Timeline

LAND CLOSING (MAY 26, 2017)

SITE OPERATIONS

RACING CONTINUES (THROUGH JUNE 2019)

COMMUNITY MEETING
Extensive Stakeholder & Community Outreach
Over a Year of Outreach Including Over 200 Meetings

City of Revere, including:
• Revere Mayor’s Office
• Revere City Council
• Revere Planning Department
• Revere Economic Development Department
• Revere Department of Public Works (“DPW”)
• Revere Conservation Commission
• Revere City Council Zoning Subcommittee
• Revere Chamber of Commerce
• Revere Suffolk Downs Development Advisory Group (“DAG”)
• Revere Suffolk Downs Project Review Board (“PRB”)
• Revere Superintendents of Schools
• Revere Fire Department
• Revere Police Department
• Friends of the Belle Isle Marsh
• Beachmont Improvement Committee
• Ward 1 - Beachmont Neighborhood Community Meeting
• Ward 2 - Shirley Avenue Community Meeting

State Agencies, including:
• Central Transportation Planning Staff (CTPS)
• Massachusetts Bay Transportation Authority (MBTA)
  • MBTA Bus Operations
  • MBTA Subway Operations
• Massachusetts Dept. of Transportation (MassDOT)
  • District 6 Office
  • District 4 Office
• Massachusetts Environmental Protection Agency (MEPA)
• Massachusetts Dept. of Environmental Protection (MassDEP)
• Department of Conservation and Recreation (DCR)
• Massachusetts Water & Resource Authority (MWRA)
• Coastal Zone Management (CZM)
• Dept. of Energy Resources (DOER)
• Massachusetts Port Authority (Massport)
• Massachusetts Historic Commission
Extensive Stakeholder & Community Outreach
City of Revere DAG and PRB Process

Project Review Board Meetings:
- Introductions and Project Orientation: May 16, 2018
- Master Plan Urban Design, Infrastructure & Resiliency: May 30, 2018
- Master Plan Mix of Uses: June 13, 2018
- Municipal Impacts Study: June 26, 2018
- Transportation & Traffic Mitigation: July 18, 2018
- Additional Discussion Topics and Open Q&A: September 5, 2018
- Submitted Chapter Review: September 19, 2018
- Transportation Study Overview: October 3, 2018
- Community Meeting Preparation: October 17, 2018
- City Council Hearing Preparation: October 31, 2018

Development Advisory Group Meetings:
- Introductions and Project Orientation: June 6, 2018
- Master Plan Urban Design & Infrastructure Meeting: June 20, 2018
- Master Plan Mix of Uses & Municipal Impacts Study: July 11, 2018
- Transportation & Traffic Mitigation: July 25, 2018
- Question and Answer: September 12, 2018
- Submitted Chapter Review: September 26, 2018
- Transportation Study Overview: October 10, 2018
- Community Meeting: October 24, 2018
- City Council Hearing: November 5, 2018
A Landlocked And Disconnected Site

Land In Boston: 109 acres
Land In Revere: 52 acres
Unique on Site Water and Wetland Features
Development Vision
Design Principles

Mixed Use Walkable Neighborhood

Open Space and Parks

Neighborhood Retail

Economic Development

Transit Oriented Development

Resiliency and Sustainability
Open Space Framework
Open Space Network
Public Open Space Network | Central Common
Historic Elements and Public Art
Community Health and Engagement

- Walkable, Bikable Neighborhoods
- 40-Acre Open Space Network
- Active and Passive Recreation Options
- On-Site Access to Groceries, Pharmacies
- Local Produce at Farmer's Markets
- Active Social Spaces
- Cultural Festivals
- Community Selected Public Art
Outdoor Theater
Revised Master Plan
Land Use

COMMERCIAL
- Office/lab: 2.46 MSF
- Retail: 250,000
- Hotel: 130,000
- Total: 2.84 MSF

RESIDENTIAL: 2.84 MSF

TOTAL: 5.68 MSF

OPEN SPACE (25%): 13 Acres
<table>
<thead>
<tr>
<th>Use</th>
<th>Revere Program</th>
<th>Master Plan Program</th>
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</thead>
<tbody>
<tr>
<td>Office/Lab</td>
<td>2.46 MSF</td>
<td>8.00 MSF</td>
</tr>
<tr>
<td>Retail</td>
<td>~ 250,000 SF</td>
<td>500,000 SF</td>
</tr>
<tr>
<td>Hotel</td>
<td>~ 130,000 SF</td>
<td>550,000 SF</td>
</tr>
<tr>
<td>Commercial Total</td>
<td>2.84 MSF</td>
<td>9.00 MSF</td>
</tr>
<tr>
<td>Residential Total</td>
<td>2.84 MSF</td>
<td>7.15 MSF</td>
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<tr>
<td>(~ 2,860 units)</td>
<td></td>
<td>(7,200 units)</td>
</tr>
<tr>
<td>Total</td>
<td>5,680,000 SF</td>
<td>16,200,000 SF</td>
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</tbody>
</table>
- 17,000 LF of on-street bike lanes
- 13,000 LF of cycle track
- Total of 5.7 miles of bike riding
Neighborhoods

1. Beachmont Square Neighborhood
2. Belle Isle Square Neighborhood
3. Main Street District Neighborhood
4. Panhandle Neighborhood
Office & Lab
Office / Lab

could exceed **2.46 MSF**
Office / Lab

- 2.46 MSF Office/Lab Space
- Up to 15,000 Full Time Jobs in Revere
- Up to 6,900 Construction Jobs in Revere
Innovation Center

35,000 SF
Beachmont Square
Retail Plan
Ground Floor Retail

250,000 SF
Neighborhood Retail
Over 500,000 SF of Diverse Street Front Retail
10% Commitment to Local Business Owners

- Restaurants
- Small Grocery Store
- Pharmacies
- Coffee Shops
- Craft Brewery
- Wine Bar
- Book Store
- Specialty Stores
- Hardware
- Banks
- Specialty Foods
- Daycare
- Dry Cleaner
- Fitness
- Beauty
- Bowling
Civic Plaza Precedents
Hotel Buildings

130,000 SF
Hotel Precedents
Housing
Residential Buildings

2.84 MSF
# Residential Unit Mix

<table>
<thead>
<tr>
<th>Residential Unit Mix</th>
<th>% of Total</th>
<th># of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Senior Housing Units</strong></td>
<td>10%</td>
<td>288</td>
</tr>
<tr>
<td>Studio (Studio + Micro)</td>
<td>10% of Sr. Housing</td>
<td>29</td>
</tr>
<tr>
<td>One Bedroom</td>
<td>52.5% of Sr. Housing</td>
<td>151</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>37.5% of Sr. Housing</td>
<td>108</td>
</tr>
<tr>
<td><strong>Condo</strong></td>
<td>31.5%</td>
<td>900</td>
</tr>
<tr>
<td>Studio (Studio + Micro)</td>
<td>10% of Condo</td>
<td>90</td>
</tr>
<tr>
<td>One Bedroom</td>
<td>52.5% of Condo</td>
<td>473</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>37.5% of Condo</td>
<td>338</td>
</tr>
<tr>
<td><strong>Apartment</strong></td>
<td>58.5%</td>
<td>1,672</td>
</tr>
<tr>
<td>Studio (Studio + Micro)</td>
<td>27% of Apartments</td>
<td>451</td>
</tr>
<tr>
<td>One Bedroom</td>
<td>52% of Apartments</td>
<td>869</td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>21% of Apartments</td>
<td>351</td>
</tr>
</tbody>
</table>
Residential Precedents
Street & Garage Parking
## Parking Targets

<table>
<thead>
<tr>
<th>PROGRAM</th>
<th>Target</th>
<th>PARKING SPACES REQUIRED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1.14 / unit</td>
<td>3,244</td>
</tr>
<tr>
<td>Studio</td>
<td>1.0 / unit</td>
<td></td>
</tr>
<tr>
<td>One Bedroom</td>
<td>1.0 / unit</td>
<td></td>
</tr>
<tr>
<td>Two Bedroom</td>
<td>1.5 / unit</td>
<td></td>
</tr>
<tr>
<td>Two Bedroom + Den</td>
<td>2.0 / unit</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>1 / 1000 SF</td>
<td>2,514</td>
</tr>
<tr>
<td>Hotel</td>
<td>0.5 / key</td>
<td>139</td>
</tr>
<tr>
<td>Retail</td>
<td>1 / 500 SF</td>
<td>320</td>
</tr>
<tr>
<td>Restaurant</td>
<td>1 / 8 Seats</td>
<td>700</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>6,917</strong></td>
</tr>
</tbody>
</table>

- Shared parking will be utilized for portions of Residential, Hotel, Retail and Restaurant.
- All permanent parking will be within enclosed garages.
- On-street parking will be provided for short term parking for retail and open space areas.
- Potential of interim surface parking lots for earlier phases of project until larger parking garages are built.
Parking Locations
Community Benefits
Net Tax Benefits

**Full Build Net Benefits**
Total Revenue: $43.0MM  
Total Expense: $12.9MM  
*Net Benefit* $30.1MM

**Phase I Net Benefits**
Total Revenue: $8.5MM  
Total Expense: $3.0MM  
*Net Benefit* $5.5MM

**Municipal Bonding Capacity**
Bonding capacity at 15x Net Revenue  
Future bonding capacity = $451.5MM  
Phase I bonding capacity = $82.5MM
Privately Constructed & Maintained 40-Acre Open Space Network
Privately Constructed & Maintained Roadway Network

Key

- Vehicular Thoroughfare
- Primary Street
- Secondary Street
- Shared Street (Service)
- Pedestrian Only Walkways

[Map of Privately Constructed & Maintained Roadway Network with key features marked]
Public Works

Developer will be constructing:
- $110MM On-site Roadway and Utility Infrastructure Network
- $60MM Park & Open Space System
- 1,500 Street Trees

Developer will be maintaining:
- On-site Roadway Network
  - Plowing, Sweeping, Drainage, Catch Basins
- Park & Open Space System
- Private Trash and Recycling
Project Benefits

**Water**
- Direct MWRA Connections in Winthrop Ave
- Bypasses Local Water Systems to Avoid Pressure Impacts
- Preserves Water Capacity for Future Projects

**Wastewater**
- Direct MWRA Connection through East Boston
- Avoids Caruso Pump Station
- Preserves Future Sanitary Capacity
Transit Oriented Development
Comprehensive Transportation Study (Transit & Traffic Impacts)

- Transit Study Evaluated Blue Line and Bus Transit Systems:
  - Detailed Blue Line and Bus Analysis
  - Detailed Station Platform Capacity Analysis

- Traffic Study Examined Over 53 Intersections & the Following Key Parameters:
  - Existing Deficient Intersection Conditions
  - Existing 450-Car Queue on Rt. 1A
  - Over 3,000,000 SF of Other Projects (which propose little mitigation)
  - 20 Years of Background Growth
  - Vehicle Trips from Complete Master Plan Project
Planned Mitigation and Outcomes:

- **Existing Blue Line Capacity is Sufficient for Proposed Master Plan:**
  - Studied Most Congested Segment between Maverick and Aquarium
  - Generally Below or Within Policy Capacity and Well Below Crush Capacity
  - Almost 50% of Ridership is in Reverse Commuting Direction
  - Adds Material New Revenue to MBTA System
  - Sufficient Platform Capacity at Beachmont & Suffolk Downs Stations

- **Proposing over $50 Million in Off-Site Traffic Mitigation Measures**

- **Improvements to 30 Intersections, including:**
  - Rt. 1A Corridor between Boardman and Winthrop Avenue
  - Winthrop Avenue from Rt. 1A to Bennington Street
  - Beachmont Square
  - Rt. 1 & Rt. 16

- **Improvements Enhance or Maintain Traffic Operations Over Existing Conditions**
Planned Mitigation and Outcomes:

- On-Site Improvements to Encourage Non-Vehicular Modes of Travel:
  - 5.7 miles of New Bicycle Facilities
    (17,000 LF of bike lanes and 13,000 LF of cycle tracks)
  - Inclusion of Five (5) New Bluebike Stations
  - Two (2) On-Site Shuttle Routes
  - Study of Potential Extension of East Boston Greenway to Revere Beach
  - Extensive On-Site Community Paths and Pedestrian Walkways
Existing Transit Services
MBTA Blue Line Station Walk Sheds

BEACHMONT STATION

½ Mile

¼ Mile

SUFFOLK DOWNS STATION
Circulation | Bus Shuttle Loops

Key

- **Outer Loop Route**
- **Inner Loop Route**
Circulation | Shuttle Connections

Key

- Chelsea Station Connection
- North Station Connection
- South Station Connection
Comprehensive Transportation Study
Reviewed both transit and vehicular impacts of the proposed Suffolk Downs Project

CTPS/MassDOT Parameters 2038
- Drive Alone: 45%
- Public Transit: 25%
- Rideshare: 21%
- Walk: 3%
- Bike: 7%

TOD Parameters 2038
- Drive Alone: 35%
- Public Transit: 39%
- Rideshare: 16%
- Walk: 3%
- Bike: 7%
Blue Line Capacity - CTPS 2038 - Outbound
Blue Line Capacity - TOD 2038 - Inbound

The chart illustrates the passenger capacity over a 24-hour period, categorized by time slots of 30 minutes. The chart uses different colored lines to represent:

- **Existing Demand**
- **2038 No-Build Growth in Demand**
- **2038 Build Net New Demand (Expected TOD Parameters)**
- **Policy Capacity-Potential**
- **Policy Capacity**
- **Crush Capacity-Potential**
- **Crush Capacity**

The vertical axis measures the number of passengers, ranging from 0 to 7,000. The horizontal axis represents the 30-minute period start time, from 4:30 AM to 12:00 AM.
Blue Line Capacity - TOD 2038 - Outbound
### Suffolk Downs Station Capacity Analysis - 2038 Conditions

<table>
<thead>
<tr>
<th>Station Element</th>
<th>2038 CTPS/MassDOT</th>
<th>2038 TOD Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inbound Platform</td>
<td>Yes (LOS A)</td>
<td>Yes (LOS C)</td>
</tr>
<tr>
<td>Outbound Platform</td>
<td>Yes (LOS C)</td>
<td>Yes (LOS D)</td>
</tr>
<tr>
<td>Stair (Inbound Platform)</td>
<td>Yes (LOS B)</td>
<td>Yes (LOS B)</td>
</tr>
<tr>
<td>Stair (Outbound Platform)</td>
<td>Yes (LOS B)</td>
<td>Yes (LOS B)</td>
</tr>
<tr>
<td>Ramp</td>
<td>Yes (LOS C)</td>
<td>Yes (LOS C)</td>
</tr>
<tr>
<td>Paid Area Walkway</td>
<td>Yes (LOS C)</td>
<td>Yes (LOS C)</td>
</tr>
<tr>
<td>Faregates</td>
<td>Yes (Demand&lt;Thruput)</td>
<td>Yes (Demand&lt;Thruput)</td>
</tr>
</tbody>
</table>

### Beachmont Station Capacity Analysis - 2038 Conditions

<table>
<thead>
<tr>
<th>Station Element</th>
<th>2038 CTPS/MassDOT</th>
<th>2038 TOD Parameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inbound Platform</td>
<td>Yes (LOS A)</td>
<td>Yes (LOS B)</td>
</tr>
<tr>
<td>Outbound Platform</td>
<td>Yes (LOS C)</td>
<td>Yes (LOS C)</td>
</tr>
<tr>
<td>Stair (Inbound Platform)</td>
<td>Yes (LOS A)</td>
<td>Yes (LOS A)</td>
</tr>
<tr>
<td>Stair (Outbound Platform)</td>
<td>Yes (LOS A)</td>
<td>Yes (LOS A)</td>
</tr>
<tr>
<td>Ramp</td>
<td>Yes (Demand&lt;Thruput)</td>
<td>Yes (Demand&lt;Thruput)</td>
</tr>
<tr>
<td>Paid Area Walkway</td>
<td>Yes (Demand&lt;Thruput)</td>
<td>Yes (Demand&lt;Thruput)</td>
</tr>
<tr>
<td>Faregates</td>
<td>Yes (Demand&lt;Thruput)</td>
<td>Yes (Demand&lt;Thruput)</td>
</tr>
</tbody>
</table>

*Capacity analysis conservatively assumed a service disruption of one dropped train trip during peak period*
Comprehensive Traffic Study Analysis that accounts for:

- Existing Deficient Intersection Conditions (including existing queuing)
- Over 3,000,000 SF of Other Projects (which propose little mitigation)
- 20 years of Background Growth
- Vehicle Trips Generated by Proposed Suffolk Downs Projects
Over $50MM of Off-Site Traffic Mitigation

- Investing over $50 Million into Off-Site Traffic Mitigation
- Upgrading over 30 Intersections
Transportation Mitigation - Rt. 1A

- Comprehensive Reconstruction of Route 1A
- From 205 McClellan Highway to Winthrop Avenue
- Adds a Third Lane in Each Direction
- Increases Capacity From 2,100 to 3,300 Vehicles in Each Direction
- Addition of New Bus Pull-Outs at Suffolk Downs Site
- Currently at LOS F/F in Existing Conditions
- Improves to LOS C/D in 2038 TOD Full Build
- New 5' Shoulders for Bicycles and Breakdown use
Transportation Mitigation - Winthrop Ave. at North Shore, Tomasello, R.B. Pkwy, Beachmont Sq.

- Break Median for Revere Fire Department
- Lengthen EB Left-turn Lane from Revere Beach Parkway to North Shore Road
- Develop Two-Way Cycle Track Along Project Site
- New Signalized Intersection at New Main Street with MBTA Parking Lot Entrance
- Restripe Winthrop Ave to Three Lanes
- Provide Exclusive Left-Turn Lane and Through/Right-Turn Lane EB and WB
- Provide Two-Lane EB Approach to Bennington Street
- Include Bus Turnouts
- Permanent Pedestrian Crosswalks with New ADA Ramps
- Additional improvements to Beachmont Square
Transportation Mitigation - Intersections
Collaborating and Working with MassDOT, Massport, DCR, City of Revere, and BTD

- Rt. 1A: 205 McClellan Highway to Winthrop Ave.
- Winthrop Avenue (Revere Beach Parkway to Bennington Street)
- Revere Beach Parkway (Winthrop Avenue to North Shore Road including Fire Station Median Break)
- Bell Circle + Bell Circle at Harris
- Route 145/Revere Beach Parkway
- Route 1/Route 16 Interchange (Adding three missing movements)
- Bennington Street at Crescent Avenue
- Bennington Street at Saratoga Street
- Route 1A (North Shore Road) at Revere Street
- Route 60 at Sigourney Street and Charger Street
- Bennington Street/State Road at Winthrop Avenue
- Revere Street at Route 60
- Breed Street at Route 60
- Brown Circle
- Day Square (five intersections):
  - Neptune Road at Saratoga Street
  - Neptune Road at Bremen Street
  - Bennington Street at Neptune Road
  - Bennington Street at Vienna Street
  - Neptune Road at Route 1A NB off-ramp
Resiliency Mitigation

- Comprehensive Climate Change Modeling Analysis of Major Storm Events
- Strategic Raising and Grading of Site
- Lower Open Spaces for Flooding Storage during Major Storms
- Create Subsurface Detention Systems
- Contain Flooding in Lower Level Garages
- Meets Stormwater Storage Guidelines of 10" for 100 Year Storm
Everyday Condition
Estimated 2 Year Storm Event
Estimated 10 Year Storm Event
Estimated 100 Year Storm Event
Outdoor Performance Theater / Stormwater Basin

2-YR STORM ELEVATION: 11.8’
10-YR STORM ELEVATION: 15.5’
100-YR STORM ELEVATION: 16.9’
VOLUME AT 100-YR STORM: 201,000 CF
TOTAL VOL: 298,000 CF
Comprehensive Climate Change Study

- Evaluated Sea Level Rise from today through 2100
- Evaluated Coastal Storms with Major Rainfall Events
- Led to a Series of Regional & Neighborhood Resiliency Recommendations
Additional On-Site Mitigation for Climate Resilience

- Allowing Lower Level Garages to Flood in Major Events
- Additional Lowering of Grading in Select Areas
- Upgrading of DCR Pump Station
- New Tide Gate for Upstream Protection
- New Tide Gate for Upstream Protection
Potential City & State Long-Term Improvements
To Protect Neighborhoods, MBTA Facilities, and Roadways

Chelsea Creek
Raised Berm Barrier System

Raised Cycle Track and Berm Barrier System
LEED Certifiable Buildings

• All buildings will be LEED Certifiable
• 50% of the buildings meet LEED Gold or better
• 50% of the buildings meet LEED Silver
• Supports Boston's 2050 carbon neutrality goal
• Approximately 20% reduction in GHG Emissions compared to code
Revere
Phase 1

**R1:** 35,000 sf
- Innovation: 20,000 sf
- Retail: 15,000 sf

**R2:** 170,000 sf
- Hotel: 140,000 sf
- Retail: 30,000 sf

**R3:** 377,000 sf
- Residential: 355,000 sf
- Retail: 22,000 sf

**R5:** 617,000 sf
- Residential: 587,000 sf
- Retail: 30,000 sf

**R9:** 221,000 sf
- Residential: 221,000 sf

---

**Hotel**
- 140,000 sf | 10%

**Innovation**
- 20,000 sf | 1%

**Retail**
- 97,000 sf | 7%

**Total Non-Residential**
- 257,000 sf | 18%

**Total Residential**
- 1,163,000 sf | 82%

**TOTAL PHASE 1**
- 1,420,000 sf | 100%
**Revere**

**Phase 2**

<table>
<thead>
<tr>
<th></th>
<th>Commercial</th>
<th>Retail</th>
<th>Total Non-Residential</th>
<th>Total Residential</th>
<th>TOTAL PHASE 2</th>
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<tbody>
<tr>
<td><strong>R4:</strong></td>
<td>515,000 sf</td>
<td>34,000 sf</td>
<td>515,000 sf</td>
<td>34%</td>
<td>549,000 sf</td>
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<tr>
<td></td>
<td>515,000 sf</td>
<td>34,000 sf</td>
<td>515,000 sf</td>
<td>34%</td>
<td>549,000 sf</td>
</tr>
<tr>
<td><strong>R6:</strong></td>
<td>505,000 sf</td>
<td>17,000 sf</td>
<td>522,000 sf</td>
<td>3%</td>
<td>522,000 sf</td>
</tr>
<tr>
<td></td>
<td>505,000 sf</td>
<td>17,000 sf</td>
<td>505,000 sf</td>
<td>3%</td>
<td>505,000 sf</td>
</tr>
<tr>
<td><strong>R10:</strong></td>
<td>221,000 sf</td>
<td>17,000 sf</td>
<td>221,000 sf</td>
<td>3%</td>
<td>221,000 sf</td>
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<tr>
<td></td>
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<td>17,000 sf</td>
<td>221,000 sf</td>
<td>3%</td>
<td>221,000 sf</td>
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<tr>
<td><strong>R11:</strong></td>
<td>244,000 sf</td>
<td>17,000 sf</td>
<td>244,000 sf</td>
<td>3%</td>
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<tr>
<td></td>
<td>244,000 sf</td>
<td>17,000 sf</td>
<td>244,000 sf</td>
<td>3%</td>
<td>244,000 sf</td>
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</tbody>
</table>

**Total Non-Residential**

566,000 sf | 37%

**Total Residential**

970,000 sf | 63%

**TOTAL PHASE 2**

1,536,000 sf | 100%
Revere
Phase 3

R7: 779,000 sf
Commercial 765,000 sf
Retail 14,000 sf

R12: 365,000 sf
Residential 346,000 sf
Retail 19,000 sf

R13: 370,000 sf
Commercial 349,000 sf
Retail 21,000 sf

Commercial 1,114,000 sf | 74%
Retail 54,000 sf | 4%
Total Non-Residential 1,168,000 sf | 78%
Total Residential 346,000 sf | 22%
TOTAL PHASE 3 1,514,000 sf | 100%
Revere
Phase 4

R8: 514,000 sf
- Commercial: 514,000 sf
- Residential: 384,000 sf
- Retail: 26,000 sf

R14: 410,000 sf
- Commercial: 318,000 sf
- Residential: 384,000 sf
- Retail: 13,000 sf

R15: 331,000 sf
- Commercial: 514,000 sf
- Residential: 384,000 sf
- Retail: 26,000 sf

**Commercial**
- 832,000 sf | 66%

**Retail**
- 39,000 sf | 3%

**Total Non-Residential**
- 871,000 sf | 69%

**Total Residential**
- 384,000 sf | 31%

**TOTAL PHASE 4**
- 1,255,000 sf | 100%
# Revere

## Overall Phasing

<table>
<thead>
<tr>
<th></th>
<th>Commercial</th>
<th>Retail</th>
<th>Total Non-Residential</th>
<th>Total Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hotel</strong></td>
<td>140,000 sf</td>
<td></td>
<td>10%</td>
<td></td>
</tr>
<tr>
<td><strong>Innovation</strong></td>
<td>20,000 sf</td>
<td></td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td><strong>Retail</strong></td>
<td>97,000 sf</td>
<td></td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Non-Residential</strong></td>
<td>257,000 sf</td>
<td></td>
<td>18%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Residential</strong></td>
<td>1,163,000 sf</td>
<td></td>
<td>82%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL PHASE 1</strong></td>
<td>1,420,000 sf</td>
<td></td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td>515,000 sf</td>
<td></td>
<td>34%</td>
<td></td>
</tr>
<tr>
<td><strong>Retail</strong></td>
<td>51,000 sf</td>
<td></td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Non-Residential</strong></td>
<td>566,000 sf</td>
<td></td>
<td>37%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Residential</strong></td>
<td>970,000 sf</td>
<td></td>
<td>63%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL PHASE 2</strong></td>
<td>1,536,000 sf</td>
<td></td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td>1,114,000 sf</td>
<td></td>
<td>74%</td>
<td></td>
</tr>
<tr>
<td><strong>Retail</strong></td>
<td>54,000 sf</td>
<td></td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Non-Residential</strong></td>
<td>1,168,000 sf</td>
<td></td>
<td>78%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Residential</strong></td>
<td>346,000 sf</td>
<td></td>
<td>22%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL PHASE 3</strong></td>
<td>1,514,000 sf</td>
<td></td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td>832,000 sf</td>
<td></td>
<td>66%</td>
<td></td>
</tr>
<tr>
<td><strong>Retail</strong></td>
<td>39,000 sf</td>
<td></td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Non-Residential</strong></td>
<td>871,000 sf</td>
<td></td>
<td>69%</td>
<td></td>
</tr>
<tr>
<td><strong>Total Residential</strong></td>
<td>384,000 sf</td>
<td></td>
<td>31%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL PHASE 4</strong></td>
<td>1,255,000 sf</td>
<td></td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>
Summary of Benefits
Project Benefits

Key Project Benefits
• Over $220 Million Dedicated to On-Site and Off-Site Improvements
  • $60 Million to Create 40-acres of Publicly Accessible Open Space
  • $110 Million for Construction of All On-Site Infrastructure
  • $50 Million for All Off-Site Traffic Mitigation Measures
• Improvements to 30 Intersections, including:
  • Rt. 1A Corridor between Boardman and Winthrop Avenue
  • Winthrop Avenue from Rt. 1A to Bennington Street
  • Beachmont Square
  • Rt. 1 & Rt. 16
• 5.7 Miles of New Bicycle Facilities
  • 17,000 LF of Bike Lanes and 13,000 LF of Cycle Tracks
  • Inclusion of Five (5) New Bluebike Stations
• Resiliency Strategy Protects Site, Adjacent Neighborhoods, & Infrastructure
• Utilization of MWRA’s Water/Sewer Facilities Reduces Impact on Local Systems
• LEED Building Measures Incorporated in All Buildings
Project Benefits

**Driver of Economic Development**
- Estimated $43.0 Million in Annual Revere Gross Tax Revenue
  - Net $30.1 Million After City Expenses
- 15,000 New Permanent Jobs in Revere
- 6,900 Revere Construction Jobs
- 2.84 Million SF of New Office/Lab Space
- Up to 360 New Hotel Rooms
- 250,000 SF of New Street-Front Retail
  - 10% Retail Commitment to Local Business Owners

**Key Open Space Benefits**
- Variety of Parks, including 13-acres of New Open Space in Revere
- Extensive On-Site Community Paths and Pedestrian Walkways
- Preservation of Historical Suffolk Downs Elements
- Community Involvement in Selection of Public Art
- Over 1,500 New Street Trees
- New Public Plazas and Civic Nodes for Cultural Festivals and Farmer's Markets