

**Certificate of the Secretary of Energy and
Environmental Affairs on the Expanded Environmental
Notification Form, New Quincy Center
Redevelopment, dated September 16, 2011**



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Richard K. Sullivan Jr.
SECRETARY

Tel: (617) 626-1000
Fax: (617) 626-1181
<http://www.mass.gov/envir>

September 16, 2011

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
EXPANDED ENVIRONMENTAL NOTIFICATION FORM

PROJECT NAME : New Quincy Center Redevelopment
PROJECT MUNICIPALITY : Quincy
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 14780
PROJECT PROPONENTS : City of Quincy/Hancock Adams Associates, LLC
DATE NOTICED IN MONITOR : August 10, 2011

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (M.G.L. c. 30, ss. 61-62I) and Sections 11.06 and 11.11 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **requires** the preparation of an Environmental Impact Report (EIR). As presented in the Expanded Environmental Notification Form (EENF), the Proponents have requested a Phase 1 Waiver to allow a portion of the project to proceed to state permitting prior to completion of the EIR for the entire project. In a separate Draft Record of Decision (DROD), also issued today, I propose granting the Phase 1 Waiver, subject to the terms and conditions outlined therein.

Project Description

As described in the EENF, the project consists of the phased redevelopment of a 30.8-acre area within the 55-acre Quincy Center Urban Revitalization District (URD). The existing project site contains approximately 0.73 million square feet (sf) of existing mixed-commercial use buildings within the densely developed central business district of Quincy. The proposed project will involve redevelopment of the site into 3.44 million sf of transit-oriented, mixed-use high-density urban redevelopment consisting of new retail, restaurant, office, residential, hotel, health club, movie theatre and institutional components, as well as expanding the existing parking capacity through the addition of new structured and surface parking facilities. In addition, the project will include streetscape improvements, new public open spaces, pocket parks, and traffic calming measures to increase pedestrian access. The project is proposed to be constructed in two phases.

Phase 1 of the project involves the advancement of the design and permitting, but not the construction, of the proposed Burgin Parkway Access Bridge (Bridge) with the Massachusetts Department of Transportation (MassDOT), to proceed prior to the completion of the MEPA review process. The Bridge is proposed to provide access from Burgin Parkway over the Massachusetts Bay Transit Authority (MBTA) rail tracks, through the project area to connect to Hancock Street. Phase 1 is intended to commence immediately upon granting of the Phase 1 Waiver Request. In response to the Proponents' Waiver request, I have received numerous comments from state and local agencies, regional planning and environmental organizations, local residents, and members of the business community. The majority of commenters support the Proponents' request for a Phase 1 Waiver. State agencies did not identify any concerns with granting the Phase 1 Waiver prior to completion of an EIR and have indicated that outstanding issues can be addressed during permitting.

The Proponents have affirmed a commitment to work closely with MassDOT during final design, and construction, of the Phase 1 roadway improvements/traffic mitigation commitments. The construction of Phase 1 will occur concurrently with Phase 2 of the project. MassDOT's comments indicate that the EENF has satisfactorily demonstrated the transportation benefits of the new access point and justified the location and configuration of the Bridge. Future MEPA review for the overall project, and any associated mitigation requirements, are not expected to result in a change to the proposed Bridge location or configuration.

Phase 2 of the project, comprising the proposed redevelopment building program of approximately 3.44 million sf of high density mixed-use development, will be constructed in four distinct phases or steps over a period of seven to ten years. Phase 2 is guided by the Land Disposition Agreement (LDA) between the Proponents – the City of Quincy (City) and the selected Redeveloper, Hancock Adams Associates, LLC.

The project also involves the approval of the Quincy Center Urban Revitalization and Development Plan (URDP). The URDP established the 55-acre Quincy Center URD, an urban renewal area, which incorporates a portion of the New Quincy Center District. Under the Urban Renewal Program (M.G.L. c. 121B), municipalities are authorized to develop blighted areas for residential, recreational, business, commercial or other purposes. Urban renewal projects help municipalities revitalize deteriorated areas by providing the economic environment needed to attract and support private investment and redevelopment needed to achieve a balanced mix of housing, business and industry.

Anticipated environmental impacts associated with the entire project include: 30.8 acres of land alteration; 1.0 acres of new pervious area; 15,479 new average daily trips (adt); 3,203 new parking spaces; 470,400 gallons per day (GPD) of new water usage; 431,600 GPD of wastewater generation; and 0.1 miles of new sewer main. Wetlands impacts associated with the project include alteration of buffer zone to wetland resource areas. The project also involves the demolition of properties which are individually listed in the National and State Registers of Historic Places.

As outlined in the Scope provided below, the Proponents must prepare Draft and Final EIRs that will be required to examine the cumulative impacts of both phases of the project and to propose all feasible measures to avoid, minimize and mitigate those impacts.

Related MEPA Review

Within the project area, two separate projects have previously undergone MEPA review. The Concourse Roadway Improvement Project (EEA# 10724), filed with the MEPA Office in April 1996, consists of a three-phase roadway project connecting Route 3A to Burgin Parkway and is slated for completion in Winter 2011. The Town Brook Relocation Project (EEA# 14725) consists of the realignment of Town Brook along the south side of the Concourse roadway. I issued a Certificate in April 2011 concluding that the project required no further MEPA review and could proceed to state permitting. The project is currently under local and state review.

The City submitted a petition in July 2011 to designate 39.2 acres of highly developed and intensively used land in downtown Quincy as a Densely Developed Area (DDA) in accordance with 301 CMR 10.00. The proposed realignment of Town Brook includes the construction of new sections of day-lit open channel. Subsequently, nearby developed and private properties would become subject to new regulatory constraints as a direct consequence of the creation of new 200-foot Riverfront Area associated with the newly-aligned open channel sections. The purpose of the designation of the DDA in this area would be to limit constraints on these properties and facilitate the redevelopment of the downtown area under the Quincy Center URDP. I approved the designation of the DDA on August 5, 2011.

MEPA Jurisdiction and Permitting

The project is undergoing MEPA review and is subject to preparation of a mandatory EIR pursuant to 301 CMR 11.03(6)(a)(6), and 11.03(6)(a)(7) because it requires a State Agency Action and it will result in the generation of 3,000 or more new adt on roadways providing access to a single location, and the construction of 1,000 or more new parking spaces at a single location. The project is also undergoing MEPA review pursuant to 301 CMR 11.03(1)(b)(6), 11.03(1)(b)(7), 11.03(5)(b)(4)(a), and 11.03(10)(b)(2) because it requires: approval in accordance with M.G.L. c. 121A of a new urban redevelopment project for a project consisting of 100 or more dwelling units or 50,000 or more sf of non-residential space; approval in accordance with M.G.L. c. 121B of a new urban renewal plan; new discharge to a sewer system of 100,000 or more GPD of sewage; and the demolition of a Historic Structure listed in or located in any Historic District listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth.

The entire project requires: an Order of Conditions from the Quincy Conservation Commission (and on appeal only, a Superseding Order of Conditions (SOC) from the Massachusetts Department of Environmental Protection (MassDEP)); a Sewer Connection Permit from MassDEP; approval of the Urban Development Project/Urban Renewal Plan from the Department of Housing and Community Development (DHCD); a Section 106 review by the Massachusetts Historical Commission (MHC); a Vehicular Access Permit from MassDOT; a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the United States Environmental Protection Agency (US EPA). The project is subject to the EEA/MEPA Greenhouse Gas Emissions Policy and Protocol.

Because the Proponents are seeking approval of the Quincy Center URDP in accordance with M.G.L. c.121B, and because the Proponents are seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction is broad and extends to all aspects of the

project that are likely, directly or indirectly, to cause Damage to the Environment, as defined in the MEPA Regulations.

Request for Phase 1 Waiver

The Proponents have requested a Waiver to allow Phase 1 of the project, the design review and permitting, but not the construction, of the proposed Bridge with MassDOT, to proceed prior to the submission of the Draft EIR (DEIR).

Based on a review of the EENF, consultation with state agencies and review of comment letters, I propose to grant a Phase 1 Waiver for this project. This decision is detailed in the DROD, also issued today, which will be noticed in the September 21, 2011 issue of the *Environmental Monitor* for a 14-day public comment period. Within seven days of the close of comments, I shall reconsider, modify, or confirm the waiver in a Final Record of Decision.

REVIEW OF THE EENF

Project Description

The project area proposed for redevelopment presently contains approximately 297,000 sf of retail space, 98,715 sf of restaurant space, a 21,170 sf movie theater, 652,500 sf of office space, and 2,212 parking spaces. The redevelopment program proposes an estimated total of 448,084 sf of retail space, 145,174 sf of restaurant space, 1,170,833 sf of general office space, a 50,000 sf health club, 200,000 sf of classroom space for Quincy College, a 75,000 sf movie theater, a 296-room hotel, 1,206 residential apartments, and 5,415 parking spaces.

The project area is bounded by Burgin Parkway and the MBTA rail to the west, the Hancock Cemetery and the United First Parish Unitarian Church to the North, Chestnut Street and Dennis F. Ryan Parkway to the East and the Concourse Roadway to the south.

The Proponents' redevelopment program also includes the construction of the Burgin Parkway Access Bridge to facilitate access to the proposed redevelopment area and to channelize vehicles away from pedestrian areas on Hancock Street, Adams Green, and at Quincy attractions. The Bridge will provide access to the proposed parking structures within the redevelopment area, and provide alternative access for pedestrians and emergency vehicles.

The EENF describes the project's consistency with the Office for Commonwealth Development's Ten Sustainable Development Principles and Executive Order 385 (Planning for Growth), and with local and regional planning.

Alternatives Analysis

As described in the EENF, the Preferred Alternative is the final product of considerable planning efforts made by the City which included soliciting public opinion, determining core goals, and identifying strategies for a revitalized downtown. The Quincy Center URDP received conditional approval from DHCD in July 2007 pending the completion of MEPA review. The

URDP established the Quincy Center Urban Revitalization District, a 55-acre urban renewal area, which encompasses the project area. Because the types of uses within the proposed project were precisely vetted and negotiated through the Land Disposition Agreement (LDA) process between the Proponents, the alternatives associated with the implementation of the project reflect variations of the building program and implementation of the steps of Phase 2 as permitted as minor amendments under the LDA. The Proponents indicate that these alternatives will be fully described and analyzed in the DEIR. The alternatives analysis will include comprehensive documentation and evaluation of the No-Build alternative and the Preferred Alternative. The EENF briefly discusses the site constraints which informed the project design process including: historic resources; existing utility infrastructure capacity; existing surrounding roadway capacity; existing right-of-way constraints; and urban construction phasing and staging. The DEIR will include a more detailed description of the constraints and corresponding mitigation.

The EENF includes a discussion and analysis of the Phase 1 project impacts and mitigation. Phase 1 alternatives include the No-Build, Preferred, and Alternative Burgin Parkway Access Bridge Location. Under the No-Build Alternative, heavy traffic volumes will exist on several roadways within the project area which may result in traffic congestion, extended delays, and queues. In addition, any widening of roadways to mitigate traffic impacts is limited due to the presence of adjacent buildings and the MBTA tracks. The alternatives analysis also considers an Alternative Bridge Location which includes the extension of Cottage Avenue resulting in a connection to Burgin Parkway closer to the intersection with Granite Avenue. The EENF indicates that this alternative is not viable because of increased concerns regarding safety and the inability to meet the existing vertical clearances for the MBTA rail corridor at this location. In contrast, the Preferred Alternative for Phase 1, the construction of the Burgin Parkway Access Bridge, will reduce traffic volumes on Hancock Street and the Quincy Center Concourse, as well as provide more efficient access to the proposed project. In addition, construction of the Bridge will reduce greenhouse gas emissions by six to seven percent by decreasing the delay and idle time vehicles spend in excessive queue.

Land Alteration/Open Space

The existing urban renewal project area is predominately developed, paved or occupied by structures. The Proponents' proposed land alteration activities will be limited to the demolition and reconstruction of existing buildings and pavement. The Proponents anticipate the creation of approximately 1.0 acres of new pervious area resulting from the creation of landscaped open space and pocket parks.

Wetlands

According to the ENF, project impacts to wetlands have been calculated assuming the preferred realignment of Town Brook is constructed along the Concourse roadway prior to any construction for the redevelopment project. As previously mentioned, I have designated a portion of downtown Quincy as a DDA. The extent of the Riverfront Area within the DDA shall be 25 feet, rather than 200 feet, away from the mean annual high-water line of any perennial rivers and streams.

The EENF identifies the following wetland resource areas located within the project area: Bank; Land Under Water and Waterways (LUWW); Riverfront Area; Bank and LUWW

underlying Fish Runs; and Bordering Land Subject to Flooding (BLSF). Tidally influenced areas of Town Brook are not located within the project area, therefore the project does not require review under Chapter 91 from MassDEP. In addition, the project area is not located within an Outstanding Resource Water (ORW), an Area of Critical Environmental Concern (ACEC), a Zone II or Interim Wellhead Protection Area (IWPA), or Zone A, B, or C Surface Water Protection Area.

The project will require an Order of Conditions from the Quincy Conservation Commission for proposed work in the 100-foot buffer zone to Bank and LUWW, and 25-foot Riverfront Area associated with the realigned Town Brook. In addition, a Notice of Intent (NOI) will be required for stormwater discharges to the Town Brook as part of the proposed project. Phase 1 of the project does not propose any alteration to wetland resource areas.

Stormwater

The project will include an advanced Stormwater Management System to comply with the MassDEP Stormwater Management Regulations and the City of Quincy's NPDES PH II Municipal Separate Storm Sewer System (MS4) Permit. The system will include structural and non-structural best management practices (BMPs) designed to achieve the water quality and quantity objectives of the MassDEP Stormwater Standards. BMPs will include street sweeping, deep sump hooded catch basins, water quality structures, and infiltration, as permitted by subsurface conditions. Low impact development (LID) techniques will also be used where conditions allow.

Water and Wastewater

As currently proposed, the project will require 470,400 GPD of new potable water supply and will generate approximately 431,600 GPD of wastewater flow. Both water and wastewater needs will be served through existing municipal systems, administered by the City of Quincy. The project is proposing the installation of approximately 0.1 miles of new sewer. According to the information provided in the EENF, the City of Quincy has the capacity to serve the project's water supply and wastewater flow needs.

As noted in the EENF, the City of Quincy is a member of the Massachusetts Water Resources Authority's (MWRA) Regional Sewer System and is required to assist in the ongoing coordinated efforts of MassDEP and MWRA in reducing infiltration and inflow (I/I) to ensure that the additional wastewater flows proposed by the Proponents will be offset by the removal of I/I flows. The Proponents have committed to identifying I/I removal projects within the City of Quincy and identify specific removal projects to mitigate the net new flow generated by the project. Additionally, the Proponents will undertake said mitigation in accordance with the City of Quincy's I/I removal policy. As indicated in the comments from MWRA, the City of Quincy is served by separate sanitary and storm drain systems. Because MWRA prohibits the discharge of groundwater to the sanitary sewer system except in a combined sewer area, the project will require a NPDES General Permit for Storm Water Discharges from Construction Activities.

Transportation

Traffic Analysis

According to the comments received from MassDOT, the EENF includes a transportation study for the Phase 1 project that generally conforms to EEA/MassDOT Guidelines for EIR/Environmental Impact Statement (EIS) Traffic Impact Assessment. The study provides an analysis to justify the location of the Bridge and identifies a number of transportation benefits that would result from the new access point. The full-build project will generate approximately 37,256 vehicle trips on an average weekday. The Proponents' traffic impact and access study evaluated a ten-year (2021) planning horizon. The DEIR will include a more detailed traffic impact and access study (TIAS) to support the construction of the redevelopment.

Phase 1 does not involve any site preparation, building, or occupancy. MassDOT has been working with the Proponents on the bridge design, and will continue to coordinate with the Proponents to ensure the design meets MassDOT Project Development and Design Guide Standards. MassDOT's comments indicate that the traffic analysis has satisfactorily demonstrated that Phase 1 of the project would provide transportation benefits in the project area.

Traffic Mitigation

The following traffic mitigation measures are proposed to offset the impacts of the proposed Quincy Center Redevelopment project:

- Construction of the Burgin Parkway Access Bridge to provide a connection between Hancock Street, Ross Way, and Burgin Parkway. This connection will improve vehicular and pedestrian access to the site and reduce delays and queues at intersections along Hancock Street, Ross Way, and the Quincy Center (QC) Concourse.
- Widening Granite Street southbound at Burgin Parkway to provide an exclusive left-turn lane.
- Widening the QC Concourse westbound approach to Burgin Parkway to provide two exclusive left-turn lanes, a through lane, and an exclusive right-turn lane. This improvement will require split phasing of the QC Concourse and Granite Street Connector approaches to the intersection.
- Widening the Granite Street Connector eastbound approach to the Burgin Parkway to provide an exclusive right-turn lane.
- Widening the Parking Way northbound approach to the QC Concourse to provide an exclusive left-turn lane.
- Widening the Ross Way southbound approach to the QC Concourse to provide separate left-turn, through, and right-turn lanes.
- Restriping the Hancock Street southbound approach to the QC Concourse to provide an exclusive left-turn lane and a shared through/right-turn lane.
- Providing a protected left-turn phase for the Hancock Street northbound approach to the QC Concourse.

- Widening the Hancock Street southbound approach to Chestnut Street and Granite Street to provide an additional through lane at Chestnut Street that transitions to a left-turn lane at the Granite Street intersection.
- Removal of the exclusive pedestrian phase and implementing concurrent pedestrian phasing at the following intersections: Burgin Parkway/QC Concourse/Granite Street Connector and QC Concourse/Parking Way/Ross Way

Transportation Demand Management

The Transportation Demand Management (TDM) measures that the Proponents develop and implement will play a critical role in reducing single passenger vehicle trips generated by the project. As described in the EENF, the Proponents have proposed a TDM plan proposing the following measures to offset the impacts of the proposed Quincy Center Redevelopment project:

- Locate development in close proximity to MBTA commuter rail and rapid transit;
- Coordinate with MBTA to provide bus service on local roadways;
- Provide bicycle racks on-site;
- Provide showers for employees;
- Provide a Transportation Coordinator on-site;
- Encourage vanpool and carpooling programs;
- Provide and update a monthly Commuter Bulletin;
- Reconstruct sidewalks along study area roadways to improve pedestrian access; and
- Implement parking fees in parking lots to discourage vehicle trips;

According to MassDOT, the Proponents' TDM plan for the redevelopment project will need to be expanded to include additional TDM to help further reduce the project's traffic impacts to local area roadways and encourage alternative transportation modes. The Proponents must work with MassDOT to identify additional traffic mitigation measures to offset the project's traffic impacts to project area roadways.

Parking

As described in the EENF, the redevelopment project proposes to add 3,203 parking spaces within the URD for a total of 5,415 parking spaces, a significant amount. The DEIR should describe how the parking plan is designed as shared parking to be used by retail and office uses which are anticipated to have different but compatible peak parking demand patterns.

Transit

The project is located in a highly urbanized central business district with extensive transit service including two MBTA stations, a commuter rail station, several bus lines, and other modes of transportation. The Proponents propose to construct bus shelters along project area roadways and will coordinate with the MBTA to identify appropriate locations for these structures. According to the EENF, the availability of public transportation to the site is anticipated to result in a 15 percent reduction in vehicle trips generated by the retail land uses on the site, a 21 percent reduction in residential trips, and an eight percent reduction in office trips.

Greenhouse Gas Emissions

As described in the EENF, the Proponents have committed to constructing the project with the target of achieving a Silver Rating under the US Building Council's Leadership in Energy and Environmental Design (LEED) – Neighborhood Development (ND).

The EENF included a GHG analysis for Phase 1 of the project. The analysis only evaluated the direct GHG emissions from mobile sources for construction of the proposed Burgin Parkway Access Bridge. The GHG analysis includes a mesoscale level analysis for the change in vehicle emissions within the study area as a result of the Bridge construction. Carbon dioxide (CO₂), nitrogen oxides (NO_x), and volatile organic compound (VOC) emissions were evaluated for 2011 Existing, 2021 No-Build, 2021 Build without Phase 1, and 2021 Build with Phase 1 conditions. The Proponents used the MOBILE6.2 analysis software package to perform the GHG analysis. The proposed redevelopment project is expected to result in increases in CO₂, NO_x, and VOC emission of 23 to 29 percent over No-Build conditions. Overall, the Phase 1 project is expected to result in a six to seven percent reduction in GHG emissions generated by the full redevelopment.

Historical and Archaeological Resources

The EENF includes a separate chapter which provides detailed information regarding the properties listed in the State Register of Historic Places and the Inventory of Historic and Archaeological Assets of the Commonwealth (Inventory) that are potentially affected by the proposed project. The EENF also summarizes potential impacts to historic resources, proposes mitigation, and identifies issues to be discussed in the DEIR. The Quincy Center Local Historic District (Historic District) generally overlays the parcels along the east and west sides of Hancock Street. The proposed redevelopment project will require the demolition of buildings within the Historic District, as well as renovations to historically significant buildings within the Historic District. The Proponents anticipate obtaining a Memorandum of Understanding (MOU) with MHC.

The project proposes the rehabilitation of three structures:

1. Granite Street Trust Co. Building – 1400 Hancock Street;
2. Greenleaf Building – 1419 Hancock Street; and
3. Old Town Hall – 1357 Hancock Street.

The redevelopment proposes the removal of the remaining existing buildings within the project area, many of which are within the Historic District, thereby impacting numerous historic properties. The Proponents anticipate that through consultation with MHC, the Quincy Historical Commission, and other consulting parties prior to the submission of the DEIR, mitigation for impacts to historic resources will be indentified through such avenues as resource documentation, interpretive signage, or preservation-related efforts.

Construction Period Impacts

The proposed redevelopment project involves the demolition of numerous existing buildings. It is anticipated that asbestos containing materials will be disturbed by the project. The

Proponents will prepare pre-demolition surveys to identify asbestos removal operations. The DEIR will include a plan to reuse and recycle existing building materials. I encourage the Proponents to consult with MassDEP for additional guidance on developing a successful waste management program and use of recycled materials. The Proponents should integrate recycling at the planning and design stage to enable the project's management and occupants to establish and maintain an effective waste diversion program and coordinate demolition and construction activities with city officials and abutting property owners.

The Proponents should also carefully review MassDEP's comments and demonstrate the project's consistency with the applicable Air Quality control regulations. MassDEP recommends that the Proponents commit to requiring all project contractors install after-engine emission controls such as diesel oxidation catalysts (DOCs) or diesel particulate filters (DPFs). I ask that the Proponents participate in MassDEP's Clean Air Construction Initiative (CACI) and the MassDEP Diesel Retrofit Program to mitigate the construction-period impacts of diesel emissions to the maximum extent feasible. The CACI program helps Proponents identify appropriate mitigation for minimizing air pollution from construction vehicles such as retrofit of construction equipment with particulate filters and oxidation catalysts and/or use of on-road low sulfur diesel (LSD) fuel.

SCOPE

General

The Proponents should prepare the DEIR in accordance with the general guidance for outline and content found in Section 11.07 of the MEPA regulations, as modified by this Scope. The DEIR should include maps and plans at a reasonable scale, a project summary and schedule, a description of impacts and mitigation associated with each phase of the project, a list of all permits required or potentially required, funding, or approvals, and a description of any changes since the filing of the EENF. The Proponents should use the DEIR as a tool to ensure appropriate planning for the Full Build of the site, analyze cumulative impacts, and provide an understanding of background conditions and resources present on the site.

Project Description

The DEIR should include a detailed description of the entire project and all project elements and construction phases, including Phase 1, in clear non-technical language. The DEIR should include an update on the status of related MEPA filings and reviews, particularly the Town Brook Relocation Project. The DEIR should include an existing conditions plan that clearly locates and delineates project elements, including existing or proposed water supply resources, wetland resource areas, conservation areas (including state parks), adjacent land uses, any priority and estimated rare species habitat in the project area, and ACECs and aquifer protection districts on and adjacent to the project site. The DEIR should include an updated proposed conditions plan (or plans) illustrating proposed elevations, structures, roadway modifications, access roads, stormwater management systems, and utility connections associated with each phase of the project. The DEIR should include an overlay of the proposed project in the context of sensitive resources on, and in the vicinity of, the project site to facilitate review

and assessment of potential impacts. The DEIR should include a description of impacts and mitigation associated with the project. The DEIR should include a site circulation plan illustrating how motor vehicles, pedestrians and cyclists will be accommodated on the site for each phase of the project. The site circulation plan should delineate paths and connections to and along existing open space, transportation infrastructure, and other locations. Maps and plans must be provided for the entire site at a reasonable scale (e.g. 40 or 60 scale).

Permitting and Consistency

The DEIR should provide a brief description and analysis of applicable statutory and regulatory standards and requirements, and should demonstrate how the project is consistent with applicable performance standards. The DEIR should provide an update on the status of each permit, funding award, and/or approval. The DEIR should contain sufficient information to allow the permitting agencies to understand the environmental consequences of their actions related to the project. In accordance with section 11.01(3)(a) of the MEPA regulations, the DEIR should discuss the consistency of the project with any applicable local or regional land use plans.

Alternatives Analysis

The DEIR should include an evaluation of all feasible alternatives, including any alternatives that have been previously explored, and describe how the Preferred Alternative will avoid, minimize and mitigate environmental impacts to the maximum extent feasible. The DEIR should provide a rationale to explain why certain alternatives are selected and others ruled out for further consideration. The DEIR should describe in detail the LDA and URDP processes which served as the framework from which the Preferred Alternative was selected.

The DEIR must expand upon the Preferred Alternative to explore ways to further avoid, minimize or mitigate Damage to the Environment as defined in the MEPA regulations including, but not limited to:

- A No-Build Alternative;
- An Alternative that proposes more open space and the creation of new pervious area;
- An Alternative that proposes less parking spaces; and
- A Preferred Alternative, if different from the alternatives required above.

It is possible that, subsequent to the completion of the alternatives analysis, the Preferred Alternative could be modified in comparison to that presented in the EENF. The alternatives analysis may go beyond the alternatives requested above and include previously discarded conceptual design plans to support the Proponents' conclusion that the Preferred Alternative avoids, minimizes, and mitigates damage to the environment. The alternatives analysis should include a clear comparison (quantified to the extent feasible) of the impacts of each alternative and its project components (including but not limited to acres of land alteration, impervious area, wetlands, drainage, water use and wastewater generation, traffic generation, parking, historical/archaeological resources, and GHG emissions) in a tabular format. This table, along with a supporting narrative and conceptual site plans, should provide a comparative analysis that clearly shows the differences between the environmental impacts associated with each of the alternatives.

The DEIR should assess the cumulative impacts of the project, including potential impacts to resources pursuant to 301 CMR 11.07(6)(h). As noted elsewhere in this Certificate, I strongly encourage the Proponents to incorporate commitments to green building and other sustainable design elements in the DEIR that will minimize long-term cumulative impacts associated with the project. The DEIR will require the Proponents to investigate reductions in GHG emissions that may be realized through site design, operations, and building construction, and which may result in revisions to the Preferred Alternative. The DEIR should evaluate all measures to increase the long-term sustainability and energy efficiency of the site. Because the project is at a conceptual design stage, there are ample opportunities to incorporate renewable energy technology, energy efficiency and LID techniques into the site design and building design. I strongly encourage the Proponents to develop an alternative that includes a commitment to renewable energy technology (e.g. solar, fuel cells, and geothermal). I encourage the Proponents to consult with EEA staff regarding the development of a sustainable design strategy for the project.

Land Alteration/Open Space

The DEIR should quantify the total amount of alteration associated with the proposed project (including areas to be altered for buildings, roadways, wastewater, water and stormwater infrastructure, lawns and landscaping, and other project components). The DEIR should include a breakdown showing the amount of alteration for different project elements. The DEIR should include site plans that clearly locate and delineate areas proposed for development and areas to be left undisturbed.

Wetlands

I note that the Wetlands Protection Act (WPA, 310 CMR 10.00) requires an alternatives analysis as part of the NOI that considers practicable alternatives to avoid, minimize, and mitigate impacts to wetlands resource areas. This information should be presented in the DEIR. The DEIR should indicate the status of the Town Brook Relocation Project and provide an update on proposed impacts on wetland resource areas.

The DEIR should include detailed plans, at a suitable scale, delineating all resource area boundaries, riverfront areas, applicable buffer zones, and 100-year flood elevations, 500-year floodplains, vernal pools (both certified and potential), and public and private wellhead protection areas for the entire project site. Wetlands resource areas that have been delineated in the field should be surveyed, mapped, and located on the plans. Each wetland resource area and riverfront area should be characterized according to 310 CMR 10.00. The DEIR should include an update on the status of potential impacts to wetland areas regulated under the WPA and discuss any compensation or mitigation required. The proposed development plan should be superimposed on a plan with existing conditions to facilitate review and assessment. For each of the alternatives, proposed areas of wetlands impact and replication areas should be identified on site plans, and described and quantified. The text should explain whether the local conservation commission has accepted the resource area boundaries and any disputed boundary should be identified.

The Commonwealth has endorsed a “No Net Loss Policy” that requires that all feasible means to avoid and reduce the extent of wetland alteration be considered and implemented. The DEIR should examine alternatives that avoid impacts to wetland resource areas, their associated buffer zones, riverfront protection areas and 100-year flood plain areas. Where it has been demonstrated that impacts are unavoidable, the DEIR should demonstrate that impacts will be minimized, and that the entire project will be accomplished in a manner that is consistent with the Performance Standards of the WPA.

The DEIR must identify the Proponents’ plans for wetland restoration within the project area. For any amount of required wetlands replication, a detailed wetlands replication plan should be provided in the DEIR which, at a minimum, includes: replication location(s) delineated on plans, elevations, typical cross-sections, test pits or soil boring logs, groundwater elevations, the hydrology of areas to be altered and replicated, a list of wetlands plant species within the areas to be altered, a list of proposed wetland replication species, planned construction sequence, and a discussion of the required performance standards and monitoring. The Proponents’ wetlands replication plan should be consistent with MassDEP’s *Massachusetts Inland Wetland Replication Guidelines, March 2002*.

The DEIR should discuss the potential impacts to wetland resource areas from proposed activities including interim and permanent construction activities, construction mitigation, erosion and sedimentation control, phased construction, and stormwater drainage discharges or overland flows into wetland areas. The DEIR should identify construction period mitigation to limit impacts to wetland resource areas. The locations of any proposed stormwater management detention basins and best management practices (BMPs), and their distances from wetland resource areas and the expected water quality of the effluent from these basins and BMPs should be evaluated. The DEIR must also address the current and expected post-construction water quality (including winter deicing and sanding analyses) of the predicted final receiving water bodies and demonstrate compliance with applicable water quality regulations or guidelines. The drainage analysis must ensure that on- and off-site wetlands are not impacted by changes in stormwater runoff patterns. The DEIR should specifically address the impact, if any, to the removal or placement of stormwater outfalls within resource areas, specifically Town Brook.

Stormwater and Drainage

The DEIR should evaluate stormwater runoff impacts during both the construction and post-construction periods. The DEIR should provide a detailed description of the proposed stormwater management system. The DEIR should indicate if the new system will tie in to existing lines or if one or more new outfalls will be created. The DEIR must demonstrate that source controls, pollution prevention measures, erosion and sediment controls, and the post-development drainage system will be designed in compliance with the MassDEP Stormwater Management regulations. The DEIR should include stormwater calculations, stormwater system design plans at a readable scale, BMP designs, and additional supporting data to demonstrate conformance with each of the Stormwater Management Policy (SMP) standards, as applicable for redevelopment and new development projects. The DEIR should specifically address MassDEP’s comments regarding the project’s stormwater system’s contribution to the Town Brook culvert. The DEIR should affirm the Proponents’ commitment to remove illicit discharges from within the project area and provide an update on the status of removal.

The DEIR should identify the quantity and quality of flows. The rates of stormwater runoff should be analyzed for the 10, 25 and 100-year storm events. The proposed system should control storm flows at existing levels. The Proponents should recharge roof runoff and other treated stormwater runoff from paved areas and driveways in order to retain as much as possible of the existing groundwater flows and drainage patterns. If the Proponents plan to tie into the existing City of Quincy's stormwater system, the DEIR should clarify the permits required from the City. The DEIR should clarify if there will be a recharge deficit on-site. If subsurface infiltration is proposed, the DEIR should demonstrate that soils and groundwater conditions are suitable for such discharges.

The DEIR's stormwater management should aim to maximize infiltration, slow runoff from the site, maximize the use of vegetation, capture rooftop runoff for irrigation, and minimize sediment and nutrient loading downstream. The DEIR should include clear commitments to ensure effective long-term operation and maintenance of the stormwater system, and clarify long-term ownership and maintenance responsibilities. The DEIR should evaluate the use of LID features and incorporate them into the stormwater management system to the maximum extent feasible. The DEIR should include a pre- and post-construction drainage analysis. The DEIR should discuss how proposed changes in site drainage may impact hydrology and water quality of local river systems, public water supplies, vernal pools and other wetlands resources on and adjacent to the site. The DEIR should include site plans that locate proposed BMPs for stormwater management and a discussion of Total Suspended Solids (TSS) removal for the final design. The DEIR should discuss snow and ice management, the use of native species for revegetation of the site, and alternatives to hay bales for erosion control to avoid the introduction of invasive species.

Water Supply

The DEIR should discuss the impact of the proposed water demand on the current water supply, especially during peak demand periods. The DEIR should also confirm that sufficient capacity is available within the municipal/MWRA water supply system to accommodate the new project flows and identify upgrades, if necessary. The DEIR should include an updated detailed estimation of water demand for the project, including an estimation of the outdoor water use (lawn watering, etc.) demand. This estimation of outdoor water use should include the estimated volumes of outdoor water to be provided by the municipal system vs. outdoor water to be provided by alternative sources (e.g., stormwater collection, on-site irrigation wells, etc.). The DEIR should detail the water conservation measures to be implemented for the project such as low flow toilets or faucets, and steps taken by the Proponents to meet the applicable 2006 *Massachusetts Water Conservation Standards*, which can be accessed at: http://www.mass.gov/environ/mwrc/pdf/Conservation_Standards.pdf

Wastewater

The DEIR should provide an update on the volume of wastewater generated by the project. The DEIR should discuss how anticipated wastewater flows were calculated. The DEIR should also confirm that sufficient capacity is available in the municipal sewer system and the MWRA interceptor sewers to accommodate the new project flows and identify upgrades, if necessary. The project will require a Sewer Connection Permit from MassDEP. The DEIR should discuss how the Proponents will comply with the MassDEP Policy requirement of

removing I/I at a ratio 4 to 1 to offset the maximum wastewater flow added to the City's sewer system in a manner consistent with applicable policies and regulations. The Proponents should consult with MassDEP and the City of Quincy to develop a plan to meet mitigation requirements of the MassDEP I/I Policy. The DEIR should provide an update of any consultations with MassDEP, MWRA, and the City of Quincy.

In addition to water conservation measures, the DEIR should also consider wastewater reuse opportunities. I strongly encourage the Proponents to consider adoption of water and wastewater conservation and reuse measures wherever possible.

Transportation

The DEIR should address the overall transportation impacts of the entire project (Phases 1 and 2). The DEIR should include a traffic study prepared in conformance with EEA/MassDOT Guidelines for EIR/EIS Traffic Impact Assessments. A MassDOT permit is required because it is expected that upon construction the Burgin Parkway Access Bridge will be owned by MassDOT. In addition, under the May 5, 2010 MEPA Greenhouse Gas Policy and Protocol the Proponents must identify the increase in transportation related GHG emissions associated with the project and propose and evaluate mitigation measures to reduce emissions of GHGs.

The traffic study should analyze the transportation impacts resulting from the project within the study area associated with vehicle trips; pedestrian, bicycle and transit trips; parking; and truck routes and loading activities. MassDOT recommends that for a project of this magnitude, a 10-year horizon should be considered. The DEIR should identify appropriate mitigation measures for areas where the project will have an impact on traffic operations. The DEIR should provide a clear commitment to implement and fund mitigation measures and describe the timing of mitigation implementation relative to project phasing and implementation. The DEIR should include a comprehensive discussion of safety issues, and a commitment to a stronger Transportation Demand Management (TDM) program.

Traffic Operations

The DEIR should present capacity analyses and a summary of average and 95th percentile vehicle queues for each intersection within the study area. The DEIR should include a roadway segment analysis for the Burgin Parkway corridor between its intersection with Granite Street and the Burgin Parkway/Centre Street (MBTA Quincy Adams Driveway). A traffic signal warrant analysis prepared in accordance with the Manual of Uniform Traffic Control Devices is required if a traffic signal is proposed.

The study area identified in the EENF must be expanded in the DEIR to include the following areas:

- Burgin Parkway/Quincy Street intersection;
- Burgin Parkway/Penn Street intersection; and
- Burgin Parkway/Center Street intersection.

The DEIR should include sufficiently detailed conceptual plans for the proposed roadway improvements in order to evaluate the feasibility of constructing such improvements. Any environmental impacts associated with roadway improvements should be identified and quantified within the DEIR (i.e. wetlands impacts, stormwater). In addition, the DEIR should identify how pedestrian and bicycle access will be incorporated into the site design and access plan and provide plans that clearly identify access routes both within the project site and to existing or proposed infrastructure.

Transportation Demand Management

As indicated by numerous commenters, the project proposes significant trip generation and the Proponents must demonstrate how it will promote walking, bicycling, and public transit. MassDOT indicates that it would support further trip credit reduction than identified in the EENF based on adequate documentation of the TDM measures and a strong commitment to their implementation.

The DEIR should include a comprehensive TDM program that investigates all feasible measures aimed at reducing site trip generation. The TDM program should identify additional measures that have been successful in reducing trip generation for similar redevelopment projects and demonstrate their effectiveness in reducing site trips for the project. The TDM program should identify the existing modes within the project area such as transit, walking, and bicycling, analyze their existing and future conditions based on the project's impacts, and provide improvements to attract mode usage. The Proponents should continue to work with the MBTA regarding the potential for increased transit service to the site and provision of transit amenities. The site plan should accommodate transit and provide amenities to encourage transit usage as well as provide pedestrian and bicycle connections to existing land uses within close proximity to the project site. The DEIR should illustrate the locations of bus shelters and bus turnouts. The DEIR should include a summary of the Proponents' discussions with the MBTA.

As recommended by MassDOT and MassDEP, the DEIR should consider incorporating the following measures into the TDM program:

- Subsidizing transit passes;
- Promoting ridesharing and vanpooling;
- Limiting available parking allowed by zoning through consultation with local officials;
- Offer parking cash-out incentives (including unbundled leases);
- Explored further shared parking opportunities;
- Provide additional bicycle accommodations and improved bicycle access to the site;
- Provide shuttle service to nearby commuter rail stations;
- Dedicate space for car sharing (e.g. Zip Car) and bicycle sharing;
- Provide electric vehicle charging stations;
- Join or form a Transportation Management Association (TMA);
- Offer alternative work schedules;
- Provide direct deposit for employees;

- Participate in the EPA SmartWay Transport Program, a voluntary program that increases energy efficiency and reduces GHG emissions; and
- Provide a guaranteed ride home program.

Transit

The DEIR should present a complete analysis of the project's impacts on transit, and should identify any capacity constraints during peak hours on existing public transportation systems operating in the project area including buses and shuttle buses. As discussed earlier, the Proponents should provide an update of its discussion with the MBTA to optimize transit service to the project area. The DEIR should demonstrate that sufficient transit system capacity is available to meet the projected ridership increase and identify if improvements may be necessary to accommodate additional ridership.

The EENF did not include site circulation plans identifying proposed on-site pedestrian and bicycle accommodations and facilities within the project site, at road crossings and along adjacent roadways. The DEIR should identify additional opportunities to design and locate safe and convenient pedestrian and bicycle facilities within the project site that will enhance the pedestrian experience and support the Proponents' projections for pedestrian and bicycle trip generation. Comments received from WalkBoston on the project identified a number of ongoing concerns with the pedestrian activity within the redevelopment area. WalkBoston's comments are highly detailed and relate to very specific aspects of site design. Clearly, pedestrian safety and convenience must be a high priority for this redevelopment project in order to ensure that visitor health and safety are protected and environmental impacts from vehicle trips reduced to the maximum extent feasible.

Parking

The DEIR should describe how the number of parking spaces needed for the project was determined. The DEIR should provide a breakdown of parking needs by land use category/use, time of day, and employee/customer/resident/visitor category to demonstrate the need for the proposed parking spaces. The DEIR should provide a revised parking analysis that includes a breakdown of the amount of parking by ratio proposed within each redevelopment block and for each step. The DEIR should discuss the parking distribution between the proposed parking facilities. The DEIR should demonstrate that the Proponents have minimized parking to accommodate site needs. The DEIR should describe if the parking has been reduced beyond what is allowed by zoning. The parking needs assessment should take into account the turnover rates for employees, customers, residents, valet parkers, and visitors, the parking supply and demand in the area, and parking fees. Parking demand management should be a key component of the Proponents' overall mitigation analysis.

Transportation Monitoring Program

MassDOT has indicated that the Proponents should implement a transportation monitoring program for the project that will be conducted twice per year for a period of 5 years from the occupancy of the project. The Proponents' transportation monitoring program will evaluate the assumptions made by the Proponents in the DEIR, and the adequacy of the

Proponents' transportation mitigation measures including, but not limited to, the effectiveness of the TDM program. If the results of the monitoring activities indicate that the mitigation is not effective in accommodating traffic volumes at key intersections impacting the state highway system, the Proponents may be responsible for identifying and implementing operational improvements at those locations.

Air Quality

The project triggers MassDEP's review threshold requiring the Proponents to conduct an air quality mesoscale analysis comparing the indirect emissions from transportation sources under the Build and No-Build conditions. The Proponents should consult with MassDEP regarding modeling protocol prior to conducting this analysis. The mesoscale analysis should be conducted in accordance with guidance described in the May 5, 2010 MEPA Greenhouse Gas Emissions Policy and Protocol (GHG Policy). The current emission model, MOBILE 6.2 should be used for this effort, unless the pending MOVES model is approved at the time of analysis.

The purpose of the mesoscale analysis is to determine whether and to what extent the proposed project will increase the amount of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) in the project area. The mesoscale analysis should also be used to estimate indirect carbon dioxide (CO₂) emissions from transportation sources in conjunction with the GHG Policy, as outlined further below. The mesoscale analysis will also be used to determine if the project will be consistent with the Massachusetts State Implementation Plan (SIP). Emission increases due to the project must be mitigated and any subsequent environmental impact analysis should include the Proponents' commitment to implement said mitigation measures. Implementation of a TDM program on-site will provide an opportunity for additional air quality improvements through a reduction in trips. TDM measures and their ability to reduce trip generation rates should be evaluated in the DEIR as part of the transportation analysis. The DEIR should follow the detailed guidance for the analysis provided in the comment letters from MassDOT and MassDEP, and the Proponents should consult with MassDEP regarding modeling protocol prior to conducting this analysis.

The DEIR should discuss the project's compliance with MassDEP's Ridesharing Regulations (310 CMR 7.16). The Proponents should evaluate the feasibility of compliance with the Massachusetts Idling regulation (310 CMR 7.11) and the Rideshare Regulation and should make commitments to such compliance wherever feasible. The Proponents should consult with MassDEP during the preparation of the DEIR to discuss potential pre-installation approvals that may be required for fuel utilization facilities, such as furnaces and boilers, or emergency generators. The DEIR should address whether any of the activities performed at the site will have associated air emissions which may require MassDEP air quality permitting. The DEIR should include information on the size and type of equipment that may be installed, an update on permits required, and a discussion of measures to comply with applicable regulatory requirements.

Greenhouse Gas Emissions

This project is subject to the MEPA Greenhouse Gas Policy and Protocol (GHG Policy). As indicated in the comment letters from MassDEP and the Department of Energy Resources (DOER), the redevelopment project presents both significant challenges and opportunities in

terms of the identification, quantification, and mitigation of GHG emissions which will require careful consideration. Due to the complex nature of the project and in recognizing that the project will be designed and constructed over a period of seven to ten years in multiple phases, the Proponents must meet with representatives from MEPA, MassDEP and DOER prior to preparation of the DEIR, and continue to work collaboratively with these agencies during the preparation of the DEIR, to ensure that the analysis of GHG emissions and proposed mitigation measures for the project are consistent with the scope outlined below.

The GHG Policy requires projects to quantify CO₂ emissions and identify measures to avoid, minimize or mitigate such emissions. The DEIR should include an analysis of GHG emissions and mitigation measures for the full-build (Phases 1 and 2) in accordance with the standard requirements of the GHG Policy. The analysis should quantify the direct and indirect GHG emissions associated with the project's energy use and transportation-related emissions. Direct emissions include on-site stationary sources, which typically emit GHGs by burning fossil fuel for heat, hot water, steam and other processes. Indirect emissions result from the consumption of energy, such as electricity, that is generated off-site by burning of fossil fuels, and from emissions associated with vehicle use by employees, vendors, customers and others. The DEIR should outline and commit to mitigation measures to reduce GHG emissions. The analysis for the Phase 2 and full-build redevelopment projects should carry forward the Proponents' GHG analysis for Phase 1 and identify emissions associated with the Phase 2 project and the future full-build development. I refer the Proponents to the GHG Policy for additional guidance on the analysis.

The DEIR should include a GHG emissions analysis that calculates and compares GHG emissions associated with: 1) a Massachusetts Building Code-compliant baseline (based on the amended Massachusetts Building Code 8th Edition (Chapter 780 CMR 13.00) which has been revised to adopt and integrate either the current version of the International Energy Conservation Code (IECC 2009 Chapter 5, with Massachusetts amendments) or ASHRAE 90.1-2007); and 2) the proposed Preferred Alternative. The Policy requires proponents to use energy modeling software to quantify projected energy usage from stationary sources and energy consumption.

The GHG analysis should clearly demonstrate consistency with the objectives of MEPA review, one of which is to document the means by which the Proponents plan to avoid, minimize, or mitigate damage to the environment to the maximum extent feasible. The DEIR should include the modeling printout for each alternative and emission tables that compare base case emissions in tons per year (tpy) with the Preferred Alternative showing the anticipated reduction in tpy and percentage by emissions source (direct, indirect and transportation). Other tables and graphs may also be included to convey the GHG emissions and potential reductions associated with various mitigation measures as necessary. All modeling inputs and assumptions should be clearly identified, including whether code compliant elements are based on the IECC or ASHRAE 90.1. As required by the revised GHG Policy, the DEIR should either include text file output data that includes input and default modeling parameters or a tabulation of input and default values.

The DEIR should demonstrate both the project approach and objectives related to the goals of reducing GHG emissions. The MassDEP and DOER comment letters provide guidance regarding mitigation measures that should be explored as part of the GHG analysis, as well as resources to assist in preparation of the analysis. The DEIR should present an evaluation of the

feasibility of each of the mitigation measures outlined below, and if feasible, GHG emissions reduction potential associated with major mitigation elements to evaluate the relative benefits of each measure. The DEIR should explain, in reasonable detail, why certain mitigation measures, which could provide significant GHG reductions, were not selected- either because it is not applicable to the project or is considered technically or financially infeasible. The DEIR should identify whether certain building design or operational GHG reduction measures will be mandated by the Proponents to future occupants (approximately 3.4 million sf future mixed-use development) or merely encouraged for adoption and implementation. As noted by MassDEP, the Proponents should also consider adoption of additional sustainable design measures that can be incorporated into the project for which GHG reductions cannot be easily quantified, such as: water conservation and the reuse of wastewater and/or stormwater; the use of non-toxic and/or recycled building materials; recycling systems or plans; solid waste reduction plans; and an annual audit program for energy consumption, waste streams and the use of renewable resources. Additional GHG reductions can be achieved through effective materials management during the design, construction, and operations phases of the project. These measures will be considered when evaluating whether the project can mitigate its GHG emission to the greatest extent practicable.

Efforts to reduce annual electrical usage should be a focus because indirect energy use is anticipated to be responsible for a much larger proportion of associated project emissions than direct combustion. The GHG analysis should thoroughly address comments by MassDEP and DOER. The GHG analysis should include, but not be limited to, evaluation of the following mitigation measures:

- Minimization of energy use through building orientation and evaluation of its impacts on energy usage, including solar gain, day-lighting and viability of solar photo-voltaic (PV) systems;
- Installation of a combined heat and power system (CHP) that incorporates the refrigeration load and fully considers federal, state and utility incentives;
- Inclusion or exclusion of high-albedo roofing materials;
- Construction of a green roof (or roofs) to mitigate GHG emissions and stormwater;
- Use of day-light harvesting;
- Installation of high-efficiency HVAC systems (including RTUs) with an EER that is the maximum feasible and indication of whether all units will be Energy Star rated;
- HVAC duct sealing, testing and insulation;
- Water and waste heat recovery systems;
- Reduction of energy use through peak shaving or load shifting strategies;
- Incorporation of window glazing to balance and optimize day-lighting, heat loss and solar heat gain performance;
- Installation of energy-efficient lighting with the following attributes, as feasible:
 - Increase reductions in lighting power to levels at least 10% below code;
 - Decrease annual lighting load by at least 50% by providing natural day-lighting in tandem with dimmable high-efficiency fixtures and controls to regulate the level of illumination required;
 - Maximize interior day-lighting through floor-plates, increased building perimeter and use of skylights, clerestories and light wells and use modeling to identify the optimal configuration that will produce the least CO₂ emissions;

- Install energy efficient lighting, both exterior and interior;
- Use LED fixture and target lighting wherever possible; and
- Incorporate lighting motion sensors.
- Reduction of plug loads:
 - Use Energy Star-rated office equipment;
 - Use dedicated circuits for all plug-in fans, heaters, PTACs, etc; and,
 - Use occupancy controlled circuits for all display items such as televisions.
- Increased energy efficiency of windows and building envelope;
- Incorporation of super insulation to minimize heat loss;
- Incorporation of climate control and building energy management systems;
- Use of water conserving fixtures that exceed building code requirements;
- Third-party building commissioning;
- Implementation of an operations waste management and construction waste program; and,
- Use of energy sub-metering to monitor individual tenant energy consumption.

The DEIR should provide a feasibility analysis, including identification of payback periods, for the installation of on-site PV systems on all or portions of proposed building roofs, facades or parking structures. The Proponents should seek guidance from DOER regarding the development of this analysis in light of the new series of initiatives to promote the use of PV systems. The analysis should consider available funding and rebate mechanisms, and I strongly encourage the Proponents to incorporate a commitment to including solar power at some of the proposed buildings. At a minimum, buildings should be oriented to the south where feasible to maximize solar exposure and, if the analysis demonstrates that such systems are presently infeasible, they should be constructed as “solar ready” to facilitate future installation of PV systems.

In addition to the measures listed in the Appendix of the GHG Policy, DOER recommends that the Proponents incorporate the energy efficient measures discussed in several National Renewable Energy Laboratory’s (NREL’s) technical documents which are listed in its detailed comment letter.

I recognize that certain energy efficiency measures require a level of design that will be deferred to the tenants’ selection or which the Proponents may be less willing to commit to in advance because all the energy savings may inure to the tenants’ benefit depending on the lease arrangements. While I encourage the Proponents to adopt all feasible GHG reduction measures that are integrated into the building’s core, shell and infrastructure, some measures may be transient or dependent on operational procedures implemented by the future occupant. In those instances, the Proponents should consider reasonable measures to educate and create incentives for the tenants to adopt energy efficiency/renewable generation measures. A key component to educate and create incentives for tenants regarding sustainability and GHG reductions is through the creation of a tenant manual or through specific terms outlined within a leasing document. The DEIR should include a draft tenant manual that requires or strongly supports GHG reduction measures and discuss the potential use of “green” leases to achieve GHG reduction goals. The Proponent should consider providing energy efficiency consulting services and information to future tenants as a mitigation measure as part of the DEIR.

In order to ensure that all GHG emissions reduction measures adopted by the Proponent as the preferred alternative are actually constructed or performed by the Proponent, the Secretary will require proponents to provide a self-certification to the MEPA Office indicating that all of the required mitigation measures, or their equivalent, have been completed. Specifically, the Secretary will require, as a condition of a Certificate approving the FEIR that the Proponent provide a certification to the MEPA Office signed by an appropriate professional (e.g., engineer, architect, transportation planner, general contractor) indicating that the all of the mitigation measures adopted by the Proponent as the preferred alternative have been incorporated into the project. Alternatively, the Proponent may certify that equivalent emissions reduction measures that collectively are designed to reduce GHG emissions by the same percentage as the measures outlined in the FEIR, based on the same modeling assumptions, have been adopted. The certification should be supported by plans that clearly illustrate where GHG mitigation measures have been incorporated. For those measures that are operational in nature (i.e. TDM, recycling) the Proponent should provide an updated plan identifying the measures, the schedule for implementation and how progress towards achieving the measures will be obtained. The commitment to perform this self-certification in the manner outlined above should be incorporated into the draft Section 61 Findings included in the DEIR.

Historical and Archaeological Resources

MHC has submitted detailed comments on the EENF identifying historic properties within the project area. MHC indicates that additional properties included in the Inventory and State and National Registers of Historic Places will likely be identified as MHC is notified with more detailed information regarding each of the steps within Phase 2. In its comments, MHC recommends careful consideration of the potential effects of the project to significant historic resources early in the planning process. The DEIR should include a comprehensive survey of the historic buildings in Quincy Center. As recommended by MHC, the DEIR should detail the nature of the project impacts to historic properties and provide a discussion of alternatives that could avoid or minimize adverse impacts. The DEIR should respond to MHC's comments regarding the use of state and federal tax credit programs for the rehabilitation of historic properties within the project area.

I note that the Proponents are actively consulting with MHC. I refer the Proponents to the comments from MHC regarding further information which should be provided in order for MHC to review the effects of the project on significant historic resources. I encourage the Proponents to continue to work with MHC and the Quincy Historical Commission to develop appropriate mitigation that will include interpretation of the site's history for the public and to ensure adequate documentation of the site's buildings and structures. The DEIR should present an update on the Proponents' consultations with MHC and any measures that have been proposed to mitigate project impacts to historic properties.

Hazardous Material

As described in the EENF, all of the reported releases of hazardous waste material within the project area have achieved regulatory closure status in compliance with the Massachusetts Contingency Plan (MCP), 310 CMR 40.0000. The Proponents should consult with MassDEP's Bureau of Waste Site Cleanup (BWSC) during the preparation of the DEIR and Phase 2 project design to explore what impacts, if any, these projects might have on these hazardous waste

release sites, and to evaluate the Proponents' need for retaining a Licensed Site Professional (LSP) to assist in the project's construction. The Proponents should commit to ensuring that the project contractors and sub-contractors maintain an emergency response plan for performing appropriate response actions in the event contamination is encountered during project construction.

The Proponents are advised that, if oil and/or hazardous material (OHM) is identified during the implementation of the project (including excavation, removal and/or disposal of contaminated soil, pumping/dewatering of contaminated groundwater, or working in contaminated media), notification pursuant to 310 CMR 40.0000 must be made to MassDEP, if necessary. An LSP may be retained to determine if notification is required and, if need be, to render appropriate opinions. Construction protocols and procedures should reflect the potential for discovery of OHM during the construction period and appropriate tests should be conducted, prior and during construction, for known or suspected contamination. The urban setting of the proposed project could produce subsurface contamination from former commercial or industrial uses of properties, underground oil storage tanks, urban fill, and releases associated with vehicular traffic. If contamination is encountered during excavation, a Limited Removal Action (LRA) would need to be conducted or a Utility Release Abatement Plan (URAM) would need to be submitted to MassDEP.

The DEIR should address the detailed comments from MassDEP regarding ensuring compliance with the MCP and the Occupational Safety and Health Act (OSHA). The DEIR should describe construction air quality monitoring for dust, contaminated vapors, and other inhalation hazards and discuss the implementation of controls to mitigate poor indoor and outdoor air quality.

The project will likely require abatement and removal of asbestos from existing buildings. The Proponents should ensure that MassDEP requirements for asbestos remediation are met. The DEIR should include an update on asbestos investigations and remediation plans.

Construction Period Impacts

The DEIR should include a Construction Management Plan (CMP) describing project activities and their schedule and sequencing, site access and truck routing, and BMPs that will be used to avoid and minimize adverse environmental impacts during the construction period. The CMP should discuss potential demolition and construction period impacts (including but not limited to land disturbance, noise, vibration, dust, odor, nuisance, vehicle emissions, construction and demolition debris, and construction-related traffic). The DEIR should analyze and outline feasible measures that can be implemented to avoid or eliminate these impacts. The DEIR should outline potential measures to address materials management during the construction period. The CMP should discuss plans for reuse and recycling of construction materials including asphalt, brick and concrete (ABC). The DEIR should discuss measures proposed to protect wetland resource areas during construction activities, and the CMP should include an erosion control component to address protection of water quality and wetlands resources.

I strongly encourage the Proponents to require its contractors to retrofit diesel-powered equipment with emissions controls, such as particulate filters or traps, and use low-sulfur diesel

fuel. I also encourage the Proponents to commit to specific TDM measures that can be implemented during construction.

The Proponents must comply with MassDEP's Solid Waste and Air Quality Control regulations, pursuant to M.G.L. Chapter 40, Section 54, during demolition and construction. I note that the project will result in the significant generation of demolition waste, portions of which may contain asbestos. The Proponents should consult MassDEP for guidance on applicable regulations and BMPs that can be implemented on-site to effectively manage demolition and construction waste.

The DEIR should describe blasting activities proposed and discuss measures to protect public water supplies in the project area. The Proponents should ensure that measures will be incorporated to avoid the potential for perchlorate contamination. I refer the Proponents to the MassDEP Memorandum entitled "Potential Environmental Contamination From the Use of Perchlorate-Containing Explosive Products" available at <http://www.mass.gov/dep/cleanup/laws/blasting.htm>

The Proponents are required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which must clearly and reasonably delineate all areas to be altered, and describe the practices that will be implemented to protect the resources during construction as well as upon completion of the project. This includes Erosion and Sedimentation Control Plans and design calculations to assess all drainage leaving the site. The SWPPP must also include designation of areas where stockpiling of material and operations are to occur. The Proponents should consult with MassDEP to ensure that the Project will meet any performance standards associated with a federal NPDES permit for all proposed project construction activities.

Future Development

As described in the EENF, the Quincy Center URDP has already been approved by the DHCD, and the City is proposing a redevelopment plan. I note that individual development projects subsequently proposed in the urban renewal project area may meet or exceed MEPA review thresholds and may require MEPA review for those projects. The Proponents should consult with the MEPA Office to determine if additional MEPA review is required.

Mitigation and Section 61 Findings

The DEIR should include a separate chapter on mitigation measures for Phase 1 and Phase 2, which should summarize in a table all mitigation commitments, as well as detailed draft Section 61 Findings for all State Agency Actions. The draft Section 61 Findings should describe proposed mitigation measures, contain clear commitments to mitigation and a schedule for implementation, based on the construction phases of the project, and identify parties responsible for funding and implementing the mitigation measures. The draft Section 61 Findings will serve as the primary template for permit conditions.

Response to Comments/Circulation

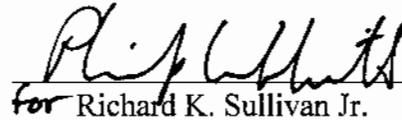
The DEIR should contain a copy of this Certificate and a copy of each comment letter received. In order to ensure that the issues raised by commenters are addressed, the DEIR should

respond fully to the comments received to the extent they are within MEPA jurisdiction. The DEIR should present additional technical analyses and/or narrative as necessary to respond to the comments received. This directive is not intended to and shall not be construed to enlarge the scope of the DEIR beyond what has been expressly identified in this Certificate. I recommend that the Proponents use either an indexed response to comments format, or a direct narrative response.

The DEIR should be circulated in compliance with Section 11.16 of the MEPA regulations. Copies should be sent to those parties that submitted comments on the EENF, and to each federal, state and local agency from which the Proponents will seek permits or approvals. A copy of the DEIR should be made available for public review at the Quincy Public Library.

September 16, 2011

DATE


for Richard K. Sullivan Jr.

Comments Received

09/07/2011	Massachusetts Department of Energy Resources
09/07/2011	Ryan E. Barrett
09/07/2011	Donald Turner
09/08/2011	The Karsten Company, Inc.
09/08/2011	United Brotherhood of Carpenters and Joiners of America – Local Union 424
09/08/2011	Jeffrey M. Bertman
09/09/2011	Massachusetts Department of Environmental Protection – NERO
09/09/2011	Massachusetts Water Resources Authority
09/09/2011	Bruce Wood
09/09/2011	Quincy Chamber of Commerce
09/09/2011	Keohane Funeral Homes
09/09/2011	Commonwealth Building, Inc.
09/09/2011	WalkBoston
09/09/2011	Melinda Sokoloski
09/12/2011	Massachusetts Department of Transportation
09/13/2011	Massachusetts Historical Commission
09/13/2011	Metropolitan Area Planning Council

Late Comments

09/16/2011	New England Mechanical Contractors Association
09/16/2011	New England Mechanical Service Contractors Association

RKS/PPP/ppp



Final Record of Decision, New Quincy Center Redevelopment, dated October 7, 2011



The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
 100 Cambridge Street, Suite 900
 Boston, MA 02114

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Richard K. Sullivan Jr.
SECRETARY

Tel: (617) 626-1000
 Fax: (617) 626-1181
<http://www.mass.gov/envir>

October 7, 2011

FINAL RECORD OF DECISION

PROJECT NAME : New Quincy Center Redevelopment
 PROJECT MUNICIPALITY : Quincy
 PROJECT WATERSHED : Boston Harbor
 EOE A NUMBER : 14780
 PROJECT PROPONENTS : City of Quincy/Hancock Adams Associates, LLC
 DATE NOTICED IN MONITOR : August 10, 2011

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (M.G.L.c.30, ss. 61-62D) and Section 11.11 of the MEPA regulations (301 CMR 11.00), I have reviewed the Expanded Environmental Notification Form (EENF) and hereby **grant a waiver** allowing Phase 1 of the project to proceed prior to preparation of the mandatory Environmental Impact Report (EIR) for the entire project, subject to the terms and conditions outlined herein.

Project Description

As described in the EENF, the project consists of the phased redevelopment of a 30.8-acre area within the 55-acre Quincy Center Urban Revitalization District (URD). The existing project site contains approximately 0.73 million square feet (sf) of existing mixed-commercial use buildings within the densely developed central business district of Quincy. The proposed project will involve redevelopment of the site into 3.44 million sf of transit-oriented, mixed-use high-density urban redevelopment consisting of new retail, restaurant, office, residential, hotel, health club, movie theatre and institutional components, as well as expanding the existing parking capacity through the addition of new structured and surface parking facilities. In addition, the project will include streetscape improvements, new public open spaces, pocket parks, and traffic calming measures to increase pedestrian access. The project is proposed to be constructed in two phases.

Phase 1 of the project involves the advancement of the design and permitting, but not the construction, of the proposed Burgin Parkway Access Bridge (Bridge) with the Massachusetts Department of Transportation (MassDOT), to proceed prior to the completion of the MEPA review process. The Bridge is proposed to provide access from Burgin Parkway over the Massachusetts Bay Transit Authority (MBTA) rail tracks, through the project area to connect to Hancock Street. Phase 1 is intended to commence immediately upon granting of the Phase 1 Waiver Request. In response to the Proponents' Waiver request, I have received numerous

comments from state and local agencies, regional planning and environmental organizations, local residents, and members of the business community. The majority of commenters support the Proponents' request for a Phase 1 Waiver. State agencies did not identify any concerns with granting the Phase 1 Waiver prior to completion of an EIR and have indicated that outstanding issues can be addressed during permitting.

The Proponents have affirmed a commitment to work closely with MassDOT during final design, and construction, of the Phase 1 roadway improvements/traffic mitigation commitments. The construction of Phase 1 will occur concurrently with Phase 2 of the project. MassDOT's comments indicate that the EENF has satisfactorily demonstrated the transportation benefits of the new access point and justified the location and configuration of the Bridge. Future MEPA review for the overall project, and any associated mitigation requirements, are not expected to result in a change to the proposed Bridge location or configuration.

Phase 2 of the project, comprising the proposed redevelopment building program of approximately 3.44 million sf of high density mixed-use development, will be constructed in four distinct phases or steps over a period of seven to ten years. Phase 2 is guided by the Land Disposition Agreement (LDA) between the Proponents – the City of Quincy (City) and the selected Redeveloper, Hancock Adams Associates, LLC.

The project also involves the approval of the Quincy Center Urban Revitalization and Development Plan (URDP). The URDP established the 55-acre Quincy Center URD, an urban renewal area, which incorporates a portion of the New Quincy Center District. Under the Urban Renewal Program (M.G.L. c. 121B), municipalities are authorized to develop blighted areas for residential, recreational, business, commercial or other purposes. Urban renewal projects help municipalities revitalize deteriorated areas by providing the economic environment needed to attract and support private investment and redevelopment needed to achieve a balanced mix of housing, business and industry.

Anticipated environmental impacts associated with the entire project include: 30.8 acres of land alteration; 1.0 acres of new pervious area; 15,479 new average daily trips (adt); 3,203 new parking spaces; 470,400 gallons per day (GPD) of new water usage; 431,600 GPD of wastewater generation; and 0.1 miles of new sewer main. Wetlands impacts associated with the project include alteration of buffer zone to wetland resource areas. The project also involves the demolition of properties which are individually listed in the National and State Registers of Historic Places.

Related MEPA Review

Within the project area, two separate projects have previously undergone MEPA review. The Concourse Roadway Improvement Project (EEE# 10724), filed with the MEPA Office in April 1996, consists of a three-phase roadway project connecting Route 3A to Burgin Parkway and is slated for completion in winter 2011. The Town Brook Relocation Project (EEA# 14725) consists of the realignment of Town Brook along the south side of the Concourse roadway. I issued a Certificate in April 2011 concluding that the project required no further MEPA review and could proceed to state permitting. The project is currently under local and state review.

The City submitted a petition in July 2011 to designate 39.2 acres of highly developed and intensively used land in downtown Quincy as a Densely Developed Area (DDA) in

accordance with 301 CMR 10.00. The proposed realignment of Town Brook includes the construction of new sections of day-lit open channel. Subsequently, nearby developed and private properties would become subject to new regulatory constraints as a direct consequence of the creation of new 200-foot Riverfront Area associated with the newly-aligned open channel sections. The purpose of the designation of the DDA in this area would be to limit constraints on these properties and facilitate the redevelopment of the downtown area under the Quincy Center URDP. I approved the designation of the DDA on August 5, 2011.

Request for Phase 1 Waiver

The Proponents have requested a waiver that will allow them to proceed with Phase 1 of the project prior to preparing an EIR for the entire project. Consistent with this request, an EENF was submitted and it was subject to an extended review period. The EENF includes a discussion of the project's consistency with the criteria for granting a Phase 1 Waiver, identification of environmental impacts associated with Phase 1 and identification of measures to avoid, minimize and mitigate impacts associated with Phase 1.

MEPA Jurisdiction and Permitting

The project is undergoing MEPA review and is subject to preparation of a mandatory EIR pursuant to 301 CMR 11.03(6)(a)(6), and 11.03(6)(a)(7) because it requires a State Agency Action and it will result in the generation of 3,000 or more new adt on roadways providing access to a single location, and the construction of 1,000 or more new parking spaces at a single location. The project is also undergoing MEPA review pursuant to 301 CMR 11.03(1)(b)(6), 11.03(1)(b)(7), 11.03(5)(b)(4)(a), and 11.03(10)(b)(2) because it requires: approval in accordance with M.G.L. c. 121A of a new urban redevelopment project for a project consisting of 100 or more dwelling units or 50,000 or more sf of non-residential space; approval in accordance with M.G.L c. 121B of a new urban renewal plan; new discharge to a sewer system of 100,000 or more GPD of sewage; and the demolition of a Historic Structure listed in or located in any Historic District listed in the State Register of Historic Places or the Inventory of Historic and Archaeological Assets of the Commonwealth.

The entire project requires: an Order of Conditions from the Quincy Conservation Commission (and on appeal only, a Superseding Order of Conditions (SOC) from the Massachusetts Department of Environmental Protection (MassDEP)); a Sewer Connection Permit from MassDEP; approval of the Urban Development Project/Urban Renewal Plan from the Department of Housing and Community Development (DHCD); a Section 106 review by the Massachusetts Historical Commission (MHC); review from MassDOT; a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the United States Environmental Protection Agency (US EPA). The project is subject to the EEA/MEPA Greenhouse Gas Emissions Policy and Protocol.

Because the Proponents are seeking approval of the Quincy Center URDP in accordance with M.G.L c.121B, and because the Proponents are seeking financial assistance from the Commonwealth for the project, MEPA jurisdiction is broad and extends to all aspects of the project that are likely, directly or indirectly, to cause Damage to the Environment, as defined in the MEPA Regulations.

Summary of Potential Environmental Impacts for Phase 1

As described in the EENF, there are no potential environmental impacts for Phase 1 which is a request for review of the Bridge design by MassDOT. There are no construction activities proposed in connection with the Phase 1 Waiver.

Summary of Proposed Mitigation Measures

The GHG analysis for Phase 1 indicates that Phase 1 is expected to result in a six to seven percent reduction in GHG emissions generated by the full redevelopment. The role that Phase 1 will play as mitigation for the entire project will be fully analyzed in the DEIR and will not preclude the assessment of additional mitigation opportunities for the project.

Criteria for a Phase 1 Waiver

The MEPA regulations at 301 CMR 11.11(1) state that I may waive any provision or requirement in 301 CMR 11.00 not specifically required by MEPA and may impose appropriate and relevant conditions or restrictions, provided that I find that strict compliance with the provision or requirement would:

- (a) result in an undue hardship for the Proponent, unless based on delay in compliance by the Proponent; and,
- (b) not serve to avoid or minimize Damage to the Environment.

The MEPA regulations at 301 CMR 11.11(4) state that, in the case of a partial waiver of a mandatory EIR review threshold that will allow the Proponent to proceed with Phase 1 of the project prior to preparing an EIR, I shall base the finding required in accordance with 301 CMR 11.11(1)(b) on a determination that:

- (a) the potential environmental impacts of Phase 1, taken alone, are insignificant;
- (b) ample and unconstrained infrastructure facilities and services exist to support Phase 1;
- (c) the project is severable, such that Phase 1 does not require the implementation of any other future phase of the project or restrict the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated; and
- (d) the Agency Action(s) on Phase 1 will contain terms such as a condition or restriction, so as to ensure due compliance with MEPA and 301 CMR 11.00 prior to commencement of any other phase of the project.

Findings

Based on the information submitted by the Proponents, consultation with the relevant state agencies, and consideration of comment letters received, I hereby determine that the Proponents have met the tests for a Phase 1 Waiver. As further outlined below, I have determined that compliance with the requirement to prepare an EIR prior to Phase 1 would not serve to avoid or minimize Damage to the Environment, that adequate and unconstrained infrastructure exists to support the project, that the project is severable, and that agency actions on Phase 1 can be conditioned to ensure compliance with MEPA. Comments from state permitting agencies do not identify objections to the granting of the Phase 1 Waiver. I note that

the Proponents are already actively consulting with MassDOT for Phase 1 of the project and therefore I have determined that impacts can be further addressed through consultation with MassDOT and in the DEIR.

Requiring the preparation of an EIR in advance of undertaking Phase 1 would cause undue hardship and would not serve to minimize Damage to the Environment:

I find that a requirement to complete MEPA review prior to initiating the permit process for Phase 1 is not necessary in order for the Proponents to demonstrate that they will avoid, minimize, and mitigate potential Damage to the Environment to the maximum extent practicable, and that a requirement to do so would therefore cause undue hardship and would not serve to minimize Damage to the Environment.

1. The potential environmental impacts of Phase 1, taken alone, are insignificant.

The design and permitting of Phase 1 of the project will not include any potential impacts.

2. Ample and unconstrained infrastructure facilities and services exist to support Phase 1.

The design and permitting of Phase 1 of the project does not require any local infrastructure facilities or services.

3. The project is severable, such that Phase 1 does not require the implementation of any other future phase of the project or restrict the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated.

Because the Phase 1 Waiver requests the design and review of the Bridge by MassDOT and not its construction, these two processes are severable since the project does not anticipate further review from MassDOT. Phase 1 does not require the implementation of any other future phase (i.e. the Redevelopment portion) of the project or restrict the means by which potential environmental impacts from any other phase of the project may be avoided, minimized or mitigated.

4. The Agency Action(s) on Phase 1 will contain terms such as a condition or restriction, so as to ensure due compliance with MEPA and 301 CMR 11.00 prior to commencement of any other phase of the project.

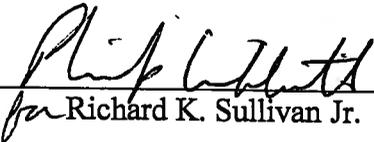
The construction of the Bridge will require a Permit from MassDOT. I expect that MassDOT will incorporate appropriate conditions in its permit to ensure the implementation of required mitigation and compliance with MEPA prior to the commencement of any other phase of the project, including the construction of the Bridge.

Conclusion

I have determined that this waiver request has merit, and issued a Draft Record of Decision (DROD), which was published in the *Environmental Monitor* on September 21, 2011, in accordance with 301 CMR 11.15(2), which began the public comment period. The public

comment period lasted for 14 days and concluded on October 5, 2011. Accordingly, I hereby **grant** the waiver requested for this project, which will allow the Proponents to proceed with Phase 1 of the project prior to preparing an EIR for the entire project, subject to the above findings and conditions.

October 7, 2011
DATE


for Richard K. Sullivan Jr.

Comments Received on the DROD: None

Comments Received on the EENF:

09/07/2011 Massachusetts Department of Energy Resources
09/07/2011 Ryan E. Barrett
09/07/2011 Donald Turner
09/08/2011 The Karsten Company, Inc.
09/08/2011 United Brotherhood of Carpenters and Joiners of America – Local Union 424
09/08/2011 Jeffrey M. Bertman
09/09/2011 Massachusetts Department of Environmental Protection – NERO
09/09/2011 Massachusetts Water Resources Authority
09/09/2011 Bruce Wood
09/09/2011 Quincy Chamber of Commerce
09/09/2011 Keohane Funeral Homes
09/09/2011 Commonwealth Building, Inc.
09/09/2011 WalkBoston
09/09/2011 Melinda Sokoloski
09/12/2011 Massachusetts Department of Transportation
09/13/2011 Massachusetts Historical Commission
09/13/2011 Metropolitan Area Planning Council

RKS/PPP/ppp