

Section 1.0 OVERVIEW AND PROJECT DESCRIPTION

1.0 OVERVIEW AND PROJECT DESCRIPTION

The City of Quincy (Public Redeveloper) and Hancock Adams Associates, LLC (HAA, the Private Redeveloper) are co-proponents (the Proponents) for the New Quincy Center Redevelopment (the Project) proposed in Quincy, Massachusetts. The Project is a major urban revitalization and economic development consisting of a high-density, mixed-use redevelopment on approximately 31 acres of predominantly underutilized properties within a blighted urban core. This Project area lies primarily within the City of Quincy's 55-acre Urban Revitalization District (URD). Upon completion, the Project will consist of approximately 3.7 million square feet of retail, restaurant, office, residential, hotel, recreational, entertainment, institutional, and parking spaces. The Project area is shown in Figures 1.1 and 1.2.

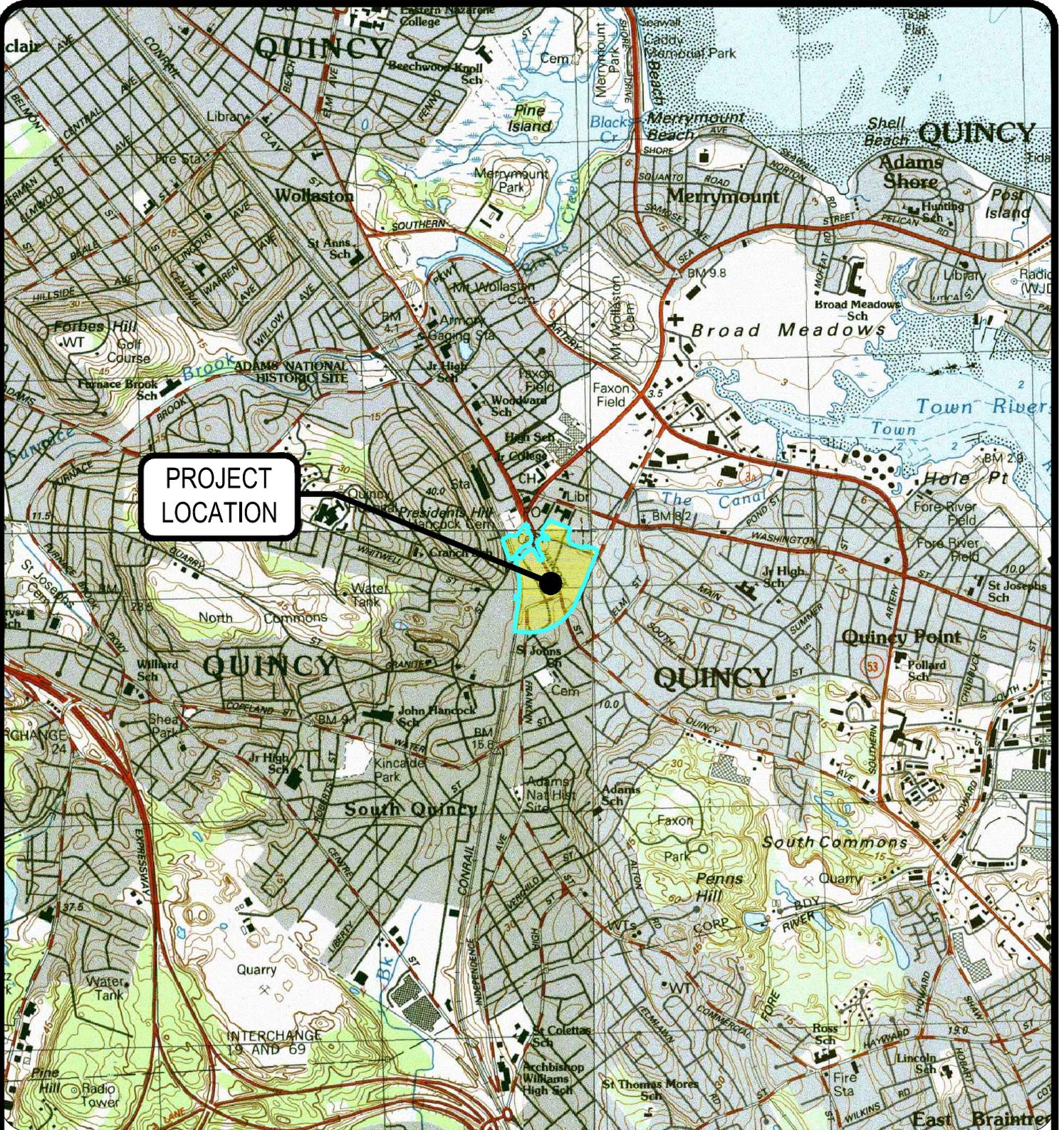
The Project presents a unique opportunity to implement recognized national, state, and regional planning, economic development, and environmental priorities. The Proponents have committed to targeting a Silver level of certification in the U.S. Green Building Council's (USGBC's) Leadership in Energy and Environmental Design – Neighborhood Development (LEED-ND) program, and will seek Project certification. Furthermore, this large-scale, integrated redevelopment project provides an opportunity to implement many of the Metropolitan Area Planning Council's (MAPC's) MetroFuture goals and objectives as well as the Commonwealth's Sustainable Development Principles.

1.1 Introduction; Certificate of the Secretary of Energy and Environmental Affairs

The content of this Final Environmental Impact Report (EIR) responds to the scope of analysis defined in the Massachusetts Executive Office of Energy and Environmental Affairs (EEA) Secretary's Certificate on the Draft EIR issued on June 22, 2012. A copy of the Certificate is included in Section 8.0, Response to Comments. Since the Project involves financial assistance from the Commonwealth, the Massachusetts Environmental Policy Act (MEPA) Office has broad scope jurisdiction.

1.2 Project Description

On July 6, 2007, the Department of Housing and Community Development (DHCD) approved the Quincy Center Urban Revitalization and Development Plan (URDP), contingent on completion of MEPA review. The URDP established a 55-acre urban renewal area, of which the 31-acre Project area is a part (see Figure 1.2). As a major urban revitalization and economic development project, the Project will create approximately 3.7 million square feet of new retail, restaurant, office, residential, hotel, recreational, entertainment, and institutional spaces and expanded parking capacity through the addition of new structured and surface parking facilities. This redevelopment will be achieved with new construction as well as renovations. Table 1-1 contains a summary of the existing Project area buildings and the proposed redevelopment program, and Figure 1.3 illustrates the proposed preliminary redevelopment plan.



0 1,000 2,000 Feet

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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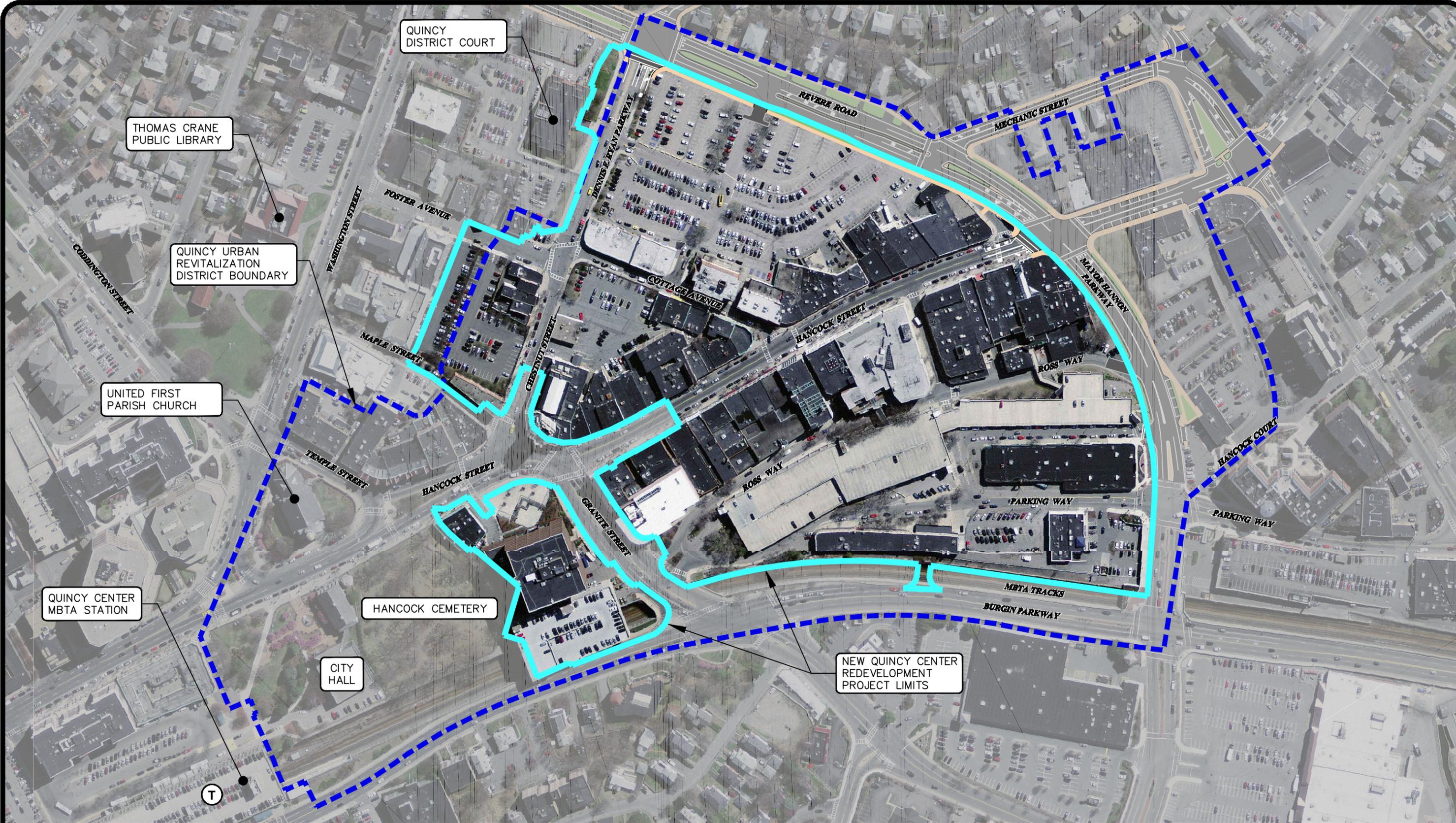
Figure 1.1

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

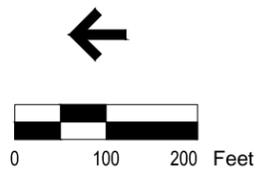


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NOTES:

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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Figure 1.2

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Existing Conditions Map
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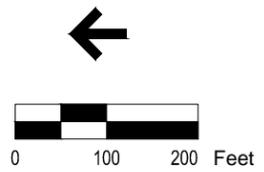


LEGEND

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

PROPOSED PRIMARY LAND USE SCHEDULE

- R PROPOSED RETAIL
- RE PROPOSED RESIDENTIAL
- O PROPOSED OFFICE
- H PROPOSED HOTEL
- PK PROPOSED PARKING GARAGE
- EX EXISTING BUILDING TO REMAIN



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Figure 1.3 October 31, 2012

Proposed Redevelopment Plan
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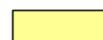
Table 1-1 Existing Project Area and Proposed Redevelopment Program

<i>Use</i>	<i>Existing</i>		<i>Proposed New Development</i>	<i>Net Change</i>
	<i>To be Demolished</i>	<i>To be Retained</i>		
	<i>Gross Area sf, (#)</i>	<i>Gross Area sf (#)</i>	<i>Gross Area sf (#)</i>	<i>Gross Area sf, (#)</i>
Office	366,089	286,388	901,930	535,841
Medical Office	-	-	103,628	103,628
General Retail	261,399	27,346	250,250	-11,149
Supermarket	7,945	-	54,215	46,270
Regional Shopping / Superstore	-	-	130,753	130,753
Classroom	-	-	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 (882)	-	88,493 (3,210)	67,323 (2,328)
Loading/ Service	-	-	90,537	90,537
Structured Parking (spaces)	306,391 (842)	190,836 (527)	1,848,416 (4,725)	1,657,580 (3,883)
Surface Parking (spaces)	N/A (843)	-	N/A (21)	N/A (-822)
Total	730,671	338,380	3,733,207	3,002,535

Streetscape improvements, new public open space elements, pocket parks, and traffic calming measures at key intersections are also significant elements of the Project design. These elements will collectively create a more pedestrian-friendly downtown area that will be consistent with the goals of the Quincy Center URDP, Downtown Vision Plan, and Quincy Center District Design Guidelines. While general design aesthetics of the Project will be consistent with these overarching plans and guidelines, the streetscape design will include varied storefronts to promote visual interest and reflect the individual characteristics of tenants. This will create a sense of place that will have geographical compatibility as well as distinctive interest.

Public open spaces will be focal points within the proposed redevelopment, and together with improved streetscapes will compose the essential framework for the Project (see Figure 1.4). These spaces will create opportunities for the public to gather and seek refuge within an otherwise dense urban landscape, and will be suitable venues for seasonal and civic events as well as outdoor marketplaces. A network of sidewalks and enhanced streetscapes will establish pedestrian-friendly connections between public open spaces. Sidewalks will be designed to encourage walking, and trees and landscaping treatments will create aesthetically-pleasing and pedestrian-friendly areas.

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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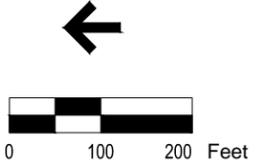
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Figure 1.4 October 31, 2012

Conceptual Public Open Space
Amenity Plan
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New Quincy Center Redevelopment
Quincy, Massachusetts



1.2.1 Sustainable Design

Sustainability is a key factor in the Project design and construction, with sustainability beginning with the fundamental premise of transit-based planning where development centers on a high-density, mixed-use building program that is walkable and incorporates low-impact development (LID) features. The Proponents have committed to targeting LEED-ND Silver and will seek certification, and have also committed to designing each of the proposed buildings so they are each independently LEED-certifiable under one of the LEED rating systems. In addition, the Project will adhere to and be consistent with all ten of the Commonwealth's Sustainable Development Principles. To promote efficient water use, the Project will include low-flow plumbing fixtures, faucet aerators, and automatic shutoff valves. Consistent with LEED-ND standards, landscaping materials will include drought-tolerant plant species and sustainable lawns.

The Project will replace aged existing stormwater infrastructure with an advanced stormwater management system that will fully comply with Massachusetts Department of Environmental Protection (MassDEP) Stormwater Management Policy and associated Standards as well as the City of Quincy's National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Separate Storm Sewer System (MS4) General Permit. Proposed stormwater management 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, LID features, and infiltration where subsurface conditions allow. It is expected that the Project will reduce impervious area relative to existing conditions, and by increasing landscaped areas the Project is expected to reduce stormwater runoff. A detailed analysis of proposed stormwater management is provided in Section 2.2.

1.2.2 Bicycle and Pedestrian Accommodations

The proposed redevelopment of Quincy Center is intended to create a more pedestrian-friendly area with streetscape improvements, new open space elements, and traffic-calming measures. A network of sidewalks and enhanced streetscapes will establish pedestrian-friendly connections between public open spaces, and sidewalks will be designed to encourage walking. Trees and landscaping treatments will create aesthetically-pleasing and pedestrian-friendly areas.

Sidewalks along all roadways within Project limits will be reconstructed, and these will be widened to provide additional pedestrian amenities such as lighting, benches, café seating, and other streetscape improvements. In addition, many intersections outside of the immediate Project area, particularly those along major pedestrian routes, will also benefit from improved pedestrian signal equipment, enhanced sidewalks, and wheelchair ramps.

The City of Quincy's Department of Planning and Community Development has begun preparing a bicycle circulation and infrastructure plan to promote bicycling and improve the safety of bicyclists throughout Quincy's roadway network (see Section 4.4.3). The plan is expected to be completed over the next year, and will serve as a guiding document for prioritizing the provision of bicycle accommodations. Bicycle accommodations proposed as mitigation for the New Quincy Center Redevelopment Project will be consistent with goals of the Master Plan. Bicycle accommodations are discussed in greater detail in Section 4.4.

The Transportation Demand Management (TDM) program described in the Draft EIR and supplemented by Section 4.6 of this Final EIR will include the following measures to promote bicycle use and pedestrian activity:

- ◆ Various types of bicycle parking will be provided in the Project area based on proposed uses within each redevelopment block (see Section 4.4.7 for a detailed discussion of proposed bicycle parking);
- ◆ Bicycles and safety equipment will be available for pedestrians and employees;
- ◆ On-site showers will be available for employee use;
- ◆ Reconstructed sidewalks will enhance pedestrian access and safety; and
- ◆ Priority treatments for walking and biking will be implemented at intersections.

1.3 Public Benefits

The Project presents an extraordinary redevelopment opportunity with substantial public benefits to Quincy, the region, and the Commonwealth. Completion of the Project will establish Quincy as an active and vibrant destination with new housing options, revitalized areas of commerce, new open spaces, and public amenities. The Project will also significantly improve existing environmental and transportation conditions through completion of substantial new infrastructure upgrades. Perhaps most significantly, the Project will have major economic benefits and will serve as the catalyst for significant, sustained job creation within the community and region. Specific Project benefits include, but are not limited to:

- ◆ Creation of approximately 4,240 construction-period jobs over the course of Project construction;

- ◆ Creation of approximately 2,862¹ new full- and part-time hotel, retail, and office jobs;
- ◆ Creation of a pedestrian-friendly downtown area with streetscape improvements, new open space elements, and traffic-calming measures;
- ◆ Activation of downtown Quincy through the introduction of new entertainment and residential spaces;
- ◆ Resolution of existing parking and traffic deficiencies;
- ◆ Installation of an advanced stormwater management system which will significantly improve stormwater management within the Project area by employing structural and non-structural BMPs as well as LID features;
- ◆ Replacement of the majority of existing aged water and sewer infrastructure within the Project area;
- ◆ Completion of inflow and infiltration (I/I) removal projects to benefit the City's wastewater system (see Section 3.1); and
- ◆ Improved pedestrian and bicycle safety associated with proposed transportation-related improvements (see Section 4.4).

1.4 Changes in the Project since the Draft EIR

The mix and types of uses proposed for this redevelopment have not significantly changed since the Draft EIR was filed, and there has been no significant change in overall Project density. However, since filing the Draft EIR the Proponents have advanced the Project design and performed additional analyses pertaining to the redevelopment, each of which is briefly described below:

- ◆ The redevelopment of Block 4 is now proposed to occur as the initial stage of Step 1, thus accelerating this relatively small but important portion of the Project (see Section 1.7);
- ◆ The direct local watershed tributary to the Project area has been revised to reflect existing stormwater flow diversions, and the Study Area has been reduced from the previously-delineated 84-acre direct local tributary watershed to a revised 58-acre direct local tributary watershed (see Section 2.2.1). In addition, although the Project is contingent upon completion of the separate Town Brook Enhancement Project, at

¹ Source: May 2012 Executive Office of Administration and Finance Independent Consultant's analysis of the Quincy Center I-Cubed proposal.

the request of MassDEP the Proponents have prepared an additional analysis reflecting the existing conditions for the Project area prior to realignment of Town Brook (in the Draft EIR, the existing conditions analysis was based on an already-realigned Town Brook). Finally, at the request of MassDEP, the Proponents have analyzed the potential re-routing of discharges from the MBTA Lift Station towards upstream reaches within Town Brook;

- ◆ Coordination between the City of Quincy and the Massachusetts Water Resources Authority (MWRA) has led to the City identifying specific I/I removal projects for the Private Redeveloper to perform for sewer mitigation for the Project (see Section 3.1);
- ◆ A traffic modeling analysis has been completed, and is described in Section 4.1;
- ◆ The Proponents have evaluated bus route changes required by the Adams Green Transportation Improvement Project and have proposed a number of additional public transit amenities to be provided by the Private Redeveloper that include bus shelters, wayfinding signage, and improved lighting (see Section 4.2);
- ◆ The Proponents have revised the proposed TDM program to include additional mitigation measures (see Section 4.6);
- ◆ The greenhouse gas (GHG) analysis has been revised, as described in Section 5.0; and
- ◆ Most of the Project impacts to historic buildings remain unchanged from the Draft EIR. The Proponents continue to consider the use of state and federal historic tax credits for the Granite Trust bank building at 1400 Hancock Street.

1.5 Summary of Permit Requirements

The Project will require the permits, reviews, and approvals listed in Table 1-2.

Table 1-2 Permits, Reviews, and Approvals Required for the Project

Agency/Regulatory Authority	Permit and/or Purpose of Approval
<i>Federal</i>	
U.S. Environmental Protection Agency	National Pollutant Discharge Elimination System (NPDES) Construction General Permit
<i>State</i>	
Massachusetts Department of Environmental Protection	Sewer Connection Permit
Massachusetts Department of Transportation	Vehicular Access Permit
Massachusetts Environmental Policy Act	Environmental Review
Massachusetts Historical Commission	Memorandum of Understanding
<i>Local</i>	
Quincy Planning Board	Subdivision Approval Certificate of Consistency
Quincy Conservation Commission	Order of Conditions
Quincy Historical Commission	Certificate of Appropriateness

1.6 Summary of Project Impacts and Mitigation Measures

Section 7.0 describes proposed mitigation measures in response to Project impacts. Table 7-1 provides a summary of impacts and mitigation measures.

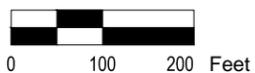
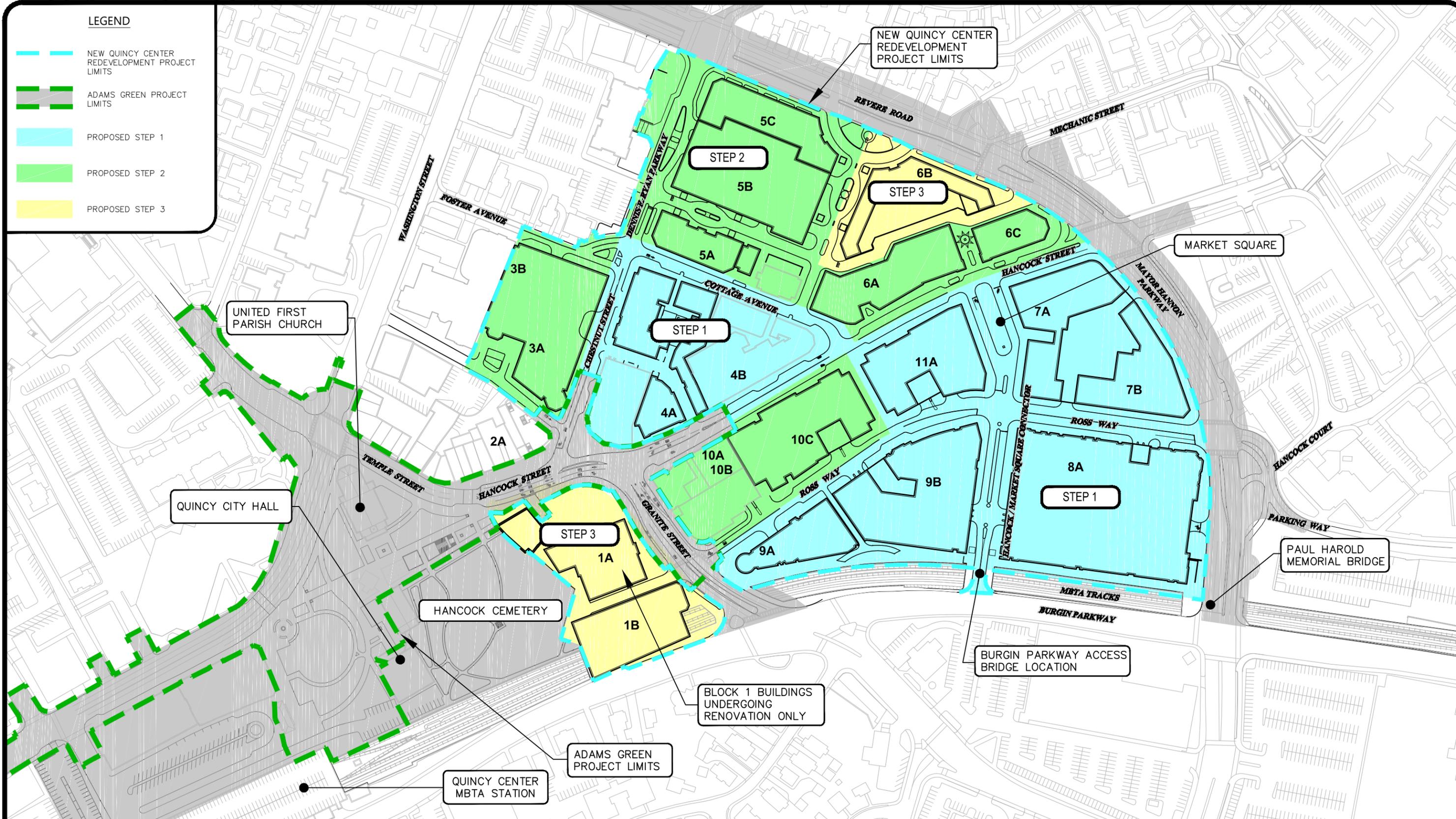
1.7 Project Schedule

Project construction will occur in three steps: Step 1 will involve construction of Blocks 4, 7, 8, 9, and 11, with initial construction of Block 4 serving as a catalyst for the remainder of Step 1; Step 2 will involve construction of Blocks 3, 5, 6A, 6C, and 10; and Step 3 will involve construction of Blocks 1 and 6B. The three steps of Project construction are shown in Figure 1.5, and redevelopment blocks are identified in Figure 1.6. Each step is summarized below:

- ◆ Step 1 will be composed of retail, health club, hospitality, entertainment, office, and residential uses, and will be self-sufficient and self-parked. Since these uses will need little co-tenancy, Step 1 could be leased before construction begins on subsequent steps. The Proponents expect retail tenants to include, but not be limited to, a large-format anchor, pharmacy, and small grocery store. The residential and retail components of Step 1 will activate the streetscape and encourage pedestrian activity, and are furthermore intended to publicize the new Quincy Center as a vibrant and desirable location. In addition to the various building program elements, Step 1 includes the development of Market Square, a significant new public space proposed as part of the Project. The Proponents intend to accelerate Project commencement (and with it, the important new job

LEGEND

-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  ADAMS GREEN PROJECT LIMITS
-  PROPOSED STEP 1
-  PROPOSED STEP 2
-  PROPOSED STEP 3



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Figure 1.5

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Proposed Redevelopment Steps
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New Quincy Center Redevelopment
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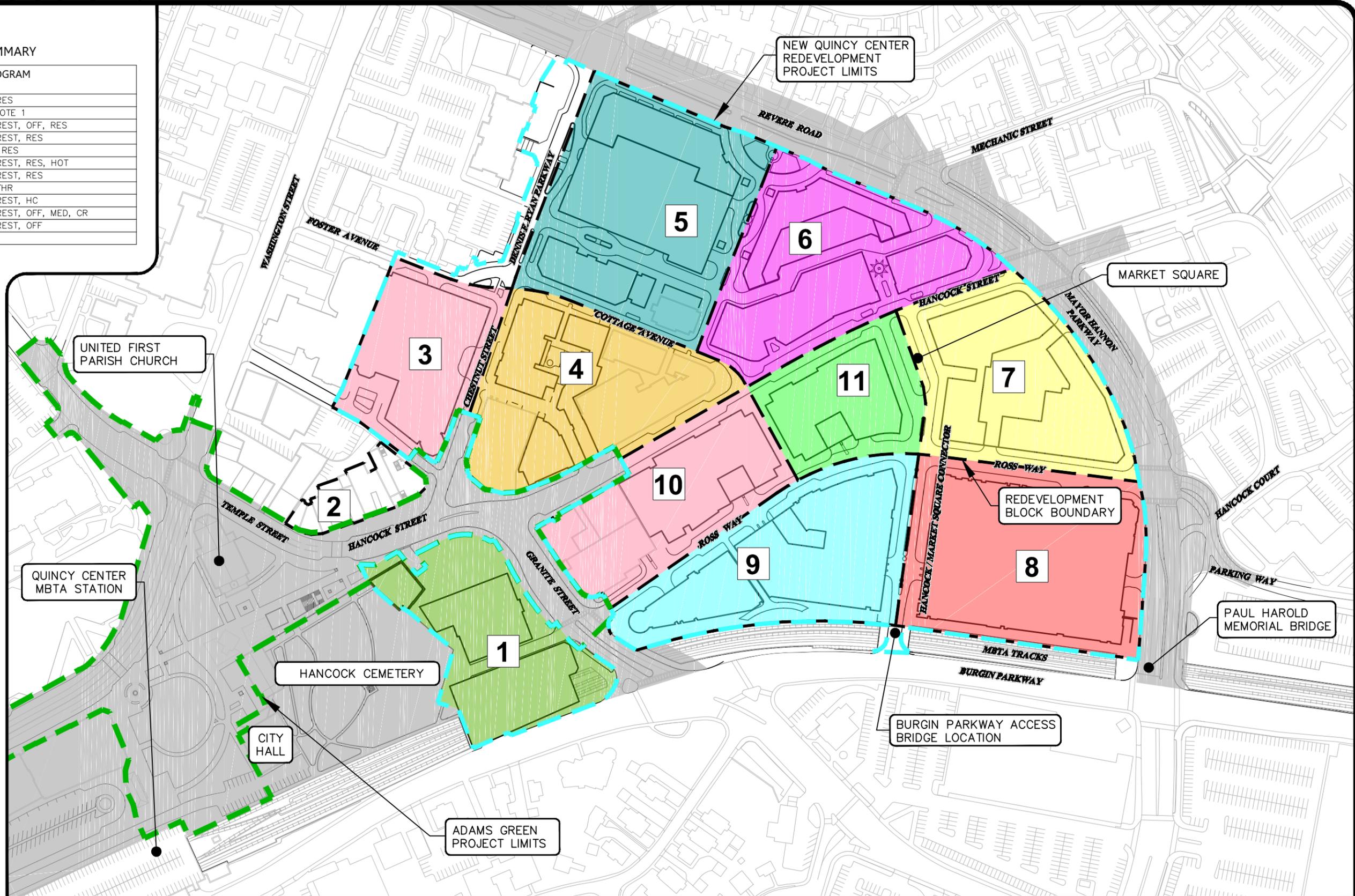
REDEVELOPMENT SUMMARY

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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Figure 1.6 October 31, 2012

Proposed Redevelopment Blocks
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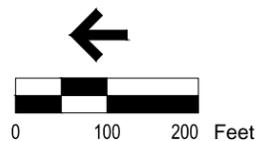
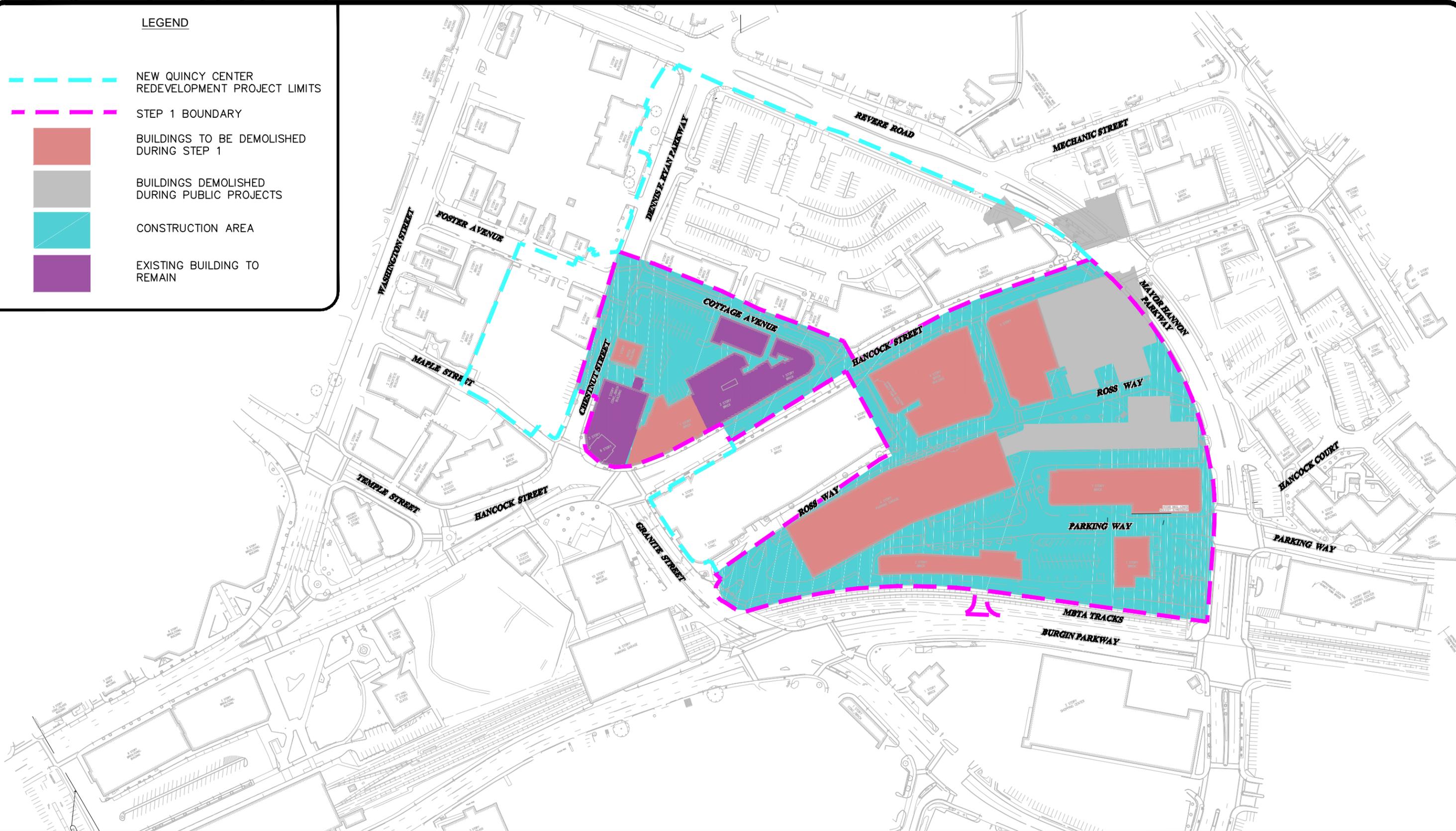
opportunities and other public benefits) by initiating construction of the Project with Block 4, which is primarily residential and retail space and is now included in Step 1. To achieve this important Project milestone, the redevelopment design for Block 4 was submitted to the Quincy Planning Board in early October 2012 for review under the Quincy Center District Urban Renewal District Certificate of Consistency guidelines. It should be noted that Block 4 is a self-sufficient development that will not require significant public infrastructure improvements or implementation of the transportation mitigation for Step 1 as identified in Section 4.0. Because of the limited scope and impacts associated with completion of this portion of the Project, Block 4 will be completed prior to the implementation of all Step 1 mitigation measures, which shall be completed as specifically set forth in Section 4.0. Figures 1.7 through 1.9 illustrate the Step 1 demolition, buildings and streetscape, and utilities, respectively.

- ◆ Step 2 will introduce a real residential neighborhood to the downtown, and includes a hotel to fill a niche in the current market. Additional entertainment uses will also be introduced, as well as new retail, general and medical office spaces, and educational components. With the introduction of a diverse mix of uses and the construction of a significant amount of parking, Step 2 will complete the retail district west of Hancock Street as well as a significant portion of the Project area east of Hancock Street. Figures 1.10 through 1.12 illustrate the Step 2 demolition, buildings and streetscape, and utilities, respectively.
- ◆ Step 3 will capitalize on the vibrancy and excitement generated during the development of Steps 1 and 2, and will define the new Quincy Center from an aesthetic and merchandising perspective by completing Quincy Square and Mayor Hannon Square. In addition to enhanced streetscape elements, Step 3 will transform and complete Quincy Square with the addition of new retail, office, and residential spaces. Figures 1.13 through 1.14 illustrate the Step 3 demolition and buildings and streetscape, respectively.

All three steps of the redevelopment Project will be completed within seven to ten years of commencement. Section 4.8 provides additional details regarding the phased Project construction, including the management of construction-period transportation impacts.

LEGEND

-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  STEP 1 BOUNDARY
-  BUILDINGS TO BE DEMOLISHED DURING STEP 1
-  BUILDINGS DEMOLISHED DURING PUBLIC PROJECTS
-  CONSTRUCTION AREA
-  EXISTING BUILDING TO REMAIN



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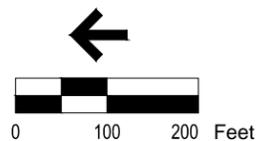
Figure 1.7

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Construction Step 1
Demolition
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LEGEND

-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  STEP 1 BOUNDARY



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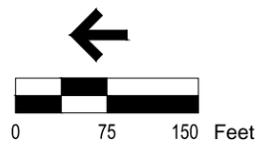
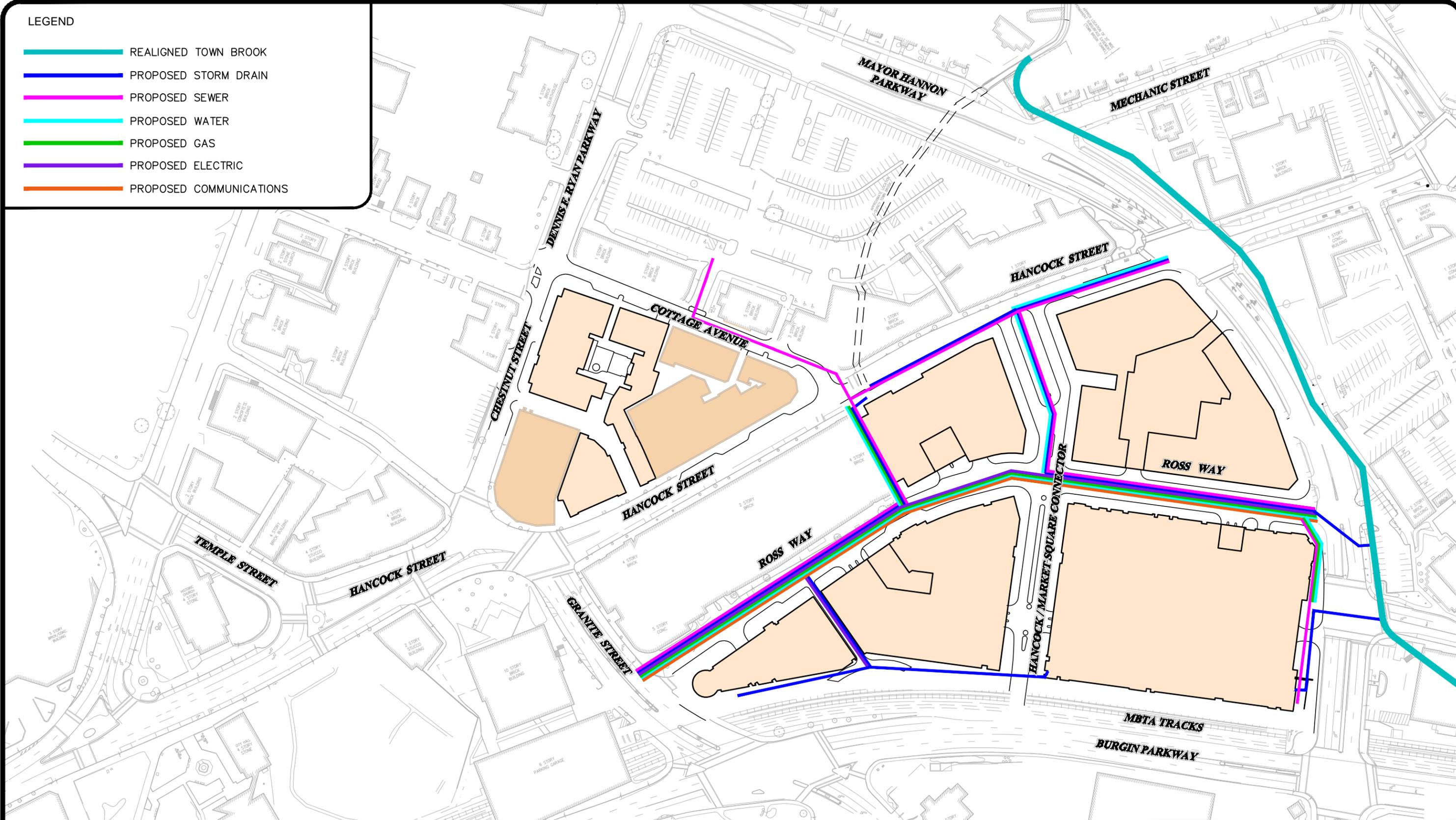
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Figure 1.8 October 31, 2012

Construction Step 1
 Buildings and Streetscape
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LEGEND

-  REALIGNED TOWN BROOK
-  PROPOSED STORM DRAIN
-  PROPOSED SEWER
-  PROPOSED WATER
-  PROPOSED GAS
-  PROPOSED ELECTRIC
-  PROPOSED COMMUNICATIONS



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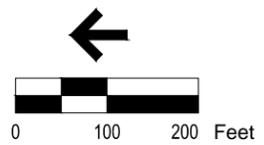
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Figure 1.9
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Construction Step 1
Utility Schematic
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LEGEND

-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  STEP 2 BOUNDARY
-  BUILDINGS TO BE DEMOLISHED DURING STEP 2
-  BUILDINGS TO REMAIN
-  CONSTRUCTION AREA



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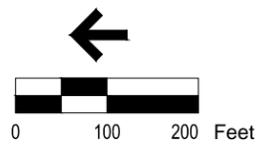
Figure 1.10

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Construction Step 2
 Demolition
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LEGEND

- NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
- STEP 2 BOUNDARY



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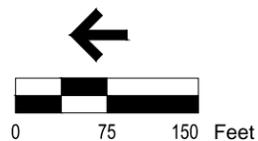
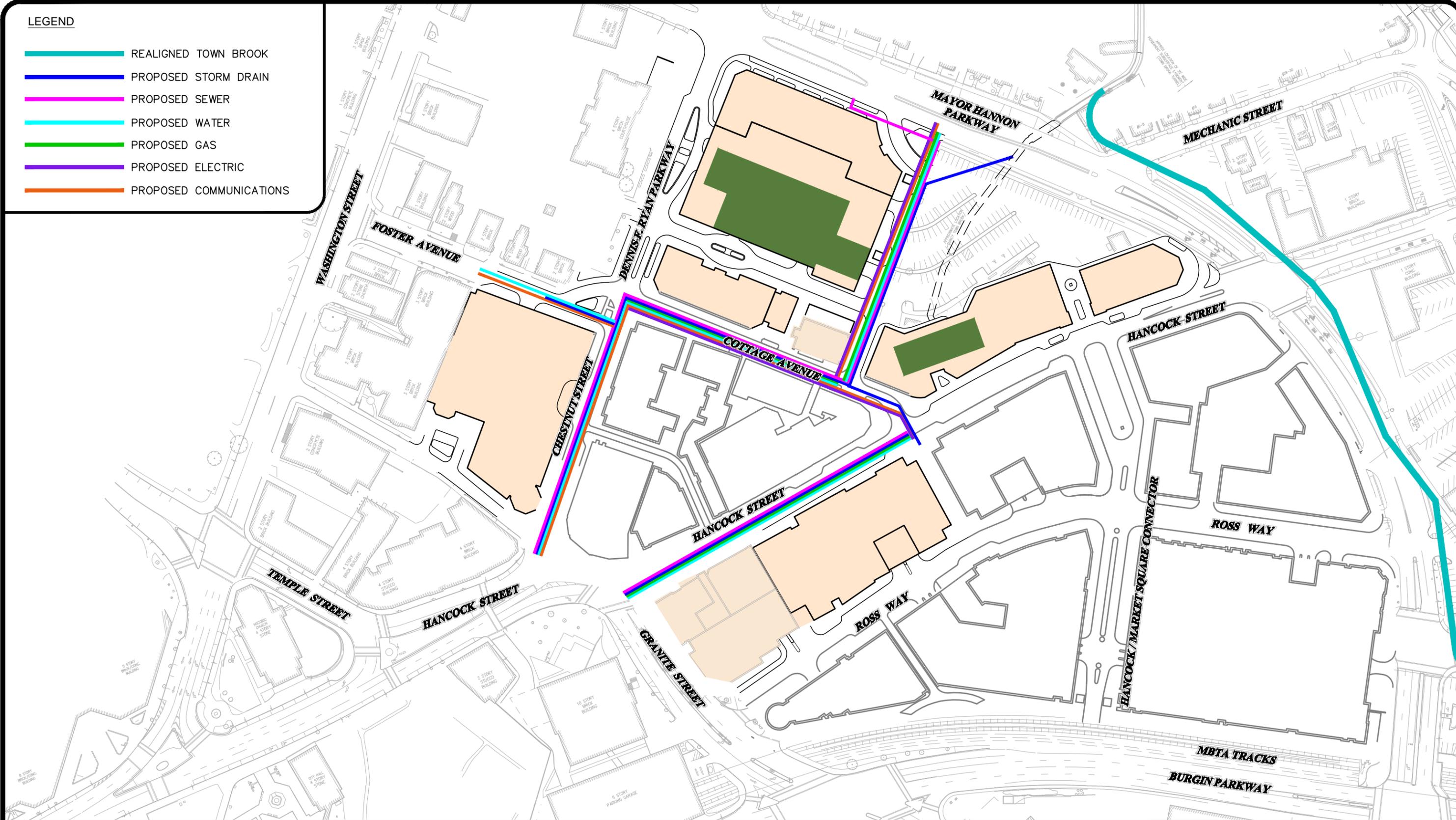
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Figure 1.11 October 31, 2012

Construction Step 2
 Buildings and Streetscape
 Final Environmental Impact Report
 New Quincy Center Redevelopment
 Quincy, Massachusetts

LEGEND

-  REALIGNED TOWN BROOK
-  PROPOSED STORM DRAIN
-  PROPOSED SEWER
-  PROPOSED WATER
-  PROPOSED GAS
-  PROPOSED ELECTRIC
-  PROPOSED COMMUNICATIONS



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City of Quincy
City Hall
1305 Hancock Street
Quincy, MA 02169

 *Hancock Adams Associates*

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Figure 1.12

October 31, 2012

Construction Step 2
Utility Schematic
Final Environmental Impact Report
New Quincy Center Redevelopment
Quincy, Massachusetts

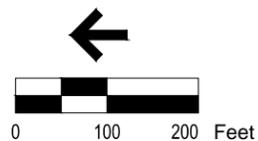
LEGEND

-  NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
-  STEP 3 BOUNDARY
-  BUILDINGS TO BE DEMOLISHED DURING STEP 3
-  CONSTRUCTION AREA
-  EXISTING BUILDING TO REMAIN



NOTES:

1. NO MAJOR BUILDING DEMOLITION PROPOSED FOR STEP 3. SHOWN TO DEPICT STEP BOUNDARY



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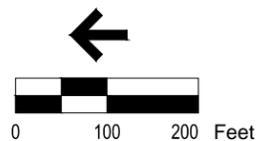
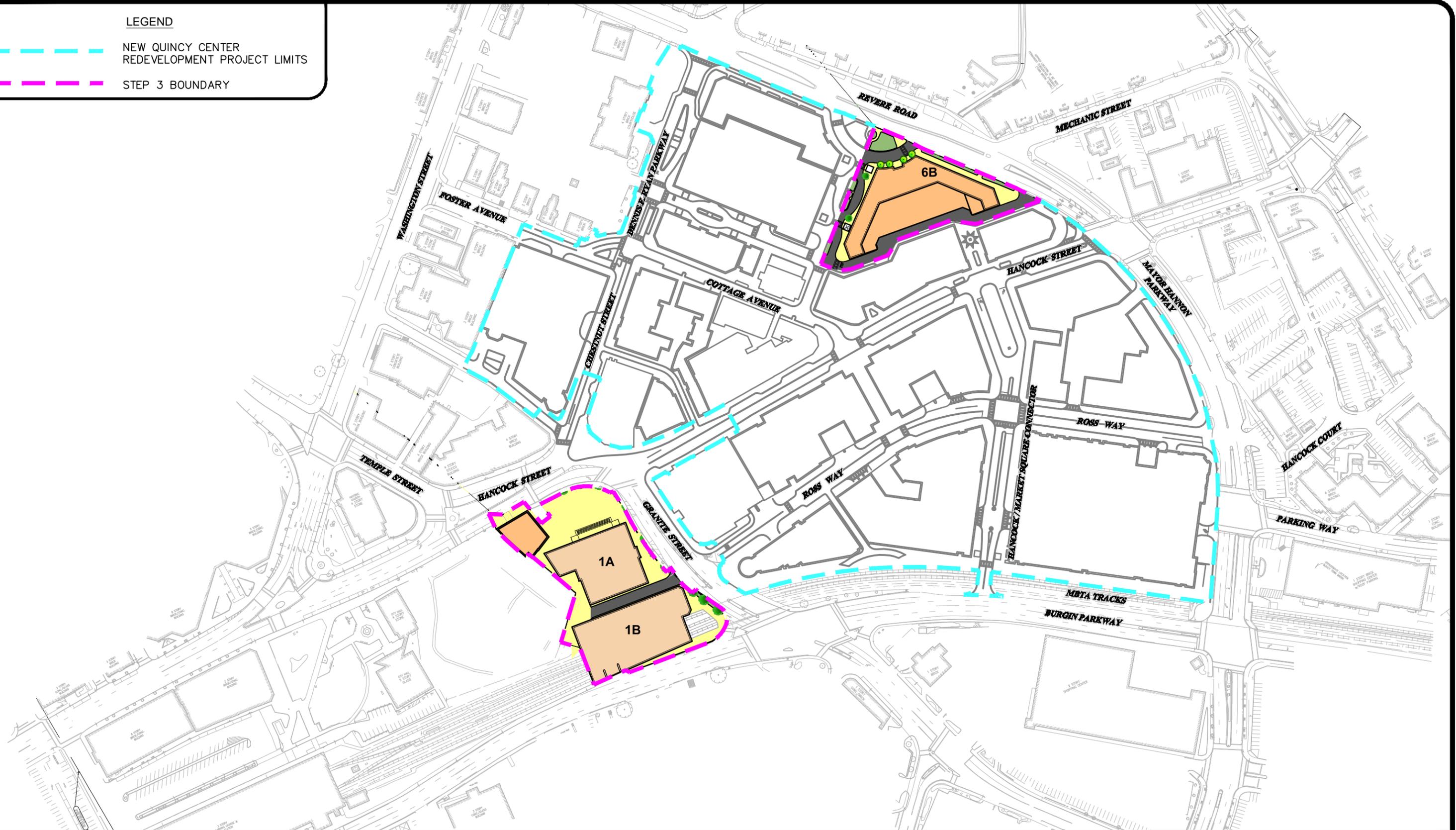
Figure 1.13

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Construction Step 3
Demolition
Final Environmental Impact Report
New Quincy Center Redevelopment
Quincy, Massachusetts

LEGEND

- NEW QUINCY CENTER REDEVELOPMENT PROJECT LIMITS
- STEP 3 BOUNDARY



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Figure 1.14 October 31, 2012

Construction Step 3
 Buildings and Streetscape
 Final Environmental Impact Report
 New Quincy Center Redevelopment
 Quincy, Massachusetts