams and wetlands.

Natural Resources

- › Redevelop a previously developed and heavily disturbed site that was filled in the early 20th century for a then-proposed residential development but has been used instead as a thoroughbred horse racing facility since the 1930’s.
- › Preserve and enhance on-site resource areas and waterways, including daylighting a portion of Sales Creek and bank improvements along the Horseshoe Pond.
- › Integrate natural resources into the 40-acre publicly accessible open space network as a positive asset of the Project Site that will enhance the open space and overall character of the development.
- › Comply with applicable regulatory provisions for work within wetlands and waterways; work within these areas will be carefully planned to avoid and minimize impacts.
- › Manage invasive species on-site.
- › Incorporate native landscaping throughout the Project Site, and particularly within wetlands and buffer zones.
- › Improve the environmental function of on-site resource areas, including restoration of certain currently disturbed or degraded areas closest to Bordering Vegetated Wetlands (“BVW”) and Bank, and removing impervious area within Riverfront Area.
- › Materially improve the overall quality of stormwater runoff from the Project Site, which currently has little to no stormwater pollution prevention measures, by mitigating peak runoff rates (the 100-year design storm), providing treatment for the first inch of rainfall to ensure that current on-site wetlands continue to

maintain historic flows and functionality, and integrating stormwater management into the open space network.

- › Continue to evaluate and avoid/mitigate impacts to wetland resource areas both on-site as development phases are advanced and off-site resulting from improvements related to traffic and/or infrastructure improvements as the design of those improvements are advanced.

Water and Wastewater

- › Incorporate low-flow plumbing fixtures and other water conservation and reuse techniques to reduce overall water usage and wastewater generation.
- › Reduce water use demand for irrigation needs through a combination of efficient system design, water reuse, and drought-tolerant plantings.
- › Reuse of stormwater runoff for landscape irrigation to reduce potable water demand, particularly in the Central Common and other areas, where feasible.
- › Implement Inflow/Infiltration (“I/I”) mitigation, calculated at a ratio of 4:1 in Boston and 10:1 in Revere in terms of gallons of I/I mitigated or removed from the existing sewer system to gallons of wastewater added, to mitigate potential capacity issues in the regional wastewater collection system.
- › Provide a dedicated wastewater bypass line that will connect directly to the MWRA system downstream of the Caruso Pump Station to allow Boston and Revere to maintain existing capacities in their local systems for other developments and for the MWRA to maintain existing pumping capacity in the Caruso Pump Station.

Other Utilities

- › Incorporate Smart Utility Technologies into the Master Plan Project and continue to explore new technologies throughout the design and implementation of the Master Plan Project as they emerge.
- › Develop a broadband system that will serve the current and future connectivity needs of the Master Plan Project’s residents, businesses, and other users.

Extraordinary Economic Benefits

- › Create approximately 14,000 new construction jobs and 25,000 to 50,000 new permanent jobs over the term of the Master Plan Project’s development.
- › Create an overall net fiscal benefit in the form of new annual real estate tax revenue for both Boston and Revere, as well as state sales and business tax revenue for the Commonwealth.
 - Generate approximately \$56.8 million annually in net new tax revenue for Boston and approximately \$30.1 million in net new tax revenue for Revere at

full build-out of the Master Plan Project.^{5,6,7}

- › Generate a near-term positive annual net fiscal impact estimated at \$5.4 for Boston (Phase 1-B) and \$5.3 million for Revere (Phase 1-R).⁸
- › Result in positive fiscal impacts overall at full build out, after accounting for estimated costs of municipal services that may be required as a result of the Project.

Project Alternatives

The following project alternatives were evaluated in the DEIR/DPIR:

- › No-Build Alternative, which represents the existing conditions;
- › EENF/EPNF Program A Alternative; and
- › Reduced Build/Preferred Alternative, which represents the Master Plan Project.

As compared to the Program A Alternative, the Reduced Build/Preferred Alternative consists of a reduced development program (300,000 less GSF/300 fewer residential units) and has the following reduced impacts:

- › Vehicle traffic generation: -1,270 (net new adt)
- › Parking: -940 spaces
- › Water use: -111,000 gpd
- › Wastewater generation: -134,000 gpd

In the Reduce Build/Preferred Alternative, site grading was also altered to raise the grade of the Project Site in key locations to maintain a network of roads, key infrastructure, and building grade elevations (consistent with BPDA design recommendations) that will be dry during significant coastal storms through the design life of the Project. In addition, site grading was lowered in select areas, additional flood storage capacity was provided, and other mitigation measures were added to improve stormwater management, address sea level rise, and greatly reduce potential off-site flooding impacts.

Regulatory Context

The Proponent has compiled a preliminary list of federal, state, and local permits and approvals for the Master Plan Project. The Proponent will continue to meet with local and state agencies and other stakeholders, as needed, through the joint

⁵ Estimated property values for future development are based on current rates and not projections.

⁶ Fiscal impacts do not include existing property taxes associated with the Suffolk Downs property and net out estimated municipal costs associated with the Master Plan Project, including police/fire, public works, education. Therefore, net fiscal benefits will likely be higher over the life of the Master Plan Project if property values increase more than municipal costs.

⁷ The variance is associated with the size of developable land within each municipality and varying assessed property values/rates.

⁸ Phases 1-B and 1-R are similar in overall building program representing approximately 1.4 million square feet of development.

MEPA/Boston/Revere review process. To see the preliminary list of agencies and permits, please refer to Chapter 2, *Regulatory Context*, of the DEIR/DPIR.

Community Outreach

The Proponent is committed to maintaining an open dialogue with all interested parties. Numerous public and community outreach meetings were held following the filing of the EENF/EPNF on November 30, 2017. Pursuant to Article 80 of the Boston Zoning Code, a Scoping Session was held, and public meetings were held December 19, 2017 and January 30, 2018. Public Impact Advisory Group (“IAG”) meetings were conducted on December 13, 2017 and January 3, January 10 and January 24, 2018. In addition, two additional public IAG meetings were held on June 12, 2018 and September 11, 2018 as a preview to the DEIR/DPIR filing.

An extensive series of public meetings has also been conducted with the Revere Project Advisory Group - a group of elected officials, business leaders, and community representatives appointed by the Mayor of Revere under the Suffolk Downs Overlay District zoning regulations - to prepare for the Revere Special Permit process.

Public review and engagement for the Master Plan Project will continue as part of the joint MEPA/Article 80 review process, as well as the City of Revere PUD Special Permit process anticipated for Fall 2018. In addition, the BPDA-established IAG will continue to have an opportunity to provide input on behalf of the community during the Article 80-B Large Project Review process for the Master Plan Project, as well as future review of individual development phases and/or buildings as they are advanced, as required.

DEIR/DPIR Contents

The DEIR/DPIR responds to the MEPA and BPDA Scoping Determinations in that it further examines and/or addresses Project-related issues, such as urban and architectural design, sustainable and green building design, transportation, and potential environmental impacts, including wind, air quality, and noise.

Chapter 1: Project Description and Alternatives provides an overview of the Proposed Master Plan, a description of the review history and background, the site context and existing conditions, a detailed project description, a summary of public benefits, a description of community outreach activities, and a comparison of project alternatives.

Chapter 2: Regulatory Context and General Information includes a list of anticipated permits and approvals, a description of relevant planning initiatives, and information about the Project Proponent and development team.

Chapter 3: Urban Design identifies changes to the Master Plan project since the previous filing; describes the Project’s urban context; presents the Project’s planning principles and design goals; describes the Master Plan’s physical framework; details the

proposed uses; depicts the urban connections and circulation; shows the Master Plan height and massing; and discusses the open space and landscaping concepts.

Chapter 4: Sustainability/Green Building presents the Master Plan Project's Long-Term Sustainability Plan and Green Building Design Approach, and a LEED for Neighborhood Development Evaluation.

Chapter 5: Wetlands and Waterways identifies the on-site wetland resource areas and potential impacts, as well as proposed mitigation and regulatory compliance, and discusses potential off-site improvements.

Chapter 6: Transportation examines existing and future conditions at the Project Site and presents the technical analyses required to identify necessary mitigation measures.

Chapter 7: Greenhouse Gas Assessment presents an assessment of stationary source GHG emissions using an energy model of buildings based on typology; evaluations of beneficial stationary source GHG emissions reduction measures; a clean/renewable energy evaluation; a discussion of energy efficiency assistance programs; an analysis of mobile source greenhouse gas emissions; and a discussion of proposed mitigation measures.

Chapter 8: Climate Change Resiliency describes the climate change projections considered to assess the conditions anticipated to be present during the Project's design life; describes existing site conditions relevant to current and future flooding; details the hydrologic and hydraulic modeling approach used to develop and assess the Master Plan Project; describes the modeling results applied for both on-site and off-site conditions; and describes the Project's resiliency approach and additional adaptation measures.

Chapter 9: Environmental Protection examines potential impacts of the Project on wind, shadow, and air quality conditions, as well as construction period impacts, and identifies mitigation measures.

Chapter 10: Infrastructure examines existing and proposed conditions related to stormwater management, sanitary sewage, water supply, and fire protection. It also discusses the Project's approach to smart utilities.

Chapter 11: Historic Resources evaluates the potential impacts to historic resources within the vicinity of the Project Site and proposes mitigation measures to reduce potential impacts.

Chapter 12: Summary of Mitigation/Draft Section 61 Findings presents an overview of the Master Plan Project's proposed measures to avoid, minimize, or mitigate environmental impacts associated with its development, and provides clear commitments for implementation of those measures.

Chapter 13: Response to Comments includes a copy of each comment letter and appearing after each comment letter is a section that provides a copy of each comment

letter received during the public review period of the EENF/EPNF. Each individual comment is delineated with a code and provided with a corresponding response.

The DEIR/DPIR also includes technical supporting documentation in Appendices A through I.

Next Steps

The MEPA 30-day public comment period on the DEIR/DPIR filing begins with the notice in the MEPA *Environmental Monitor* published on October 10, 2018 and closes on November 9, 2018. The Article 80 public comment period will run 75 days from the date it is noticed, in accordance with Section 80A-3 of the Zoning Code. Public comments on the DEIR/DPIR are due to the BPDA by December 17, 2018.

In accordance with the MEPA and BPDA determination, the Proponent may be required to prepare a subsequent document with responses to comments on the DEIR/DPIR.