

## **Project Millie, Section 3: RE Info Request**

T-2

**Proprietary & Confidential**

4840-0257-2378.3

## **REAL ESTATE**

Complete this section for **each** of the following site/campus options identified by the company. For example, if four Sites are under consideration, complete this section four times. If your community feels that a compelling Site was not included in this request, please feel free to contact us to explain.

### **A. Site**

#### 1. Site Name/Site Designation

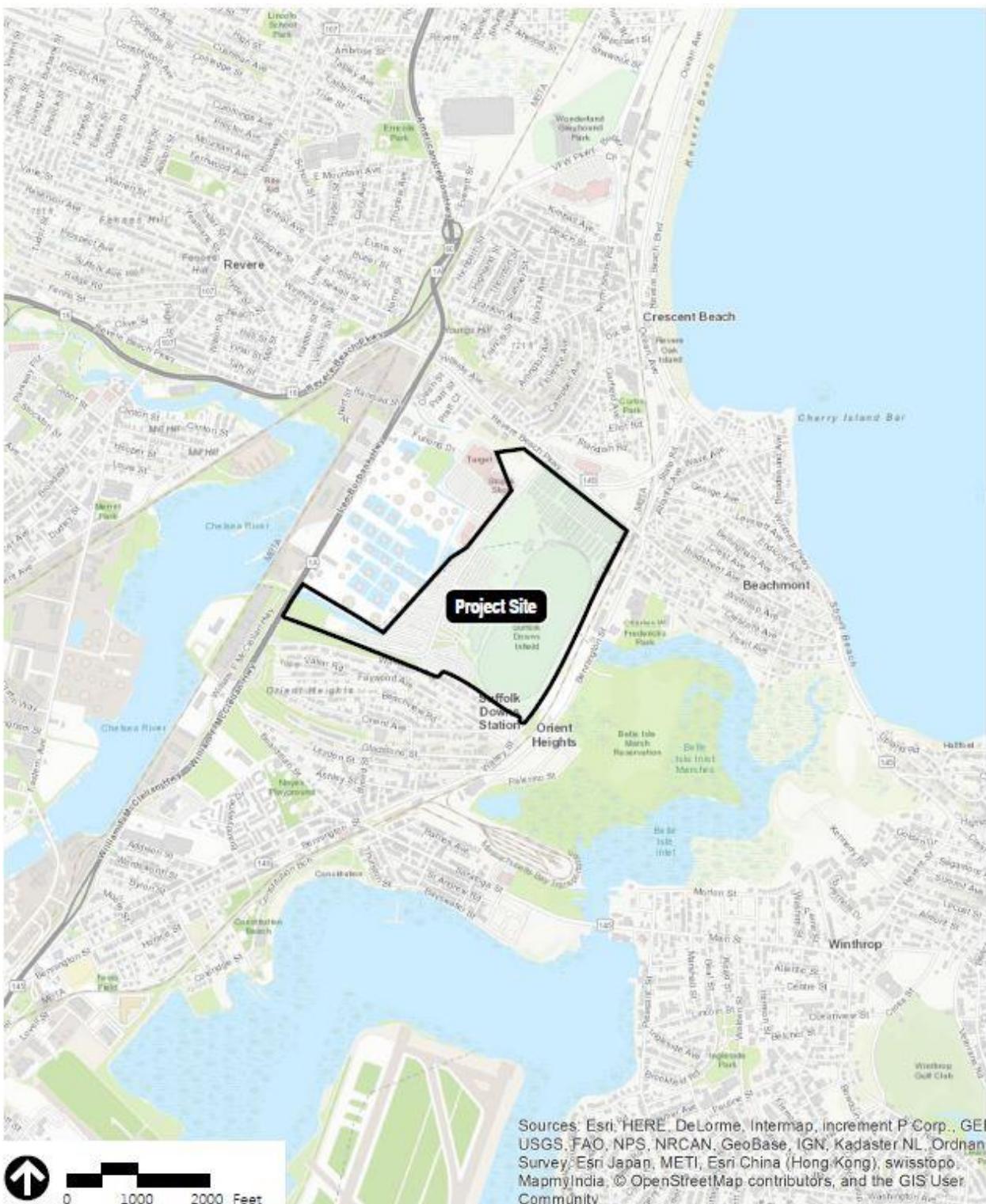
Suffolk Downs (the “Site”)

#### 2. Street Address(es), including City, State/Commonwealth/Province and Zip/Postal Code, if available

525 McClellan Highway, Boston, Massachusetts 02128

#### 3. Location

Suffolk Downs is a 161-acre property that is located within the Boston neighborhood of East Boston and the City of Revere, Massachusetts. Approximately 109 acres of the Site are in East Boston and approximately 52 acres are in Revere. The Site is located less than one mile from Revere Beach and the Atlantic Ocean and has exceptional access to downtown Boston and Logan International Airport. The Site is immediately adjacent to two (2) Massachusetts Bay Transportation Authority (“MBTA”) Blue Line subway stations (Suffolk Downs Station and Beachmont Station). Via the Blue Line, the Site is just five minutes from Boston Logan International Airport and 11 minutes from the State Street Station, which is in the heart of Boston’s financial district. The Blue Line also offers connections to South Station and its commuter rail lines via the Silver Line, and to North Station and Back Bay Station and their respective commuter rail lines via the Orange Line. The Site is also directly served by Route 1A, a major north/south state highway which provides direct connections southbound via the two Boston Harbor Tunnels to Interstate 93 (North-South Highway Corridor) and Interstate 90 (East-West Highway Corridor). In addition, Route 1A northbound provides connections to Route 16, Route 1 and Revere Beach Parkway.



**Figure 1 - Location Plan**

- If Site is currently unincorporated, detail any plan(s) to annex Site to an incorporated municipality, as well as the benefits and burdens of any such annexation. Name the intended municipality/municipalities to which Site would be annexed.

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Not applicable – the Site is located within the two cities of Boston and Revere, Massachusetts.

**b. County (Name), if applicable:**

Suffolk County

**4. Description, Characterization**

**a. Description – Briefly describe Site (shape, topo, etc.):**

The Site consists of 161 acres of land ( $\pm 109$  in Boston and  $\pm 52$  in Revere) and for more than 80 years was the home to the Suffolk Downs thoroughbred horse racing complex which is being closed after years of unprofitable operations. Most of the original racing related structures still exist on-site, including the following: race track, vacant administration building, clubhouse, grandstand, maintenance buildings, horse barns, supporting space for horse handlers and other support staff, as well as site access ways and extensive surface parking.

Sales Creek crosses the Site along the Boston and Revere municipal border line and connects portions of the Revere watershed with the coastal Belle Isle Marsh, which is within walking distance of the Site. Sales Creek runs from the northwest corner of the Site through the northern portion of the race track infield and continues east of the Site and connects to the Belle Isle Inlet and the Rumney Marshes Area, the largest urban salt water marsh in Boston. There is also an existing pond on the Site, originally constructed in the 1930s, as well as other wetland resource areas.

Topography on-site is generally flat, with the wetland resource areas representing low points.



**Figure 2 - Existing Conditions**

b. Characterization – Indicate all that may apply

Brownfield

Commercial, including Commercial Park

The Site was marshland that was filled in the early 20th century. The historical fill material has undergone environmental testing and is exempt from reporting and regulatory requirements. In approximately 1935, the Site began its current use as a thoroughbred horse racing facility. The Site has some remaining race-related facilities slated for demolition, and a significant portion of the Site is open space that has never been developed.

**X Greenfield**

Portions of the Project Site are greenfield, in that they have never been developed with structures, are park-like, and are ready for development.

- Industrial, including Industrial Park
- Suburban
- Technology, including Technology Park

**X Urban**

The Project Site is highly connected by walking, public transit, and driving. This connectivity was a result of the horse race track, which used to attract up to 30,000 spectators to its events in the 30s, 40s and 50s. The Project Site is adjacent to walkable urban neighborhoods with a variety of services and amenities, including Orient Heights in East Boston, and Belle Circle and Beachmont in Revere. One of Suffolk Downs' greatest strengths is its two direct connections to the MBTA Blue Line at Beachmont Station and Suffolk Downs Station. Via the Blue Line, the Project Site is just five minutes from Logan Airport and 11 minutes from State Street, the heart of Boston's financial district with multiple links to the comprehensive MBTA rapid transit system and commuter rail.

Looking beyond subway and rail connections, the Project Site is situated close to the water (the Chelsea River), which provides the opportunity for ferry connections. Suffolk Downs is directly served by Route 1A, a major north/south state highway which provides direct connections to Interstate 93 (North-South Highway Corridor) and Interstate 90 (East-West Highway Corridor). The Project Site has a strong relationship and potential connectivity to surrounding regional assets, such as the Belle Isle Marsh, East Boston Greenway, Revere Beach, and Constitution Beach.

c. Description – Briefly describe any geographic features that may limit or enhance the growth of Site (e.g., water or mountains):

Separate from the wetland areas, portions of the existing Site are within the 100-year floodplain. The Master Plan is mitigating this geographic feature by elevating the buildings and roadways up to 40" above the current flood level in accordance with guidance provided by City and State officials. This level of protection is expected to accommodate sea level rise to the year 2070 and beyond.

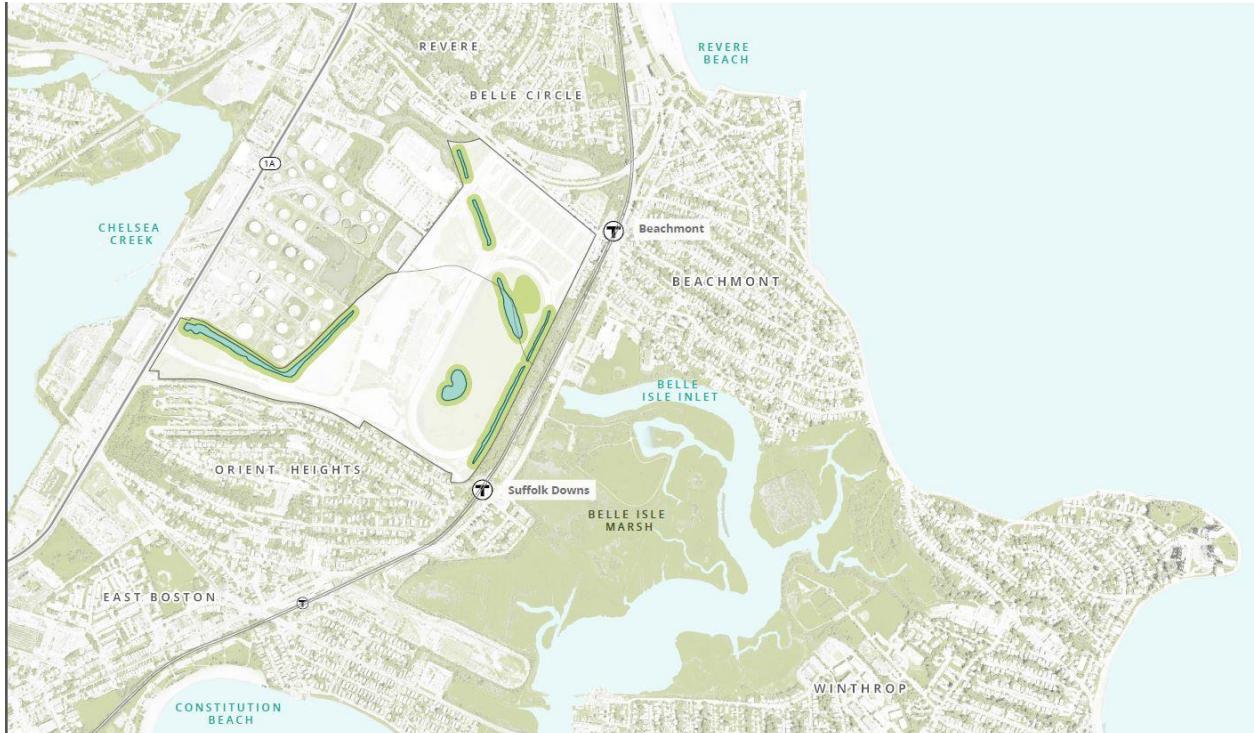
The principal on-site geographical feature that affects the development of the 161-acre Site is approximately eight (8) acres of wetland areas, which consist of Sales Creek, an on-site pond and several narrow stretches of drainage ditches on the edges of the Site which

have become legally protected wetland resources over time. In addition, the 8 acres of wetlands also have a 100-foot buffer zone associated with them. State and/or local approval is required for building and/or site improvements within this 100-foot buffer. These buffer zones today are already developed and heavily disturbed from the existing on-site use of the horse race track.



**Figure 3 - Unique On-Site Water and Wetland Features**

The proposed Master Plan for the development of Suffolk Downs (the “Master Plan”) incorporates the existing 8 acres of the wetlands and material portions of the 100-foot buffer zone into a 40-acre open space park system. These wetlands are well established, beautiful natural elements that will enhance the development of the Site, particularly the proposed open space system.



**Figure 4 - Wetland Aerial**

In addition to the 40-acre open space system, the Master Plan accommodates up to 16.5 million square feet of development, including up to 8 million square feet of commercial office space to fully meet Amazon’s requirement. The wetlands do not constrain the build-out of the proposed Master Plan and are viewed as a material existing enhancement to the Suffolk Downs site which preserves and integrates these unique site features.

There are no other known geographic features that would limit development of the Site.

In addition to the existing wetlands, there are other geographic elements which enhance the Site including:

**Coastal Views:** Given its close proximity to the waterfront, upper stories of buildings, depending on location, will have views of the 188-acre Belle Isle Marsh, Boston Harbor, Revere Beach, and/or Chelsea River.

**City Views:** Many of the high-rise buildings on upper levels will have views of downtown Boston over the Orient Heights neighborhood.

**Relatively Flat Site:** Given that it was filled for its original use, the existing site is relatively flat which will make the build-out of the Site easier. Also, given the Site has been filled, it is not expected to have extensive subsurface ledge conditions or previous use subsurface conditions (i.e. piers, foundations).

## 5. Size

- a. **Immediate:** Number of acres (either contiguous or within close enough proximity to foster a sense of place and pedestrian-friendliness) currently available for the Project's immediate operations:

The Site offers an impressive approximately 161 contiguous acres of land under single ownership which is being comprehensively planned for development as a mixed-use community pursuant to the Master Plan, with approximately 16.5 million square feet of office, residential, retail and hotel space. It is exceptionally well suited to be the home of Amazon's HQ2. Within the 161 acres of the Site, 40 acres (or 25% of the total land area) would be used to create a unique community open space network. These open spaces would contribute to the new neighborhood's connected and creative atmosphere with outdoor performance venues, co-working spaces, dog parks and public art.

The proposed Master Plan for Suffolk Downs incorporates Amazon's 8-million-square-foot office requirement within the projected total of 16.5 million square feet of development. The remaining 8.5 million square feet will consist of approximately 7,450,000 square feet residential; 550,000 square feet retail; and 500,000 square feet hotel uses.

The Site also offers immediate access to public transit, through the two MBTA Blue Line subway stations, as well as vibrant nearby neighborhoods and beautiful parks, beaches and nature preserves.

- b. **Expansion:** Number of acres (either contiguous or within close enough proximity to foster a sense of place and pedestrian-friendliness) available for the Project's future or expansion operations:

See response to Section A.5.a

- c. **Schematic:** Attach schematic drawing of Site.

See Figure 6

- d. If less than 100 acres, is Site expandable to 100 acres?

Yes       No

- (i) Detail the plan and timetable for doing so?

**6. Improvements**

a. Are there any buildings or structures or other improvements on Site (or portion of Site)?

Yes       No

b. Description

If Yes, describe all buildings, structures and other improvements on Site (or portion of Site), including available square footages and sustainability efforts?

The 161-acre Site contains the former Suffolk Downs thoroughbred horse racing facility, including the race track, a vacant administration building, a clubhouse, grandstand, maintenance buildings, and horse barns as well as some existing site access ways and extensive surface parking.

Current plans for the Site include demolition of all existing on-site structures and improvements, including roadways and parking areas.

There is also an existing infield water feature/pond on the Site, which was originally constructed in the 1930s, as well as other natural resource and wetland areas which have been incorporated in the Master Plan as part of the open space network to promote sustainability and existing natural resources. Other key site elements, including the horse starting gates, racing pylons and other unique historical elements will be retained and incorporated into the new open space system.

**7. Easements, Licenses, Rights of Way:** describe each of the easements, licenses and rights of way affecting Site, and identify the beneficiaries, holders or owners of the same. If easier to show on a map, please attach to submittal and label.

The Site is only subject to typical utility easements, roadway easement agreements with abutting property owners, minor encroachment easements with abutters, adjacent public rights of way, and easements and rights granted to the Commonwealth of Massachusetts related to Sales Creek, a freshwater creek that crosses a portion of the Site, none of which are expected to materially affect the proposed Master Plan.

**8. Ownership:** describe the ownership of Site, including the ownership structure and any entitlements.

The McClellan Highway Development Company, LLC (“MHDC”) owns fee title to the entire Site. MHDC is an affiliate of The HYM Investment Group, LLC (“HYM”), a Boston-based real estate development firm with extensive experience developing some of the area’s largest and most complex mixed-use districts and neighborhoods.

**9. Acquisition Cost (if any)**

Please describe if all or a portion of Site will be made available at no or a reduced cost to the Project.

The site is owned by a private entity, MHDC, an affiliate of HYM. If Amazon selects

Suffolk Downs, it is HYM's intention to build out the mixed-use development and lease the office buildings to Amazon. The Site can accommodate the entire 8-million-square-foot Amazon requirement.

a. Public

N/A

(i) Will a government agency make Site available to the Project at no cost?

    Public  Yes  No

(ii) If No, specify the per acre (and total) cost of Site to the Project?

b. Nonprofit

N/A

(i) Will a nonprofit entity make Site available to the Project at no cost?

Yes  No

(iii) If No, specify the per acre (and total) cost of Site to the Project.

c. Private

(i) Will individuals or corporations or other entities make Site available to the Project at no cost?

Yes  No

(ii) If No, specify the per acre (and total) cost of Site to the Project.

See response to Section A.8



**Figure 5 - Aerial Site Plan**



**Figure 6 - Proposed Master Plan**

**10. Parking:** identify all current and future parking options for Site

In addition to its robust multi-modal transit, pedestrian and bike networks, the Site will also enjoy easy vehicular circulation and sufficient parking for each building. The proposed Master Plan for this Site will provide 0.5 to 1.0 parking space per residential unit and 1.0 to 2.0 spaces per 1,000 square feet of commercial space. The Phase 1 Project has been approved to include approximately 500 garage parking spaces, including spaces for electric and car-sharing vehicles.

**11. Existing and Planned Retail Development near Site**

- i. Restaurants
- ii. Cinemas
- iii. Shopping
- iv. Other Public Gathering Spaces (such as coffee shops and local breweries)

See Figure 7

**Existing**

The Site is directly adjacent to the Beachmont neighborhood which has neighborhood markets, convenience retail, as well as locally-run restaurants, including Comida, Luigi's Pizza, Torretta's Bakery, La Esquina Del Sabor (Colombian restaurant) and Beachmont Roast Beef. West of Beachmont Square on the opposite side of the site is a regional shopping center with a Target, Stop & Shop, bank and fast casual restaurants. In addition,

the MBTA Blue Line provides quick access to extensive retail and community opportunities, including Orient Heights, Maverick Square (East Boston Waterfront), and Revere Beach – all of which have concentrations of restaurants and public gathering spaces. From the Blue Line it is just a short 10-minute ride into downtown Boston, providing extensive access to restaurants, shopping, theaters and other social spaces.

### Planned

The proposed Master Plan calls for over 500,000 square feet of new street front retail that is anchored adjacent to the two existing MBTA Blue Line Subway Stations. Here, two new urban squares, Beachmont Square and Belle Isle Square, will be constructed. Both of these new squares will consist of plaza areas with a dense concentration of restaurants, cafes and retail shops. The plazas will also allow for seasonal programming such as farmers markets, food trucks, street festivals, art installations and community events. These two urban squares will be connected through the Site by a Main Street retail district. This retail district will consist of numerous restaurants, entertainment venues, cafes, coffee shops, a grocery store, specialty food shops, pharmacies, and other neighborhood retail offerings that will support residents and employees alike. See Figures 9, 10, and 11.

In addition, the Master Plan includes several new civic nodes, including a civic plaza located next to the on-site pond and a new one-acre outdoor landscaped performance theater. The 40-acre open space system will also offer an ample number of other public gathering opportunities. See Figures 12 and 13.

#### 11. Affordable Housing: identify available affordable housing options within close proximity to Site

East Boston and the City of Revere are considered some of the more affordable communities directly connected by subway to downtown Boston. East Boston and Revere have traditionally been blue collar neighborhoods with dense existing housing stock that are walkable and directly served by MBTA subway, bus and ferry routes.

Suffolk Downs is proposing the construction of up to 7,500 new units of housing on the Site based upon Amazon's 8-million-square-foot requirement. This new housing will be built concurrently with the construction of the office space as part of the coordinated development of a work-live-play environment. In accordance with the Boston Inclusionary Development Policy, 13 percent of all on-site housing located within the Boston portion of the Site will be restricted as affordable housing for those earning between 50% and 80% of area median income.

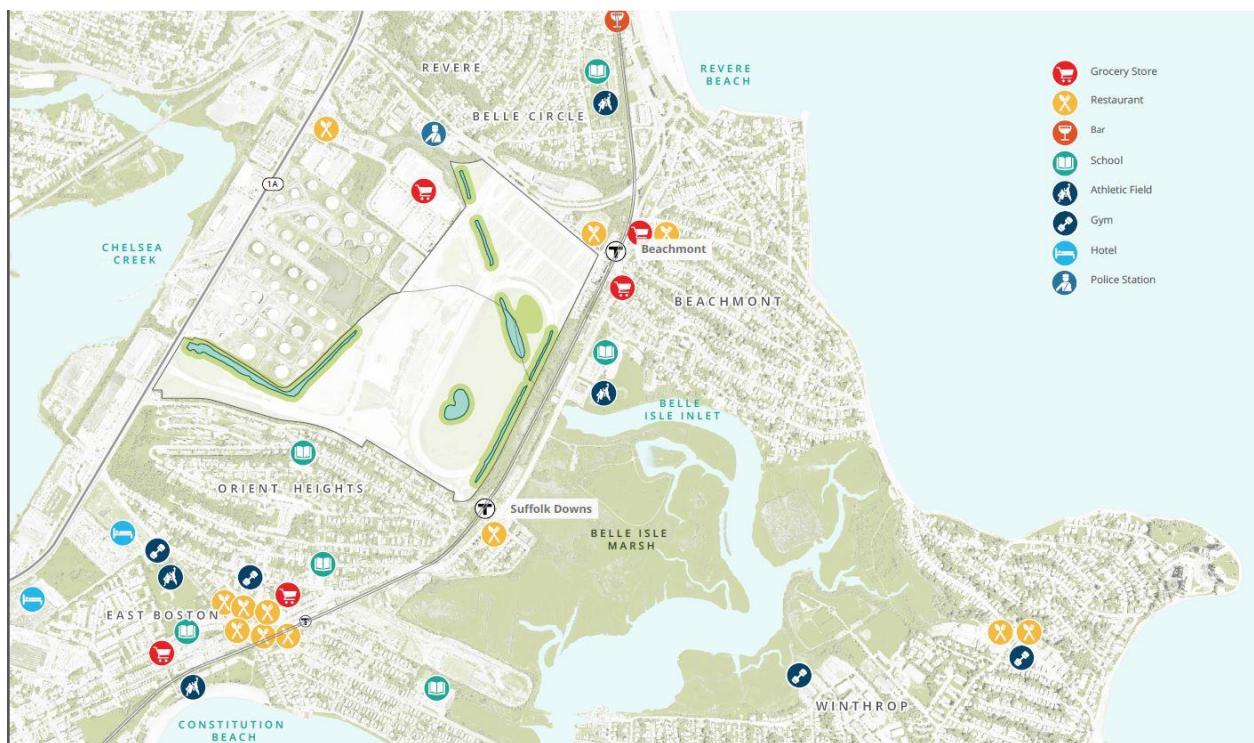
#### 12. Greenspace Features: are there greenspace features that enhance Site (e.g., parks, jogging trails, etc.)

The Master Plan includes a 40-acre publicly-accessible open space network, which

represents approximately 25 percent of the overall Site area and will consist of many different types of parks as well as a 1.5-mile path for runners, cyclists and direct pedestrian and bicycle connections to adjacent existing neighborhoods. Key open spaces within the development will include an approximately 15-acre central common, 1.5-acre landscaped amphitheater, passive and active recreational areas, playgrounds, dog runs and several neighborhood plazas.

This new open space network will incorporate existing wetland features on the 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 open spaces, plazas, and recreational facilities are intended to attract and benefit not just on-site users but also residents and visitors from the wider neighborhood.

13. Plat(s): attach plat(s) of Site and label according to section.  
See Figures 6, 7, 8, and 14



**Figure 7 - Neighborhood Amenities**



Figure 8 - New Open Space Plan



Figure 9 - Beachmont Plaza



**Figure 10 - Belle Isle Square**



**Figure 11 - Main Street**



**Figure 12 - Civic Node**



**Figure 13 - Outdoor Performance Theater**

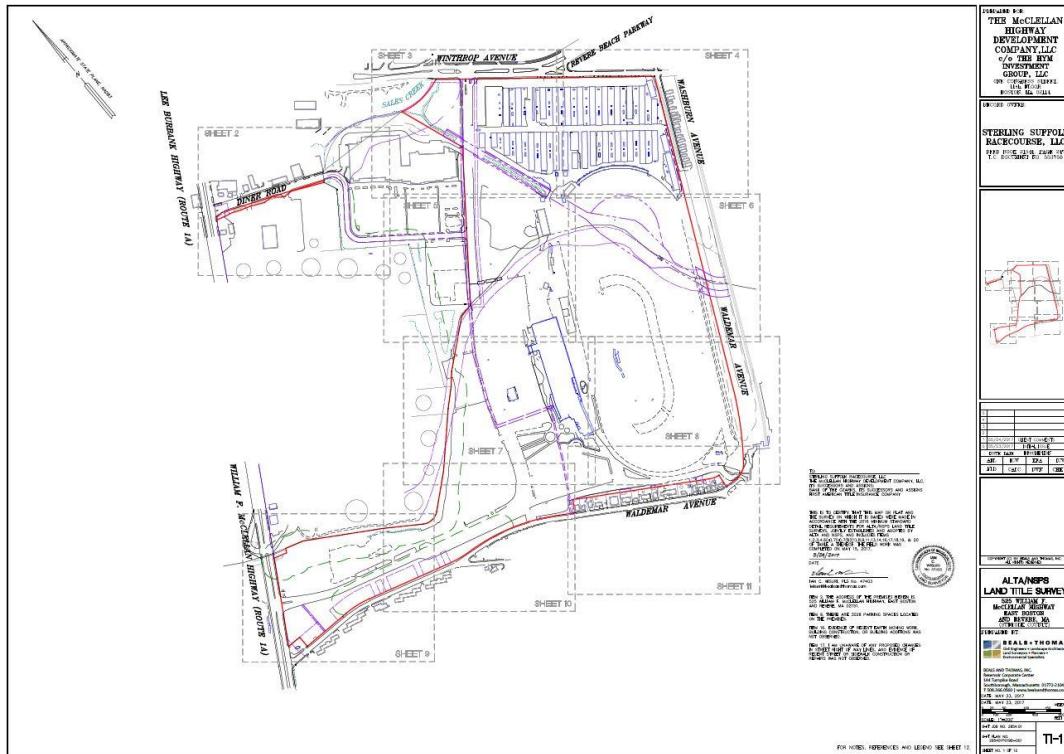


Figure 14.1 Topographic Plan

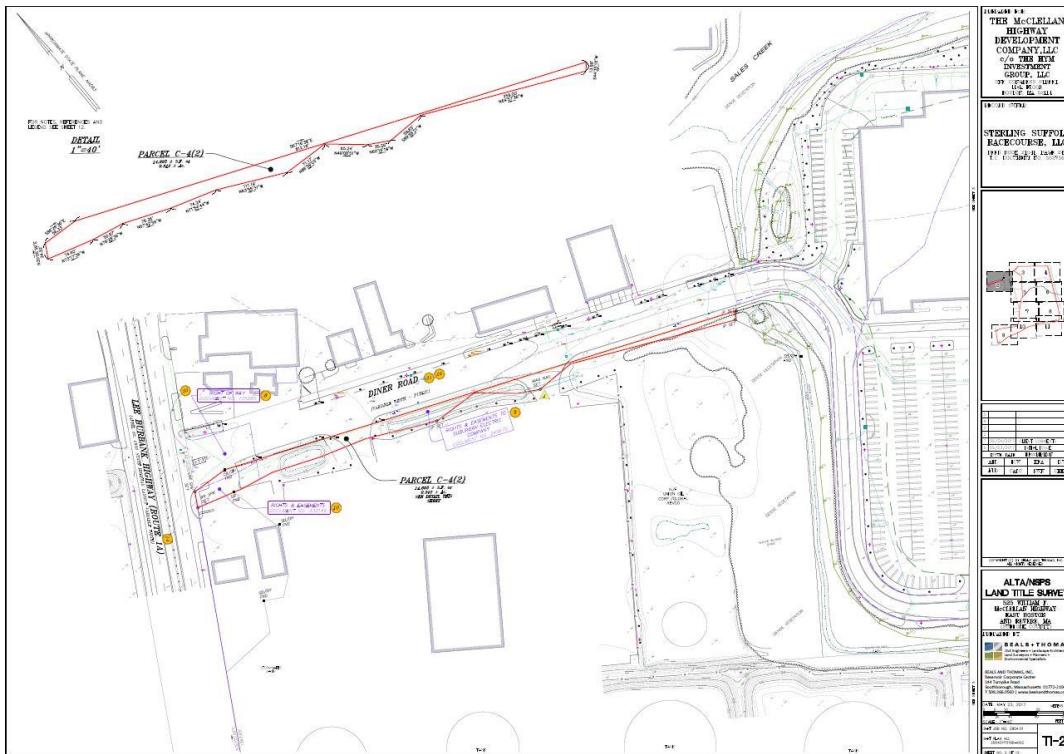


Figure 14.2 Topographic Plan

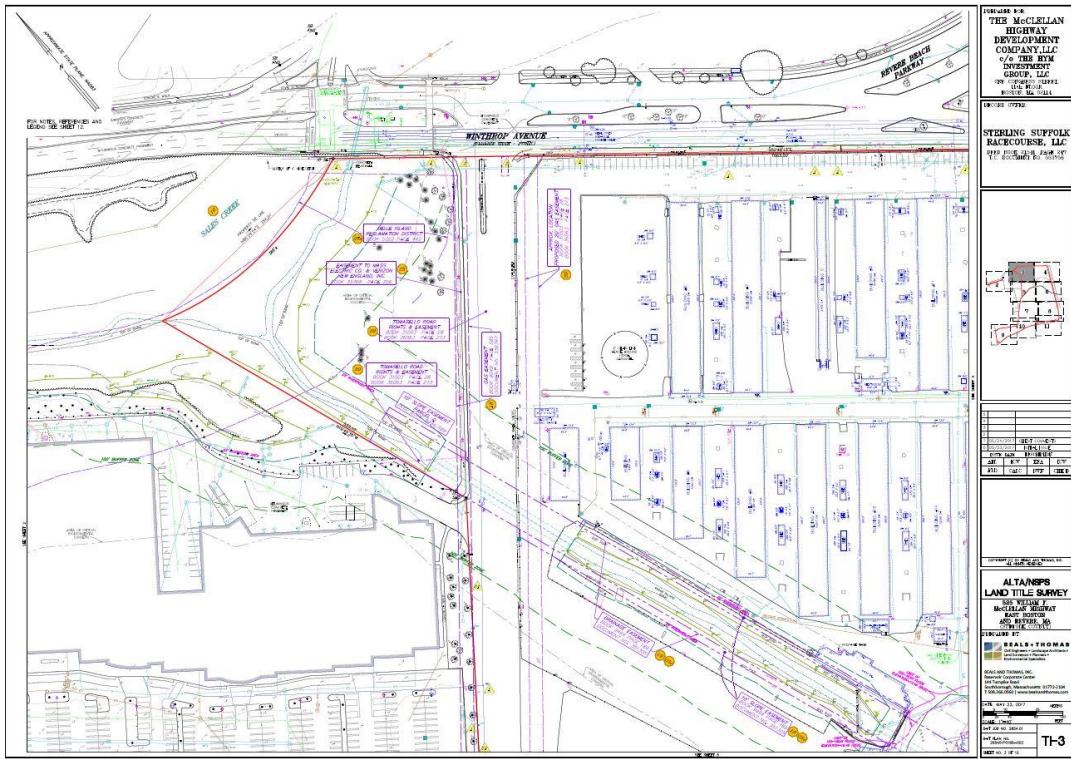


Figure 14.3 Topographic Plan

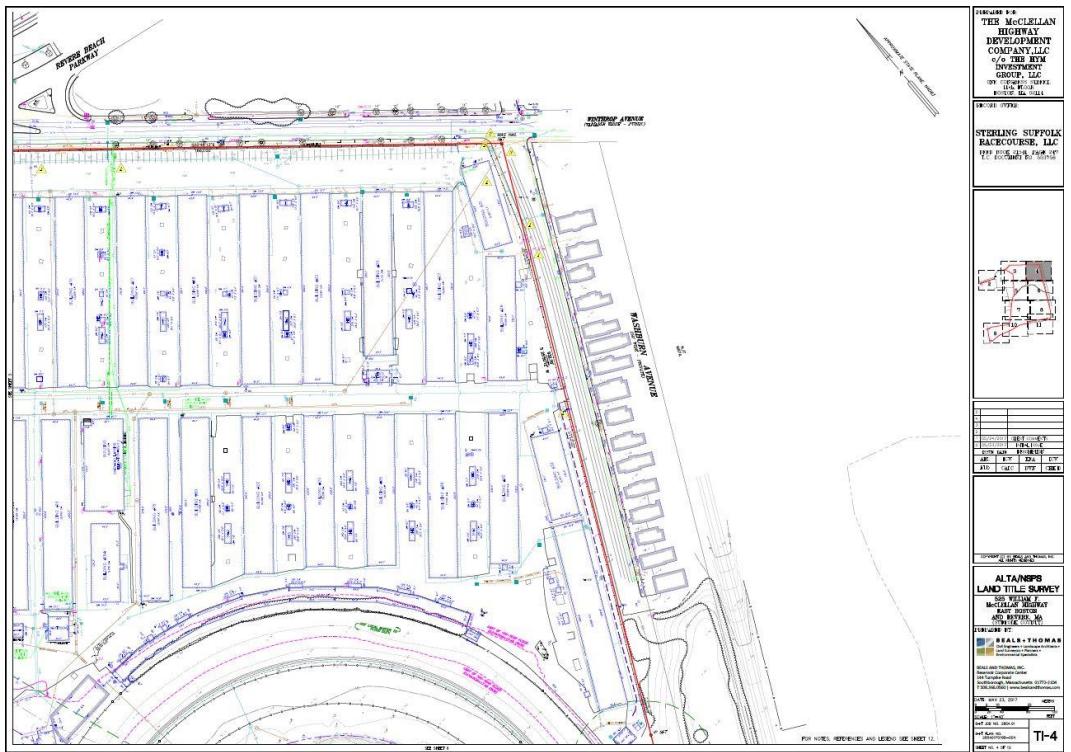
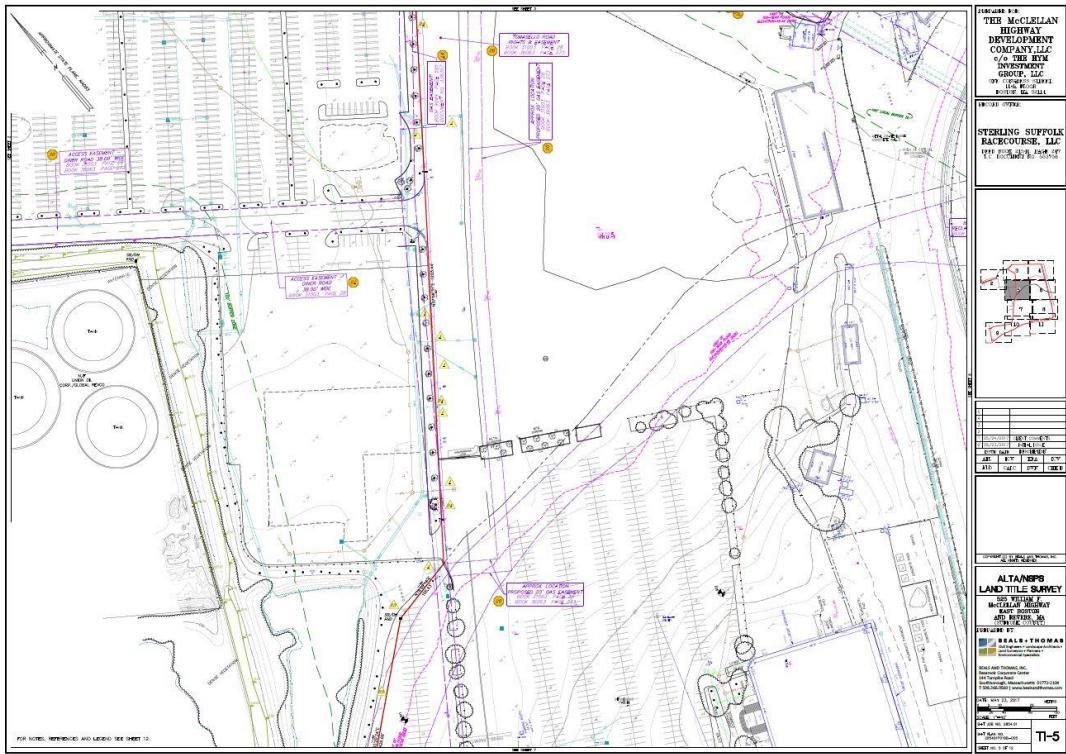
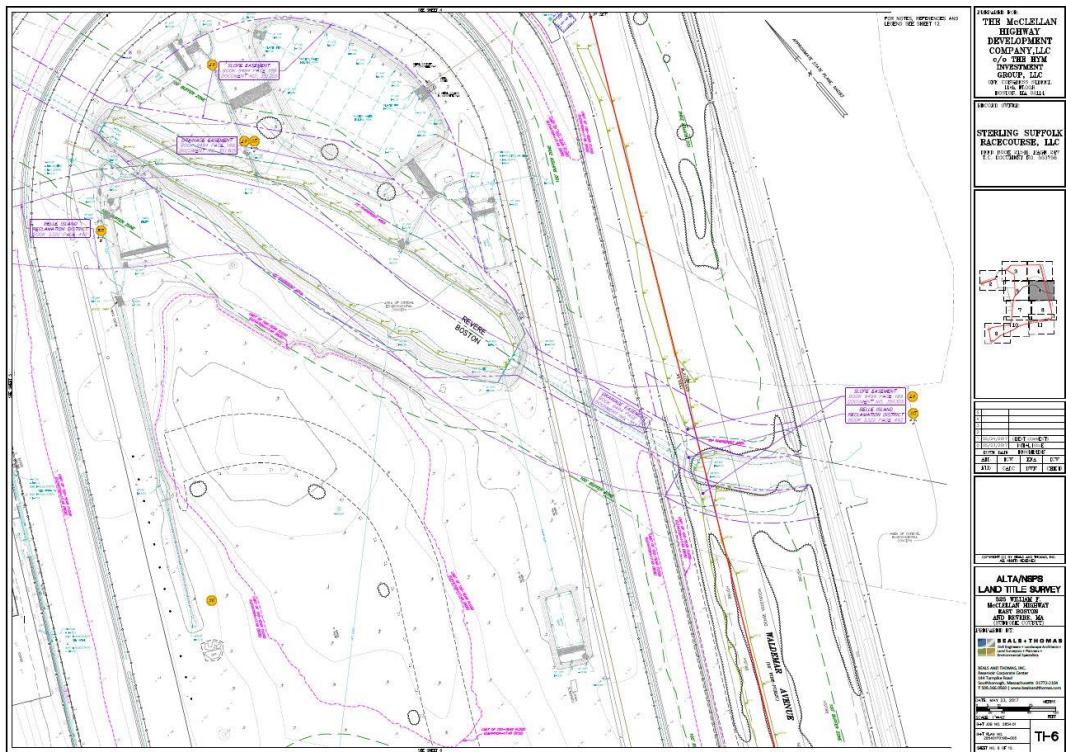


Figure 14.4 Topographic Plan



## Figure 14.5 Topographic Plan



## Figure 14.6 Topographic Plan

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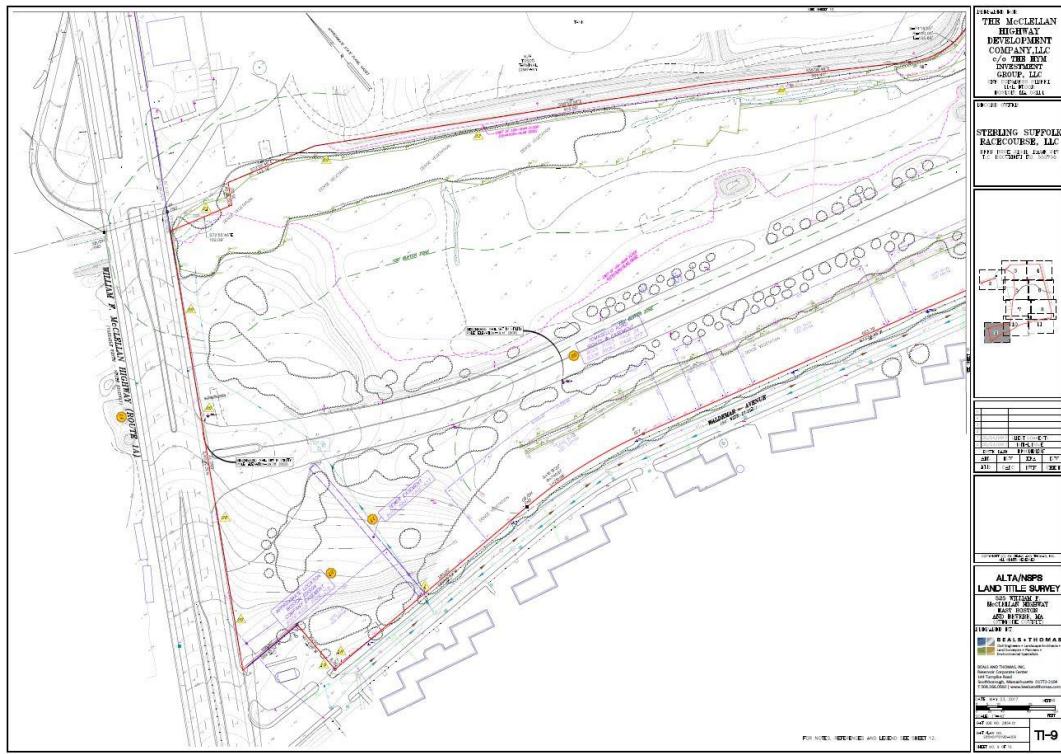
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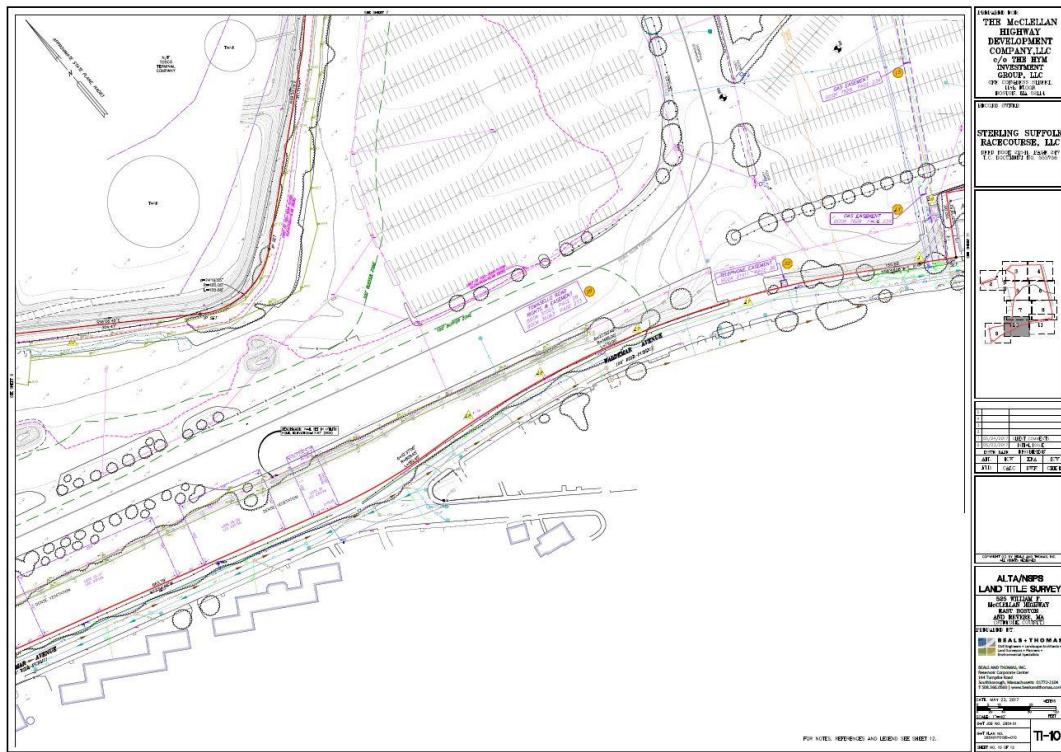
**Figure 14.7 Topographic Plan**



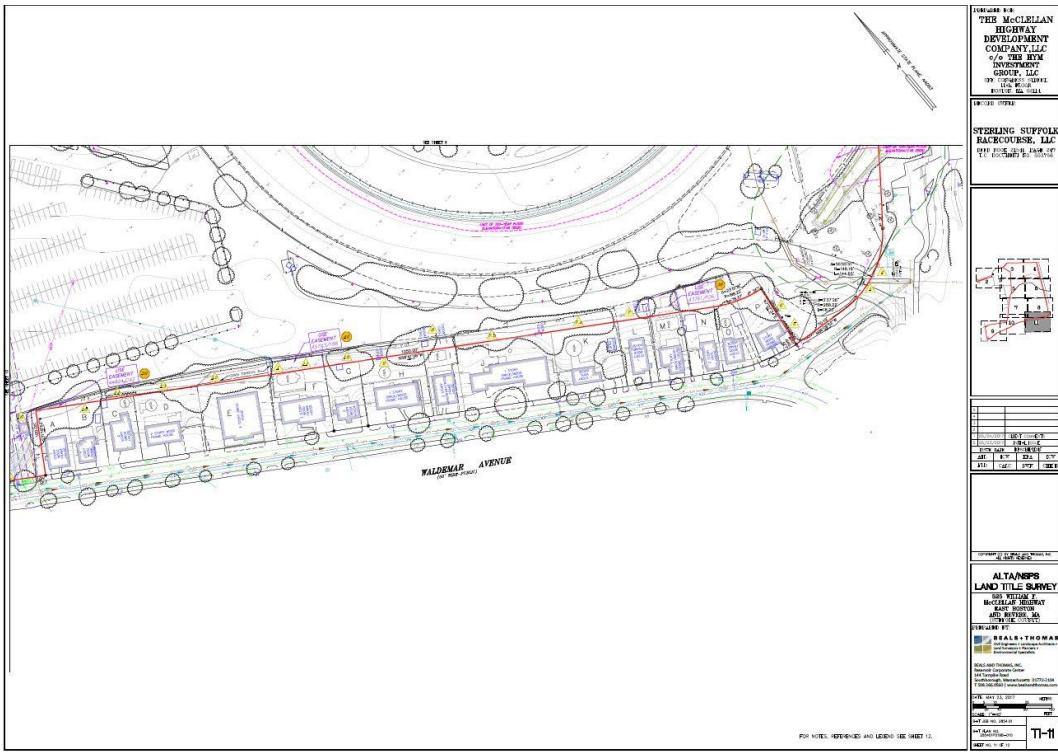
**Figure 14.8 Topographic Plan**



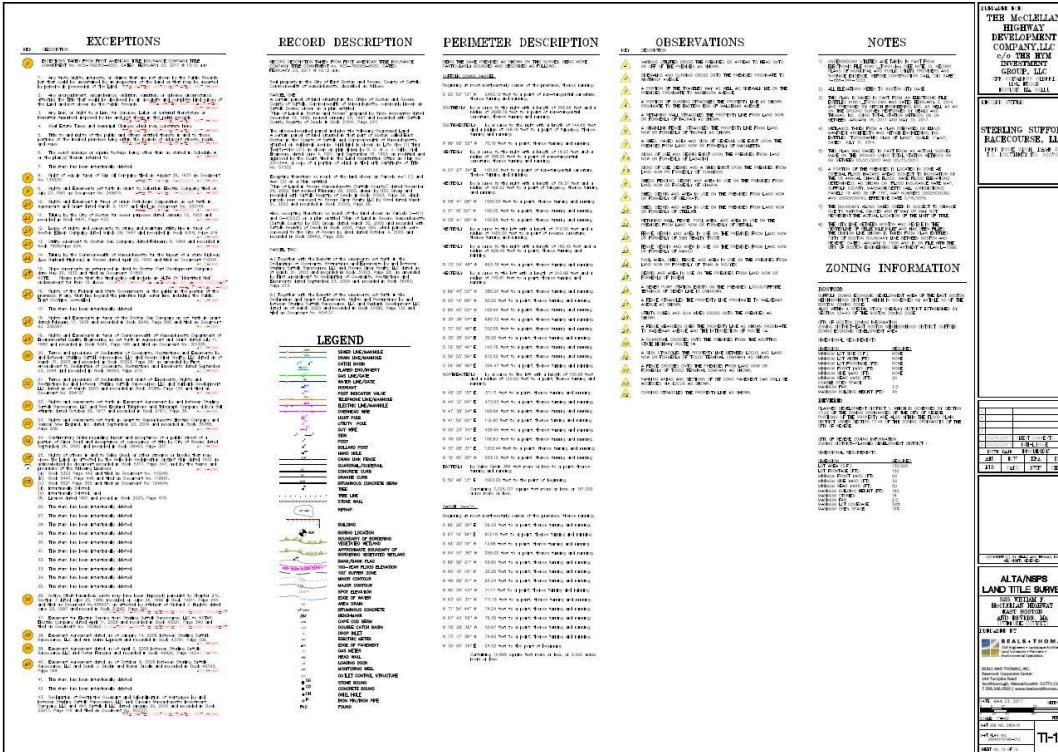
**Figure 14.9 Topographic Plan**



**Figure 14.10 Topographic Plan**



**Figure 14.11 Topographic Plan**



## Figure 14.12 Topographic Plan

## **B. Planning/Zoning**

1. Designation(s): identify Site's current planning/zoning designations(s)

The Boston portion of the Site consists of approximately 109 acres of land located within the City of Boston's "Suffolk Downs Economic Development Area" of the East Boston Neighborhood District, a district which is governed by Article 53 of the Boston Zoning Code (the "Boston Code"). Per Section 53-24 of the Boston Code, Economic Development Areas ("EDAs") were established within the East Boston Neighborhood district to encourage economic development that is of "a quality and scale appropriate to the surrounding neighborhoods, and to encourage the diversification and expansion of Boston's and East Boston's economy, with a special emphasis on the creation and retention of job opportunities." Due to the scale and underutilized nature of the Boston portion of the Site, the Boston Code identifies the Suffolk Downs EDA as a Special Study Overlay Area. Section 53-44 of the Boston Code allows the Site to be zoned as a Planned Development Area ("PDA"), which allows for the adoption of project-specific zoning regulations for large projects. MHDC filed an application to create a Suffolk Downs PDA on November 30, 2017, that would allow for the development of approximately 11 million square feet of office, residential, retail, hotel and other uses on the Boston portion of the Site.

The Revere portion of the Site is within Planned Development District 1 ("PDD1"), which is governed by Section 17.22 of the Zoning Ordinances of the City of Revere (the "Revere Code"). As discussed below, and similar to what is being undertaken respecting the Boston portion of the Site, MHDC is in the process of obtaining an amendment to the Revere Code to create a new Suffolk Downs Overlay District ("SDOD") for the portion of the Site located within the City of Revere. This zoning amendment will create the SDOD as a new overlay zoning district that would allow for the development of approximately 5.5 million square feet of office, residential, retail, hotel and other uses. The proposed SDOD zoning amendment was submitted to the City of Revere on January 18, 2018, with the support of Revere Mayor Brian Arrigo and a public hearing on the SDOD zoning was completed on February 26, 2018. MHDC anticipates that the zoning amendment creating the SDOD will be approved by April 2018.

## 2. Floor Area Ratio (FAR): identify Site's current FAR

### Boston

The current Boston zoning allows development to a maximum floor area ratio ("FAR") of 2.0 and a maximum building height of 45-55 feet except within the area that includes the Phase 1 Project (as defined below), where maximum height is 125 feet. However, HYM is proposing the development in Boston of approximately 11 million square feet (which would result in an FAR of approximately 2.3), within height districts that have various maximum building heights ranging from 50 feet to 220 feet, through creation of a Planned Development Area that establishes a comprehensive long-term development plan with the

flexibility to respond to future changes in building design and market demand for space and the way it is used.

In order to meet Amazon's stated goal of occupying 500,000 square feet of office space at an early date, City and State authorities have worked closely with HYM on an expedited basis to approve an initial development phase (the "Phase 1 Project") consisting of two (2) 260,000-square-foot office buildings to be constructed immediately adjacent to the Suffolk Downs MBTA Blue Line subway station. With this effort, HYM has obtained all necessary discretionary approvals for the Phase 1 Project. Upon selection of Suffolk Downs as the site for Amazon HQ2, MHDC is prepared to start work immediately on the Phase 1 Project, which can be completed and ready for occupancy by December 2019, pending the timeframe for selection of Suffolk Downs as the future home of HQ2.

#### Revere

Under existing provisions of the Revere Code, the Revere portion of the Site is subject to zoning that allows for a 2.0 FAR as of right and up to a 3.0 FAR pursuant to a Special Permit. This equates to approximately 4.5 million square feet of as-of-right development, and up to approximately 6.8 million square feet with a Special Permit. Allowed building heights vary with provisions allowing for certain buildings to be up to 180, 200 and 250 feet depending on the use and location.

#### 3. Permitted Use(s): briefly describe Site's current permitted use(s)

Currently, the Boston Code allows for uses on the Boston portion of the Site that include general office, hotel, general retail, local retail, restaurant, research laboratory, and various other commercial uses. Residential uses are not currently permitted on the Boston portion of the Site, but the City of Boston has identified the Site as a high priority location for housing through the City's Imagine Boston 2030 Plan, Boston's first citywide plan since the 1960s, and zoning changes will be obtained as part of the ongoing Master Plan permitting process to allow such use.

The Revere Code currently allows for uses that include general office, professional office, restaurant, hotel, hospital, non-commercial parking lots, and school uses. Certain other uses, including residential, manufacturing and repair, commercial parking lots, warehouse and wholesale and product distribution, are permitted by special permit. As previously noted, HYM is obtaining a zoning amendment to create a new overlay district, which will include provisions that provide for an expanded set of approved uses, including residential uses.

#### 4. Rezoning: must Site be rezoned for the Project's expected use?

Yes  No

- a. If Yes, outline rezoning process, including all government approvals, public hearings, and schedule. Please describe any opportunity to fast track.

Note: The land use approvals process in Massachusetts for large projects involves both municipal and State level approvals which are being undertaken concurrently for the Suffolk Downs Site. Therefore, this section is being used to provide a comprehensive description of the land use approvals process, including both zoning and other regulatory programs.

As described below, the approval process for the development of Suffolk Downs as an approximately 16.5-million-square-foot mixed-use community (pursuant to the “Master Plan”) is well underway and is expected to be completed in Summer 2018. After the Master Plan approvals are obtained, the permitted scope of development, including total floor area, building heights and permitted uses, will be established and building-specific approvals will be obtained on a building-by-building basis as development proceeds. The building-specific approvals are generally obtained during the design process for individual buildings without delay. All necessary discretionary approvals have been obtained for the Phase 1 Project, which will meet Amazon’s stated goal of occupying 500,000 square feet of office space at an early date. Please see Section B.2 for additional information. For the Boston portion of the Master Plan, HYM is seeking approval of a PDA, under which a development plan approved by the Boston Planning and Development Agency (“BPDA”) and the Boston Zoning Commission (“BZC”) will substitute for the zoning requirements otherwise applicable to the Site. As a condition for approval of the PDA, the proposed development is undergoing Large Project Review under Article 80 of the Boston Code, a comprehensive public review to evaluate project impacts and require appropriate mitigation measures for large projects. Large Project Review under the Boston Code is modeled on the Massachusetts Environmental Policy Act (“MEPA”) environmental review process and also proceeds in three stages: Project Notification Form (“PNF”), Draft Project Impact Report (“DPIR”), and Final Project Impact Report (“FPIR”). As is typical for large Boston projects, HYM submitted a single combined Environmental Notification Form (“ENF”) under MEPA (discussed further below) and PNF for simultaneous review under the State’s MEPA process and the City of Boston’s Article 80 Large Project Review process and expects to prepare and submit a combined DEIR/DPIR and FEIR/FPIR for concurrent review and approval under MEPA and Article 80. Large Project Review for the Master Plan was commenced with the filing of the ENF/PNF on November 30, 2017, and is expected to continue through Summer 2018.

As noted, a zoning amendment process is underway in Revere that will result in the establishment of new SDOD zoning applicable to the Revere portion of the Site. The zoning amendment will establish the use and dimensional requirements

applicable within the SDOD and provide for the Revere City Council to issue a PUD Special Permit approving the Master Plan and specifying requirements for traffic improvements and other development mitigation. After a Master Plan Planned Unit Development (“PUD”) Special Permit is issued pursuant to the zoning amendment, buildings may be constructed in Revere following approval of final plans by a committee of municipal officials on a building-by-building basis. The SDOD zoning amendment was submitted on January 18, 2018, and had its public hearing on Monday, February 26, 2018. It is expected that the SDOD zoning will be approved by April 2018. The Master Plan PUD Special Permit is expected to be approved by the end of Summer 2018.

Concurrent with the Large Project Review process in Boston and the Revere rezoning and master plan PUD Special Permit process, the Master Plan is undergoing environmental review under the MEPA, Massachusetts General Law (“MGL”) Chapter 30, Section 61-62I and the regulations promulgated thereunder set forth at 301 CMR 11.00. For a large project like the Master Plan for Suffolk Downs, the MEPA process consists of three steps:

1. the preparation by the developer’s team of an Environmental Notification Form (“ENF”) that describes the project and its impacts, is reviewed by government officials and the public, and used by the Secretary of Energy and Environmental Affairs (“EEA Secretary”) to determine the scope of subsequent review,
2. the preparation by the developer’s team of a Draft Environmental Impact Report (“DEIR”) that further analyzes the potential environmental impacts of the project and the developer’s proposed mitigation commitments; after review and comment by government officials and the public, the EEA Secretary determines if the DEIR is adequate to allow the project to proceed to the next phase of review, and
3. the preparation by the developer’s team of a Final Environmental Impact Report (“FEIR”) that responds to comments on the DEIR and is used to establish the conditions to be contained in State approvals for the Project; after review and comment by government officials and the public, the EEA Secretary determines if the FEIR is adequate to allow the relevant State agencies to issue approvals for the project.

Massachusetts has a statute (M.G.L. C. 91) regulating development on tidelands, including former tidelands that have been filled. However, the Site is considered “Landlocked Tidelands” and is therefore not subject to Chapter 91 authorization requirements. Instead, the Secretary of Energy and Environmental Affairs is required to make a “public benefits determination” which finds that the proposed

project has substantial public benefits. The public benefits determination is made as part of the MEPA process and is expected towards the end of Summer, 2018.

Because of the historic significance of the prior race track operations, development of the Suffolk Downs Site will be subject to review by the Massachusetts Historic Commission. During the MEPA process, an agreement will be reached with the Massachusetts Historic Commission regarding impacts of the Master Plan, which is expected to require that the project include an informational display concerning the history of the Site and the preservation of historical elements from the former racetrack, such as the starting gates and racing pylons.

To date, HYM has conducted a very robust and comprehensive community process with over 150 community and stakeholder meetings, including public hearings, open houses at the site, meetings with local community and business groups, local radio and television appearances, and one-on-one meetings with community leaders and nearby property owners. Below is a partial list of meetings that have taken place to date.

Key Neighborhood Groups, including:

- Orient Height Abutters and Neighborhood Council
- Jeffries Point Neighborhood Association
- Eagle Hill Civic Association
- Maverick Association of Residents
- Harbor View Neighborhood Association
- Gove Street Citizens
- Beachmont Improvement Committee
- Friends of Belle Isle Marsh

City of Boston, including:

- Boston Planning & Development Authority (BPDA)
- Boston Civic Design Commission (BCDC)
- Boston Water & Sewer Commission (BWSC)
- Boston Transportation Department (BTD)
- Boston Environmental Department (BED)
- Boston Conservation Commission

The zoning and environmental review approvals described above are the principal discretionary permits and approvals for the Master Plan and Phase 1 Project. Additional approvals, including design review for each individual building, will be required on a building-by-building basis as development proceeds. These approvals are typically obtained during the design process for individual buildings without creating delays.

Design Review approval for the Phase 1 Buildings has already been completed.

Table 1 presents a comprehensive list of anticipated reviews and approvals required in connection with the development of the Site by governmental agencies:

Table 1: Anticipated Reviews and Approvals

<b>Agency/Department</b>	<b>Permit/Approval/Action</b>
<b>Federal</b>	
U.S. Environmental Protection Agency	National Pollutant Discharge Elimination System ("NPDES") and Construction General Permit
<b>State</b>	
Federal Aviation Administration	Determination of Non-Hazard to Air Navigation
Executive Office of Energy and Environmental Affairs	Massachusetts Environmental Policy Act Review Determination for Public Benefit review for landlocked tidelands
Massachusetts Department of Environmental Protection	Sewer Connection Permit (if required depending on future tenants) Environmental Results Program ("ERP") Certification for Engines Notice of Construction/Demolition Asbestos Notices (if necessary) Modification, replacement and/or closure of existing NPDES permit respecting CAFO Underground Injection Control Registration Beneficial Use Determination (if necessary)
Massachusetts Department of Transportation	Vehicular Access Permit
Massachusetts Water Resources Authority	8m Permit (if required) Sewer Use Discharge Permit (or waiver) (if required depending on future tenants) Direct Connect Permit (if required) Temporary Construction Site Dewatering Permit (if required)
Massachusetts Historical Commission	Determination of No Adverse Impact (if necessary)
Massachusetts Department of Conservation and Recreation	Access Permit
Massachusetts Bay Transportation Authority	Agreement for improvements (i.e., signage, landscaping) at the Suffolk Downs and/or Beachmont MBTA Stations (if required)
<b>City of Boston</b>	
Boston Planning and Development Agency	Article 80B Large Project Review Adequacy Determination and Related Agreements (completed for Phase 1 Project) Zoning Relief for Phase 1 Project (completed) Planned Development Area and Development Plan Approval Cooperation Agreement Development Impact Project Agreement Affordable Housing Agreement Certificate of Compliance and Consistency
Boston Zoning Commission	Zoning Relief for Phase 1 Project (completed) Planned Development Area and Development Plan Approval for Master Plan Project
Boston Civic Design Commission	Project Design Review (by building) (Completed for Phase 1 Project)
Boston Landmarks Commission	Article 85 Demolition Delay Review

Boston Conservation Commission	Order of Conditions (under the Wetland Protection Act) (Completed for Phase 1 Project)
Boston Fire Department	Permits and Approvals for Fuel Storage, Fire Safety Equipment, Alarm System, Sprinkler, Standpipe, Smoke Control and Hydrant Asbestos Removal Permit (if necessary)
Boston Public Works Department	Street Occupancy Permit
Boston Transportation Department	Construction Management Plan Permits and Approvals for Curb Cuts Street Opening/Closing, and Street Lighting Transportation Access Plan Agreement
Boston Public Improvements Commission	Specific Repair Plan Excavation Support License (if required)
Boston Water and Sewer Commission	Sewer Connection and Cross Connection and Extension Permits Water Permit Hydrant Permit Site Plan Approval
Boston Public Safety Commission	Fuel Storage License and Garage Permit
Inspectional Services Department	Building Permits Demolition Permits Foundation Permits Electrical and Gas Permits
Boston Employment Commission	Boston Residents Construction Employment Plan
<b>City of Revere</b>	
Revere City Council	SDOD Overlay District Master Plan PUD Special Permit
Revere Conservation Commission	Order of Conditions (under the Wetlands Protection Act and City of Revere Wetlands Bylaws)
Revere Department of Public Works	Sewer and Water Connection/Extension Permits
Site Plan Review Committee	Site Plan Review
Revere Project Review Board	Review in connection with the issuance of Special Permit
Revere Planning Board	Review in connection with the Zoning Code Amendment Subdivision Plan Approval
Revere Inspectional Services Department	Building Permits, Demolition Permits, Foundation Permits, Electrical and Gas Permits

b. If Yes, will governments commit to rezoning prior to Site selection?

The zoning process is underway. See Section B.4.a regarding the rezoning process.

## 5. Neighboring Properties

a. Designation(s): identify current planning/zoning designation(s) for Neighboring Properties.

The Site is surrounded by properties with various zoning designations. For portions of the Site in Revere, these areas have zoning designations of CB (Central Business), RB (General Residential), HB (Highway Business), TED (Technology Enterprise District), and PDD1 (Planned Development District 1). For portions of the Site in Boston, these areas have zoning designations of 1F (One Family Residential), Saratoga Street EDA (Economic Development Area), Upper Chelsea Creek WM (Waterfront Manufacturing

District), Conservation Protection Subdistrict, and Suffolk Downs EDA (Economic Development Area). As noted above, the entire Amazon HQ2 program can be readily accommodated within the Site.

**b. Permitted Use(s):** briefly describe Neighboring Properties' permitted use(s).

Permitted uses within adjacent areas vary based on zoning designations of the various adjacent properties. Permitted uses include office, laboratory and search facilities, residential, retail, and hotel uses. Note that the Belle Isle Marsh area is a protected marshland area and is not subject to redevelopment. The Belle Isle Marsh is the last remaining salt marsh in Boston.

## **C. Environment**

Note: Responses in the Environment Section provide detailed information on hazardous materials, wetlands, drainage and storm water discharges, and sewage discharges. A comprehensive description of the regulatory process for development of the Suffolk Downs Site is included above in the Zoning Section.

**1. Site and Improvements (if any)**

**a. Prior Use(s):** detail prior use(s) of Site (or portion of Site) in reverse chronological order.

Once a coastal marshland, the Site was originally filled in the early 1900s to accommodate a speculative residential development that was never realized. Instead, the Project Site became a thoroughbred horse racing complex in the 1930s. In its heyday in the 1930s, 40s and 50s, races typically attracted as many as 40,000 daily spectators and the Site contained as many as 12,000 parking spaces. Since then, the race track complex has remained in continuous use although the number of events per year and crowds attracted have diminished materially. In 2017, only six race days were held drawing less than 4,000 people per event.

The Site has never been used for any use other than for horse racing and occasionally for other public events. On August 18, 1966, the Beatles performed at the Site on their final tour of the United States.

The horse racing track and stable operations at the Site are planned to cease at the time that construction commences for the first building on the Site and other existing structures will be demolished as the Site is built out.

**b. Environmental Event(s)**

**(i) Detail each environmental event occurring on Site (or portion of Site) in reverse chronological order. (Environmental events include – but are not limited to – any contamination, dumping, explosion, fire, landfill or spill of any kind or description)**

1935-Present: Use of the Site as a Horse-Racing Facility. Low levels of arsenic above applicable standards have been detected in one very limited area, less than 1,000 square feet of the Site (near the horse-test barn), potentially related to horse-related supplies

including historically used medicines containing arsenic. (See Section C.1.b.ii for resolution.) Additionally, horse waste (urine & feces) generated at the Site is managed under a National Pollutant Discharge Elimination System (NPDES) Permit from the U.S. EPA.

1991: Underground Storage Tanks (USTs) removed. Three USTs were removed from the Site, and impacted soils were identified near two of the former USTs. Groundwater was not impacted at regulated levels, and the UST removals received regulatory closure in 1998.

1978: Adjacent facility petroleum release. During the blizzard of 1978, the adjacent facility had a release of petroleum, which flowed over then-existing ice on the Site to Sales Creek. (See Section C.1.b.ii for description of resolution.)

1900-1935: Filling of marsh land with soil. Like many properties in the area, the Site's marsh lands were filled in with material containing some contaminants predominantly associated with coal ash and wood ash. This fill is generally exempt from regulation. (See Section C.1.b.ii for additional detail.)

(ii) Describe any environmental cleanup or remediation occurring on Site (or portion of Site) as a result of an environmental event or otherwise in reverse chronological order. Please also include any environmental studies as supplemental information.

2017: An extensive soil sampling performed prior to Site acquisition in 2017 identified a small quantity of fill material (approximately 7 cubic yards) impacted with PCBs located on southeastern portion of the Site. This impacted fill material was successfully removed and disposed off-site in a Limited Removal Action; no further actions are required.

[Associated report: "Limited Removal Action for PCB Impacted Soil," prepared by VERTEX, dated October 9, 2017.]

1997-1998: Pre-1935 fill material (Closed RTN 3-14857). The fill material was assessed and determined to be consistent with background concentrations. Thus, the fill was determined to pose "No Significant Risk" (the applicable regulatory standard in Massachusetts' cleanup regulations), and regulatory closure was achieved in 1998.

[Associated report: Response Action Outcome Report and Response Action Outcome Statement, prepared by Rizzo Associates, Inc. dated February 12, 1998.]

1978: Adjacent facility petroleum release (Resolved). Cleanup activities immediately followed the release. Subsequent investigations did not identify remaining impacts from this release, nor any other migration from the adjacent facility. [Associated report: VERTEX February 2017 Phase II.]

### c. Environmental Study

(i) Detail each environmental study undertaken on Site (or portion of Site) in reverse chronological order.

October 9, 2017: "Limited Removal Action for PCB Impacted Soil," prepared by VERTEX. This report documents the removal of approximately 7 cubic yards of PCB-impacted fill material from the southeastern portion of the Site. The impacts

were successfully removed and disposed off-site, and no further actions are required.

August 22, 2017: "Phase III Subsurface Investigation," prepared by VERTEX. This report details additional sampling to delineate the amount of fill material impacted with PCBs, which has been removed, and the area of arsenic impacts by the horse-test barn, which will be removed in the future as discussed above. The report also documents further analysis confirming that chromium previously identified in limited areas of the site are not a concern for the Site.

March 2, 2017: "Phase I Environmental Site Assessment," and "Phase II Limited Subsurface Investigation," prepared by VERTEX. The Phase I investigation was a site-wide evaluation pursuant to ASTM 1527-13. The Phase I investigation identified some data gaps and potential concerns, which were investigated in the Phase II investigation. The Phase II investigation included the completion of 37 soil borings, the installation of 18 monitoring wells, and the collection and chemical analysis of soil, groundwater, and sediment samples. The Phase III investigation included the completion of 24 additional soil borings. VERTEX did not identify reportable groundwater or sediment impacts. Limited impacts infill soils were identified and are being or have been handled as discussed in Section C.1.c. Other findings in the report relate to Site development, such as handling building materials during demolition.

February 14, 2007: "Phase I/Phase II Environmental Site Assessment" prepared by GEI Consultants, Inc. This assessment included the collection of samples from 16 borings, 6 of which were completed as monitoring wells, throughout the Site. Samples had detectable contaminant concentrations, consistent with the concentrations that had previously achieved regulatory closure in 1998. No additional reporting was required.

February 12, 1998: "Response Action Outcome Statement," and "Response Action Outcome Report," prepared by Rizzo Associates, Inc. These are the regulatory documents filed with the MassDEP, achieving closure of the investigation of the fill material and UST release.

November 18, 1996: "Subsurface Investigation," and December 6, 1996 "Suffolk Downs Site Assessment and Subsurface Investigation," prepared by Rizzo Associates, Inc. These assessments included samples from 24 soil boring locations across the Site, with 12 locations completed as monitoring wells. Metals, petroleum, and polycyclic aromatic hydrocarbon concentrations were identified in soil, and nickel was detected in groundwater. These were reported to the MassDEP and closed out through the Response Action Outcome filed in 1998 (see above). October 31, 1991: "Phase I Limited Site Investigation" prepared by Geotechnical Engineers, Inc. This assessment included 9 soil borings/monitoring wells, samples of sediments from Sales Creek, and oversight of the removal of three USTs. Soil

impacts were identified and were later resolved in the Response Action Outcome filed in 1998 (see above). No groundwater impacts were identified. Petroleum impacts in sediment were identified. However, the report concluded that concentrations were similar to those found in Boston Harbor, and that no further action was warranted.

January 31, 1986: "Environmental Site Assessment" prepared by Geotechnical Engineers, Inc. This assessment included 18 monitoring wells installed at the Site. Samples were collected from 16 monitoring wells; no groundwater impacts were detected above comparison standards. PCBs were detected in one soil sample, but further sampling did not identify any concentrations above 1 part per million, and no further action was recommended. (see above). No groundwater impacts were identified. Petroleum impacts in sediment were identified. However, the report concluded that concentrations were similar to those found in Boston Harbor, and that no further action was warranted.

January 31, 1986: "Environmental Site Assessment" prepared by Geotechnical Engineers, Inc. This assessment included 18 monitoring wells installed at the Site. Samples were collected from 16 monitoring wells; no groundwater impacts were detected above comparison standards. PCBs were detected in one soil sample, but further sampling did not identify any concentrations above 1 part per million, and no further action was recommended.

(ii) Provide copies of environmental studies performed on the site within the prior three years.

- Limited Removal Action for PCB Impacted Soil, prepared by VERTEX, dated October 9, 2017.
- Phase III Subsurface Investigation, prepared by VERTEX, dated August 22, 2017.
- Phase II Limited Subsurface Investigation, prepared by VERTEX, dated March 2, 2017.
- Phase I Environmental Site Assessment, prepared by VERTEX, dated March 2, 2017.

Refer to the complete RFI Response, submitted electronically.

## 2. Neighboring Properties

a. Prior Use(s): detail prior use(s) of Neighboring Properties in reverse chronological order. Please include any environmental events. Please also include any environmental studies as supplemental information

North

1930s to Present: Winthrop Avenue, followed by parking lots and single family residential housing.

East

East of northern portion of the Site: 1930s to Present: Residential properties and Washburn Avenue, followed by single family residential housing and the Beachmont MBTA Blue Line Station.

East of central portion of the Site: 1930s to Present: Washburn Avenue followed by Bennington Street; 1980s to Present: Washburn Avenue, followed by Bennington Street and a school.

East of southern portion of the Site: prior to 1930s to Present: marsh land (established as the Belle Isle Marsh Reservation in 1985).

#### South

1930s to Present: Suffolk Downs MBTA Station; Residential properties followed by Waldemar Avenue.

#### Southwest

1952 to 1995: Former filling station. The filling station was assigned RTN 3-1577 for a release of petroleum, which achieved regulatory closure in 1992. VERTEX's 2017 Phase II on the Site did not identify any impact on the Site from this facility.

#### West

West of southern portion of Site: 1930s to 1980s: William F. McClellan Highway (Route 1A) followed by vacant land and Chelsea River; 1980s to Present: William F. McClellan Highway (Route 1A) followed by rental car facility.

West of central portion of Site: 1930s to Present: Bulk Petroleum Terminal. Numerous spills, as listed in VERTEX's Phase I Report. During the blizzard of 1978, the adjacent facility had a release of petroleum, which flowed over then-existing ice on the Site to Sales Creek. Cleanup activities immediately followed the release. Subsequent investigations, including VERTEX's Phase II investigation in 2017, did not identify remaining impacts to the Site from this release or any other migration from the adjacent facility.

West of northern portion of Site: Prior to 1995: Vacant land associated with the Suffolk Downs Racetrack. 1995 to Present: Developed with The Shops at Suffolk Downs, a grocery store and retail shopping plaza.

### 3. Topography

- Elevation: identify Site's minimum and maximum topographic elevation. Please provide a topographic survey of Site, if available.

The Site is generally flat, with elevations that are generally at or around 13' – 20' Boston City Base, with an average elevation of approximately 17.1' Boston City Base. Low points in the site are associated either with Sales Creek, wetland features or with existing

detention ponds. High points of the Site are towards Route 1A on the southwest portion of the site. See Figure 14 for additional detail.

b. Terrain: describe Site's terrain and Neighboring Properties' terrain:

As noted, the Site is generally flat. It was previously developed in association with the Suffolk Downs horse racing facility. The race track consists of a one-mile oval dirt track with a vegetated (grass/meadow) infield. Extensive paved areas are present for parking and access, as are various buildings and structures associated with the racecourse. The banks of Sales Creek are broad and steep, whereas other on-site wetlands exhibit more gradual and/or shorter slopes from the adjacent uplands. Existing stormwater management facilities are present in limited areas of the Site but will be replaced as the site is built-out.

The western side of the Site is bordered by land that includes a retail shopping center, properties containing fuel storage tanks owned by Irving Oil Terminals Inc. and Global Petroleum (the “oil tank farm”), and McClellan Highway (Route 1A). Winthrop Avenue is located along the northern boundary of the Site. This area is relatively flat as well.

The neighborhood north of Winthrop Avenue is Crescent Beach, which in turn borders Revere Beach and the Atlantic Ocean; the Site is located less than one mile from the beach and ocean. Washburn Avenue, the MBTA Blue Line, and Bennington Street (which connects East Boston to the City of Revere and is a route for access to the Town of Winthrop via Saratoga Street, Route 145), lies east of the Site. Beyond Bennington Street is the Beachmont neighborhood which is built on a drumlin (hill) geologic feature.

Also to the east, beyond Bennington Street, lies the Belle Isle Reservation where the Massachusetts Department of Conservation and Recreation (“DCR”) manages a natural area with pathways, benches, and an observation tower; the reservation is part of the 241-acre Belle Isle Marsh, the last remaining salt marsh in Boston.

To the south of the Site is Waldemar Avenue and the Orient Heights residential neighborhood of East Boston. This neighborhood is also built on a drumlin geologic feature, which rises over one hundred feet.

c. Wetlands: describe bodies of water, creeks, ditches, lakes, ponds, rivers and wetlands, and identify governing body or regulatory agency for each for Site and Neighboring Properties.

There are areas on-site that are regulated as wetlands under the Massachusetts Wetlands Protection Act. However, the on-site wetland resource areas and associated buffer zones are not in a natural state. They have been previously heavily disturbed by buildings, roads, paved and unpaved areas, and other improvements. Vegetation, where existing, is dominated by invasive plant species and turf grass. Soils generally consist of urban fill and the Site does not contain rare species habitat.

The extent of the regulated wetland resource areas within the Site have been confirmed with the applicable regulatory authorities (Boston and Revere Conservation Commissions).

Certain neighboring properties also contain wetland resource areas; however, these do not further constrain the Site. The most noteworthy of these off-site areas is Belle Isle Marsh east of the Site, which is the last remaining salt marsh in Boston.

The following wetlands/waterways are present on-site:

- Sales Creek is a perennial stream that flows in a southeasterly direction across the Site, beginning at a culvert that carries Sales Creek under Winthrop Avenue, and proceeding behind the shopping plaza to the north toward a pair of culverts under Tomasello Drive. The creek then daylighted within a fenced area south of Tomasello Drive and west of the existing horse stables. This section of Sales Creek is characterized by steep slopes rising up from the creek. The creek then connects via culverts to the section within the race track infield to the south. Sales Creek exits the Site via a culvert from the race track infield. Sales Creek is isolated from tidal flows by the Bennington Street tide gates and a stormwater pumping station. During lower tides, Sales Creek flows via gravity to Belle Isle Inlet through culverts under Bennington Street. During higher tides, flow in Sales Creek is pumped to Belle Isle Inlet by the Bennington Street pump station which is owned and operated by the Massachusetts Department of Conservation and Recreation. Sales Creek forms part of the Rumney Marshes Area.
- An unnamed intermittent stream extends parallel to the eastern straightaway of the race track along the eastern Site boundary, adjacent to Washburn Avenue. A stockade style fence is present parallel and proximate to the stream. Pursuant to the Massachusetts Surface Water Quality Standards the stream is an Outstanding Resource Water (ORW) because it is a tributary to Belle Isle Inlet.
- A ±1.2-acre man-made pond (the infield pond) is located within the southern portion of the race track infield. The water level of the pond is regulated by a water control structure at the northern edge of the pond.
- A bordering vegetated wetland (BVW) associated with an intermittent stream is located to the north of the main entrance at Tomasello Drive. The BVW extends easterly along the Site boundary perpendicular to McClellan Highway (Route 1A), then proceeds northerly adjacent to the on-site parking areas. The BVW and surrounding upland have been historically disturbed.
- Portions of the Site are located in a FEMA designated Zone AE, elevations 16.46 feet and 17.46 feet Boston City Base as shown on FIRM panels 25025C0019J and 25025C0038J, effective March 16, 2016. As of October 30, 2017, there are no Letters of Map Change affecting the Site. The one-percent annual chance floodplain (i.e. the 100-year floodplain, or land subject to coastal storm flowage) extends from Broad Sound via Belle Isle Inlet, as well as from Boston Inner Harbor via the Chelsea Creek.

The Massachusetts Wetlands Protection Act (Massachusetts General Law Chapter 131 Section 40) regulates wetlands with respect to flood control, prevention of pollution and storm damage, and protection of water supplies, groundwater supply, fisheries, land containing shellfish and wildlife habitat. Regulatory jurisdiction under the statute includes work within the wetland area and a 100-foot buffer zone. The Wetlands Protection Act is administered at a local level by the Boston and Revere Conservation Commissions. The regulatory process consists of an application, called a Notice of Intent (“NOI”) that is filed with the Conservation Commission and an approval by the Conservation Commission, called an Order of Conditions that approves plans for the work subject to a set of conditions governing performance of the work. Decisions by the local Conservation Commission are subject to review by the Massachusetts Department of Environmental Protection which oversees the administration of the Act and also enforces it. Conservation Commission decisions can also be appealed to DEP by the applicant or by adjacent property owners. In the event DEP elects to review the Order of Conditions, or if there is an appeal, DEP then issues a decision called a Superseding Order of Conditions that replaces the local decision.

The City of Revere also has a local Wetlands Ordinance which largely duplicates the process under the Wetlands Protection Act. The application and decision under the State statute also serve as the application and decision under the Revere Wetlands Ordinance. The principal difference from the State regulatory process is that decisions under the local ordinance are not subject to DEP review and any appeal is made to court.

The City of Boston does not have a local wetlands ordinance.

#### 4. Soils types for Site and Neighboring Properties

The soil conditions at the Site and the neighboring properties are similar and are typical for sites in the greater Boston area. A general description of the subsurface strata encountered on the Site, listed typically in order with increasing depth below ground surface, is provided below:

- Fill – A heterogeneous layer of fill occurs beneath thin layers of bituminous pavement or topsoil. Fill was typically described as very loose to medium dense, olive to brown to black, silty sand with gravel. The fill layer has been observed to contain cinders, ash, and various debris.
- Organic Deposits – Beneath the fill, organic deposits were typically described as very soft to medium stiff, dark olive gray organic soil with peat in certain areas; some samples exhibited an organic odor and contained shell fragments.
- Estuarine Deposits – Estuarine deposits were typically described loose to very dense gray silty sand, to well to poorly-graded sand (with organic fibers, organic fines, and up to 40% shell fragments) to very soft gray sandy organic soil with shell fragments, to stiff to very stiff gray lean clay with shell fragments, to loose to very dense poorly to

well-graded gravel with shell fragments and organic fines.

- Marine Sand – Marine sand was typically described as loose to very dense, olive to gray, poorly to well-graded sand with silt and gravel.
- Marine Clay – Marine clay ranged from very soft to stiff, olive, lean clay to medium dense gray silt.
- Glaciofluvial Deposits – Glaciofluvial deposits typically ranged from medium dense to very dense, red-brown to olive-brown, poorly-graded gravel with sand to silty sand with gravel. The glaciofluvial deposits were also observed to contain cobbles and boulders in many locations.
- Glacial Till – Glacial till was typically described as very dense, olive-gray, poorly-graded gravel with silt and sand to silty sand with gravel.
- Bedrock – Bedrock underlying the site consists of a fine-grained sedimentary rock known as Cambridge Argillite and was typically described as hard, slightly to moderately weathered, gray, and thinly bedded with joints dipping at low to high angle. The depth to the top of bedrock varies from 65 to 125 feet across the site.

HYM does not have site specific subsurface soil information for adjoining properties. However, based on a review of geologic maps of the area and design team experience in the areas surrounding the site, it is anticipated that similar subsurface conditions exist to the north (oil tank farm and shopping center), east (Revere Beach Parkway) and south (MBTA Blue Line, Beachmont neighborhood and Belle Isle Marsh) of the site. The area to the west of the site, known as the Orient Heights neighborhood, is part of a glacial drumlin that is composed of glacial till. It is anticipated that the glacial till is on order of 125 to 150 feet thick and directly overlies the bedrock.



### Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
1	Water	125.0	11.1%
65	Ipswich mucky peat, 0 to 2 percent slopes, very frequently flooded	126.9	11.3%
325D	Newport silt loam, 15 to 25 percent slopes	134.3	12.0%
603	Urban land, wet substratum, 0 to 3 percent slopes	349.4	31.1%
610	Beaches	2.2	0.2%
626B	Merrimac-Urban land complex, 0 to 8 percent slopes	0.0	0.0%
627C	Newport-Urban land complex, 3 to 15 percent slopes	102.4	9.1%
652	Udorthents, refuse substratum	2.2	0.2%
653	Udorthents, sandy	10.5	0.9%
655	Udorthents, wet substratum	270.7	24.1%
<b>Totals for Area of Interest</b>		<b>1,123.5</b>	<b>100.0%</b>

**Figure 15.1 - Soil Types-Neighborhood & Subject Property WSS**

Soil Map—Norfolk and Suffolk Counties, Massachusetts  
(Subject Property)

### MAP LEGEND

<b>Area of Interest (AOI)</b>	
	Area of Interest (AOI)
<b>Bells</b>	
	Soil Map Unit Polygons
	Soil Map Unit Lines
	Soil Map Unit Points
<b>Special Point Features</b>	
	Blowout
	Borrow Pit
	Clay Spot
	Closed Depression
	Gravel Pit
	Gravelly Spot
	Landfill
	Lava Flow
	Marsh or Swamp
	Mine or Quarry
	Miscellaneous Water
	Persistent Water
	Rock Outcrop
	Saline Spot
	Sandy Spot
	Severely Eroded Spot
	Gashole
	Slide or Slip
	Biotic Spot
<b>Water Features</b>	
	Streams and Canals
<b>Transportation</b>	
	Rails
	Interstate Highways
	US Routes
	Major Roads
	Local Roads
<b>Background</b>	
	Aerial Photography

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:25,000.

**Warning:** Soil Map may not be valid at this scale.  
Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service Web Soil Survey URL:  
Coordinate System: Web Mercator (EPSG 3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Norfolk and Suffolk Counties, Massachusetts Survey Area Date: Version 13, Oct 6, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 10, 2014—Aug 25, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

USDA Natural Resources Conservation Service

Web Soil Survey  
National Cooperative Soil Survey

2/8/2018  
Page 2 of 3

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
1	Water	2.9	1.8%
65	Ipswich mucky peat, 0 to 2 percent slopes, very frequently flooded	1.9	1.2%
325D	Newport silt loam, 15 to 25 percent slopes	5.3	3.3%
603	Urban land, wet substratum, 0 to 3 percent slopes	97.7	60.6%
655	Udorthents, wet substratum	53.4	33.1%
<b>Totals for Area of Interest</b>		<b>161.3</b>	<b>100.0%</b>

**Figure 15.2 - Soil Types-Neighborhood & Subject Property WSS**

a. Testing: describe any geotechnical or other testing that has been or will be completed on Site (or portion of Site)

A significant amount of geotechnical testing has been completed across the whole Suffolk Downs site including test borings, test pits, geoprosbes, groundwater monitoring wells, geophysical surveys, soil consolidation testing, organic contest testing, and soil corrosivity testing.

Test borings and geoprosbes were advanced from the existing site grades through the overburden soils and into the bedrock (test borings only) to provide information on the soil stratigraphy and to gather samples to classify the soil types. Standard penetration tests were completed in the test borings to provide information on soil density and consistency.

Test pit explorations were conducted around many of the existing buildings on the site to document their foundation conditions (type, depth, and elevations) and also to assess the quality of the existing fill soils for re-use on-site.

A network of groundwater monitoring wells was installed throughout the site to assess the elevation of the groundwater table.

Geophysical testing (cross-hole sonic testing) was completed at the site to gather information on the shear wave velocity profile of the site soils to aid in the determination of the seismic site classification (determined based on results of testing and Massachusetts State Building Code criteria) which is used in the structural design of the future buildings.

Geotechnical lab testing, including one dimensional consolidation testing and organic content testing were completed to determine the compressibility parameters of the near surface soils to assess site settlements related to the planned raise in grades.

Future geotechnical testing, including test borings, geoprosbes, and geotechnical lab testing will be completed as needed to further define subsurface conditions at specific building locations.

**5. Studies Permit(s)**

a. Specify all required environmental impact assessments and other environmental studies, and name relevant regulatory agency or agencies.

Excavation of Arsenic Impacted Fill: For the limited arsenic release, the Developer will complete a response under the Massachusetts regulatory process known as the Massachusetts Contingency Plan (310 CMR 40.0000). Studies to be prepared are (i) a Release Abatement Measure (RAM) Plan to describe the planned excavation of 70 cubic yards of impacted soils; (ii) a RAM Completion Report to document the removal, and (iii) a Permanent Solution Statement (the Massachusetts form of regulatory closure) which will be filed to close out the issue.

The Project is subject to review under the Massachusetts Environmental Policy Act (MEPA) and its implementing regulations because the development requires one or more state agency actions/permits and meets or exceeds one or more environmental review threshold. MEPA review is an environmental disclosure of a project's potential environmental impacts and public review process. The MEPA process provides state agencies with the information they need to ascertain whether a project avoids, minimizes, and/or mitigates any damage to the environment to the maximum extent practicable prior to issuing approvals and/or permits.

State Agencies cannot issue permits, provide financial assistance, or otherwise approve projects subject to MEPA jurisdiction until the MEPA review has been completed. However, local permitting processes can, and often do, proceed on a parallel schedule track to the MEPA process.

With the November 30, 2017, Expanded Environmental Notification Form (EENF) submission, the Project has completed one out of the three MEPA review stages. The EENF included a request to waive further review of the initial development phase—520,000 square feet of office to meet Amazon's initial office phase requirement. A Record of Decision granting the waiver was issued on February 28, 2018, allowing the office development to move forward with state permitting and construction without completing MEPA review of the full build-out of the site (the Master Plan Project). Preparation of documentation for the second stage of MEPA review (more fulsome comprehensive environmental impact analyses for the full build-out) is currently ongoing.

- b. Specify all required environmental permits, and name each government issuer of same. Can the environmental and building permits be integrated? Include a timetable for approvals.

Hazardous Materials Remediation: In Massachusetts, the regulatory process for remediation of hazardous materials operates under a privatized system for most sites. Environmental investigations and remediation for the Suffolk Downs Site will be performed under the supervision of an environmental professional licensed by the State (a Licensed Site Professional or "LSP") who will make filings to the Massachusetts Department of Environmental Protection. The filings do not require DEP approval, but are subject to audit by DEP.

NPDES Discharge Permit Modifications: The race track currently operates under a National Pollution Discharge Elimination System ("NPDES") Discharge Permit issued by the U.S. EPA to manage discharges from its Concentrated Animal Feeding Operation. Once all horse racing has ceased, the race track operator who formerly owned the Site will close out horse waste management operations pursuant to the

terms of the Permit. The Developer will work with U.S. EPA to modify or terminate the Permit as the Site is redeveloped and wastewater discharge processes change. The timeline for this Permit will depend on the development timeline. This permit is related to existing operations only.

**Discharge of Water from Construction Dewatering:** If necessary, a permit may be obtained from the U.S. EPA if dewatering effluent will be discharged to surface water during construction. This is a typical building construction level permit that will be applied for, if applicable, as each building goes into construction. This is not required for approval of the Master Plan.

**Asbestos:** An Asbestos Notification Form must be provided to the MassDEP and Massachusetts Department of Labor Standards prior to abatement of asbestos-containing materials (ACM). A Construction/Demolition Notification Form must be provided to the MassDEP prior to demolition regardless of whether ACM is present in the building. This is a typical building construction level permit which will be obtained as existing buildings on the site are demolished.

**Construction Period Site Drainage:** A filing with the U.S. EPA is required under the NPDES General Permit which governs drainage from large construction sites. Compliance is achieved by filing and no permit or approval is issued.

**Wetlands:** Approvals known as Orders of Conditions will be issued by the Boston Conservation Commission and the Revere Conservation Commission to authorize construction work within wetlands (including a 100-foot buffer zone) and flood plain areas, including the design of site drainage systems. These are obtained as each building moves forward on-site. This permit has been obtained for the Phase 1 Project.

**Sewer Connection Permits:** Approvals will be obtained from the Boston Water and Sewer Commission and Revere Department of Public Works for connections to the respective municipal sewer systems.

- 6. Process:** briefly describe the environmental study and permit processes, from preliminary discussions to final action, including any appeal periods. Also include the total costs for a building permit.

**Excavation of Arsenic Impacted Fill:** Because Massachusetts allows privately-engaged Licensed Site Professionals (LSP) to oversee regulatory response actions, no prior approvals are required before this work can begin. The Permanent Solution that will be submitted by the LSP serves as final regulatory closure, and MassDEP does not issue a response or no further action letter.

**NPDES Multi-Sector General Permit Modifications:** Because of the unique nature of the race track's NPDES Permit, we expect to be in contact with U.S. EPA as the development proceeds. U.S. EPA is aware of the redevelopment plans and, in our experience, has been responsive to requests for information or action. Again, this is related to an existing operational permit that is being closed out due to closure of the horse racetrack.

**Discharge of Water from Construction Dewatering and Asbestos** permits are administrative submittals without significant delays. These typically take 30 days to prepare and submit.

**Wetlands:** Applications for the Orders of Conditions described above are called "Notices of Intent" and will be filed on a building-by-building basis as the grading and storm water drainage systems are designed for each building. Typically, an Order of Conditions is issued within 3 to 4 months after the application is submitted. A public hearing before the municipal Conservation Commission is required. Each Order of Condition is subject to review by the Massachusetts Department of Environmental Protection and is subject to appeal. However, the likelihood of DEP review or an appeal is small for Suffolk Downs as no filling of wetlands is proposed and the impacts on wetlands and flood plain areas will be thoroughly reviewed on a site-wide basis as part of the Master Plan approval process. The Phase 1 Project has completed its associated Conservation Commission approval and received an Order of Conditions.

**Building Permit:** The building permit fees for new construction in Boston includes a \$50.00 primary fee plus \$10.00 per \$1,000 of the estimated hard construction costs. The building permit fees for new construction in Revere include \$15.00 per \$1,000 of the estimated hard construction costs plus Plan Review Fee (\$3,500 for the first \$500,000 of the contractual value; any additional dollars over \$500,000 up to \$3,000,000 a multiple of 0.0015; and any additional dollars over \$3,000,000 a multiple of 0.005). These fees would be determined prior to construction start based on the contractual value of the hard costs.

## 7. Code(s), Regulations

- a. Include with your response a copy of the relevant state and local environmental code(s) and regulations. (Federal statutes and regulations need not be included with your response.)

Commonwealth of Massachusetts:

Hazardous Substances Investigation and Remediation:

(<https://www.mass.gov/regulations/310-CMR-4000-massachusetts-contingency-plan>)

Asbestos:  
(<https://www.mass.gov/files/documents/2016/08/tz/asbestosreg14.pdf>)

Wetlands Protection: (<https://www.mass.gov/wetlands-protection>)

Stormwater: (<https://www.mass.gov/guides/massachusetts-stormwater-handbook-and-stormwater-standards>)

Underground Injection Control (UIC): <https://www.mass.gov/underground-injection-control-uic>

Massachusetts Water Resources Authority (MWRA):  
<http://www.mwra.com/permits/utility/8m/2016/8mapp2016.pdf>  
<http://www.mwra.com/permits/utility/directmaster02.pdf>

Inflow and Infiltration Removal (I/I): 314 CMR 12.04 (2)(c)4(d)  
[https://www.mass.gov/files/documents/2016/08/ur/314cmr12\\_87235\\_58970.pdf](https://www.mass.gov/files/documents/2016/08/ur/314cmr12_87235_58970.pdf)

City of Boston: The Boston Water Sewer Commission (BWSC): BWSC has several local regulations regarding proposed water, sewer, and stormwater connections as well as site plan review:

<http://www.bwsc.org/REGULATIONS/WaterRegulations.pdf>  
[http://www.bwsc.org/SERVICES/metering/PDF/cross\\_connection\\_regs.pdf](http://www.bwsc.org/SERVICES/metering/PDF/cross_connection_regs.pdf)  
<http://www.bwsc.org/REGULATIONS/SewerRegulations.pdf>  
[http://www.bwsc.org/REGULATIONS/backwater\\_valves.pdf](http://www.bwsc.org/REGULATIONS/backwater_valves.pdf)  
<http://www.bwsc.org/BUSINESS/siteplans/PDF/Site%20Plan%20Requirements.pdf>  
[http://www.bwsc.org/ABOUT\\_BWSC/systems/stormwater\\_mgt/Stormwater%20BMP%20Guidance\\_2013.pdf](http://www.bwsc.org/ABOUT_BWSC/systems/stormwater_mgt/Stormwater%20BMP%20Guidance_2013.pdf)

City of Revere: The City of Revere has local ordinances for water and sewer connections and wetlands:

[https://library.municode.com/ma/revere/codes/code\\_of\\_ordinances?nodeId=TIT12STSIPUPL](https://library.municode.com/ma/revere/codes/code_of_ordinances?nodeId=TIT12STSIPUPL)

- b. Are amendments to the relevant environmental code(s) and regulations pending or proposed?

Yes       No

If Yes, please provide detail:

8. Noise Restrictions: detail all noise restrictions or limitations affecting Site and any exceptions to or exemptions from same. Attach the appropriate statutory and other authorities.

The Boston Municipal Code sets standards for noise that is unreasonable or excessive and sets regulations on what kind of noise levels are generally acceptable after certain hours:  
(i) anything louder than 50 decibels from 11 p.m. to 7 a.m. is considered unreasonable,

and (ii) anything louder than 70 decibels is considered too much at any time, except for permitted construction. There are exemptions for noise created pursuant to and in accordance with a valid license or permit therefor from any department, board or commission of the City authorized to issue such license or permit. In addition, the Air Pollution and Control Commission of the City of Boston has also adopted noise control regulations pursuant to Chapter 40, Section 21 of the General Laws of the Commonwealth of Massachusetts, and by the City of Boston Code, Ordinances, Title 7, Section 50. The City of Revere has adopted a noise control ordinance. With respect to the Site, it sets a daytime limit of 79 decibels and a general limit of 72 decibels and also imposes other regulations. The ordinance establishes exceptions for intermittent or occasional use of certain equipment and certain construction activities.

## **D. Building**

### **1. Permits:** specify all required building permits, and name government issuer of same.

The building permit process in the City of Boston and City of Revere is a standardized process which will require a Building Permit and Construction Management Plan from the City of Boston Inspectional Services Department (“ISD”) and a Building Permit from the City of Revere Building Department.

### **2. Process**

#### **a. Briefly describe the building permit process, from pre-application discussions to final action, including any appeal periods.**

The building permit process in the City of Boston and City of Revere is a standardized process. Although not required, HYM holds a pre-filing meeting with the municipal ISD prior to submitting a building permit application with a set of plans. After that pre-filing meeting HYM will submit the building permit application, building permit fee and the building set of plans for ISD’s review and approval. Peer review reports for structural and building code requirements (if applicable) will be submitted at the same time. The review process typically takes 30 days prior to issuance of a building permit but can take up to 60 days if the proposed building is complicated and/or very large. ISD has also issued partial building permits (for foundations) in advance of a full building permit. There is a 30-day appeal period for building permits in Boston or Revere.

#### **b. Briefly describe the estimated cost to obtain a building permit for the project. Please attach a copy of the building permit ordinance.**

The building permit fees for new construction in Boston is a \$50.00 primary fee plus \$10.00 per \$1,000 of the estimated hard construction costs. The building permit fees for new construction in Revere is \$15.00 per \$1,000 of the estimated hard construction costs plus a Plan Review Fee (\$3,500 for the first \$500,000 of the contractual value, any additional dollars over \$500,000 up to \$3,000,000, a multiple of 0.0015; and any additional dollars over

\$3,000,000, a multiple of 0.005). These fees would be determined prior to construction commencement based on the contractual value of the construction costs.

For the Phase 1 Project, which is located in Boston, the construction costs are anticipated to be approximately \$167,000,000 and the building permit fee is estimated to be approximately \$1,670,000.

In Massachusetts, building permits are issued under the State Building Code:  
<https://www.mass.gov/service-details/ninth-edition-of-the-ma-state-building-code>.

3. Timetable: outline the timetable for a building permit process for a project such as that proposed by the Project and include whether the community can commit to a timetable for approval.

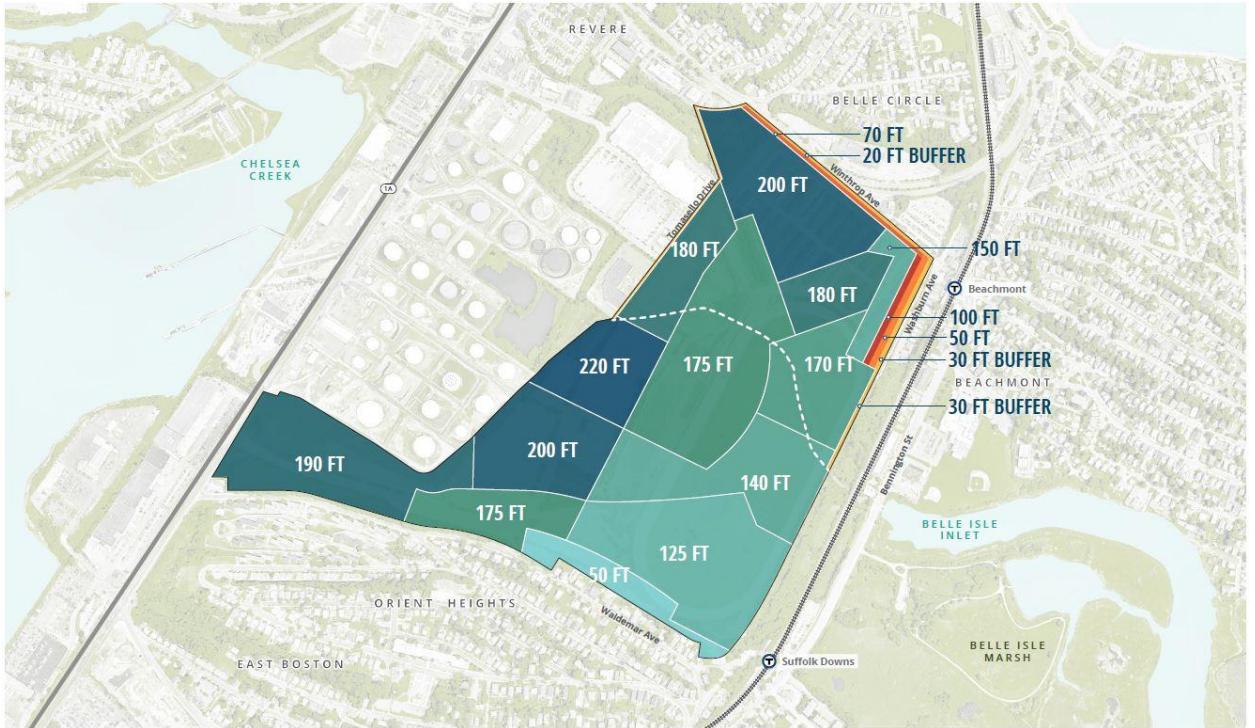
See Section D.2.a. Boston and Revere typically issue building permits (an administrative process) within the 30 to 60 days of application submission.

4. Restrictions: outline any height restrictions relevant to Site.

Building heights are governed by the applicable zoning regulations in Boston and Revere. As part of the zoning process, maximum building heights in Boston will be established in the PDA development plan approved by the BPDA and BZC. In Revere, maximum building heights will be established in the SDOD zoning amendment that is now under consideration by the Revere City Council. The maximum building heights that are proposed, and are expected to be approved, are shown on Figure 16.

Because of the proximity of the Site to Logan International Airport, the building heights must comply with limitations set by the Federal Aviation Administration (FAA) and Massachusetts Port Authority (MassPort). The proposed Master Plan building heights comply with the FAA and MassPort requirements.

A zoning amendment has previously been issued to allow for maximum building heights of up to 125 feet for the Phase 1 Project.



**Figure 16 - Proposed Heights**

## E. Utilities

For each of the following utilities/services, list the name of the utility/service provider, the person assigned to work with the Project and the relevant contact information for that person.

Water

The Boston Water Sewer Commission (BWSC) manages the City of Boston water supply. The City of Revere water supply is managed by the City of Revere Water and Sewer Department. Both municipalities purchase water from the Massachusetts Water Resource Authority (MWRA).

BWSC Contact: John Sullivan, Chief Engineer, Boston Water and Sewer Commission, (617) 989-7444, [sullivanjp@bwsc.org](mailto:sullivanjp@bwsc.org)

Revere Contact: Donald Goodwin, Superintendent, Revere Department of Public Works, (781) 286-8149

Wastewater

The City of Boston wastewater system is managed by the BWSC. The City of Revere wastewater system is management by the City of Revere Water and Sewer Department. Both municipalities discharge to treatment works owned and operated by the MWRA. Utility service providers for the City of Revere are the City and MWRA.

Boston Contact: John Sullivan, Commissioner, Boston Water and Sewer Commission, (617) 989-7444, [sullivanjp@bwsc.org](mailto:sullivanjp@bwsc.org)

Revere Contact: Donald Goodwin, Superintendent, Revere Department of Public Works, (781) 286-8149

**Electricity**

The site resides in the electric service territory of two public utility companies (PUCs): Eversource Energy (East Boston) and National Grid (Revere). The existing site buildings are currently fed from the Eversource Electric distribution system in East Boston. It is standard practice in Massachusetts that PUCs assign a dedicated Account Executive as a single point of contact for the project to coordinate all aspects of the project related to electric supply on behalf of the PUC and the developer.

Eversource Contact: David Olivier, Manager, Strategic Accounts, (339) 987-7270

National Grid Contact: Ben Hoffman, Commercial Sale Representative, (781) 907-3510

**Natural Gas**

The entire Site (including portions in both East Boston and Revere) resides in the National Grid gas service territory. National Grid currently supplies natural gas to the existing site. National Grid will assign a Lead Complex Connections Representative that will coordinate all aspects of the project related to gas supply on behalf of the PUC and the developer.

National Grid Contact: Robert Lombardi, Sr. Sales Representative, (978) 500-3613

**Solid Waste**

Solid waste removal is handled by third party private contractors selected by the building owner or on a group basis by a property owner association in both East Boston and Revere.

**Drainage/Storm Water**

The existing stormwater management infrastructure is privately owned. The proposed improvements to the stormwater management system will be maintained under private ownership.

**Telecommunications**

The two major companies that provide business level service (Phone/Cable/Internet) in Eastern Massachusetts are Comcast and Verizon. Comcast currently provides business (Enterprise) services to East Boston and Revere. Verizon is currently deploying service in the Metro Boston area as part of a \$300M expansion. Both companies will provide a Business Sale Representative to coordinate the business and residential needs of the development and building owners.

Verizon Contact: Brent Leighton, Business Development Manager, Verizon Enhanced Communities, (774) 409-3119

**Broadband**

Internet services at the site can be provided by fiber companies that feed the East Boston and Revere areas. Comcast and Crown Castle (Lighttower) are the two major companies that have extensive fiber networks in the Metro Boston area and fiber extensions into East Boston and Revere. Both companies provide dark fiber services as well. Each provides a sales representative/service consultant during the new customer connect process.

Comcast Contact: Rob Centore, Sr. Business Account Executive, Comcast Business – Boston, (617) 312-4686

1. Water: Please provide name of service provider, distance to Site, line size, capacity of line and system, and any capital improvements planned.

#### Service Provider and Existing Conditions

The Property currently obtains potable water from both Boston and Revere. The City of Boston water system is managed by the Boston Water Sewer Commission (BWSC) and the City of Revere water system is managed by the Revere Water and Sewer Department. Both municipalities purchase finished treated water from the Massachusetts Regional Water Authority (MWRA) which obtains its water supply primarily from the Quabbin Reservoir, located approximately 65 miles west of Boston.

In Boston an 8-inch water service supplies the existing clubhouse and connects to an 8-inch municipal water main in Waldemar Avenue. Water distribution infrastructure in Waldemar Avenue south of the Site varies in pipe diameter as it travels from west to east from a 12-inch service down to an 8-inch service. It is part of the Northern High Service (NHS) pressure zone.

The existing water service on the Revere side of the Site serves the existing horse stable area and originates from the 14-inch municipal water main in Winthrop Avenue. The City of Revere also owns and operates an existing 8-inch main in Tomasello Drive, which provides potable water to the Stop & Shop plaza. The City of Revere is in the process of replacing the 14-inch main in Winthrop Avenue with a new 16-inch main. The new 16-inch municipal water main is approximately 50 feet from the Site.

#### Distance to the Site

Water distribution infrastructure in Boston exists in Waldemar Avenue, directly adjacent to the Site on the southern side. The diameter of the water main in Waldemar Avenue varies from 12 inches, reduces to 8 inches, and then increases to 10 inches as it traverses from west to east. The Waldemar Avenue water main is part of the Northern High Service pressure zone and is approximately 30 feet from the Site. An additional 12-inch water main exists in Wally Street, which is part of the northern low-pressure zone. This 12-inch water main is approximately 100 feet from the Site.

In Revere, five water mains exist in Winthrop Avenue north of the Site. The Massachusetts Water Resource Authority (MWRA) has three transmission mains consisting of 30-inch, 24-inch and 16-inch water mains. These MWRA transmission mains are approximately 50 feet from the Site. The City of Revere owns and operates the remaining two mains, which are 14-inch and 12-inch water mains. The City of Revere is in the process of replacing the 14-inch main in Winthrop Avenue with a new 16-inch main. The new 16-inch municipal water main is approximately 50 feet from the Site.

## Capacity

Multiple meetings have been held with BWSC, the City of Revere, and the MWRA concerning the Master Plan Project. BWSC has indicated that they anticipate having adequate supply to provide potable water for the entire Project (16.5 million square feet of development in both Boston and Revere). Flow testing data from 2016 for a nearby building (160 Waldemar Avenue) confirms that adequate pressure in the distribution system exists to accommodate the proposed demands.

The City of Revere has indicated that the anticipated domestic and fire demands for the portion of the Project in Revere cannot be supplied from the municipal 16-inch water main without potentially causing some pressure problems for Revere's existing customers in the Beachmont neighborhood. The City of Revere has suggested a new municipal connection from the adjacent MWRA transmission lines within Winthrop Avenue be constructed to support the Project. The MWRA provides water for the greater Boston metropolitan area and can accommodate the demand.

## Capital Improvements

Given the immediate adjacency of Boston, Revere and MWRA water lines, there are no anticipated capital improvements required for the Site to be supplied with water other than the Revere 16-inch water main replacement which is underway. There is the potential of new on-site cross connections (city gates) between the Boston and Revere systems but this needs to be further evaluated as the redevelopment moves forward. This would allow some redundancy for the two cities, as well as the Site, by having new cross connections on the Site.

a. Costs - For water service to project on Site, estimate the cost of each of the following:

(i) Impact Fee

There are no anticipated impact fees associated with the supply of water to the Site other than any associated permitting, construction and connection fees which would be carried in construction budgets associated with each building.

(ii) Extension of water line(s)

There is no proposed extension of water lines beyond connecting from the adjacent streets into the Suffolk Downs site.

(iii) Installation of water line(s)

There is no proposed extension of water lines beyond connecting from the adjacent streets into the Suffolk Downs site.

(iv) Tap Fee(s)

There are no tap fees however there are water pipe connection fees which are minor in nature and typically included by the general contractor with in the construction cost.

(v) Other relevant fees and assessments

Water usage fees:

Boston: \$8.633 per 1,000 GPD or \$64.57 per 1,000 cubic feet

Revere: \$6.37 per 100 cubic feet

Source: <http://www.bwsc.org/SERVICES/rates/rates.asp>

<https://www.revere.org/departments/water-and-sewer>

**2. Wastewater:** Please provide name of service provider, distance to Site, line size, capacity of line and system, and any capital improvements planned.

**Service Provider and Existing Conditions**

The Site is currently served by both Boston and Revere for wastewater, which in turn discharges to the MWRA wastewater treatment system. The City of Boston wastewater system is managed by the Boston Water and Sewer Commission (BWSC) and the City of Revere wastewater system is managed by the Revere Water and Sewer Department. For both the City of Boston and the City of Revere, sewage from the Site ultimately discharges to the Caruso Pump Station and enters the MWRA North Metropolitan Trunk Sewer, which conveys flows to the Deer Island Wastewater Treatment plant operated by the MWRA.

In Boston, the existing clubhouse building discharges via a sewer pump station to an existing 12-inch gravity sewer in Waldemar Avenue, which flows east where it discharges to an existing 24-inch gravity sewer in the vicinity of the Suffolk Downs MBTA Blue Line Station which is part of the East Boston Low Level Sewer (EBLLS). The existing force main from the process wastewater pond, which treats stormwater runoff associated with the horse stables, discharges to the 24-inch gravity sewer near the MBTA Blue Line. In Revere, an existing 8-inch gravity sewer in Winthrop Avenue currently serves the Site.

**Distance to the Site**

The distance to the 24-inch sewer outlet near the MBTA Blue Line is approximately 65 feet.

**Capacity**

Meetings were held with BWSC, the City of Revere Engineering Department and the MWRA concerning wastewater discharges for the Master Plan. BWSC Chief Engineer John Sullivan has indicated the BWSC system has capacity to convey the sewer flows for the entire project to the Caruso Pump Station and, at the request of the MWRA, a study will be performed to confirm this capacity exists. The MWRA has indicated that the Deer Island Sewer Treatment Facility, which serves the entire MWRA system, has sufficient capacity to handle treatment of the entire Master Plan project.

The City of Revere is currently modeling the Revere portion of the Site into the City's existing sewer system model to determine if capacity is available. This evaluation is in process. Potential upgrades may be required to the Revere system to accommodate flows if the entire Site does not discharge through the City of Boston system.

## Capital Improvements

The Massachusetts Department of Environmental Protection (MassDEP), in cooperation with the MWRA and its member communities, is implementing a coordinated approach to flow control in the MWRA regional wastewater system, particularly the removal of extraneous clean water (e.g., infiltration/inflow ["I/I"]) in the system. In April of 2014, MassDEP promulgated new regulations regarding wastewater. These new regulations (314 CMR 12.00, section 12.04(2)(d)(j) require all new sewer connections with design flows exceeding 15,000 gpd to mitigate the impacts of the development by at a minimum removing four gallons of infiltration and inflow (I/I) for each new gallon of wastewater flow.

Currently, BWSC is enforcing a minimum ratio of 4:1 for I/I removal to new wastewater flow added to its system. This requirement is typically met with a payment to the BWSC of approximately \$2.41 per gallon at four times the proposed wastewater flow generated. These funds are intended to be used by the BWSC to fund I/I identification and reduction projects system wide. BWSC has indicated that this requirement needs to be addressed at least 90 days prior to activation of water service. The Phase 1 Project, which will generate approximately 26,000 gallons per day of sanitary flow will pay approximately \$250,640 in I/I fees. These fees are paid per building during the construction period.

Revere also has an I/I removal program and requires a 10:1 flow offset at a rate of \$1.30 per gallon of wastewater generated. It remains to be determined if the level of I/I mitigation required will be achieved through payments to Revere or if I/I work will be directly undertaken by HYM.

- a. Costs - For wastewater service to project on Site, estimate the cost of each of the following:

- (i) Impact Fee

There are no anticipated impact fees associated with the supply of water to the Site other than any associated permitting, construction and connection fees which would be carried in construction budgets associated with each building.

- (ii) Extension of sewage line(s)

The Master Plan proposes connections to existing sewage lines in adjacent streets. Fees from BWSC, City of Revere and MWRA for connections are typically minor in nature and relate to inspection of work or minor tap fees (separate from the I/I fees referenced).

- (iii) Installation of wastewater line(s)

For the full approximately 16.5-million-square-foot Master Plan, the on-site sewer infrastructure is estimated to cost approximately \$3,700,000.

The above estimate includes the cost of installing 12-inch PVC gravity sewer, pipe

bedding, trenching, and sewer manholes. A 25% contingency was added to account for unknowns of the schematic design. Costs were based upon the Massachusetts Department of Transportation Estimator data and RS Means Heavy Construction Cost data. It is assumed that all connections can be obtained by gravity and that a sewer pump station will not be required.

(iv) Tap Fee(s)

The tap fees are typically a construction cost and are not included in this section.

(v) Other relevant fees and assessments

Wastewater Usage fees:

Boston: \$11.795 per 1,000 GPD or \$88.23

per 1,000 cubic feet

Revere: \$19.24 per 100 cubic feet

Source:

<http://www.bwsc.org/SERVICES/rates/rates.asp>

<https://www.revere.org/departments/water-and-sewer>

No additional fees are known at this time.

3. Electricity: Please provide name of service provider, distance to Site, if dual feed available, capacity of line and system (including peak usage), and any capital improvements planned. Electric service will be provided at the Site connection point(s) by Eversource Energy or National Grid or both, which is to be determined based on the site layout, construction phasing, electric distributor loop configuration, load projections, and renewable energy considerations. The site is in close proximity to the interstate electric transmission system and two major bulk distribution substations — one owned by Eversource and one owned by National Grid. Both bulk stations are within 1.5 miles of the site (see Figure 17). Further, the proximity to Logan International Airport, which is considered a highly critical electric customer, will ensure Eversource allocates capital improvement funds to the area.

Eversource currently feeds the existing uses on the Site via the distribution system in East Boston. Medium voltage distribution circuits are rated at 10 MW (or about 420 Amps). Both PUCs would design a fully redundant source to the Site with both circuit and station ties and automated switching equipment. The design would also include a redundant, automated distributor loop within the development to minimize the frequency and duration of outage events. The PUCs will design their systems to compliment any on-site renewable energy. Based on the proposed plans for the Phase 1 Project, Eversource expects an upgrade of the current system configuration will be required to serve the estimated diversified load of 2 MW. The upgrade would increase the available capacity and further improve the reliability in the area. As is typical, Eversource will also design the Phase 1 Project upgrade with the ability to accommodate future expansions based on the construction phasing, and to ultimately feed the entire projected load of about 17 MW.

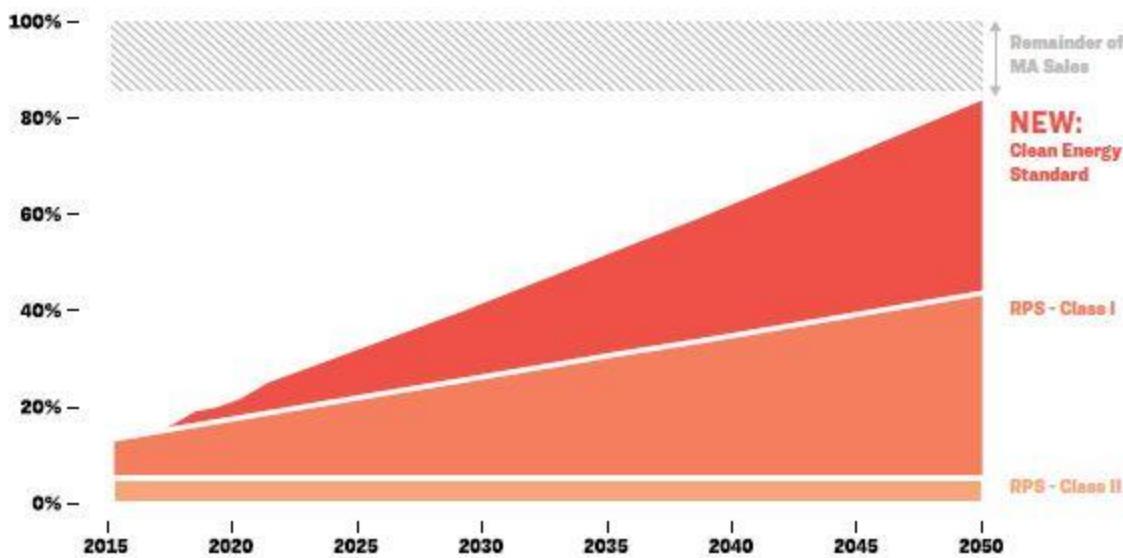
- a. What is the expected proportion of renewable energy in the utility's generation mix over the next 20 years?

In Massachusetts, a suite of policies determines the level of renewable electricity generation. The most important policy driver is the Clean Energy Standard (CES) (310 CMR 7.75), promulgated in August of 2017, which sets a minimum percentage of electricity sales that utilities and competitive suppliers must procure from clean energy sources. The CES requirement begins at 16% in 2018 and will increase 2% annually to 80% in 2050.

The CES complements the already existing Renewable Portfolio Standard (RPS) which began at a 1% in 2003 and reached 13% in 2018. Under the current policy, the RPS requirement will continue to increase by 1% per year indefinitely. RPS compliance counts towards the CES. The RPS program also includes carve-outs for various resources including solar, waste-to-energy, alternative energy (combined heat and power, fly wheels, etc.), and renewables that were built before 1998. The CES and RPS are important elements for the Massachusetts economy wide greenhouse gas reduction goals of 25% by 2020 and 80% by 2050, below the 1990 baseline which were established through the Global Warming Solutions Act of 2008 (see Figure 18).



**Figure 17 - Existing Utility Infrastructure**



Source: [www.synapse-energy.com](http://www.synapse-energy.com)

**Figure 18 - Renewable Generation Levels**

- b. What options are or will be available for the project to use up to 100% renewable energy to serve their load?

#### On-Site Renewables

- On-site renewable energy can be integrated and deployed under any energy infrastructure configuration to impact the Site's sustainability, reliability and costs effectiveness. Notable options to serve the Site's electrical and thermal loads include:
  - Solar: PV and thermal: Rooftop
  - Wind: Building mounted, limited by FAA height restrictions
  - Geothermal: 40 acres of open space
  - Waste heat recovery from data center operations or other heat producing processes that may be located in the vicinity of the development
  - Cogeneration/Trigeneration with District Energy
  - District Energy with distributed heat recovery technology

#### Off-Site Renewables

- Off-site renewable energy can be integrated and deployed under any energy infrastructure configuration to impact the Site's sustainability, reliability and costs effectiveness. Notable options to serve the Site's electrical load through offsite renewables include:
  - State/Local/Regional Offshore Wind Projects
  - Virtual power purchase agreements
  - Traditional power purchase agreements

- Retail Sleeve Project
- Green Tariff or Green Pricing Programs

### Regional Resource Availability

The regional electric transmission system provides the capability to connect the site to offshore wind, Canadian Hydro, and utility scale PV electric power. Massachusetts is a leading state with policies supporting renewable energy as can be seen with the aggressive growth of solar as a core generation source and plans for 80% integration of renewables and clean energy by 2050. Notable examples include:

- The Nation's first off-shore wind plant in New England
- Several interstate transmission projects connecting Quebec Hydro Power (1,200MW+).
- Utility scale Solar PV projects.

Nearly one half of new electricity generation planned for New England over the next three years will be from zero-carbon energy sources. ISO-NE connection gives Amazon a direct path to procurement of renewables.

#### c. What options are currently available to purchase power at Site on the open market?

Massachusetts passed the Electric Industry Restructuring Act of 1997, which established the regulatory framework to allow competitive energy supply. Today in 2018 both the markets for electricity and natural gas are very liquid with many credit qualified suppliers who can structure a wide range of energy product options for purchase separately from utility default service.

#### d. What is the cost per kWh?

The costs per kWh are broken down by the delivery and supply components for each PUC in the table below. The delivery costs are based on the 2017 Primary Service Commercial/Industrial Rate, and the supply costs are based on the 2017 Utility Default Variable Rates. The cost per kWh is blended and assumes a 60% load factor.

Cost per kWh			
PUC	Delivery	Supply	Total
National Grid	\$0.0524	\$0.0965	\$0.1489
Eversource	\$0.0536	\$0.1043	\$0.1579

The cost per kWh above is based on the standard primary service for each PUC.

Building owners or tenants will be able to seek opportunities to purchase either clean energy or bulk energy from other providers at a competitive or lower cost.

As noted above, the site straddles the Eversource and National Grid service territories. This is a unique situation in which the property owner has the right to enter into a contract with the PUC that provides the best negotiated cost of electricity.

**4. Natural Gas:** Please provide name of service provider, distance to Site, line size, capacity of line and system, and any capital improvements planned. Include any costs to the Project.

The natural gas connection(s) at the site will be supplied by National Grid. National Grid's Revere City Gate Station connects the area to the Tennessee Gas Pipeline System. The close proximity of these assets assures adequate capacity is available to feed the entire development based on the projected load. National Grid has infrastructure surrounding the site that consists of a 12-inch 22 psi intermediate pressure line, and a 12-inch 60 psi elevated pressure line. National Grid has not reported the need for capital improvements (system reinforcements) at this time, but that may change if the load in the area increases beyond their ten-year projections. National Grid reported that the existing service to the site can support the projected load of Phase 1 Project. The work will consist of the following.

- The mainline gas connection(s) from the street to the site at the determined location(s)
- The gas loop on the property, which will be coordinated with the construction phasing
- The service connections from the loop to each building, including a district energy facility
- The meter installations at each service point

Projected cost has not been estimated at this early stage of the development and expected to be in line with other projects comparable in size.

**5. Telecommunication & Broadband**

a. Provider(s) - Name and describe providers of telecommunications (including cellular coverage) services to Site, and all high speed data links available to Site.

Cable/ Internet/ Phone

Comcast is currently the Cable/Internet/Phone provider for the area that includes the site. Comcast will feed the development via the fiber network from an existing distribution center (or "Head-End") in Boston or in Revere or both depending on the site layout and level of redundancy needed. Note that full redundancy is available for the entire development. Fiber will be brought to each building and distributed to the end-user via fiber or coax cable. Verizon is currently deploying fiber service in the Metro Boston area as part of a \$300 million expansion.

Comcast and Crown Castle (Lighttower) are the two major companies that have extensive fiber networks in the Metro Boston area and fiber extensions into East Boston and Revere. Both companies provide dark fiber services as well.

Cellular

The four major carriers (AT&T, Verizon, T-Mobile, and Sprint) provide comprehensive 4G LTE cellular service to the Metro Boston area.

**b. Fiber maps/routes**

Comcast has a fiber network throughout the area, however will not use the existing network to feed the Site. Due to the size of the Master Plan Project and number of potential customers, the fiber feed(s) to the Site will be a dedicated direct run from Head-End sites in Boston and/or Revere. The route(s) and cable size (number of strands) will be determined during the design phase. Figure 19 shows the national Comcast fiber network confirming their presence in Boston

**c. Estimated cost of dark fiber lease/ownership**

Metro Boston has an expansive Dark fiber network provided by fiber companies that supply the Site, such as Crown Castle/Lighttower. The company has a lit fiber run adjacent to the site to provide dark fiber service as needed. Specifically, Crown Castle/Lighttower has a lit fiber run along the entire north side of the Site which is approximately 2,800 feet from the proposed Phase 1 Project in the Southeast corner of the property. Comcast also provides dark fiber (lease/ownership) that can be combined with other Comcast services during the new customer connect process. Typically, dark fiber is priced per strand per mile for a designated term and may include a proportional construction contribution; however, the actual cost to bring dark fiber to the site depends heavily on the location of the existing fiber, route, market demand (metro-area), and connection needs.

**d. Is any telecommunication license required for dark fiber install or use?**

See Sections E.5.c and E.5.e.

**e. Process to install new fiber lines to reach Site**

The process starts with a meeting with Comcast to discuss the following:

- The Comcast services required for the site (load)
- Building types and services required (specific to the owner/tenant)
- The amount of redundancy required
- Site layout
- Construction phasing plan
- Construction timeline

Comcast will move the process forward and develop the following:

- The origin, route, and size of the new fiber run (street and on-site)
- Overall project scope and specify the equipment
- Customer cost for the new fiber installation (contribution to construction)
- Project schedule and timeline
- Cost of services provided as specified by the customer(s)

Largest facilities-based, last mile alternative to the phone company in the United States. Physically diverse path to ensure business continuity



(Source: comcast.com)

**Figure 19 - Comcast Fiber Network Infrastructure & Topology**

## F. Transportation

### 1. Air

- Nearest Airport: name, distance to Site, number of passenger carrier service providers.  
Also include any planned, funded and approved capital improvements to the airport.

#### Boston Logan International Airport (BOS)

Boston Logan International Airport (BOS) in East Boston is just two driving miles from Suffolk Downs and four miles from Seaport Square. Logan is served by 56 carriers including 30 foreign flag carriers and 11 low-cost carriers<sup>1</sup>

Logan International Airport has daily non-stop flights to popular destinations:<sup>2</sup>

#### Upcoming Capital Improvements at Logan

<sup>1</sup> Massport, "Airline Route Development at Boston Logan" July 13, 2017, p. 3

<sup>2</sup> Massport, OAG Schedules & Airlines

In 2018, Massport will begin phase 1 of the Terminal E Modernization project, which includes the addition of seven gates in two phases.<sup>3</sup> The modernization includes an indoor connection between Terminal E and the MBTA Blue Line aimed at encouraging more travelers to take the T. In 2017, Massport began a \$200 million project to consolidate gates at Terminal B. Another potential upcoming project is the creation of up to 5,000 parking spaces. Massport's net investment in Logan's facilities for ongoing and proposed projects, according to its fiscal year 2017-2021 Capital Program, is projected to be \$2.1 billion in airport projects.<sup>4</sup> In addition to capital improvement projects at Logan Airport, Massport employs a Trip Reduction Strategy to encourage High Occupancy Travel (HOV) travel to and from the airport. Since 1990, Massport has increased HOV seats to the airport by over 250% and has achieved at Logan the highest HOV mode share of any airport in the country.

b. Detail daily scheduled service, including flights to Seattle, New York City, San Francisco/Bay Area, and Washington, D.C.

San-Francisco

13+ daily nonstop flights to San Francisco International Airport

In summer 2017, there were 126 weekly nonstop flights from Boston to San Francisco supported by four airlines; the number is projected to increase to 134 by summer 2018.

Washington DC

50+ daily nonstop flights to Washington, DC

In summer 2017, there were 325 weekly nonstop flights from Boston to Washington, DC supported by five airlines.

Seattle

5+ daily nonstop flights to Seattle

In summer 2017, there were 54 weekly nonstop flights from Boston to Seattle supported by three airlines; the number is projected to increase to 56 by summer 2018

New York City

75+ daily nonstop flights to New York City

In summer 2017, there were 403 weekly nonstop flights from Boston to New York City supported by four airlines; the number is projected to increase to 432 by summer 2018. These flights serve JFK, La Guardia, and Newark airports.

c. Next nearest Airport:

**Manchester-Boston Regional Airport (MHT)**

Manchester-Boston Regional airport is 49 driving miles from Seaport Square and 52 miles from Suffolk Downs. Four airlines, including American, Delta, Southwest and United Airlines, serve the needs of the airport. Currently, there are no direct flights available to

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<sup>3</sup> Massport 2017 Comprehensive Annual Financial Report <http://www.massport.com/media/2641/mpa-fy17-cafr-final.pdf>

<sup>4</sup> <http://www.massport.com/conley-terminal/about-the-port/port-statistics/autoport/>

Seattle and San Francisco. There are four non-stop daily flights to Washington D.C and six to New York City.

2. Roads: describe road access to Site and any planned improvements. Include details of how employees may commute into Site via personal auto or rideshare. Use specific highway names, road names, bridges, etc.

The Site is bounded by William F McClellan Highway (Route 1A) to the west and Winthrop Avenue (Route 145) to the north. Figure 20 identifies the study area roadway jurisdictions. Primary vehicular access to the Site is provided off Route 1A via Tomasello Drive, a privately-owned roadway that runs through the site, and Winthrop Avenue (Route 145/Revere Beach Parkway).

A public transit system, including rapid transit (the MBTA Blue Line) and public MBTA bus service are available within the vicinity of the Site. Refer to Figure 22.

The mode share for the site is anticipated to be approximately 29% personal auto (single occupancy vehicle), 5% rideshare, 48% transit, 15% walk and 3% bike.

Suffolk Downs is directly served by Route 1A, a major north/south state highway which provides direct connections southbound via the two Boston Harbor Tunnels to Interstate 93 (North-South Highway Corridor) and Interstate 90 (East-West Highway Corridor). In addition, Route 1A provides connections to Route 16, Route 1 and Revere Beach Parkway. This situates the Suffolk Downs site with highway connections to the entire Greater Boston Region, providing direct connections to all of Boston's suburban housing areas as well as further connectivity to the larger region's recreational amenities.

#### Route 1A Access

Access to the Site is currently provided on Route 1A at two distinct points: at Tomasello Drive and at Furlong Drive. As the Site is built out, substantial corridor improvements are proposed along Route 1A from Boardman Street to Winthrop Avenue (Route 145), which include roadway widening, new traffic signal installation and upgrades to existing traffic signals. The following summarizes additional details on existing and future access conditions:

- Primary local vehicular access to the Site will be provided via Tomasello Drive, a privately-owned roadway through the site, with connections to Route 1A and Winthrop Avenue (Route 145). During the early phases of development, the intersection of Tomasello Drive at Route 1A will operate as an unsignalized intersection, allowing left- and right-turns into the Site from Route 1A and right-turns only exiting the Site (left-turns to Route 1A southbound will continue to be prohibited). To support the future phases of development, significant infrastructure improvements are proposed at this location

including implementation of a two-phase traffic signal to support safe and efficient access as well as left-turn egress onto Route 1A southbound. Widening of Tomasello Drive and Route 1A will also be implemented as part of these improvements.

- Furlong Drive, a public way from Route 1A to the Shops at Suffolk Downs, provides an additional, secondary access connection opportunity between Route 1A and Tomasello Drive via a publicly-accessible driveway through the shopping plaza. Under existing conditions, turning movements to and from Furlong Drive at Route 1A are limited to right-in and right-out on the northbound side of Route 1A (there is currently no median break at this intersection). In future phases of development, a break in the median is proposed along with the installation of a two-phase traffic signal to allow left-turns exiting the Site to Route 1A southbound. This action will help to alleviate future peak period demands at the other primary access points and will reduce traffic on Winthrop Avenue by providing an additional means of accessing Route 1A southbound.

#### Route 145 (Winthrop Avenue) Access

- Tomasello Drive at Route 145 (Winthrop Avenue) is a signalized intersection and functions in coordination with the offset intersection at North Shore Road. Under future conditions, geometric and traffic signal improvements are proposed at both of these intersections to optimize traffic operations along this corridor. This intersection serves as the primary access point to the north end of the Site.
- To the east of the main Tomasello Drive/Winthrop Avenue access, a right-turn in/right-turn out access driveway is proposed, which will facilitate access to specific buildings at the northern end of the 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 Site.

As described above, the multiple access points and future roadway improvements are expected to facilitate vehicular access to the site. However, through the amenities provided at the Site, membership in a local Transportation Management Agency, and adjacent mass transit options, employees will have several attractive options to access the site via modes other than personal automobiles. The Site is envisioned to be a dense, transit-oriented, walkable community. Due to the Site’s location adjacent to two MBTA transit stops and a robust Transportation Demand Management program proposed, less than 30 percent of the site-generated traffic is expected to arrive via single-occupancy vehicles.

- 1** Route 1A/Boardman Street
- 2** Route 1A/Waldemar Avenue
- 3** Route 1A/Tomasello Drive
- 4** Route 1A/Jughandle
- 5** Bennington Street/Crescent Avenue
- 6** Bennington Street/State Road/Winthrop Avenue
- 7** Winthrop Avenue/Revere Beach Parkway
- 8** Winthrop Avenue/Tomasello Drive
- 9** Winthrop Avenue/North Shore Road
- 10** Winthrop Avenue/Route 1A
- 11** Winthrop Avenue/Revere Beach Parkway/Harris Street
- 12** Bell Circle-VFW Parkway/Route 16/Route 60



**Figure 20 - Site Access Map**

## SUFFOLK DOWNS



T-67

Proprietary & Confidential

4840-0257-2378.3

## BEACHMONT



Figure 21 - MBTA Blue Line Stations Location Map

3. Tram or Light Rail: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

You can find data on MBTA ridership and reliability on the MBTA Performance Dashboard: <http://www.mbtabackontrack.com/performance/index.html#/home>

The Massachusetts Bay Transportation Authority (MBTA) operates the Blue Line subway service to the Site via Suffolk Downs and Beachmont Stations adjacent to the Site (Figure 21), which connects with the MBTA's Orange Line subway at State Street and the MBTA's Green Line light rail service at Government Center Station.

The MBTA rapid transit system map is shown in Figure 22<sup>5</sup>. This map illustrates the connection between the Blue Line and Green Line at Government Center, and also shows the extent of the Green Line operations.

The MBTA Green Line light rail service has four branches, providing service to Boston College in Newton (B Branch), Cleveland Circle in Boston (C Branch), Riverside in Newton (D Branch), and Heath Street in Boston (E Branch). Each of these branches serves downtown Boston, with the E Branch also connecting to Lechmere in Cambridge. During the peak periods, each branch operates every 6 minutes (for combined frequencies of approximately 1.5 minutes at trunk stations)<sup>6</sup>. During weekday off-peak periods, trains are scheduled to run every 7-11 minutes on each branch (for combined frequencies of approximately 2-3 minutes at trunk stations).<sup>7</sup>

The table below identifies the reliability of Green Line service during 2017, across all branches, defined as the percentage of passengers who waited for a shorter time than the scheduled time between trains.

MBTA Green Line Reliability – 2017<sup>89</sup>

Line	2017	2017 Q1	2017 Q2	2017 Q3	2017 Q4
Green	78%	78%	78%	78%	77%

The MBTA has programmed a 4.7-mile extension of the Green Line from Lechmere Station to Somerville and Medford. The Notice to Proceed has been awarded to the Design Build Entity for this project, with construction expected to begin in 2018 and service

<sup>5</sup> MBTA, Subway Map, available at <https://www.mbta.com/maps/maps>.

<sup>6</sup> MBTA. Rapid Transit Schedule. Effective December 31, 2017 – March 31, 2018.

<sup>7</sup> MBTA. Rapid Transit Schedule. Effective December 31, 2017 – March 31, 2018.

<sup>8</sup> MBTA, Dashboard Data – Reliability Series, 1/1/2017-12/31/2017, available at <http://www.mbtabackontrack.com/performance/index.html#/detail/reliability///>

<sup>9</sup> MBTA, "Interpreting MBTA Performance Data," July 27, 2016.

expected to begin in 2021.<sup>10</sup>

a. Extension or new tram/light rail service

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure tram or light rail service to Site?

Yes       No

Site already directly served by MBTA Blue Line Subway service as shown in Figure 21.

(ii) If Yes, provide letter of commitment and identify funding source(s).

4. Metro or Subway: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

The Site is directly served by the Massachusetts Bay Transportation Authority (MBTA) Blue Line subway via two stations adjacent to the site: Suffolk Downs Station and Beachmont Station. The MBTA Blue Line operates between Wonderland Station in Revere and Bowdoin Station in Boston. The Blue Line connects with the Orange Line at State Street Station, the Green Line at Government Center Station, and ferry service at Aquarium Station. The MBTA Blue Line also provides service to Boston Logan International Airport via Airport Station, which is served by a free terminal shuttle operated by Massport.

The MBTA rapid transit system map is shown on the following page<sup>11</sup>. This map illustrates the Blue Line and its connections to the Green Line, Orange Line, ferry service, and Boston Logan International Airport.

On weekdays, Blue Line service operates from 5:13 a.m. to 1:21 a.m.<sup>12</sup> <sup>13</sup> During the peak periods, trains operate every 4.5 minutes. During weekday off-peak periods, trains are scheduled to run every nine minutes.<sup>14</sup>

The total Blue Line fleet consists of 94 vehicles, which are proactively maintained by the MBTA's reliability-centered maintenance program. The Blue Line fleet is one of the most reliable among the MBTA's vehicle fleets.<sup>15</sup> During peak service, 72 vehicles (12 six-car trainsets) are utilized, with additional trainsets kept in reserve.<sup>16</sup>

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<sup>10</sup> MBTA, "Federal Funds Issued for MBTA Green Line Extension Project," December 21, 2017.

<https://www.mbta.com/news/2017-12-21/federal-funds-issued-mbta-green-line-extension-project>.

<sup>11</sup> MBTA, Subway Map, available at <https://www.mbta.com/maps/maps>.

<sup>12</sup> MBTA. Blue Line Schedule. Accessed from [www.mbta.com/schedules/Blue/line](http://www.mbta.com/schedules/Blue/line).

<sup>13</sup> MBTA. DGM Remarks. Presentation to Fiscal & Management Control Board. October 30, 2017.

<sup>14</sup> MBTA. Rapid Transit Schedule. Effective December 31, 2017 – March 31, 2018.

<sup>15</sup> MBTA. DGM Remarks. Presentation to Fiscal & Management Control Board. October 30, 2017.

<sup>16</sup> MBTA. MBTA State of the System: Blue Line Heavy Rail. Presentation to Fiscal & Management Control Board. August 8, 2016.

The table below identifies the reliability of Blue Line service during 2017, defined as the percentage of passengers who waited for a shorter time than the scheduled time between trains.

#### MBTA Blue Line Reliability – 2017<sup>1718</sup>

Line	2017	2017 Q1	2017 Q2	2017 Q3	2017 Q4
Blue Line	96%	96%	96%	95%	96%

The MBTA’s Engineering and Maintenance Department is currently planning and evaluating Blue Line signal improvements.<sup>19</sup>

The Blue Line also connects to the MBTA’s Orange Line subway through a transfer at State Street Station. The Blue Line does not directly connect to the MBTA’s Red Line subway, but Blue Line riders can transfer to the MBTA’s Orange Line or Green Line and travel for one additional stop to access the Red Line. The MBTA rapid transit system map shown in Figure 22 illustrates the connection between the Blue Line and Orange Line at State Street Station, the Orange Line and Green Line connections to the Red Line, and the extent of the Orange Line and Red Line operations. The MBTA is looking at the potential extension of the MBTA Blue Line from Bowdoin Street Station down Charles Street to connect at the MBTA Red Line station at Charles MGH.

The MBTA Orange Line operates between Forest Hills in Boston and Oak Grove in Malden. During the peak periods, trains operate every 6 minutes.<sup>20</sup> During weekday off-peak periods, trains are scheduled to run every 9-10 minutes.<sup>21</sup>

The MBTA Red Line has two branches, operating between Alewife in Cambridge and either Braintree Station or Ashmont Station in Boston. The Braintree and Ashmont branches join at JFK/UMass Station and both provide service through downtown Boston and Cambridge. During the peak periods, trains operate every 9 minutes on each branch (for combined frequencies of every 4.5 minutes at trunk stations).<sup>22</sup> During weekday off-peak periods, trains are scheduled to run every 12-14 minutes on each branch (for

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<sup>17</sup> MBTA, Dashboard Data – Reliability Series, 1/1/2017-12/31/2017, available at <http://www.mbtabackontrack.com/performance/index.html#/detail/reliability///>

<sup>18</sup> MBTA, “Interpreting MBTA Performance Data,” July 27, 2016.

<sup>19</sup> Andrew Brennan, MBTA, comment letter to the EEA #15783-Suffolk Downs Redevelopment Environmental Notification Form (ENF) and Request for Phase 1 Waiver, 19 Jan. 2018.

<sup>20</sup> MBTA. Rapid Transit Schedule. Effective December 31, 2017 – March 31, 2018.

<sup>21</sup> MBTA. Rapid Transit Schedule. Effective December 31, 2017 – March 31, 2018.

<sup>22</sup> MBTA. Rapid Transit Schedule. Effective December 31, 2017 – March 31, 2018.

combined frequencies of every 6-7 minutes at trunk stations).<sup>23</sup>

The table below identifies the reliability of Orange Line and Red Line services during 2017, defined as the percentage of passengers who waited for a shorter time than the scheduled time between trains.

MBTA Orange Line & Red Line Reliability-2017<sup>24 25</sup>

Line	2017	2017 Q1	2017 Q2	2017 Q3	2017 Q4
Orange Line	93%	95%	95%	91%	92%
Red Line	93%	93%	93%	93%	91%

The MBTA has procured new vehicles for the Orange and Red Lines, with delivery anticipated beginning in 2018 for the Orange Line and 2019 for the Red Line.<sup>26</sup> In addition, the MBTA has programmed funding to upgrade signals on the Red Line and Orange Line, which will improve frequencies on each line.<sup>27</sup> Together, the delivery of new vehicles and infrastructure investments will provide an opportunity for Orange Line trains to operate every 4.5 minutes, and for Red Line trains to operate every 3 minutes.<sup>28</sup>

a. Extension or new service commitment

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure metro service to Site?

Yes       No

Site already directly served by MBTA Blue Line Subway service

(ii) If Yes, provide letter of commitment and identify funding source(s).

<sup>23</sup> MBTA. Rapid Transit Schedule. Effective December 31, 2017 – March 31, 2018.

<sup>24</sup> MBTA, Dashboard Data – Reliability Series, 1/1/2017-12/31/2017, available at <http://www.mbtabackontrack.com/performance/index.html#/detail/reliability///>

<sup>25</sup> MBTA, “Interpreting MBTA Performance Data,” July 27, 2016.

<sup>26</sup> MBTA, “Red/Orange Line Vehicle Procurement,” January 8, 2018.

<sup>27</sup> MBTA, “MBTA Contract R19PS03 Program Management/Construction Management Amendment Nos. 3 and 4: Red Line/Orange Line Improvements Program,” December 12, 2016.

<sup>28</sup> MBTA. Integrated Fleet and Facilities Plan (IFFP) Part Two: Heavy Rail – Red, Orange, and Blue Lines. Presentation. November 20, 2017.



**Figure 22 - MBTA Rapid Transit System**

5. Commuter Train Service: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

While the Site is not directly served by commuter rail service, there are several possible options for connecting to the existing commuter rail stations. North Station, which is an approximately 4.8-mile drive from the Project Site and South Station, an approximately 6.0-mile drive from the Site both can be accessed through a new private shuttle bus operation.

In addition, the Newburyport/Rockport Line track passes within approximately 0.5 miles of the Project Site to the north of Chelsea Station, which is near the Wonderland Blue Line Station. The City of Revere is pursuing a potential new commuter rail station and intermodal connection with the Wonderland Blue Line Station, which would provide a commuter rail connection via the Blue Line to the Project Site. This new station would provide access to the Newburyport/Rockport commuter rail line and a diverse set of North

Shore coastal cities and towns.

The MBTA commuter rail map<sup>29</sup> illustrates the extent of the MBTA's commuter rail network, including the Newburyport/Rockport Line. The MBTA's commuter rail service is operated through contract by Keolis Commuter Services.

The MBTA Newburyport/Rockport Line has two branches, providing service between North Station in Boston and either Newburyport or Rockport to the north of Boston. During the peak periods, the Newburyport/Rockport Line operates through Chelsea with average frequencies of approximately 30 minutes.<sup>30</sup> During weekday off-peak periods, trains are scheduled to operate through Chelsea with average frequencies of approximately 45 minutes.<sup>31</sup>

The MBTA's extensive commuter rail system carries the sixth highest commuter rail ridership in the United States.<sup>32</sup> Based on the most recent data available (FY15), the average daily weekday ridership on the MBTA commuter rail system was 121,662 boardings, including 16,015 boardings on the Newburyport/Rockport Line, which represents 13% of the overall commuter rail ridership.<sup>33</sup>

During 2017, 89% of the Newburyport/Rockport Line trains reached their final stop less than five minutes late. Refer to the table below for a breakdown of the Newburyport/Rockport Line's reliability by quarter in 2017.

MBTA Newburyport/Rockport Line Reliability – 2017<sup>34 35</sup>

Line	2017	2017 Q1	2017 Q2	2017 Q3	2017 Q4
Newburyport/Rockport Line	89%	85%	91%	89%	89%

a. Extension or new service commitment

<sup>29</sup> MBTA, Commuter Rail Lines Map, available at <https://www.mbta.com/maps/maps>.

<sup>30</sup> MBTA. Newburyport/Rockport Line Schedule. Effective November 20, 2017

<sup>31</sup> MBTA. Newburyport/Rockport Line Schedule. Effective November 20, 2017.

<sup>32</sup> Source: MBTA, "Focus 40, State of the System Report: Commuter Rail," December 15, 2015. Available at: <https://www.massdot.state.ma.us/Portals/49/Docs/Focus40CommuterRail.pdf>

<sup>33</sup> Ridership represents combined inbound and outbound boardings. Source: MBTA, "Focus 40, State of the System Report: Commuter Rail," December 15, 2015. Available at:

<https://www.massdot.state.ma.us/Portals/49/Docs/Focus40CommuterRail.pdf>

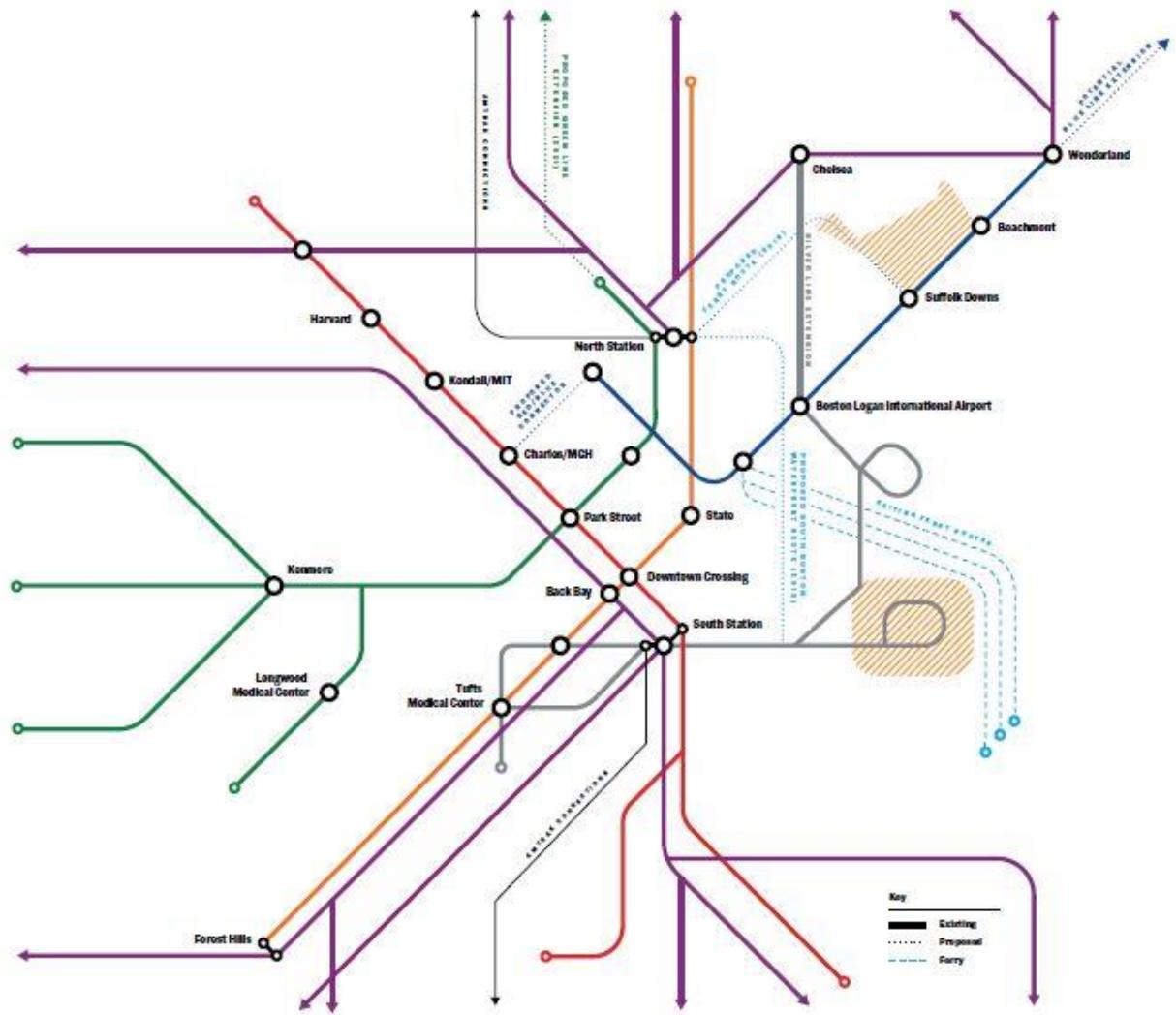
<sup>34</sup> MBTA, Dashboard Data – Reliability Series, 1/1/2017-12/31/2017, available at <http://www.mbtabackontrack.com/performance/index.html#/detail/reliability///>

<sup>35</sup> MBTA, "Interpreting MBTA Performance Data," July 27, 2016.

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure rail service to Site?

Yes       No

(ii) If Yes, provide letter of commitment and identify funding source(s).



**Figure 23 - MBTA Commuter Rail Network**

6. Ferry Service for employee commuting: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

The Site is not served by ferry service in the immediate vicinity. The Site is located within 1,000 feet of the Chelsea River, which provides water access to downtown Boston. While

ferries do not currently operate on the Chelsea River, there is an opportunity to explore ferry service on the Chelsea River, directly across from the Site on Route 1A.

The Massachusetts Bay Transportation Authority (MBTA) Blue Line subway, which serves the Site at Suffolk Downs and Beachmont Stations, does provide a connection to the MBTA's commuter boat system through a transfer at Aquarium Station. The commuter boat system is privately operated by Boston Harbor Cruises.

The MBTA commuter boat system map<sup>36</sup> illustrates the connection between the Blue Line and ferry system at Aquarium, and also shows the extent of the commuter boat operations. There are two commuter boat services departing from Long Wharf, next to the Blue Line Aquarium Station. One commuter boat connects Long Wharf to Charlestown Navy Yard, and the other connects Long Wharf to Hingham and Hull. In addition, a seasonal service connects Long Wharf to Lynn and Salem. The Charlestown Navy Yard service operates four round-trips per day, including one round-trip during each peak period.<sup>37</sup> The Hingham/Hull service operates every hour, both during peak and off-peak periods.<sup>38</sup> MBTA's commuter ferries are the most reliable mode on the MBTA system, with excellent on-time performance, except during the most extreme weather conditions.<sup>39</sup> Current commuter boat reliability statistics are not publicly available, but on-time performance for all commuter ferry routes in 2015 (excluding February 2015) was greater than 97.5%.<sup>40</sup>

a. Extension or new service commitment

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure ferry service to Site?

Yes       No

(ii) If Yes, provide letter of commitment and identify funding source(s).

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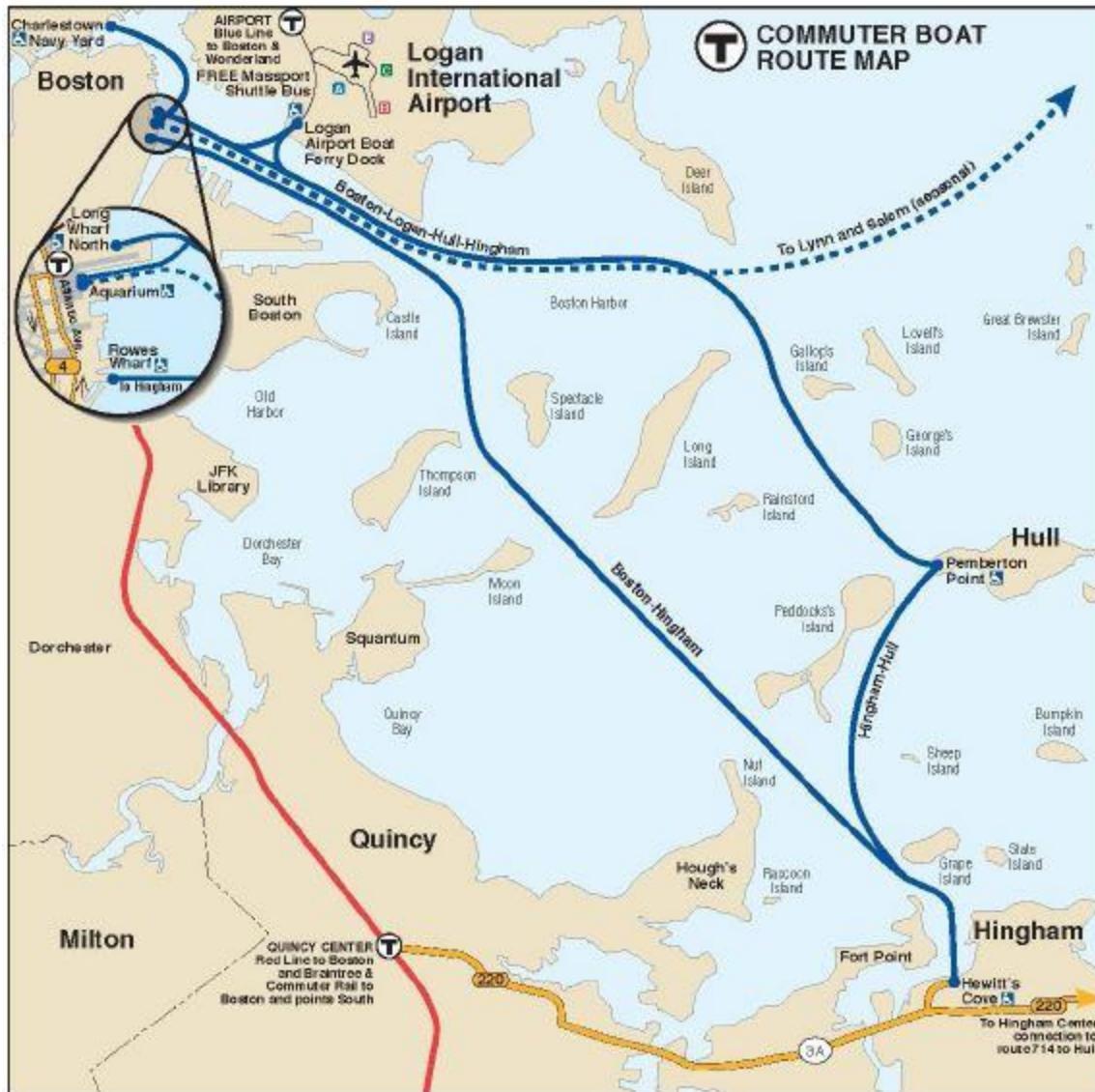
<sup>36</sup> MBTA, Ferry Map, available at <https://www.mbta.com/maps/maps>.

<sup>37</sup> MBTA. Ferry Schedules. Effective May 1, 2017.

<sup>38</sup> MBTA. Ferry Schedules. Effective May 1, 2017.

<sup>39</sup> MBTA. State of the Service: Water Transportation. Presentation. Available at [https://d3044s2alrsxog.cloudfront.net/uploadedfiles/About\\_the\\_T/Board\\_Meetings/Ferries\\_7-18-FMBCB.PDF](https://d3044s2alrsxog.cloudfront.net/uploadedfiles/About_the_T/Board_Meetings/Ferries_7-18-FMBCB.PDF)

<sup>40</sup> MBTA. State of the Service: Water Transportation. Presentation. Available at [https://d3044s2alrsxog.cloudfront.net/uploadedfiles/About\\_the\\_T/Board\\_Meetings/Ferries\\_7-18-FMBCB.PDF](https://d3044s2alrsxog.cloudfront.net/uploadedfiles/About_the_T/Board_Meetings/Ferries_7-18-FMBCB.PDF)



**Figure 24 - MBTA Commuter Boat Network**

7. Bus Service: name of provider, details of system (maps) of areas served, and planned improvements. Also include data on the reliability of the service and delays.

There are a number of Massachusetts Bay Transportation Authority (MBTA) bus routes operating in the vicinity of the Site. Each is described on the following pages, with a map provided to illustrate the full route extent.

Route 119<sup>41</sup> provides local bus service between Beachmont Station and the Northgate Shopping Center. The route operates along the northern end of the Site, with the nearest stops located on Winthrop Avenue. During peak hours, bus service on this route operates

<sup>41</sup> MBTA, Ferry Map, available at <https://www.mbta.com/maps/maps>.

approximately every 30 to 35 minutes. The map on the following page illustrates this route.

Route 120<sup>42</sup> operates on the southern side of the Site in the Orient Heights neighborhood. The route provides local bus service between the MBTA Blue Line's Orient Heights Station and Maverick Station. During peak hours, bus service on this route operates approximately every 15 to 20 minutes. The map on the following page illustrates this route.

In addition to the two local routes, the MBTA runs a many long distance commuter routes from communities north of the Suffolk Downs site. These include Routes 424<sup>43</sup>, Route 434<sup>44</sup>, Route 448, Route 449<sup>45</sup>, Route 450<sup>46</sup> and Route 459<sup>47</sup> which provide commuter bus service between communities in the North Shore to Haymarket Station or Downtown Crossing Station. These routes directly pass by the Site via Route 1A, with a few of them making limited stops on Route 1A in the vicinity of the Project. The maps on the following pages illustrate these routes<sup>48</sup>.

Table 4 identifies the reliability of each of the bus routes during 2017, defined as the percentage of time points served on time (departing between one minute early and six minutes late).<sup>49</sup>

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<sup>42</sup> MBTA, Routes 120 and 121 Schedules, Effective December 31, 2017 – March 31, 2018

<sup>43</sup> [https://cdn.mbtace.com/sites/default/files/route\\_pdfls/2018\\_winter/rt424450456.pdf](https://cdn.mbtace.com/sites/default/files/route_pdfls/2018_winter/rt424450456.pdf)

<sup>44</sup> [https://cdn.mbtace.com/sites/default/files/route\\_pdfls/2018\\_winter/rt434435436.pdf](https://cdn.mbtace.com/sites/default/files/route_pdfls/2018_winter/rt434435436.pdf)

<sup>45</sup> [https://cdn.mbtace.com/sites/default/files/route\\_pdfls/2018\\_winter/rt441442448449.pdf](https://cdn.mbtace.com/sites/default/files/route_pdfls/2018_winter/rt441442448449.pdf)

<sup>46</sup> [https://cdn.mbtace.com/sites/default/files/route\\_pdfls/2018\\_winter/rt424450456.pdf](https://cdn.mbtace.com/sites/default/files/route_pdfls/2018_winter/rt424450456.pdf)

<sup>47</sup> [https://cdn.mbtace.com/sites/default/files/route\\_pdfls/2018\\_winter/rt455459.pdf](https://cdn.mbtace.com/sites/default/files/route_pdfls/2018_winter/rt455459.pdf)

<sup>48</sup> Suffolk Downs Redevelopment, Expanded Environmental Notification Form/Expanded Project Notification Form, November 30, 2017.

<sup>49</sup> MBTA, Dashboard Data – Reliability Series, 1/1/2017-12/31/2017, available at <http://www.mtabackontrack.com/performance/index.html#/detail/reliability///>

<sup>50</sup> MBTA, "Interpreting MBTA Performance Data," July 27, 2016.

Table 4

**MBTA Bus Reliability for Routes in Vicinity of Site – 2017**

<b>Line</b>	<b>2017</b>	<b>2017 Q1</b>	<b>2017 Q2</b>	<b>2017 Q3</b>	<b>2017 Q4</b>
Route 119	68%	76%	64%	66%	65%
Route 120	64%	67%	70%	68%	51%
Route 424	56%	62%	58%	54%	49%
Route 434	41%	38%	44%	37%	43%
Route 448	44%	48%	43%	40%	44%
Route 449	44%	51%	40%	43%	41%
Route 450	56%	62%	55%	55%	53%
Route 459	44%	52%	41%	39%	45%

## a. New service or extension commitment

(i) Will State/Commonwealth/Province or local government(s) commit to acquire right-of-way to assure bus service to Site, if necessary?

Yes       No

Site already served by bus service

(ii) If Yes, provide letter of commitment and identify funding source(s).

## 8. Master Transit Plan: please provide a copy of the Master Transit Plan encompassing Site, if any.

The majority of the Site is within a ½ mile of the two existing MBTA Blue Line stations.

The Proponent is also considering the establishment of an on-site shuttle service that would provide connectivity within the Site and provide direct connections to the nearby Blue Line stations (Beachmont and Suffolk Downs).



**Figure 25 – Bus Access to Site**

## G. Local Taxes

### 1. Real Property Tax Rate

#### a. Calculate Annual Real Property Taxes for Site

The City of Boston's fiscal year starts on July 1 and ends on June 30. Property taxes are billed based on an assessed value and on a quarterly basis. The first and second quarter tax

bills are estimates based on the prior year's property value and tax rate. The current year tax rate appears on the third quarter tax bill.

The 2018 tax rate (per thousand dollars of assessed value) is \$10.48 for residential and \$25.20 for commercial, industrial, and personal property.

The City of Revere's fiscal year starts on July 1 and ends on June 30. Property taxes are billed based on an assessed value and on a quarterly basis. The first and second quarter tax bills are estimates based on the prior year's property value and tax rate. The current year tax rate appears on the third quarter tax bill.

The 2018 tax rate (per thousand dollars of assessed value) is \$12.96 for residential and \$25.36 for commercial, industrial.

Annual real property taxes will be determined based upon the final assessed valuation of the buildings, as determined by the applicable assessors.

## **2. Personal Property Tax Rate**

Please see number above. The 2018 tax rate (per thousand dollars of assessed value) is \$25.20 for personal property.

In Revere, the 2018 tax rate (per thousand dollars of assessed value) is \$25.36 for personal property.

### **a. Detail any personal property exclusions**

There are a variety of exemptions. Tangible property that faces another local tax is exempt from the personal property tax such as an excise tax. For example, motor vehicles and trailers, ships, boats and farm animals and equipment are all subject to an excise tax, so there isn't a personal property tax. All intangible property is exempt from the personal property tax. This includes stocks, bonds, cash, mortgages, and other evidence of property ownership. Exemptions also exist for property used for internal buying, selling, accounting, or administrative functions, as well as for inventory or stock in trade.

Per the City of Boston tax website: "Professional tools used by plumbers, carpenters, mechanics, and workers in other trades are exempt. In legal terms, these are called "tools of the trade." Tools used by other professionals, like dentists and doctors, are not exempt." Source: <https://www.boston.gov/departments/assessing/personal-property-tax>

## **3. Detail any additional local taxes (i.e., overlay, infrastructure)**

There are two noteworthy tax initiatives that are currently in effect in Boston:

1. Proposition 2½: Massachusetts voters passed the ballot initiative in 1980. The law limits the amount of property taxes a city or town can raise in two ways (Source: <https://www.boston.gov/departments/assessing/how-we-tax-your-property>):
  - The amount raised in property taxes can never be more than 2½ percent of the full cash value of all taxable property in a city or town. This is called the 2½ levy ceiling.
  - The amount raised in property taxes cannot jump more than 2½ percent from year to year. There are exceptions for new growth, or if voters OK overrides and exclusions. This is called the 2½ levy limit.
2. Community Preservation Act (CPA): In November 2016, Boston voters approved the CPA to create a community preservation fund. The City of Boston “finances this fund in part by a 1% property tax-based surcharge on residential and business property tax bills, beginning in July 2017. The City will use this revenue to fund the following types of initiatives consistent with CPA guidelines: affordable housing, historic preservation, open space, and public recreation.
  - The CPA surcharge is expected to show up on quarterly tax bills beginning in Fiscal Year 2018 as a separate line item from the typical tax levy. The CPA surcharge by first deducting \$100,000 from the property value. Next, we recalculate the tax and any residential exemption or any personal exemptions that exist.

Source: <https://www.boston.gov/community-preservation-act>

## **H. Government**

1. Describe the government in your community, focusing on:

- a. Municipal government organization and responsibilities

The City of Boston is organized and operates under a “strong mayor” form of government, with most actions taken by the City Council requiring approval by the Mayor. The Mayor has broad powers of appointment. All department heads are appointed by and serve at the pleasure of the Mayor. The legislative body of the City is the thirteen-member City Council. The City Council comprises four at-large members who are elected by, and represent, the entire city, and nine district councilors who are elected by, and represent, specific districts of the city. The City Council enacts ordinances subject to the Mayor’s approval.

The following City of Boston departments have jurisdiction over the Project:

- Mayor of the City of Boston
- Boston Air Pollution Control Commission
- Boston Civic Design Commission
- Boston Committee on Licenses
- Boston Fire Department

- Boston Inspectional Services Department
- Boston Parks and Recreation Commission
- Boston Public Improvement Commission/
- Department of Public Works
- Boston Redevelopment Authority
- Boston Transportation Department
- Boston Water and Sewer Commission
- Boston Zoning Commission
- Boston Zoning Board of Appeal
- Boston Employment Commission

The City of Revere also has a Mayor and City Council, with the Mayor having broad powers of appointment. All department heads are appointed by and serve at the pleasure of the Mayor. The legislative body of the City is the eleven-member City Council. The City Council comprises five at-large members who are elected by, and represent, the entire city, and six councilors who are elected by, and represent, specific wards of the city. The City Council enacts ordinances subject to the Mayor's approval.

**b. County government organization and responsibilities**

N/A

**c. State government organization and responsibilities, especially as government action may affect the Company and the headquarters.**

The form of Massachusetts government is provided by the Constitution of the Commonwealth. The legislative power is exercised by the bicameral General Court, composed of the Senate and House of Representatives. The executive power generally is exercised by the Governor, along with other independently elected officers, the Attorney General, Secretary of the Commonwealth, and Auditor. The judicial power is reposed in the Supreme Judicial Court, which superintends the entire system of courts. Massachusetts judges are appointed by the Governor subject to approval by the Governor's Council, who are elected officials. Cities and towns also act through local governmental bodies that possess only the authority granted to them by the Commonwealth over local issues. Most county governments were abolished in the 1990s and 2000s, although a handful remain.

The following state agencies have jurisdiction over the Project:

- Department of Transportation (MassDOT)
- Department of Environmental Protection (DEP), Division of Water Pollution Control
- Department of Environmental Protection (DEP), Environmental Results Program
- DEP Division of Air Quality Control
- Executive Office of Energy and Environmental Affairs (MEPA Office)
- Massachusetts Bay Transportation Authority

- Massachusetts Historical Commission
- Massachusetts Water Resources Authority

Other State officials and agencies relevant to Amazon's business operations are the Secretary of Housing and Economic Development and the Department of Business Development, which have responsibility for administering the State's economic development incentive programs, the Department of Revenue, which has responsibility for State taxation, and the Secretary of Labor and Work Force Development, Department of Labor and Department of Work Force Development, which have responsibility for various employment matters. The responsible officials in these positions and departments are appointed by the Governor.

## 2. Elected Officials

Name the following elected officials that represent your community and their term limit:

### a. County Executive(s)

N/A

### b. County Legislative Officers, Representatives

Senator: Joseph A. Boncore, 2-year term with no limit

Representatives:

RoseLee Vincent (16th Suffolk), 2-year term with no limit

Adrian Madaro (1<sup>st</sup> Suffolk), 2-year term with no limit

### c. Mayor or Chief Executive Officer

Mayor Martin J. Walsh, Boston, re-elected in 2017 (4-year term with no limit)

Mayor Brian Arrigo, Revere, elected in 2015 (4-year term with no limit)

### d. Municipal Legislative Officers, Representatives

Boston District City Councilor: Lydia Edwards (District 1), 2-year term with no limit

Boston At-Large City Councilor: Anissa Essaibi-George (At-Large), 2-year term with no limit

Boston At-Large City Councilor: Michael Flaherty (At-Large), 2-year term with no limit

Boston At-Large City Councilor: Ayanna Pressley (At-Large), 2-year term with no limit

Boston At-Large City Councilor: Michelle Wu (At-Large), 2-year term with no limit

Revere Ward 1 City Councillor: Joanne McKenna (Ward 1), 2-year term with no limit

Revere Councillor At-Large: Jessica Ann Giannino (At-Large), 2-year term with no limit

Revere Councillor At-Large: Steven Morabito (At-Large), 2-year term with no limit

Revere Councilor At-Large: Daniel Rizzo (At-Large), 2-year term with no limit

Revere Councilor At-Large: George J. Rotondo (At-large), 2-year term with no limit

Revere Councilor At-Large: Anthony T. Zambuto (At-large), 2-year term with no limit

## **I. Labor/Talent**

1. Describe any unique talent in the immediate area or opportunities that may not be covered in the Talent section.

Both East Boston and Revere are home to diverse populations and engaged labor forces.

Indeed, more than half of East Boston and more than a third of Revere residents are foreign born. Additionally, approximately 75% of East Boston and 68.5% of Revere residents over the age of 16 participate in the labor force. This provides a diverse and global setting and workforce appropriate for Amazon's international perspective.

Revere enjoys a very low unemployment rate of approximately 3% and is home to a wide diversity of businesses. As of 2012, Revere was home to more than 4,100 different businesses, approximately a third of which were women-owned and another third of which were minority-owned businesses.

The City of Revere is also dedicated to diversifying and growing economic opportunities for creatives and entrepreneurs. Indeed, the City of Revere recently completed a master plan for a new creative district along Revere Beach featuring makerspaces, live-work artists communities and creative retail spaces. Such vibrant visions represent the City of Revere's deep commitment to using arts, culture and creativity to drive economic development. This offers a rich and rewarding environment for Amazon's growth and development.

Adjacent to Revere, East Boston is one of Boston's most rapidly growing neighborhoods. From 2010 to 2015, East Boston's population grew by 17%, significantly faster than the city's growth of 10% over the same time period. This growth has brought with it new talent and opportunity to the neighborhood. For example, the percentage of East Boston residents aged 25 years and older with a Bachelor's degree doubled from 2010 to 2015.

This growth is poised to continue with more than 2,800 additional housing units approved between 2010 and 2015, and even more since. East Boston has the capacity to comfortably absorb these additional residents with excess public transit capacity and a jobs-to-workers ratio of 1.25.

As the home to Logan International Airport, East Boston's largest employers today are JetBlue, Delta Airlines, American Airlines and United Airlines. Fittingly, transportation and warehousing are the neighborhood's two largest industries and account for 44% of all jobs in the area. However, only about 11% of East Boston residents work in transportation, production and material moving.

Indeed, East Boston residents offer a wide diversity of skillsets and work all over Boston and across the region. Approximately 42% of East Boston residents work in the service

industry while another 21% work in business, management, science or the arts and 16% in office and sales. Notably, over half of East Boston residents work within the City of Boston, with the greatest percentage of these commuting to jobs in Downtown Boston. Many others work in nearby cities such as Cambridge and Somerville. Perhaps a reflection of the East Boston's great connectivity to Boston and the region, more residents commute by public transit in East Boston than any other neighborhood in the city.

Together, the Greater Boston talent pool, bolstered by world-renowned institutions such as Harvard University and Massachusetts Institute of Technology (MIT), coupled with the growing local East Boston/Revere workforce will offer Amazon the opportunity to grow and define itself amidst a truly diverse, creative and connected community.

Please refer to the full RFI for more detailed information on “Talent”.

## Attachments

MA\_Boston\_SuffolkDowns\_RealEstateAttachment1: "Response Action Outcome Report"; Rizzo Associates, Inc.; February 12, 1998

MA\_Boston\_SuffolkDowns\_RealEstateAttachment2: "Phase II Limited Subsurface Investigation: Suffolk Downs Racecourse"; Vertex Companies, Inc.; March 2, 2017

MA\_Boston\_SuffolkDowns\_RealEstateAttachment3: "Phase III Subsurface Investigation: Suffolk Downs Racecourse"; Vertex Companies, Inc.; August 22, 2017

MA\_Boston\_SuffolkDowns\_RealEstateAttachment4: "Limited Removal Action for PCB Impacted Soil: Suffolk Downs Racecourse"; Vertex Companies, Inc.; October 9, 2017