

Environmental Justice Screening Form

Project Name	Riverside Station Redevelopment Project
Anticipated Date of MEPA Filing	February 17, 2026
Proponent Name	MS Riverside Fee Owner, LLC and MS Riverside Lessee, LLC c/o Mark Development, LLC
Contact Information (e.g., consultant)	Lauren DeVoe, ldevoe@vhb.com , 617.607.0091
Public website for project or other physical location where project materials can be obtained (if available)	Not Available
Municipality and Zip Code for Project (if known)	Newton MA, 02466
Project Type* (list all that apply)	Residential, Commercial-Retail
Is the project site within a mapped 100-year FEMA flood plain? Y/N/unknown	The Project Site is not within a mapped 100-year FEMA floodplain. Off-site highway improvements are within a mapped 100-year FEMA floodplain.
Estimated GHG emissions of conditioned spaces (click here for GHG Estimation tool)	±3,883 tons per year

Project Description

<p>1. Provide a brief project description, including overall size of the project site and square footage of proposed buildings and structures if known.</p> <p>The Proponent proposes changes to an approximately 1.025 million square feet (SF) transit-oriented, mixed-use redevelopment project at the Massachusetts Bay Transportation Authority (MBTA) Riverside Station and a site occupied by a hotel, located at 355 & 399 Grove Street, Newton, MA (the "Previously Reviewed Project"). The Certificate of the Secretary of the Executive Office of Energy and Environmental Affairs (EEA) on the Final Environmental Impact Report (FEIR) was issued on December 17, 2021 (EEA No. 16024) for the Previously Reviewed Project.</p> <p>Due to changes in the office and laboratory market demand, the development program has been reduced in overall size and impact. The development program has been adjusted to promote new housing development and eliminate the Research & Development and office components. The Proponent is now proposing a smaller mixed-use redevelopment on 9.34 acres of land, which is a significant reduction in land area impacts. The new development program consists of a total of approximately 890,000 SF, including approximately 868,295 SF of residential uses and 21,705 SF of retail uses distributed among six (6) residential buildings (the 'Project'). A total of 1,110 parking spaces will be provided by the Project, with portions reserved for or shared with the MBTA.</p>
<p>2. List anticipated MEPA review thresholds (301 CMR 11.03) (if known)</p> <p>The Project exceeds the following threshold:</p> <ul style="list-style-type: none"> • Generation of 3,000 or more New ADT on roadways providing access to a single location.

There is no new or modified threshold associated with the project change.

3. List all anticipated state, local and federal permits needed for the project (if known)

Federal:

- Federal Highway Administration (FHWA) – FHWA Review
- US Environmental Protection Agency (EPA) – NPDES Construction General Permit (GP) and NPDES Dewatering GP

State:

- Massachusetts Department of Transportation (MassDOT) – Highway Access Permit
- Massachusetts Bay Transportation Authority (MBTA) – Entry License, Amended & Restated Lease, Quitclaim Deeds, Reciprocal Easement Agreement, Temporary License for Construction Staging
- Massachusetts Department of Environmental Protection (DEP) – Sewer Connection/Extension Permit
- Massachusetts Water Resources Authority (MWRA) – MWRA 8(m) Permit
- Massachusetts Department of Conservation and Recreation (DCR) Construction and Access Permit (if required)

City of Newton

- Newton Conservation Commission – Order of Conditions
- Newton City Council – Zoning Change (text), Zoning Change (map), Special Permit and Site Plan Approval
- Newton Building Department – Construction Related Permits (Building Permits, Street Opening, Sewer/Drain Installation, etc.)

Town of Weston

- Weston Conservation Commission – Order of Conditions (for off-site transportation improvements)

4. Identify EJ populations and characteristics (Minority, Income, English Isolation) within 5 miles of project site (can attach map identifying 5-mile radius from [EJ Maps Viewer](#) in lieu of narrative)

1-Mile (Designated Geographic Area (DGA) of the Project):

Within a 1-mile radius of the Project Site, no census tracts are identified as EJ populations.

5-Mile:

Within the 5-mile radius of the Project Site, 87 census tracts are identified as EJ populations with the following criteria:

- Income - at least 25 percent of households have a median household income 65 percent or less than the state median household income;
- Minority - the block group minority population is greater than or equal to 40 percent, or the block group minority population is greater than or equal to 25 percent and the median household income of the municipality and the block group is in is less than 150 percent of the Massachusetts median household income.
- Minority and Income - a population that meets both the "Minority" and "Income" criteria defined above;

- Income and English Isolation - a population where 25 percent or more households do not include anyone older than 14 who speaks English very well, and which also meets the "Income" criterion above; and
- Minority, Income and English Isolation - a population that simultaneously meets the "Minority," "Income," and "English Isolation" criteria.

These EJ populations are distributed in Belmont, Boston, Brookline, Newton, Waltham, Watertown, and Wellesley. Refer to the attached EJ figure for more information.

5. Identify any municipality or census tract meeting the definition of "vulnerable health EJ criteria" in the [DPH EJ Tool](#) located in whole or in part within a 1 mile radius of the project site

The Final Environmental Impact Report (FEIR) for the Previously Reviewed Project was submitted on November 11, 2021, before the MEPA EJ Protocols were put into effect in January 2022. However, the DEIR Scope required a preliminary assessment of EJ populations within one mile of the Project Site for which the previous version of the EJ Map Viewer was used. For this NPC, the updated EJ Map Viewer was used, which shows that there are no EJ populations within the DGA. As a result, the Project is not subject to the EJ Protocols.

As mentioned in Chapter 1, *Project Description*, of the FEIR, the Massachusetts Department of Public Health (DPH) Environmental Justice tool was used to analyze existing vulnerable health conditions within the neighboring communities to identify the potential for cumulative impacts caused by off-site sources on the surrounding EJ populations. According to the tool, there were no statistically significant vulnerable health conditions within the EJ census tracts in the surrounding area. The tool had identified two Large Quantity Generators, and one of these sites was the MBTA Maintenance Facility adjacent to the Previously Reviewed Project Site. These were regulated facilities and were not anticipated to negatively impact the local population.

6. Identify potential short-term and long-term environmental and public health impacts that may affect EJ Populations and any anticipated mitigation

Compared to the Previously Reviewed Project, the adjusted Project is anticipated to significantly reduce adverse impacts to the environment and the public, including the EJ populations. The adjustments will decrease parking spaces by 35.7%, reduce vehicular trips by 47.8% and reduce transit trips, lower infrastructure demands, and reduce water demand by 21.9% and wastewater generation by 21.9% when compared to the Previously Reviewed Project.

The potential environmental impacts of the Project are generally categorized as transportation impacts (traffic) and associated air emissions with induced vehicular traffic. However, due to the change of the development program, the Project is projected to generate approximately 43 percent fewer weekday daily vehicle trips, and approximately three (3) percent more Saturday daily vehicle trips than the Previously Reviewed Project (adjusted daily trips). The Project is directly served by public transportation (the MBTA Green Line D branch Riverside Station), providing an alternative mode of transportation to single-occupancy vehicles. Further, the Project will significantly enhance the local pedestrian and bicycle network with the installation of new separated bicycle lanes on Grove Street between Lower Falls and the Site driveway and a new shared use path along Recreation Road Extension between Grove Street and Main Street. The Project will enhance the trail system in the area by contributing \$1,500,000 to the Department of Conservation and Recreation (DCR) for DCR to fund the design or construction of new pathways and trails or improvements to existing pathways and trails.

In addition, the Project will also include a number of measures that are being taken to mitigate Project-related transportation impacts and reduce associated vehicle air emissions to the extent practicable, or resulting from the cumulative impacts of surrounding transportation infrastructure, to the maximum extent practicable. This includes improvements to pedestrian and bicycle access to and within the Project Site, supporting non-automobile modes of travel for on-site users and visitors.

7. Identify project benefits, including “Environmental Benefits” as defined in 301 CMR 11.02, that may improve environmental conditions or public health of the EJ population

The Project will result in the following community-focused public benefits:

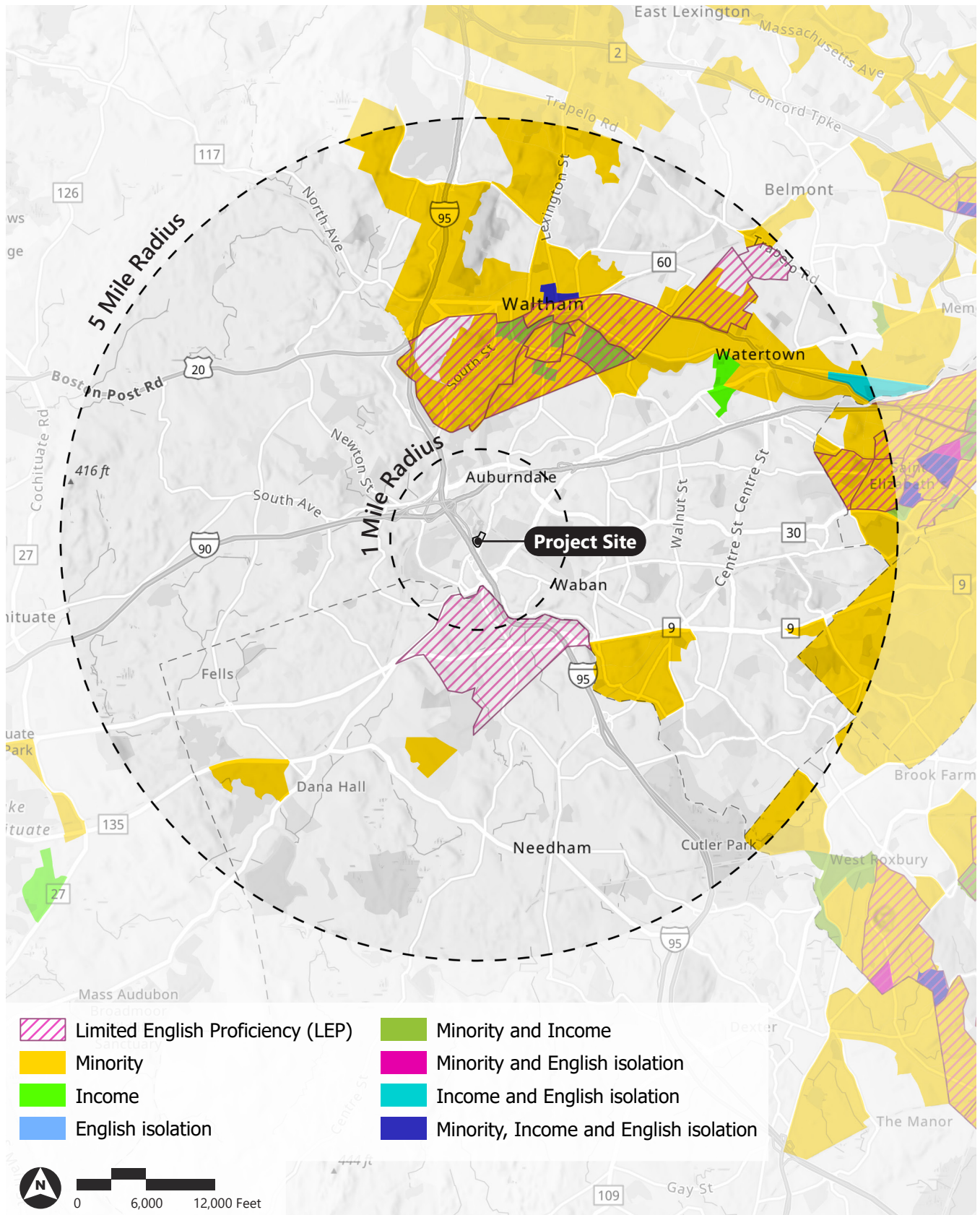
- Affordable housing options provided as part of the residential components,
- Significant transportation improvements including improved access to Route 128/I-95,
- Significant environmental benefits associated with a dramatic reduction in paved areas, restoration of a natural water cycle including groundwater recharge, and water quality benefits to the Charles River, and
- Mixed-use public spaces and a robust circulation network for pedestrians and cyclists alike to promote ease of access.

8. Describe how the community can request a meeting to discuss the project, and how the community can request oral language interpretation services at the meeting. Specify how to request other accommodations, including meetings after business hours and at locations near public transportation.

The community can contact Lauren DeVoe via email at ldevoe@vhb.com or phone at 617.607.0091 for virtual meetings and/or document language translations.

Figure: Environmental Justice

Riverside Station Redevelopment | Newton, Massachusetts



Source: Massachusetts Executive Office of Energy and Environmental Affairs (EEA)

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环境正义筛查表

项目名	河滨车站 (Riverside Station) 重建项目
预计在MEPA备案日期	2026年2月17日
支持者姓名	MS Riverside Fee Owner, LLC 和 MS Riverside Lessee, LLC, 经 Mark Development, LLC 转交
联系人信息 (例如顾问)	Lauren DeVoe, ldevoe@vvhb.com, 617.607.0091
有关项目的公共网站或可以获得项目相关资料的其他实际地点 (如果有的话)	无
项目所在的市镇和邮政编码 (如果知道)	马萨诸塞州纽顿市 (Newton), 02466
项目类型* (请列出所有适用的)	住宅, 商业零售
项目地点是否在百年FEMA洪灾平原区地图范围内? 是/否/未知	项目地点不在已划定的百年FEMA洪水区内。项目地点外的公路改造位于已划定的百年FEMA洪水区内。
空调空间的温室气体排放量估算 (点击此处获取温室气体估算工具)	每年大约3,883吨

有关项目的描述

<p>1. 提供简短的项目描述, 包括项目场地的总体规模以及拟建建筑物和结构的平方英尺 (如果知道的话)。</p> <p>提议方提出对位于马萨诸塞州牛顿市格罗夫街 (Grove Street) 355号和399号, 现为马萨诸塞湾交通管理局 (MBTA) 河滨站及一个酒店的约102.5万平方英尺 (SF) 的场地上的以交通为导向的混合用途改造项目进行变更 (“先前审查的项目”)。执行办公室能源与环境事务秘书 (EEA) 关于最终环境影响报告 (FEIR) 的证书已于2021年12月17日颁发给先前审查的项目 (EEA编号16024)。</p> <p>由于办公和实验室市场需求的变化, 开发计划的总体规模和影响已被缩减。开发计划已调整为促进新住宅开发, 并取消研发和办公部分。项目方目前提议在9.34英亩土地上进行较小规模的混合用途再开发, 这在土地面积影响上显著减少。新的开发计划总建筑面积约为890,000平方英尺, 其中住宅用途约868,295平方英尺, 零售用途约21,705平方英尺, 分布在六 (6) 栋住宅楼中 (“本项目”)。本项目将提供共计1,110个停车位, 其中一部分为MBTA预留或共享使用。</p>
<p>2. 列出预期的MEPA审查阈值 (根据301 CMR 11.03条规) (如果知道的话)</p> <p>该项目超过以下阈值:</p> <ul style="list-style-type: none"> • 在通向单一地点的道路上产生 3,000 个或以上的新的ADT。 <p>本项目没有因为项目变更而超过新的阈值或修改的阈值。</p>

3. 列出项目所在州、地方和联邦预期需要的许可证（如果知道的话）

联邦：

- 联邦公路管理局（FHWA） - FHWA 审查
- 美国环境保护署（EPA） - NPDES 建设通用许可（GP）和 NPDES 抽水通用许可（GP）

州：

- 麻萨诸塞州交通部（MassDOT） - 公路通行许可
- 麻萨诸塞湾交通局（MBTA） - 进入许可、修订与重述租赁、放弃产权契约、互惠地役权协议、施工临时许可
- 麻萨诸塞州环境保护部（DEP） - 下水道连接/扩展许可
- 麻萨诸塞州水资源管理局（MWRA） - MWRA 8(m) 许可
- 麻萨诸塞州自然保护与休闲部（DCR）施工及通行许可（如需）

纽顿市（Newton）：

- 纽顿保护委员会 - 条件令
- 纽顿市议会 - 分区变更（文本）、分区变更（地图）、特别许可和场地规划审批
- 纽顿建筑部门 - 与建筑相关的许可证（建筑许可证、开街许可证、下水道/排水安装等）

韦斯顿镇（Weston）：

- 韦斯顿保护委员会 - 条件令（用于场外交通改善）

4. 请指认项目现场5英里内的环境正义人口和特征（少数民族、收入、英语隔离）（可以附上 [EJ Maps Viewer](#) 5英里半径的地图并指认来代替需要的叙述）

1 英里（项目指定地理区域（DGA））：

在项目地点 1 英里范围内，没有普查区被认定为环境正义（EJ）人口。

5 英里：

在项目地点 5 英里范围内，有 87 个普查区被认定为具有以下特征的环境正义（EJ）人：

- 收入 - 至少 25% 的家庭的中位家庭收入为州中位家庭收入的 65% 或更低；
- 少数族裔 - 该街区群体的少数族裔人口比例大于或等于 40%，或者街区群体的少数族裔人口比例大于或等于 25%，且所在市镇与街区群体的中位家庭收入低于马萨诸塞州中位家庭收入的 150%；
- 少数族裔和收入 - 同时符合上述“少数族裔”和“收入”标准的人口；
- 收入与英语隔离 - 25% 或以上的家庭中没有一个能够很好地讲英语的人口，并且也符合上述“收入”标准；
- 少数族裔、收入与英语隔离 - 同时符合“少数族裔”、“收入”和“英语隔离”标准的人口。

这些环境正义（EJ）群体分布在贝尔蒙特、波士顿、布鲁克林、牛顿、沃尔瑟姆、沃特敦和韦尔斯利。有关更多信息，请参阅附带的环境正义图。

5. 在[DPH环境正文工具](#)中确定全部或部分位于项目场地1英里半径内的任何符合“弱势健康环境正文标准”定义的城市或人口普查区

先前审核的项目的最终环境影响报告（FEIR）于2021年11月11日提交，该日期早于于2022年1月生效的《MEPA环境公平（EJ）协议》。DEIR证书要求对项目现场一英里范围内的EJ群体进行初步评估，然而该评估使用的是之前版本的EJ地图查看器。本项目变更通知（NPC）使用了更新后的EJ地图查看器，结果显示在项目指定地理区域（DGA）内没有EJ群体。因此，EJ协议不适用于该项目。

如在最终环境影响报告书(FEIR)第一章项目描述中所述,马萨诸塞州公共卫生部(DPH)的环境正义工具被用来分析邻近社区中现有的脆弱健康状况,以确定潜在外部来源对周围环境正义(EJ)人群造成的累计影响。根据该工具,在周边地区的EJ人口普查区内没有显著的脆弱健康状况。该工具识别出两个大数量产生器(Large Quantity Generators),其中一个位于先前审核的项目现场附近的MBTA维护设施。这些都是受监管的设施,预计不会对当地人口产生负面影响。

6. 请确定可能影响环境正义人口的潜在短期和长期环境和公共卫生影响以及任何预期的缓解措施

与先前审查的项目相比,调整后的项目预计将显著减少对环境和公众(包括环境正义群体)的不利影响。与之前审查的项目相比,这些调整将减少35.7%的停车位,减少47.8%的车辆出行量,减少公共交通出行量,降低基础设施需求,减少21.9%的水需求,减少21.9%的废水产生量。

该项目的潜在环境影响通常被归类为交通影响(交通流量)及随之而来的机动车尾气排放。然而,由于开发计划的变更,预计该项目在工作日每日车辆出行数量上将比先前审查的项目减少约43%,而在星期六每日车辆出行数量上则预计比先前审查的项目增加约3%(调整后的每日出行数)。该项目可直接使用公共交通(MBTA绿色线D支线河滨站),为单人驾驶车辆提供替代交通方式。此外,该项目将在当地步行和自行车网络方面带来显著改善,也就是在Lower Falls和项目车道之间的格罗夫街(Grove Street)新建隔离自行车道,并在格罗夫街(Grove Street)和主街(Main Street)之间的Recreation Road Extension沿线新建共享路径。该项目将通过向DCR捐赠1,500,000美元,用于资助DCR新路径和步道的设计或建设,或改进现有路径和步道,从而增强该地区的步道系统。

此外,该项目还将包括多项措施,以在可行范围内减轻与项目相关的交通影响并减少相关车辆排放,或尽最大可能减轻周边交通基础设施的累积影响。这包括改善项目现场及周边的步行和自行车通行道路,支持项目场地用户和访客的非汽车出行方式。

7. 请确定项目益处,包括 301 CMR 11.02 中定义的“环境效益”,这可能会改善环境正义人口的环境条件或公共健康

该项目将带来以下以社区为中心的公共利益:

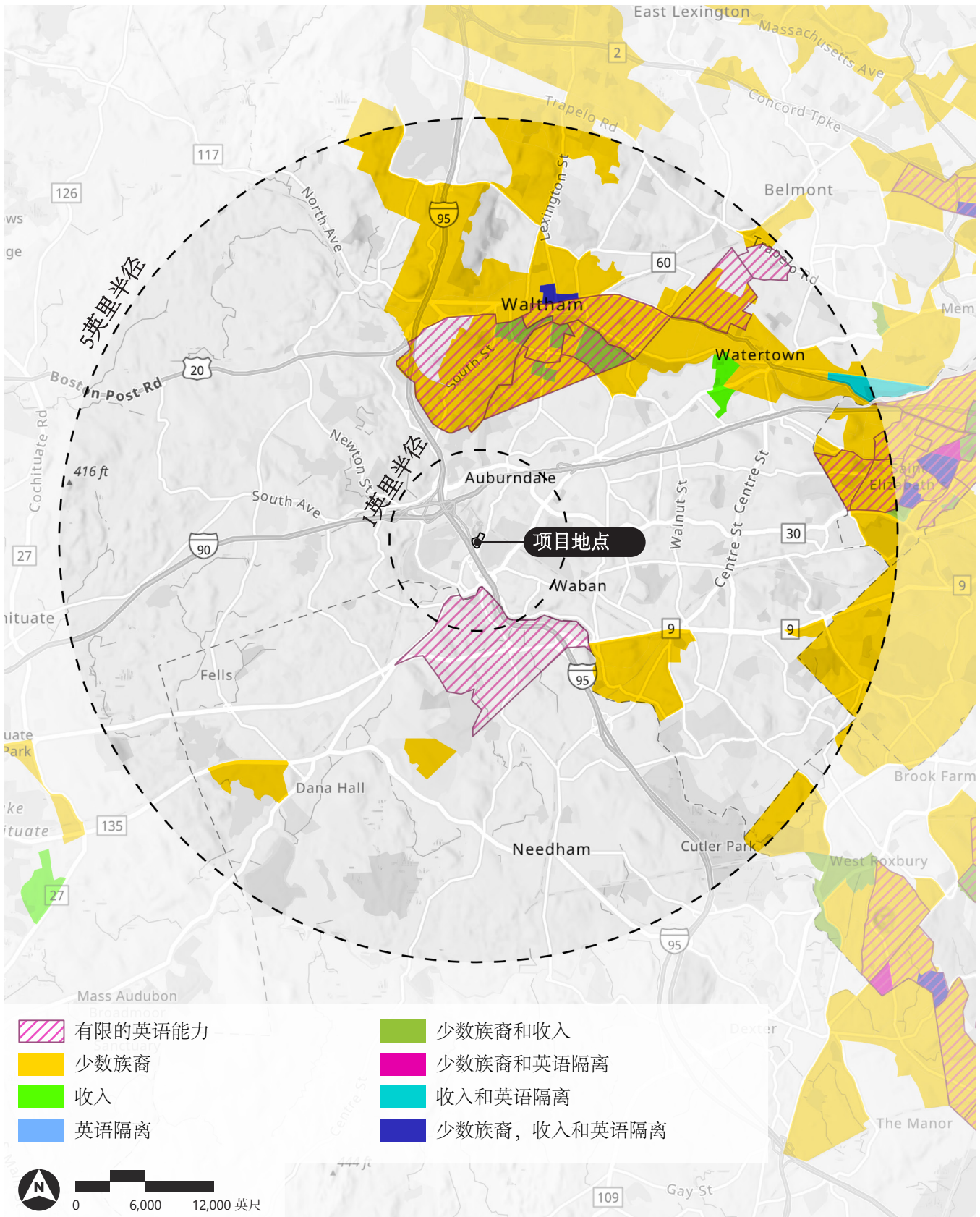
- 作为住宅部分的一部分将提供经济适用房选项,
- 显著的交通改善,包括通向128号路线/I-95道路的改善,
- 显著环境效益,包括大幅减少铺设的区域,恢复包括地下水补给的天然水循环,以及对查尔斯河(Charles River)的水质改善,
- 混合用途的公共空间以及为行人和骑行者提供便利通行的完善交通网络来促进通行的便利性。

8. 描述社区如何要求召开会议讨论项目,以及社区如何在会议上要求口语翻译服务。请指定如何要求获得其他通融条件,包括在工作时间后和在公共交通附近的地点开会。

社区可以通过电子邮件 ldevoe@vhb.com 或电话 617.607.0091 联系 Lauren DeVoe来安排虚拟会议和/或得到文翻译。

图示: 环境正义 (EJ)

河滨车站 (Riverside Station) 重建 | 马萨诸塞州牛顿市 (Newton)



来源: Massachusetts Executive Office of Energy and Environmental Affairs (EEA)

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