



# CHAPTER 1

## PROJECT DESCRIPTION & SUMMARY

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### PROJECT NAME AND LOCATION

New Quincy Center Redevelopment  
Quincy, Massachusetts

The New Quincy Center Redevelopment 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/Dennis F. Ryan Parkway to the east and the Mayor Hannon Parkway to the South, comprising an area of approximately 31 acres. The Project Area lies primarily within the City of Quincy's 55-acre Urban Revitalization District (URD). Refer to Figures 1.1 and 1.2 for a depiction of the Project Area and URD boundary.

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### PROPOSERS

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#### URD Redevelopment Agency:

City of Quincy  
Planning and Community Development  
1305 Hancock Street  
Quincy, Massachusetts 02169  
Attn: Dennis Harrington – Director of Planning and Urban Redevelopment

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#### Redeveloper:

Hancock Adams Associates, LLC  
1400 Hancock Street – Suite 900  
Quincy, Massachusetts 02169  
Attn: Mr. Stephen Chrusciel

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### EEA NUMBER

EEA No. 14780



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## INTRODUCTION

In accordance with the Massachusetts Environmental Policy Act (MEPA) regulations (301 CMR 11.00), the City of Quincy (the "City") and Hancock Adams Associates, LLC (the "Redeveloper") are co-proponents (the "Proponents") in the joint filing of this Draft Environmental Impact Report (DEIR) for the New Quincy Center Redevelopment (the "Project") located in Quincy, Massachusetts.

This DEIR has been prepared in accordance with 301 CMR 11.07 and has been developed to address the scope outlined in the Secretary's Certificate on the Expanded Environmental Notification Form (EENF) and address comments and concerns from public and agency comment letters.

The Project is a major urban revitalization and economic development undertaking, consisting of a high density, mixed-use redevelopment to be constructed on approximately 31 acres of predominantly underutilized properties within a blighted urban core comprising the 55-acre Quincy Center Urban Revitalization District (the "Project Area") by a public-private partnership between the City (the Redevelopment Agency) and its Designated Redeveloper. Upon completion, the Project will consist of approximately 3.7 million square feet, including new retail, restaurant, office, residential, hotel, health club, movie theatre, institutional, and parking structures. See Table 1.1 for square footage breakdown by proposed uses. Refer to Figures 1.3 and 1.4 which depict the existing and proposed conditions, respectively for the Project Area.

The Project presents a unique opportunity to implement recognized national, state and regional planning, economic development and environmental priorities in implementing this revitalization project. The Proponents have committed to constructing the Project with the target of achieving a LEED-ND certified silver rating, as outlined in the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND 2009) rating system. Furthermore, the Project will provide the opportunity to comprehensively implement many of the Metropolitan Area Planning Council's (MAPC's) MetroFuture goals and objectives as well as the Commonwealth's Sustainable Development Principles in a large-scale, integrated redevelopment project.

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## PROJECT HISTORY

The vision for the redevelopment of Quincy Center began decades ago as Quincy officials realized that a dramatic shift in the commercial marketplace was about to occur and created the "Quincy Center Development Plan" in 1973 but by the time it was adopted, the shift to an auto-based economy was in full gear. In fact, with the 1959 opening of the Southeast Expressway (I-93), passenger rail service ended in Quincy, negatively impacting the Quincy urban commercial center.

Over the next 20 years, the City supported several new projects in the downtown area, however, the overall lack of significant new private investment resulted in little economic development within Quincy Center. The City did experience some economic success with isolated



independent developments, but these job centers relied on auto access and their impacts were never felt in downtown Quincy.

In 1996, the City again took a look at the downtown area and released the “Quincy Center Action Plan.” The Action Plan listed a series of goals to re-establish Quincy Center as a thriving business and commercial center. The effort involved public actions to clean up downtown by improving streetscape elements, however, it failed to spur the new private investment it was intended to achieve.

In January 2004, the City hosted two public forums designed to engage the community in a discussion of downtown Quincy’s potential. In June 2004, Quincy held a weekend planning charrette for the redevelopment of the five-acre City-owned Hancock Parking Lot, which comprises approximately 16% of the redevelopment project area. Over 100 Quincy residents, business leaders, and officials participated in this forum. The consensus that resulted from this public process was for a new, revitalized Quincy Center. In October 2005, Quincy hosted a second community-wide planning charrette encompassing the entire downtown area that provided residents the opportunity to express their own vision for revitalization and then test their ideas in several breakout sessions.

With the core goals in place, the City began crafting the strategy and framework to achieve Quincy’s Vision for a revitalized downtown. A series of core urban design principles were developed that address and integrate the many facets of Quincy Center’s rich and varied history and character that may serve to provide the structure of a new, revitalized 21<sup>st</sup> century downtown that is reinvigorated physically, socially, and economically.

The “Quincy Downtown Vision, Framework, and Strategy” Report (herein referred to as the “Downtown Vision Plan”) was released to the public in August 2006. Several strategies for the City to undertake were suggested, most of which were similar to the recommendations made in the 1973 and 1996 Plans.

- Create new zoning for downtown with design guidelines and review procedures.
- Market Quincy’s history and cultural amenities.
- Develop a District Improvement Financing (DIF) plan.
- Improve infrastructure.
- Improve downtown transportation and parking facilities.
- Support strategic redevelopment opportunities.
- Enhance Quincy Center gateways.

On July 6, 2007, the Department of Housing and Community Development (DHCD) approved the Quincy Center Urban Revitalization and Development Plan (URDP), contingent on the URDP completing MEPA review. The URDP established a 55-acre urban renewal area, which encompasses the Project Area. The URDP identified City-owned parcels that the City would dispose of to stimulate private redevelopment. The URDP would also give the City the ability to negotiate directly with potential developers for the redevelopment of these parcels, and would provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives.

The URDP identifies certain public actions necessary to make the Quincy Center URD a more pedestrian-friendly area, through streetscape improvements, new open space elements, and



traffic calming measures at key intersections. The URDP embodies the principles of the Downtown Vision Plan and received critical input from a citizens' advisory committee created to ensure that the public's vision for the downtown, first formulated during the community workshops, is carried through to completion.

After careful evaluation, the City determined that the Redeveloper shares Quincy's vision for a revitalized downtown. On April 14, 2008, the City confirmed the Redeveloper to be the designated redeveloper for the purposes of the acquisition and sale of certain City parcels to be redeveloped as part of the URDP.

On December 20, 2010 the Quincy City Council unanimously approved the New Quincy Center Land Disposition Agreement (LDA). The LDA outlines the framework for the public/private partnership between the City and Redeveloper for the URDP, which sets forth the terms and conditions upon which the purchase of City parcels is to occur, along with the vision of the Redevelopment Project as a whole, including the various rights and obligations of the Redeveloper and the City with respect to the design concept and standards, construction, and funding of the costs for the Public Improvements.

These actions represent Quincy's bold and creative approach to implementing the URDP in order to realize the community's vision. The New Quincy Center Redevelopment Project fulfills important priorities of the City by meeting the objectives of the Downtown Vision Plan and the goals of the Quincy Center Urban Revitalization and Development Plan.

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## **PROJECT DESCRIPTION**

As a major urban revitalization and economic development undertaking, the New Quincy Center Redevelopment will result in a mixed-use, high density urban redevelopment consisting of new retail, restaurant, office, residential, hotel, health club, movie theater, and institutional components, as well as the expansion of the existing parking capacity through the addition of new structured and surface parking facilities. The Project will include streetscape improvements, new public open space elements, pocket parks, and traffic calming measures at key intersections. These measures will create a more pedestrian-friendly downtown area, conforming to the Downtown Vision Plan, the Quincy Center District Design Guidelines, and the goals of the Quincy Center Urban Revitalization and Development Plan.

Public open spaces are the public focal points of the Project Area, and together with the streets, comprise the essential framework for the New Quincy Center Redevelopment. They provide: gathering spaces and refuges in an otherwise dense urban environment, social focal points, venues for seasonal and civic events, and outdoor marketplaces. Each public space connects to others via the public sidewalks and streetscapes, and is designed with a clear relationship to the overall proposed pedestrian network.

The Project is the culmination of decades of planning efforts within the City along with recently enacted agreements and legislative acts that propose the construction of approximately 3.7 million square feet of high density, mixed-use redevelopment within the City's Urban Revitalization District. See Table 1.1 for a summary of the existing and proposed building program within the Project Area.



**Table 1.1  
Existing and Proposed Building Program**

Building Program Use	Existing to be Razed		Existing to Remain		Proposed New Development		Net Change*	
	Gross Area (sf)	Quantity	Gross Area (sf)	Quantity	Gross Area (sf)	Quantity	Gross Area (sf)	Quantity
Office	366,089	-	286,388	0	901,930	-	535,841	-
Medical Office	-	-	-	-	103,628	-	103,628	-
General Retail	261,399	-	27,346	0	250,250	-	(11,149)	-
Supermarket	7,945	-	-	-	54,215	-	46,270	-
Regional Shopping / Superstore	-	-	-	-	130,753	-	130,753	-
Proposed Class Room	-	-	-	-	159,466	-	159,466	-
Residential (Units)	-	-	-	-	1,735,081	1,882	1,735,081	1,882
Health Club (Lockers)	-	-	-	-	33,709	337	33,709	337
Hotels (Rooms)	-	-	-	-	95,890	173	95,890	173
Restaurants (Seats)	74,069	3,789	24,646	1,040	89,255	2,975	15,186	(814)
Movie Theater (Seats)	21,170	-	-	-	88,493	3,210	67,323	-
Loading/ Service					90,537		90,537	
Structured Parking Spaces	0	842	0	527	-	4,725	-	3,883
Surface Parking Spaces	0	843	-	-	-	21	-	(822)
<b>Total</b>	<b>730,671</b>		<b>338,380</b>		<b>3,733,207</b>		<b>3,002,535</b>	

\*Net Change = Proposed New Development minus Existing to be Razed

The Project will be constructed in three phases or “Steps,” which generally outline the development blocks, building program, and uses within the Project Area. The general description of the Steps and the manner in which they may be modified to respond to market conditions are set forth in the Land Disposition Agreement. See Figure 1.5 for a graphical depiction of the redevelopment blocks and Figure 1.6 depicting the Steps as currently contemplated by the Proponents.

As the first phase, Step 1 includes retail, health club, hospitality, entertainment, office, and residential uses, and is self-sufficient, self-parked, and needs little co-tenancy so it can be leased before construction has begun on subsequent Steps. Retail tenants are expected to include a large format anchor, a pharmacy, and a small grocery store among others. To activate the streetscape and create a more varied mix of uses, Step 1 also includes residential units and entertainment uses which are intended to alert the market of a new desirable use in Downtown Quincy Center. In addition to the various building program components, Step 1 includes the development of Market Square, a significant new public space of New Quincy Center

With the addition of additional new residential units, Step 2 introduces a real residential neighborhood to the Downtown. A hotel is planned in Step 2, which will fill a niche in the current market. Additional entertainment uses are introduced to the Project Area as part of Step 2, as well as new retail, general and medical office and educational building components. With the introduction of the diverse mix of uses and the construction of a significant amount of



parking, Step 2 completes the retail district west of Hancock Street as well as a significant portion of the Project Area east of Hancock Street. In addition to the various building program components, Step 2 includes the construction of several streetscape elements within the Project Area including Market Common, Cottage Avenue Plaza, Cottage Avenue Pedestrian Boulevard, and Judiciary Square. The completion of the Hancock Street and the addition of these streetscape elements, create interconnected and cohesive blocks.

Step 3 capitalizes on the “address” and “place making” established in the previous Steps, and completes Quincy Square and Mayor Hannon Square, defining the Quincy Center Downtown area from a merchandising and aesthetic perspective. In addition to the streetscape elements, Step 3 transforms and completes Quincy Square with the addition of new retail, office, and residential space.

The overall timeframe for the completion of all phases of the Project is approximately seven to ten years from the commencement of Step 1 and will be in accordance with the terms and conditions set forth in the LDA between the City and Redeveloper.

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## **MEPA REVIEW HISTORY/RELATED MEPA REVIEW**

On July 25, 2011, EENF was submitted to the Secretary of the Executive Office of Energy and Environmental Affairs (EEA) for the Project. The EENF was published in the Environmental Monitor on August 10, 2011, commencing the public comment period. The Secretary issued a Certificate on the EENF on September 16, 2011, which requires the preparation and filing of an Environmental Impact Report (EIR). Additionally the Secretary issued a Draft Record of Decision (DROD) for the Phase I waiver request on September 16, 2011, which was published in the Environmental Monitor on September 21, 2011, beginning a 14 day public comment period. The Secretary subsequently issued a Final Record of Decision (FROD) on October 7, 2011, granting the Phase I Waiver. Several separate projects to improve infrastructure within the vicinity of the Project Area have also been permitted and undertaken in Quincy Center and are noted below:

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### **Concourse Roadway Improvement Project**

An ENF was filed with the MEPA Office in April 1996 (EEA#10724) for the Concourse Roadway Improvement Project. This project was divided into three phases, with the first two phases consisting of the construction of a bridge and roadway and the final phase consisting of completion of the Concourse Roadway to the Paul Harold Memorial Bridge at the intersection of Burgin Parkway, which was completed in fall of 2011. The completed Concourse Roadway defines the southern boundary of the New Quincy Center Project Area, and has been renamed the Honorable Walter J. Hannon Parkway (“Mayor Hannon Parkway”) along the Project Area. The roadway will serve as an east-west connector between Burgin Parkway and the Southern Artery and will provide direct vehicular access to the Project Area.



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## **Town Brook Enhancement Project**

The Town Brook Enhancement Project is identified as one of the Core Public Improvement projects that the City must complete to facilitate development within the Urban Revitalization District. An ENF was submitted to the MEPA office for the Town Brook Enhancement Project on March 15, 2011 (EEA#14725). A Certificate from the Secretary of Energy and Environmental Affairs was received on April 22, 2011 concluding that this project did not require the preparation of an EIR and allowing state permitting to proceed. A Notice of Intent was submitted to the Quincy Conservation Commission on May 27, 2011 for the Town Brook Enhancement Project (MassDEP # 059-1261). The Order of Conditions was issued on August 9, 2011 pursuant to the Massachusetts Wetlands Protection Act (M.G.L. c. 131, § 40; 310 CMR 10.00) and the City of Quincy Wetlands Protection Regulations & Ordinance (Chapter 18.08; Order No. 401 of 1987). An appeal was filed for a Superseding Order of Conditions by two parties on August 23, 2011, and MassDEP issued a Superseding Order of Conditions on December 2, 2011. Subsequently the Superseding Order of Conditions was appealed on December 16, 2011, and is in adjudication through the Office of Appeals and Dispute Resolution (OADR). A hearing was held on April 20, 2012 and a Final Decision will be issued on or by June 15, 2012.

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## **Changes since the EENF/Permitting Status**

Since the filing of the EENF the building program has evolved to reflect changes in market conditions, leasing considerations, and design refinements. The updated redevelopment program is outlined in Table 1.1. While the mix and types of uses has not significantly changed, the building program has increased by approximately 300,000 square feet, or approximately 8.7% of the overall Project, as contemplated in the Land Disposition Agreement.

The impacts of this increase are reflected and evaluated in the technical chapters contained in this document and are accounted for in the Project mitigation. The changes since the filing of the EENF are described in more detail in subsequent chapters of this document.

Additionally, the Project as presented in the EENF was to have four phases of construction. The phasing has been updated to construct the Project in three phases of construction. As previously noted, these phases are referred to as "Steps" and are graphically depicted in Figure 1.6. A more detailed discussion of construction phasing is provided in Chapter 10 of this DEIR.

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## **Phase I – Final Record of Decision**

A Phase I Waiver was requested in the EENF, to allow MassDOT to commence the design review process and any necessary permitting (but not the construction) of the proposed Burgin Parkway Access Bridge (the "Bridge") to proceed before the MEPA process is completed. The purpose of the proposed Bridge is to provide safe and efficient access from Burgin Parkway over the MBTA rail tracks, through the Project area, and connecting to Hancock Street. The Bridge and associated access to Hancock Street will channelize vehicles away from pedestrian areas on



Hancock Street by providing a vehicular oriented east-west connector. The Phase I Waiver request did not involve construction of either the Bridge or the Project.

The Secretary granted the Phase I Waiver as outlined in the Final Record of Decision (FROD), issued on October 7, 2011.

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## **SUMMARY OF EXISTING CONDITIONS**

The following sections summarize existing conditions in the Project Area.

The existing buildings within the project area consist primarily of one-to-three story, mixed use commercial buildings, with the exception of the Stop & Shop office headquarters and Granite Trust building located at 1385 Hancock Street and 1400 Hancock Street respectively, which are both in excess of eight stories, the Fours Building located at 15 Cottage Avenue with five stories, and five additional office and mixed-use buildings at four stories each. Existing uses in the Project Area include retail, restaurant, basic services, office, educational, institutional, and residential, with supporting surface and structured parking facilities throughout. Refer to the Existing Building Program section herein for a more detailed discussion of the existing building program and Table 1.1 for a summary of the existing building program.

The Project Area is serviced by the Quincy Center MBTA mass transit rail facility located just north of the Project Area which serves Quincy Center with Commuter Rail, Red Line trains and bus service, providing mass transit access for the Quincy Center area into Boston. The Hancock Cemetery and the United First Parish Unitarian Church (the latter the burial place of John Adams, John Quincy Adams, and their wives) are adjacent to the Project Area and provide important context of the rich history of Quincy. To the south of the Project Area, the recently completed Mayor Hannon Parkway relieves congestion in Quincy Center by providing an east-west connection from Burgin Parkway to the Southern Artery. In addition to dense residential and retail uses, City Hall, the Norfolk County Court House, and the Thomas Crane Public Library are also adjacent to the Project Area providing community service amenities.

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### **Quincy Center Development Goals**

On July 6, 2007, the Department of Housing and Community Development approved the Quincy URDP. The URDP identifies certain public actions necessary to make the Quincy Center URD a more pedestrian-friendly area, with streetscape improvements, new open space elements and traffic calming measures at key intersections. The URDP embodies the principles of the Downtown Vision Plan and has received critical input from a citizen's advisory committee created to ensure that the public's vision for the downtown is implemented, as first formulated during the early community workshops.

To aid its review of downtown projects, the Quincy Planning Board adopted the Quincy Center District Design Guidelines. Likewise, the City Council adopted amendments to the City of Quincy Zoning Ordinance to facilitate the review and approval of redevelopment projects. The design



guidelines serve as the vehicle to project Quincy's vision for downtown and protect the district's traditional urban fabric from inappropriate new construction, misguided rehabilitation, and unwanted demolition. The zoning and guidelines will assure that new work, in adhering to these standards, reflects the goals of adjoining property owners and the community (See The City of Quincy Historic Survey Update (2008-2009) which was provided in the EENF).

The design guidelines set forth the City's goals in the following categories:

- History
- View Corridors & Identity Elements
- Streets
- Public Squares & Parks
- Street Wall & Massing
- Parking & Transit
- Buildings
- Sustainability

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### **Existing Building Program**

The existing buildings within the Project Area consist primarily of mixed-use commercial buildings. Existing uses within the Project area include retail, restaurant, office, educational, and residential as well as supporting surface and structured parking facilities. Certain buildings within the Project Area are slated to remain, and some will be rehabilitated in conjunction with the proposed Project. Refer to Table 1.1 for a summary of the existing building program including the existing building program to be razed and to remain. Refer to Figure 1.4 highlighting the existing components to remain.

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### **Utility Infrastructure**

#### **Wastewater**

The City of Quincy Department of Public Works owns and operates the municipal sewer system. The City is an Massachusetts Water Resources Authority (MWRA) sewer community and sewage is discharged into MWRA interceptor sewers at eight locations throughout the City. City discharge into the MWRA system is metered and the City is billed by the MWRA based on flow readings. The MWRA interceptors convey flows to Nut Island Headworks in Quincy where the flows are then conveyed through the Inter-Island Tunnel to the MWRA's wastewater treatment facility on Deer Island. There are no capacity limitations for the City to discharge into the MWRA system according to the City of Quincy Department of Public Works.

The Quincy Center area is connected to the City's municipal sewer system. Generally, the Quincy Center Area wastewater is collected by a network of eight-inch gravity sewer pipes that flow into a 24-inch by 36-inch box sewer within the McGrath Highway Right of Way (ROW). Wastewater then flows in a northerly direction towards Merrymount Park to the MWRA Quincy Pump Station, where flow is pumped into the MWRA High Level Sewer Interceptor in the area of



Greenleaf Street. The existing development within the Project Area generates approximately 141,000 gallons per day (gpd) of wastewater (See Table 1.2). Wastewater generation rates are based on numbers established by the Massachusetts Department of Environmental Protection in 314 CMR 7.15 "Calculation of Flows for Sewer Extension or Connection Permits". A detailed analysis of capacity and integrity of the municipal sewer system can be found in Chapter 7 of this report.

<b>Table 1.2 Existing Wastewater Generation Rates<sup>1</sup></b>		
<b>Use</b>	<b>Generation Rate<sup>1</sup></b>	<b>Existing</b>
<b>Office</b>	366,089 GSF <sup>2</sup> of Office @ 75gpd/ 1,000 SF	27,457 gpd
<b>Retail</b>	261,399 GSF of Retail @ 50gpd/ 1,000 SF	13,070 gpd
<b>Supermarket</b>	7,945 GSF @ 97gpd/1,000 SF	771 gpd
<b>Restaurants</b>	2,749 seats @ 35 gpd per seat	96,215 gpd
<b>Movie Theatre<sup>3</sup></b>	882 seats @ 3 gpd/ seat	2,646 gpd
<b>Structured Parking Spaces</b>	842 parking spaces @ 1 gpd/ space	842 gpd
<b>Total Flow</b>		<b>141,000 gpd</b>

<sup>1</sup>Based on 314 CMR 7.15 Calculation of Flows for Sewer Extension or Connection Permits

<sup>2</sup>GSF is Gross Square Feet; SF is Square Feet

<sup>3</sup>Movie theatre seats assumed to be equal to one seat per 24 sf

## Water

The City of Quincy Department of Public Works maintains and operates approximately 228 miles of water distribution mains that provide service to approximately 23,000 connections throughout the entire City. The City's water is supplied by the MWRA and is not limited to a maximum daily withdrawal.

The existing water infrastructure within the Project Area consists of a network of primarily ductile iron pipes generally within the public ROW's, ranging in size from eight-inches to 20-inches. Refer Table 1.3 for the Existing Water Demand.



**Table 1.3  
Existing Water Demand**

<b>Use</b>	<b>Projected Wastewater Flow (gpd)<sup>1</sup></b>	<b>Anticipated Water use Factor</b>	<b>Water Demand (gpd)</b>
<b>Office</b>	27,457	1.1	30,202
<b>Retail</b>	13,070		14,377
<b>Supermarket</b>	771		848
<b>Restaurant</b>	96,215		105,837
<b>Movie Theatre</b>	2,646		2,911
<b>Total Water Demand</b>			154,174

<sup>1</sup>Based on 314 CMR 7.15 Calculation of Flows for Sewer Extension or Connection Permits

Based on discussions with the Quincy Department of Public Works and flow tests performed at the Project Area, there are no capacity or pressure issues. A detailed analysis of capacity and integrity of the municipal water system can be found in Chapter 7 of this report.

**Stormwater**

The City of Quincy Department of Public Works owns and operates the City’s municipal drainage system. The closed pipe drainage system within the area generally consists of catch basins, drain manholes and various types and sizes of drainage pipes. Stormwater runoff within the Project Area is generally collected by catch basins located along the edges of curbed roadways, and conveyed through a series of pipes and manholes and primarily discharged into the Town Brook drainage culvert. Town Brook conveys an approximate four square mile watershed from the west, easterly through the site and ultimately discharges into Town River Bay. Town Brook exits the Project Area south of Revere Road.

Existing surface stormwater runoff within the Project Area has only limited water quality treatment prior to entering the Town Brook drainage culvert. The Project will upgrade the stormwater management system within the Project Area and will include a number of structural and non-structural stormwater best management practices (BMPs), as well as low-impact development features in order to comply with Massachusetts Stormwater Regulations.

There are several off-site areas that contribute significant stormwater runoff into the closed drainage system within the Project Area. Two main connections include flow from Burgin Parkway and an MBTA stormwater lift station, just south of Granite Street. The Burgin Parkway connection consists of a 65-foot by 25-foot sedimentation basin in Burgin Parkway with two 36-inch reinforced concrete pipes (RCP) which convey stormwater beneath the MBTA rail tracks, discharging into a vault where the stormwater is discharged into the existing Town Brook



drainage culvert through a 42-inch RCP. The Burgin Parkway stormwater runoff will be maintained or relocated during redevelopment by the Project team.

The MBTA lift station is located near the intersection of Granite Street and Ross Way, consisting of a wet well and three pumps, discharging into a 36-inch RCP, which connect into Town Brook. The MBTA lift station and conveyed flow will be maintained or relocated during redevelopment by the Project team in coordination with the MBTA.

A detailed analysis of the stormwater management system is included in this report. The Project will comply with the MassDEP Stormwater Regulations and will be consistent with the City of Quincy's NPDES Phase II MS4 General Permit (MAR041081). Refer to Chapter 6 and Appendix D of this report for a detailed evaluation of the existing and proposed drainage conditions within the Project area.

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## **Geology and Hydrogeology**

### **Geology**

Similar to other urban settings in this area of Massachusetts, subsurface conditions in Quincy Center are the result of glacial advance and retreat, as well as prior building and infrastructure development. In general, the development area is blanketed by a layer of fill materials, underlain by a broad range of naturally-deposited soil types. The fill typically consists of reworked site soils or other sandy materials, locally containing some debris and other remnants of urban development. Typically, the naturally-deposited soils consist of granular glacial deposits. Locally, thin organic soils are present between the fill and natural soils, likely the result of deposition in the vicinity of historic Town Brook.

### **Soil and Groundwater Conditions**

Twenty-one test borings (designated HA11-B1 through HA11-B21) were conducted in connection with preliminary geotechnical evaluations for the Quincy Center development in May 2011, ranging in depths from 25 to 60 feet. The test borings indicated there are two general sequences of subsurface strata in the development area, proceeding from ground surface downward. Sequence A is prevalent in the northern and eastern portions of the development area (See Table 1.4). Sequence B was detected in several test borings in the southwestern quadrant of the development area (See Table 1.5). These geologic sequences are consistent with the generalized conditions indicated in the published geologic information.



**Table 1.4  
Sequence A – Glacial Deposits**

<b>Stratum</b>	<b>Range in Encountered Thickness, FT</b>	<b>Depth to top of Stratum, FT</b>
FILL	2 to 7.5	--
SAND with varying amount of gravel, cobbles (Glaciofluvial Deposits)	0 to 17	5.5 to 6.5
SILTY SAND/SANDY SILT with varying amounts of gravel, cobbles (Glacial Till Deposits)	Greater Than 8 to 46.5 <sup>1</sup>	2 to 23

<sup>1</sup>Note: Test Boring Terminated in This Stratum

**Table 1.5  
Sequence B – Glacial Lake Deposits**

<b>Stratum</b>	<b>Range in Encountered Thickness, FT</b>	<b>Depth to top of Stratum, FT</b>
FILL	5 to 13.5	--
ORGANIC DEPOSITS	0 to 5	7 to 13.5
SAND, SILTY SAND, SILT with varying amount of organic material, gravel (Estuarine, Glaciolacustrine, Glaciofluvial Deposits)	0 to Greater Than 47 1	5 to 13.5
SILTY SAND/SANDY SILT with varying amounts of gravel, cobbles (Glacial Till Deposits)	Greater Than 7.5 to 23 1	19 to > 60

<sup>1</sup>Note: Test Boring Terminated in This Stratum

Eleven groundwater observation wells were installed in completed test borings. Water was measured in the observation wells during the exploration program at depths ranging from 7.6 to 19.9 feet below existing ground surface. The directions of groundwater seepage inferred from the measured water depths vary with location and appear to be influenced by local deeper utilities, Town Brook drainage culvert, and the railroad corridor along the west limit of the development area.

**Limits & Extent of Known Contamination**

Based on information available in Environmental Data Resources (EDR) and Massachusetts Department of Environmental Project (MassDEP) databases, the following releases of oil and hazardous materials have been identified in Quincy Center:



**Table 1.6  
Summary of Environmental Releases**

<b>RTN</b>	<b>Release Address</b>	<b>Notification Date</b>	<b>Compliance Status</b>	<b>Release Type</b>
3-11681	1445 HANCOCK ST	10/3/1994	RAO (A1) 5/22/2003	#2 Fuel Oil (87 gal)
3-128	1415-1439 HANCOCK ST	4/15/1988	DPS 5/22/2003	Unknown
3-22889	1445 HANCOCK ST	5/22/2003	DPS 5/22/2003	C11-C22 Aromatics Hydrocarbons (83000 ug/L); C19-C36 Aliphatic Hydrocarbons (46000 ug/L); C9-C18 Aliphatic Hydrocarbons (130000 ug/L); Phenanthrene (320 ug/L); TPH (26000 mg/kg)
3-17930	1495 HANCOCK ST	2/1/1999	RAO (A2) 4/2/1999	#2 Fuel Oil (180 ppm)
3-16616	1563 HANCOCK ST	3/20/1998	RAO (A2) 3/26/1999	#2 Fuel Oil (250 ppmv)
3-29081	1601 HANCOCK ST	2/19/2010	RAO (B1) 3/15/2010	Benzo[a]anthracene (7.7 mg/kg); Benzo[a]pyrene (6.6 mg/kg); Nickel (24.5 mg/kg)

**Acronym Reference: RTN – Release Tracking Number; RAO – Response Action Outcome; DPS – Downgradient Property Status; gal – gallon; ug/L – microgram/ Liter; mg/kg – milligram/ kilogram; ppm – parts per million; ppmv – parts per million by volume**

Based on the available information, regulatory closure has been achieved for the reported releases. Due to the urban setting of the development area, subsurface contamination may be present at other locations. Typical sources of soil and/or groundwater contamination for urban areas include commercial or industrial uses of properties, underground fuel storage tanks, urban fill, and releases associated with vehicular traffic.

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### **Wetland Resources and Waterways**

An inventory of existing wetland resource areas was undertaken for the Project Area and areas surrounding Quincy Center for the EENF. The only regulated resource areas within proximity to the Project are those associated with Town Brook. Town Brook presently contains several resources regulated under the Massachusetts Wetlands Protection Act (M.G.L. c. 131, § 40; 310 CMR 10.00) (the “WPA”) and the City of Quincy Wetlands Protection Regulations & Ordinance (Chapter 18.08; Order No. 401 of 1987). The inland resource areas associated with Town Brook include Bank, Land Under Water Bodies and Waterways and Riverfront Area along the open channel sections of the brook. Bank and Land Under Water Bodies and Waterways that underlie



Anadromous or Catadromous Fish Runs are also regulated under the WPA. The Town Brook culvert conveys the 100-year flood and 500-year flood, with a small area of surface floodplain (BLSF) adjacent to the open channel sections of the brook south of Mayor Hannon Parkway.

According to the Surface Water Quality Standards (314 CMR 4.00) and the 1990 Designated Outstanding Resource Waters of Massachusetts, the Project Area is not located within an Outstanding Resource Water (ORW). In addition, the Project Area is not located within an Area of Critical Environmental Concern, Zone II or Interim Wellhead Protection Area, or Zone A, B, or C Surface Water Protection Area.

## **Resource Areas**

The WPA defines wetland resource areas and the performance standards for each. Chapter 5 – Wetlands provides a detailed assessment of the existing resource areas on and near the Project Area and within the URD. The proposed impacts to the resource areas are also provided with details on the specific land use and Steps proposed for construction.

Note that the Wetlands Chapter describes each resource area within the Project Area associated with the relocated Town Brook (based upon the preferred alternative of the Town Brook Enhancement Project), as regulated by the Wetlands Protection Act and the City of Quincy local wetlands regulations. The existing alignment of this section of Town Brook within the Project Area will be decommissioned following the completion of the re-alignment and the applicable resource areas for the Project will be those associated with the realigned brook channel pursuant to the WPA.

The proposed New Quincy Center Redevelopment Project will not directly impact wetland resource areas. The physical work is limited to the outer 100 Foot Buffer Zone to Bank Bordering Vegetated Wetlands only. The stormwater management system is addressed in Chapter 6 and details the project's compliance with the Massachusetts Stormwater Management Standards. A Notice of Intent(s) will be required for work within the regulated areas. Work within the 100 Foot Buffer Zone will take place within areas that are currently developed and consist of parking lots and buildings.

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## **Traffic & Transportation**

The existing and proposed traffic conditions are documented in Chapter 3, "Transportation" and provide a detailed assessment of the traffic patterns and transportation use in the Quincy Downtown Area.

A collision history analysis indicated that several Study Area intersections experienced high accident occurrence with crash rates higher than the statewide and district-wide averages, which include:

- Burgin Parkway / Newport Avenue / Adams Street
- Burgin Parkway / Granite Street
- Burgin Parkway / Penn Street / MBTA Driveway
- Burgin Parkway / Centre Street
- Hancock Street / Furnace Brook Parkway



- Hancock Street / Washington Street
- Hancock Street / Chestnut Street / Granite Street
- Hancock Street / Cottage Avenue
- Hancock Street / Quincy Avenue / School Street / Elm Street
- Washington Street / Temple Street / Coddington Street
- Washington Street / McGrath Highway
- Washington Street / Southern Artery
- Southern Artery / Sea Street / Coddington Street
- Elm Street / School Street / Mechanic Street

Pedestrian collisions are frequent at several locations within the Study Area, including the following:

- Burgin Parkway / Granite Street
- Hancock Street / Washington Street
- Hancock Street / Chestnut Street / Granite Street
- Washington Street / Temple Street / Coddington Street
- Washington Street / McGrath Highway
- Southern Artery / McGrath Highway
- Southern Artery / Quincy Avenue / Falls Boulevard

The area surrounding Adams Green is ranked #8 of the top pedestrian collision clusters within the Commonwealth of Massachusetts. Pedestrian safety improvements are proposed at this location as part of the City of Quincy's Adams Green Transportation Improvement Project.

The existing land uses within the Project Area are estimated to generate approximately 34,727 vehicle trips on an average weekday and 32,734 vehicle trips on an average Saturday. A portion of these trips represent multi-use trips or trips that are captured internal to the Project Area by patrons visiting more than one location on the Project Area. For example, an office employee may decide to eat in one of the restaurants within the Project Area. In addition, approximately 8 percent of the office trips and 15 percent of the retail trips are estimated to utilize public transit to travel to/from the Project Area. Approximately 3 percent of the existing trips are estimated to be pedestrian or bicycle trips. Further, approximately 25 percent of the retail trips are estimated to be pass-by in nature. Table 1.7 provides a summary of the existing trip generation.



**Table 1.7  
Existing Trip Generation Summary**

Time Period	Total Trips	Multi-Use Trips	Transit Trips	Pedestrian / Bicycle Trips	Pass-by Trips	Primary Trips
Weekday Daily	34,727	9,512	3,438	655	4,312	16,810
Weekday Morning Peak						
Enter	1,365	70	143	36	121	995
Exit	641	70	79	15	103	374
Total	2,006	140	222	51	224	1,369
Weekday Evening Peak						
Enter	1,262	198	152	27	202	683
Exit	1,613	198	166	39	162	1,048
Total	2,875	396	318	66	364	1,731
Saturday Daily	32,734	8,350	3,577	616	4,936	15,255
Saturday Midday Peak						
Enter	1,701	429	187	32	257	796
Exit	1,418	429	144	25	197	623
Total	3,119	858	331	57	454	1,419

Chapter 3 provides a detailed analysis of the existing traffic operations at the Study Area roadways and identifies existing deficiencies and capacity constraints at the following intersections:

- Burgin Parkway / Granite Street
- Burgin Parkway / Hannon Parkway
- Burgin Parkway / Centre Street
- Hancock Street / Furnace Brook Parkway
- Hancock Street / Dimmock Street / Adams Street / Whitney Street / Johnson Avenue
- Washington Street / McGrath Highway
- Washington Street / Elm Street
- Washington Street / Southern Artery
- Southern Artery / Sea Street / Coddington Street
- Southern Artery / Quincy Avenue

As noted in Table 1.7, the existing land uses within the Project Area are estimated to generate 3,438 transit trips on an average weekday and 3,577 transit trips on an average Saturday. MBTA commuter rail and rapid transit services are currently provided to the Project Area via stops at Quincy Center Station and Quincy Adams Station. In addition, bus service is provided to the Project Area via multiple bus routes with stops in the Project Area and at Quincy Center Station. The existing commuter rail and rapid transit lines through Quincy Center Station currently operate at between 77 and 89 percent occupancy during the peak periods. Peak occupancy of bus service in the area varies greatly by route with a maximum occupancy of 62 percent during the weekday peak and 58 percent occupancy during the Saturday peak. Therefore, additional capacity within the existing transit services exists to accommodate future development in the area.

Chapter 3 also provides a summary of the conditions of the existing pedestrian and bicycle facilities within the Study Area and identifies deficiencies. In general, many of the sidewalks on



Study Area roadways provide insufficient curb reveal, particularly on sections of Hancock Street, Washington Street, Elm Street, and Chestnut Street. In addition, the majority of wheelchair ramps on Study Area roadways are not Americans with Disabilities Act (ADA) compliant and do not provide detectable warning devices for visually impaired pedestrians, with the exception of along the recently constructed Hannon Parkway. Pedestrian signals and push-buttons are many Study Area intersections do not meet current Manual of Uniform Traffic Control Devices (MUTCD) guidelines.

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## Historic Resources

The detailed discussion of the existing historic resources within and adjacent to the Project are documented in Chapter 9, "Historic and Preservation Planning," which provide an assessment and discussion of the existing conditions and potential impacts and mitigations. The City of Quincy Historic Survey Update (2008-2009) was provided in the EENF.

The majority of the Project Area encompasses the Quincy Historic District, a local historic district which is listed in the State Register of Historic Places. Within the local historic district are numerous individually inventoried and individually listed buildings. Two buildings in the Project Area that are over 50 years old lie outside the local historic district, but both were inventoried in the 2008-2009 Gray & Pape survey. The buildings are 24 Cottage Avenue (QUI.1421, (#9 on Figure 9.2) and 17-19 Chestnut Street (QUI.1416), (#1 on Figure 9.2). Neither building was recommended eligible for the National Register of Historic Places at that time.

The majority of the buildings in the Project Area are proposed for demolition. Most of the buildings in the Project Area south of Granite Street proposed for demolition are one-story, early to mid-20th century commercial taxpayer blocks. The Project Area's existing buildings reflect late 19th century and early to mid-20th century redevelopment of this section of Quincy's downtown commercial district. A small number of two, three, and five-story commercial buildings are also located in the project area, most dating from the first three decades of the 20th century.

The former Granite Trust Company at 1400 Hancock Street (#13 on Figure 9.2), individually listed in the National Register of Historic Places, dominates the area, because of its much taller nine-story height, sophisticated Art Deco styling, and prominent corner location at the multi-street intersection of Hancock, Granite, and Chestnut streets. The area north of the Project Area displays the most cohesive architectural grouping of significant buildings, several of which are also individually listed in the National Register.

Four buildings in the Project Area were recommended eligible for the National Register as a result of a survey of 75 properties in Quincy Center in 2008-2009 by Gray & Pape for the City of Quincy. The criteria used in selecting properties were: architectural integrity, visual access, and relationship to other buildings, so it is assumed that the best candidates for National Register eligibility were documented in this survey. In the 2008-2009 survey, many buildings within the Project Area were inventoried for the first time, and updated continuation sheets were prepared for those that were previously inventoried.



In the southern section, there are no buildings listed individually in the National Register. In a 2008-2009 historic building survey conducted for the City of Quincy by Gray & Pape, Inc., four buildings within the Project Area in this southern section were recommended individually eligible, but MHC has issued an opinion that one is not eligible for the National Register. The Massachusetts Historical Commission (MHC) has not yet provided an opinion on the other three buildings' individual National Register eligibility.

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## **Air Quality/GHG Emissions**

A mesoscale air quality analysis was performed for the Project consistent with MassDEP modeling guidance and using the EPA MOBILE6.2 Mobile Source Emission Factor Model. The mesoscale study area coincides with the traffic analysis study area. Existing 2012 volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) emissions in the study area are 16.84 kg/day and 36.90 kg/day, respectively. The calculation method and details are provided in Chapter 4.

A greenhouse gas (GHG) emission analysis was performed for the Project consistent with the "Revised MEPA Greenhouse Gas Emissions Policy and Protocol" (May 5, 2010) and using the eQUEST energy design software. The Project will replace a significant mass of energy-inefficient commercial buildings in Quincy Center with new structures that embody the low-energy use design inherent to the Massachusetts Stretch Energy Code. This replacement will substantially increase energy efficiency and improve building occupant safety. The Project will adhere to and be consistent with all ten of the Commonwealth's Sustainable Development Principles. The Project will achieve Silver certification under the US Green Building Council's Leadership in Energy and Environmental Design Neighborhood Development (LEED-ND) program and all buildings will be LEED-certifiable. The MEPA Scope for this DEIR requires the project to quantify carbon dioxide (CO<sub>2</sub>) emissions for two 2022 Full Build scenarios: (1) the Base Case corresponding to the 8th Edition of the Massachusetts Building Code that adopted the 2009 IECC (the "Code"), and (2) the Preferred Alternative. The Base Case CO<sub>2</sub> emissions for direct and indirect stationary sources total 17,211.6 tons/year. The Base Case CO<sub>2</sub> emissions for transportation are 1,919.2 tons/year.

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## **LAND USE CONTEXT AND ZONING**

The Project Area is located within Quincy Center, a commercial urban center where the City has implemented numerous planning initiatives in recent years to facilitate its redevelopment and restore its historic vitality as a commercial center and regional destination.

The Project lies within the New Quincy Center Zoning District which provides regulatory incentives for redevelopment projects, including more flexible dimensional and parking requirements for residential and commercial uses. For purposes of this district only, the Quincy Planning Board is designated as the "Certificate of Consistency Granting Authority" for Urban Renewal Use projects.

To aid its review of downtown projects, the Planning Board adopted design guidelines. The design guidelines work to project Quincy's vision for downtown and the district's traditional



urban fabric from inappropriate new construction, misguided rehabilitation, and unwanted demolition. The zoning and guidelines provide the standards to assure that new work reflects the goals of adjoining property owners and the community.

The New Quincy Center Redevelopment Project meets all requirements of the Quincy Center Zoning District. Elements of the Project include mixed-use buildings that include residential uses, building footprints to back-of-sidewalk, several building in excess of ten stories that will maximize density, and plans for an integrated shared parking program for the more than 3,000 new spaces distributed throughout eight new facilities to meet demand.

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## **PROPOSED DEVELOPMENT PROGRAM**

The Project consists of a mixed-use redevelopment of approximately 31 acres within the Quincy Center Urban Revitalization District. The Project will consist of new retail, restaurant, health club, movie theatre, office, residential hotel and institutional components, as well as the expansion of the existing parking capacity through addition of new structured and surface spaces, consistent with the Quincy Center Zoning District, the LDA, and the URDP. The Proponents have committed to redeveloping Quincy Center in an environmentally conscientious and sustainable manner by designing and constructing the Project with the commitment of achieving a LEED-ND silver certification.

The Project will include streetscape improvements to activate the pedestrian realm with interconnected pathways integrating new open space elements and traffic calming measures at key intersections, all creating a more pedestrian-friendly area, conforming with the general plan for the City as a whole, the Downtown Vision Plan, and the goals of the Quincy Center Urban Revitalization and Development Plan. Furthermore, the Project conforms to many of MAPC's MetroFuture goals and objectives as well as the Commonwealth's Sustainable Development Principles.

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### **Proposed Building Program**

The Project will result in a mixed-use redevelopment consisting of new retail space, new restaurant space, new health club space, new movie theatre space, new office space, new institutional space, new residential units, new hotel rooms, and new parking spaces distributed amongst several parking garages. Refer to Table 1.1 in the Project Description section for the Existing and Proposed Building Program.

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### **Utility Infrastructure**

#### **Wastewater**

The proposed total redevelopment building program for the Project is estimated to generate 525,207 gpd of wastewater, an overall net increase of approximately 384,207 gpd. The majority of sewer infrastructure within the Project Area will be replaced. According to the Quincy



Department of Public Works and flow metering results, sufficient capacity exists within the municipal sewer system downstream of the Project Area and there are no capacity limitations on the City to discharge into the MWRA system. A detailed analysis of capacity and integrity of the municipal sewer system that services the Project Area can be found in Chapter 7 of this report. Refer to Table 1.8 for wastewater generation rates.

<b>Table 1.8 Proposed Wastewater Generation Rates<sup>1</sup></b>		
<b>Use</b>	<b>Generation Rate<sup>1</sup></b>	<b>Existing</b>
<b>Office</b>	1,005,558 GSF of Office @ 75gpd/ 1,000 SF	75,417 gpd
<b>Retail</b>	250,250 GSF of Retail @ 50gpd/ 1,000 SF	12,513 gpd
<b>Supermarket</b>	54,215 GSF @ 97gpd/1,000 SF	5,259 gpd
<b>Regional Shopping/Superstore</b>	130,753 GSF @ 50gpd/1,000 SF	6,538 gpd
<b>Classroom<sup>2</sup></b>	159,466 GSF @ 75gpd/ 1,000 SF	11,960 gpd
<b>Residential<sup>3</sup></b>	1,883 residential units @ 110 gpd per bedroom (assume 1.3 bedrooms/ unit)	269,269 gpd
<b>Health Club</b>	337 Lockers @ 20 gpd per locker	6,740 gpd
<b>Hotel</b>	173 keys @ 110 gpd per key	19,030 gpd
<b>Restaurants</b>	2,975 seats @ 35 gpd per seat	104,131 gpd
<b>Movie Theatre<sup>4</sup></b>	3,210 seats @ 3 gpd/ seat	9,630 gpd
<b>Structured Parking Spaces</b>	4,721 parking spaces @ 1 gpd/ space	4,721 gpd
<b>Total Flow</b>		<b>525,207 gpd</b>

<sup>1</sup>Based on 314 CMR 7.15 Calculation of Flows for Sewer Extension or Connection Permits

<sup>2</sup>Class room demand conservatively assumed to be equal to office demand

<sup>3</sup>1.3 bedrooms assumed per residential Unit

<sup>4</sup>Movie theatre seats assumed to be equal to one seat per 24 sf

The City is currently working with a consultant to identify inflow and infiltration (I/I) removal projects within the City. A Sewer System Evaluation Survey (SSES) has been prepared, which identifies areas prone to significant I/I. Proposed I/I mitigation is outlined in Chapter 7 of this report.



## Water

The proposed redevelopment building program is estimated to have a water demand of approximately 572,536 gpd, an overall net increase of approximately 418,362 gpd, relative to estimated current water demand. The majority of water infrastructure within the Project Area will be replaced and upgraded. According to the MWRA, sufficient capacity exists to provide for the increased demand. Additionally, according to the Quincy Department of Public Works and confirmed with hydrant flow test data, sufficient capacity and pressure exist within the municipal water supply. The Project will include new water mains and connections where existing water mains are determined to be inadequate. A detailed analysis of capacity and integrity of the municipal water system that services the Project Area is provided in Chapter 7 of this report. Refer to Table 1.9 for the estimated proposed water demand.

Use	Projected Wastewater Flow (gpd) <sup>1</sup>	Anticipated Water use Factor	Water Demand (gpd)
Office	75,417	1.1	82,959
Retail	12,513		13,764
Supermarket	5,259		5,785
Regional Shopping/Superstore	6,538		7,192
Classroom <sup>2</sup>	11,960		13,156
Residential <sup>3</sup>	269,269		296,196
Health Club	6,740		7,414
Hotel	19,030		20,933
Restaurants	104,131		114,544
Movie Theatre <sup>4</sup>	9,630		10,593
<b>Total Water Demand</b>			<b>572,536</b>

<sup>1</sup>Based on 314 CMR 7.15 Calculation of Flows for Sewer Extension or Connection Permits

<sup>2</sup>Class room demand conservatively assumed to be equal to office demand

<sup>3</sup>Two bedrooms assumed per residential Unit

<sup>4</sup>Movie theatre seats assumed to be equal to one seat per 24 sf

The Proponents have committed to constructing the Project consistent with the USBGC LEED-ND 2009 rating system, which promotes the use of efficient energy and water use. The Project will include the use of: low-flow plumbing fixtures including, specification of toilets and urinals



that conform with the Massachusetts Plumbing Code Ultra Low Flush (ULF) standard 1.6 gallons per flush; specification of faucet aerators and low-flow shower heads as appropriate; and the installation of automatic shutoff valves.

Consistent with the LEED-ND standards, the landscaping materials used in the Project will include drought tolerant plant species and sustainable lawns.

## **Stormwater**

The Project will include an advanced stormwater management system that will fully comply with the MassDEP Stormwater Management Policy and the City of Quincy's NPDES PH II MS4 General Permit. The stormwater management system will include structural and non-structural best management practices (BMPs) designed to achieve the water quality and quantity objectives of the Standards. BMPs will include street sweeping, deep sump hooded catch basins, water quality structures, low impact development features and infiltration, where subsurface conditions allow.

Low impact development (LID) techniques will also be employed throughout the site where conditions allow. LID features such as rain gardens, green roofs, and tree box filters will be incorporated into the Project design to "decentralize" the stormwater management system. It is anticipated that there will be a decrease in impervious area throughout the Project Area, due to increased landscaped public open space relative to existing conditions within the Project Area, thereby, reducing stormwater runoff.

A detailed analysis of the proposed stormwater management system can be found in Chapter 6 of this EIR.

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## **Open Space, Landscaping and Aesthetics**

The Project Area will include various public amenities including well designed streets, sidewalks, public squares, and parks. The sidewalks are considered key open space elements as they are the primary connectors that tie together other uses and spaces within the Project Area and surroundings. Sidewalks shall be designed to encourage walking, with trees and landscaping to provide a pedestrian-friendly area.

The public squares and parks within the Project Area will provide critical open space elements within the Project's urban setting. These public areas will provide: a social focal point, venues for seasonal events, and the potential for an outdoor marketplace.

The general aesthetics proposed for the Project Area will conform to the design guidelines developed by the Proponents. The streetscape design will include varied building storefronts to provide visual interest and to reflect the individual characteristics of the tenants while promoting graphical compatibility between the buildings and throughout the area as a whole. Refer to Figure 1.7 for proposed Public Open Space areas.

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## Traffic & Transportation

The existing and proposed traffic conditions are documented in Chapter 3, "Transportation" and provide a detailed assessment of the traffic patterns and transportation use in the Quincy Downtown Area.

The City of Quincy is currently pursuing two roadway improvement projects to improve the safety of intersections in the vicinity of Quincy Center the Adams Green Transportation Improvement Project, and a safety improvement project along Burgin Parkway between Granite Street and Mayor Hannon Parkway. The Adams Green Transportation Improvement project consists of discontinuing a section of Hancock Street between Washington Street and Temple Street to construct a park. As part of this project, two-way traffic flow will be implemented on Washington Street and Temple Street. The intersections of Washington Street / Coddington Street / Temple Street and Granite Street / Hancock Street / Chestnut Street will be reconstructed to reduce roadway width and improve pedestrian access. Maple Street will be converted to one-way westbound flow, and a heavy vehicle restriction will be imposed for the section of Hancock Street between Granite Street and Washington Street. This project is currently in the 25% design phase.

The Project is estimated to generate an additional 12,321 new vehicle trips on the Study Area roadways on an average weekday and 11,458 new vehicle trips on an average Saturday. Chapter 3 provides a detailed analysis of the impacts of this additional traffic on the Study Area roadways. To mitigate the impacts of the Project, the following improvements are recommended:

- Burgin Parkway Access Bridge - Construct the Burgin Parkway Access Bridge to reduce traffic volumes on Granite Street, Hancock Street and Mayor Hannon Parkway, as well as provide more efficient access to the Project. The new bridge will channelize vehicles efficiently away from pedestrian areas along Hancock Street and Ross Way within the redevelopment area. Construction of the bridge will result in significant decreases in delay and queues at the intersections of Mayor Hannon Parkway with Ross Way/Parking Way and Hancock Street.
- Optimize the signal timing and/or revise signal phasing at the following locations:
  - Burgin Parkway / Quincy Street
  - Burgin Parkway / Penn Street (Lowe's Driveway)
  - Burgin Parkway / Centre Street
  - Hancock Street / Furnace Brook Parkway
  - Hancock Street / Dimmock Street
  - Southern Artery / Sea Street / Coddington Street
  - Southern Artery / McGrath Highway
  - Southern Artery / Quincy Avenue
  - Hannon Parkway / Parkingway / Ross Way
- Burgin Parkway / Adams Street – Provide fully-actuated traffic signal, revise signal phasing structure, and optimize timings
- Burgin Parkway / Granite Street – Widen Burgin Parkway to construct a left-turn lane on the southbound approach, upgrade the pedestrian signal equipment and wheel chair ramps, and optimize timings.



- Burgin Parkway between Granite Street and Mayor Hannon Parkway – Widen Burgin Parkway to construct a sidewalk along the easterly edge and provide a raised concrete median.
- Burgin Parkway / Mayor Hannon Parkway – Modify the existing bridge structure to add a left-turn lane on Mayor Hannon Parkway westbound, add a right-turn lane on Hannon Parkway eastbound, provide concurrent pedestrian phases, and optimize timings
- Hancock Street / Mayor Hannon Parkway – Restripe Hancock Street southbound to provide a left-turn lane and a shared through/right-turn lane, construct left-turn lanes on Mayor Hannon Parkway, and optimize timings
- Hancock Street / Elm Street / School Street / Quincy Avenue – Construct a right-turn lane on Quincy Avenue northbound and optimize timings
- Washington Street / Foster Street – Restripe Washington Street to provide a travel lane, a bicycle lane, and a parking lane in each direction, and restripe Foster Street to provide separate left and right-turn lanes
- Washington Street / McGrath Highway – Restripe Washington Street westbound to provide a left-turn lane and a shared through/right-turn lane, restripe Washington Street eastbound to provide separate left, through, and right-turn lanes, provide projected left-turn phase for Washington Street left-turns, and optimize timings
- Washington Street / Elm Street – Restripe Washington Street to provide one lane in each direction separated by a two-way left-turn lane
- Washington Street / Southern Artery – Reconstruct the Southern Artery southbound approach to provide two left-turn lanes and a shared through/right-turn lane, and optimize timings
- Granite Street / School Street – Reconstruct wheelchair ramps and crosswalks to improve pedestrian access
- Granite Street / Mayor Hannon Parkway – Restripe Mayor Hannon Parkway westbound to provide a left-turn lane and a shared through/right-turn lane, add protected left-turn phases for Mayor Hannon Parkway westbound and Granite Street southbound, install black-out signs that read “NO RIGHT TURN ON RED” when the pedestrian phase is actuated on all approaches, and optimize timing
- Mayor Hannon Parkway / McGrath Highway / Miller Stiles Road / Dennis Ryan Parkway – Construct left-turn lanes on Mayor Hannon Parkway, add protected left-turn phase for Dennis Ryan Parkway eastbound, and optimize timing
- Burgin Parkway Access Bridge – Construct a new bridge over the MBTA rail tracks connecting Burgin Parkway to the new Market Square Connector. The Burgin Parkway Access Bridge is one of the three Core Public Improvement Projects that the City is undertaking to facilitate the downtown redevelopment.

A parking demand analysis indicates that the Project will generate a peak parking demand of 4,702 parking spaces. Drivers typically perceive a parking lot as full when 90 percent of the parking spaces are occupied. Therefore, the available parking supply should exceed the peak parking demand by at least 10 percent to avoid excessive circulation of vehicles looking for an empty space. As a result, the parking supply on the Project Area should be at least 5,173 parking spaces to accommodate the peak parking demand. The Project includes 5,273 parking spaces in the Project Area which will accommodate the peak parking demand without causing excessive circulation of vehicles. A portion of the parking spaces will be designated for residential parking only to serve the residents living within Blocks 5A and 6B. In addition, a portion of the parking spaces will be designated as preferential parking for rideshare/carpool



participants and some will be used as storage areas for Zip Car service as part of the TDM program. The remaining parking spaces will be available for public use.

The Project is estimated to generate of 4,828 transit trips on an average weekday and 3,880 transit trips on an average Saturday. Approximately 351 trips on a weekday and 215 trips on a Saturday will utilize commuter rail service. Approximately 3,020 trips on a weekday and 2,604 trips on a Saturday will utilize rapid transit service. Approximately 1,457 trips on a weekday and 1,061 trips on a Saturday will utilize bus service. Chapter 3 provides a detailed analysis of the operations of each of these transit services under Existing and Build conditions. The commuter rail lines providing service to the Project via Quincy Center Station are anticipated to operate between 79 and 89 percent occupancy during the peak hours under Build conditions. Similarly, the MBTA Red Line through Quincy Center Station is expected to operate between 79 and 81 percent occupancy during the peak hours under Build conditions. The occupancy of each bus along each route will vary greatly, with a maximum occupancy of 87 percent on any bus on any route during the peak hours under Build conditions. The transit analysis indicates that the existing transit services can accommodate the additional trips generated by the Project without providing additional capacity. Modifications to some of the bus routes are required as a result of geometric roadway modifications proposed as part of the Adams Green Transportation Improvement project and the New Quincy Center Redevelopment project, which are discussed in Chapter 3.

Chapter 3 also provides a summary of the conditions of the existing pedestrian and bicycle facilities within the Study Area and identifies deficiencies. The Project is estimated to generate 2,450 pedestrian trips and 613 bicycle trips external to the Project Area on an average weekday. In addition, the Project will generate approximately 11,763 pedestrian trips and 1,282 bicycle trips internal to the Project Area by patrons, residents, and employees traveling between various uses on the Project Area as well as walking from parking areas to buildings. Sidewalks along all of the roadways within the project limits will be reconstructed as part of the project. These sidewalks will be widened to provide additional pedestrian amenities such as pedestrian scale lighting, benches, café seating, and other streetscape improvements. In addition, upgrades to the pedestrian signal equipment, sidewalks, and wheelchair ramps will be provided at many of the intersections outside the Project Area, particularly those located along major pedestrian routes. Detailed descriptions of these improvements are provided in Chapter 3.

The Proponents propose to implement a comprehensive Transportation Demand Management (TDM) program to minimize the number of vehicle trips to/from the Project Area. Measures to be included within the program were developed in conjunction with MassDOT and MassRIDES, and the Proponents will continue to work with MassDOT, MassRIDES, and MBTA to develop this program as the project progresses. A key component to the TDM program will be the creation of a -Project Area Transportation Coordinator (TC) or Transportation Management Office (TMO) to facilitate the program and distribute information to business owners, employers, and residents. A detailed description of the measures included within the TDM program is included in Chapter 3 and the key elements are listed below:

- Transit Measures:
  - Locate development in close proximity to MBTA commuter rail and rapid transit
  - Coordinate with MBTA to provide bus service on local roadways
  - Provide priority treatments for buses at intersections
  - Provide transit passes for residents included in the rent



- Offer transit subsidies for employees
- Pedestrian and Bicycle Treatments:
  - Provide bicycle racks on the Project Area
  - Provide bicycles and safety equipment for residents and employees
  - Provide showers for employees
  - Reconstruct sidewalks along Study Area roadways to improve pedestrian access
  - Implement priority treatments for walking and biking at intersections
- Parking Measures:
  - Provide preferential parking for rideshare and carpool
  - Implement parking fees in parking lots to discourage vehicle trips
  - Reduce parking provisions for residential units
  - Implement an IT System to direct drivers to open parking spaces
  - Implement dynamic parking fees for on-street parking spaces
- Other Measures:
  - Provide a Transportation Coordinator for the Project Area
  - Provide Zip Cars for resident use
  - Encourage vanpool and carpooling programs
  - Provide a monthly Commuter Bulletin
  - Facilitate events through coordination with Mass *RIDES*
  - Provide delivery services for retail patrons
  - Provide tow-behinds and shopping carts for residents
  - Implement a monitoring system to evaluate TDM goals

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## **Sustainable Design Features**

The Proponents are committed to implementing a wide range of green and sustainable design features throughout and will be pursuing LEED ND certification for the Project. In addition to meeting or exceeding standards for LEED certification, the Project will adhere to and be consistent with all ten of The Commonwealth of Massachusetts Sustainable Development Principles.

Sustainability is a key factor in the design and construction of the Project. The sustainable features of the Project begin with the fundamental planning premise of transit-based planning and center around a high density mixed-use building program with a walkable Project Area and the incorporation of low impact development and energy and water efficiency features within the Project. Further discussion of sustainable design features are discussed in the technical chapters of this DEIR.

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## **LEED for Neighborhood Development (LEED-ND<sup>®</sup>)**

The Proponents have committed to constructing the Project to obtain LEED for Neighborhood Development (2009 Edition) Silver certification. The Project is required to obtain 50-59 out of a possible 110 points, plus all 12 prerequisites from the LEED 2009 ND Project Scorecard in order to obtain the silver certification. The Project is in the preliminary design phase, however the design team has reviewed the LEED ND Project Scorecard and has preliminarily targeted the



points necessary to obtain the silver certification, see Table 1.10. As the Project design evolves and the certification process with the USGBC commences the actual points obtained may vary from those identified in Table 1.10, however a minimum of 50 points and 12 prerequisites will be obtained. The Proponents have already registered the Project with the USGBC on December 12, 2011, USGBC Project ID 1000020805.

In addition to obtaining LEED ND silver certification, the Proponents have committed to designing each of the proposed buildings so that they are each independently LEED certifiable under one of the USGBC LEED rating systems.



# Table 1.10 LEED Project Scorecard

LEED 2009 for Neighborhood Development Project Scorecard		Project Name: New Quincy Center		Date: 4/3/2012 - PRELIMINARY DRAFT	
<b>Smart Location and Linkage</b>		<b>27 Points Possible</b>		<b>Green Infrastructure and Buildings - Continued</b>	
Yes ? No	15   2   4	Yes ? No	2   3	Yes ? No	5
Prereq 1	Smart Location	Required	1	Credit 1	Certified Green Buildings
Prereq 2	Impaired Species and Ecological Communities	Required	1	Credit 2	Building Energy Efficiency
Prereq 3	Wetland and Water Body Conservation	Required	1	Credit 3	Building Water Efficiency
Prereq 4	Agricultural Land Conservation	Required	1	Credit 4	Water-Efficient Landscaping
Prereq 5	Floodplain Avoidance	Required	1	Credit 5	Existing Building Use
Credit 1	Preferred Locations	10	1	Credit 6	Historic Resource Preservation and Adaptive Reuse
Credit 2	Brownfield Redevelopment	2	1	Credit 7	Minimized Site Disturbance in Design and Construction
Credit 3	Locations with Reduced Automobile Dependence	7	1	Credit 8	Stormwater Management
Credit 4	Bicycle Network and Storage	3	1	Credit 9	Heat Island Reduction
Credit 5	Housing and Jobs Proximity	1	1	Credit 10	Solar Orientation
Credit 6	Steep Slope Protection	1	1	Credit 11	On-Site Renewable Energy Sources
Credit 7	Site Design for Habitat or Wetland and Water Body Conservation	1	1	Credit 12	District Heating and Cooling
Credit 8	Restoration of Habitat or Wetlands and Water Bodies	1	1	Credit 13	Infrastructure Energy Efficiency
Credit 9	Long-Term Conservation Management of Habitat or Wetlands and Water Bodies	1	1	Credit 14	Wastewater Management
Yes ? No	23   7   7	Yes ? No	11   1   1	Yes ? No	11   1   1
<b>Neighborhood Pattern and Design</b>		<b>44 Points Possible</b>		<b>Innovation and Design Process</b>	
Prereq 1	Walkable Streets	Required	1	1	3
Prereq 2	Compact Development	Required	1	2	2
Prereq 3	Connected and Open Community	Required	1	<b>Regional Priority Credit</b>	
Credit 1	Walkable Streets	12	1	2	0
Credit 2	Compact Development	6	1	<b>4 Points</b>	
Credit 3	Mixed-Use Neighborhood Centers	4	1	Credit 1.	Regional Priority Credit: Region Defined
Credit 4	Mixed-Income Diverse Communities	7	1	Credit 1.	Regional Priority Credit: Region Defined
Credit 5	Reduced Parking Footprint	2	1	Credit 1.	Regional Priority Credit: Region Defined
Credit 6	Street Network	2	1	Credit 2	LEED® Accredited Professional
Credit 7	Transit Facilities	1	1	<b>6 Points</b>	
Credit 8	Transportation Demand Management	2	1	Credit 1.	Innovation and Exemplary Performance: Provide Specific Title
Credit 9	Access to Civic and Public Spaces	1	1	Credit 1.	Innovation and Exemplary Performance: Provide Specific Title
Credit 10	Access to Recreation Facilities	1	1	Credit 1.	Innovation and Exemplary Performance: Provide Specific Title
Credit 11	Visibility and Universal Design	2	1	Credit 1.	Innovation and Exemplary Performance: Provide Specific Title
Credit 12	Community Outreach and Involvement	1	1	Credit 2	LEED® Accredited Professional
Credit 13	Local Food Production	2	1	<b>110 Points</b>	
Credit 14	Tree-Lined and Shaded Streets	1	1	<b>Project Totals (Certification estimates)</b>	
Credit 15	Neighborhood Schools	1	1	<b>Certified: 40</b>	
Yes ? No	5   9   8	Yes ? No	46   23   21	<b>110 Points</b>	
<b>Green Infrastructure and Buildings</b>		<b>29 Points Possible</b>		<b>Green Infrastructure and Buildings</b>	
Prereq 1	Certified Green Building	Required	1		
Prereq 2	Minimum Building Energy Efficiency	Required	1		
Prereq 3	Minimum Building Water Efficiency	Required	1		
Prereq 4	Construction Activity Pollution Prevention	Required	1		

## ANTICIPATED PERMITS, REVIEWS AND APPROVALS

Several local, state, and federal permits, reviews, and approvals are required prior to the start of construction. Table 1.11 below summarizes the permits, reviews, and approvals anticipated to be required for the Project, and the status of each.

<b>Table 1.11 Anticipated Permits, Reviews and Approvals</b>		
<b>Agency</b>	<b>Permit</b>	<b>Status</b>
<b>Federal</b>		
U.S. Environmental Protection Agency	NPDES Construction General Permit	To be filed prior to the start of construction
<b>Commonwealth of Massachusetts</b>		
Massachusetts Department of Environmental Protection	Sewer Connection Permit	To be filed upon completion of the MEPA review
Massachusetts Department of Transportation	Vehicular Access Permit	To be filed upon completion of the MEPA review
Massachusetts Environmental Policy Act	MEPA Certificate	ENF Filed July 25, 2011 DEIR Filed April 30, 2012
Massachusetts Historical Commission	Memorandum of Understanding	To be approved
<b>City of Quincy</b>		
Quincy Planning Board	Subdivision Approval	To be filed
Quincy Planning Board	Certificate of Consistency	To be filed
Quincy Historical Commission	Certificate of Appropriateness	To be filed
Quincy Conservation Commission	Notice of Intent/ Order of Conditions	To be filed



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## **Federal Permitting**

### **National Pollutant Discharge Elimination System Construction General Permit**

Under the National Pollutant Discharge Elimination System (NPDES) provisions of the Clean Water Act, the U.S. Environmental Protection Agency regulates water quality, sediment, and pollutant discharge of stormwater runoff from construction sites. Construction projects that propose the alteration of one or more acres of land must obtain coverage under the NPDES Stormwater Construction General Permit (CGP). The Proponents must submit a Notice of Intent to the EPA and must develop and implement a Stormwater Pollution Prevention Plan (SWPPP). A SWPPP details construction activities, erosion control measures, and inspection schedules to be implemented during construction to ensure that the construction activities do not have an adverse impact on wetlands and waterways. A CGP will be obtained prior to the start of construction.

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## **State Permitting**

### **Massachusetts Sewer Connection Permit**

The Project is estimated to generate in excess of 50,000 gpd of net new sanitary sewer flow to the City of Quincy's municipal sanitary sewer system, requiring a Sewer Connection Permit (BRP WP 74) from MassDEP.

### **MassDOT Vehicular Access Permit**

The Project is bounded by the newly constructed Mayor Hannon Parkway to the south. Direct access to and from the Project Area will be provided by Mayor Hannon Parkway. Geometric improvements to Mayor Hannon Parkway are proposed to improve turning movements into the Project Area. Due to the MassDOT jurisdiction over Mayor Hannon Parkway, a MassDOT Vehicular access permit will be required to undertake this work.

The Burgin Parkway Access Bridge is proposed to provide an additional access to the Project Area and reduce traffic congestion on Mayor Hannon Parkway. This bridge will cross the MBTA train tracks and will be maintained by MassDOT following construction. Therefore, an access permit will be required from MassDOT for construction of this bridge.

MassDOT has jurisdiction along a portion of Burgin Parkway extending from the Route 3 ramps through the intersection with Quincy Street. Improvements are proposed at the Burgin Parkway intersections with Centre Street, Penn Street, and Quincy Street to mitigate the impacts of the Project. Therefore, an access permit will be required from MassDOT for work completed within the state highway layout (SHLO).



## **Massachusetts Historical Commission**

To implement the Project, demolition of buildings within the Quincy Center Historic District will be required, as will renovations to historically significant buildings within the District. It is anticipated that the Proponents will enter into a Memorandum of Understanding (MOU) with MHC in connection with this work.

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## **Municipal Review**

### **Subdivision Approval**

In accordance with the "Rules and Regulations for Subdivision," as adopted by the Planning Board of the City of Quincy, the Project may require the development of a subdivision plan to create new public ways and new building lots with frontage on these newly created public ways and authorization maybe sought in connection with any such plan.

### **Certificate of Consistency**

In accordance with Title 17 Section 8.3 Quincy Center Districts, as amended, of the City of Quincy Zoning Ordinance, the Project will be reviewed, in whole or in part, by the Quincy Planning Board under the "Certificate of Consistency" (COC) process for projects within the Urban Revitalization District. The COC process has been established so that the City may determine if projects are consistent with the City's Urban Renewal Plan.

### **Quincy Conservation Commission - Order of Conditions**

Projects proposed in wetland resource areas or in the buffer zone must obtain a local Order of Conditions under the state and local jurisdiction. Wetland resources areas near the Project Area include Bank, Land Under Waterbodies and Waterways (LUWW), Bordering Vegetated Wetland (BVW), Riverfront Area (RA), Bordering Land Subject to Flooding (BLSF) and Fish Run, with Town Brook serving as a floodway conveyance for the 100-year and 500-year storm events.

The City of Quincy has a local Wetland Protection Regulation (Chapter 18.08) and Wetlands Protection Ordinance (Order No. 401 of 1987). Work within resource areas and the 100-Foot Buffer Zone will require the filing of a Notice of Intent (NOI). The resource areas regulated under the local Regulations and Ordinance are similar to those within the WPA. Work will be located within the Buffer Zones associated with Bank and BVW only with no direct or temporary impacts proposed within wetland resource area or the Riverfront Area. The NOI(s) will be filed with the Quincy Conservation Commission.

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## **PROJECT PHASING, SCHEDULE, AND COST**

The Project will be constructed in three distinct phases or "Steps" defined within the LDA agreements, which generally outline the development blocks, building program, and uses within the Project Area. See Figure 1.6 for a graphical depiction of the development blocks included in each Step.



“Step 1” includes retail, hospitality, entertainment, office, and residential uses, and is self-sufficient, self-parked, and needs little co-tenancy so it can be leased before construction has begun on subsequent Steps. Retail tenants are expected to include a large format anchor, a pharmacy, and a small grocery store. A hotel is included in Step 1, which will fill a niche in the current market. To enliven the street and create a mix of uses, Step 1 also includes residential units, which are intended to alert the market of a new desirable use in Downtown Quincy.

With the addition of new residential units, “Step 2” introduces a real residential neighborhood to the Downtown. A second hotel is included in Step 2 in order to stage market absorption of hotel rooms over time, and entertainment uses are introduced to the Project Area as well as new retail and office components. With the introduction of the various uses and the construction of a significant amount of parking, Step 2 completes the retail district west of Hancock Street as well as the redevelopment of the southern portion of Hancock Street and solidifies that streetscape. In addition to the various building program components, Step 2 includes the development of Market Square, a significant public space of New Quincy Center.

“Step 3” capitalizes on the “address” and “place making” established in the previous Steps, and completes the north end of Hancock Street, and creates cohesive blocks from a merchandising and aesthetic perspective and collectively transforms Quincy Square with the addition of new retail, office, and residential space.

The overall timeframe for the completion of the Project is approximately seven to ten years from the commencement of Step 1 and will be in accordance with the terms and conditions set forth in the LDA. The total estimated cost of the Project build-out is \$1.6 Billion. A more detailed discussion of the construction phasing is provided in Chapter 10 of this DEIR.

The Project phasing presented in this DEIR is based on the currently anticipated construction schedule and, the project phasing may be modified to address market conditions and tenant scheduling requirements. Modifications to the phasing will not alter the overall Project impacts and mitigation commitments.

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### **City Permitting Benchmarks**

The Land Disposition Agreement between the City and the Redeveloper outlines a number of permitting and construction deadlines associated with the project. A copy of the LDA was provided in Appendix N of the EENF.

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### **City Core Public Improvement Projects**

As part of the LDA, the City is obligated to complete the following three Core Public Improvement projects associated with providing upgraded infrastructure within and adjacent to the URD:

1. Town Brook Enhancement Project;
2. Burgin Parkway Access Bridge; and



### 3. Adams Green Transportation Improvement Project.

The Burgin Parkway Access Bridge Project is the only Core Public Improvement project associated with the Quincy Center Redevelopment Project and subject to this MEPA filing. The Burgin Parkway Access Bridge was the subject of a Phase I waiver request in the EENF, which requested that the design review and permitting of the bridge by MassDOT be allowed prior to the completion of the MEPA process. The Phase I waiver was approved, and the Burgin Parkway Access bridge design is currently being reviewed by MassDOT. The Town Brook Enhancement Project and Adams Green Project have been identified as being separate, independent undertakings from the Project by the MEPA Office.

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#### **Public Funding Summary**

The City of Quincy has been pursuing multiple funding sources to pay for the core public improvements that the City is obligated to construct. To date the City has been successful in obtaining \$50 million from the Commonwealth of Massachusetts through the Infrastructure Investment Incentive Program, or I-Cubed.

I-Cubed is a new financing program to support job growth and economic development in the Commonwealth of Massachusetts, as it will finance new public infrastructure improvements necessary to catalyze new private development. Infrastructure investments will be financed through a cost and risk sharing arrangement among the Commonwealth, respective municipality, and the private developer.

On October 11, 2011, the Secretary of Administration and Finance issued a preliminary approval for \$50 Million in bonding capacity targeted for the three core public improvement projects in the proximity of the Project—the Burgin Parkway Access Bridge, Adams Green, and the Town Brook Enhancement Project. It should be noted that the Burgin Parkway Access Bridge is the only core public improvement project directly linked to the project presented in this DEIR. Unlike other I-Cubed projects wherein the private developer is responsible for the construction of the infrastructure improvements, in this case, the City will serve as the Public Infrastructure Developer for the Burgin Parkway Access Bridge, as well as the Town Brook and Adams Green projects. The City of Quincy and Hancock Adams Associates are in the process of working with to develop an agreement with the Commonwealth (Executive Office of Economic Development, Administration and Finance, MassDevelopment, and the Department of Revenue) which will outline the terms and conditions of how the public improvements will move forward.

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## **SUMMARY OF ALTERNATIVES**

As part of the alternatives analysis evaluation process and in response to the Secretary's Certificate, several alternatives were evaluated in this DEIR document: No-Build Alternative, the Preferred Redevelopment Building Program, an Alternative Redevelopment Building Program, an Alternative with more open space and an Alternative with less parking. Based on the goals and objectives of the Proponents the Preferred Alternative presented in this document is most appropriate for the redevelopment of Quincy Center and can be appropriately mitigated.



Chapter 2 of this DEIR provides supporting technical documentation and narratives associated with the alternatives evaluated.

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## **CONSISTENCY WITH LOCAL AND REGIONAL PLANS AND PUBLIC PROCESS**

The Redeveloper has agreed with the City that activities of the Redeveloper will be undertaken in accordance with the provisions of a Chapter 121A and the Land Disposition Agreement. Under special legislation adopted for the Project, the Land Disposition Agreement serves as the Regulatory Agreement under Chapter 121A and governs these activities which include acquiring fee simple title to the parcels owned by the City in the Project Area and causing the Project to be constructed, maintained, and operated in accordance with the URDP.

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### **Quincy Downtown Vision, Framework, and Strategy**

In November 2003, the Quincy Patriot Ledger published “City Smarts” a special three-part report that looked at Quincy Center’s history, examined other downtowns throughout the country, and suggested best practices that could be applied to revitalize downtown Quincy. Based on the report, the City undertook a vision and design process in January 2004 with two public forums designed to engage the wider community in a discussion of downtown Quincy’s potential. In June 2004, and then again in October 2005, Quincy hosted two community-wide planning charrettes that gave residents the opportunity to express their own vision for revitalization and then test their ideas in several break-out sessions.

This community-based planning initiative resulted in consensus concerning the challenges that any revitalization plan for the downtown would need to address. Then residents, business owners, property owners, preservationists, environmentalists, public service providers, and City officials developed a remarkable level of agreement around ten core goals for Quincy Center.

1. Build on historic assets to reinvigorate downtown.
2. Foster a lively mixed-use district: add housing, commercial, and retail uses.
3. Create a vibrant public realm – promote lively, walkable streets by adding signature parks and expanding retail opportunities.
4. Organize more special events.
5. Encourage transit use and strengthen pedestrian connections.
6. Resolve parking and traffic issues.
7. Work with businesses to make physical improvements.
8. Support new entertainment spaces – add a visitor center, arts theater, or cultural center.
9. Address environmental issues.
10. Create new zoning to promote implementation of the community vision.

With the core goals in place, the City began crafting the strategy and framework to achieve Quincy’s Vision for a revitalized downtown. A series of core urban design principles were developed that address and integrate the many facets of Quincy Center’s rich and varied history



and character that may serve to provide the structure of a new, revitalized 21<sup>st</sup> century downtown that is reinvigorated physically, socially, and economically.

The Quincy Downtown Vision, Framework, and Strategy was released to the public in August 2006. Several strategies that the City might undertake were suggested, most of which were similar to the recommendations made in the 1973 and 1996 Quincy Center Plans. The New Quincy Center Redevelopment Project is consistent with the Quincy Downtown Vision, Framework, and Strategy Report and the completion of the Project will realize the goals of this Report.

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### **City of Quincy Urban Revitalization and Development Plan (Urban Renewal Plan)**

On July 6, 2007, The Department of Housing and Community Development approved the Quincy Center Urban Revitalization District Plan. The URDP establishes the Quincy Center Urban Revitalization District, a 55-acre Urban Renewal Area, comprising a portion of the Downtown District. It identifies two large City-owned parcels, the Hancock Parking Lot and the Ross Garage, that the City will dispose of to stimulate private redevelopment. The Plan also gives the City the ability to negotiate directly with potential developers for the redevelopment of these parcels, and will also provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives.

The Urban Renewal Plan identifies certain public actions necessary to make the Quincy Center URD a more pedestrian-friendly area, with streetscape improvements, new open space elements and traffic calming measures at key intersections. The Urban Renewal Plan embodies the principles of the Downtown Vision Plan and has received critical input from a citizen's advisory committee created to ensure that the public's vision for the downtown, first formulated during the community workshops, is carried through to this URDP. The Quincy Center URDP has two amendments associated with the finalized plan as follows:

#### **First Amendment to the Quincy Center Urban Revitalization and Development Plan**

After careful evaluation, on April 14, 2008, the City selected a Designated Redeveloper, Hancock Adams Associates, LLC, for the purposes of the acquisition and sale of certain City parcels to be redeveloped as part of the URDP.

Upon designation of the Redeveloper, the City and Redeveloper undertook a number of studies with respect to the creation of the Quincy Center Redevelopment Plan from an engineering, design and economic standpoint. This effort led to the creation of the initial redevelopment program for Quincy Center based on existing conditions and current private market demand.

The First Amendment to the Quincy Center Urban Revitalization and Development Plan (URDP #1) describes the new redevelopment program and the adoption of a phased development approach. URDP #1 also introduces a new administrative review process for urban renewal projects and further revised parking requirements.



The URDP #1 was required to amend both the Quincy Center Zoning Ordinance and the Quincy Center District Design Guidelines to reflect urban renewal actions, so that all three documents would work together moving forward.

Finally, through economic analysis of the proposed redevelopment program and the public improvement projects that are needed to support significant new redevelopment, it was determined that District Improvement Financing alone cannot support all of the public improvement costs. In addition, DIF's financing mechanism uses new tax growth from private buildings that could not be realized until after the public improvements were to be constructed, further complicating public improvement financing strategies.

URDP #1 proposes a unique financing approach that involves the use of the Chapter 121A program. Chapter 121A was adopted by the Legislature in the 1960s to encourage development in urban areas. If a proposed redevelopment project satisfied certain urban renewal criteria, the owners would not have to pay standard real estate taxes based on the City's assessment of the building. Instead, the owner would pay a lower excise tax to the state based upon a statutory formula, plus certain so-called Section 6A payments usually negotiated with the local municipality. The Redeveloper has agreed to make 121A payments to Quincy that will be *more* rather than *less* than the amount of assessed real estate taxes when the project is completed. This approach may sound counter-intuitive, but the higher payment ensures that Quincy will have a robust source of revenue to finance the debt service of bonds issued to finance the public improvements. A more detailed discussion of the Chapter 121A Agreement is provided later in this Chapter.

## **Second Amendment to the Quincy Center Urban Revitalization and Development Plan**

Once the First Amendment to the URDP was adopted, this facilitated negotiations between the City and Hancock Adams Associates, LLC to finalize the responsibilities and requirements of both parties in relation to the development of the Project. On January 25, 2011, the New Quincy Center Land Disposition Agreement was enacted for this purpose.

Through the second Amendment to the URDP, the LDA was submitted to the Department of Housing and Community Development for final authorization, and was subsequently approved in April, 2011.

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## **City of Quincy Designation as Gateway City**

The Massachusetts Gateway Cities are a group of 24 former industrial mill cities, similar in their manufacturing heritage, population, and high incidence of poverty. The group initially comprised 11 cities named in a 2007 report co-authored by the [Brookings Institution](#) and the [Massachusetts Institute for a New Commonwealth](#) titled "[Reconnecting Massachusetts Gateway Cities: Lessons Learned and an Agenda for Renewal](#)." The report revealed how these communities, which all had legacies of economic success, struggled as the state's economy shifted toward skills-centered knowledge sectors, which increasingly cluster in and around [Boston](#). Although the Gateway Cities continue to lose ground on measures of basic economic performance, these cities continue to retain potential and, in addressing the disparities found in these areas, one must confront some of the Commonwealth's thorniest housing, sprawl, and



workforce problems. Along the way, the study provides a fresh look at a state economy that is at once spatially uneven and increasingly in need of a new state-local partnership to respond to those divides.

The City of Quincy was classified as a Gateway City in 2010 by amendment of a legislative definition (Section 3A of Chapter 23A of the General Laws) put in place in 2009, which expanded the initial group of 11 cities to 24 cities. Under the amended definition, Gateway Cities have a population between 35,000 and 250,000, with an average household income below the state average and an average educational attainment rate below the state average.

Recent passage of legislation focusing on Gateway Cities provides incentives for redevelopment within these Gateway Communities, affording the City the opportunity to unlock the unrealized potential and opportunities present in the Project Area.

### **Quincy Center Zoning Districts**

The creation of the new Quincy Center Zoning Districts (QCZD-10 and QCZD-15) encourages redevelopment through more flexible dimensional and parking requirements for residential and commercial uses. Generally, the Planning Board is the Special Permit Granting Authority and Site Plan Review Authority for the Quincy Center Zoning District. These regulations remove the major roadblocks of redevelopment by making redevelopment projects more cost effective for the developer due to the following: increased height limit; quicker and easier navigation through the permitting process with the designation of the Planning and Community Development Department as the Special Permit Granting Authority. For Urban Renewal Use projects such as the Project, which is to be reviewed under the URDP, the Planning Board issues a certificate of consistency after the successful review of the project rather than a special permit and site plan review. For components of a project in excess of 15 stories, a special permit is required from the City Council. The applicable parking requirements are established by the Planning Board as part of the certificate of consistency process in lieu of the requirements of the Zoning Ordinance.

Other key components of the new zoning include:

- Allowing multi-family residential, office, and mixed use as of right.
- Amending residential parking requirement to reflect number of bedrooms as opposed to number of units. This will more closely reflect the actual parking needs.
- Encouragement of shared parking.
- Site Plan Review and Special Permits for all projects. This will ensure the appropriate development, which will be reviewed in a timely manner.
- Establishing sustainable development criteria for Site Plan Approval, including historical and architectural context, respected pedestrian-friendly development, accessible common areas, and first floors that encourage public interaction.

The New Quincy Center Redevelopment Project meets the goals and requirements of the Quincy Center Zoning Districts. For example, elements of the Project include mixed-use buildings that include residential uses, building footprints to back-of-sidewalk, and several buildings in excess of ten stories that will maximize density, and plans for an integrated shared parking program for the more than 3,000 new spaces distributed throughout eight new facilities to meet demand.



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## **Executive Order 385 – Planning for Growth**

The Executive Office of Energy and Environmental Affairs through its Smart Growth/Smart Energy initiatives and policies seeks to achieve land use planning and development that is consistent with the smart conservation, clean energy, and economic growth goals and sustainable development principles of the Patrick Administration.

For more than ten years, EEA's land use planning policies and programs have helped to keep Massachusetts in the forefront of innovative state approaches to smart growth with technical assistance programs, tools, and direct outreach to local officials and decision makers across the Commonwealth.

EEA's approach to smart growth is to focus on concentrating growth in existing urban locations with infrastructure, minimizing land consumption, encouraging permanent protection of critical natural resources, promoting environmental equity, and locating and designing new developments in ways that provide needed homes and businesses while maintaining environmental integrity.

Originating in 1996 with the issuance of Executive Order 385 "Planning for Growth," EEA's smart growth efforts were greatly expanded between 1998 and 2002 into the Community Preservation Initiative which focused on building a constituency for smart growth at the grassroots level and providing municipal decision makers the information and resources necessary to enhance the quality of life in Massachusetts on a community-by-community and watershed-by-watershed basis.

Executive Order 385 – Planning for Growth (the "Order"), which was signed by Massachusetts Governor William Weld in 1996, acknowledges the interrelationship between protection of the Commonwealth's natural, historic and aesthetic resources and the economic well-being of the Commonwealth. It calls for proactive and coordinated planning, or growth management, in order to balance environmental protection and economic development.

The Order specifies a policy of actively promoting economic activity and growth which is supported by adequate infrastructure and which does not result in, or contribute to avoidable loss of environmental quality and resources. It also calls for infrastructure development designed to minimize adverse environmental impacts.

Rather than promulgate new rules and regulations, the Order promotes proactive planning, interagency coordination, incentives, assistance, and streamlining of regulatory processes to facilitate economic activity consistent with the Order.

### **Requirements of Executive Order 385**

Executive Order 385 requires proactive implementation by all agencies, departments, boards, commissions, and authorities of the Commonwealth ("Agencies"). It requires each Agency to be proactive in complying with the Order as it relates to individual projects by



- Rehabilitating, revitalizing, and reusing infrastructure, structures and sites rather than constructing new facilities in, or developing, areas with significant environmental value, whenever possible;
- Minimizing unnecessary loss or depletion of environmental quality and resources in the siting, design, funding, construction, and permitting of infrastructure, and;
- Making an express finding as to the consistency of funding or permitting decisions with the Order.

### **Compliance with Executive Order 385**

The Project is consistent with the directive of Executive Order 385 in rehabilitating, revitalizing, and reusing infrastructure and structures within the Project Area, rather than constructing new facilities in other areas of the Commonwealth with significant environmental value.

The Project proposes to take full advantage of the existing public railway infrastructure at the existing Quincy Center MBTA Station, as well as existing perimeter roadways and existing network of public infrastructure to provide access and services to the Project. Additional vehicular and pedestrian improvements will be incorporated into the project to optimize vehicular access and circulation as well as pedestrian safety and connectivity.

Redeveloping Quincy Center, will result in the most impactful economic benefit with the least environmental impact. Implementation of additional low impact development techniques coupled with a reduction in impervious area and streamlined traffic circulation will reduce the direct air and water quality impacts, as well as the indirect impacts of increased urban density. The Project's proposed high density urban redevelopment near the Quincy Center MBTA rail station, rather than the decentralized patterns of sprawl and its subsequent impacts typical to new development, are also consistent with Executive Order 385.

Finally, as described in the LDA and URDP, the City has promoted proactive planning and interagency coordination, and has provided planning and growth management assistance within the Project Area.

Over the past seven years the City staff worked closely with other state agencies on policies, programs, and incentives intended to care for the natural and built environment by promoting sustainable development through the integration of energy, environmental, housing, and transportation policies, programs, and regulations.

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### **Land Disposition Agreement**

On December 20, 2010 the Quincy City Council unanimously approved the New Quincy Center Land Disposition Agreement. Executed on January 25, 2011, the new public/private partnership between the City and Hancock Adams Associates, LLC facilitates the \$1.6 Billion redevelopment plan.

The LDA establishes the private/public partnership and sets forth the terms and conditions upon which the purchase of City parcels is to occur, the development of the Project as a whole, and



the various rights and obligations of the Redeveloper and the City with respect to the Project design and design standards, construction, and funding of the costs of the Public Improvements.

The Land Disposition Agreement was entered into by the City and the Redeveloper, chosen as the designated developer under the City's Urban Renewal Development Plan to redevelop two parcels of real estate in the City known as the Ross Garage and the Hancock Parking Lot (City parcels) together with other land in the Project Area to be acquired privately by the Redeveloper.

The URDP recognizes that significant public infrastructure improvements, typical of a major urban renewal project, in the nature of the replacement or upgrading of existing municipal utilities, the modification of and additions to roadways and other traffic infrastructure, the construction of new public parking facilities as well as other improvements (collectively, the "Public Improvements") are critical to the success of the New Quincy Center Redevelopment Project.

The public parking garages to be included in the Project will be integrated in buildings and structures that will be devoted to private use; likewise the utilities serving these public/private buildings and structures cannot be separately constructed. The relocation and creation of new roadways will involve both public and private land, and it is impractical to divide the construction of these integrated components. Accordingly, the design, permitting, and construction of the Public Improvements cannot be undertaken separately from the private developments that will be simultaneously constructed with them and for that reason the Redeveloper is the appropriate party to undertake the design, permitting, and construction of the Public Improvements concurrent with the design, permitting, and construction of the remainder of the Project.

In addition to the general Public Improvements, the Proponents have identified three improvements that will generally benefit the Project Area. Identified as the "Core Public Improvements," (CIP) they consist of (a) the enhancement and realignment of Town Brook to the south side of the Concourse, (b) the reconstruction of Hancock Common, and (c) the construction of a bridge above the MBTA rail line to facilitate a connection between Burgin Parkway and Hancock Street.

The City will pursue governmental funding opportunities for the design and construction of the Core Improvement Projects, for which the aggregate cost presently is estimated to be fifty million dollars (\$50,000,000). The remaining CIPs are intended to be initially funded and constructed by the Redeveloper, and later acquired by the City upon substantial completion. The contemplated acquisition funding of the CIPs will come from a combination of:

1. Available public funding.
2. The proceeds from the sale of City parcels.
3. The proceeds of municipal bonds underwritten with the increased revenues from the Redevelopment Project (through payments under Chapter 121A Agreements and the net revenue from the new public parking garages in the Redevelopment Project).
4. Possible private equity and/or debt if such other sources are insufficient.



As negotiated in the LDA, the City and Redeveloper recognize that securing governmental funding will be critical to the commencement of the Redevelopment Project, and as such, the City has begun the process of securing governmental funding with the assistance of the Redeveloper. In order for the redevelopment process to be successful, the URDP reflects that the City must be willing to devote a significant portion of the anticipated increase in tax revenues from the Project to underwrite the debt service on the City Bonds to be issued to fund these costs and that the City will issue Bonds for these purposes.

The New Quincy Center Project as outlined in the LDA is the culmination of the community's desire to think creatively and act boldly to realize its vision for a new 21<sup>st</sup> century downtown.

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### **Special Legislation**

The proposed redevelopment of the Project Area will be undertaken in accordance with Massachusetts General Laws Chapter 121A, as administered and supplemented as provided in special legislation adopted for the City of Quincy and the Project by Chapter 32 of the Acts of 2011, and Massachusetts Regulations 760 CMR 25.00, which authorize the creation of single-purpose, project-specific, private Urban Renewal Corporations for undertaking residential, commercial, civic, recreational, historic or industrial projects in areas which are considered to be decadent, substandard, or blighted open. The City of Quincy has determined that the Project Area is considered to be decadent and blighted, and falls into the classification of areas that are subject to 121A Agreements.

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### **Quincy Center District Design Guidelines**

To aid its review of downtown projects, the Quincy Planning Board adopted the Quincy Center District Design Guidelines (the "Design Guidelines"). The Design Guidelines work to project Quincy's vision for downtown and protect the district's traditional urban fabric from inappropriate new construction, misguided rehabilitation, and unwanted demolition. The zoning and Design Guidelines will assure that new work reflects the goals of adjoining property owners and the community.

In May 2009, the City amended the design guidelines to include sections on public art and urban renewal uses. In October 2010, the Design Guidelines were amended a second time to expand the Sustainability section to reflect recommendations made by the Planning Board's Green Subcommittee.

The Project complies in all respects with the Quincy Center District Design Guidelines. Project specific detailed Development Design Standards were also developed for the Project which exceed the level of detail required by the Quincy Center District Design Guidelines. The Development Design Standards were approved and are included as part of the New Quincy Center Land Disposition Agreement as Exhibit C.



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## **Quincy Center Historic District**

The Quincy Center Historic District generally overlays the parcels along the east and west sides of Hancock Street. The existing historic resources within the Project Area are documented in Chapter 9, "Historic and Preservation Planning" and provide an assessment and discussion of the existing conditions and potential Project impacts and mitigations. The City of Quincy Historic Survey Update (2008-2009) is included in the EENF.

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## **Quincy Center DIF Development and Invested Revenue Plan**

On July, 10 2007, the Massachusetts Economic Assistance Coordinating Council (EACC) approved the Quincy Center District Improvement Financing Development and Invested Revenue Plan. For purposes of completing the Quincy Center DIF application, the City developed three redevelopment/bonding scenarios and requested an initial bonding authority of \$30 million, based on the City-owned Hancock Lot redevelopment opportunity. The adoption of the DIF Plan gave Quincy a new powerful financing tool and signaled to the development community that Quincy was willing to use it to facilitate the redevelopment of its downtown. The New Quincy Center Redevelopment Project is consistent with the DIF Plan in that Quincy is contributing significant public financing for several Public Improvements that will support new private investment.

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## **The Commonwealth of Massachusetts Sustainable Development Principles**

The Commonwealth of Massachusetts Sustainable Development Principles declare that care for the built and natural environment should be considered via sustainable development through a series of ten principles. The Commonwealth seeks to advance these principles in partnership with regional and municipal governments. The New Quincy Center Redevelopment Project will adhere to and be consistent with all of the following ten Sustainable Development Principles:

- 1 Concentrate Development and Mix Uses
- 2 Advance Equity
- 3 Make Efficient Decisions
- 4 Protect Land and Ecosystems
- 5 Use Natural Resources Wisely
- 6 Expand Housing Opportunities
- 7 Provide Transportation Choice
- 8 Increase Job and Business Opportunities
- 9 Promote Clean Energy
- 10 Plan Regionally



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## Metropolitan Area Planning Council MetroFuture Long Range Plan

The Metropolitan Area Planning Council's MetroFuture Plan is a vision for the Eastern Massachusetts region through 2030 where: (i) growth is focused in areas where it already exists and linked by an efficient transportation system; and (ii) land and natural resources are conserved. The MetroFuture Plan calls for investments in improving health and education, providing opportunities for all residents of the region, regardless of race or ethnicity; and expanding prosperity benefits broadly. It was developed with the participation of thousands of "plan builders" that shared their visions for the future of the region, evaluated alternative scenarios using data and sophisticated computer models, and developed priorities. The process concluded with formal adoption of the MetroFuture Plan in 2008.

Through this process, MAPC has created demographic and economic projections of the region's future, a set of 65 specific goals for the year 2030, objectives and indicators to measure progress toward achieving these goals, 13 implementation strategies containing recommendations for actions needed, and a constituency of "plan builders" poised to make the vision a reality.

The New Quincy Center Redevelopment Project embodies many of the goals and objectives found in the MetroFuture Plan including:

### *Sustainable Growth Patterns:*

1. Focused growth
2. Reuse of land and buildings
4. Growth in town and village centers
5. Growth near transit
6. High quality design
7. Community character
8. Historic preservation
9. Green spaces
10. Informed, proactive planning

### *Housing Choices:*

19. Accessible housing
20. Appealing urban housing options

### *Community Vitality:*

21. Safe communities
23. Access to parks and playgrounds
24. Access to healthy food
25. More physical activity
31. Civic engagement

### *Regional Prosperity:*

33. Competitive in the knowledge economy
34. Green technology leadership
35. Robust small business sector
36. Consistent economic development policies



#### 43. Strong arts and cultural sector

##### *Transportation Choices:*

- 45. Increase transit ridership
- 47. More walking and biking
- 48. Less driving
- 50. Better transportation for the disabled
- 51. Linked transportation and planning
- 53. Efficient project construction
- 54. Safe roads and bridges

##### *Healthy Environments*

- 56. Fewer greenhouse gas emissions
- 57. Decreasing energy use
- 61. Sustainably managed water resources
- 65. A network of green spaces

The MetroFuture Plan recommends several implementation strategies for short- and long-term planning, policy and spending changes at every level of government, and steps that can be taken by the private sector and even by individual households across the region. Together, they serve as a critical guide for achieving the MetroFuture goals by 2030.

As detailed in the EENF and this DEIR, the New Quincy Center Redevelopment Project is consistent with the following implementation strategies of the MetroFuture Plan:

- Implement coordinated plans
- Strengthen municipal finance
- Build regional collaboration
- Enable compact growth
- Improve city life
- Expand access to housing
- Support healthy families
- Invest in a skilled workforce
- Focus economic growth
- Coordinate transportation alternatives
- Conserve natural resources

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## **PUBLIC OUTREACH SUMMARY**

Creation of the New Quincy Center Redevelopment Plan has, from its earliest stages, been marked by wide-ranging public outreach to the City's multiple and diverse communities throughout every stage of plan development and implementation. The outreach process began in 2003 with the formation of a Downtown Redevelopment Committee made up of business and civic leaders. Their charge was to examine how downtown could be transformed into a vibrant economic and residential zone. Committee members spent seven months applying their collective knowledge and experience to the task of creating a comprehensive, community-based planning process.



The first major component of the planning process's public information strategy was the *Quincy Patriot Ledger's* publication of "City Smarts," a special three-part report. The report discussed the changes—regulatory, design, and uses—that Quincy might want to consider in order to reinvigorate downtown, described how other cities have succeeded in reviving downtowns, identified which downtown sites would be best suited for redevelopment, and detailed the recent emphasis of the state to promote "smart growth" principles.

The process continued with two public forums held in January 2004. Both were designed to engage the wider community in a discussion of downtown Quincy's potential. The forums included presentations of findings by City and state officials as well as by the urban planning firm of Goody Clancy and Associates who were brought on board to assist with the effort.

In April 2004, the City hosted the first of two public planning charrettes designed to engage the community in a discussion on downtown revitalization. With a focus on the redevelopment of the five-acre City-owned Hancock Surface Parking Lot, over 100 Quincy residents, business leaders, and officials participated in the charrette. The consensus that resulted from this public process was for a new, revitalized Quincy Center. The success of the first charrette with its limited focus led to a second charrette in October 2005. This time, residents were given the opportunity to express ideas for the entire downtown area and then test those ideas in several breakout sessions.

In August 2006, the "Quincy Downtown Vision, Framework, and Strategy" was released. The report identifies the many challenges the City faces with downtown revitalization efforts and captures Quincy's *Vision* for a revitalized downtown developed through the public forums and planning charrettes. The *Framework* and *Strategy* moves the planning process to the next phase of implementing various programs and policies that will lead to significant new investment in Quincy Center. (See Appendix H Quincy Downtown Vision, Framework, and Strategy in the EENF).

On June 21, 2006, the City established a Citizens Advisory Committee (CAC) to provide critical input with the development of the Quincy Center Urban Revitalization and Development Plan. The CAC met regularly throughout the remainder of 2006 and into 2007. The CAC provided testimony at the May 21, 2007 Quincy URDP Public Hearing and issued a report to the Quincy City Council dated May 31, 2007. The Quincy City Council adopted the Quincy Center URDP that was later approved by the Department of Housing and Community Development on July 6, 2007.

On January 8, 2010 the Department of Housing and Community Development (DHCD) approved the First Amendment to the Quincy Center URDP (URDP #1) followed by approval of the Second Amendment to the Quincy URDP (URDP #2) on April 20, 2011. In each case, the City reconvened the CAC to review and provide feedback on the development of each URDP amendment. The CAC participated in the public hearings for both amendments and issued reports to the Quincy City Council. The City will reconvene the CAC to review and comment on any future amendments to the Quincy Center URDP to ensure the public will continue to have a voice in the redevelopment plan for the Project (See Appendix D of the EENF).

On April 14, 2008, the City selected Hancock Adams Associates, LLC as the Designated Redeveloper for the Quincy Center URDP. Between January and April 2009, City and Hancock



Adams Associates representatives embarked on a public outreach campaign to introduce residents to the Redeveloper and allow residents to comment on the proposed redevelopment program. Meetings were held throughout Quincy with groups including:

Merrymount Neighborhood	Germantown Neighborhood
Ward IV Senior Citizen Committee	Ward IV Civic Committee
Adams Shore Association	Adams National Historic Neighborhood
Hospital Hill Neighborhood	Ward V Civic Committee
Montclair/Wollaston Association	Marina Bay Civic Association
Asian-American Civic Association	Ward I Civic Committee
Ward VI Civic Committee	Ward III Civic Committee
Atlantic Neighborhood	Ward II Civic Committee
Quincy 2000 Corporation	Quincy Business Council
1000 Southern Artery Senior Assoc.	Squantum Neighborhood Association
Quincy Environmental Network	South Shore Chamber of Commerce.

The Proponent's public outreach effort culminated with a May 28, 2009 presentation made to the Quincy City Council as part of the Quincy Center URDP #1 Public Hearing. The presentation was broadcast live on Quincy Access Television (QATV), the City's local access television station and later edited for rebroadcast throughout the summer of 2009.

Over the next year-and-a-half the following seven programs on downtown revitalization efforts were produced and broadcast on QATV:

- 6/5/2009 Tour by 50 Quincy residents and officials of Hancock Adams Associates, LLC recent redevelopment project Blue Back Square in West Hartford, CT.
- 6/23/2009 Mayor Thomas Koch's Economic Impact Announcement on the proposed Hancock Adams Associates plan.
- 10/28/2009 Release of the award winning documentary that explored the state of downtown infrastructure systems and described the need for new systems in order to support redevelopment activities titled "New Quincy Center: Past-Present-Future".
- 3/31/2010 Public presentation as part of the Adams Green Public Space Preliminary Design effort.
- 6/9/2010 Second public presentation as part of the Adams Green Public Space Preliminary Design effort.
- 10/13/2010 Quincy Center URDP #2 presentation and public hearing.
- 11/22/2010 Quincy City Council public hearing on the New Quincy Center Land Disposition Agreement.

Throughout the public outreach process, the City has made available, through its website [www.quincyma.gov](http://www.quincyma.gov), plans and reports relating to the downtown activities. The Redeveloper has also used its website at [www.newquincycenter.com](http://www.newquincycenter.com) to provide opportunities to view information on its redevelopment plans. Both the City and Hancock Adams Associates will continue to use multimedia tools to disseminate information on the proposed redevelopment Project as whole as well as specific actions that will occur.

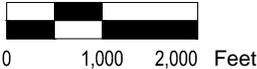
Following its earlier special report titled "City Smarts" the *Quincy Patriot Ledger* launched the "Develop Quincy" special report in March 2010 in response to the introduction of Hancock Adams Associates and their plans for downtown to the public. Primarily an online based clearing



house of information on down revitalization efforts, Develop Quincy continues to be accessible by the general public and includes over 100 newspaper stories the *Patriot Ledger* has written as well as several graphics, maps, and video footage.

Recently, the Proponents continue to make concerted efforts to bring the Quincy's revitalization story to the wider planning and state/local government community. Presentations on the New Quincy Center Project have been made at the 2009 Southern New England American Planning Association Annual Conference, at Metropolitan Area Planning Council meetings, and at the Urban Land Institute. In April 2011, Quincy organized a mobile workshop to downtown that was part of American Planning Associations National Conference being held in Boston.

To date, the development of the URDP and New Quincy Center Project have been open and public processes and will continue be so through the state and local permitting processes.



NOTES:

1. USGS TOPOGRAPHIC MAPS FROM THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MassGIS). COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.

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Design Group  
51 Sleeper Street  
Suite 600  
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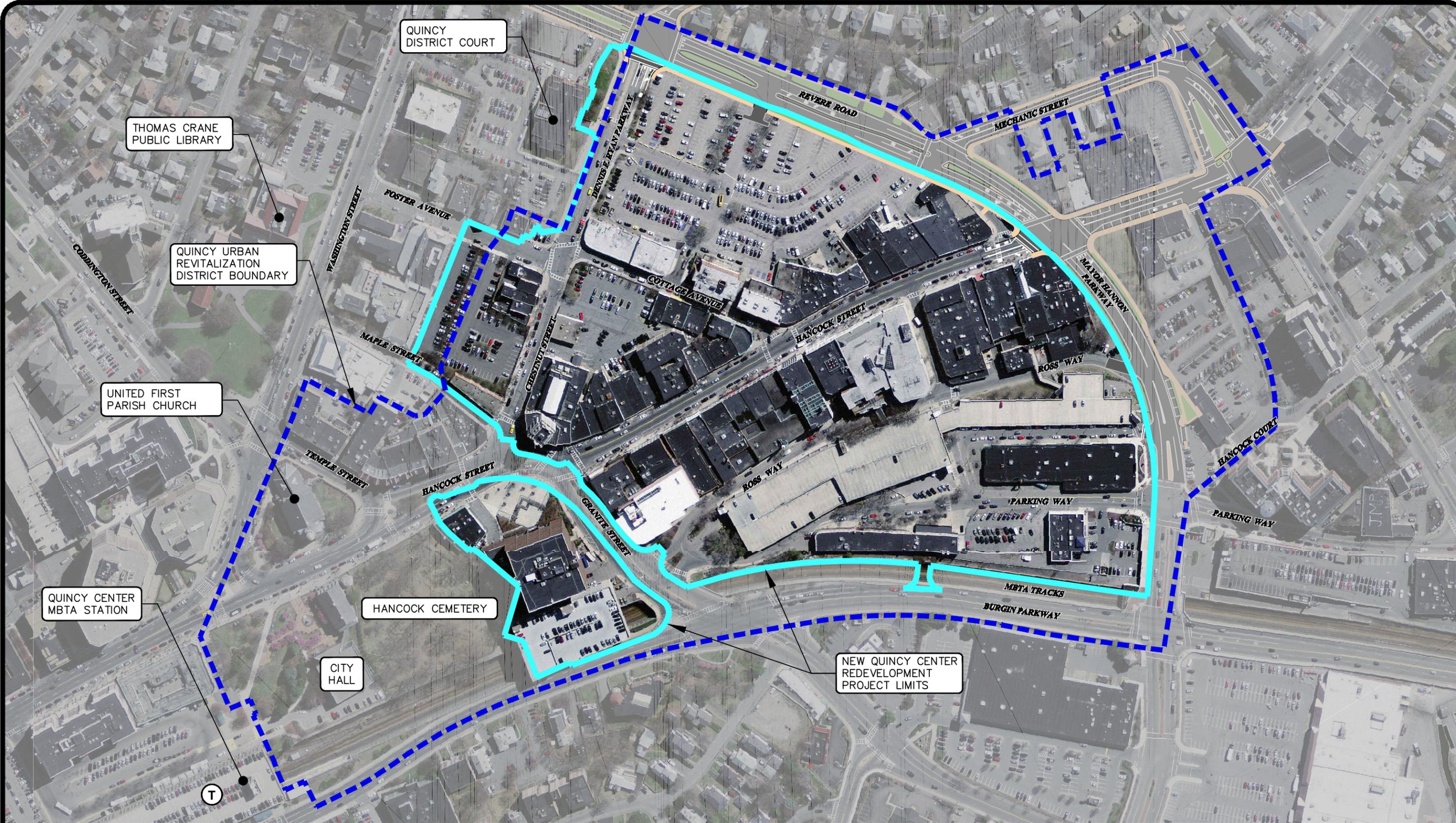
Figure 1.1

April 30, 2012



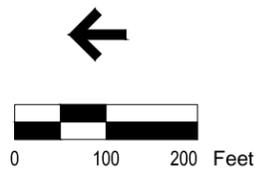
City of Quincy  
City Hall  
1305 Hancock Street  
Quincy, MA 02619

Project Location Map  
USGS Topographic Map  
Draft Environmental Impact Report  
New Quincy Center Redevelopment  
Quincy, Massachusetts



NOTES:

1. AERIAL MAPPING FROM THE OFFICE OF GEOGRAPHIC AND ENVIRONMENTAL INFORMATION (MassGIS). COMMONWEALTH OF MASSACHUSETTS EXECUTIVE OFFICE OF ENERGY AND ENVIRONMENTAL AFFAIRS.



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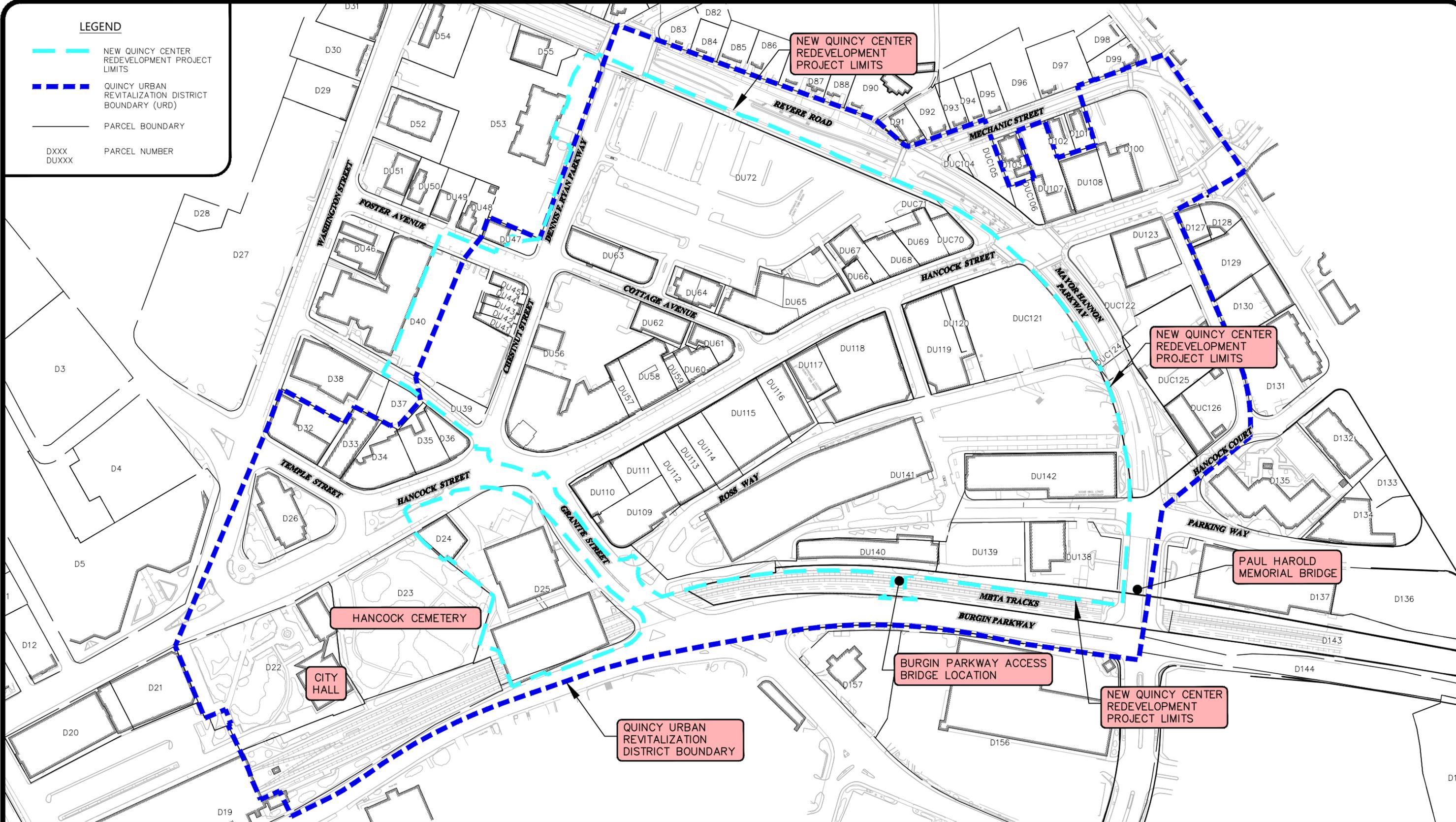
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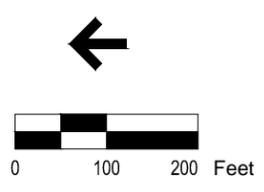
April 30, 2012

Existing Conditions Map  
 Draft Environmental Impact Report  
 New Quincy Center Redevelopment  
 Quincy, Massachusetts

LEGEND

-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  QUINCY URBAN REVITALIZATION DISTRICT BOUNDARY (URD)
-  PARCEL BOUNDARY
- DXXX  
DUXXX





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Figure 1.4

April 30, 2012

Proposed Redevelopment Plan  
Draft Environmental Impact Report  
New Quincy Center Redevelopment  
Quincy, Massachusetts

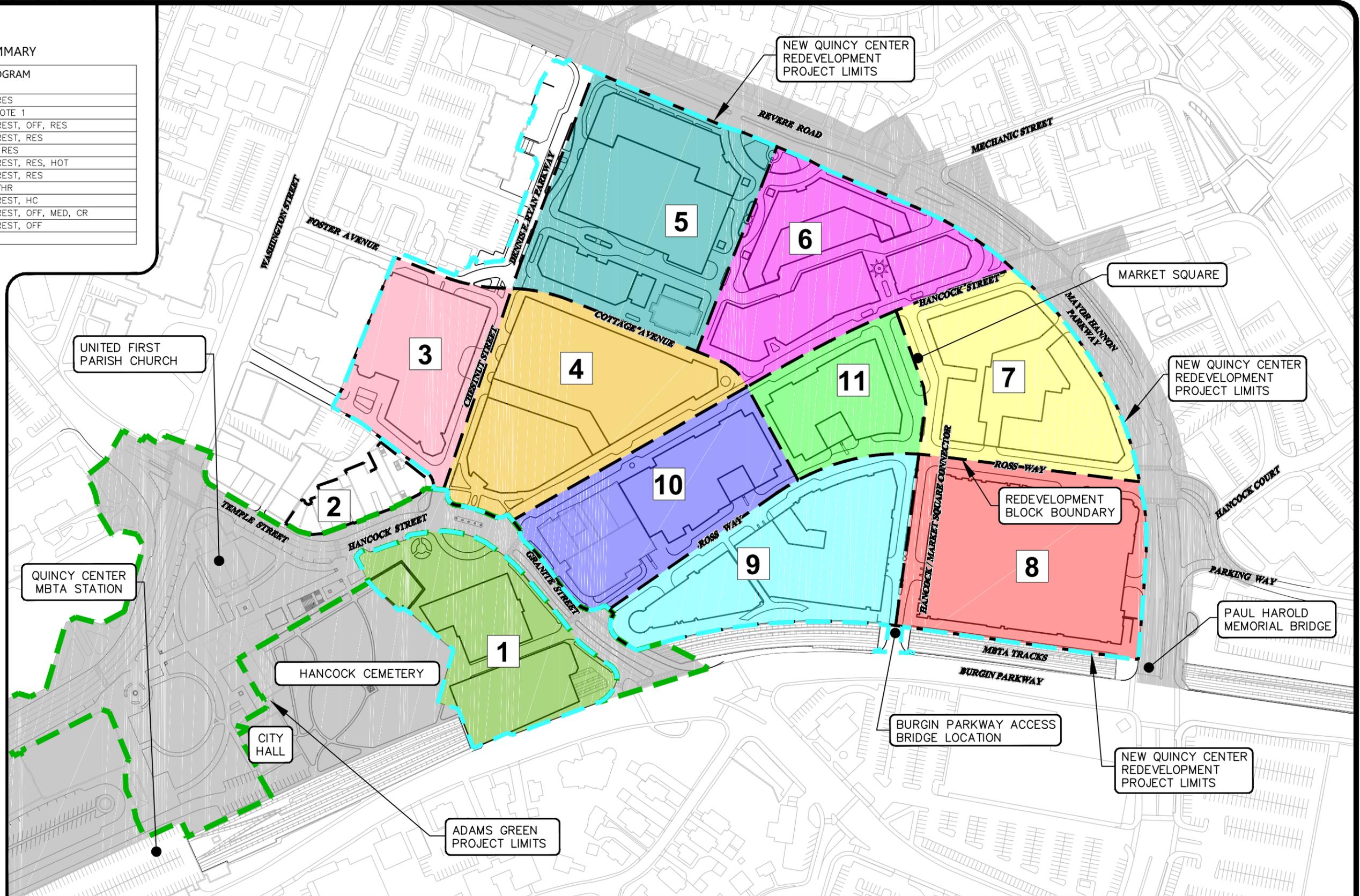
REDEVELOPMENT SUMMARY

BLOCK	AREA		PROGRAM
	LAND	BUILDING	
1	1.9± Ac.	62,390 SF	RET, RES
2	-	EX	SEE NOTE 1
3	2.1± Ac.	299,700 SF	RET, REST, OFF, RES
4	3.4± Ac.	304,770 SF	RET, REST, RES
5	4.1± Ac.	546,710 SF	REST, RES
6	3.5± Ac.	709,960 SF	RET, REST, RES, HOT
7	3.1± Ac.	275,200 SF	RET, REST, RES
8	4.0± Ac.	329,600 SF	RET, THR
9	3.2± Ac.	108,390 SF	RET, REST, HC
10	2.7± Ac.	552,180 SF	RET, REST, OFF, MED, CR
11	1.8± Ac.	544,310 SF	RET, REST, OFF
TOTAL	29.8± Ac.	3,733,210 SF	

Notes:  
 RET - RETAIL  
 REST - RESTAURANT  
 OFF - OFFICE  
 RES - RESIDENTIAL  
 THR - MOVIE THEATER  
 HOT - HOTEL  
 MED - MEDICAL OFFICE  
 HC - HEALTH CLUB  
 CR - CLASS ROOM

LEGEND

-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  ADAMS GREEN PROJECT LIMITS
-  QUINCY CENTER DEVELOPMENT BLOCK BOUNDARY



NOTES:

1. BLOCK 2 NOT INCLUDED AS PART OF THE NEW QUINCY CENTER REDEVELOPMENT PROJECT AND IS SHOWN FOR REFERENCE ONLY.

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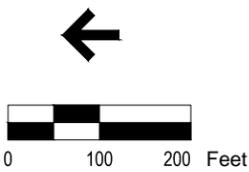
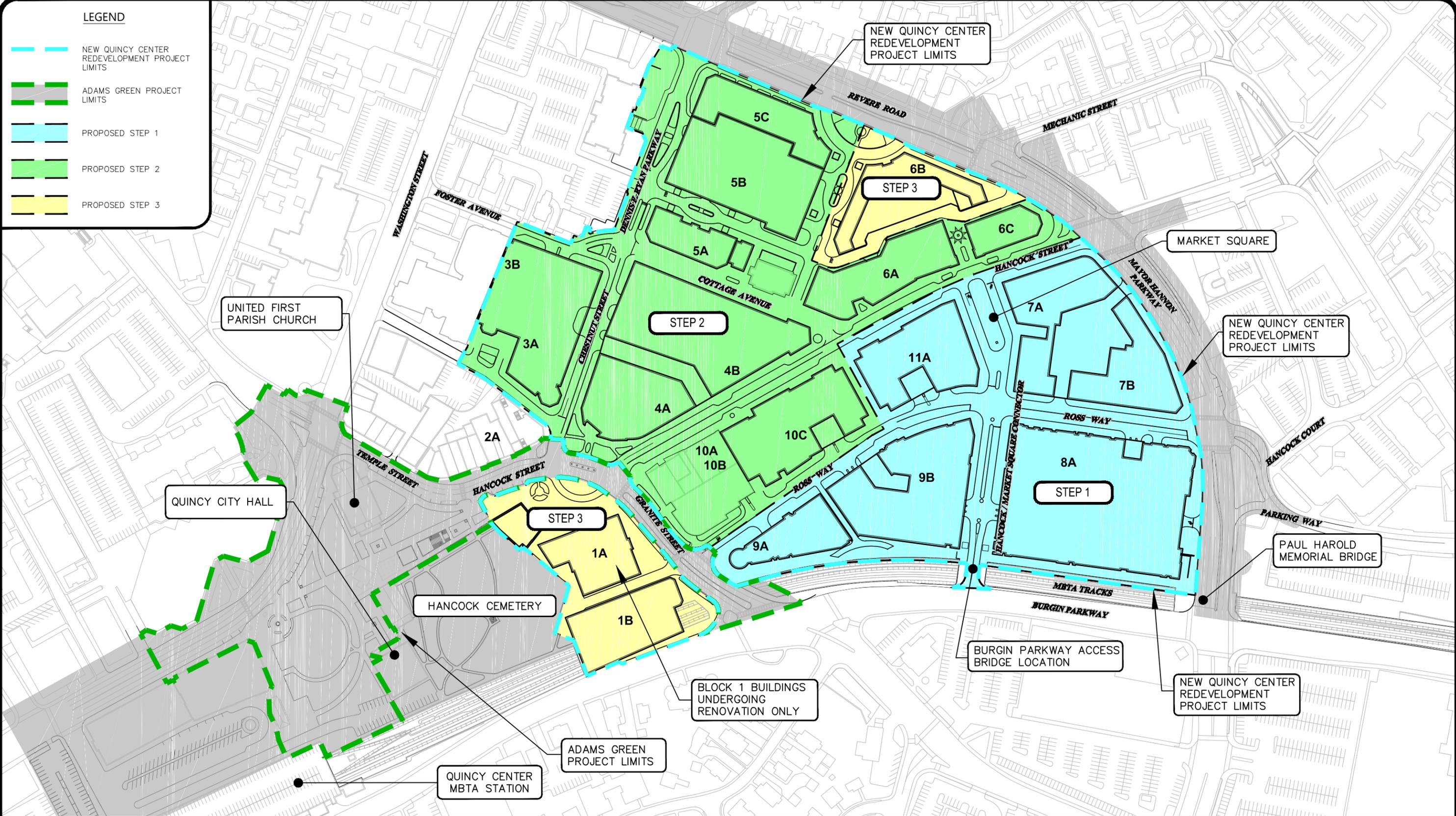


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Figure 1.5

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Proposed Redevelopment Blocks  
 Draft Environmental Impact Report  
 New Quincy Center Redevelopment  
 Quincy, Massachusetts



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*Hancock Adams Associates*

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Quincy, MA 02169



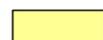
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Figure 1.6

April 30, 2012

Proposed Redevelopment Steps  
Draft Environmental Impact Report  
New Quincy Center Redevelopment  
Quincy, Massachusetts

**LEGEND**

-  PROPOSED BUILDING
-  EXISTING BUILDING
-  PROPOSED STREETScape
-  PROPOSED LANDSCAPE
-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  ADAMS GREEN PROJECT LIMITS



**NOTES:**

1. TOWN BROOK ENHANCEMENT PROJECT OPEN SPACE SHOWN FOR REFERENCE ONLY
2. PROPOSED ADAMS GREEN PROJECT OPEN SPACE SHOWN FOR REFERENCE ONLY

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Figure 1.7 April 30, 2012

Conceptual Public Open Space  
Amenity Plan  
Draft Environmental Impact Report  
New Quincy Center Redevelopment  
Quincy, Massachusetts

