



CITY COUNCIL  
Regular Meeting

In accordance with Governor Baker's March 12, 2020 Executive Order, please be advised that this meeting of the Revere City Council will be held by remote participation.

*For Spanish translation of this meeting, please use the Zoom link provided below and select the interpretation button, or visit the **RevereTV YouTube channel.***

Join Meeting Using Link Below:

<https://us02web.zoom.us/j/87292733780>

Meeting ID: 872 9273 3780

Or Telephone: +1 312-626-6799

Calendar

Monday, February 22, 2021, 6:00 PM

**5:00PM Legislative Affairs Sub-Committee Meeting**

**5:30PM Zoning Sub-Committee Meeting**

**Salute to the Flag**

1. **Roll Call of Members**
2. Approval of the Journal of the Regular Meeting of February 8, 2021
3. **21-005** A Certificate of Merit will be awarded to former Speaker of the House Robert A. DeLeo for his many years of dedicated public service to the residents of Revere and the Commonwealth of Massachusetts.
4. **21-033** A Certificate of Appreciation will be awarded to Ms. Fatou Drammeh in recognition of her commitment and dedication to our community.

**Public Hearings**

5. **21-035** Hearing called on ordered on An Ordinance Further Amending the Zoning Ordinances of the City of Revere Relative to the Establishment of the Revere Riverfront Overlay District.
6. **21-036** Hearing called as ordered on the application of Mario S. Marengi, 42 Nahant Ave., Winthrop, MA 02152 seeking permission from the Revere City Council to operate a commercial garage at 22 Naples Rd., Revere, MA 02151.

**Legislative Affairs Sub-Committee Report**

7. **20-370** An Ordinance Further Amending the Revised Ordinances of the City of Revere Relative to Transient Vendors, Door-to-Solicitors, and Canvassers.
8. **20-400** An Ordinance Establishing Wage Theft Prevention Regulation.

**Zoning Sub-Committee Report**

9. **21-023** DCM Realty, LLC, 25 Renee Dr., Wakefield, MA 01880 seeking permission from the Revere City Council so as to allow the modification and change of use from an existing mix-used structure comprising of 4 residential units and 2 commercial units to a 6 unit residential structure at 7-9 Dehon Street, Revere, MA 02151.
10. **21-024** D and M Development RE LLC, 25 Renee Dr., Wakefield, MA 01880 seeking permission from the Revere City Council to allow the modification and change of use from an existing 8 unit residential structure to a 15 unit residential structure at 1540 North Shore Road, Revere, MA 02151.

### **Motions**

11. **21-037** Motion presented by Councillor McKenna: That the Mayor be requested to enforce the short term rental ordinance which was approved on September 1, 2020. In accordance with the ordinance, a Short-Term Rental Enforcement Office should have been created to enforce the provisions of said ordinance and address the numerous complaints the City Council has received since its passage. Without enforcement, residents are forced to live next to habitual partying at all hours of the night, which diminishes the quality of life of these long-time residents. We owe it to our residents to take control of these unacceptable situations and hold the property owners accountable.
12. **21-038** Motion presented by Councillor Keefe: That the Mayor be requested to appropriate funds from the Parking Program Revolving Account to hire an additional overnight parking enforcement officer. This should be for weekend overlap specifically.
13. **21-039** Motion presented by Councillor Keefe: That the City Council change the name of the portion of Prospect Avenue, running 390 feet easterly from Spring Street, to Prospect Place, in accordance with Section 12.04.020 of the Revere Revised Ordinances.
14. **21-040** Motion presented by Councillor McKenna: That the Mayor request the DPW to install bollards at an appropriate location at 101 Beach Street to prevent the destruction of private property. There have been two recent hit and run car accidents where the fence and personal vehicle at this location have been damaged due to vehicles traveling at a high rate of speed around the bend at this section of Beach Street.
15. **21-041** Motion presented by Councillor Morabito: That the Mayor be requested to include on snow storm Code Red calls, a friendly reminder to residents that space savers after snow storms are not allowed. Further, the Mayor instruct DPW and Parking Control to pick up and dispose of any space savers on public ways when seen on their routes throughout the City.



**CITY COUNCIL**  
Regular Meeting

City Councillor  
Joseph A. DelGrosso  
City Council Chamber  
Journal  
Monday, February 8, 2021

Regular Meeting of the City Council was called to order at 6:00 PM. Council President Anthony T. Zambuto presiding.

**Salute to the Flag**

1 Roll Call of Members

Attendee Name	Title	Status	Arrived
Jessica A. Giannino	Councillor	Present	
Arthur F. Guinasso	Councillor	Present	
Patrick M. Keefe	Councillor	Present	
Joanne McKenna	Councillor	Present	
Steven Morabito	Councillor	Present	
Ira Novoselsky	Councillor	Present	
John F. Powers	Councillor	Present	
Richard J. Serino	Councillor	Present	
George J. Rotondo	Councillor	Present	
Gerry Visconti	Councillor	Present	
Anthony T. Zambuto	Council President	Present	

In accordance with the provisions of Governor Baker's March 12, 2020 Executive Order, this meeting of the Revere City Council was held via remote participation on Zoom. Council President Zambuto was present in the Chamber. All other Councillors and members of the public participated in the meeting via Zoom.

2 Approval of the Journal of the Regular Meeting of January 25, 2021

<b>RESULT:</b>	<b>ACCEPTED</b>
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**Public Hearings**

- 3 21-015 Hearing called as ordered on a loan order in the amount of \$5,875,000 for various Fiscal Year 2021 Capital Improvements.

**Proponents**

Richard Viscay, Director of Finance  
Paul Agenzio, DPW Superintendent  
Don Ciaramella, Chief of Infrastructure  
Julie DeMauro, Transportation Coordinator

**Opponents**

None

**SHALL THE CITY COUNCIL APPROVE LOAN ORDER IN THE AMOUNT OF \$5,875,000 FOR VARIOUS FISCAL YEAR 2021 CAPITAL IMPROVEMENTS?**

ORDERED: That \$5,875,000 is appropriated to pay costs of the following capital improvements:

Fire Department - purchase two (2) pumper trucks	\$1,500,000
DPW - purchase two (2) 10-wheel dump trucks	450,000
DPW - purchase one (1) street sweeper	280,000
DPW - purchase one (1) 4x4 pickup truck with generator	85,000
DPW - purchase one (1) trash truck	160,000
Schools - install new HVAC system at Lincoln School	2,000,000
Engineering/Infrastructure - Extraordinary repairs to and/or replacement of public stairs	1,400,000
	\$5,875,000

including the payment of all costs incidental and related thereto; that to meet this appropriation, the Treasurer, with the approval of the Mayor, is authorized to borrow said amount under and pursuant to Chapter 44, Section 7(1) of the General Laws, or pursuant to any other enabling authority, and to issue bonds or notes of the City therefor.

That any premium received by the City upon the sale of any bonds or notes approved by this order, less any such premium applied to the payment of the costs of issuance of such bonds or notes, may be applied to the payment of costs approved by this order in accordance with Chapter 44, Section 20 of the General Laws, thereby reducing the amount authorized to be borrowed to pay such costs by a like amount.

That the Treasurer is authorized to file an application with the appropriate officials of The Commonwealth of Massachusetts (the “Commonwealth”) to qualify under Chapter 44A of the General Laws any and all bonds of the City authorized to be borrowed pursuant to this loan order, and to provide such information and execute such documents as such officials of the Commonwealth may require in connection therewith.

<b>RESULT:</b>	<b>ORDERED - ROLL CALL [UNANIMOUS]</b>
<b>AYES:</b>	Giannino, Guinasso, Keefe, McKenna, Morabito, Novoselsky, Powers, Serino, Rotondo, Visconti, Zambuto

- 4      21-027      Hearing called as ordered on a loan order in the amount of \$60,000 for the Lincoln School Design and Planning Services for Replacement of Windows and Doors.

**Proponents**

Dr. Dianne Kelly, School Superintendent

Richard Viscay, Director of Finance

**Opponents**

None

**SHALL THE CITY COUNCIL APPROVE A LOAN ORDER IN THE AMOUNT OF \$60,000 FOR THE LINCOLN SCHOOL DESIGN AND PLANNING SERVICES FOR REPLACEMENT OF WINDOWS AND DOORS?**

ORDERED: That the City of Revere appropriate the amount of sixty thousand (\$ 60,000) Dollars for the purpose of paying costs of design/planning services for the replacement of windows and doors at the Abraham Lincoln Elementary School, located at 68 Tuckerman Street, Revere, MA 02151, including the payment of all costs incidental or related thereto, and for which City of Revere may be eligible for a grant from the Massachusetts School Building Authority (“MSBA”), said amount to be expended under the direction of School Committee. To meet this appropriation the City Treasurer, with the approval of the Mayor is authorized to borrow said amount under and pursuant to M.G.L. Chapter 44, or pursuant to any other enabling authority. The City of Revere acknowledges that the MSBA’s grant program is a non-entitlement, discretionary program based on need, as determined by the MSBA, and any costs the City of Revere incurs in excess of any grant approved by and received from the MSBA shall be the sole responsibility of the City of Revere and that the amount of borrowing authorized pursuant to this vote shall be reduced by any grant amount set forth in the Feasibility Study Agreement that may be executed between the City of Revere and the MSBA.

<b>RESULT:</b>	<b>ORDERED - ROLL CALL [UNANIMOUS]</b>
<b>AYES:</b>	Giannino, Guinasso, Keefe, McKenna, Morabito, Novoselsky, Powers, Serino, Rotondo, Visconti, Zambuto

- 5        21-028        Hearing called as ordered on a loan order in the amount of \$60,000 for the Beachmont Elementary School Boiler Replacement Design and Planning Services.

**Proponents**

Dr. Dianne Kelly, School Superintendent  
Richard Viscay, Director of Finance  
Julie DeMauro, Transportation Coordinator

**Opponents**

None

**SHALL THE CITY COUNCIL APPROVE LOAN ORDER IN THE AMOUNT OF \$60,000 FOR THE BEACHMONT ELEMENTARY SCHOOL BOILER REPLACEMENT DESIGN AND PLANNING SERVICES?**

ORDERED: That the City of Revere appropriate the amount of sixty thousand (\$ 60,000) Dollars for the purpose of paying costs of design/planning services for the replacement of boilers at the Beachmont Elementary School, located at 15 Everard Street, Revere, MA 02151, including

Minutes Acceptance: Minutes of Feb 8, 2021 6:00 PM (Salute to the Flag)

the payment of all costs incidental or related thereto, and for which City of Revere may be eligible for a grant from the Massachusetts School Building Authority (“MSBA”), said amount to be expended under the direction of School Committee. To meet this appropriation the City Treasurer, with the approval of the Mayor is authorized to borrow said amount under and pursuant to M.G.L. Chapter 44, or pursuant to any other enabling authority. The City of Revere acknowledges that the MSBA’s grant program is a non-entitlement, discretionary program based on need, as determined by the MSBA, and any costs the City of Revere incurs in excess of any grant approved by and received from the MSBA shall be the sole responsibility of the City of Revere and that the amount of borrowing authorized pursuant to this vote shall be reduced by any grant amount set forth in the Feasibility Study Agreement that may be executed between the City of Revere and the MSBA.

<b>RESULT:</b>	<b>ORDERED - ROLL CALL [UNANIMOUS]</b>
<b>AYES:</b>	Giannino, Guinasso, Keefe, McKenna, Morabito, Novoselsky, Powers, Serino, Rotondo, Visconti, Zambuto

### Legislative Affairs Sub-Committee Report

The Legislative Affairs Sub-Committee met on February 8, 2021 at 5:00PM. Committee members present were Councillors Powers, Visconti, Zambuto (ex-officio), and Chairman Morabito. Committee members absent were Councillors Keefe and Novoselsky.

There were three ordinances up for discussion:

**20-400** An Ordinance Relative to Wage Theft Prevention.

Council President Zambuto requested that the ordinance remain in committee for further discussion. Chairman Morabito offered a minor amendment changing the effective date from July 1, 2020 to July 1, 2021.

**20-370** An Ordinance Relative to Transient Vendors.

This ordinance will remain in committee as Councillor Keefe, the maker of the motion was unable to attend this evening’s meeting.

**20-384** An Ordinance Relative to the Public Arts Commission.

Chairman Morabito offered amendments to the proposed ordinance which provides for City Council confirmation for appointees and addresses vacancies on the Commission to be in line with the City’s Charter and uniformity with other boards codified in the Revere Revised Ordinances.

Section 2.89.020(B) Terms and Appointments

Is amended by adding the following sentence at the end of the paragraph, "Appointments to the Public Arts Commission are subject to confirmation by the City Council in accordance with the City's Charter."

## Section 2.89.020(C) Vacancies

The language in this section is amended by deleting in its entirety and replacing with: "Each member of the Public Arts Commission shall continue to serve after the expiration of his or her term until his or her successor has been appointed and has been duly qualified. Vacancies shall be filled for the period of the unexpired term in the same manner as the original appointments."

6            20-400        An Ordinance Establishing Wage Theft Prevention Regulation.

<b>RESULT:</b>	<b>REFERRED TO LEGISLATIVE AFFAIRS</b>	<b>Next: 2/22/2021 6:00 PM</b>
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7            20-384        An Ordinance Relative to the Establishment of a Public Art Commission.

**SHALL THE CITY COUNCIL APPROVE AN ORDINANCE ESTABLISHING A PUBLIC ARTS COMMISSION?**

*Be it ordained by the City of Revere as follows:*

**AN ORDINANCE FURTHER AMENDING TITLE 2 OF THE ORDINANCES OF THE CITY OF REVERE**

SECTION 1. Title 2, of the Revised Ordinances of the City of Revere is hereby amended by adding the following new chapter:

Chapter 2.89 - Revere Public Art Commission

2.89.010 - Purpose and Scope

Art enhances Revere's identity as a community that values creative and diverse expressions. It builds a sense of civic pride and enriches the quality of our lives. Public art fulfills these purposes in a myriad of ways; by improving residents' experience of public spaces through harmonious design; by preserving and showcasing vistas; by introducing surprising elements into otherwise ordinary spaces; and especially by engaging residents with insightful interpretations of the community's cultural aspirations and history. Public art has the potential to humanize Revere's urban environment by inspiring conversations and bonding among residents. The Revere Public Art Commission (RPAC) recognizes the important significance of integrating public art into the daily lives of our residents. RPAC supports a strong public art program and encourages engagement of and collaboration among individuals, private groups, and public organizations for all public art installations, both temporary and permanent.

2.89.020 - Commission composition, terms, appointments, and vacancies

#### A. Composition

The Commission shall consist of at least five and no more than seven members. Of the members, there shall be one chair, one recording secretary, one outreach secretary, and one student whose appointment shall commence on the first day of July following the completion of the student's junior year in high school.

#### B. Terms and appointments

The term of the initial appointments shall be one, two or three years except for the student appointment. There shall be no more than two three-year appointments, no more than three two-year appointments, and no more than two one-year appointments, with the student appointment deemed a one-year appointment. The term of the student appointee shall begin on July 1<sup>st</sup> following the student's junior year and terminate on June 30<sup>th</sup> at the conclusion of the student's senior year. Upon completion of the first appointed term all terms shall be 2 years. Appointments to the Public Arts Commission are subject to confirmation by the City Council in accordance with the City's Charter.

#### C. Vacancies

Each member of the Public Arts Commission shall continue to serve after the expiration of his or her term until his or her successor has been appointed and has been duly qualified. Vacancies shall be filled for the period of the unexpired term in the same manner as the original appointment.

#### D. Records

The Commission shall establish and maintain operating rules and regulations which shall be reviewed annually at the Commission's first meeting in January. The Commission shall maintain accurate meeting minutes to include all actions, decisions, and votes in accordance with the Open Meeting Law. The Commission shall also maintain an accurate listing of its members and terms of appointment.

#### 2.89.030 - Powers, duties, and responsibilities

- A. The Commission shall serve in conjunction with and under the general oversight of the Office of Strategic Planning and Economic Development, and the Director of such office shall appoint a member of the staff to act as Secretary/Liaison to the Commission. The Secretary/Liaison will act as the conduit between the Commission and the City with respect to applications for grants, Requests for Proposals, facilitating contracts, and other relevant functions of the Commission.

- B. The Commission officers shall establish their Rule and Regulations of operation within ninety (90) days of their commencement as a Commission. The Rules and Regulations shall include procedures to solicit, promote, and select public art proposals and projects. Thereafter, the Commission shall assume general duties defined in the rules and regulations as needed to support the Commission’s goals and objectives.
- C. The Commission shall meet a minimum of six (6) times per calendar year and any other times as called by the Chair. The Commission may establish additional guidelines, including but not limited to, creating the public art application process and art approval policies.

December 14, 2020    Ordered to a first reading.  
 February 8, 2021    Ordered to a second reading, as amended.  
 February 8, 2021    Ordered on a third and final reading, as amended.  
 February 8, 2021    Ordered Engrossed and Ordained on a Roll Call, as amended.

<b>RESULT:</b>	<b>ORDERED - ROLL CALL [UNANIMOUS]</b>
<b>AYES:</b>	Giannino, Guinasso, Keefe, McKenna, Morabito, Novoselsky, Powers, Serino, Rotondo, Visconti, Zambuto

8            20-370            An Ordinance Further Amending the Revised Ordinances of the City of Revere Relative to Transient Vendors, Door-to-Solicitors, and Canvassers.

<b>RESULT:</b>	<b>REFERRED TO LEGISLATIVE AFFAIRS</b>	<b>Next: 2/22/2021 6:00 PM</b>
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### Appointments Sub-Committee Report

The Appointments Sub-Committee met on February 8, 2021 at 5:50PM. Committee members present were Councillors Giannino, McKenna, Powers, Visconti, Zambuto (ex-officio), and Chairman Guinasso.

Two appointments were up for consideration as follows:

**20-279**    Appointment of J. Pandelena Construction as a Licensed Drain Layer.

Appointee did not attend the meeting. Confirmation will be on hold and matter will remain in committee.

**21-003**    Appointment of McCourt Construction as a Licensed Drain Layer.

Craig Stewart addressed the sub-committee and received a favorable recommendation for confirmation by the full City Council.

9            20-279            Communication from the Mayor relative to the appointment of J. Pandela Construction as a Licensed Drain Layer.

**RESULT: REFERRED TO APPOINTMENTS**

- 10      21-003      Communication from the Mayor relative to the appointment of McCourt Construction Company as a Licensed Drain Layer.

**RESULT: ORDERED - VOICE VOTE**

### Communications

- 11      21-029      Communication from the City Auditor requesting an appropriation from the Cable Access Receipt Reserve Fund for RevereTV's 1st quarter invoice.

**SHALL THE CITY COUNCIL APPROVE A TRANSFER IN THE AMOUNT OF \$130,854.04 FROM THE CABLE ACCESS RECEIPT RESERVE FUND FOR THE PURPOSE OF PAYING REVERETV'S 1<sup>ST</sup> QUARTER INVOICE?**

**RESULT: ORDERED - ROLL CALL [UNANIMOUS]**  
**AYES:**            Giannino, Guinasso, Keefe, McKenna, Morabito, Novoselsky, Powers, Serino, Rotondo, Visconti, Zambuto

### Motions

- 12      21-030      Motion presented by Councillor Giannino, Councillor Serino: That the City Council approve the attached Resolution: Resolution Urging Fair and Full Employment Opportunities at Amazon.

Several residents provided commentary on the proposed Resolution. Anthony Caggiano of Teamsters Local 25 and Ralph DeCicco spoke in favor of the Resolution.

Dimple Rana provided written commentary via email as follows:

Revere City Council, regarding the resolution urging fair and full employment opportunities at Amazon I and many residents of Revere ask that the following be added to the resolution:

- Ensure a reporting process or hotline for Revere Amazon employees to call to report issues regarding safety and wages and a protocol with Amazon to rectify issues
  - o Some residents who have worked at the 135 American Legion Highway fulfillment center are afraid to share the working conditions they experienced. Former workers have reported that they experienced “slave labor” and that they were “machines not people”.
  - o While warehouse conditions are awful, Amazon employees still require a paycheck to make ends meet. A helpful way to respect Amazon employees while still providing them with an income is to support their demands for better working conditions such as paid sick leave, childcare support, hazard pay, and a living, sustainable wage.

Finally, a clarification on what was meant by "community wage" and how this differs from a

living wage.

**RESULT: REFERRED TO ECONOMIC DEVELOPMENT**

- 13      21-031      Motion presented by Councillor McKenna: That the Mayor request the Department of Public Works to mitigate a underground natural spring flowing down Bellingham Avenue, through 135 Endicott Avenue, and onto Endicott Avenue. The spring flows year round and causes thick ice to form during the winter. For two years, there have been ongoing discussions to fix this issue, but the problem is getting worse. This motion is offered in the interest of public safety for vehicular and pedestrian traffic.

Don Ciaramella, Chief of Infrastructure addressed the City Council on this motion. The City indicated that the issue is coming from 135 Endicott Avenue. Though the City provided infrastructure to the property in questions, the property owner is unable to afford the work needed to be done to mitigate the natural spring. The City is not able to use public funds for construction on private property. The Council President suggested that the City could look into an easement in an attempt to resolve the issue.

**RESULT: ORDERED - VOICE VOTE**

- 14      21-032      Motion presented by Councillor Serino, Councillor Giannino, Councillor Keefe: That the City Council adopt the attached Resolution recognizing February as Black History Month.

Dimple Rana addressed the City Council on the Resolution and took this time to recognize several families in the City of Revere.

**A RESOLUTION HONORING BLACK HISTORY MONTH**

**WHEREAS**, In 1926, famed African American historian and scholar Dr. Carter G. Woodson, son of former slaves, established “Black History Week” to celebrate accomplishments and achievements made by Black Americans to our economic, cultural, spiritual and political development as a nation; and

**WHEREAS**, Dr. Carter G. Woodson valued education and believed that it was never too late to learn, and that it is beneficial for all Americans to continue to learn about the heritage and experiences of ALL Americans; and

**WHEREAS**, It is through learning that we become enlightened and come to understand each other more clearly; and

**WHEREAS**, In 1976, President Gerald R. Ford designated the entire month of February as Black History Month, and urged Americans to “seize the opportunity to honor the too-often neglected accomplishments of Black Americans in every area of endeavor throughout our history,” and

Minutes Acceptance: Minutes of Feb 8, 2021 6:00 PM (Salute to the Flag)

**WHEREAS**, Black History Month allows for discussions of our country’s legacy of slavery, and institutional and structural racism; NOW THEREFORE BE IT

**RESOLVED**, That the Revere City Council hereby recognizes Black History Month, and the Council does so by honoring the contributions of Black residents to the common good of our community.

**RESULT: ORDERED - VOICE VOTE**

15      21-033      Motion presented by Councillor Serino, Councillor Giannino, Councillor Keefe: That the City Council award a Certificate of Appreciation to Ms. Fatou Drammeh in recognition of her commitment and dedication to our community. Fatou is the founder of Women Encouraging Empowerment, a local non-profit organization in Revere that works to educate, advocate for, and protect and the most vulnerable populations in our community. Additionally, through the COVID pandemic, Fatou has truly gone above and beyond to connect residents with resources. Fatou has dedicated her entire personal and professional life to advance the causes of social justice, economic prosperity, participatory adult education, and program development for vulnerable populations. Revere is a better city because of the work Fatou does day-in and day-out.

**RESULT: ORDERED - VOICE VOTE**

16      21-034      Motion presented by Councillor Serino: That the Mayor direct the City's Chief Innovation Officer to implement a "ZBA Tracker" on the City's website, similar to that of the City of Boston. The City of Boston recently announced a tool that allows residents to quickly access and gather information about ongoing projects that are before the Zoning Board of Appeals. This feature would give Revere residents more direct access to information and would allow residents to quickly search for a specific appeal that has been submitted to the ZBA, or to search for appeals based on criteria such as location or applicant, in order to identify the status of the appeal.

Referred to a joint meeting of Economic Development and Zoning.

**RESULT: REFERRED TO ZONING**

Ordered adjourned at 7:30 PM.

Attest:

Minutes Acceptance: Minutes of Feb 8, 2021 6:00 PM (Salute to the Flag)

City Clerk

Minutes Acceptance: Minutes of Feb 8, 2021 6:00 PM (Salute to the Flag)

CZ-21-01

## PUBLIC HEARING

Notice is hereby given in accordance with the provisions of Section 5 of Chapter 40A of the Massachusetts General Laws and Title 17, Chapter 17.12, Section 17.12.010-17.12.030 of the Revised Ordinances of the City of Revere that the Revere City Council will conduct a public hearing via remote participation on Monday evening, February 22, 2021 at 6:00 P.M. and the Revere Planning Board will conduct a public hearing via remote participation on Thursday evening, February 25, 2021 at 6:00 P.M. on the application of the City of Revere, Massachusetts requesting an amendment to the Revised Ordinances of the City of Revere as follows:

*Be it ordained by the City of Revere:*

AN ORDINANCE FURTHER AMENDING THE ZONING ORDINANCES OF THE CITY OF REVERE RELATIVE TO THE ESTABLISHMENT OF THE REVERE RIVERFRONT OVERLAY DISTRICT.

Section 1. Title 17 of the Revised Ordinances of the City of Revere is hereby amended by adding Chapter 17.26, entitled "Revere Riverfront Overlay District", which includes the following Sections:

**17.27.000 Purpose.** The Revere Riverfront Overlay District ("RROD") is herein established as an overlay district. The purpose of the RROD is to reposition the waterfront as a public use asset for City of Revere residents and to encourage residential and economic development by promoting a mix of public and private uses through a balanced strategy on this waterfront as outlined in the Revere Riverfront Master Plan. All proposed development within the RROD requesting to apply the provisions of this Chapter shall be in conformance with the guidelines and objectives set forth in the Revere Riverfront Master Plan, which include:

- a. new and/or improved recreational facilities for public use
- b. new and/or improved public access to the riverfront
- c. preservation and restoration of natural features along the riverfront
- d. preservation of open spaces
- e. creation and enhancement of pedestrian and bicycle connections to the riverfront
- f. new multi-family housing and certain commercial uses conducive to the purpose of the RROD

**17.27.010 District Boundaries.** The RROD is within the GB and LI Zoning Districts. The boundary of the RROD includes the following parcels: 14-192S-1, 14-192S-2, 14-192S-3, 14-192P2-1, 14-192P1-1A, and 14-192P1-UNK.

**17.27.020 Applicability and Effect.**

- A. "Developer" shall mean any person or entity that proposes to develop or re-develop land within the RROD and requests that the provisions of this Chapter apply to its proposed project.
- B. Where the provisions of this Chapter do not differ from those governing the underlying Zoning Districts, the provisions governing the underlying Zoning District shall apply to land within the RROD. To the extent there is any conflict or inconsistency between the provisions of this Chapter and those governing the underlying Zoning Districts, the provisions of this Chapter shall govern.

- C. The provisions of this Chapter shall be effective immediately after: (1) the Developer submits the Site Plan Review application required by Section 17.17.060 of the Revised Revere Zoning Ordinance to the Site Plan Review Committee requesting that the provisions of this Chapter apply to its proposed project, which application shall be supplemented with information sufficient to demonstrate that the proposed development is consistent with the standards and criteria set forth herein and in Chapter 17.17; and (2) the Site Plan Review Committee approves the Site Plan submitted by the Developer under the standards established by Section 17.17.070 of the Revised Revere Zoning Ordinance.

**17.27.030 Prohibited uses.**

Any person or entity who proposes a development within the RROD shall not use, construct, erect, place, alter, or convert, in whole or in part, any building, structure, or land for any use listed below.

- A. Adult bookstore.
- B. Adult club.
- C. Adult motion picture theater.
- D. Automotive maintenance, except as accessory to another permitted use.
- E. Batching plant.
- J. Body art establishment.
- K. Funeral home.
- L. Mobile Home
- M. Manufacturing and repair
- N. Motor vehicle repair shop.
- O. Self storage, except as accessory to another permitted use.
- P. Store principally for the sale of automotive parts.
- Q. Medical marijuana treatment center or other location for the sale of marijuana for medical or non-medical use unless associated with the direct distribution of goods to retail customers.
- R. Warehouse.
- S. Wholesale and distribution
- T. Lodging or rooming house.
- U. Standing Sign (Billboards) and digital signs other than digital signs used for civic, community or transportation purposes or events.

- V. Commercial parking lot/structure.
- W. Commercial auto storage/parking.
- X. Automotive/truck rental office and storage that is not principally for residents, employees and visitors in the RROD
- Y. Special Garage (i.e., garage for auto body or paint shop).
- Z. Automobile sales Class I, II or III.
- AA. Car wash.
- BB. Flea market, except as part of a community open market event.
- CC. Fast food/take out restaurant that has drive-thru service.
- DD. Building construction and contracting storage yard.
- EE. Towing operations and storage.
- FF. Recycling center/operations/drop off unless accessory to a permitted use.
- GG. Substance abuse treatment center.
- HH. Commercial garage.

**17.27.040 Allowed uses.**

Any person or entity who proposes a development within the RROD shall not use, construct, erect, place, alter, or convert, in whole or in part, any building, structure, or land for any purpose or in any manner other than for one or more of the uses listed below, which, except where a special permit from the city council is required, are to be permitted by right in place of any limitations in the underlying zoning district. Any use not specifically listed below as an allowed use, either as of right or by special permit, shall be prohibited. As used herein, retail sales and similar uses such as grocery store uses shall include e-commerce pick-up.

- A. Sports and athletic facilities; health club, and other active or passive recreational uses, including Recreation, gainful business.
- B. General office use or building.
- C. Medical or dental office, clinic, or other facility for emergency or out-patient medical or dental care.
- D. Professional office.
- E. Hotels.

- F. Restaurants, cafeteria, café, bar, tavern or other place for the service or sale of food or drink for on-site or off-site consumption, including fast food and take out service that does not have drive-thru service.
- G. Theater, meeting hall, concert venue, dance hall or other place for entertainment.
- H. Grocery store or supermarket of any size.
- I. General retail sales and service up to 25,000 gsf.
- J. General retail sales and service more than 25,000 gsf and up to 50,000 gsf if approved by a Special Permit.
- K. Neighborhood retail sales and service.
- L. Health club.
- M. Marina.
- N. Bank and financial institution.
- O. Dwelling, condominium/apartment.
- P. Dwelling, townhouse.
- Q. Religious facility; public or private lodge or club; day nursery or elderly care center; family day care home; nursing or convalescent home; public, private or nonprofit school; community or adult education center; and other similar uses and facilities.
- R. Independent elderly housing; congregate care elderly housing.
- S. Training school for profit or other educational uses.
- T. Kennel, provided the same does not provide for outdoor overnight boarding of animals.
- U. Telephone exchange, transformer station, substation, gas regulator station; microwave and telephone communications facilities; central plant facilities serving more than one building for heating and cooling or other building services; small wind energy facilities, standing accessory sign, standing accessory multi-use sign, in each case for uses, businesses or establishments located within the RROD.
- V. Parking lot; parking structure; private parking lot structure; including rental car agency principally for residents, employees and visitors in the RROD; ride sharing services principally for residents, employees and visitors in the RROD, and vehicle cleaning services.
- W. All accessory uses customary and incidental to any of the above.
- X. Brewery/distillery or winery including on-site consumption.
- Y. Farmers' market or community open market events.

- Z. Community garden.
- II. Mixed use.<sup>[1]</sup>
- JJ. Research and Development facilities including Life Science Manufacturing.

Footnotes:

[1] “**Mixed Use**” as used in this Chapter 17.26 shall mean uses within a single building or parcel that consist of two or more allowed uses.

**17.27.050 Dimensional Regulations.**

I. Specific Dimensional Regulations Applicable in the RROD. The dimensional regulations set forth below shall apply to any proposed project within the RROD and the other dimensional regulations applicable in the underlying zoning districts as set forth in Chapter 17.24 of this title shall not apply in the RROD.

Maximum Height: 75 ft.

Maximum Stories: 6

Minimum Lot Area: 15,000 s.f.

Minimum Lot Frontage: 100 ft.

Minimum Front Yard Setback: 30 ft.

Minimum Side Yard Setback: 20 ft.

Minimum Rear Yard Setback: 30 ft.

Maximum Floor Area Ratio: 1.75

Minimum Usable Open Space: 10%. Usable open space shall refer to the part or parts of land or structure within the RROD which are reserved for permanent active or passive recreation use. This *space* shall exclude parking areas but include required setbacks, waterways, walkways, and be *open* and unobstructed to the sky. Trees, plantings, arbors, flagpoles, sculpture, fountains, swimming pools, atriums, *open-air* recreational facilities and similar objects shall not be considered "obstruction."

Lots and Internal Lot Lines: For the purposes of the RROD, contiguous lots under common ownership or control shall be considered a single lot for the purpose applying dimensional requirements and internal lot lines shall be disregarded.

Setbacks: Setbacks shall not apply with respect to setbacks from boundary lines with any adjacent lot through which the property holds easement rights.

**17.27.060 Parking.**

- A. Within the RROD, (i) not less than 1 off-street parking space shall be required per residential dwelling unit; and (ii) not less than 1 parking space per 1,200 gross square feet of general or neighborhood retail sales and service or general and professional office use shall be required. All other uses allowed within the RROD shall be governed by the parking requirements of Section 17.28.020.
- B. Tandem parking is allowed with no more than two vehicles to be parked back to back in tandem. Mechanical parking systems are allowed subject to Section 17.08.502 and Section 17.28.035. Automated parking systems are allowed, subject to review and approval through Site Plan Review. All parking spaces available through such tandem parking and other systems shall be considered available off-street parking spaces for the purpose of determining compliance within the RROD.
- C. Notwithstanding any other provision of this chapter, the parking and loading requirements for any project within the RROD may be satisfied (i) using shared parking spaces that serve different uses having parking demand at different times upon a finding by the SPRC that any such parking or loading adequately serves the needs of the proposed development in the RROD, and (ii) by parking spaces located on any lot within 200 feet of the lot on which the building will be located.

**17.27.070      General Regulations for the RROD.**

- A. Multiple buildings on a lot shall be allowed in the RROD, provided that the building separation requirements of service and fire protection vehicles, as determined and approved through the site plan review process are met.
- B. Within the RROD, retaining walls shall be allowed subject to site plan review by the Site Plan Review Committee.
- C. Within the RROD, accessory signs (standing and attached) shall be allowed in accordance with Section 17.16.25 and Section 17.36.060 of this Title and subject to approval by the Site Plan Review Committee.
- D. Notwithstanding any other provision of this chapter, after the issuance of site plan review letter and any building permits based thereon, the owner of the property on which the development is proposed may divide or subdivide the property and convey the property or portions thereof to related or unrelated entities, as necessary to complete the development plans, and this subdivision or conveyance shall be deemed to be in compliance with this section and shall not render the resulting properties in violation of this ordinance.

**17.27.080      Contribution to Community Improvement Trust Fund**

All proposed projects within the RROD shall make a contribution to the Community Improvement Trust Fund in an amount equal to 1 percent of the total hard construction costs of such proposed project. Notwithstanding Section 17.47.030 or other provisions of the Revised Revere Zoning Ordinance to the contrary, all moneys contributed to the Community Improvement Trust Fund by proposed projects within the RROD shall be expended only for purposes related to the development and implementation of the Revere Riverfront Master Plan, as determined by the Site Plan Review Committee. The first installment shall be made at the time of the granting of a building permit, and shall be a prerequisite condition to the issuance of a building permit; the second installment shall be made upon receipt of a temporary or

permanent occupancy permit for any or all portions of the project and shall be a prerequisite. The applicant at any time may make a lump sum payment of the entire required contribution, if he or she so desires. The hard construction costs shall be determined by the Site Plan Review Committee. In determining the hard construction costs, the Site Plan Review Committee shall use the median square foot hard construction costs of an appropriate building category as noted in the most current Means Construction Cost Guide published by the Means Company of Kingston, Massachusetts.

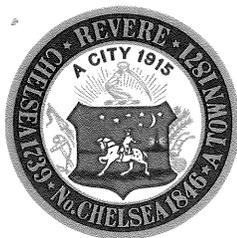
In accordance with an Executive Order issued on March 12, 2020 by Governor Baker, the public hearing as advertised will be held remotely. Remote meeting participation information will be provided at least 48 hours in advance of the public hearing, not including weekends or holidays. Alternatively, written commentary may be submitted to [amelnik@revere.org](mailto:amelnik@revere.org) or by mail to Office of the City Clerk, Revere City Hall, 281 Broadway, Revere, MA 02151.

A copy of the aforementioned application (CZ-21-01) is on file and available for public inspection in the office of the City Clerk, Revere City Hall, 281 Broadway, Revere, Massachusetts, Monday through Thursday from 8:15 A.M. to 5:00 P.M. and Friday from 8:15 A.M. to 12:15 P.M.

Attest:  
Ashley E. Melnik  
City Clerk

Attest:  
Louis Ciarlone  
Planning Board, Chairman

Revere Journal  
Invoice to [amelnik@revere.org](mailto:amelnik@revere.org)  
02/03/2021  
02/10/2021



BRIAN M. ARRIGO  
Mayor

# The City of REVERE, MASSACHUSETTS

## Director of Economic Development

281 Broadway, Revere, MA 02151

(781) 286-8201

www.revere.org

February 16, 2021

Anthony Zambuto, President  
Revere City Council  
Revere City Hall  
Revere, MA. 02151

FILED  
2021 FEB 16 PM 12:40  
OFFICE CITY CLERK  
REVERE, MASS

**RE:** Revere RiverFront Master Plan & Zoning Overlay District

Dear President Zambuto,

Please be advised that at its regular meeting of February 9, 2021, the Revere Planning Board unanimously voted to adopt the attached Revere Riverfront Master Plan. This Plan will serve as a practical guide to future public and private improvements within the RiverFront District, which encompasses the 19.4 acres generally bounded by the Pines River on the west and the Lynnway on the east, just north of the Riverside and west of the Point of Pines neighborhoods. It more specifically includes Gibson Park, the vacant Riverside Boat Works, the existing G/J tow and salvage yard, and the former Mirage site west of North Shore Road; and the Point of Pines Yacht Club and the Revere Fire Station east of North Shore Road; as well as the southern terminus of the General Edwards Bridge.

The RiverFront Master Plan is the culmination of an extensive public process that included a Development Advisory Group appointed by the Mayor and consisting of Revere elected officials, community residents and city staff. The key elements of this Master Plan include:

- ❖ Repurposing the former Riverside Boat Works for civic and community purposes including the expansion of Gibson Park and the creation of a North Shore Maritime Center devoted to rowing and other shallow-draft boating activities of an educational and recreational nature.
- ❖ Providing other open space and recreational improvements to Gibson Park including a new multi-purpose field, new basketball and pickleball courts and a golf putting green to complement the existing playground as well as community gardens; a dog park and a public art installation, additional public parking and pedestrian pathways and bicycle amenities throughout the district and linked to Revere and beyond.

Attachment: RiverFrontMasterPlan02222021 (21-035 : RiverFront Master Plan Zoning Amendment)

- ❖ Restoring the entire Pines River shoreline to public access, including a series of new resiliency measures such as sea wall repair, salt marsh restoration, new rain gardens, underground infiltration and stormwater retention facilities, and interior drainage system improvements.
- ❖ Building riverfront walkways and boardwalks along the Pines River to activate for public use the river shoreline from Mills Avenue to the General Edwards Bridge.
- ❖ Reconfiguring the Route 1A south-bound ramps including construction of a roundabout to provide improved vehicle access to Gibson Park and the G/J site and to eliminate or minimize the existing sole access to Gibson Park through the Riverside community.
- ❖ Reconstructing the deteriorated pier at the northern end of the district for public ownership and use.
- ❖ Expediting the redevelopment of the unsightly G/J towing and salvage yard for a mix public and private uses including multi-family housing and related retail and restaurant uses that complement this riverfront and park-side zone and improve public access and connections to the underutilized and neglected riverfront shoreline surrounding the site.
- ❖ Facilitating the future redevelopment of the former Mirage property as a revitalized waterfront restaurant that would renew its prior longstanding reputation as a social and recreational destination.
- ❖ Re-creating the RiverFront district as an active and attractive gateway to the City of Revere from the North Shore and beyond.

In all of these respects, the Revere Planning Board supports the positive and appreciative message of Mayor Brian Arrigo in his transmittal letter of January 31, 2021 when he initially referred the RiverFront Master Plan to the favorable attention of both the Planning Board and City Council. The Planning Board has adopted the RiverFront Master Plan in the conviction that it will provide a realistic framework for the redevelopment of a somewhat neglected area of our community, the potential of which could and should be more fully realized through this coordinated and collaborative public/private development strategy.

To that end, also attached for the reference and action of the City Council as well as Planning Board is a proposed Zoning Overlay District for the RiverFront, which is focused on the existing G/J and the former Mirage properties only. This Zoning Overlay District is intended to allow for the kind of positive and productive redevelopment envisioned in the RiverFront Master Plan itself. This strategy and sequence mirrors the successful approach taken on a somewhat larger scale in the case of the redevelopment of Suffolk Downs; and as in that case, the underlying zoning does not allow for the kind of development goals that have emerged from the community process.

The proposed Zoning Overlay District for the RiverFront will allow for the residential and mixed-use development of the G/J property and eventually the Mirage site as well in a manner that embraces and enhances both the river-front and the park-side context of these two crucial parcels. The Zoning Overlay addresses issues and opportunities that include allowable height and density – any project allowed on this site will be considerably less dense than other recent waterfront developments in Revere, as well as parking. Any residential project allowed on this site will require at least one parking space per unit, which is consistent with actual parking-use patterns in other recent developments; and no on-street parking stickers can be issued for any residents of any new development.

The Overlay District does not address the question of unit count and unit mix, which are issues that will be addressed and resolved through the Site Plan Review Committee process. But these matters were discussed in some detail in the RiverFront Master Plan process; and Redgate, the prospective developer of the G/J site, is expected to propose less than 300 units, at least 70% of which would be studio and 1-bedroom units. The balance will be 27% 2-bedroom and 3% 3-bedroom units to respond to the increasing market demand for more spacious units in the pandemic and post-pandemic context. This unit mix is not expected to have a significant impact on public school enrollment, as has been the case with other Redgate developments elsewhere in Revere.

Beyond the RiverFront Master Plan itself, the proposed Riverfront Zoning Overlay District is the critical next step in the redevelopment of this important district; and it will be the subject of public hearings by both the Planning Board and the City Council. We and others who have been in this remarkable effort to date look forward to working closely with both bodies to advance this plan.

Sincerely,



Frank Stringi, Chief Planner  
Chair of the Site Plan Review Committee

cc: Mayor Brian M. Arrigo and Chief of Staff Kim Hanton  
Members of the Revere City Council  
Members of the Revere Planning Board  
Revere Office of Planning and Development  
Members of the Riverfront District Development Advisory Group

ARROWSTREET

# REVERE RIVERFRONT MASTER PLAN

FINAL REPORT

REVERE, MA  
JANUARY 2021

PREPARED FOR  
CITY OF REVERE

# Revere RiverFront Master Plan

City of Revere

January 2021

- I. BACKGROUND . . . . . 3**
  - Letter from Mayor Arrigo . . . . . 4
  - Background . . . . . 6
  - RDAG Members, Consultants, & Stakeholders . . . . . 9
  - Process. . . . . 10
- II. EXISTING CONDITIONS . . . . . 12**
- III. ENVIRONMENTAL CONSIDERATIONS . . . . . 17**
  - Resiliency Approach . . . . . 18
  - Methodology . . . . . 22
  - Baseline Environmental Conditions. . . . . 24
  - Flooding . . . . . 25
  - Public Storm Water Infrastructure . . . . . 27
  - Water Access and Infrastructure. . . . . 29
  - Other Environmental Considerations. . . . . 30
  - Permitting Considerations . . . . . 32
  - Resilient Redevelopment Strategies and Considerations. . . . . 33
  - Proposed Resiliency and Flooding Interventions . . . . . 37
  - Proposed Waterfront Infrastructure Improvements. . . . . 44
- IV. Master Plan Vision & Development Opportunities . . . . . 47**
  - RiverFront Master Plan Vision. . . . . 48
  - Improved RiverFront Accessibility . . . . . 51
  - A More Active and Attractive Waterfront Park . . . . . 53
  - Re-Purposed Riverside Boat Works Property . . . . . 55
  - Transformed G/J Site. . . . . 57
  - Other Planning Efforts. . . . . 60
- V. IMPLEMENTATION STRATEGY . . . . . 65**
  - Next Steps . . . . . 66
  - Matrix of Projects. . . . . 69
- VI. APPENDIX . . . . . 70**
  - List of Materials Reviewed and Referenced . . . . . 71
  - List of Required Permits . . . . . 73



# I. BACKGROUND



**CITY OF REVERE**

Brian M. Arrigo  
Mayor

January 31, 2021

Anthony Zambuto, President  
Revere City Council

Louis Ciarlone, Chair  
Revere Planning Board

Revere City Hall  
Revere, MA. 02151

Dear President Zambuto and Chairman Ciarlone,

When I convened and commissioned the RiverFront Development Advisory Group (DAG), I was confident that they could produce a thoughtful and substantive Master Plan for this emerging new gateway district. After five sessions of thorough and candid discussion among affected residents, city officials, elected leaders and other representatives of both the public and the private sectors, the DAG has now set forth a new vision for this entire area. It focuses on the recreational, environmental and civic potential of an enhanced Gibson Park in a manner that integrates the surrounding public and private properties and complements the adjacent Riverside and Point of Pines neighborhoods. I am pleased to present you with the product of that collaborative effort: *A Master Plan for the RiverFront District*.

To the ultimate benefit of the City of Revere as a whole, the DAG recognized and responded to the unique and timely opportunities afforded by the prospective sale of the G/J property as well as our emerging plans for community use of the long-vacant Riverside Boat Works property. In that new and evolving context, the DAG proposes to supplant these unsightly current uses, transforming the RiverFront District into the waterfront haven of recreational variety and residential vitality that has for decades been the potential of this peninsula. And they do so in a manner that fully incorporates the long-neglected waterfront in an environmentally innovative and sustainable way that begins to address persistent flooding problems in the Riverside community as well as long-term climate-change issues and opportunities in the area as a whole.

For this notable effort and positive outcome, I hereby extend the gratitude of the City of Revere to all of the members of the RiverFront Development Advisory Group as well as others from the Revere community who also participated in the several public meetings sponsored by the DAG. Our thanks particularly include the members of the expert, experienced and multi-disciplinary consultant team – Arrowstreet: Planners and Architects, Copley-Wolff: Landscape Design Group and Lloyds Register: Engineers – that together guided, informed and staffed this collaborative effort.

President Anthony Zambuto,  
Revere City Council  
Louis Carlone, Chair  
Planning Board

Page two.

January 31, 2021

Our appreciation also extends to Redgate, the prospective new owners of the G/J property, whose development team has provided invaluable technical assistance and continuing professional input and feedback. In many respects, it was Redgate’s appreciation of and commitment to the development potential of the G/J site that was the catalyst and inspiration for this entire process.

Finally, and most gratefully, we acknowledge and applaud the critical role of the Seaport Economic Council, Chaired by Lieutenant Governor Karyn Polito. It was as a result of their understanding of Revere’s potential and their endorsement of Revere’s aspirations that the funds were provided to finance RiverFront Master Planning process. This enterprise would simply not have been possible without their support and encouragement.

We clearly understand that, as creative and responsive as this Master Plan is, it just the beginning of the transformation of the RiverFront district into the active and attractive northern gateway and mixed-use community that the Development Advisory Group has envisioned and that the residents of Revere deserve. Its implementation will require several critical next steps that will involve the Planning Board and the City Council among other public agencies and community organizations. To that end, I hereby commend the *RiverFront Master Plan* for your consideration; and I look forward to continuing the working relationship with the members of the City Council, the Planning Board and the many others that will ultimately lead to its successful and timely realization.

Regards

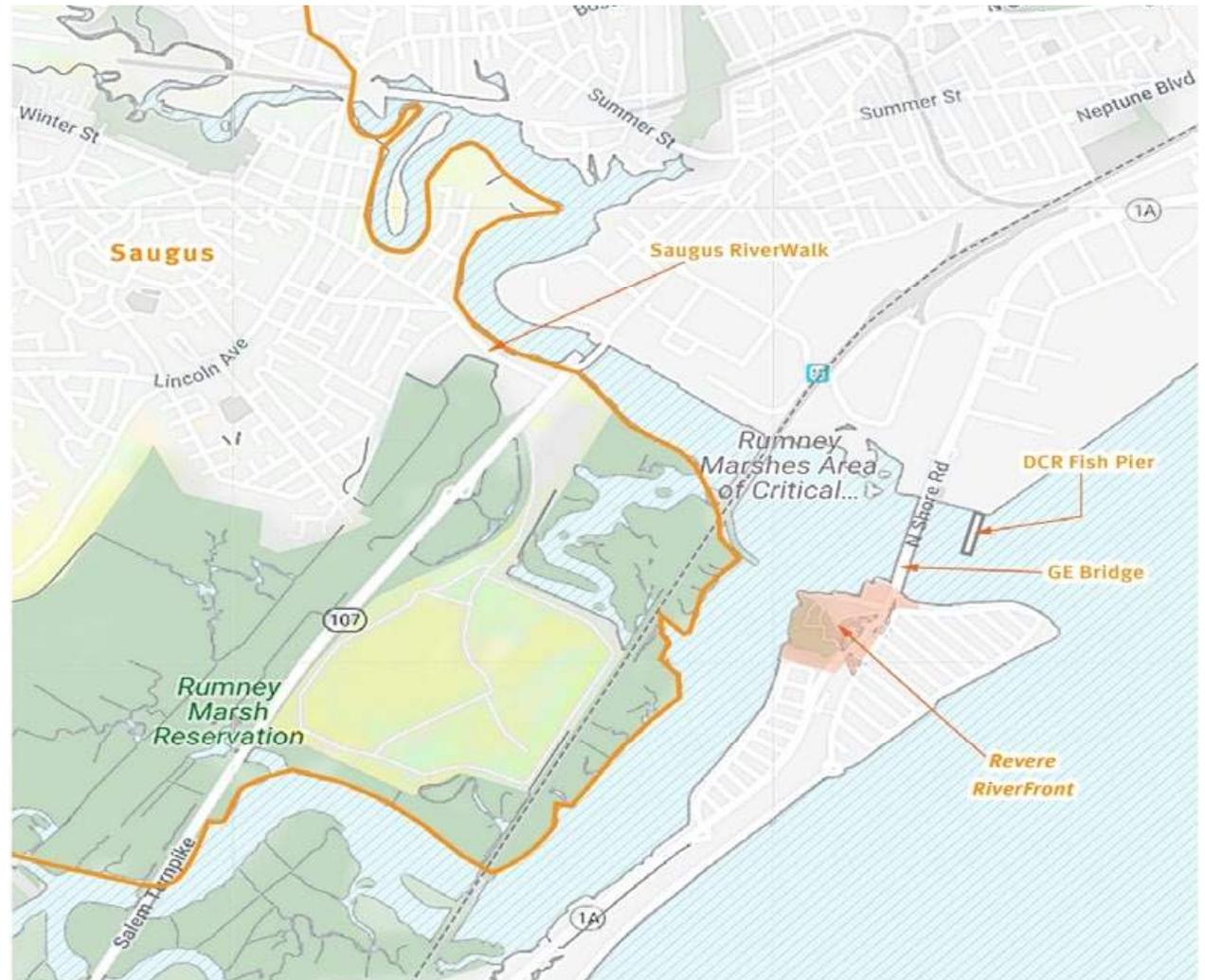
Brian M. Arrigo  
Mayor  
City of Revere

cc: Members of the Revere City Council  
Members of the Revere Planning Board  
Members of the Riverfront District Development Advisory Group  
Members of the Seaport Economic Council  
Other Interested Parties.

## Background

The 19.4 acre Revere RiverFront District borders the Riverside and Point of Pines neighborhoods and is centered around the public and private properties that surround Gibson Park. Intersected by North Shore Road, those properties include the vacant Riverside Boat Works, the G/J tow/salvage yard, the former Mirage site, the southbound and northbound ramps to the General Edward Bridge, the Point of Pines Yacht Club and the former Alden Mills Fire Station on the Lynnway in Revere. Although this RiverFront Master Plan represents the first time that these properties have been considered together and as part of a larger mixed-use community, many of them have individually received significant city and community attention in the past:

- Gibson Park itself was recently improved by the City with an updated ball field as well as a new playground and community garden.
- The waterfront site of the former Mirage Club became an adult daycare center and host to other related small businesses.
- The vacant Riverside Boat Works property has been twice proposed for redevelopment, but both proposals were withdrawn in the face of concerted opposition from the community and our local elected officials, specifically including Ward Councilor John Powers, for its being too dense and otherwise inappropriate for that relatively small 50Ksf site immediately adjacent to the Riverside neighborhood.



- A new option for the Riverside Boat Works as a regional rowing center has now emerged at the suggestion of City Council President Patrick Keefe and is being actively pursued by the City; and that proposal is consistent with Riverside advocacy for a community use for this crucial parcel.
- The City recently approved municipal bonds to fund replacement of the vacant Alden Mills Fire Station with a new and expanded public safety facility.
- The Point of Pines Yacht Club began planning for a dredging program to facilitate, expand, and enhance its continued successful operation.
- MassDOT began planning for the replacement of the General Edwards draw-bridge with a fixed-span structure.
- The City and the Commonwealth of Massachusetts began to prepare a Municipal Vulnerability Preparedness (MVP) program and Coastal Resiliency Study to address and resolve environmental problems throughout Revere, specifically including persistent flooding in the Riverside community as well as the expected impact of sea-level rise on both the Riverside and Point of Pines communities in particular.
- The G/J parcel became available for sale and has been put under agreement for development by Redgate



The G/J site has long created the unsightly first impression of Revere for countless daily commuters and others entering our community from the North Shore across the General Edwards Bridge. The prospect of redevelopment of the 4.5-acre (10.8-acre including waterways) G/J parcel was a major catalyst for the potential transformation of the district as whole.

This was true in no small part because the prospective new owner of this property is Redgate, an experienced Boston developer that Revere knows well and that knows Revere well. Redgate has already successfully completed more than \$300M of major residential and mixed-use projects: One Beachmont on Revere Beach Parkway; 500 Ocean, home to the Dryft and Fine Line restaurants and Ryder on Revere Beach Boulevard and Ocean Avenue, which will feature another waterfront restaurant. Redgate has confidence in the future of Revere, its resources and foresight to continue to invest in the City's Future.

The prospect of a new northern gateway into Revere, one organized around a public park with a revitalized riverfront and a vibrant mix of recreational, residential and community uses, was the stimulus for the City of Revere to seek funds to master plan this evolving new waterfront district from the Seaport Economic Council (SEC), Chaired by Lieutenant Governor Karyn Polito. Based on a personal request and presentation by Revere Mayor Brian Arrigo, the SEC members were not only enthusiastic about the environmental, economic, transportation and civic potential of the district, but they were also impressed by the considerable amount of preparatory work that had already been done to realize that potential. The result was an SEC commitment to fund the formulation of this RiverFront District Master Plan.

**Robert O'Brien**

*Planning and Development Director  
City of Revere*

# RDAG Members, Consultants & Stakeholders

As of January 2021

## RIVERFRONT DEVELOPMENT ADVISORY GROUP MEMBERS

### Community Members

Jay Bolton | *Point of Pines Yacht Club*

Elaine Hurley | *Riverside Resident, Riverside Association*

Loretta LaCentra | *Riverside Resident, Riverside Association*

Eric Lampedecchio | *Former Riverside Resident, Community Advocate*

Robert Marra | *Point of Pines Resident, Former Mayoral Chief of Staff*

John Shue | *Point of Pines Resident*

Gina VanderLoop | *Point of Pines Resident, POPBA,*

*Alliance for Health & Environment*

### Elected Officials

Jessica Giannino | *At-Large City Councilor, State Representative*

Patrick Keefe | *Then City Council President*

John Powers | *Ward 5 City Councilor*

RoseLee Vincent | *Former State Representative*

### City Staff

Elle Baker | *Open Space and Environmental Planner*

Julie DeMauro | *Transportation Planner*

Michael Hinojosa | *Director of Parks and Recreation*

Gene McKenna | *Former Revere Planning Board Chair*

Nicholas Moulaison | *Conservation Commission Chair*

Robert O'Brien | *Planning and Development Director*

Paul Rupp | *Development Consultant*

Frank Stringi | *Chief Planner, Site Plan Review Committee Chair*

Michael Tucker | *Zoning Board of Appeals Chairman*

## RIVERFRONT DISTRICT CONSULTANTS

David Bois | *Arrowstreet – Architecture & Master Planners*

Amy Korté | *Arrowstreet – Architecture & Master Planners*

Sean Sanger | *Copley Wolff Design Group – Landscape Architect*

John McAllister | *Lloyd's Register Engineering*

Jay Borkland | *Lloyd's Register Engineering*

## STAKEHOLDERS

Will Goldenheim | *North Shore Maritime Center*

Damian Szary | *Redgate*





Also involved on the team was Sean Sanger of Copley-Wolff Design Group, landscape architects with expertise and experience on waterfront and parkland projects in the Boston area and beyond, as well as John McAllister and Jay Borkland of Lloyd’s Register North America, Inc. They came with comparable expertise and experience on a variety of climate-change and other environmental engineering projects throughout the east coast, most recently involving revitalization of the nearby Saugus River waterfront.

After the Mayor convened an initial introductory meeting of the DAG and the consultant team, there followed five, 2-hour virtual DAG meetings that were open to the public and recorded and broadcast on Revere TV. Each of the initial four of these positive and productive meetings focused on specific aspects of the planning process. These included a review of existing conditions; a discussion of open space issues and opportunities at Gibson Park, Riverside Boat Works and the surrounding waterfront, with specific attention to persistent flooding problems in the Riverside neighborhood; a consideration of our

transportation options in the context development plans for both Gibson Park, the G/J site and potentially the adjacent former Mirage property; and finally an overview of preliminary findings and conclusions regarding the transformative potential of the district as a whole, as well as the planning, permitting and funding steps required to implement that comprehensive district vision. Following the preparation by the consultant team of a draft master plan, based on the extensive community input and feedback through the first five sessions, the DAG met for a sixth time to critique and endorse the final RiverFront Master Plan that is now before you.

## II. EXISTING CONDITIONS



## Existing Conditions

The Revere RiverFront District area of study encompasses 19.4 Acres and is made up of a mix of private and public properties. The parcels included in the district are unique but have one key characteristic in common—direct adjacency to the Pines and Saugus Rivers with undefined or limited public access to the waterfront. The City of Revere has identified an opportunity to re-imagine how this natural resource could benefit the community as a whole.

The largest single parcel in the district is comprised of Gibson Park. This 6.22-acre parcel includes a mix of active uses, is well maintained and has some significant programming. Currently the park acts as the home of the Revere HS tennis and golf team, providing practice facilities and a location for home tennis events. Despite this, the park is still underutilized. Currently the park suffers from poor accessibility, with all traffic required to be routed from 1A through the adjacent Riverside neighborhood. With its remote location, limited visibility and signage, and the entrance through a series of

neighborhood streets, the park feels less like a community resource and has less use than other Revere Parks. In addition to access issues, much of the park is susceptible to flooding, rendering it unusable, or at least unpredictable, for scheduled use by community groups and youth sports. Finally, there is approximately 700 ft of Pines River frontage, with excellent views of the marsh and City of Boston. However, currently, the only access to the waterfront is through ad hoc paths, which impact the natural vegetation and are not connected to any accessible pathways.

**Boat Works Site**

At the south end of the district and directly between the Riverside neighborhood and Gibson Park is the vacant Riverside Boat Works. Currently, this building is abandoned and the site is mostly vacant gravel parking area. The site also has waterfront access, previously utilized for docking and launching of boats associated with the Boat Works.

Given its former use, the site elevations are very low and frequently result in the first area to flood during higher tide events. As mentioned, the buildings are currently abandoned and suffer from lack of maintenance and vandalism. Current conditions, at best result in an eyesore within the neighborhood, at worst potentially dangerous conditions as the building and structure continue to deteriorate. This vacant property currently acts as the gateway and first impression of Gibson Park for traffic through the Riverside neighborhood.

**MassDOT Corridor**

Directly to the east of Gibson Park is Route 1A. As MassDOT land, much of this corridor is dedicated to the roadway and roadway maintenance/safety. However, this section of 1A is undergoing significant study and potential future improvements including the replacement for the General Edwards (GE) Bridge—which includes raising the elevation and eliminating the draw bridge required for boat traffic. Changes to the GE Bridge will require changes



ABOVE Existing Boatworks Structure  
LEFT Interior of boatworks  
BELOW Existing Boatworks Pier



to the ramp interchanges (north and southbound) and other street access points to meet new roadway grades. Currently 1A ramps are large sweeping off ramps with significant infield areas. These ramps directly abut Gibson Park, but provide no access and even limit safe pedestrian and bike access from the Point of Pines neighborhood.

### G&J Towing Site

The second largest parcel in the district is a private site, currently occupied by a tow/salvage yard by G/J Towing and is referred to as The G/J site. With high visibility from Route 1A southbound and 2,200 LF of waterfront, the site has the potential to act as a gateway to Revere from this major vehicular route from the north. However, this site has the appearance of a scrap yard and years of neglect have resulted in a host of environmental issues at the shoreline.

Private uses abut directly to the coastal edge, with various conditions at the shoreline, including pavement, scattered granite sea wall blocks, vertical wood sheathing, failing concrete and wood decking. A large 1 ½ story metal building occupies most of the site—with the remainder as parking (both paved and gravel). With no public access to the water along the extent of the site.

As stated, the recent sale and potential redevelopment of the G/J site has provided a catalyst for the study of the area as a district



ABOVE IMAGES Existing Conditions. Photos of G&J Towing Site.



and, this redevelopment, is expected to contribute to the public realm improvements.

**Existing Pier**

As part of the G/J site, an existing pier extends from the northern end of the site to approximately mid-way across the river towards Lynn. This existing pier is also in a state of disrepair. Due to the inaccessible nature of the pier and the scope of this study, extensive evaluation of pier conditions was not performed. It is clear however that extensive repair/renovation will be required for potential reuse of this asset.

**Mirage Site**

Adjacent to the G/J site is another smaller site housing the former Mirage Club, now an adult daycare center and other related small businesses. This waterfront site is almost entirely within assumed Chapter 91 jurisdiction, though there have been various active uses on the site since 1932. It should be noted that, unlike the G/J site, the owners of the Mirage site were not active participants in the RiverFront Master Plan process, and access to the site and associated documents was limited.

In the entirety of the 19.4 acre district, only about 38% of the shoreline is currently able to be accessible to the public, with no accessibility to people with disabilities. Approximately 100% of the site is susceptible to flooding or in danger of future flooding issues as the impacts of climate change continue.



TOP Existing Pier  
BOTTOM Mirage Site

# III. ENVIRONMENTAL CONSIDERATIONS

## Resiliency Approach

The world is changing. The frequency and severity of storms are increasing with time and the oceans are responding to climate change with rising tides and higher water levels that now flood an increasing cross section of the coastal lowlands as part of the daily tidal cycle. The City of Revere, as a coastal community with a large cross-section of low-lying landscape adjacent to the ocean and a City with one of the longest coastlines in the Commonwealth, is on the front line. Higher tides and coastal damage as a result of increasing storm and severe weather is disproportionately affecting the City, and the trends indicate the situation will continue to have increasing impacts with flooding, erosion, wave and water damage, storm surge, and waterfront degradation.

Today the City is incorporating resiliency preparation into all of its planning and development efforts. For this district specifically, the focus is on adapting strategies and interventions in the park, boatyard, and private development area that can positively impact the overall Riverside area. These efforts will make forward progress toward ameliorating the effects of the encroaching ocean from storms, sea level rise impacts, and storm surge to the extent possible given the geographic constraints.



ABOVE Flooding at Mills Avenue and River Avenue



ABOVE FEMA Flood Map

Climate adaptation, once the realm of occasional interventions that typically took the form of monolithic hard-scape coastal structures—walls that cut off communities from the environment and split neighborhoods into unconnected segments, has morphed over time into strategies that stress working with nature and building with the environment. Today the approach to resiliency is to create robust systems that leverage the natural landscapes ability to absorb extreme events, playing to the strength and flexibility of the environment and resulting in more durable outcomes through designs that work with nature.

The modern approach to coastal resilience engenders a spirit of cooperation with the natural landscape—sculpting the land to take advantage of the attributes of natural systems that control water flow and surge and creating an aesthetic landscape that is both pleasant to the communities they serve as well as provide protection from the storm and from the encroachment of water along the coastline due to climate-driven sea level changes.

The road to the modern resiliency approach incorporates the full range of human historical experience, from early reactions to environmental events that involved retreating from the problem areas, to the concept of let-it-happen-and-rebuild-

with-same-after, to wall off the problem, to the modern approach that involves engineered solutions coupled with the strategy of working with nature. Nationally, the approach to resilience has evolved in part because of several extreme events. Hurricane Katrina in the Gulf and Superstorm Sandy along the mid- to north-Atlantic coast were extremely impactful and devastating to the communities affected. These events represent a wake-up call to coastal communities, and they changed the dialogue around coastal planning and development approaches.

One outcome from these relatively recent extreme events was a movement to adjust the overall approach to resilience from a reactive to a proactive approach to coastal protection. A concrete outcome of that resilience shift was the development of a community approach to resilience that is now embedded in planning efforts across the range of coastal environments. An example of this approach is the coastal resilience strategy known as Rebuild by Design, which started as design competition for rebuilding the New Jersey, New York, and Connecticut coastal communities after the devastating effects of Superstorm Sandy, and grew to create a new approach to thinking about resilient engineering that incorporates community needs across the board (<http://www.rebuildbydesign.org/>).

The central tenet that comes out of the Rebuild by Design strategy is the concept of building for the norm as well as the storm. This approach engenders the concept of creating resilient interventions that protect coastal communities when there is a storm or event, while at the same time improving the utility and attractiveness of the landscape to encourage and improve community use on a daily basis when there is not a storm. The thinking around resilience shifted to working with the natural environment to create healthier, more useful, and protective interventions. A broad range of engineered solutions were developed to support resiliency efforts for all coastal situations—from urban to natural greenfield, and suburban to degraded brown field. Many interventions were patterned after the innovative approaches taken in the Netherlands, a country that exists with nearly its entire landscape below sea level.

The range of interventions and strategies that resulted from the Rebuild by Design competition, which called on the global community of coastal resiliency designers to bring forth advanced concepts to the combat the coastal degradation issue, created a toolbox of concepts and designs that can be applied to a broad range of scenarios.

Interventions range from concepts that are applied to the direct interface between the upland and the ocean and bay to reduce the impacts of storm surge and wave action, to concepts that create stormwater storage or conveyance that reduce the compounding effects of flooding from heavy rain events where upland water overwhelms the traditional stormwater systems of traditional engineered solutions. Examples include:

- **LIVING SHORELINES AND LIVING REEFS** – developing resilience along the interface between the land and the water through the building of marsh, reef, and dune structures out of natural plant, sediment, and soil materials.
- **SCULPTING THE LANDSCAPE** – developing berms and high and low areas that act as a system to keep water out, direct water to safe holding structures, and to creating natural wetlands and coastal marsh to store water and reduce erosional action.
- **RAIN GARDENS AND BIOSWALES** – creating natural low areas that direct water away from vulnerable areas to storage areas or discharge back to the ocean or bay.



ABOVE Mill River Before Storm



ABOVE Mill River After Storm



- **BLUE-GREEN WATER PARKS** – which act as water storage systems during high water times, and are open green space which can be used by the community when the water levels recede.
- **SLOW STREAMS** – slowing down contributing water to allow for infiltration and to draw out the build-up effect during high water influx periods.

- **SUBSURFACE STORAGE** – providing a place for floodwater to go in the subsurface (under parkland or structures) that allows water to be moved from flood areas where it can do damage to underground storage galleries that then allow for infiltration or discharge to the ocean of the collected water as the extreme events recede.
- **SURFACE AND SUBSURFACE CONVEYANCE** – Piping, trench drains, pump conveyance and directional galleries that move water from areas where it can build up and flood to areas where storage and discharge can be achieved.

A number of the modern interventions and strategies from the Rebuild by Design play book were incorporated into the design of the resilience approach to the park, boatyard, and development. The specific design elements associated with these strategies are included in the design basis and the design elements included in the design sections described herein.

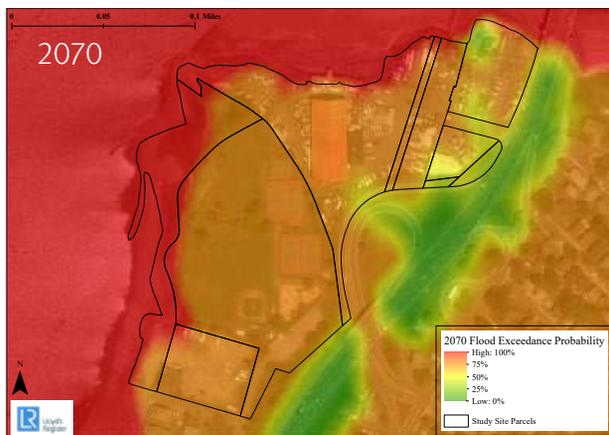
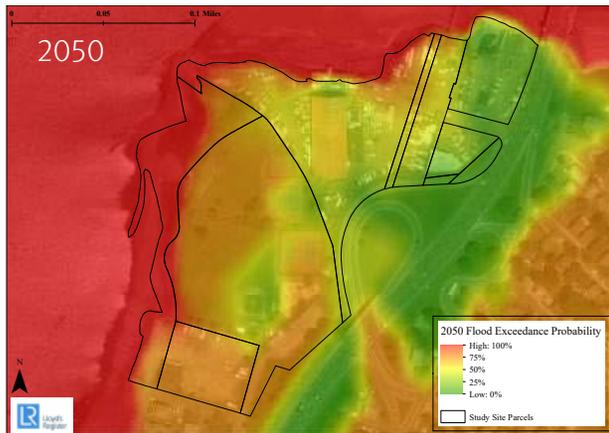
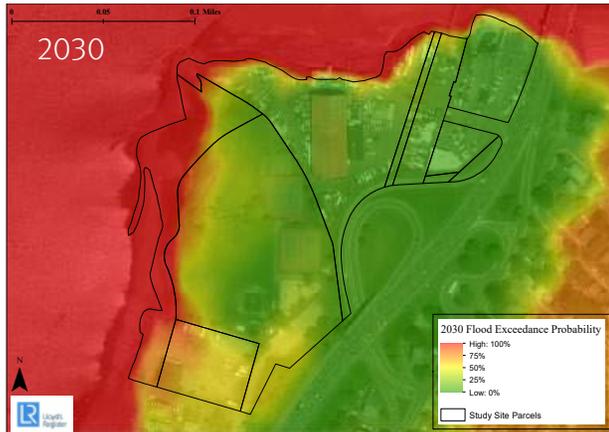
## Methodology

The process of determining the appropriate interventions and strategy for resilience for the park, boatyard, and development included the following steps: assess historic conditions; assess current conditions; obtain measurements of the landscape; review the results of predictive models to provide context for future conditions; identify intervention types that would have the highest likelihood of success; identify the location, size, and layout of interventions that would have the highest chance of creating resilience and reducing storm impacts and impacts from daily tidal cycles; and integrate those designs into the overall use, landscape, and aesthetic designs being developed as part of the master plan for the area.

The master planning process included significant stakeholder forums where input from the community was incorporated into the planning process, and the resiliency design team learned an extensive amount from first-hand accounts, descriptions of issues, and desires and ideas from the community and incorporated these ideas into the overall resiliency design elements.

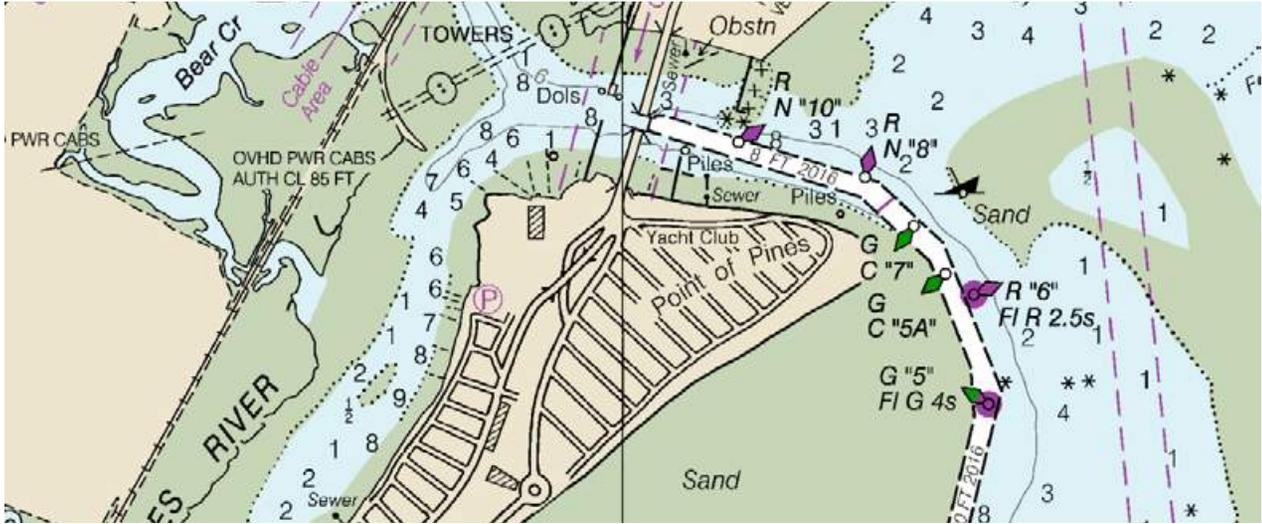


ABOVE Example of Subsurface detention



- Historic conditions – maps and accounts of flooding over the past 20 years were identified and reviewed and formed a baseline for condition projections.
- Current conditions – measurements of the landscape were obtained and a base map of existing conditions was created on which overlays of interventions and strategy concepts could be made.
- Predictive models – showing likelihood and severity of flooding and storm damage from storm scenarios that ranged from minor to severe were reviewed. A storm condition that was considered reasonable for future conditions was selected as the design storm condition.
- Potential intervention types were identified which would have the highest likelihood of success, including the identification of the location, size, and layout of interventions that would have the highest chance of creating resilience and reducing storm impacts and impacts from daily tidal cycles.
- Integration of those high-likelihood of success designs into the overall use, landscape, and aesthetic designs being developed as part of the master plan for the area was undertaken.

LEFT IMAGES From Massachusetts Coastal Flood Risk Model



# Baseline Environmental Conditions

The RiverFront Master Plan study area sits relatively low with respect to topography, with site grades around elevation 6.5 (NAVD 88) in the parking area of the boat works up to around elevation 10 on the baseball infield at Gibson Park and at the G/J property. The highest elevations in the study area are associated with North Shore Road, Route 1A, in particular with the overpass that allows for access to the Point of Pines neighborhood from the southbound lanes of North Shore Road.

The topography within the study area is relatively flat, with grades decreasing along a gentle slope from the east to the west and north west. The steepest parts are the embankment along North Shore Road, and then where the upland meets the tidal area of the Pines and Saugus River.

With respect to groundwater in the area – the USACE reports, from a regional flood study, that groundwater levels are generally between mean high tide and mean low tide. This is confirmed from boring data provided from the G/J facility performed relatively recently by McPhail Associates. Soils are generally mapped (by the USDA’s NRCS) as Udorthents, wet substratum, described as “Excavated and filled sandy and gravelly human transported material over highly-decomposed herbaceous organic material.” The boring data from the G/J facility shows that the surface is underlain by fill material in depths of 6 to 10 feet below the surface. There was some peat material noted in one of the borings, and underlying the peat and fill material were marine sand deposits.



floodplain are ball field and North Shore road. The Massachusetts Department of Coastal Zone Management (CZM) maps almost the entire area (except the exceptions noted in the FEMA maps) as being impacted by a category 1 hurricane. The study area has such a well-known reputation for flooding issues that it was identified as the first area to be studied by the Boston Region Metropolitan Planning Organization (MPO) as a pilot study for resiliency measures along sections of Route 1A in Revere. The draft report describes the study area as *“natural low-lying area and close to the flood pathways of the Pines River estuary to the north and the Chelsea Creek estuary to the south. The corridor is highly vulnerable to flooding resulting from high tides, coastal storm surge, and rain storms, and to inundation from sea level rise. These hazards are expected to worsen in the future.”*<sup>1</sup>

As part of their evaluation, the MPO study looked at the Massachusetts Coastal Flood Risk Model’s flood risk probabilities and depth of flooding for four scenarios—present day, 2030, 2050, and 2070.

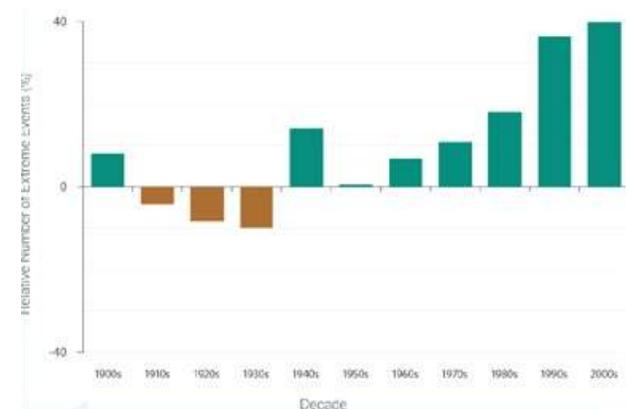
The images were provided to the Master Plan consultant team for use and they show in the RiverFront Master Plan study area, particularly around the water’s edge and the Boat Works site, vulnerable to flooding based on different combinations of estimates for sea level rise, heights of storm surge and tides, and wave action.

As part of the National Climate Assessment<sup>2</sup> from the US Global Change Research Program, there are several trends that are going to continue to influence conditions in the RiverFront Master Plan study area, most notably with respect to sea level rise and increased heavy precipitation. These conditions are going to exacerbate and already significant flooding problem in the area. According to the assessment, sea levels will rise between 1 and 4 feet by the year 2100. A more localized study performed by the Commonwealth of MA in 2013<sup>3</sup> shows scenarios that vary from 0.7 feet (a linear interpretation of historical data, and least likely) to 6.6 feet (derived from ocean warming and maximum ice sheet loss). Under these sea level rise scenarios, the RiverFront Master Plan area will be significantly affected and potentially flooded twice per day with the tide cycles.

In addition to sea level rise, the national climate assessment also noted that heavy rainfall events are become more frequent and more intense. Since 1991 there has been a greater than 30% increase in heavy rain events when compared to the period from 1901 to 1960. And the average annual precipitation has increased over 8% in that same time period. So more intense and more frequent storm events occurring in an area already subject to flooding means more flooding interventions will be needed to address these changes.



ABOVE Hurricane Surge



ABOVE Observed U.S. Trend in Heavy Precipitation

<sup>1</sup> December 1989 Flood Damage Reduction Report, Saugus River and Tributaries

<sup>2</sup> <https://nca2014.globalchange.gov/>

<sup>3</sup> Sea Level Rise, Understanding and Applying Trends and Future Scenarios for Analysis and Planning, MA Coastal Zone Management



# Public Storm Water Infrastructure

There are five separate tributary drainage areas in the study area west of North Shore road, plus the tributary drainage associated with North Shore Road and the cloverleaf off-ramp, which appears to drain into itself. For the Master Plan purposes, the consulting team looked only at the tributary drainage area west of North Shore Road and their supporting infrastructure. It is important to note that there is only stormwater conveyance infrastructure in the study area, and there does not exist any capacity to store/detain/retain stormwater.



The Thayer Avenue drainage area is approximately 270,000 sf (or 6.2 acres) and includes roadways, the North Shore road embankment, the southern half of the Boat Works property and the residential area from the southern part of John Avenue to the north including those parts of Hayes Ave, Mills Ave, River Ave and Thayer Ave. Stormwater management within the Riverside neighborhood is achieved through a catch basin and pipe outfall system. The closest outfalls to the study area exist on Mills Avenue just north of River Avenue and at the intersection of Mill Avenue and John Avenue. The City performed upgrades to this system in 2015, including adding in-line check valves on the outfalls to prevent tidal incursion of the Pines River into the stormwater management system. As a result, the drainage system outfalls are tidally influenced

and cannot discharge at higher ends of the tidal cycle.

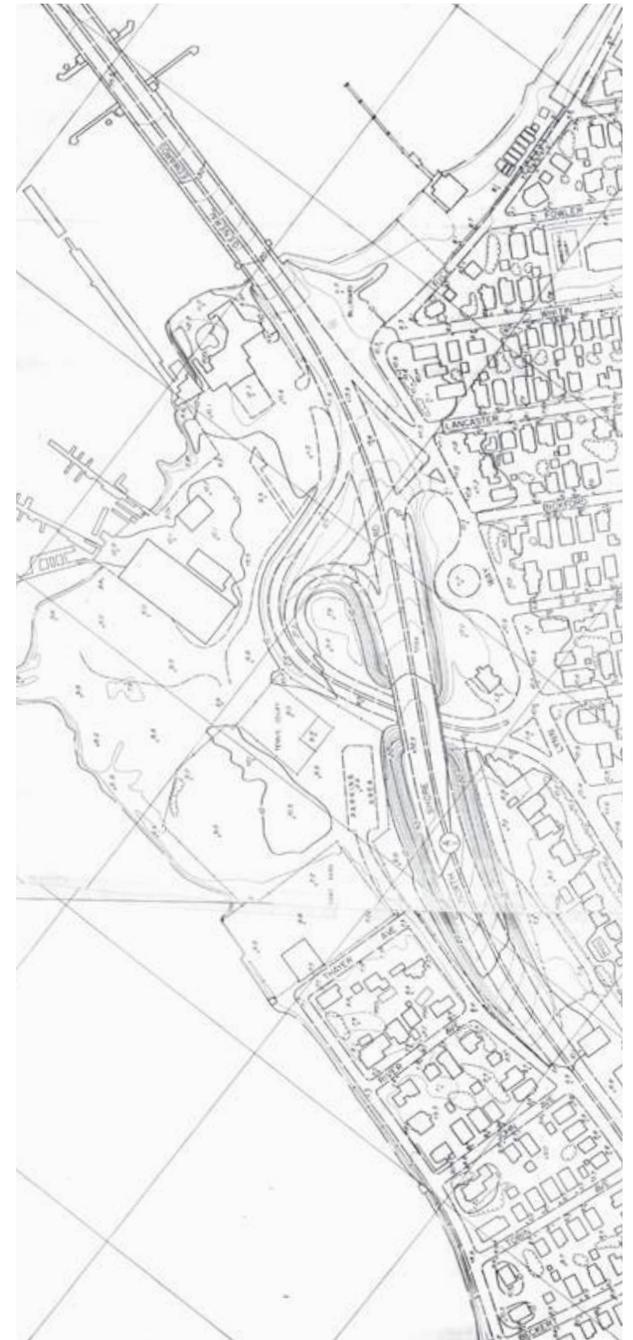
The Gibson Park drainage area is approximately 350,000 sf (or 8.1 acres) and includes some roadway and parking areas, the northern part of the Boat Works property and all of Gibson Park. Gibson Park contains a couple of catch basins and a pipe network to an outfall along the south western portion of the park. The outfall pipe appeared to be damaged at the time of the study.

North of Gibson Park, there is no stormwater management infrastructure on site at the G/J property or near the Mirage site. Stormwater flows overland in those areas towards the north and northwest into the Saugus River. The western portion of the G/J property has a drainage area of 110,000 sf (2.5 acres) and flows to the north and northwest without any structural stormwater controls. The northern portion of the G/J property, including the Commonwealth electrical property and the western portion of the Mirage property, have a tributary area of 180,000 sf (4.2 acres) and flow to the north without any structural controls. The eastern part of the Mirage site has a tributary area of 30,000 sf (0.7 acres)

and flows overland to the north. It is important to note that while there are no stormwater controls in this area, the ground cover is either impervious pavement or dense packaged gravel, both conditions which are prone to increased runoff volumes.

For the Point of Pines neighborhood, there is also a similar network of catch basin and pipe network. There exists a drain pump station on Rice Ave that includes a 24" diameter pipe for discharge into the river. As part of our efforts the Master Plan team did not look into stormwater issues within the Point of Pines neighborhood as they were not highlighted as an issue and North Shore Road acts as a natural break in the watershed separating the flow from the different neighborhoods.

There is also a sewer pump station in the Point of Pines neighborhood. It appears that improvements to this pump station will be required to accommodate new flow from new developments in the area. While the consultant team did not look into it as part of the Master Plan process, we understand that upgrades to the sewer pump station will be required to support an increased flow to the pump station.



## Water Access and Infrastructure

The RiverFront Master Plan study area is surrounded by water to the west and north with the Pines and Saugus Rivers. Access to the waterside, however is controlled and limited in the existing condition. The Point of Pines Yacht Club is the only water-oriented parcel in the area, and is a private facility, but does have a boat launch and docks for vessels.

The former Riverside Boat Works site, along the Pines River, did have good water access previously, serving as a boatyard with a marine railway and seawall and timber bulkhead wall that is currently in disrepair. Due to the lack of upkeep on the site, there really isn't any safe and reliable water access to the watersheet.

Along the western edge of Gibson Park there is a mixture of tidal salt marsh, riverbank, and coastal beach area. There is a significant amount of phragmites (aka common reed), an invasive species that is not very hospitable to salt marsh birds and other salt marsh animals. While there is no formal path to the water's edge along Gibson Park, there are a few well-worn informal paths that people have taken down to the water's edge.

The watersheet along the G/J property and up to the Mirage site starts as a continuation of the

salt marsh and riverbank from Gibson Park. Along the northern edge of the properties there is some rip rap stabilizing the bank, along with a vertical sheet pile wall, and some riverbank areas that have asphalt pavement right up to the edge of the bank. There is a section of salt marsh around the northeastern limit of the G/J property, which is actually part of a section of land owned by National Grid.

To the east of the National Grid land, along a narrow strip of property referred to as Parcel 2, exists a pier that remains from a former railroad alignment. The pier is not actively used or maintained and its structural integrity should be evaluated for its potential for re-use or redevelopment.

Some issues facing potential water uses are the water depths along both the Pines and Saugus Rivers. Both areas are subject to significant accretion of sand in the area, reducing water depths which makes it difficult to launch vessels and get to the water, particularly at low tide. The Point of Pines Yacht Club conducts periodic maintenance dredging to maintain the necessary water depths for their activities. A 1989 Environmental Notification Form that was filed for a North Shore Boat Works project that never came to development called for 7,900 cy of sediment to be dredged and disposed in the

open ocean. They needed the dredge to support depths for the marina and boat works activities. As it currently stands, any proposed dredging would require new sediment sampling and analysis, and given the historical industrial uses that are tributary to the Pines River, it is unlikely that the sediments would still qualify for open ocean disposal and would likely need to find another disposal option. That can't be know for sure until the sampling and testing is completed.

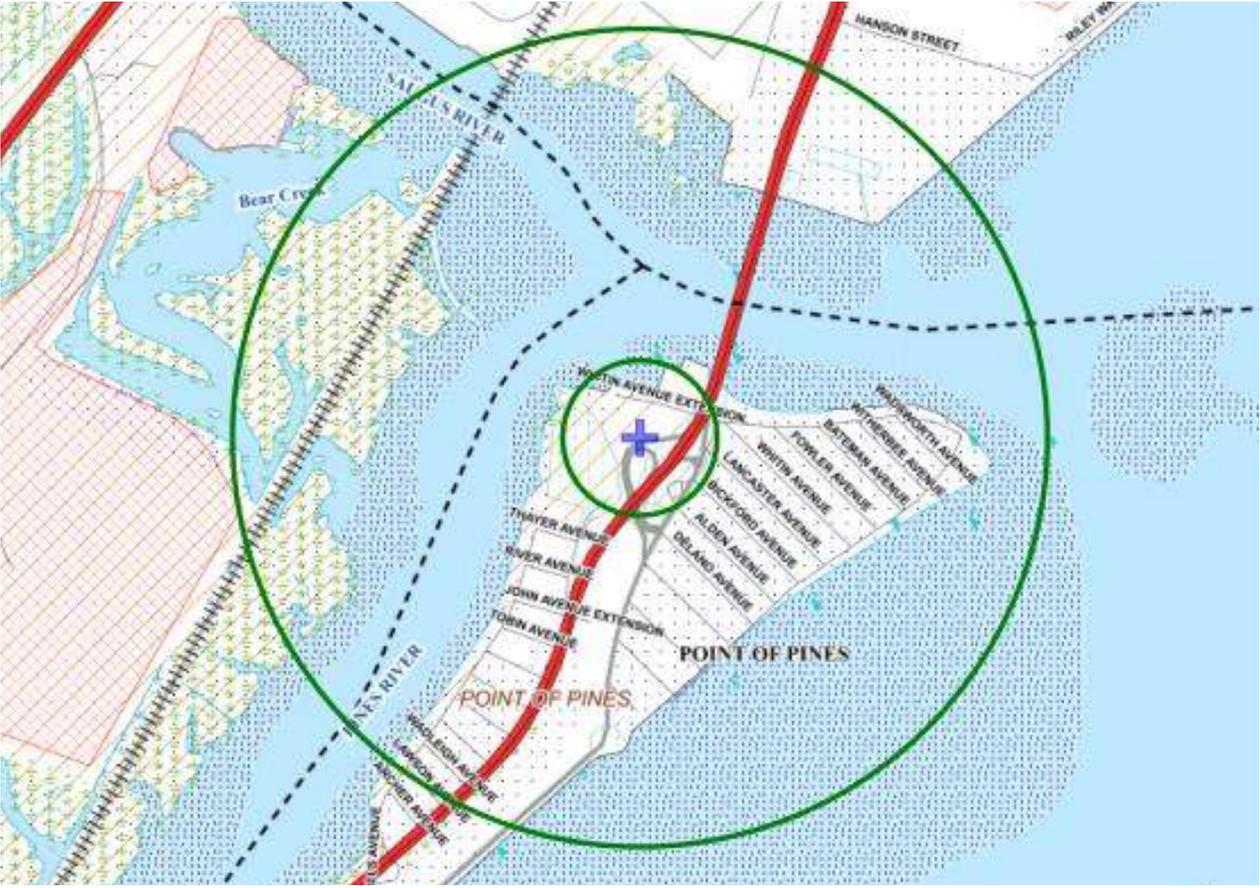


ABOVE Saugus River

# Other Environmental Considerations

In addition to the environmental factors discussed above, there are latent environmental conditions that would need to be investigated and factored into a redevelopment plans. These latent environmental conditions include on-site and subsurface soils, groundwater, and building and other materials that exist on-site.

The G/J property has had many vehicles left on it and vessels were left at the Riverside Boat Works. Both of these situations risk the potential for leaching contaminants, such as heavy metals, volatile organic compounds, and petroleum hydrocarbons into the soils and/or groundwater and would need to be investigated and possibly re-mediated. It is important to note that these investigations, often referred to as an Environmental Site Assessment, are a routine and common practice used in the redevelopment of a property. The typical process involves performing historical research and a site visit to see if there is the potential for a recognized environmental condition that would warrant further investigation. If there is a recognized environmental condition then an environmental investigation program would be laid out which may involve drilling, soil and/or groundwater sampling, and potentially hazardous material sampling. Then pending the results of that investigation, if necessary, a remediation and/or abatement



ABOVE MassDEP Bureau of Waste Site Cleanup  
LEFT Waste and car and boat parts on shoreline



program can be laid out to minimize risk for the redevelopment scenario.

External environmental factors, such as the Wheelabrator facility across the Pines River, can have detrimental air quality effects to the RiverFront Master Plan Study area. The fly ash landfill, which was approved for an expansion of an estimated 400,000 cy in April 2018<sup>4</sup> poses an environmental risk to the natural resources in the area surrounding the Rumney Marsh. It appears by the MA DEP decision that the proposed environmental and engineering controls associated with that expansion are capable of protecting the surrounding resource areas.

As part of the Clean Water Act, states are required to develop and update biennially a list of waters that are impaired, commonly referred to as the 303(d) list. From the Massachusetts 303(d) list, a Total Maximum Daily Load (TMDL) exists

for the Pines River and Saugus River for an impairment from fecal coliform (TMDL No. 50122). The TMDL sets a target limit for fecal coliform entering into the waterbodies from the entire watershed. Therefore, any redevelopment in the RiverFront Master Plan study area would need to ensure they don't contribute potential additional fecal coliform to the waterbodies. This can be done by proper sewerage and control of waste and waste products in the area.

The Natural Heritage and Endangered Species program run by the Commonwealth has mapped the northeastern portions of the study area as habitat for the Common Tern. Common Terns typically look for sandy or gravelly areas or salt marshes with low vegetative ground cover for nesting. Redevelopment with the mapped nesting areas would need to be cognizant not to create a detrimental effect on the Common Tern habitat.



ABOVE NHESP Protected Habitat Area

<sup>4</sup> MA DEP FMF#39704, BWP SW11 / Landfills- Major Modification Transmittal N. X271439



## Permitting Considerations

The richness of the area's natural resources also means that steps need to be taken to ensure that the natural resources are protected and that any development is performed in a responsible manner. There are several governing regulations that would apply and would need to be considered as a redevelopment program is developed.

Some of the natural resources in the area include the Rumney Marsh Area of Critical Environmental Concern (ACEC), as well as the Saugus and Pine Rivers. The Rumney Marsh ACEC contains over 1000 acres of saltmarsh, tidal flats, and shallow sub tidal channels and has been classified as a "biologically significant estuary" by the US Fish and Wildlife service. Because of the significant natural resource value associated with the Marsh, the Commonwealth set it aside as a designated ACEC in August 1988, to protect the resources it contains. Thus, any development regime will need to be cognizant of these resources and work to complement the protections set forth in the ACEC.

The other resources in the study area are the Saugus and Pines Rivers, both tidal rivers, and who fall under the protection of the Massachusetts Wetland Protection Act, the Rivers Act, and the Public Waterfront Act, commonly referred to as the Chapter 91 program. This program is the oldest of its kind in the nation, formally established in 1866,

and is intended to protect and promoted the public use of tidelands and other waterways for the general public. The program is tasked with ensuring the development within current and historical tidelands is done protecting and preserving public rights and workplace rights over the waterfront areas.

Another notable permitting and review program is the local Site Plan Review performed by the City of Revere through a combined effort of several municipal departments. The purpose of the Site Plan review process is to ensure responsible development within the City that conforms to accepted standards and regulations, is congruous with the surrounding neighborhoods and environments, and can be supported by existing resources and infrastructure in an area.

The text above highlights some of the most notable regulations that would affect development in the study area, however, in order to bring a project through design to implementation, there will be a series of municipal, state and federal permitting activities undertaken. The full extent of the permit requirements won't be known until the design phase of the project is brought forth.

# Resilient Redevelopment Strategies and Considerations

Once the design team was able to understand what the underlying conditions and issues facing the RiverFront area were, the next step in the process was to look at other strategies and interventions that have worked in other locations to analyze their applicability for the RiverFront area. There are resiliency strategies can be applied to different scenarios to address different concerns, and the consultant team highlighted three issues of noted concern to be addressed:

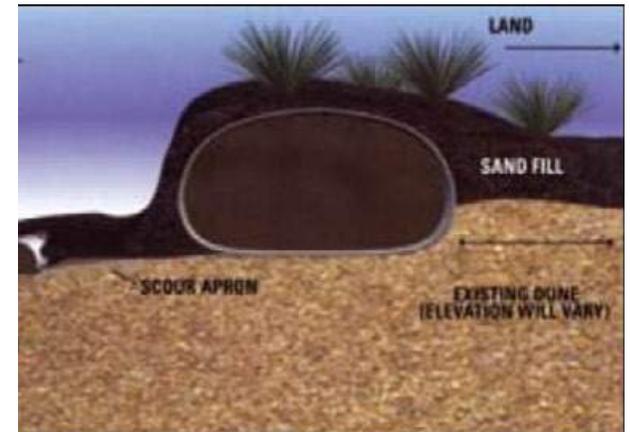
## Storm Surge and Coastal Flooding

- 1. SEAWALLS** – Seawalls are coastal protection structures, typically vertical and designed to withstand anticipated wave forces and to a height to resist over topping from storm surge. They are a solid regional protection strategy or to provide targeted protection to a particular structure or area.
- 2. BREAKWATERS** – Breakwaters are near shore structures designed to reduce coastal erosion and diminish effects of wave action. Breakwaters can come in various shapes and materials, from solid core and rock lined structures to geo-bags filled with dredged sediment.

- 3. REVETMENT WALLS** – Similar to seawalls, except with a more sloping face as opposed to a vertical seawall. They are effective in absorbing and deflecting energy and protecting shorelines.

## Shoreline Stabilization

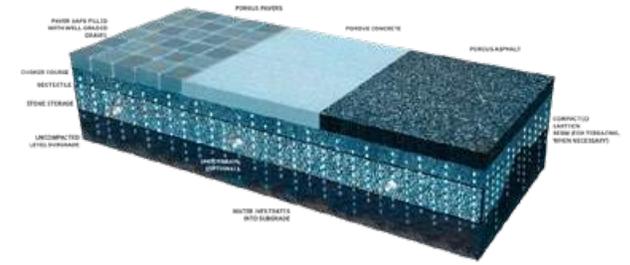
- 1. LIVING AND/OR VEGETATED SHORELINES** – Natural shoreline protection systems that are typically used in low wave environments. They can include marsh sills toed in with coir logs and living reefs (for subtidal applications) that can be toed in with oyster shell bags or small stone-like structures.
- 2. SAND MATTRESSES** – Similar to the geo-bag approach, sand mattresses are typically geosynthetic structures filled with sand or dredged material and laid in targeted areas along a sloped coastal embankment.
- 3. CONCRETE MATTRESSES** – More of a harder shoreline stabilization measure, concrete mattresses are interwoven articulating concrete blocks that can be laid on an eroded coastal slope to provide protection, particularly in high energy wave environments.



ABOVE Example of Terraced Flood Berm and Living Shoreline  
BELOW TenCate Geotube system sand dune cross section

## Rainfall Flooding

1. **REDUCE TRIBUTARY AREAS** – Rainfall flooding often occurs when runoff generated from a tributary area collects at a discharge/low point where there is not sufficient capacity to handle that flow. By reducing or breaking up the area that contributes runoff to a discharge/low point, you thereby reduce the amount of runoff volume that collects there and therefore can reduce intensity of the flood event at that location. The difficulty with this approach is to find a safe new discharge location for the tributary area that you are removing that won't exacerbate flooding in another area.
2. **DETENTION AND RETENTION** – Rainfall flooding often occurs when the intensity of rainfall event causes such runoff that it overwhelms the stormwater management network and causes backups which lead to localized flooding. Detention and retention strategies aim to provide temporary storage for the runoff to collect and then slowly discharge back along the normal intended flow course. Detention is typically holds the water very short term, 48-72 hours maximum, while retention strategies typically hold the water longer. These strategies provide a buffer and store the water so the conveyance network does not get overwhelmed and cause flooding. One of the biggest issues with these strategies is that they often require large areas and can be somewhat unsightly without some aesthetic aspects added to the design.
3. **RE-GRADING AND ELEVATING AREAS** – Water flows along its lowest most accessible path. If there is the possibility to re-grade some areas to create a new flow path, runoff can be directed to a new area, hopefully away from sensitive areas or critical infrastructure. Another strategy is to raise the elevation of targeted areas/infrastructure to better protect them from flooding. This strategy needs to be done carefully and studied to not create flooding problems elsewhere. In coastal areas, this is less of a concern as the volume of water resulting from tidal flooding and small changes in elevation often displace a de-minimis amount of water, however in inland areas small changes can divert water to places it once didn't go, creating new flooding issues.
4. **INFRASTRUCTURE UPDATES** – Targeted infrastructure improvements can make a significant impact after a drainage area has been studied and the underlying causes of flooding are better understood. Increasing the diameter of a conveyance pipe or adding in new catch basins or manholes in strategic locations can make a big impact in collecting and conveying water better where localized flooding might have existed. Other strategies can be implemented to help facilitate maintenance or prevent clogging issues, like trash racks, sedimentation structures, and pipe hoods. Any of these strategies need to be targeted to a specific problem that occurs the site, which can only be well understood after performing an engineering study of the area.



ABOVE Porous Pavement Applications



ABOVE Precedent rain garden

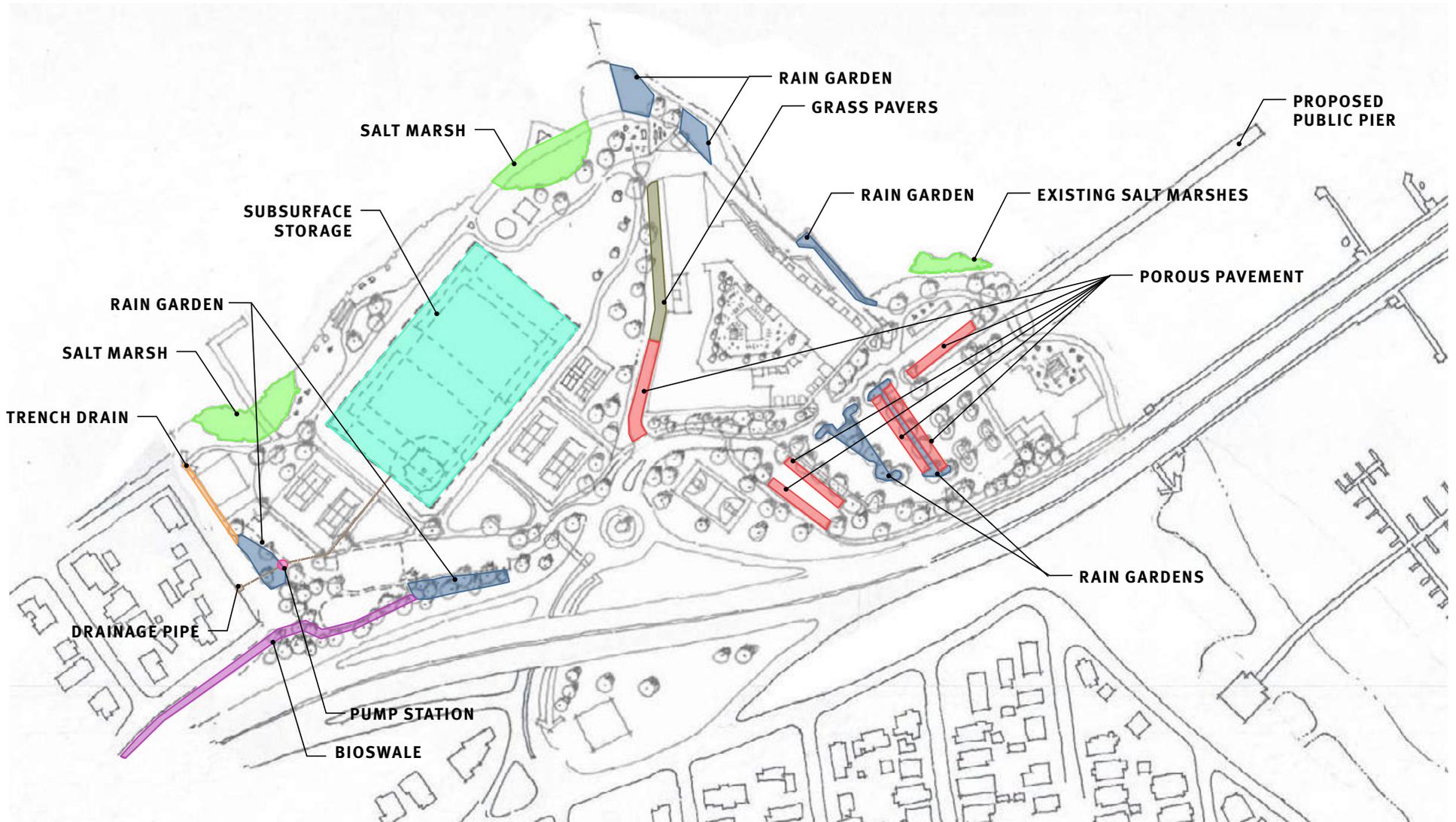


ABOVE Example of duckbill outfall

**5. TIDAL OUTFALL STRUCTURES** – Protection and mitigation strategies for tidal outfall structures can have a significant impact on upstream flooding. The primary use of tidal outfall structures are to keep water from a rising/high tide event from entering into and backing up an upland area, but they also serve to prevent the back-flow of debris and detritus from clogging up the upstream stormwater infrastructure.

There are several types of these structures, duckbills, flap gates, self-regulating tide gates and in-line check valves. Duckbills and in-line check valves are least vulnerable from getting clogged open by debris, however if an in-line check valve does become clogged it is typically much more intrusive to free up the valve. Flap gates are the most susceptible to issues and if debris gets stuck in the opening and keeps the flap open, it will thereby negate any benefits of the flap gate. Self-regulating tide gates have floats on the top and bottom and can be adjusted to provide site specific flow/flushing in estuarine environments where salt water flushing can be beneficial to habitat.

Masterplan Sketch: proposed resiliency and flooding interventions



Attachment: RevereRiverFrontMasterPlanReport\_Jan2021 (21-035 : RiverFront Master Plan Zoning



ABOVE Example of subsurface detention below an athletic field



ABOVE Existing Outfall

## Proposed Resiliency & Flooding Interventions for the Master Plan Study Area

The location of the study area leaves it very vulnerable to natural forces such as storm surge, heavy rainfall events and tidally influenced flood events. While the MVP study is focusing on a wider, more large-scale strategy to make this portion of the City more resilient, there are several smaller scale strategies to increase the resiliency of the RiverFront area. In a light of a regional approach being developed and the desire not to negatively affect other parts of the City just to protect the RiverFront area, the Master Plan team have developed targeted interventions to reduce the impact of extreme events, ameliorate existing flooding conditions, and promote natural features best equipped to provide a resilient edge to the RiverFront area. These resiliency and flood improvements strategies are as follows:

### Decreasing the Tributary Area to the Riverside Neighborhood

In order to allow southbound vehicles to access the Point of Pines neighborhood, North Shore Road is elevated to the east of Gibson Park and slopes down from their as it reaches into the Riverside neighborhood at John Avenue. South of the underpass, there is a large embankment that slopes down to meet the

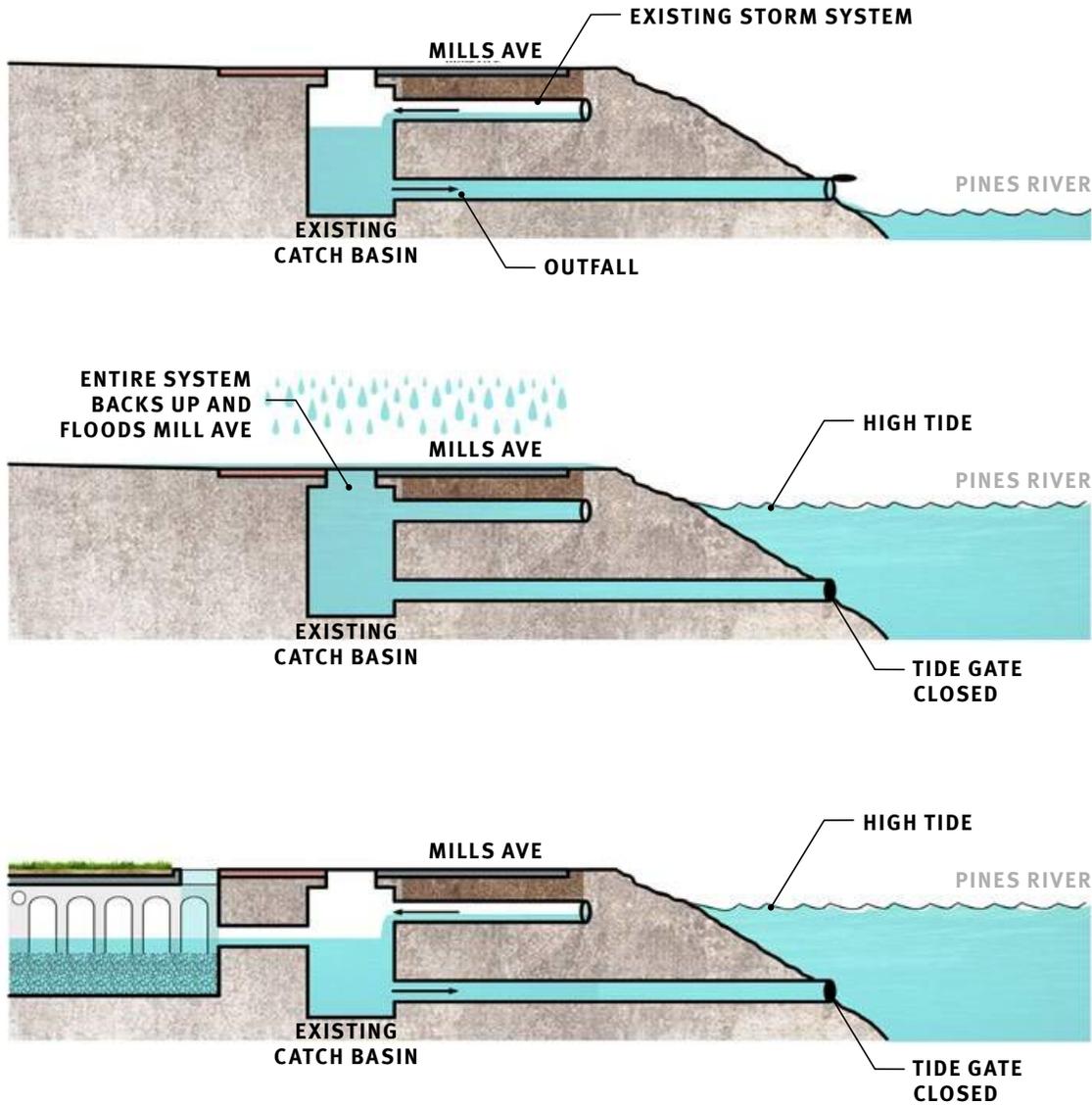
grades Hayes Avenue. While this embankment is vegetated and therefore doesn't contribute runoff like an impervious (paved) area would, it still represents approximately 14,000 sf of tributary drainage area to the Riverside neighborhood. One of the interventions proposed in this Master Plan is to remove that stormwater flow from the neighborhood's tributary area.

This can be accomplished through a bioswale along the base of the embankment that is sloped to direct flow to the north towards the new infrastructure that will be put in place around Gibson Park. A bioswale, aka a vegetated drainage swale, is a vegetated feature that gives a natural feel to stormwater management and provides some water quality treatment in addition to its conveyance capabilities. By removing this 14,000 sf of tributary area, the drainage tributary to this northern part of the Riverside neighborhood is reduced by 6 percent.

### Tide Gates and Backflow Prevention

The outfalls in and around the study area are tidally influenced, meaning that at higher ends of the tide cycle that outfalls are submerged and therefore cannot discharge.

In 2015, the City upgraded some of the outfalls in the Riverside neighborhood with in-line check valves, to prevent the tide from rising back up through the stormwater system. During the public process, some of the neighborhood residents brought up issues with the performance of those



ABOVE Proposed Rain Storage Diagram

check valves that will need to be investigated. The outfalls pipe for the Gibson Park network appears to be partially crushed and with no tidal controls on it.

As part of the master plan strategy, all outfalls will need to have verified functional tidal/back-flow controls. The stormwater management systems are not designed for, nor do they have the capacity to handle tidal flows within the system. There are several options that can be implemented for tidal controls, including in line check valves, duck bill tide gates, self-regulating tide gates, and flapper valves, each with their own advantages and disadvantages.

#### Installing a pump station

The relatively low topographic profile of the study area, particularly in the southern part, creates a challenge to efficiently and effectively move stormwater away from inundated areas to new management structures. The Master Plan team are proposing to use the topography as it exists and install a stormwater pump chamber near some of the lowest elevation which is at the Boat Works site. Placing the pump chamber there avoids trying to create shallow sloped conveyance structures that would make maintenance difficulties and could have a higher possibility of issues or failure. A stormwater pump chamber already exists near Rice Avenue in the Point of Pines neighborhood.

<sup>5</sup> Based on rough calculations using the USDA's Urban Hydrology for Small Watersheds (TR-55), an effective planning tool, however more detailed calculations would be need for full design.

### Providing subsurface, off-line storage

One of the biggest issues facing the stormwater management strategy was what to do with the runoff during the higher ends of the tide cycle when the outfalls can't discharge. In order to address this issue, the Master Plan proposes to provide off-line subsurface storage underneath the multi-use fields that will detain and possibly infiltrate the runoff during the higher end of the tidal cycle and then continue to recharge in the groundwater as well as discharge into the Pines River as the tidal cycle enters its lower phase.

The subsurface storage would be placed on a bed of crushed stone (typically 6 inches) and then the chambers placed on top of the crushed stone bed. The chambers come in various sizes, shapes, and materials, from plastic to concrete. Under the 210 ft x 360 ft multi-purpose field, using an 18" storage profile, there could be the capacity to store up to 1.62 acre-feet of runoff, and with a 24" storage profile, could result in a storage capacity of 2.34 acre-feet of runoff. This subsurface storage system would be fed by the drainage tributary area of Gibson Park and the northern part of the Riverside neighborhood. The 18" storage volumes are of sufficient capacity to handle the runoff volume of 4 inch storm event<sup>5</sup> from both of these tributary areas, and the 24" storage volume is of sufficient capacity to handle the runoff volume of a 10 year storm event, which is 4.6 inches. This represents a significant improvement in flood storage capacity where currently none exists in a consistently flood prone area.

### Moving and Managing Stormwater Away from the Riverside Neighborhood

The subsurface storage system will provide a significant amount of flood storage capacity and relief to the northern part of the Riverside neighborhood, however the challenge remained how to get the water from the neighborhood to the storage area. The existing stormwater infrastructure in the neighborhood consists of a classic catch basin to pipe to manhole to outfall network, with outfalls at the intersection of Mills Avenue and John Avenue and to the north of the intersection of Mills Avenue and River Avenue. Both of these outfalls are tidally controlled, which means if a rainfall event is occurring while the outfalls are submerged during the higher end of the tidal cycle, the rainfall runoff collects in the catch basins and pipe network but has nowhere to discharge and therefore backs up in the system and eventually floods out into the street once the storage capacity of the pipes is exhausted.

Installing new infrastructure to redirect the runoff directly to the pump chamber (which pumps to the storage field) would be very costly and disruptive, requiring digging up most of the streets in the northern part of the neighborhood. Also, at the lower end of the tide cycle, the existing network is functional and does not need to be disturbed. Therefore, to provide relief only when flooding is a risk, the Master Plan team is proposing to provide a "relief valve" in the existing catch basin and pipe network. There is a catch basin along the southeastern end of Thayer Avenue that is



ABOVE Example of reinforced turf application

essentially the second in line of the catch basin and pipe network that collects runoff from the neighborhood and ultimately discharges at the extension of John Avenue at Mills Avenue. Tapping into this catch basin and installing a new pipe outlet above the invert of the existing outlet pipe and directing that new pipe to the stormwater pipe chamber will allow the system to back up but not to the roadway surface, and as the flow backs up, it discharges into the pipe chamber, which can then send it up to the subsurface storage area.

This solution minimizes disturbance to the neighborhood, with a trench saw-cut and excavated across Thayer Avenue, maintains the existing network, and provides a manner for the runoff to get to the subsurface storage area.

### Reducing Impervious Areas and Promoting Pervious Materials

Another effective stormwater management strategy is to reduce the amount of runoff that is generated during stormwater events. Impervious areas, such as asphalt pavement and concrete, have very little capacity to store and retain water, and therefore generate the most amount of runoff. Reducing the amount of these impervious and hard packed gravel areas will reduce the volume and velocity of runoff generated from these surfaces.

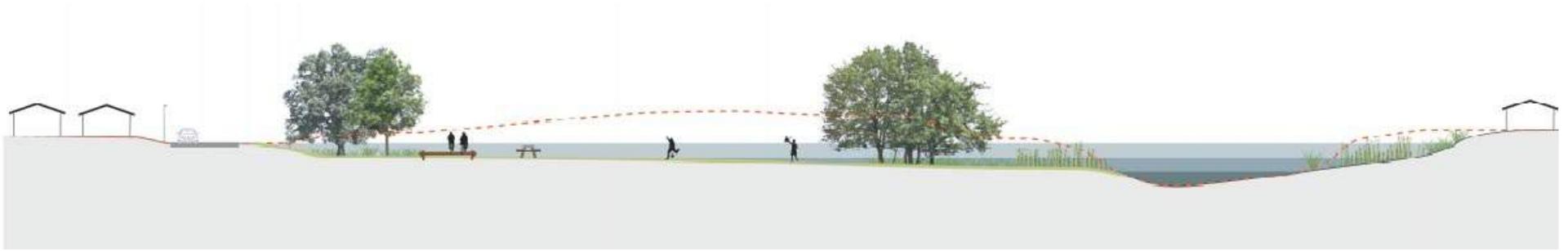
Some the strategies reflective of this around the development parcel include using grass paver or reinforced turf for fire lanes (which are not subject to regular traffic flow), creating more vegetated/ green space (particularly on a site that is mostly hard-packed gravel) and using porous pavement technology in some of the parking areas.

Porous pavement is a remarkable technology that has the structural capabilities of a classic asphalt pavement, however as its name implies the surface coarse is porous, and therefore permeable, and the substructure of the pavement is designed to provide both structural support but also stormwater storage capacity.

These paved areas change from creating runoff to capturing/storing and even infiltrating it, so they provide a net benefit for stormwater management without losing the functionality of the parking surface. There also exists the technology for permeable sports surfaces, such as Tennis courts, which could be explored and implemented for the Gibson Park improvements.



ABOVE Rain garden precedents



ABOVE RBD Interboro Team - Living with the Bay

### **Providing Water Quality Treatment to Storm Water Runoff**

While most of the strategies and interventions discussed so far have dealt with flooding or stormwater volume issues, water quality issues associated with runoff also need to be considered and addressed. Runoff from impervious areas such as pavement can contain harmful nutrients, oils and sediments that can have a deleterious effect on the waterways from which they discharge. Water Quality treatment strategies can capture and control nutrient containing sediments in the runoff providing some treatment prior to discharge into the waterways. Some of the treatment strategies proposed as part of this Master Plan include the implementation of a bioswale along the bottom of the embankment from North Shore Road along Hayes Avenue and several raingardens strategically placed throughout the RiverFront study area.

Bioswales, or grassed channel biofilter swales, are treatment and conveyance best management practices that provide longer hydraulic residence time than drainage channels. The longer hydraulic residence time allows for sediment to settle out prior to discharge to the final treatment BMP (such as a raingarden).

Raingardens are a bioretention technique is a technique that uses soils, plants, and microbes to treat stormwater. These are typically shallow depressions (6-9”) to allow for some ponding that are filled with a specific soil media (sandy with some mulch and organic material), and mulched and planted. They are aesthetically pleasing, appearing as a planting bed, but function as the soil media and the plant roots treat and uptake nutrients present in the runoff. According to the MA DEP Stormwater Policy<sup>6</sup> they are effective at removing at up to 90% of total suspended solids (with pretreatment) 30%-50% total nitrogen, 30%-90% total phosphorus, and 40%-90% metals.

<sup>6</sup> 2008 MA DEP Stormwater Policy, Volume 2 Chapter 2, Pages 23-35

LEFT Precedent for landscape sculpting



### **Sculpting the Landscape**

Storm surge from the Pines and Saugus River can also contribute a significant amount water and flooding to the area. Erecting a seawall is an effective solution to keep flooding out, however if it is not part of an integrated regional strategy, it might protect the targeted area, but it could also push that water somewhere else, such as into the Riverside neighborhood. That is a strategy to be explored as part of the MVP and other regional planning process. In the meantime, an effective strategy proposed

as part of this Master Plan process would be to perform some targeted landscape sculpting, raising some areas and lowering others. Raising the elevation of some areas would provide targeted protection to certain areas, while lowering other areas, such as to create new salt marsh, provides storm surge storage in a manageable manner. This strategy would provide some targeted protection, while providing a net-zero fill and therefore not pushing water away into other vulnerable areas.



ABOVE Precedent for living shoreline



ABOVE Precedent for saltmarshes

### Expanding and Developing Salt Marsh and Living Shorelines

Salt marshes are a type of coastal wetland formed along tidal channels, behind barrier beach and dune systems, and in other low-lying areas subjected to tidal inundation. Salt marshes provide habitat for many species of fish, shellfish, birds, and other species. For our Master Planning purposes, salt marshes provide a significant flood protection benefit. Salt marshes are known to help control flooding, protect shorelines from storm damage, improve water quality in coastal waters by filtering out sediment and nutrients, and provide recreational and educational opportunities. According to the Rumney Marsh ACEC Salt Marsh Restoration Plan (SRMP)<sup>7</sup> *“Salt marshes help mitigate these impacts by storing and attenuating storm flows, thereby promoting sediment deposition, stabilizing and protecting shorelines, and maintaining nutrient and carbon exchange.”*

This master plan proposes to protect, expand and create new salt marsh areas along the water’s edge throughout the RiverFront district. The increased salt marsh area will create improved flood storage and storm surge benefits and be consistent with many of the goals of the Rumney Marsh ACEC SRMP, including:

- Continue efforts to discover as yet unknown salt marsh restoration opportunities which could provide further ecological benefits to the ACEC
- Use projects to educate the community regarding wetlands and wetland restoration
- Increase public access to the ACEC
- Protect existing salt marsh from encroaching development

Another strategy being proposed as part of this Master Plan is to create more living shorelines where possible along the water’s edge of the RiverFront area. Living shorelines are essentially more natural “softer” shoreline interventions in lieu of harder ones such as seawalls and bulkheads. These strategies, when sited correctly, can provide a stable shoreline and/or slope transition to the upland that is natural and can have other ecological benefits such as habitat or sediment retention. Some of the shoreline areas along the Pines River, which is not subject to heavy wave action (relative to other coastal locations), are a good candidate for these living shoreline features.

<sup>7</sup> Massachusetts Wetland Restoration Program and MA DEM ACEC Program, May 2002

## Proposed Waterfront Infrastructure Improvements for the Master Plan Study Area

In an effort to expand public access to the water, there are two key improvements proposed as part of this Master Plan process, as well as several other interventions and improvements that will create a better connection to the watershed. The two infrastructure improvement areas are currently located on private property, however the improvements proposed were assumed to be done in some manner of a public development process, either through agreements/easements between the property owners and the City or through the City gaining control of the parcels.

The possibility of a public pier has long been sought after in the Riverside area. A 2005 study by the Cecil Group entitled “Revere Public Pier Feasibility Study” looked at two areas for the potential establishment of a public pier, at the Boat Works property and at the existing former railroad alignment pier. Overall, the study highlighted the former railroad alignment pier for having the most potential for a public pier. The biggest limitations to developing the pier at that site were the roadway access from North Shore Road for northbound vehicles and the parking loading required for a public pier.



During the master planning process, the consultant team reviewed different options and how they could affect and enable the possibility of a public pier at this site. While the structural integrity of the pier remains an unknown requiring further investigation, the team was able to highlight some potential solutions to the issues highlighted in the 2005 study. Most notably access to the site and the study area has been significantly improved with the recommended off-ramp improvements that include the roundabout, as discussed in the transportation section. With respect to parking for the pier, the option of incorporating the pier into Gibson Park allows for the added parking spaces being created for Gibson Park to be available for the public pier. Further study on the development of the pier is needed, however the two restricting issues as well as the potential parking requirement highlighted in the 2005 feasibility study appear to have a viable solution. This pier could be used as a public fishing pier, or even pending further study, have a gangway and float added to be used for excursions and/or water taxi services.

The other area for public water access that was studied was at the boat works. Leading up to the master planning process, the City had been in discussions with the North Shore Maritime Center for the potential of a community boating location. Rowing is one of the fastest growing sports in America and the sculls are shallow draft vessels and therefore don't need deep draft water access. In the development

of the discussions, the Boat Works facility was identified as a promising potential location to create a community rowing opportunity. The consultant team, along with a separately contracted engineering consultant working for the City reviewed the development possibilities associated with a community rowing location. The consultant, Collins Engineering, Inc. looked specifically at the water's edge redevelopment possibilities at the Boat Works site and consulted together with the Master Plan consultant team to look at creating a comprehensive approach to the redevelopment of the Boat Works that fits in with the Master plan vision for the RiverFront area.

As discussed in other sections of this Master Plan, the eastern portions of the Boat Works site are being fully incorporated into Gibson Park and will provide additional parking, recreational and stormwater management space for the overall RiverFront study area. The western portion of the site is where the waterfront infrastructure redevelopment will take place. The existing on-site building structure was not evaluated as part of either study process, however it is clear that upgrades and improvements will be needed to provide a more solid structural and resilient facility, however that process can occur as the redevelopment options are further studied.

Under the envisioned redevelopment scenario, the existing revetment wall that is currently in disrepair will be rebuilt, most likely with additional rip rap and stone. Under initial planning,



the revetment wall would be rebuilt to a height to provide storm surge protection for the property up to original elevation to match surrounding protection elevations, however, if as the result of the MVP process that is just getting underway, a higher sea wall elevation is recommended to better protect the entire area, that revetment wall height could be adjusted higher.

The northwestern portion of the waterfront would become salt marsh, as noted in the resiliency improvements section. The central-western portion of the waterfront, which would have direct pedestrian access from the parking area, would be the location of a stone pad kayak/portable vessel launch. The pad wouldn't extend too far into the water, and therefore would be optimal for use at the higher end of the tidal cycle. Along the southwestern edge of the site would be the landing pad, gangway and floating docks that would be used for the community rowing program. The gangway would extend out to the floating docks that would sit in a minimum of 18 inches of water even at the lower end of the tide cycle. The floating docks would be oriented parallel to shore to allow for easier launching of the sculls directly into the river without having to maneuver the scull too much initially.

Those two infrastructure projects would greatly improve public access to the water sheet, promote healthy outdoor recreational opportunities, and reconnect the area to its natural resources.

# IV. MASTER PLAN VISION & DEVELOPMENT OPPORTUNITIES

# RiverFront Master Plan Vision

Revere's connection to the waterfront is deep seated and multi-faceted. In addition to the home of the nations first public beach, the city's network of marshes and rivers feed the ocean and provide scenic and environmental benefits to its residents and the larger region. Through the feedback from the public meetings, it is clear the vision for the new RiverFront district must maximize its recreational, environmental and educational value to the community.

For the residents of the adjacent neighborhoods, Revere and the region as a whole, the water has a magnetism that is undeniable. Across the region and the country, there has been a renaissance which has led to the redevelopment of urban, industrial or just overlooked waterfronts to create places for people. Re-conceiving the connectivity to our natural resources, to create new opportunities for interaction with nature, is a trend that has only gained momentum during the past year and the impacts of COVID-19.

At the heart of the reconnecting the RiverFront District with the water is the repurposing of the Riverside Boat Works into a rowing center. More than just a singular use building, the goal of this programming is to educate users and create a stronger bond with nature and environmental

stewardship. The renovation of the old Riverside Boat Works for rowing and small water craft is really the creation of a community center.

Goals for Gibson Park focus on a mix of active and passive uses to support a diversity of users - key to successful park design. Walking trails create spaces for all ages, from young children learning to bike to seniors on sunset walks. Unique to its river front location, boardwalks extending across the marsh help reconnect people to the water from the park. To support a variety of resting areas, multiple seating types are proposed – benches along pathways, picnic areas and reused granite blocks (from the G&J site) as stadium seating with river views. Extensive discussion around programming of the active uses identified a clear desire for flexibility, increasing the potential for use throughout the year.

Gibson Park, with its sunset vistas and Boston skyline views is utilized and known for its natural beauty. However, from the larger perspective, this beauty is obscured by buildings in disrepair, a shoreline cluttered with abandoned cars, boats and other machinery and a tow yard that dominates the long views and mars this gateway to Revere from the north. Current shoreline conditions, the dilapidated pier and the industrial buildings

monopolize the western views from 1A south. Shoreline improvements, with marsh and vegetated slopes replacing rubble and pavement, as well as the repurposing and renovation of the pier will dramatically improve the visual at the waters edge. Iconic architecture, placed carefully in the landscape to enhance the varying public realm conditions around the site, will provide a dramatic new entry and frame views to the picturesque park.

The G/J site provides an opportunity to reimagine the waterfront with a generous public boardwalk that expands access to the water and is supported with an activated ground plane. As proven throughout Revere, new residential development brings vibrancy and, as the density increases, commercial uses to areas that were once covered with underutilized parking. Planned correctly, density can preserve and enhance the best features of the natural environment and is additive to the community. Places like Dryft and Fine Line at 500 Ocean serve as both amenities to the building residents and the greater community of Revere.

Longtime residents of Revere, in talking about Dryft, have said that they finally feel like they have a place in the City where they can gather, meet friends and call their own. A new residential building on G/J will create the economic catalyst for commercial



opportunities on the Mirage and G/J site to flourish and succeed. These commercial spaces will also be an amenity for users of Gibson Park, the new Community Boathouse and revitalized pier.

With the natural beauty of the site and immediate connections to nature, the private parcels of the G/J site and the Mirage have potential to be much more vibrant than their current use. In a mutually beneficial way, a residential project taking advantage of the natural landscape, dramatic waterfront view and ample outdoor recreational areas by creating seamless connections provides community benefits of reconnecting a closed and underutilized site to the Revere community.

COVID-19 has also had immediate, and likely lasting, impacts on multifamily development. Work from home has been a trend for years and, as it is adopted by more companies as a permanent benefit for their employees, is even now more of a focus for new development. Residential design, which for years trended towards smaller units (studios, micros, and 1 bedrooms) is now trending toward larger units (with a higher percentage of 2

and 3-bedrooms) which offer an extra room to work-from-home. Recent data in Revere backs this up, with the two- and three-bedroom units leasing first (to support empty-nesters or couples who want more space to spread out) with a much greater availability of one-bedroom and studio apartments. Co-working spaces within residential buildings have shifted toward more private bookable offices, within the amenity spaces of residential buildings. The parking trends, of providing fewer parking spaces per unit, offering shuttles to public transit and space for shared car services have stayed consistent, as residents seek ways to minimize their environmental footprint by not owning a car or downsizing from a two-car to single car household. As remote work changes our economy, reducing traffic and commutes while redefining the typical workday, the G/J development has the potential to directly address the needs of future tenants while

TOP LEFT Dryft at Waterfront Square  
MIDDLE LEFT Granite seatwalls along the shoreline  
BOTTOM LEFT Waterfront pedestrian paths



also restoring the site for the community.

To achieve a vision for the new RiverFront, the masterplan process identified a series of key goals:

1. Improved public access to the RiverFront, including walking paths, boardwalks over new salt marshes, overlooks with scenic views of the marsh, Saugus River and downtown Boston in the distance, fishing, access for small boats and additional seating to further connect people visually and physically with the water.
2. Connectivity throughout the site that support public uses. Proposed pathways throughout Gibson Park create a third of a mile loop connecting the numerous sports fields and open space amenities. Waterfront walks along the northern edge of the site connect Gibson Park with the proposed public pier which extends out into the Saugus River and potentially with The Point of Pines neighborhood in the future.
3. Improved Riverfront access for pedestrians,



bicyclist's and vehicles

4. Resiliency improvements that integrate seamlessly into the landscape and built environment to create amenities.
5. In addition to existing tennis courts and recently renovated playground new sports fields within Gibson Park will include:
  - a. New synthetic turf multi-purpose sport field with lights that can accommodate football, two U10 soccer fields, one U12 soccer field or a little league/softball diamond.
  - b. Relocated and enlarged community gardens.
  - c. Off leash dog park
  - d. Full sized basketball court
  - e. Two Pickelball courts
  - f. Bocce Court
  - g. Dock to launch kayaks, canoes and windsurfers.



h. Additional parking

6. Gateway art within round-about accentuating the proposed new Gibson Park entry
7. New uses and development appropriately scaled to support active uses at grade
8. Architecture on the G/J site that is designed as an iconic "gateway" to the City from the north, with a generous public boardwalk and an active mix of uses along the ground floor.

Throughout the process, it was important to understand that the master plan needed to strike a balance between the multiple voices heard during the process. The plan represents a collective effort of the City, community members, other stakeholders and the design team to maximize the potential for the district. Redevelopment of the waterfront provides an opportunity to reconnect, to repair, and to reinvigorate Revere's "other waterfront."

# Improved RiverFront Accessibility

As the site of one of the largest parks and one of the largest businesses in the City of Revere, the RiverFront District is remarkably inaccessible today. Gibson Park and the G/J site are completely disconnected as a result of the location of the sweeping Route 1A southbound ramp that divides these two elements of the larger site; and each of these two elements independently has only limited vehicular access and virtually no pedestrian or bicycle access.

On the one hand, Gibson Park is only safely accessible to motorists through the contiguous Riverside neighborhood; and motorist access from the adjacent Point of Pines neighborhood is constrained and circuitous. On the other hand, the G/J site has no direct access from Revere to the south and only one point of access from the north via the Whitin Road Extension, which is expected to be eliminated when the new General Edwards Bridge is constructed.



LEFT ABOVE Current conditions  
LEFT BELOW Round about designed to reclaim green space for Gibson Park & provide future access

Attachment: RevereRiverFrontMasterPlanReport\_Jan2021 (21-035 : RiverFront Master Plan Zoning



LEFT The roundabout will open up more space for sports facilities and parking, while reducing the traffic through Point of Pines and Riverside neighborhoods.

For those and other reasons, accessibility was recognized as a threshold challenge on which the viability of the vision for an integrated and revitalized RiverFront District fundamentally depended. And even before the RiverFront Master Plan process began, the City of Revere in consultation and coordination with the Redgate development team, initiated conversations with representatives of the Massachusetts Department of Transportation (MassDOT) regarding the nature, scope and schedule their plans for the new General Edwards Bridge and related Route 1A access and egress ramps.

From these timely and productive discussions, two important facts became clear to all concerned. Firstly, the higher profile of the planned new fixed-span bridge would result in a more southerly landing point that would preclude the already limited Whitin Avenue access/egress to the G/J site

from Route 1A southbound. Secondly, the redesign of the existing Route 1A on-and-off-ramps could be considered separately from the re-design of the bridge itself. That in turn led to a focus on whether a reconfigured southbound on-and-off-ramp could provide future access to both the G/J site and Gibson Park—i.e., to the RiverFront District as a whole.

From the collaborative consultation among transportation and development representatives of the City of Revere and civil and traffic engineers from MassDOT and Redgate teams, the option emerged of a reconfigured southbound on/off-ramp network that would incorporate small-radius traffic roundabout. That combination would provide multi-modal northbound and southbound links from all of Revere to every element of the RiverFront district, while correspondingly reducing adverse traffic impacts on the riverside community.

This approach has the additional advantage of recovering a large portion of the now inaccessible infield of the current loop ramps system for community use; and most importantly, all these transportation improvements can be made before the new bridge is funded, designed and constructed.

On that basis, the reconfigured ramp with a new roundabout is the concept plan that was presented to and discussed with the RiverFront DAG; and that is the concept that is now reflected in this RiverFront District Master Plan as well. That has been done in full recognition of the fact that this preliminary plan will need to be refined, designed, permitted and funded, but with confidence that the early and continuing planning participation of MassDOT augurs well for the prompt and positive outcome of those critical next steps.

## A More Active and Attractive Waterfront Park

Gibson Park is a valuable recreational asset to the Revere community as whole, which now contains a ball field and tennis and basketball courts as well as a playground and community garden. Gibson Park is also home base for both the RHS tennis and golf teams; and in-season, it is an important element of the Revere Parks & Recreation Department programming. But despite its size and waterfront location, Gibson Park has never lived-up to its full potential as a community recreational resource.

In part that has been due to its relative inaccessibility; in part to its limited flexibility and lack of parking; in part to its location adjacent to an unsightly salvage and tow yard; and in part to the frequent flooding in this general area. All these existing conditions have played a role in the relative under-utilization of Gibson Park over the years; and perhaps none is more significant than the fact that the unique waterfront location of Gibson Park has not been fully appreciated and systematically developed, at least not in recent years.

The DAG sought to address all of those conditions in the RiverFront Master Plan; and the result is a more diversified and sustainable Gibson Park that takes full advantage of its exceptional waterfront



TOP Precedent for mirage site  
BOTTOM Precedent for bike path and marsh



location. The playground, tennis courts and community garden have been retained and in some cases expanded; and they now also include a dog park. The baseball diamond has been integrated into a larger multi-use field that can be sub-divided for youth soccer and other recreational and athletic purposes. The potential for high mast lighting and additional parking has also been provided, which can be supplemented as needed, as well as access to bathrooms and other public amenities in nearby public and private properties. Pedestrian and bicycle pathways have been introduced throughout the park with links to surrounding properties and adjacent neighborhoods; and visible public art opportunities have been identified and accommodated. It should be noted that, depending on the timing of park improvements, the City's needs may change. Therefore, coordination of final park programming will require input from Revere Parks and Recreation.

Most importantly, Gibson Park now fully embraces and celebrates its waterfront location with attractive, safe, and fully accessible boardwalks and overlooks along the shoreline. It does so in an environmentally sustainable and resilient manner that features restored salt marshes and other shoreline planting and seawall improvements as well as a series of rain gardens and natural stormwater features that would begin to minimize and mitigate the persistent flooding in the general area.

LEFT IMAGES Precedents for the new sports fields and bike path

Perhaps the most innovative and responsive of these interventions is the incorporation of significant flood storage capacity in underground chambers beneath and possibly somewhat beyond the multi-use field. These chambers would be managed by a new pump-station that the Riverside community currently lacks. This system would allow for the temporary storage of flood waters from storm events, which now routinely inundate both Gibson Park and major portions of the Riverside neighborhood. Combined with the repair and/or maintenance of subsurface drainage infrastructure elsewhere in Riverside, this complex of new flood-control-and-response strategies now reflected in the RiverFront Master Plan will make important first steps in addressing the climate-change and sea-level-rise issues and opportunities that are being more fully addressed in the City's larger and continuing Municipal Vulnerability Preparedness (MVP) program.

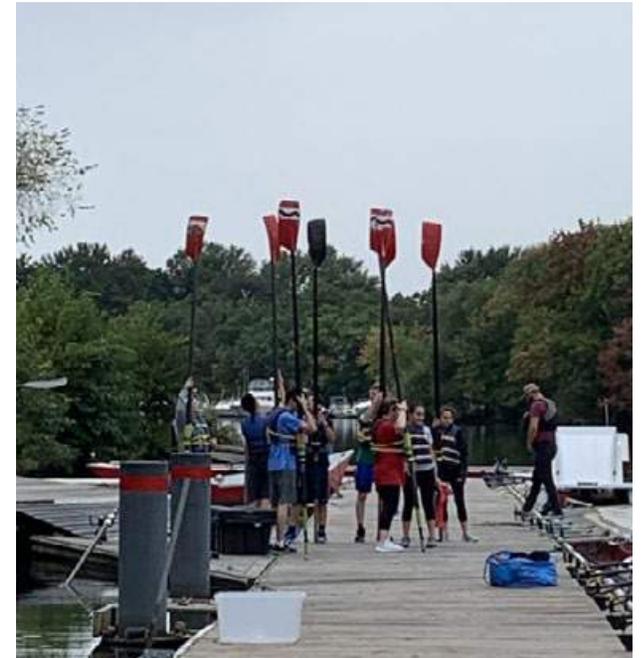
Equally importantly, Gibson Park is now integrated into a larger district in which the surrounding properties support and enhance the recreational uses and community purposes of the park itself, as further described below. This is in stark contrast to the existing conditions in which the surrounding properties actually compromise those purposes and diminish those uses.

## Re-Purposed Riverside Boat Works Property

The poorly maintained condition of the now long-vacant Riverside Boat Works property—its derelict building, its unkempt boat yard, its deteriorating seawall, its collapsed wharf and silted waterfront has been a source of community controversy for many years. And the various redevelopment proposals advanced by its previous owners have also been vocally and consistently opposed by the City and the community.

In that contentious historical context, the DAG and this RiverFront Master Plan have now fully embraced the preference of the Riverside community that this crucial site be redeveloped for a civic purpose directly related to the adjacent Gibson Park. Fortunately just such a purpose had already begun to emerge in the months before the commencement of the master planning process—i.e., a regional maritime center focused around a community rowing program and related waterside activities on the Pines River, all involved shallow draft vessels like sculls, canoes, kayaks and paddle-boats. It should be noted that the site was evaluated for use as a community boat launch for motorized boats—however, it was determined that the site conditions and the traffic considerations resulted in this use being discounted at this location.

TOP Existing Boat Works Site





The idea of a North Shore Maritime Center at this location was brought to the City through the Council President Patrick Keefe by former collegiate and Olympic rower Will Goldenheim, who has long been involved with Community Rowing in Boston as well as similar programs in the Town of Saugus and at St. Mary's School in Lynn, where he also teaches. Will understood that the Pines and Saugus Rivers would provide an ideal community rowing venue for Revere and other North Shore communities and could also be the home for a new rowing program at Revere High School. To that end, the Revere City Council made a commitment to fund preliminary engineering for the docking and other facilities necessary to establish such a program. Will Goldenheim and his colleagues expect to be able to raise from private sources the \$100K +/- that will then be required to construct those new water-based facilities.

That status of planning was presented to the DAG by Will Goldenheim in conjunction with the Master Plan consultant team; and the DAG response was positive and enthusiastic. The related discussions also extended to the renovation of the existing building

as a combination boat storage, rower training and community educational center, not unlike the new Community Rowing facility on Soldiers Field Road in Boston, albeit on a smaller scale and with a less expensive budget. In this scenario, which is illustrated in the RiverFront Master Plan, the site would be used for a combination of facility parking as well as for other recreational and environmental programs directly related to Gibson Park and its waterfront. Indeed, all aspects of the North Shore Maritime Center would support water-based activities at Gibson Park itself; and the Point of Pines Yacht Club would provide docking space for any deeper draught vessel required to supervise these new Pines River programs.

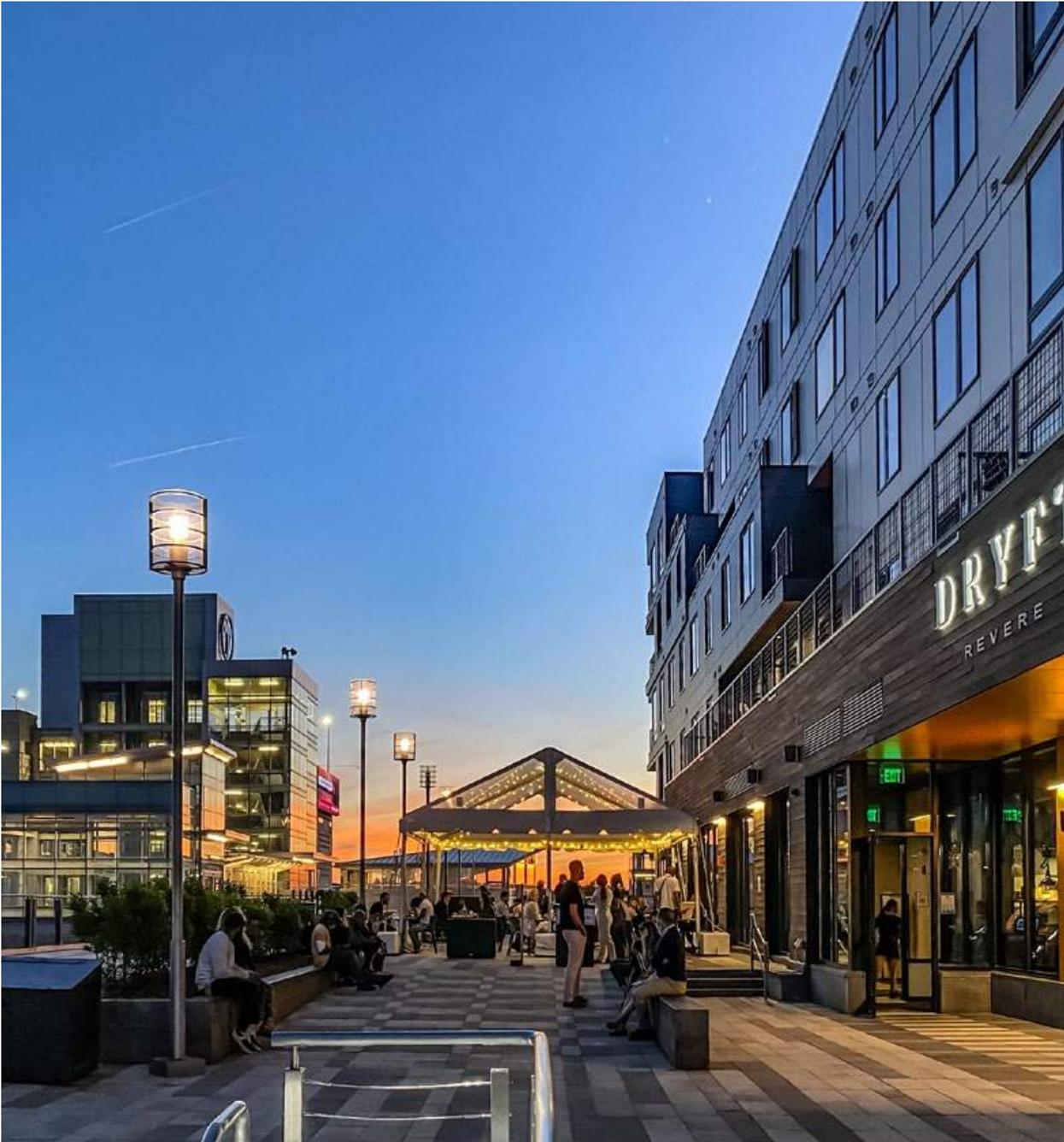
In sum, as further described and illustrated elsewhere in the RiverFront Master Plan, this creative community strategy for the former Riverside Boat Works would convert this private liability into a public asset in manner that supports the revitalization of the RiverFront District as a whole. That will require further discussions with its current owners, who are aware of and open to that outcome, which would be a win-win for all concerned.

## Transformed G/J Site

As envisioned in this RiverFront Master plan, the change from the existing use of the G/J site as an unsightly tow and salvage yard to its planned redevelopment as an active and attractive residential community with a range of public amenities is fundamental to the creation of a more appropriate northern gateway to Revere. Redgate's redevelopment of G/J will partially fund and fully support the larger and longer vision for the entire RiverFront district.

As with the re-purposed riverside Boat Works, the new residences will both encompass and improve the pines river shoreline and water-sheet as well as fully embrace the adjacent Gibson park. This distinctive new structure will be at once on the water and in the park. It will provide in and around its ground floor community and active uses, including the potential for commercial space that will expand and enhance public access to and enjoyment of both Gibson park and the Pines River. Redgate's intention to gift the existing public pier to the City of Revere and to work collaboratively with the City to improve that abandoned waterfront facility for its public use and enjoyment will further public access to the RiverFront.

The City has confidence in this outcome because Redgate has a history of successful, mixed-use development in Revere for which promises were made and kept. Those projects include One



ABOVE Dryft, 500 Ocean, and the Waterfront Square Plaza



Beachmont and 500 Ocean, which brought Revere the popular Dryft and Fine Line restaurants, as well as 50 Ocean and 21 Revere Beach Boulevard, known as Ryder, which will include another waterfront restaurant. Based on its demonstrated performance with the hundreds of millions of dollars of new investment in our community that the 700 residential units in those previous buildings represent, it is fair to say that Revere knows Redgate and Redgate knows Revere, to the obvious advantage of both.

In this instance, Redgate's confidence in the potential of Revere was reflected in their decision to pursue the acquisition and redevelopment of the challenging G/J site; and the prospect of such redevelopment that was a major catalyst for the master planning process itself Redgate and its development team also made major contributions to preliminary investigation and evaluation of the transportation and environmental improvements necessary to enable and facilitate its redevelopment and, for obvious reasons, Redgate was also a major participant in the presentation to and discussion with the DAG about the nature and scope of the redevelopment and related transportation plans for the district, topics to which one of the DAG public meetings was fully devoted.

Redgate understands that this development will have a significant visual impact as the gateway to Revere from the northern access at route 1a. While preliminary, the design approach is to integrate the building within an active/public

Riverwalk, with a varied massing creating a distinctive contemporary roof line taking advantage of the site's high visibility. The building has been significantly set back from 1a, with cuts and angles to reduce the visual mass of the project. The RiverFront Master plan shows some conceptual massing plans for the residential development site, which highlight both the water and the parkland views from this location. Like other Redgate projects, the design will be distinctive, appropriate for the location and site.

Though plans are still too preliminary as to involve architectural detail, but illustrate an approach that sites the building in a way that supports both the development of Gibson park and the creation of a public waterfront. While the development of the project is too preliminary to include an actual unit count, which is dependent on the final sizes of the units themselves, Redgate did indicate that for economic reasons alone the unit count would be likely be higher than the 195 at One Beachmont and lower than the 305 units at 500 Ocean. The most likely range would be 260 to 290 total units total; and the mix of units would likely include studios, 1Br, 2Br and a limited number of 3Br units. Like other referenced projects, the development at the G/J site will consist of quality materials utilized in a distinctive building.

Based on demonstrated market demand and analysis, parking ratios are estimated to be no less than 1.0—i.e., one parking space for each unit in addition to additional visitor parking resident



TOP LEFT Baxter Park

TOP RIGHT Amphitheater

BOTTOM Photo of Silvia Lopez Chavez painting the Ryder mural.  
Credit: <https://www.silviaopezchavez.com/#/ryder-revere-beach-mural/>



parking would be provided either under the building itself or in nearby landscaped surface parking lots on the property. As with all multi-family complexes in Revere, its residents will not be eligible for on-street parking permits anywhere in Revere, specifically including but not limited to Riverside and Point of Pines neighborhoods, with that prohibition readily enforceable as the on-street resident parking is further extended there. As with other development in Revere, Transit Demand Management (TDM) will be required, Measures to reduce vehicle dependency will include shuttle service to the blue line, access to Zip Cars, and, in cooperation with the MBTA, relocation of bus service to better serve residents.

Critical to the functional integrity and economic viability of the RiverFront Master plan is the fact that many of the major amenities designed and funded by Redgate as an integral part of this

residential development project will be fully accessible to the community. On the waterside, these certainly include the reclamation and restoration of the RiverFront shoreline for public access; in full compliance with the requirements of MGL Chapter 91. This project will assure public access to a portion of the Pines River waterfront that is now completely neglected and effectively closed to the public. The proposed renewal of shoreline salt marshes, the construction and maintenance of fully accessible boardwalks, seating decks, and overlooks along the waterfront perimeter of the development site has set the standard for the balance of the waterfront shoreline along Gibson Park itself on the landside perimeter of the development. Amenities will include attractive landscaping that blends into Gibson Park, potential flexible meeting space or seasonal commercial space, both inside and outside of the building, that could service and support Gibson Park and neighborhood activities and events.

The expectation is that Gibson Park will be an amenity for the new Revere residents of this complex and that the complex will likewise be an amenity for the patrons of Gibson Park. That mutually beneficial resident/community relationship is fully expected to prevail for the Pines River water-side as well. The project provides extensive public amenity with a modest density—at approximately half the density of other waterfront development in Revere—that results in a distinctive gateway to Revere from the north.



ABOVE Precedent for new Mirage site

## Other Planning Efforts

There are other important projects and initiatives related to, but not part of this RiverFront Master Plan that would support and even enhance the major elements of the plan:

- A Potentially Revitalized Mirage Site
- An Enhanced Point of Pines Yacht Club
- A New Point of Pines Fire Station
- A Relocated MBTA Bus Stop
- An Eventual New Northbound Route 1A On/Off Ramp

### **A Potentially Revitalized Mirage Site**

Immediately adjacent to the G/J site, on the segment of the waterfront between the planned new Redgate development and the General Edwards Bridge, lies the former Mirage and Jacob's Ladder property. This property is owned separately from the G/J site; and it has been recently used for a variety of uses, including adult day care.

The owners of this property are aware of the RiverFront Master Planning process; but they have not yet been active participants. Nonetheless, the DAG has focused on the potential of this property for a waterfront restaurant, which was very much favored as a valued element of the RiverFront Master Plan. Given the limits of the Chapter 91 boundaries on this property, it is relevant and legally significant that the existing structures on the property were formerly used for such purposes; and this general area was once among the most active and attractive social and hospitality centers in the Revere community.

During the course of the DAG discussion of this matter, Redgate made clear its view, as an experienced developer of mixed-use projects in Revere and elsewhere, that under current circumstances, not least the relative inaccessibility of the former Mirage site, a new waterfront restaurant at this location would not be economically viable at this time. Redgate emphasized, however, that if and when those circumstances changed, along the lines contemplated in the RiverFront Master Plan

and in the context of continued improved conditions in the surrounding area, they would welcome and support a waterfront restaurant on this neighboring property.

Although Redgate could not and did not speak for the property owners, they expected that the current owners of this property would respond favorably to the possibility of reactivating a waterfront restaurant once it was economically viable to do so. For that reason, the RiverFront Master Plan illustrates what might be viable on that site in the future—e.g., once the residential development itself is completed—understanding that such an option was not now possible.

### **An Enhanced Point of Pines Yacht Club**

The Point of Pines Yacht Club is represented on the RiverFront DAG, has been an invaluable participant in the master planning process. It will also be a valued element of the RiverFront District both in its own right and as supporter of the boating activities planned for North Shore Maritime Center at the former Riverside Boat Works. The Point of Pines Yacht Club was especially helpful in exploring the possibility of locating a public boat launch somewhere within the RiverFront District, possibly at the North Shore Maritime Center or at the Yacht Club itself; but no site proved feasible either because of the shallowness of the water and/or the lack of necessary parking. The Yacht Club was likewise helpful with regard to issues of flooding and sea-level rise, which are obviously major concerns for their own operation.



ABOVE IMAGES Precedents for potential new Mirage Site



ABOVE Photo from Revere Journal, August 22, 2019 , *Persistence Pays Off: Ward 5 Councillor Powers Worked Hard to Bring New Fire Station to Point of Pines*

In all of these and other respects, the point of Pines Yacht Club is considered an essential component of the RiverFront District community; and to that end, the DAG is fully supportive of the required dredging and other facility improvements that will maintain its social and economic success in this growing waterfront district.

#### **A New Point of Pines Fire Station**

Another important element of the new RiverFront District is the planned replacement of the vacant Alden Mills Fire Station with a new and expanded state-of-the-art facility in the same location. This project has long been championed by Ward 5 Councillor John Powers; and it has now been fully funded and is in final design with the full support of Mayor Arrigo and the City Council.

This new public safety facility is especially important not only because of the substantial new residential development along the waterfront, including that proposed for the RiverFront District itself, but equally so because the Riverside and Point of Pines neighborhoods have been relatively underserved since the Alden Mills Fire Station closed. For that reason, the new Point of Pines Fire Station represents an essential civic investment and public safety presence in the new RiverFront District.

Currently, Point of Pines, Riverside, and the Northern end of Revere Beach Boulevard are not accessible to emergency apparatus in flood conditions. The new station in this location will remedy that condition. Obviously, improved access to Gibson Park, the proposed development and Route 1A is critical. In coordination with the Revere Fire Department, the team reviewed roadway improvements intended to extend to the intersection of the new access road with the Lynnway. These improvements, while minor in scope, will permit the use of current fire department equipment (tiller articulated vehicles) as well as future equipment (high water vehicles and a tower truck). This accommodation for future vehicles is especially important because these vehicle specifically relate to the needs of the community – flood rescue throughout the area and the long reach requirements of the new development at Revere Beach.

#### **A Relocated MBTA Bus Stop**

As part of the ongoing MBTA review of their bus operations, there is the distinct possibility that the bus stop on the Lynnway in Revere east of Route 1A may well be eliminated due to relative lack of patronage. As part of the master planning process, and particularly in the context of the reconfigured access/egress patterns described above, it has now been suggested that this MBTA bus stop could be relocated to the west side of Route 1A into the heart of the RiverFront District. That would provide public transportation links to Gibson Park as well as direct connections between this district and the Blue Line –thereby adding a missing TOD dimension to new residential development and the RiverFront District as a whole.

#### **An Eventual New Northbound Route 1A On/Off Ramp**

At some point in the future, the roadway access/egress patterns for the RiverFront District will be completed with the relocation of the existing northbound ramp connection to the General Edwards Bridge. Unlike the situation with southbound ramp network, which needs to be reconfigured to provide more complete and direct access to Gibson Park and the RiverFront District, there is less urgency on the northbound side until the new General Edwards Bridge is designed and constructed. Once that does happen, the new GE Bridge itself will become a prominent feature of the new northern gateway to Revere that the RiverFront District aspires to become.



- A** Community Boating
- B** Salt Marsh
- C** Dock
- D** New Tennis (2)
- E** Rain Garden
- F** New Parking (34)
- G** Existing Parking (36)
- H** Community Garden
- I** Existing Playground
- J** Multi-Purpose Field (210'x360')
- K** Existing Backstop
- L** Dog Park
- M** Salvaged Sea Wall & Stone Seating
- N** Existing Tennis (2)
- O** New Pickleball (2)
- P** Elevated Boardwalk
- Q** Overlook
- R** Range & Putting Green
- S** Passive Area
- T** Potential Public Pier
- U** New Parking (25)
- V** New Basketball
- W** Art
- X** Potential Future Restaurant
- Y** Potential Future Pedestrian Bike Connection

Attachment: RevereRiverFrontMasterPlanReport\_Jan2021 (21-035 : RiverFront Master Plan Zoning



POTENTIAL FUTURE RESTAURANT

POTENTIAL PUBLIC PIER

NEW PARKING

NEW BASKETBALL

FIRE HOUSE

ART

ELEVATED BOARDWALK

EXPANDED PARKING FOR GIBSON PARK

PASSIVE AREA

EXISTING TENNIS  
NEW PICKLE-BALL

EXISTING PLAYGROUND

MULTI-PURPOSE FIELD

NEW TENNIS

SALT MARSH

SALVAGED SEA WALL & STONE SEATING

DOCK

COMMUNITY BOATING

COMMUNITY GARDEN

DOG PARK

RAIN GARDENS

# V. IMPLEMENTATION STRATEGY

## Next Steps

The RiverFront Master Plan provides a vehicle to identify, organize, illustrate and advocate for the goals and aspirations that have emerged for this emerging gateway district from the several collaborative planning and discussion sessions that have occurred to date. But the RiverFront Master Plan alone is not sufficient to realize those goals and aspirations. That will require a series of zoning, permitting, funding and other approvals, of which the following are among the most relevant and timely.

### 1. PREPARATION OF A ZONING OVERLAY

**DEVELOPMENT DISTRICT:** To permit planned redevelopment of the private properties in the RiverFront District as conceptually outlined in the Master Plan, it will be necessary to prepare and approve a Zoning Overlay District that would allow for such redevelopment. This is exactly the process that was successfully employed for the redevelopment of Suffolk Downs; and in this case, the required zoning overlay district would specifically apply to the private properties north of Gibson Park and east to the General Edwards Bridge. These prominently include the former G/J site, which is currently zoned for industrial uses that are clearly incompatible with the mix of residential and commercial uses now contemplated for the RiverFront District. A Zoning Overlay District can and will be prepared as soon as the final draft of RiverFront Master Plan is completed.

2. **PLANNING BOARD ADOPTION OF THE RIVERFRONT MASTER PLAN:** The RiverFront Master Plan must be presented to and adopted by the Revere Planning Board, which can meet for that purpose in early February. Once adopted by the Planning Board, the RiverFront Master Plan would be favorably referred to the Mayor and the City Council.
3. **PLANNING BOARD AND CITY COUNCIL APPROVAL OF THE ZONING OVERLAY DISTRICT:** In the context of the adopted RiverFront Master Plan, the related RiverFront Zoning Overlay District must be approved first by the Planning Board and then by the City Council, based on the Planning Board recommendation. Each of these bodies must hold a public hearing on the proposed Zoning Overlay District; and in this case, the Planning Board and the City Council public hearings could be combined. The Planning Board would then meet to consider overlay district approval; and the City Council would subsequently meet to consider the matter based on the Planning Board recommendation. Those approvals could be completed by the end of February.
4. **CITY AND STATE PERMITTING OF ANY PRIVATE DEVELOPMENT PURSUANT TO THE RIVERFRONT ZONING OVERLAY DISTRICT:** Any private development plans that are made pursuant to the approved Zoning Overlay District, specifically including planned Redgate redevelopment of the G/J site, must be further reviewed and approved by the City of Revere



ABOVE G/J Site looking toward Mirage Property

and the Commonwealth of Massachusetts pursuant to their regular requirements of project permitting. In the case of the City of Revere, this would include the public processes of review and approval by the Revere Conservation Commission and the Site Plan Review Committee, which encompasses all of city agencies that are responsible for development review, approval and oversight. In the case of the Commonwealth, this includes the multi-dimensional Massachusetts environmental policy act (MEPA), Coastal Zone Management (CZM)], Department of Environmental Protection (DEP) which administers MGL Chapter 91, and other environmental and transportation review and approval requirements. The details of those numerous city, state and possibly federal permitting requirements are further detailed elsewhere in this document.

- 5. CITY PURCHASE OF THE RIVERSIDE BOAT WORKS PROPERTY:** The plan to redevelop the former Riverside Boat Works property for community purposes will require the purchase of this property from its current private owner, who is aware of and receptive to the nature and scope of the planning process that has been underway. That will require an objective appraisal of the value of this property and an agreement as to its sale price, which would include the resolution of pending fines due to the unacceptable maintenance standards of its previous owners. Once an acceptable price is determined, the purchase is likely to be funded from a combination of city appropriations and potential support from state parkland

or climate resiliency funds—e.g., the Parkland Acquisitions and Renovations for Communities (PARC) Program, the MVP Action Grants, and the CZM Coastal Resiliency Program. Ward 5 Councilor John Powers, who has long been an advocate of community uses for this property, is expected to be a champion of the funding required to make Riverside Boat Works a public property and an integral element of the adjacent public park.

- 6. DESIGN AND FUNDING OF THE NORTH SHORE MARITIME CENTER:** As outlined in the RiverFront Master Plan, the North Shore Maritime Center include both land-side and water-side improvements. The land-side improvements include renovation of the existing derelict building and grounds, which have yet to be designed and cost-analyzed; and once they are, sources of public funding can be identified and secured. The water-side improvement require preliminary engineering that has already been funded by the City of Revere; and otherwise, it is expected that the docking facilities will be funded privately, as previously noted.
- 7. MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (DOT) AND REVERE TRAFFIC COMMISSION APPROVAL OF THE PROPOSED NEW RAMP AND ROADWAY CONFIGURATION:** The new ramp/roadway configuration that is reflected in the RiverFront Master Plan will be proposed by the City of Revere and hopefully funded through the MassWorks and/or I-Cubed programs at no cost to MassDOT. But since these are primarily DOT roadways, the planned reconfiguration will require DOT review and

approval. To that end, DOT has been fully involved from the outset in continuing discussions with both Redgate and the City of Revere as these transportation strategies have evolved; and the approach outlined in the RiverFront Master Plan is based on DOT input and feedback. The formal process of DOT approval has yet to begin; but DOT participation to date augurs well for the outcome of that process. Review and approval by the Revere Traffic Commission will also be required for those elements of the roadway network that fall outside of DOT jurisdiction.

- 8. PROJECTING THE COSTS OF THE VARIOUS GIBSON PARK IMPROVEMENTS:** It will be necessary to refine the designs and estimate the costs of the various elements of the proposed RiverFront Master Plan improvements to Gibson Park—its various physical, recreational, landscaping, lighting, resiliency and other components. Based on those costs estimates, we can begin to convert each of these elements into specific projects for which we can then identify and secure available sources of funding.
- 9. PROJECTING THE COSTS OF VARIOUS SHORELINE IMPROVEMENTS:** Likewise, it will be necessary to refine the designs and estimate the costs of the various elements of the proposed shoreline improvements—its various recreational, planting, flood-control, climate-resiliency and other components. Based on those costs estimates, we can begin to convert each of these elements into specific projects for which we can then identify available sources of funding.

- 10. TRANSFER OF EXISTING PIER OWNERSHIP TO THE CITY OF REVERE:** Redgate is prepared to transfer the ownership of the existing pier on the G/J property to the City of Revere at no cost; and they will work with the City to secure the funding required to rehabilitate that pier for community use. This transfer and the related design and funding of this project will require additional work between Redgate and the City, including identifying and securing the funding resources required to realize the civic and community potential of this facility as outlined in the Master Plan. That work could/should begin asap.
- 11. CITY PURCHASE OF THE NGRID RIGHT-OF-WAY:** The National Grid right-of-way for their underground utility cables immediately abuts the G/J property in the vicinity of the pier referenced above. City of Revere ownership of this rightof-way, with required National Grid easements, would allow for the improvement and use of this crucial property for community purposes, including providing attractive access and shelter facilities for the public pier itself. The City will need to undertake negotiations with National Grid to effect this sale; and Mayor Arrigo has sent a letter to National Grid to initiate this purchase/sale this process, to which National Grid appears to be receptive. It is not expected that this will involve a substantial cost to the city requiring outside funding.

- 12. CONVERSATIONS WITH THE MIRAGE PROPERTY-OWNERS:** The former Mirage site is owned by two partners who are aware of the RiverFront Master Plan process but have chosen not to actively participate thus far. Given the Master Plan aspirations for that site—i.e., a waterfront restaurant—it would be important to engage them in discussions as soon as practical to be sure that we move forward together in a mutually beneficial way. Our assumption is that, as conditions in the surrounding area change in the direction outlined in the Master Plan, not least including the mixed-use/residential redevelopment of the G/J site, the prospect of another waterfront restaurant on that site might change their view on its viability and relative attractiveness as compared to current uses. If so, that dialogue should begin sooner than later.
- 13. COORDINATION WITH SEAPORT ECONOMIC COUNCIL:** In addition to the funding sources referenced above, we will work closely with the Seaport Economic to fund and implement over time major elements of the RiverFront Master Plan in accordance with their mission and available resources.

# Matrix of Projects

## A. Riverside Boat Works

1. Planning/Permitting
2. Design
3. Construction
4. Funding: Seaport Economic Council (SEC), other

## B. RiverFront District

### Access Improvements

1. Planning/Permitting/Coordination with MassDOT
2. Design/Construction
3. Funding: MassWorks, Complete Streets, SEC, MassTrails, other

## C. Gibson Park Improvements

1. Multi-use field and stormwater retention
2. Dog Park Rain Garden/Parking
3. Tennis, pickleball & basketball
4. Funding: Parkland Acquisitions and Renovations for Communities (PARC), Municipal Vulnerability Preparedness grants, other

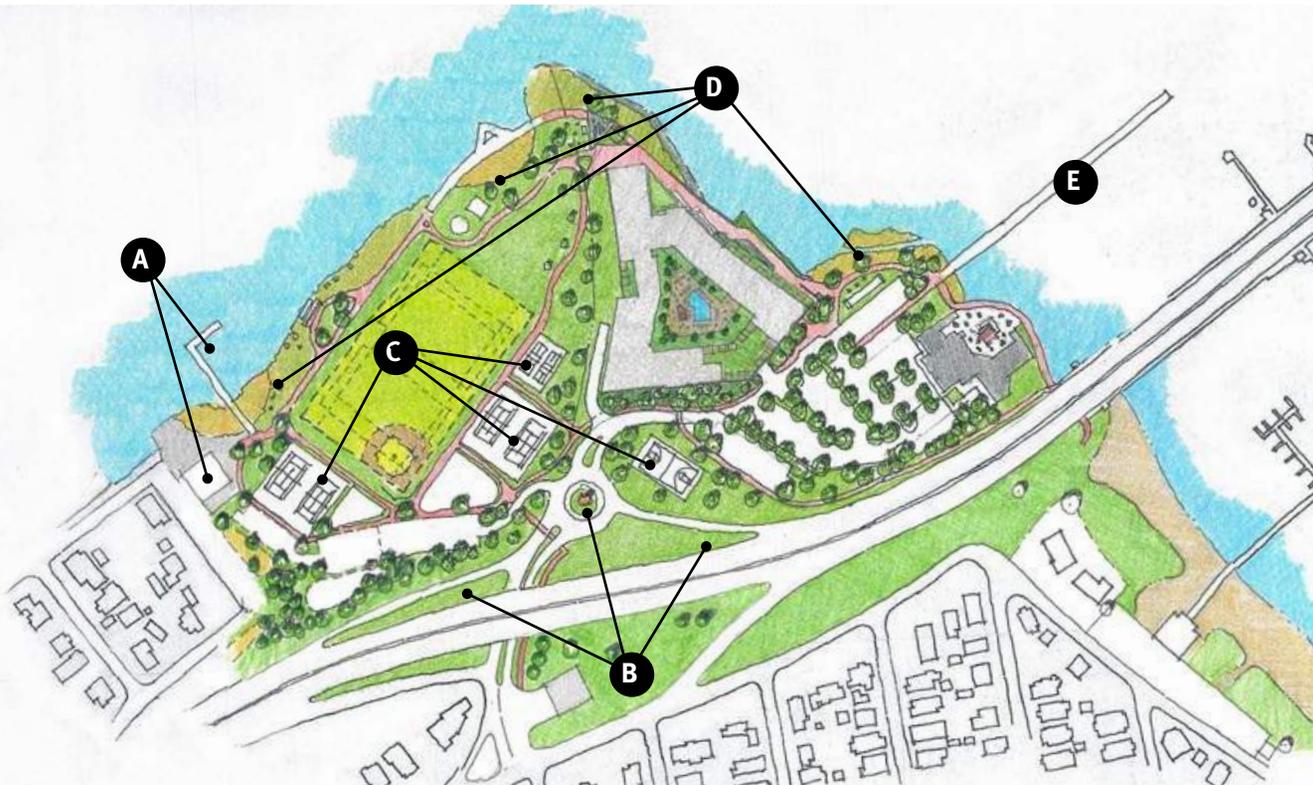
## D. Continuous Shoreline

### Access/Improvements

1. Resiliency improvements
2. Public walkway
3. Marsh restoration
4. Funding: SEC, PARC, Complete Streets, MassTrails, MVP, other

## E. Public Pier

1. Evaluation
2. Planning / Permitting
3. Design / Reconstruction
4. Funding: SEC, MassWorks, other



Likely funding sources for each project are identified above, these are not necessarily the only means that may become available, it is important to be aware that state and federal programs are sometimes added or curtailed; that priorities and eligibility criteria periodically change; and that program budget levels can expand and contract over time. Revere’s Community Improvement Trust Fund and developer contributions are valuable tools to help meet grant match requirements and give the City a certain competitive advantage.

The City of Revere is fortunate to have a highly skilled and competent staff in the Department of Strategic Planning and Economic Development and to have historically supportive state and federal elected representation. The City is well positioned to make significant progress in achieving this master plan vision over the coming several years.

# APPENDIX



# List of Materials Reviewed and Referenced

In an effort to review and understand the underlying conditions in the RiverFront study area and develop appropriate strategies for this Master Plan, the consultant team reviewed a variety of sources, including the following:

*MassGIS- OLIVER The Online Data Viewer – Commonwealth of Massachusetts, [http://maps.massgis.state.ma.us/map\\_ol/oliver.php](http://maps.massgis.state.ma.us/map_ol/oliver.php)*

*City of Revere GIS, <https://www.Revere.org/gis>*

*FEMA Flood Rate Insurance Maps, Panels 25025C0028J (3/16/2016), 25025C0029J (3/16/2016) and 25009C0529G (7/16/14)*

*Rumeny Marsh Area of Critical Environmental Concern Salt Marsh Restoration Plan, Massachusetts Wetland Restoration Program and MA DEM ACEC Program ,May 2002*

*Massachusetts Department of Environmental Protection, Stormwater Management Policy, 2008*

*USDA’s Urban Hydrology for Small Watersheds (TR-55)*

*Commonwealth of Massachusetts- Sea Level Rise, Understanding and Applying Trends and Future Scenarios for Analysis and Planning, MA Coastal Zone Management, 2013*

*National Climate Assessment, US Global Change Research Program, 2014, <https://nca2014.globalchange.gov/>*

*Massachusetts Coastal Flood Risk Model, Executive Office of Energy and Environmental Affairs*

*Boston Region Metropolitan Planning Organization, “Exploring Resilience in MPO-Funded Corridor and Intersection Studies,” draft November 2020*

*National Oceanic and Atmospheric Administration, Navigational Chart No. 13275, Salem and Lynn Harbors*

*USDA, Natural Resources Conservation Services, Web Soil Survey, National Cooperative Soil Survey*

*US Army Corp of Engineers, “Flood Damage Reduction, Feability Report and Final Environmental Impact Statement/Report, Water Resources Investigation, Saugus River and Tributaries, Lynn, Malden, Revere and Saugus, Massachusetts,” December 1989*

*US Army Corps of Engineers, Channel Condition Survey, Saugus River, SAU-8m Sheets V-101 – V-107, dated October 19, 2016*

*City of Revere via a grant from the MA Office of Coastal Zone Management, “Biological and Recreational Study of the Pines River Estuary” May 19, 1978*

*The Cecil Group, with FXM Associates and Vines Associates, “Revere Public Pier Feasibility Study”, June 2005*

*AECOM “ City of Revere, Massachusetts, Municipal Vulnerability Preparedness, Summary of Findings Report” June 2019*

*Plan entitled “Existing Conditions Plan” Sheet C-2, for project “Proposed Condominium Development, 29 Thayer Avenue*

*Environmental Notification Form, Commonwealth of MA, Executive Office of Transportation and Construction, Comment letters, North Shore Boat Works renovation project, dated 1-11-89*

*Pines Riverside Association, Comment Letter regarding North Shore Boat Works EOE #7523, dated January 27, 1989 prepared by Medford Engineering and Survey, Dated March 24, 2006*

*HMM Associates, “Project Impact Assessment Report, for the Proposed Improvements to the North Shore Boat Works Boatyard/Marina Facility, Point of Pines, Revere, Massachusetts” January 3, 1989*

*Plan set entitled “Proposed Landside & Marina Facility Improvements”, 2 sheets , prepared by HMM Engineers, Inc. dated January 4, 1989*

*McPhail Associates, Inc., “Preliminary Geotechnical Engineering Report, 22 Whitin Avenue Ext., Revere, Massachusetts” dated January 23, 2020*

*Boston Planning & Development Agency, “Coastal Flood Resilience Design Guidelines” draft – September 2019*

*North Shore Boat Works Boatyard/Marina, Chapter 91 Waterways License Application, February 13, 1989, prepared for Mr. David Colbert, North Shore Boat Works, 7 Thayer Avenue, Revere, MA 02151, prepared by HMM Associates, Inc.*

*MassDEP – Bureau of Waste Site Cleanup – Phase I Site Assessment Map, 500 feet & 0.5 Mile Radii, for site 22 Whitin Avenue, Revere, MA*

*Plan Set entitled “City of Revere Massachusetts, Pump Station Upgrade, Point of Pines” prepared by Brown and Caldwell, 10/21/10*

*Plan Set entitled “ City of Revere, Massachusetts, Department of Public Works, Mills Avenue, Green Street and Charger Street Drainage Improvements” created by CDM Smith, February 2015*

*MA DEP FMF#39704, BWP SW11 / Landfills- Major Modification Transmittal N. X271439 for the Wheelabrator Ash Landfill*

# List of Required Permits

AGENCY	PERMIT	REGULATIONS	COMMENTS
<b>LOCAL</b>			
Revere Conservation Commission	Order of Conditions under the Local Wetland Bylaw	310 CMR 10.000	Required for any disturbance in tidal wetlands or within 200 ft of a riverfront
Revere Zoning Board of Appeals and/or City Council	Special Permit	Revere Zoning Ordinance	Will be required if any of the proposed structures, signage, or features of the Riverwalk do not comply with the zoning by-law
Revere Department of Public Works	Water and/or Sewer Connection Permit		Required to connect into municipal sewer or water service
City Council and Planning Board	Zoning Overlay District		
Revere Site Plan Review Committee	Site Plan Review	Zoning Ordinance Chapter 17.17	Site Plan Review is required for all new construction projects over 1,000 gross square feet of building area
<b>STATE</b>			
MA Department of Environmental Protection	Order of Conditions- Wetland Protection Act	310 CMR 10.00	Required for any disturbance in tidal wetlands or within 200 ft of a riverfront
MA Department of Environmental Protection	401 Water Quality Certification	314 CMR 9.00	Should dredging or activities occur within the River
MA Department of Environmental Protection	Chapter 91 License	310 CMR 9.00	For dredging or structures that could occur within current and/or historical tidelands both public and private

AGENCY	PERMIT	REGULATIONS	COMMENTS
<b>STATE</b>			
MA Department of Environmental Protection	Uniform Hazardous Waste Manifest	31 CMR 30 and MGL 21E	Handling, transporting, and disposing of hazardous materials should they be encountered during the project
MA Environmental Policy Act	Environmental Notification Form, Draft Environmental Impact Report, Final Environmental Impact Report	301 CMR 11.00	Should any of the review thresholds under section 11.03 be triggered, such as state listed endangered species present, alterations requiring a variance under the Wetland Protection Act, alterations of bank or salt marsh above thresholds
MA Environmental Policy Act	Environmental Notification Form, Draft Environmental Impact Report, Final Environmental Impact Report	301 CMR 12.00	Work within an Area of Critical Environmental Concern
MA Environmental Policy Act	Environmental Notification Form, Draft Environmental Impact Report, Final Environmental Impact Report	950 CMR 71.00	Work affecting historical properties and places as determined by the Massachusetts Historical Commission
Massachusetts Water Resources Authority	8 (M) permit	Section 8(M) of Chapter 372 of the Acts 1984	To build, construct, excavate, or cross within an easement or other property interest held by the MWRA

AGENCY	PERMIT	REGULATIONS	COMMENTS
<b>STATE</b>			
MA Department of Transportation	State Highway Access Permit (SHAP)	700 CMR 13.00	When physical work or activities take place within, or impact, the State Highway Right-of-Way or property owned or under the custody and control of MassDOT-Highway
MA Department of Conservation and Recreation	Street Opening Permit		For any work done in the Lynnway
<b>FEDERAL</b>			
US Army Corps of Engineers	Clean Water Act 404 Permit	33 USC 1251, 33 CFR 322	For discharge of dredged or fill material into waters of the U.S.
US Army Corps of Engineers	Rivers and Harbors Act of 1899 Section 10	33 USC 401-413, 33 CFR 323	For work, including structures, seaward of the annual high water line in navigable waters of the United States
Federal Emergency Management Agency	Floodplain determination	Executive Order No. 149	The National Flood Insurance Program is administered in MA by the Department of Conservation and Recreation. Requires review by applicable state agencies for projects within the Floodplain
US Fish and Wildlife	Incidental Take Permit	50 CFR 17.00	Project that “takes” federally defined endangered or threatened species
US Environmental Protection Agency	Permit under the NPDES program	40 CFR 122	Construction activities disturbing greater than 1 acre of land will require coverage and authorization to discharge stormwater under the National Pollutant Discharge Elimination System administered through EPA

Attachment: RevereRiverFrontMasterPlanReport\_Jan2021 (21-035 : RiverFront Master Plan Zoning

C-21-03

**PUBLIC HEARING**

Notice is hereby given in accordance with the provisions of Chapter 40A of the Massachusetts General Laws and Section 17.16.040 of the Revised Ordinances of the City of Revere that the Revere City Council will conduct a public hearing via remote participation on Monday evening, February 22, 2021 at 6:00 P.M. on the application of Mario S. Marengi, 42 Nahant Ave., Winthrop, MA 02152 seeking permission from the Revere City Council to operate a commercial garage at 22 Naples Rd., Revere, MA 02151.

A copy of the aforementioned proposed plan and application (C-21-03) is on file and available for public inspection in the office of the City Clerk, Revere City Hall, Revere, Massachusetts, Monday through Thursday from 8:15 A.M. to 5:00 P.M. and Friday from 8:15 A.M. to 12:15 P.M.

In accordance with an Executive Order issued on March 12, 2020 by Governor Baker, the public hearing as advertised will be held remotely. Remote meeting participation information will be published on the City Council agenda at least 48 hours in advance of the public hearing, not including weekends or holidays at [www.revere.org/calendar](http://www.revere.org/calendar). Alternatively, commentary on this public hearing may be submitted in writing to [amelnik@revere.org](mailto:amelnik@revere.org) or by mail to Office of the City Clerk, Revere City Hall, 281 Broadway, Revere, MA 02151.

Attest:

Ashley E. Melnik  
City Clerk

Revere Journal  
Check attached #26090  
02/03/2021  
02/10/2021

FORM A

Application No. C-21-023

Date: 2/1/2021

City of Revere, Massachusetts  
Revere City Council  
Application for Change of Zoning Ordinance  
or  
Zoning Map

All parts of this application and the attached documents shall be completed and submitted under the pains and penalties of perjury. Incomplete filings may be rejected. The application must be prepared to present data that tends to indicate that the public convenience and welfare will be substantially served by granting the change of zoning requested. That the change of zoning requested will be in harmony with the general purposes and intent of the Revised Ordinances of the City of Revere.

I hereby request a hearing before the Revere City Council for the following:

- A. Application For Change of Zoning (Revised Ordinances of the City of Revere, Title 17, Chapter 17.56, Sections 17.56.010 - 17.56.030).
- B.** Application For Change of Zoning Map (Revised Ordinances of City of Revere, Title 17, Chapter 17.16, Section 17.16.040).
- C. Application for Special Permit for Alteration and Extension of Nonconforming Uses (Revised Ordinances of the City of Revere), Title 17, Chapter 17.40, Section 17.40.020.

1. Applicant submitting this application is:

Name: Mario S. Marenghi  
Address: 42 Nahant Ave, Winthrop, MA 02152  
Telephone No.: 617-539-0631

2. Applicants are: Owner of 22 Naples Road, Revere, Massachusetts

3. The following person is hereby designated to represent the applicant in matters arising hereunder:

Name: Gerry D'Ambrosio, Esq., and Kari-Ann Greene, Esq.  
D'Ambrosio Brown LLP  
Title: Attorneys for Applicant  
Address: 14 Proctor Avenue, Revere, MA 02151  
Telephone No.: (781) 284-5657

4. The land for which this application is submitted is owned by:

Name: Applicant

OFFICE CITY CLERK  
REVERE, MASS

2021 FEB -1 AM 11:39

FILED

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)

Address: Same as Applicant.  
Telephone No.: Same as Applicant

5. The land described in this application is recorded in Suffolk County Registry:  
  
in deeds found in the Suffolk Registry at Book 59761, Page 214. Please see deed attached hereto as Exhibit A.

6. Plan describing and defining the Change of Zoning is included herewith and made a part hereof and is titled and dated:

Please see the Plan attached hereto as Exhibit B.

Assessor's Office, Parcel ID:

Parcel ID: 18-324-9A 14,121 SF

7. A map describing the land uses of adjacent and nearby properties is included and made a part of this application.

Please see portion of City of Revere, Zoning Summary Map, February 2017, attached hereto as Exhibit C.

8. A locus map (8 1/2" x 11) copy of City of Revere or USGS topographic sheet with Site marked for which permit is requested is included and made part of this application.

Please see USGS topographic and MassGIS maps attached hereto as Exhibit D.

9a. Is the site of this application subject to the Wetlands Protection Act (M.G.L., Chapter 131, Sec. 40A or Chapter 130, Sec. 105)?

Yes \_\_\_\_\_ No \_\_\_\_\_ Do not know X \_\_\_\_\_

9b. Is the location of the site of this application within 100 feet of a coastal beach \_\_\_\_\_; salt marsh \_\_\_\_\_; land under the ocean \_\_\_\_\_; do not know X? No \_\_\_\_\_.

10. Describe the property for which this application is being submitted (including dimensions of land, existing buildings if any, availability of utilities, sewer water, etc.).

The property is known and numbered as 22 Naples Road, Revere, Massachusetts. The metes and bounds description of the property is as follows:

The land in Revere, with the buildings thereon, bounded and described as follows:

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)

About 14,121 square feet of land on the Northerly side of Naples Road, being Lots 211, 212, and 213 on plan recorded with Suffolk Registry of Deeds, Book 3429, Page 129.

Also, please see Plan attached hereto as Exhibit B and Site Photograph attached hereto as Exhibit E.

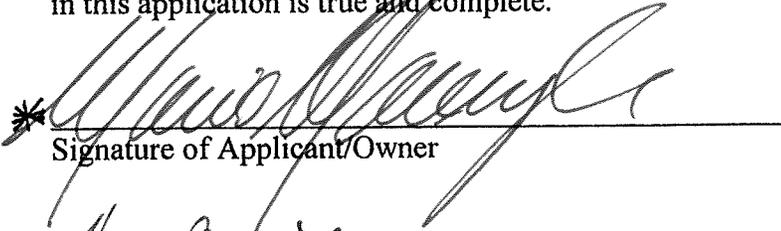
11. What is the nature of the Change of Zoning requested in this application?

The Applicant seeks a special permit relative to a property in the General Business zoning district known and numbered as 22 Naples Road to allow the use of a commercial garage on the property. As a result, the Applicant is seeking a special permit for the nonconforming structure and use as was identified by the Site Plan Review Committee. See Site Plan Review Committee's Denial Letter attached hereto as Exhibit F.

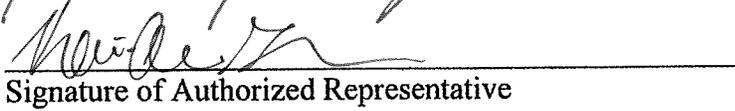
The City Council of the City of Revere should award this special permit because such allowance is not substantially more detrimental to the neighborhood. As such, this change substantially serves the public convenience and welfare; benefits, rather than impairs, the status of the neighborhood; and is in harmony with the general purposes and intent of the Revised Ordinances of the City of Revere.

*[Signatures on following page]*

I hereby certify under the pains and penalties of perjury that the foregoing information contained in this application is true and complete.

  
Signature of Applicant/Owner

1/30/21  
Date

  
Signature of Authorized Representative

2/1/21  
Date

Received from the applicant, the sum of \$ \_\_\_\_ to apply against administrative, and mailing costs.

Date Submitted to the Revere Planning Board:

\_\_\_\_\_

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)

**General Disclosure of Constituent Information  
Relative to Applications Submitted to the Revere City Council  
For Authorizations, Permits, Special Permits, Licenses, Variances, Orders of Conditions, Approvals,  
Modifications and Amendments Which are Subject of Proceedings Before the Revere City Council**

1. Name and residential address of party submitting application:

Name: Mario S. Marengi  
Address: 42 Nahant Avenue, Winthrop, MA 02152

2. Name and residential address of each land owner on whose property subject matter will be exercised:  
(Attach additional pages, if necessary.)

Name: Same  
Address: \_\_\_\_\_

3. If the property is a partnership, state the name and residential address of all partners within sixty (60) days of this application:

Partner's Name: n/a  
Address: \_\_\_\_\_

4. Name and residential address of each party to whom subject authorization will be issued:

Name: Mario S. Marengi  
Address: 42 Nahant Avenue, Winthrop, MA 02152

5. If the party is a trust, provide the name and residential address of each trustee and beneficiary within sixty (60) days of this application:

Trustee's Name: n/a  
Address: \_\_\_\_\_

The trust documents are on file at \_\_\_\_\_ and will be delivered upon request.

6. If the party is a joint venture, state the name and residential address of each person, form of company that is party to the joint venture within sixty (60) days of the filing of this application.

Joint Venture Name: n/a  
Address: \_\_\_\_\_

A copy of the Joint Venture agreement is on file at \_\_\_\_\_ and will be delivered upon request.

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)

Page 2  
General Disclosure Form

7. If the party is a corporation, provide the name and the residential address of each officer, director and shareholder owning more than 50% of the interest in the Corporation within sixty (60) days of the date of this application: Limited Liability Company

N/A

8. If the party is a General Partnership, provide the name and residential address of each partner in the partnership within sixty (60) days of the date of this application.

General Partner's Name:   n/a  

Address: \_\_\_\_\_

9. If the party is a Limited Partnership, provide the name and residential address of each General Partner of the Limited Partnership within sixty (60) days from the date of this application.

General Partner's Name  
of Limited Partnership:   n/a  

Address: \_\_\_\_\_

10. If the business is conducted under any title other than the real name of the owner, state the time when, and place where, the certificate require by Mass. General Law, Chapter 110, Section 5, is on file:

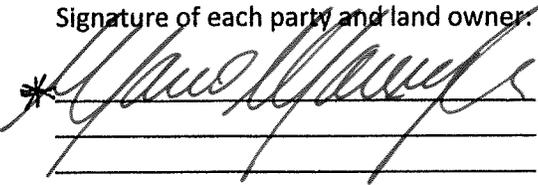
  n/a    
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*[Signature on following page]*

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)

Page 3  
General Disclosure Form

The foregoing information is provided under the Pains and Penalty of Perjury.  
Signature of each party and land owner.

\*  \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

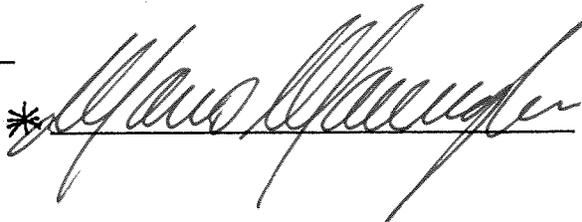
### Request for Finding of Fact – Special Permit

Now comes the applicant Mario S. Marengi  
 who has applied to this Honorable City Council for a special permit for property located at \_\_\_\_\_  
22 Naples Road, Revere, MA

1. That the proposed use would be in harmony with the general purpose and intent of the Zoning Ordinance for the following reason:
  - (a) The proposed use of the Property as a commercial garage fits within the intent and purpose of the Zoning Ordinance conserving the value of land and buildings and encouraging the most appropriate use of land throughout the City. See Revere Zoning Ordinances, § 17.04.010.
  
2. That the specific site is an appropriate location for such use for the following reasons:
  - (a) This Property is uniquely situated for the proposed use due to its proximity to other commercial businesses.
  
3. That the specific site has adequate public sewerage and water facilities and water systems for the following reasons:
  - (a) Adequate and appropriate facilities are already available and accessible to properly service the proposed use.
  
4. That the use as developed will not adversely affect the neighborhood, for the following reasons:
  - (a) The use will not adversely affect the neighborhood. On the contrary, the project will encourage further revitalization and economic activity in the area.
  
5. That there will not be a nuisance or serious hazard to vehicles or pedestrians using Naples Road for the following reasons:
  - (a) Given the Property's ample provided parking, there will likely be minimal vehicle traffic related to the development.
  
6. The adequate and appropriate facilities will be provided for the proper use, for the following reasons:
  - (a) Adequate and appropriate facilities are already available to properly service the proposed use.

Date: 11/30/21

Respectfully submitted by: \*

  
 \_\_\_\_\_

MASSACHUSETTS EXCISE TAX  
Suffolk County District ROD # 001  
Date: 06/21/2018 09:27 AM  
Clerk: Eileen O'Connell Doc: 00053134  
Fee: \$1,710.00 Cons: \$375,000.00

**CANCELLED**



2018 00053134  
Bk: 59761 Pg: 214 Page: 1 of 2  
Recorded: 06/21/2018 09:27 AM  
ATTEST: Stephen J. Murphy, Register  
Suffolk County Registry of Deeds

PROPERTY ADDRESS: 22 Naples Road, Revere, MA

**DEED**

**VACANT LAND**

I, KENNETH G. LAFAUCI, Trustee of the KAPPA LAMDA TRUST w/d/t dated June 30, 2004, recorded with Suffolk County Registry of Deeds, Book 36105, Page 266, of Topsfield, Essex County, Massachusetts

for consideration paid and in full consideration of THREE HUNDRED SEVENTY FIVE THOUSAND (\$375,000.00) DOLLARS 00/100 CENTS, paid

grant to MARIO S. MARENGHI, Individually , of 42 Nahant Avenue, Winthrop, Massachusetts

*with QUITCLAIM COVENANTS*

The land in Revere, with the buildings thereon, bounded and described, as follows:

About 14, 121 square feet of land on the Northerly side of Naples Road, being Lots 211, 212, and 213 on plan recorded with Suffolk Registry of Deeds, Book 3429, Page 129.

For my title see Suffolk Registry of Deeds, Book 36105, Page 265.

[SIGNATURE PAGE AND NOTARY FOLLOWING]

Return to:

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)

WITNESS my hand and seal this 20 day of June, 2018.

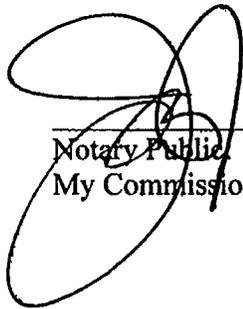
  
Kenneth G. LaFauci, Trustee of the  
Kappa Lamda Trust

COMMONWEALTH OF MASSACHUSETTS

COUNTY:

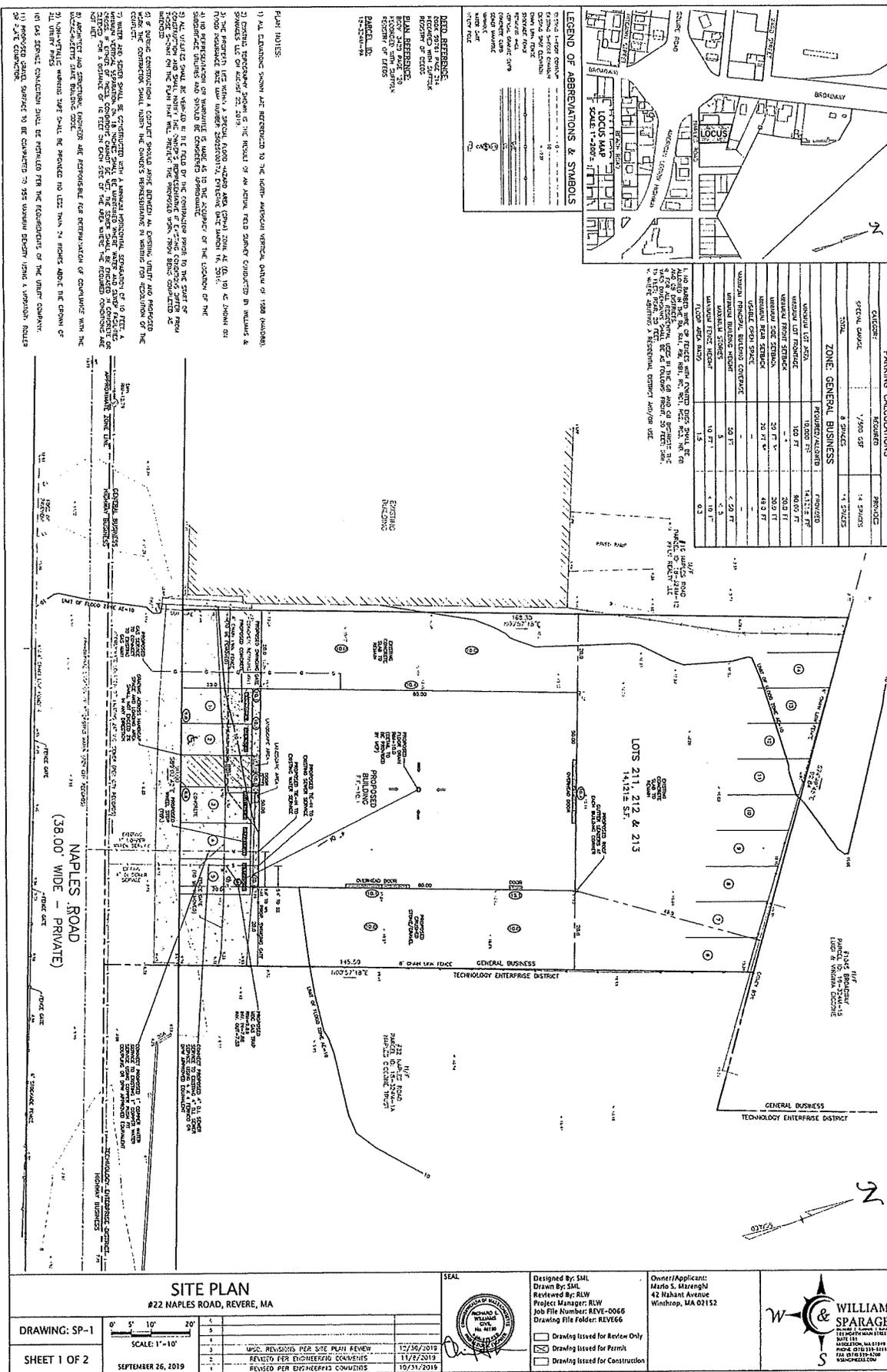
On this 20 day of June, 2018, before me, the undersigned notary public, personally appeared KENNETH G. LAFAUCI, Trustee who proved to me through satisfactory evidence of identification which were () driver's license or other state or federal government document bearing a photographic image, () oath or affirmation of a credible witness known to me who knows the above signatory, or () my own personal knowledge of the identity of the signatory, to be the person whose name is signed on the preceding or attached document and acknowledged to me that he signed it voluntarily for its stated purpose.

[SEAL]

  
Notary Public JOSEPH V CATTOGNO Jr.  
My Commission Expires: 6-22-20

PROPERTY ADDRESS: 22 NAPLES ROAD, REVERE, MA 02151

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)



**SITE PLAN**  
#22 NAPLES ROAD, REVERE, MA

DRAWING: SP-1

SHEET 1 OF 2

SCALE: 1" = 10'

SEPTEMBER 26, 2019

SEAL

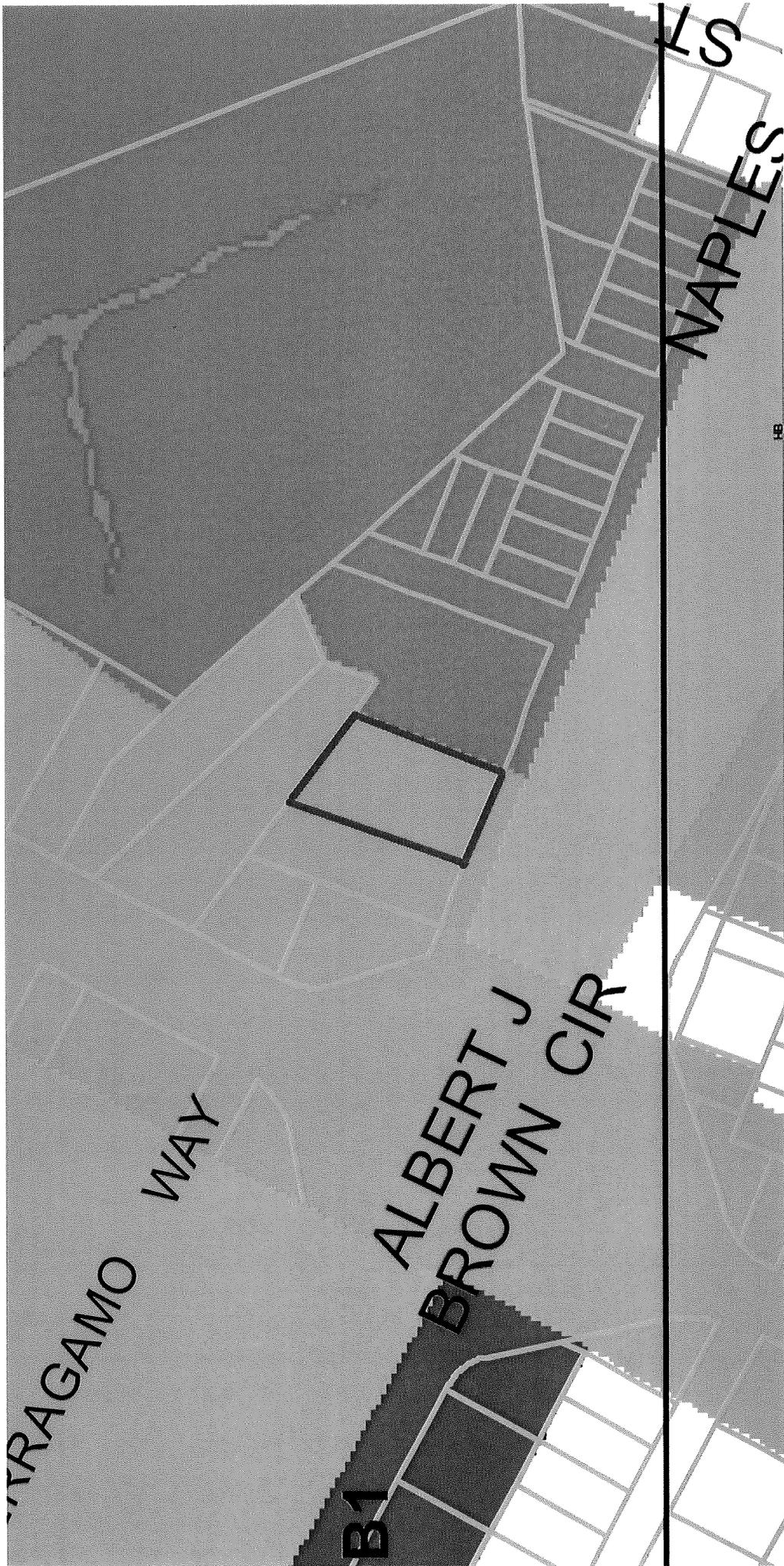
Designed By: SML  
Drawn By: SML  
Reviewed By: RLW  
Project Manager: RLW  
Job File Number: REVE-0066  
Drawing File Folder: REVE66

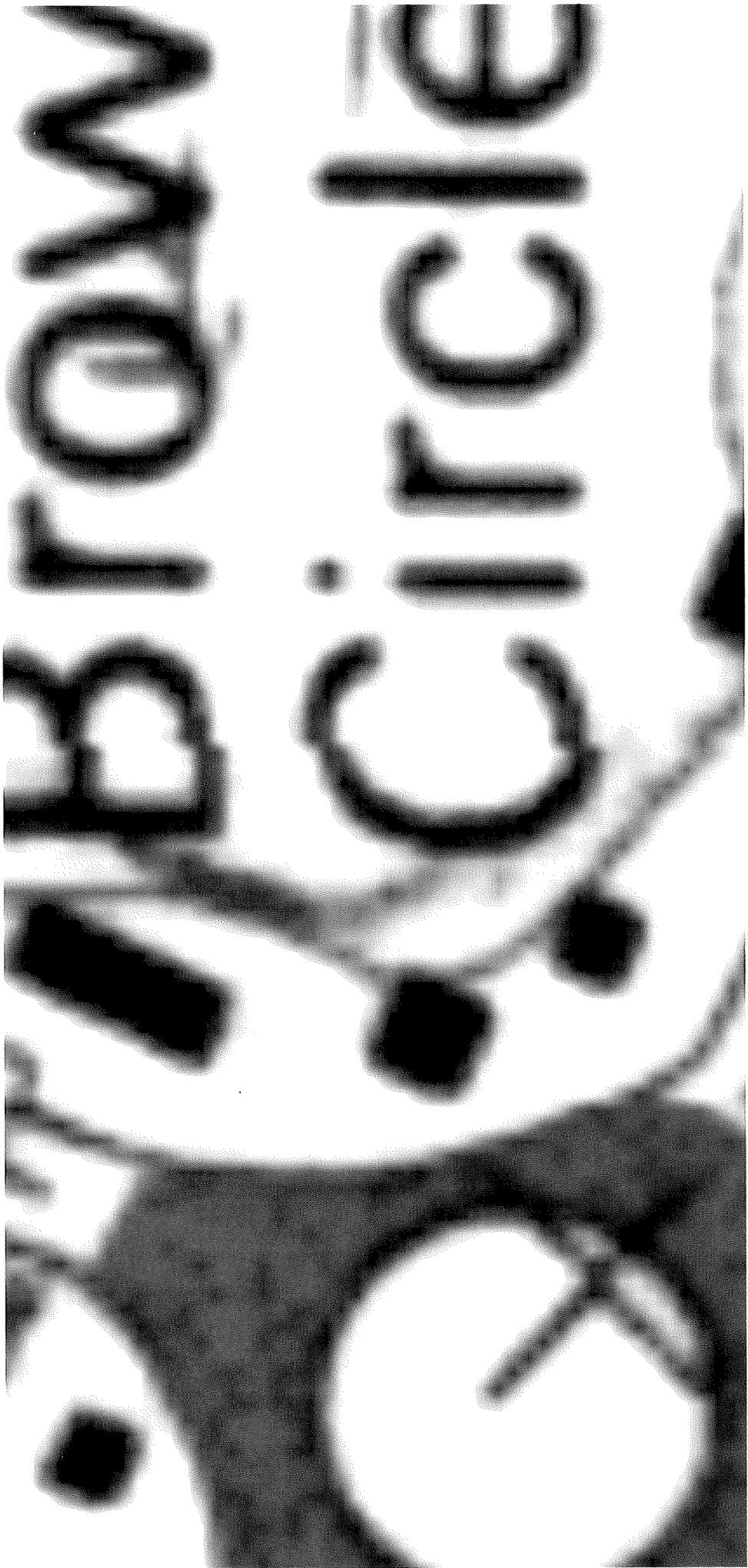
Drawing Issued for Review Only  
 Drawing Issued for Permit  
 Drawing Issued for Construction

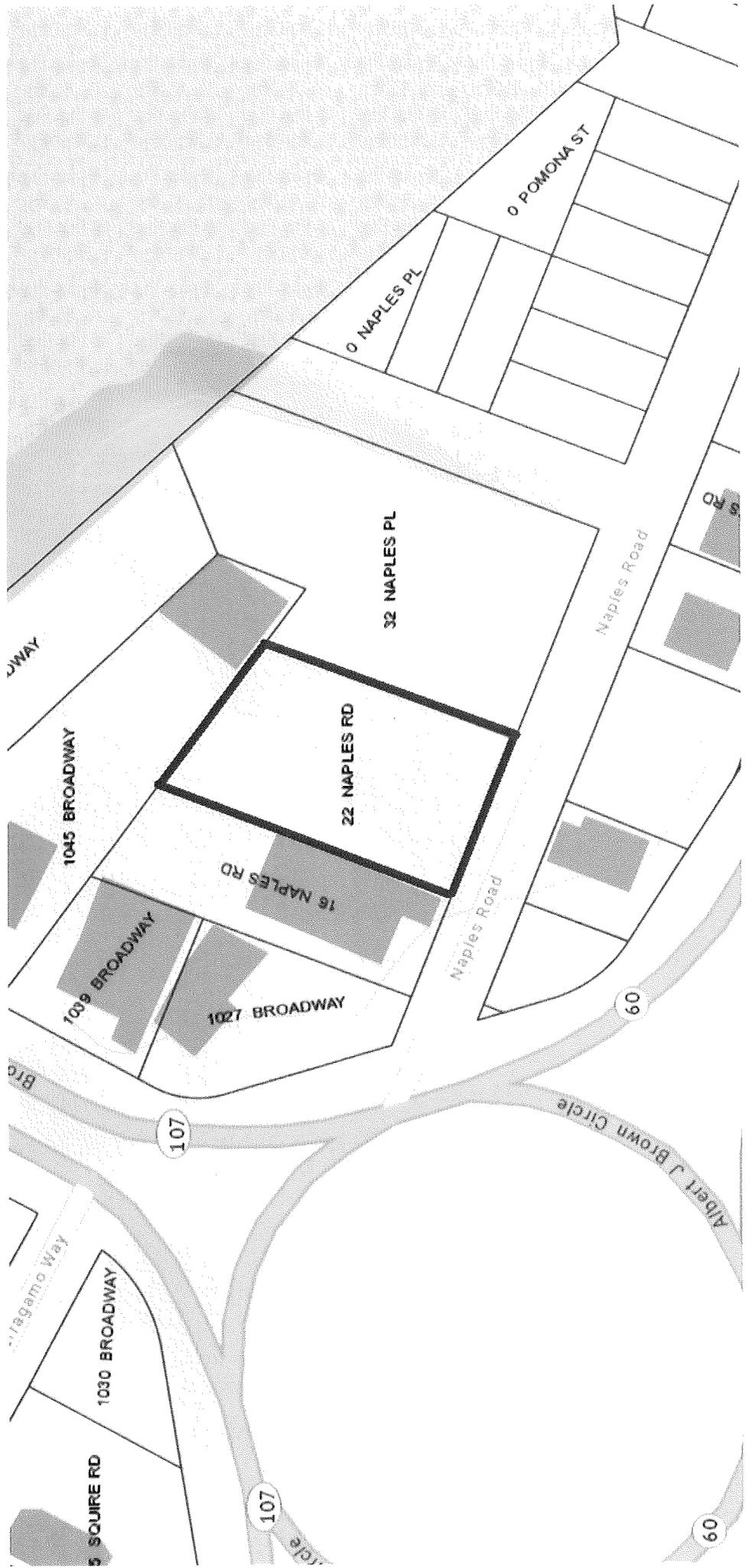
Owner/Applicator:  
Marlo S. Marenghi  
42 Nahant Avenue  
Winthrop, MA 02152

**WILLIAMS SPARGUES**  
115 STATE STREET  
REVERE, MA 01901  
PHONE: 978.271.1111  
FAX: 978.271.2000  
WWW.WSP.COM



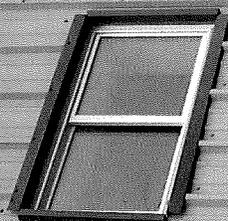






Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)

MARIO'S  
HEAVY TRUCK



22

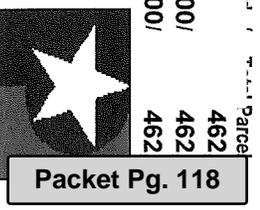


NAPLES RD 18-324K-10 LUC: 132 NATIONAL DRY WALL AND HURRICAN FENCE CO, INC 164 REVERE ST REVERE, MA 02151	1027 BROADWAY 18-324M-13 LUC: 334 1027 BROADWAY LLC 1027 BROADWAY REVERE, MA 02151
437 AMERICAN LEGION HWY 18-324K-4 LUC: 104 OUAKANI LEKBIR 437 AMERICAN LEGION HWY REVERE, MA 02151	1039 BROADWAY 18-324M-14 LUC: 332 DARIAN HARRY DARIAN REVOCABLE FAMILY TRUST 1039 BROADWAY REVERE, MA 02151
NAPLES RD 18-324K-5A LUC: 131 LAFAUCI KENNETH G LAFAUCI LYNNE F 44 TIMBER LN TOPSFIELD, MA 01983-1108	32 NAPLES PL 18-324M-1A LUC: 337 NAPLES CICCONE TRUST CICCONE LUIGI TRUSTEE 19 FIRST ST SAUGUS, MA 01906
453 AMERICAN LEGION HWY 18-324K-8 LUC: 105 LAFAUCI KENNETH G 44 TIMBER LANE TOPSFIELD, MA 01983	22 NAPLES RD 18-324M-9A LUC: 401 MARENGHI MARIO S 42 NAHANT AVE WINTHROP, MA 02152
NAPLES RD 18-324K-9 LUC: 392 JOHN DONNELLY & SONS TRUST C/O CLEAR CHANNEL OUTDOOR 20880 STONE OAK PKWY SAN ANTONIO, TX 78258	1045 BROADWAY 19-324M-15A LUC: 013 CICCONE LUIGI CICCONE VIRGINIA 19 FIRST ST SAUGUS, MA 01906
NAPLES PL 18-324L-10 LUC: 930 CITY OF REVERE 281 BROADWAY REVERE, MA 02151	1065 BROADWAY 19-324M-16A LUC: 104 PIA REALTY TRUST II ZACCARIA DANIELLE SAPONARO, TR 123 CUSHMAN AVE REVERE, MA 02151
NAPLES PL 18-324L-7 LUC: 132 FESTA JOSEPH A JR FESTA JOHN V 385 BROADWAY REVERE, MA 02151	BROADWAY 19-326-2B LUC: 920 COMMONWEALTH OF MASSACHUSETTS METROPOLITAN DISTRICT COMMISSI 20 SOMERSET ST BOSTON, MA 02108
NAPLES PL 18-324L-8 LUC: 930 CITY OF REVERE 281 BROADWAY REVERE, MA 02151	BROADWAY 27-445E-1 LUC: 337 BD'S DISCOUNT LLC 290 BROADWAY CHELSEA, MA 02150
NAPLES PL 18-324L-9 LUC: 930 CITY OF REVERE 281 BROADWAY REVERE, MA 02151	1062 BROADWAY 27-445E-2 LUC: 332 EMANUELE D GULINO REVOCABLE TRUST GULINO EMANUELE D TRUSTEE 193 VINEYARD MEADOW FARMS VINEYARD HAVEN, MA 02568
16 NAPLES RD 18-324M-12 LUC: 332 KKLN REALTY LLC 44 TIMBER LANE TOPSFIELD, MA 01983	

THIS IS A TRUE & ATTESTED  
 COPY OF THE RECORDS  
 OF THE ASSESSOR'S OFFICE OF  
 THE CITY OF REVERE

DATE: 2/1/21

Attachment: 22NaplesRoadSpecialPermit (21-036 : Special Permit - 22 Naples Road, C-21-03)



**Map** Block Lot  
**PROPERTY LOCATION** Direction/Street/City  
 Alt No NAPLES RD, REVERE

**OWNERSHIP**  
 Owner 1: MARENGHI MARIO S  
 Owner 2:  
 Owner 3:  
 Street 1: 42 NAHANT AVE  
 Street 2:  
 Town/City: WINTHROP  
 State: MA  
 Postal: 02152

**PREVIOUS OWNER**  
 Owner 1: KAPPA LAMBDA TRUST -  
 Owner 2: LAFAUCI - KENNETH G TRUSTEE  
 Street 1: 44 TIMBER LN  
 Town/City: TOPSFIELD  
 State: MA  
 Postal: 01983

**NARRATIVE DESCRIPTION**  
 This parcel contains .324 Acres of land mainly classified as IND WMS with a WAREHOUSE Building built about 2020, having primarily CORREG STL Exterior and 3000 Square Feet, with 1 Unit, 0 Bath, 0 3/4 Bath, 1 HalfBath, 0 Rooms, and 0 Bdrm.

**OTHER ASSESSMENTS**  
 Code Description Amount Com. Int

**IN PROCESS APPRAISAL SUMMARY**

Use Code	Land Size	Building Value	Yard Items	Land Value	Total Value
401	0.324	94,800		367,200	462,000
<b>Total Card</b>	<b>0.324</b>	<b>94,800</b>		<b>367,200</b>	<b>462,000</b>
<b>Total Parcel</b>	<b>0.324</b>	<b>94,800</b>		<b>367,200</b>	<b>462,000</b>
Source: Market Adj Cost		Total Value per SQ unit /Card: 154.00		/Parcel: 154.00	

**PREVIOUS ASSESSMENT**

Tax Yr	Use	Cat	Bldg Value	Yrd Items	Land Size	Land Value	Total Value	Asses'd Value
2021	401	FV	94,800	0	0.324	367,200	462,000	367,200 patch
2020	440	PTCH	0	0	0.324	367,200	367,200	367,200 Year End Roll
2020	440	FV	0	0	0.324	367,200	367,200	367,200 Year End Roll
2020	440	NC	0	0	0.324	367,200	367,200	367,200 Year End Roll
2019	440	FV	0	0	0.324	344,300	344,300	344,300 Year End Roll
2018	440	FV	0	0	0.324	286,900	286,900	286,900 YER
2017	440	FV	0	0	0.324	264,000	264,000	264,000 Year End Roll
2016	440	FV	0	0	0.324	264,000	264,000	264,000 Year End

**SALES INFORMATION**

Grantor	Legal Ref	Type	Date	Sale Code	Sale Price	V	Tst	Verif
KAPPA LAMBDA TR	59761-214		6/20/2018		375,000	No	No	
BONNI DENNIS M.	36105-265		6/30/2004	CONVENIENCE	1	No	No	
CITY OF REVERE,	34859-235		6/22/2004	INVOLVED GOV	340,000	Yes	No	
LAFAUCI	32222/265		7/29/2003	ESTATEDIV		Yes	No	
UNKNOWN	13066/341		8/12/1997		110,000	No	No	

**BUILDING PERMITS**

Date	Number	Descrip	Amount	C/O	Last Visit	Fed Code	F. Descrip	Comment
3/19/2020	B19000453	GARAGE	113,000	0				BUILD A METAL BULL
11/27/1989	8805			C	1/1/1990			IND COMM INVENTORY

**TAX DISTRICT**

Parcel ID	18-324M-9A
Legal Description	LOT 217 212 213 FINAL JUDGMENT
Entered Lot Size	
Total Land: 14121	
Land Unit Type: SF	

**PROPERTY FACTORS**

Item Code	Description	%	Item Code	Description
Z			water	
o			Sewer	
n			Electri	
Census:			Exmpt	
Flood Haz:			Topog	
D			Street	
s			Street	
t			Gas:	

**LAND SECTION (First 7 lines only)**

Use Code	LUCC	No of Units	Depth /	Unit Type	Land Type	LT	Base Value	Unit Price	Adj	Neigh Influ	Neigh Mod	Inf 1 %	Inf 2 %	Inf 3 %	Appraised Value	Alt Class	% Land	Spec Code	Use Value	Notes
401	IND WHS	14121		SITE		1.0	0	16.	1.63	CA					367,243				367,200	

**ACTIVITY INFORMATION**

Date	Result	By	Name
9/2/2020	PERMIT	336	MATT MCGRATH
6/14/2006	VACANT	336	MATT MCGRATH

**ASR MAP**

ASR Map	18
Fact Dist	
Reval Dist	
Year	
Land Reason	
Bid Reason	
Civil District	
Ratio	

Signature: \_\_\_\_\_  
 VERIFICATION OF VISIT NOT DATA

**Kari-Ann Greene**

**From:** fstringi@revere.org  
**Sent:** Thursday, January 28, 2021 2:29 PM  
**To:** Kari-Ann Greene; amelnik@revere.org; lcavagnaro@revere.org; pcheever@revere.org  
**Subject:** Application Review Comments

## CITY OF REVERE APPLICATION REVIEW

### City of Revere Site Plan Review Review Comments

**From:** Frank Stringi  
**Date:** January 28, 2021  
**Application #:** SPR21-000011  
**Address:** 22 NAPLES RD  
**Description:** Commercial garage  
**Review Status:** Denied

Thank you for your recent permit application for Commercial garage. I have completed my initial review and my comments are listed below, you can view marked up plans on our [online portal](#). Please note that you may receive additional comments from other city departments as your application is reviewed. You can follow the progress of your application by clicking on the link to the online portal above and signing into your account.

#### **Community Development: Frank Stringi**

- This plan has been denied for the following reasons: In accordance with Section 17.16.040 of the Revised Revere Zoning Ordinance, a commercial garage may only be allowed in the General Business (GB) District by special permit of the City Council.

*NOTE: If your application is marked "Resubmittal Required", you do not need to submit a new application. Log back into your account and edit either your Registration or Permit as requested in the comments.*

**Please do not reply to this automated email.** All resubmittals should be done using our online portal at [www.citizenserve.com/revere](http://www.citizenserve.com/revere) re-review. Furnishing the above requested information will help expedite the approval of your application.

To whom it may concern regarding the application for a commercial garage at 22 Naples Rd.

My name is Tina Barresi and I own the property at 25 Naples Rd and the business, Revere Tanning Salon located at the same address. I have owned Revere Tanning Salon for 29 years and for the past 10 years or so Naples Rd has become a mess. Often the road is blocked by commercial vehicles which prevent my clients from getting to my property. There are cars constantly parked on the street directly across from my parking lot which sometimes makes it impossible for a client to back out of the parking spot in my lot. There is no side of the road, so these vehicles are virtually parked in the road.

Every day there are cars parked on the incline that brings you to the property at 425 American Legion Hwy, which is actually an extension of Naples Rd. The opening there is small and the cars parked there do in fact prevent any emergency vehicle from entering the street from that direction. With that blocked at that end and many times the street blocked from the other entrance at the rotary it becomes an extremely dangerous situation. There are times where an emergency vehicle would not be able to reach Naples Rd at all and the properties on Naples Rd.

I cannot see any advantage to adding more commercial vehicles, large trucks to this very small road which leads to my business. With the road blocked at times, it does put a hardship on me and my business if it is difficult for my clients to reach me. Also the road is neglected and is always full of potholes which have the potential to cause damage to cars on the street.

Another very important reason to stop this permit is the trash issue on the street. Naples Rd is located on the marsh. The trash lined up in the street and in the marsh is embarrassing to the city of Revere. There is no effort to keep the marsh clean. More people, more traffic, more illegal parking means more trash. I have operated a business in that area for 29 years and I have never seen it look worst than it does now. The city allowed a beautiful hotel to be built but there is nothing being done to clean up our area. For the city of Revere to contribute to the demise of this road next to the marsh would be very disappointing.

Naples Rd needs to be cleaned up and improved, not brought down even more. The only way I would even consider this permit a move in the right direction would be to see the city of Revere come up with plans to widen the road, clean up the road from the trash that blows into the marsh every day, and ban Parking in the street. Both ends of the road would need to be widened to enable tenants, property owners, clients and most important of all, emergency vehicles to enter the road at any time of day without the risk of being blocked. All this would really need to be done before any permit is issued.

I do hope this permit application brings to light the condition of Naples Rd and the need to improve the conditions on the road and in the marsh. I highly object to this permit until conditions are improved.

Sincerely,  
Tina Barresi  
Owner Revere Tanning Salon  
781-589-5392

FILED  
2021 FEB 18 PM 1:44  
OFFICE CITY CLERK  
REVERE MASS

Attachment: C2103.LetterofOppositionTinaBarresi (21-036 : Special Permit - 22 Naples Road, C-21-03)

**AN ORDINANCE FURTHER AMENDING THE REVISED ORDINANCES OF THE CITY OF REVERE RELATIVE TO TRANSIENT VENDOR LICENSES, DOOR-TO-SOLICITORS, AND CANVASSERS**

**Section 1.** Chapter 5.12 Transient Vendors is hereby deleted in its entirety and inserted in place thereof the following new Chapter 5.13 Transient Vendors

**Section 5.13.010 Definitions.**

As used in this article, the following words and phrases shall have the meanings ascribed to them in this section:

- A. *Transient vendor* means any person who engages in a "temporary or transient business" selling goods, wares or merchandise, either in one locality or in traveling from place to place.
- B. *Temporary or transient business* means any exhibition and sale of goods, wares or merchandise which is carried on in any tent, booth, building or other structure, unless such place is open for business during usual business hours for a period of at least 12 consecutive months.

**Section 5.13.020 Transient vendor licenses.**

- A. Every transient vendor, before making any sale of goods, wares or merchandise in the city, shall apply to the city council for a license and shall accompany such application with a license fee of five hundred dollars as listed in Table I – Fee Schedule. Such application shall be filed with the city clerk.
- B. No license shall be granted under this section until the applicant has complied with the provisions of Chapter 101, Section 3 of the General Laws and has exhibited to the city clerk a license issued by the director of standards of the commonwealth.
- C. If, after review of said application, it appears that the applicant is a person of good repute as to morals and integrity and he or she is a person of responsibility and business acumen, the city council may authorize the city clerk to issue a city license to the applicant. Upon order of the city council and proof of payment of all license fees the city clerk shall issue the city license endorsed upon the state license "local license fees paid" and shall affix thereto his or her official signature and date of such endorsement.

**Section 5.13.030 Expiration of license.**

The city transient vendor license shall remain in force so long as the licensee shall continuously keep and expose for sale such stock of goods, wares and merchandise but not later than the first day of January following its date.

**Section 5.13.040 Licenses for nonprofit organizations.**

The city council may, under such conditions as they may deem proper, grant to any organization engaged in charitable work or to a post of any incorporated organization of veterans who served in the military or naval service of the United States in time of war or insurrection a special license authorizing it, for a particular time period to be stated in such license, and for a charitable purpose stated in such license, to conduct under their

control a temporary or transient business, provided that no person under 16 years of age shall be accredited as an agent of the license holder. The exercise of the license hereby provided for shall be subject to the provisions of all statutes, ordinances, rules and regulations not inconsistent herewith.

**Section 5.13.050 Display of license.**

Every transient vendor shall exhibit his or her state and city licenses when the same are demanded of him or her by a councillor or sealer or deputy sealer of weights and measures or member of the police department of the city.

**Section 5.13.060 Additional city permits.**

Should a license be issued pursuant to this article, the licensee shall be responsible for obtaining and maintaining any and all other relevant licenses, permits and seals, including, but not limited to, health department and fire department permits, and seals from the sealer of weights and measures.

**Section 5.12.070 Revocation of license.**

Any transient vendor license granted by the city council may be revoked by the city council for good cause after reasonable notice to the licensee and a hearing upon the grounds for revocation.

**Section 5.13.070 Bond or insurance required.**

No transient vendor shall sell goods, wares or merchandise in the city unless such transient vendor has posted a bond with, or has provided a certificate of liability insurance naming the city as an "additional insured" to, the city clerk in the amount of five thousand dollars, and has signed an agreement providing for indemnification of the city against any loss which may arise by way of any suit, action or proceeding against the city as a result of any act or failure to act on the part of such transient vendor while operating within the territorial limits of the city. This indemnification agreement shall be in a form approved by the city solicitor.

**Section 5.13.080 Minimum age.**

No person under 18 years of age shall receive a license as a transient vendor.

**Section 5.13.090 Additional restrictions.**

The terms of every transient vendor license issued pursuant to this article shall be subject to such further restrictions and regulations as the city council shall impose.

**Section 5.13.100 Penalties.**

Any transient vendor who violates any provision of this chapter shall be punishable in accordance with the provisions of Chapter 1.16 of the Revised Ordinances of the City of Revere by a fine of three hundred (\$300.00) dollars, or be subject to arrest as provided for by Chapter 101, Section 32 of the General Laws.

**Section 5.13.110 Conflict with state license.**

Nothing in this article shall be construed as conflicting with any license duly issued under the laws of the commonwealth.

**Section 2.** Title 5 of the Revised Ordinances of the City of Revere is hereby amended by inserting a new Chapter 5.12 Door-to-door Solicitors and Canvassers:

**Chapter 5.12 Door-to-door solicitors and canvassers.**

**Section 5.12.010 Definitions.**

The terms "soliciting" and "canvassing" means and includes any one or more of the following activities:

- A. Seeking to obtain the purchase, or the orders for the purchase, of goods, wares, merchandise, foodstuffs, services, of any kind of consideration whatever; or
- B. Seeking to obtain subscriptions to books, magazines, periodicals, newspapers, and every other type or kind of publication; or
- C. Seeking to obtain gifts or contributions of money, clothing or any other valuable thing for the support or benefit of, or seeking to gain membership in or volunteers for, any charitable or nonprofit association, organization, corporation or project.

The provisions of Sections [5.12.010](#) through [5.12.080](#) shall not apply to those who are operating validly as hawkers or peddlers or open air vendors, or to officers or employees of the city, county, state or federal government, or any subdivision thereof, when on official business, or to the city of Revere neighborhood youth and students who solicit for the shoveling of snow or cutting of lawns, or in connection with fundraising activities or city of Revere senior citizen fundraising activities, or to milkpersons, bakery persons, insurance agents, laundry persons, and ice, oil and coal dealers, nor shall it be construed to prevent route salespersons or other persons having established customers to whom they make periodic deliveries from calling upon such customers.

If any solicitor or canvasser is under the age of eighteen years and is selling goods or periodicals for a commercial purpose, the provisions of M.G.L. Chapter 101, Section 34 shall apply.

**5.12.020 Registration required.**

It is unlawful for any person to solicit or canvass, for him or herself or for another person, or organization, by foot, automobile or any other type of conveyance, from place to place, house to house or street to street, calling at residences without the previous consent of the occupant, without first having registered with the chief of police.

**5.12.030 Application for certificate of registration.**

- A. Application for a certificate of registration shall be made upon a form provided by the police department.
- B. An authorized representative of the sponsoring organization shall apply to the chief of police of his designee either personally, between the hours of nine a.m.

and two p.m. from Monday through Thursday excluding holidays, or by mail, and truthfully state in full the information requested on the application, to wit:

1. Name, address and telephone number of the sponsoring organization;
  2. State and/or federal tax identification number or tax exempt number of the sponsoring organization;
  3. Name, residential address, telephone number, social security number and date of birth of each representative of sponsoring organization who will be soliciting or canvassing in the city;
  4. Period of time for which the certificate is applied (i.e., the dates on which the soliciting or canvassing will take place);
  5. Any convictions for a violation of a felony or crimes against the person under the laws of the commonwealth or any other state or federal law of the United States within five years of the application, by the sponsoring organization or any of its representatives who will be soliciting or canvassing in the city;
  6. Signature of authorized representative of the sponsoring organization.
- C. A photograph or an acceptable copy of a photograph of each representative of the sponsoring organization who will be soliciting or canvassing in the city must be attached to the application.
- D. If the sponsoring organization is required by M.G.L.A. Chapter 68, Section 19, to register as a charitable organization with the commonwealth, a copy of said registration must be attached to the application.
- E. All statements made by the application upon the application or in connection therewith shall be under oath.
- F. No certificate of registration shall be issued to any person who has been convicted of the commission of a felony or crime against the person within five years of the date of the application; nor to any person whose certificate of registration issued hereunder has previously been revoked as provided herein.
- G. The chief of police shall cause to be kept in his office an accurate record of every application received and acted upon together with all other information and date pertaining thereto and all certificates of registration issued under the provisions of Sections [5.12.010](#) through [5.12.080](#), and of denial of applications. Fully completed applications for certificates, shall be acted upon within three days of receipt. The original copy of the application shall be given to the applicant and a duplicate copy shall be retained on file in the office of the chief of police.
- H. When approved, each solicitor or canvasser shall be issued a certificate of registration and shall at all times while soliciting or canvassing in the city carry upon his/her person the registration certificate and the same shall be exhibited by such registrant whenever he or she is required to do so by any police officer or by any person solicited. The certificate of registration shall state the expiration date thereof.
- I. An administration fee of ten dollars shall be charged for each certificate of registration issued.

- J. Soliciting and canvassing may be conducted Monday through Saturday between the hours of nine a.m. and eight p.m., and Sundays between the hours of twelve p.m. and six p.m., excluding major holidays on which retail stores and businesses (except for local convenience stores, restaurants and other food establishments) are closed.

**5.12.040 Deceptive practices.**

No solicitor or canvasser may use any plan, scheme or ruse which misrepresents the true status or mission of the person making the call in order to gain admission to a person's home, office or other establishment.

**5.12.050 - Duty of solicitors and canvassers.**

It shall be the duty of every solicitor and canvasser going onto any premises in the city to first examine whether there is a notice stating that no solicitors are welcome; if such notice is present then the solicitor or canvasser shall immediately and peacefully depart from the premises.

Any solicitor or canvasser who has gained entrance to any residence, whether invited or not, shall immediately and peacefully depart from the premises when requested to do so by the occupant.

**5.12.060 - Revocation of certificate.**

Any certificate of registration issued hereunder shall be revoked by the chief of police if the holder of the certificate is convicted of a violation of any of the provisions of Sections [5.12.010](#) through [5.12.080](#) or has made a false material statement in the application or otherwise becomes disqualified for the issuance of a certificate of registration under the terms of said sections. Immediately upon such revocation, written notice thereof shall be given by the chief of police to the holder of the certificate in person or by certified United States mail addressed to his or her residence or organization address set forth in the application.

Immediately upon the giving of such notice the certificate of registration shall become void.

**5.12.070 - Solicitation of donations upon the public ways.\***

No person, individually or on behalf of any organization, shall at any time, solicit donations of any kind from any operator or occupant of a motor vehicle upon the public way.

**5.12.080 - Penalty for violations.**

Any violation of the provisions of this title shall be punishable in accordance with the provisions of [Title 1, Chapter 1.16](#) of the Revised Ordinances of the city of Revere by a fine of three hundred dollars.

**Section 3.** Table I – Fee Schedule of the Revised Ordinances of the City of Revere is hereby amended deleting the words, “Section 5.12.020 of this revision, is two thousand dollars” and inserting in place thereof, “Chapter 5.13.020, is five hundred dollars”.

**Section 4.** This ordinance shall take effect on January 1, 2021.

*Be it ordained by the City of Revere as follows:*

**An Ordinance Establishing Wage Theft Prevention Regulations**

**Section 1.** Title 15 of the Revised Ordinances of the City of Revere is hereby amended by inserting a new section as follows:

Section 15.15.020 – Wage Theft Prevention

- A. The following certification shall be incorporated by the City of Revere and adopted as a required standard in regards to all bids and proposals for the provision and delivery of services within the city, and shall apply to every new contract and every renewal term of a contract entered after the date of passage: "The Contractor certifies that neither it nor any of its subcontractors have been subject to a federal or state criminal or civil judgment, administrative citation, final administrative determination, order or debarment resulting from a violation of M.G.L. c. 149, M.G.L. c. 151, the Fair Labor Standards Act or any other state or federal laws regulating the payment of wages within three years prior to the date of the contract; or certifies that it has provided copies of any and all of the above to the city prior to the date of the contract and any required wage bond or insurance; and certifies that while the contract is in effect, it will report any instance of the above to the city within five days of the contractor's receipt."
- B. The following provisions shall be included in any request for proposals, invitation for bids or request for qualifications issued by the city on or after July 1, 2020; prospective vendors must provide the following certifications or disclosures in writing to the purchasing agent with their bids or proposals. Failure to provide the following shall result in rejection of the bid or proposal;
1. Prospective vendors must certify that neither they nor any of their subcontractors have been subject to a federal or state criminal or civil judgment, administrative citation, final administrative determination, order or debarment resulting from a violation of M.G.L. c. 149, M.G.L. c. 151, the Fair Labor Standards Act or any other state or federal laws regulating the payment of wages within three years prior to the date vendors submit their bids or proposals; or
  2. Prospective vendors must disclose any such criminal or civil judgments, administrative citation, final administrative determination, order or debarment and include copy(ies) with their bids or proposals.
  3. Prospective vendors are notified that they must report any such criminal or civil judgment, administrative citation, final administrative determination, order or debarment from a violation of M.G.L. c. 149, M.G.L. c. 151, the Fair Labor Standards Act or any other state or federal laws regulating the payment of wages while any of their bids or proposals to the purchasing agent official is pending and, if awarded a contract, during the term of the resulting contract, within five days of vendor's receipt.

4. Prospective vendors that are subject to a state or federal debarment for violation of the above laws, either voluntarily or involuntarily, or that have been prohibited from contracting with the commonwealth or any of its agencies or subdivisions will be deemed not responsible and their bids or proposals shall be rejected. Such vendors shall be deemed not responsible for the entire term of debarment or other stated time period. During the term of a contract, upon a finding or order of such debarment or prohibition, the city may terminate the contract.
5. Vendor(s) awarded a contract that have disclosed a federal or state criminal or civil judgment, administrative citation, final administrative determination, order or debarment resulting from a violation of M.G.L. c. 149, M.G.L. c. 151, the Fair Labor Standards Act or any other state or federal laws regulating the payment of wages within three years prior to the date they submit their bids or proposals, or vendor(s) awarded a Contract that receive a federal or state criminal or civil judgment, administrative citation, order or final administrative determination resulting from a violation of M.G.L. c. 149, M.G.L. c. 151, the Fair Labor Standards Act or any other state or federal laws regulating the payment of wages during the term of the contract and that are not otherwise prohibited from public contracting may be required by the city to obtain a wage bond or other form of suitable insurance in an amount equal to the aggregate of one year's gross wages for all employees, based on an average of its total labor costs for the past two years. Such bond must be maintained for the terms or extensions of any contract, and proof of such bond must be provided upon request by the city.
6. Vendor(s) awarded a contract that have disclosed a federal or state criminal or civil judgment administrative citation, final administrative determination, order or debarment resulting from a violation of M.G.L. c. 149, M.G.L. c. 151, the Fair Labor Standards Act or any other state or federal laws regulating the payment of wages within three years prior to the date they submit their bids or proposals and through the contract term shall furnish their monthly certified payrolls to the purchasing agent for all employees working on such contract.



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ZACHARY A. WAKSMAN  
PIERRE C. YOUSSEF

OF COUNSEL  
JOHN CATALDO

February 17, 2021

**Via Electronic Delivery**

Patrick M. Keefe, Jr., Chairman  
City of Revere City Council Zoning Sub-Committee  
281 Broadway  
Revere, MA 02151

**RE: Special Permit Application # C-21-01**  
**Applicant: DCM Realty, LLC**  
**Property: 7-9 Dehon Street**

Dear Chairman Keefe:

As you know, our office represents DCM Realty, LLC relative to the above-referenced special permit application. DCM Realty, LLC hereby respectfully requests that the above-referenced special permit application be withdrawn without prejudice.

Thank you for your attention to this matter. Please do not hesitate to contact me with any questions.

Very Truly Yours,

Kari-Ann Greene

cc: City Clerk

Attachment: C2101.7-9DehonStreetRequesttoWithdraw (21-023 : Special Permit - 7/9 Dehon Street, C-21-01)



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PIERRE C. YOUSSEF

OF COUNSEL  
JOHN CATALDO

February 17, 2021

**Via Electronic Delivery**

Patrick M. Keefe, Jr., Chairman  
City of Revere City Council Zoning Sub-Committee  
281 Broadway  
Revere, MA 02151

**RE: Special Permit Application # C-21-02**  
**Applicant: D and M Development RE LLC**  
**Property: 1540 North Shore Road**

Dear Chairman Keefe:

As you know, our office represents D and M Development RE LLC relative to the above-referenced special permit application. D and M Development RE LLC hereby respectfully requests that the above-referenced special permit application be withdrawn without prejudice.

Thank you for your attention to this matter. Please do not hesitate to contact me with any questions.

Very Truly Yours,

Kari-Ann Greene

cc: City Clerk

Attachment: C2102.1540NorthShoreRoadRequesttoWithdraw (21-024 : Special Permit - 1540 North Shore Road, C-21-02)