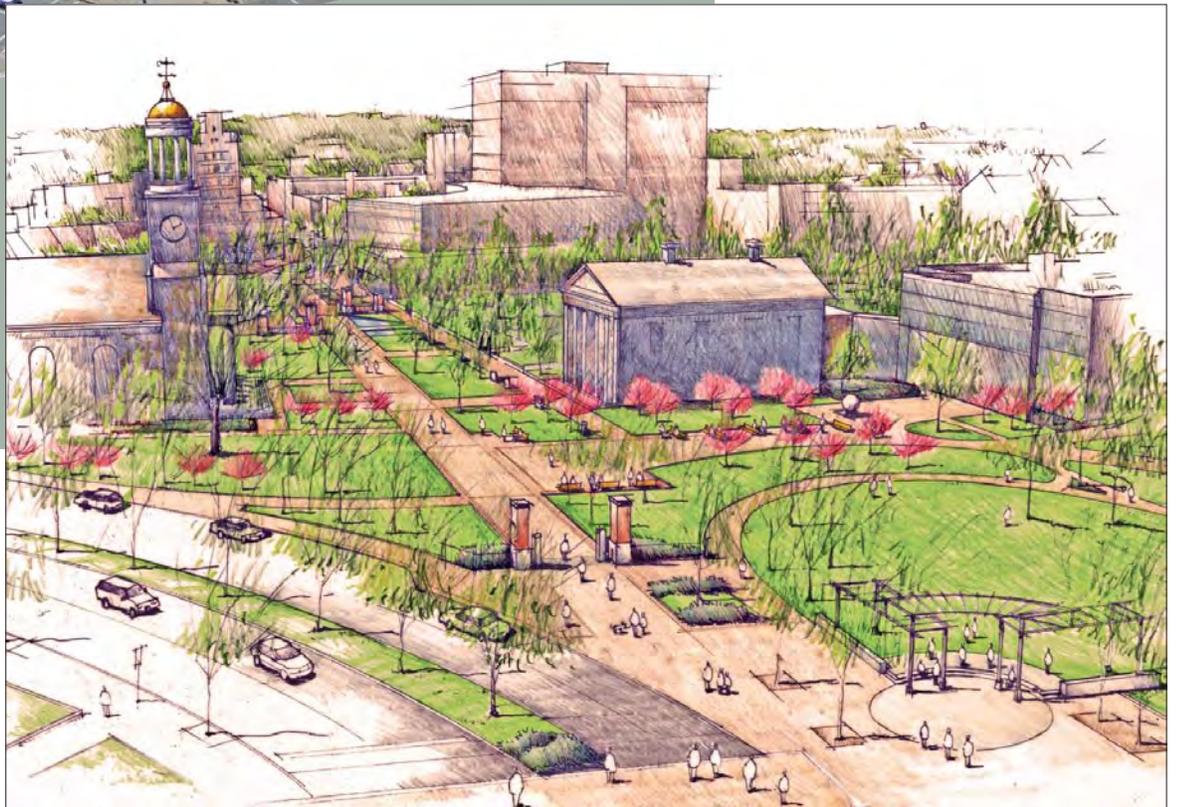


July 2010



Mayor Thomas P. Koch
Quincy Department of Planning + Community Development

Adams Green The New Quincy Center

Halvorson Design Partnership
Howard Stein Hudson



City of Quincy

Honorable Thomas P. Koch, Mayor

Planning + Community Development Department

Dennis E. Harrington, Director

This project was supported in part by a Transit-Oriented Development (TOD) grant from the Massachusetts Department of Transportation, Commonwealth of Massachusetts.

Mayor Thomas Koch
Quincy Department of Planning + Community Development

Adams Green

The New Quincy Center

Schematic Design Report

July 2010

Halvorson Design Partnership
Howard Stein Hudson

TABLE OF CONTENTS

THE ADAMS GREEN PLAN	1
OVERVIEW	3
SITE HISTORY	7
AREA ATTRACTIONS	12
PROCESS	15
EXISTING SITE CONDITIONS	24
OPPORTUNITIES + CONSTRAINTS	27
TRAFFIC ANALYSIS	30
DESIGN PROGRAM	32
FINAL SCHEMATIC DESIGN	33
BUDGET	36
MEDIA RESPONSE	37

THE ADAMS GREEN PLAN



OVERVIEW

In February 2010, the City of Quincy, Massachusetts began a five-month design process to build community consensus for a new signature park celebrating the history of Quincy. The project is focused in the heart of the City's downtown area, adjacent to City Hall, the "Church of the Presidents," Quincy Center Red Line and Commuter Rail station, historic Hancock Cemetery and the Adams National Historical Park Visitors Center.

A portion of the park, provisionally called Adams Green, is slated to occupy a section of Hancock Street to be removed, with its traffic re-routed as part of an on-going comprehensive reorganization of downtown streets.

The current use of the site is as an active six-lane roadway through downtown Quincy. Classified as an Urban Principal Arterial, Hancock Street has an average daily traffic of 21,200 trips at the location of the project site. Although it is in the plan to discontinue active use of the roadway and reroute vehicle use to other roadways, this could never happen without the completion of the Quincy Center Concourse.

The Quincy Center Concourse, a project for so long dismissed as fantasy by many residents, is on its way to becoming a reality. The idea, around for decades, received funding from the Massachusetts Department of Transportation and an additional \$8.2 million from the American Reinvestment and Recovery Act in 2010. Named in honor of former Mayor Walter Hannon Jr., the boulevard should be complete and operational by 2012.

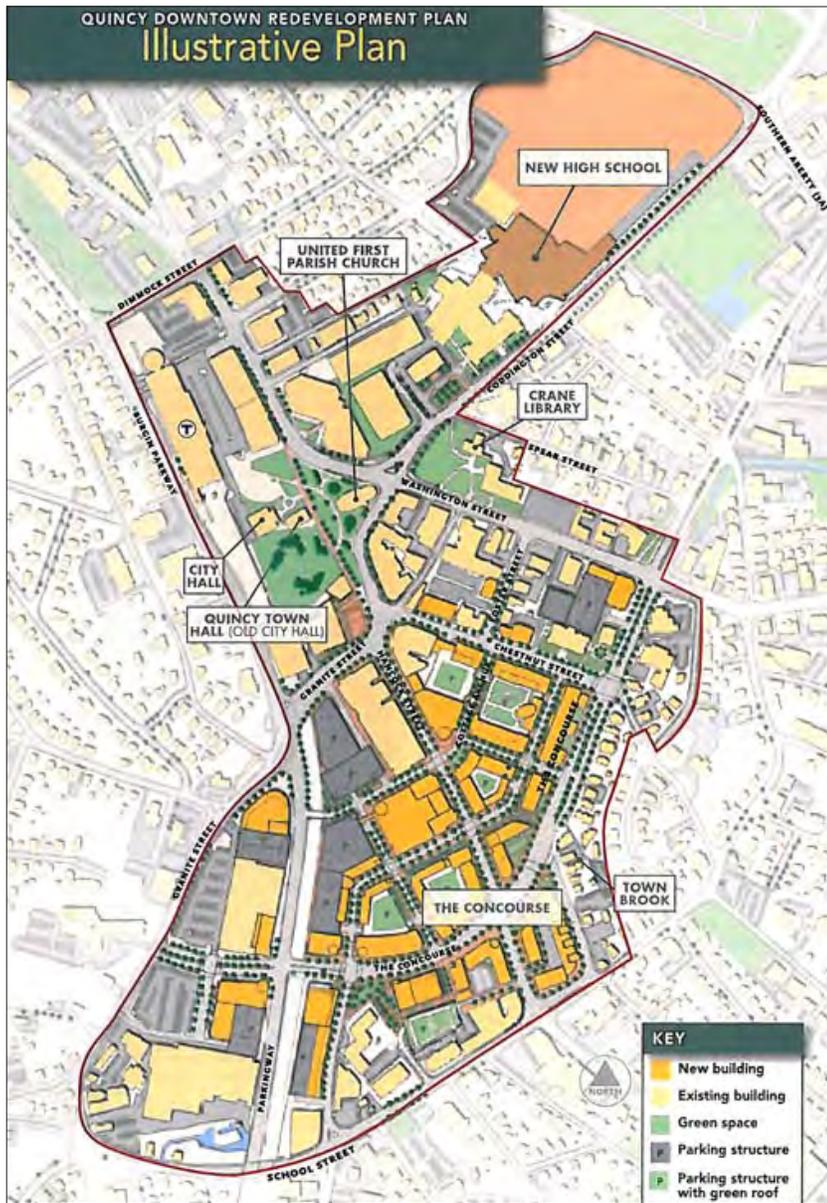
When the Concourse opens, traffic that currently flows through Quincy Center on its way to the South Shore will bypass the downtown along the south side of Quincy Center. The idea of changing the traffic patterns in front of Old City Hall then becomes viable.

The design for this central civic open space features a unifying town green and promenade and will provide facilities for public gatherings, outdoor concerts and events, areas of passive beauty suitable for sitting, strolling and meeting people and with coordinated improvements on the streetscape of surrounding roads. Site features will include interpretive elements and site furnishings that convey the historic significance of the City of Quincy and its people.

The park will orient visitors and newcomers to the downtown, especially those who arrive on the subway with reinforced sightlines to the United First Parish Church (Unitarian Universalist), which houses the crypts of Presidents John Adams and John Quincy Adams, and their illustrious wives.

Adams Green is the public realm centerpiece of a visionary strategy for re-imagining and reinvigorating Downtown Quincy, developed in 2006. Since then, the City has taken many steps to realize the new vision, including new arterial streets, and an agreement with Street-Works LLC, a respected urban revitalization team,

OVERVIEW



The “new vision for Quincy Center” set forth in 2006 highlighted five goals:

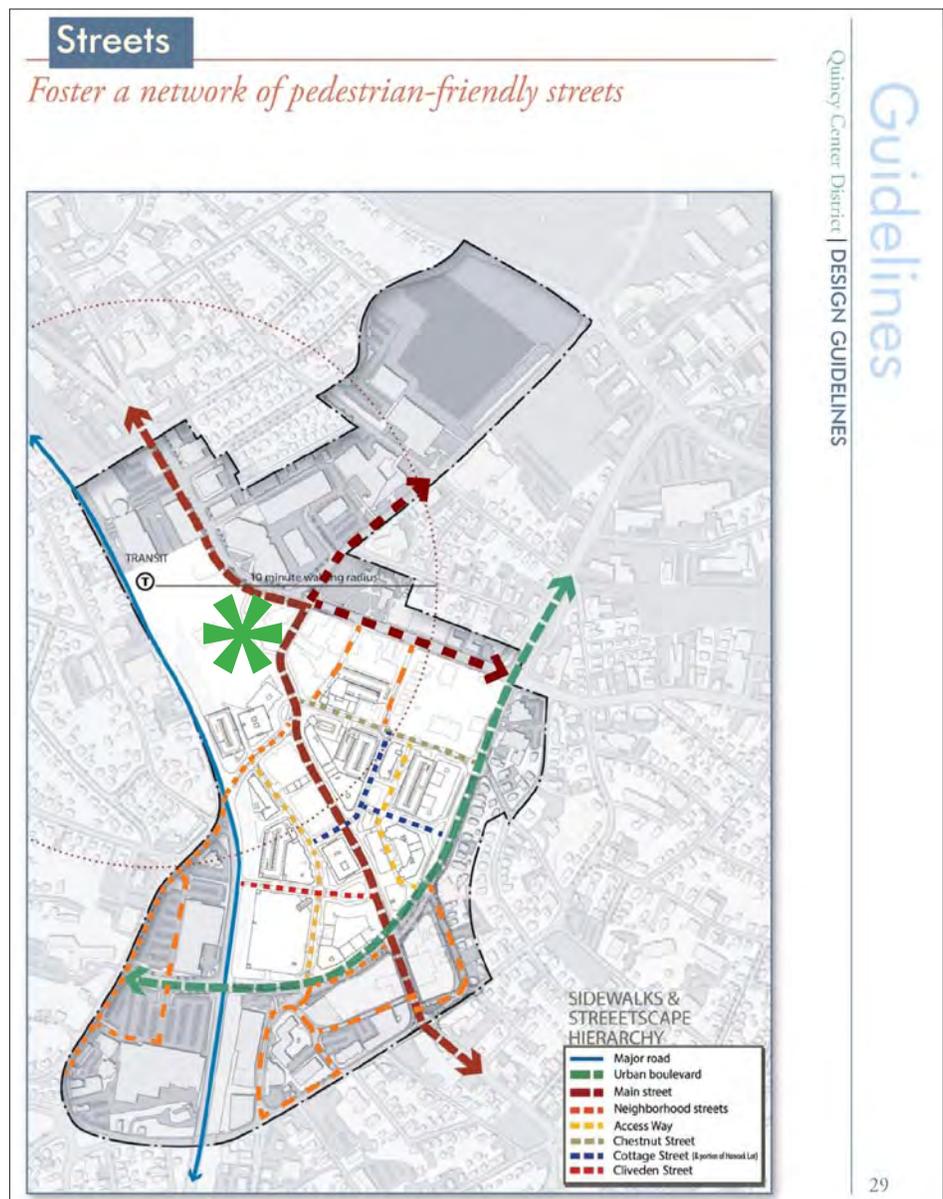
- A high-powered, retail-oriented downtown,
- A mixed-use center of choice,
- A place of celebration and community,
- A vital, vibrant emblem for the city, and
- A place of enterprise.

This effort to create a vision for Adams Green was funded in part by \$50,000.00 Transportation Oriented Development Grant from the Commonwealth of Massachusetts in the fall of 2009 for Preliminary Design of Pedestrian Improvements at Adams Green. With the Goody Clancy strategy in mind and with funding from the grant, the Planning Department prepared a Request for Qualifications that was advertised and sent out to award-winning landscape architectural firms across the country. Their task would be to develop a schematic design for a new urban park that would take back some of the pavement in front of City Hall and reflect the spirit of Quincy and its heritage.

The Request for Qualifications (RFQ) described the City of Quincy’s significant efforts to redevelop its downtown, including the 2008 *Quincy Center District Guidelines*, which elaborated and clarified the City’s design

and planning intentions. A principal goal in these Guidelines is the creation and enhancement of public spaces throughout the new downtown redevelopment area, with an emphasis on the promotion of lively, walkable streets.

The Adams Green RFQ, proposed that the central open space would be used by the public for a multitude of events from ceremonial historic re-enactments to country craft fairs. The new space should be recognizable as an important component of downtown revitalization for Quincy, and as a significant addition to what is already a nationally-recognized historic site.



The 2008 guidelines illustrate the new street system that enables the Adams Green section of Hancock Street to be closed: especially the new Concourse bypass road, shown in green, now under construction.

OVERVIEW

The Adams family crypts under the front stairs of the United First Parish Church is unique—the only place in the United States where two Presidents are buried.

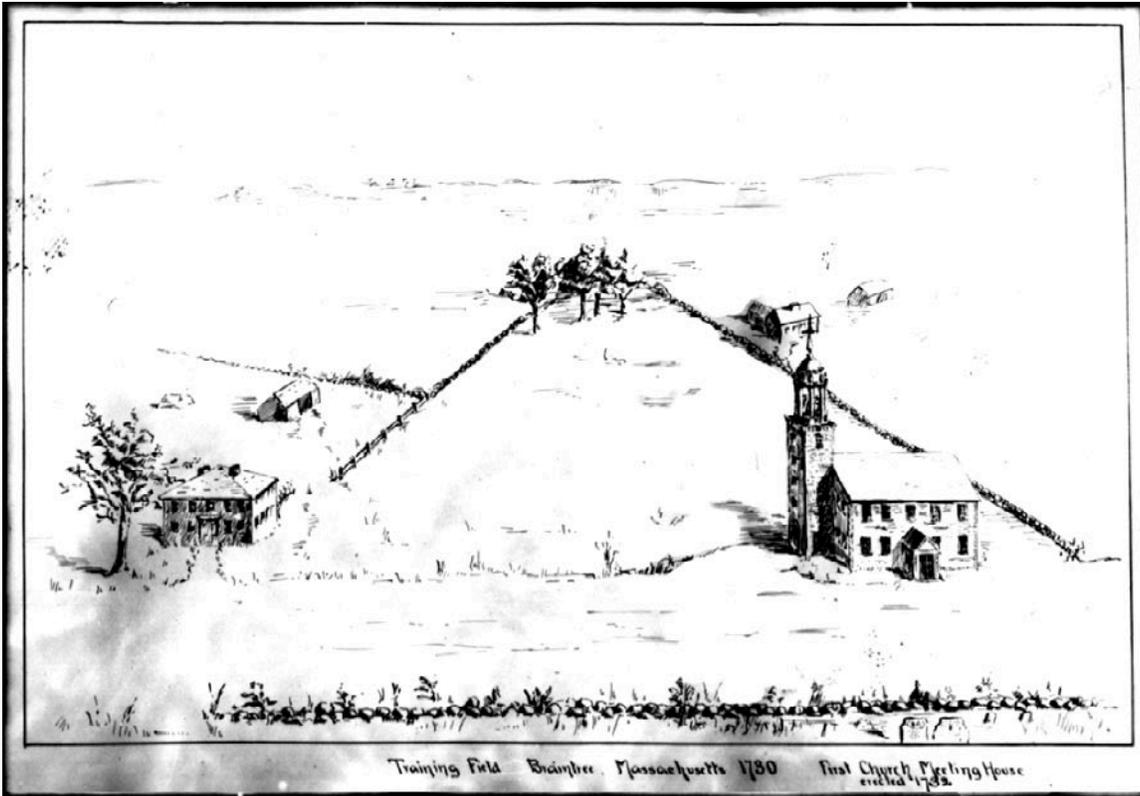
The City knew that the new park, to be successful, would have to appeal to many people, in different ways. As a park to be visited and revisited, it should contain secrets and surprises that are not revealed all at once, filling visitors with a sense of delight, awe, wonder, fun and belonging. It should be richly textured, with intriguing details and layers of meaning, held together by a sense of beauty and elegant design.

In addition, this project needed to be designed to create numerous pedestrian safety improvements in the civic core of Quincy: transforming busy Hancock Street into a pedestrian promenade; clarifying vehicular routes to and through the downtown by eliminating the “rotary” that currently rings the United First Parish Church; improving the pedestrian links between the MBTA station, the high school and other points downtown; reducing the expanse of pavement at major intersections; and clearly identifying pedestrian crossings at all intersections and mid-block crossings.

Ten well-respected firms responded to the RFQ. The City selected Halvorson Design Partnership, landscape architects of Boston, in collaboration with traffic engineers, Howard Stein Hudson, for the job. In announcing this selection, Mayor Thomas P. Koch noted that Halvorson Design Partnership is one of the nation’s leading landscape architecture offices, with a strong portfolio of exemplary landscapes and urban open spaces created for a broad array of both public and private clients.

The Halvorson Design team worked collaboratively with the City of Quincy Planning and Community Development Office, Mayor’s Office and Traffic Engineer to prepare the Conceptual and Schematic Designs presented in this report, and seeking and receiving extensive involvement from community institutions and from the public at large.

SITE HISTORY



The Training Field, shown in this 1730 view, was a public common near the First Parish Church.

1700s

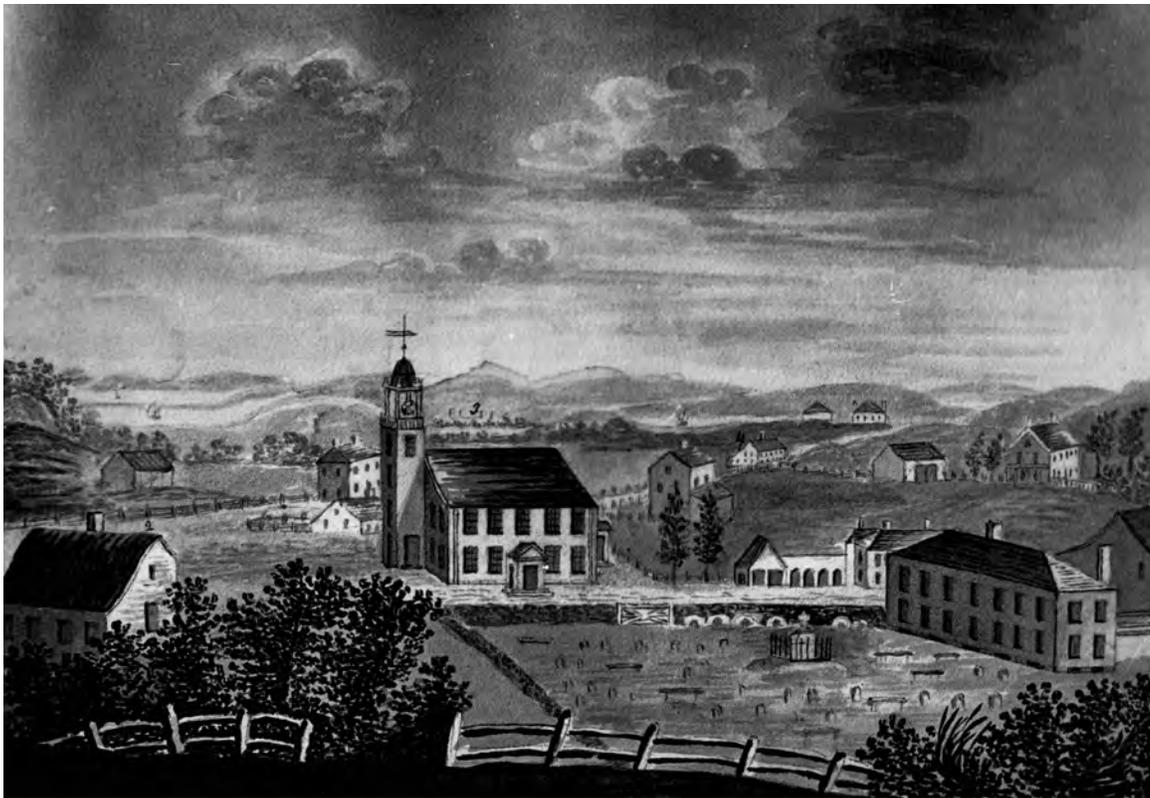


Abigail Adams + John Adams, both born in the part of the town of Braintree that is now Quincy.

SITE HISTORY



John Quincy Adams + Louisa Catherine Adams



1800s

Hancock Street, c. 1800



An early photograph of the current building of the United First Parish Church.

1800s



Old City Hall, facing onto Hancock Street.



Looking northbound on Hancock Street.

SITE HISTORY



early 1900s



mid 1900s



Built in 1880, the Adams Building at the corner of Temple and Hancock Streets, is a landmark at the the edge of the Adams Green site.



The Bargain Center was a popular retail destination in the era before suburban malls.



The Granite Trust Building, features a spectacular art-deco interior.

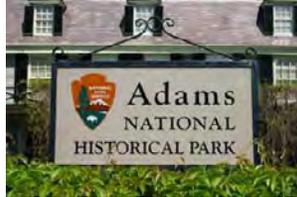


Looking southward along the portion of Hancock Street proposed for transformation into Adams Green.

early 2000s

AREA ATTRACTIONS

Adams National
Historical Park



One of the fleet of trolleys connecting the park sites.



The "Old House" to which John and Abigail Adams moved in their later years. photo by Melissa Burnham



The birthplace of John Adams and his son John Quincy Adams.

Hancock Cemetery



The oldest marker in this Colonial-era graveyard is of Rev. William Tompson (1598-1666), the first minister of the congregation now known as United First Parish.



photo by www.christopherspenn.com | www.financialaidpodcast.com



United First
Parish Church
(Unitarian Universalist)

“The Church of
the Presidents”

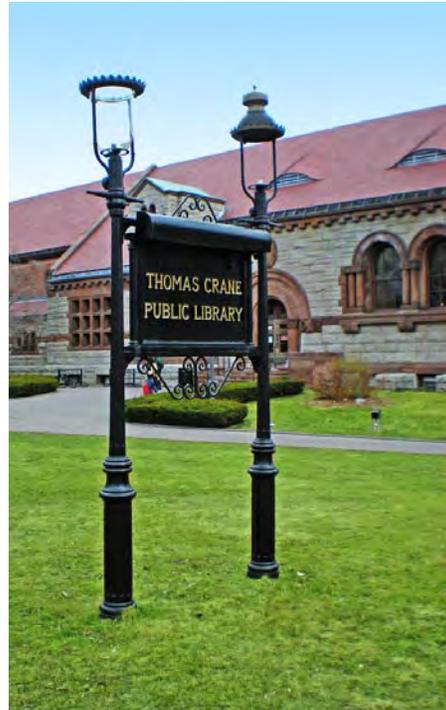


The monumental church, built from Quincy granite, contains the crypts of both Presidents Adams and their wives. The crypts are open to the public, as are the Sunday services of this active congregation.

AREA ATTRACTIONS



One of H.H. Richardson's most noted buildings, the Crane Library is a vital cultural center in today's Quincy.



Thomas Crane Public Library
H. H. Richardson, Architect



Quincy Historical Society

Housed in the historic Adams Academy building, the Quincy Historical Society hosts exhibits and programs covering the full range of Quincy history.



photo by Dana Smith

PROCESS

The design process for this study involved extensive collaboration, with the City of Quincy's team, stakeholders from within the community and the general public.

CLIENT TEAM

The project team for the City of Quincy consisted of the following individuals who provided input and guidance to the design team on a regular basis:

Hon. Thomas Koch, Mayor

Dennis Harrington, Planning Director

Mary Smith, Principal Planner

Rob Stevens, Principal Planner

Kristina Johnson, Principal Planner

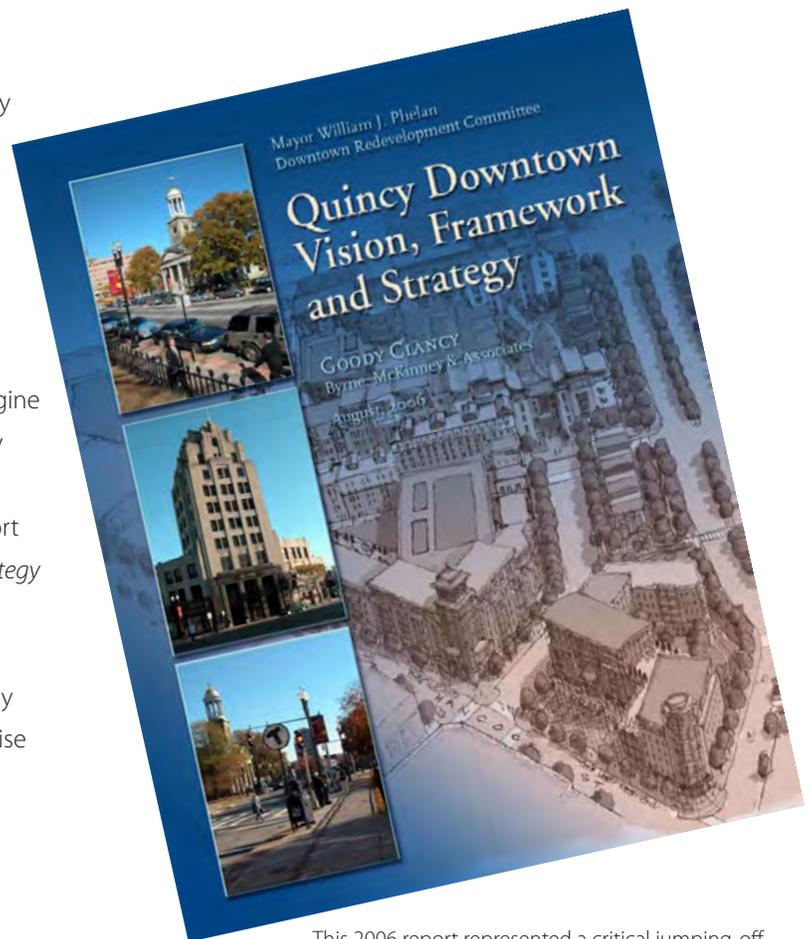
Jack Gillon, Traffic Engineer

James Edwards, Local Architect and Advisor

REVIEW OF PREVIOUS PLANNING ACTIVITIES

The Halvorson Design Partnership team began by examining the thinking and planning that had already provided direction and momentum to Quincy's downtown revival. These efforts, which envisioned a major public- and private-sector initiative with the Adams Green project as the civic centerpiece, are summarized below.

In 2006, a series of public meetings were held to imagine and direct the future of Quincy Center. Many Quincy citizens participated enthusiastically in these design "charrettes" and their ideas were compiled into a report entitled *Quincy Downtown Vision, Framework and Strategy Plan*, prepared by Goody Clancy Associates, a leading Boston urban design and planning firm. This plan provided a clear outline for the revitalization of Quincy Center, stating that the "downtown holds more promise than any other time since World War II." The vision for Quincy Center contained a number of suggestions necessary to achieve the potential that for years has been locked into a stagnant street pattern, including new retail and mixed use development, enjoyable places



This 2006 report represented a critical jumping-off point in the process of renewing the center of Quincy.

PROCESS

to stroll, lively spaces, enriched streetscape----all a part of developing a vital emblem for the city as a “place of celebration and community.”

The Goody Clancy plan recommended creating an inspiring and memorable civic space between the United First Parish Church and the Old City Hall, transforming this section of Hancock Street by making it into the heart of the City: a new town common that would unite the Church, historic Hancock Cemetery and Old City Hall while providing connections to and from the Quincy Center MBTA Station and the City's historic landmarks by extending all the way to Granite Street.

Based on this vision, the City of Quincy in 2007 adopted the Quincy Center Urban Revitalization District Plan, and set out to find a private development partner to assist in implementing the plan.

In 2008, Street-Works LLC was competitively selected as the designated developer for the redevelopment of Downtown Quincy. Street-Works and their consultants prepared a number of planning, infrastructure and traffic studies which led a Master Plan for the downtown area.

The proposed plan identifies a sweeping \$1.2 billion redevelopment project to transform downtown Quincy into a vibrant, attractive urban center with new sidewalks and public parks, new retailers, workplaces and residences, and additional parking. The plan calls for more than 680,000 square feet of offices; 590,000 square feet of retail; and more than 1,100 new apartments and condominiums, five consumer-oriented garages. Street-Works also plans a wellness center featuring a gym and medical facilities as well as a permanent downtown home for Quincy College.

The downtown development project is to be anchored by new and renovated office buildings, including a new building along southern Hancock Street that could reach 20 stories. The project also envisions one or two hotels, and a downtown area that features sidewalk level stores and restaurants, with 18- to 20-foot-wide sidewalks to accommodate open cafes. The entire downtown street network will be lined with mature trees

Re-establishing a civic open space at the Center of Quincy. One priority highlighted in all of the above planning efforts is the establishment of a “civic common” as an identifiable heart of the city . Provisionally named “Adams Green”, this focal point will serve as a destination to residents and visitors, unify the historic resources in the downtown and a create a vital public open space that Quincy can call its own.



The 2006 *Vision, Framework and Strategy*, shows a new green space in the place of Hancock Street near City Hall.

CONSULTATIONS

This phase of the project consisted of a series of meetings between the Design Team and various stakeholder groups. These meetings provided the Design Team with background, insight and understanding of the city, the site and the context in which it is located.

Starting in February 2010, Halvorson Design Partnership conducted a series of informational meetings with, various stakeholder groups, city departments and other agencies. These included the Quincy Departments of Parks and Recreation, Traffic, Public Works and Engineering, the National Park Service, the Massachusetts Bay Transportation Authority, the United First Parish Church (“the Church of the Presidents”), Street-Works LLC, the Quincy Historical Society, the office of the Mayor and several consulting traffic engineers that have recently studied the project area.

Design and funding for a large park in the middle of an historic city, on land that has been paved in one form or another for more than 300 years, is a big undertaking. The amount of information that needed to be gathered, sifted and reviewed was daunting. Every meeting produced new material, perspectives and resources. The boundaries of the “park” site were expanded to include an area that stretches from the “T” Station on the north to Crane Library on the east, and to the intersection of Hancock and Granite Streets on the south.

The consultation meetings presented opportunities for parties that may not have previously worked together to develop and exchange ideas for this project and for others as well. Halvorson Design Partnership listened and learned about history (both ancient and recent), politics and needs. They assembled maps and diagrams and began the careful act of balancing ambitious “blue sky” concepts and economic and political reality: the magic key to effective and successful design.

Design Team Kick off Meeting with Quincy Planning Office [February 8, 2010]. The City of Quincy Planning and Community Development Office reviewed for the Design Team the project history, project context, resources available from the city for the project, project objectives, milestones and schedule.

Design Team Meeting with Street-Works and their consultants, Vanasse Hangen Brustlin [February 17, 2010]. Street-Works reiterated their enthusiasm and support for the transformation of Adams Green acknowledged the importance this project will have as a first step in the redevelop and revitalization of downtown. Street-Works expressed their commitment to working with the City of Quincy and the Design Team as the design evolve and agreed to share electronic base information with the Design Team.

Meeting with National Park Service [February 23, 2010]. The National Park Service reviewed their current regional and downtown initiatives and reiterated that the timing is right for the establishment of a permanent centrally located Visitors Center. The NPS indicated that the number of visitors to the city and the Visitors Center has significantly increased since the release of the John Adams book and mini-series. The Design Team and National Park Service concurred that the preferred location for the Visitors Center is either on or adjacent to the

civic green. This location will achieve the maximum benefit of being both where residents and visitors arrive and being in close proximity to the historic resources in and around the Green.

Design Team Meeting [February 23, 2010]. The Design Team reviewed potential programmatic elements and discussed pedestrian and vehicular circulation requirements within the new Green.

Design Team Meeting [March 2, 2010]. The Design Team meeting reaffirmed “What We Heard” at the Meeting #1 in regard to objectives, draft program and to review Halvorson Design Site Analysis and Opportunities and Constraints Drawings.



Discussing the opportunities and constraints of the Adams Green site.

Meeting with City of Quincy Departments and Agencies [March 2, 2010]. The Design Team met with representatives from the City of Quincy Public Works Department, Parks Department, and Recreation Department and Mayors Office and all representatives were enthusiastic about the project. The Public Works Department conveyed general information about utilities in Hancock Street and the downtown area and the importance of maintaining access to city hall. The Parks and Recreational Departments informed the team about the existing city park and recreational resources and events that occur both citywide, downtown and specifically on Hancock Street. The city identified the current programming and maintenance challenges with the existing park/ open space including the importance of anticipating and guiding substantial pedestrian circulation to and from the Subway Station through and around the park.

PROCESS



Planning Director Dennis Harrington, presents the Adams Green project to city departments and agencies.

Meeting to review Traffic Studies with Vanasse Hangen Brustlin and Howard Stein Hudson [March 4, 2010]. The Design Team met to review prior traffic studies, to confirm the closure of Hancock Street would not adversely affect traffic downtown once the Concourse is completed, to discuss the redesign of adjacent streets, review the project schedule and the vision for Adams Green.

Meeting with Abutting and Nearby Historic Visitor Attractions, including the United First Parish Church, the Quincy Historic Society and the Thomas Crane Public Library [March 9, 2010]. The various representatives conveyed the history of the site and downtown to the Design Team. Church representatives recommended noise mitigation from the existing rail lines, supported closure of Hancock Street as it allows for expanded use and events and reconnects the church to cemetery, and asked that church's private identity as an active congregation be considered in the design of Adams Green. The Library views the creation of public open space as critical to the success of downtown. All groups agreed the presence of Adams Green creates an opportunity for collaboration amongst the various civic and cultural groups and encouraged the narrowing of the intersection of Temple and Washington to better connect the Library to the Adams Green site.

Meeting with the National Park Service regarding an update to the NPS Visitors Center Relocation study [March 15, 2010]. The National Park Service reviewed their current regional and downtown Quincy initiatives. The focus of the discussion was on the NPS efforts to relocate the NPS Visitor's Center to a permanent location and the three preferred locations were at the perimeter of Adams Green.

Meeting with the Mass. Bay Transportation Authority, Street-Works and the National Park Service [March 16, 2010]. The intent of the meeting was for the National Park Service to review their plans for a

permanent Visitor's Center/ transportation hub in Quincy, for the Design Team to review Preliminary Concept Alternatives for Adams Green and for the MBTA to convey their plans for the Quincy Center MBTA Station.

The Design Team reviewed the Adams Green Conceptual Design Alternatives including improvements to the MBTA station and parking lot to enhance the arrival experience for visitors and residents, separate pedestrian and vehicular areas, improve pedestrian connections to Burgin Parkway, consider additional development opportunities over rail lines air rights, and consider opportunities for NPS Visitors Center that would benefit MBTA, NPS and activate Adams Green.

MBTA was generally supportive of the initial Adams Green Master Plan concepts and agree there needs to be an ongoing relationship with the MBTA to review concepts as the design evolves. The MBTA indicated that all proposals will need to be assessed against how they impact MBTA operations.

Meeting with Mayor Koch to review the Conceptual Design Alternatives [March 24, 2010]. The Design Team reviewed the Conceptual Design Alternatives for Adams Green with the Mayor including modifications to the perimeter roadways, traffic and parking and next steps.

Public Presentation No. 1 | Conceptual Design and Discussion [March 31, 2010]. In March 2010, Halvorson Design Partnership presented a History Review, Site Analysis, Site Potential, Conceptual Schematic



Mayor Thomas P. Koch introduces the Adams Green study at the first general public meeting, held in the Council chambers in Old City Hall.

PROCESS

Design Alternatives to the municipal elected officials and the general public in the Council Chambers of Old City Hall.

The Conceptual Schematic Design Alternatives conveyed three different potential layouts, with support sketches, for the new park. In each alternative, Hancock Street is transformed into a park. The heart of the city is no longer represented by an historic church encircled by four lanes of speeding traffic. Instead, a town green, a civic plaza, shady seating areas and a linear promenade will knit the church and City Hall to the rest of the city.

The schemes continue to evolve. Each of the design solutions, while addressing all of the important functional issues of the space, tapped into the spirit of the people of Quincy to define the elusive, unique personality for this park and a shape that will beautifully express this heritage.

After the presentation the design team met with members of the public to solicit input to the presentation. The elected officials and public were overwhelmingly supportive and enthusiastic about the proposed improvements. Based on a consensus achieved following this presentation the Design Team was directed to pursue a refined design approach for the Final Schematic Design that consisted of a linear pedestrian promenade, a community civic green and a public square as a gateway to the downtown.

Continuing Design Team Meetings [April 1 - May 30, 2010]. The Design Team and the City Traffic Engineer met biweekly over the course of two months to review and refine both the design of Adams Green and integrate both the pedestrian movements with the adjacent roadway circulation to result in one cohesive site plan.

Meeting with Mayor Koch to review the Refined Final Schematic Design [June 3, 2010]. The Design Team met with the Mayor and reviewed the draft Schematic Design for Adams Green and the roadway modifications approved by the City Traffic.



Park designers Craig Halvorson and Robert Uhlig, present the Final Schematic Design to the public.

Public Presentation No. 2 | Final Schematic Design and Discussion [6/9/2010]. The Design Team presented a review of the prior presentation, an Analysis of the sites Opportunities and Constraints, the Final Schematic Design and the essential components that characterize the design to the City of Quincy elected officials and the general public in the Atrium of the Thomas Crane Public Library and the proposed vision was roundly endorsed.

After the presentation the design team met with members of the public to discuss their thoughts regarding the design and received enthusiastic support for the design unveiled by Halvorson Design is a major step toward realizing the future that Quincy has charted for its historic downtown.

EXISTING SITE CONDITIONS



MBTA shelter at the north end of the site.



View from MBTA parking garage toward the Church of the Presidents.





Entrance to the MBTA station and parking garage.



MBTA transit and commuter rail tracks adjacent to Hancock Cemetery.



Northbound view along the portion of Hancock Street proposed for the park.

EXISTING SITE CONDITIONS



View from the Church of the Presidents toward MBTA station. Old City Hall is on the left.



The Adams Building on Temple Street.



Northbound view of intersection of Hancock Street and Washington Street. The MBTA station is to the left. Abigail Adams statue is on the right.



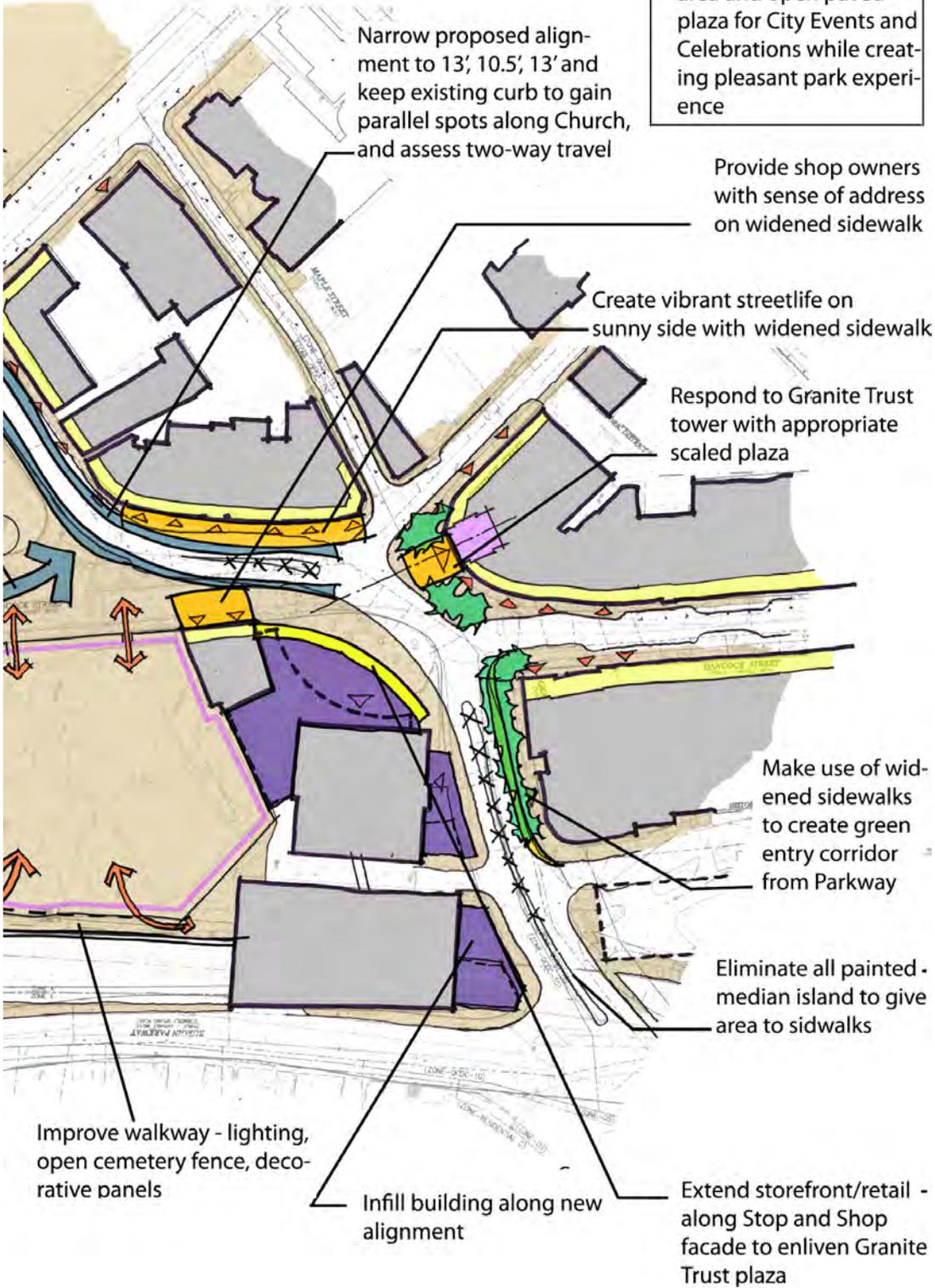
View south on Hancock Street toward the Granite Trust Building.

OPPORTUNITIES + CONSTRAINTS

As part of the Schematic Design effort, the Design Team performed a thorough Site Analysis and identified the following key opportunities and constraints both within the Adams Green Site and the surrounding context as follows:

- * Create a “Grand Vision” to recapture Hancock Street and convert it from a vehicular road to a civic green.
- * Relocate parking to remain convenient to city hall and in locations that minimize the number of roadway crossings by pedestrians
- * Unify the various closely related open spaces into one cohesive and identifiable open space in the form of Adams Green
- * Encourage the opportunity for Commercial / Retail ground floor uses to activate exterior spaces/ streetscape at edges of the Green including locations at the Munroe Building, Adams Building, Granite Trust Building and other perimeter buildings
- * Maintain and enhance vistas to historic landmarks from gateways to Adams Green including views to the United First Parish Church, the Thomas Crane Public Library and the Granite Trust Building
- * Enhance arrival sequence from MBTA subway station to Adams Green through the separation of pedestrian access to Adams Green from vehicular circulation to the MBTA station and garage. Consider future development to separate the active transportation zone from the Adams Green experience.
- * Mitigate noise associated with the depressed, but uncovered, railroad tracks and consider air rights construction over the tracks to: (a) provide access to (and parking for) City Hall from Burgin Parkway, and (b) reconnect Burgin Parkway edge physically and visually to Adams Green and create defined edge to open space
- * Enhance existing pedestrian links between MBTA station, neighborhood cultural institutions, High school and downtown and improve the safety of pedestrian crossings at key intersections.
- * Promote infill missing teeth in the urban edge around Adams Green to create a continuous street wall which is dynamic and adds to the street life.

'Green' Objective:
Provide an open lawn
area and open paved
plaza for City Events and
Celebrations while creat-
ing pleasant park experi-
ence



TRAFFIC ANALYSIS

Halvorson Design Partnership and Howard Stein Hudson collaborated with the Mayor's Office, the Planning Office, and the City Traffic Engineer over a two-month period from April to June 2010 to study a variety of Site and Circulation Plan Alternatives for Adams Green and the surrounding roadways before arriving at a preferred and agreed upon approach. The Final Schematic Design Site Plan presented in this Report, approved and endorsed by Mayor's Office, the Planning Office, and the City Traffic Engineer, results in the closure of Hancock Street between Washington and Temple Streets after the completion of the new Concourse roadway to allow for the construction of Adams Green. The plan also results in improvements to Hancock Street in the form of: landscaped median from the Munroe Building to Temple Street, the narrowing of the Coddington/ Temple Street intersection, the realignment of Coddington Street and Temple Street to improve two way traffic flow and to widen the sidewalks in these areas. The end result is an improved pedestrian experience safer crossings, narrower intersections and relocated parking, wider sidewalks

Howard Stein Hudson, as the Design Team's traffic subconsultant, at the request of the City of Quincy prepared a separate traffic analysis of the downtown area and four key intersections based on the closure of Hancock Street, the completion of the Concourse and the various buildout scenarios associated with the proposed Street-Works development. The studied intersections were: (a) Dimmock Street / Burgin Parkway, (b) Dimmock Street / Hancock Street / Adams Street / Whitney Street, (c) Washington Street / Coddington Street / Temple Street, and (d) Washington Street / McGrath Highway (The Concourse). This final traffic report was reviewed and approved by the Mayor's Office, the Planning Office, and the City Traffic Engineer.

Based on the analysis of the existing transportation conditions and the projected conditions, it is apparent that the change in circulation around the proposed Adams Green would result in a functional traffic operation.

The proposed design involves the closing of Hancock Street between Washington Street and Temple Street. It is predicated on the new circulation patterns that will be enabled by the (now under construction) Concourse bypass, which will expedite through-traffic around the downtown.

The existing 1-way streets around the United First Parish Church create a rotary-like circulation pattern with the church property in the middle. By closing Hancock Street and converting Washington Street and Temple Street to 2-way streets, traffic circulation will be more obvious to drivers, and pedestrian crossing points will be clearer.



This aerial photograph shows the location of the four studied intersections. The star marks the locus of the proposed park.

DESIGN PROGRAM

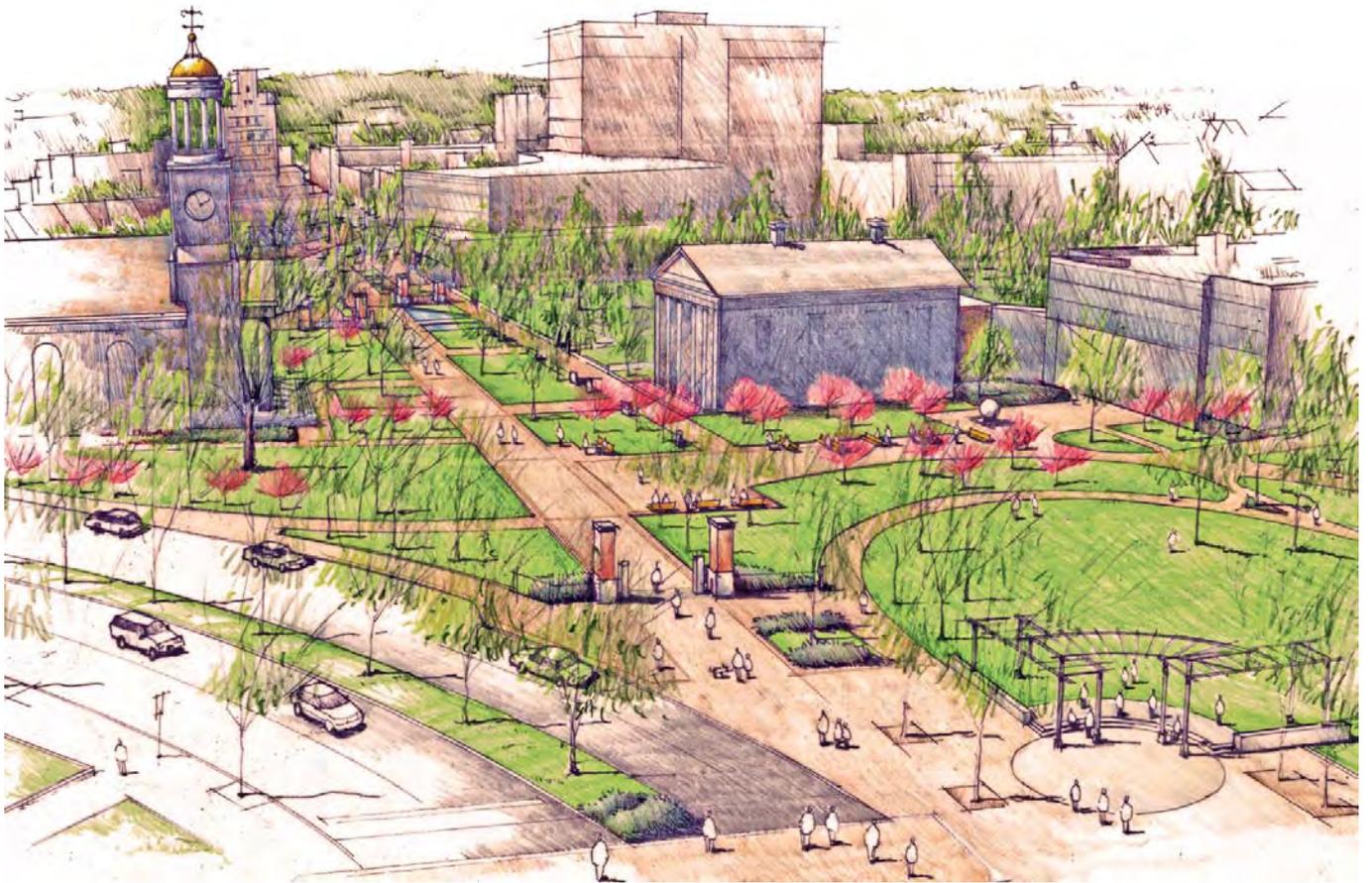
One of the keys to a successful design process is establishing a clear set of programmatic objectives and priorities at the outset.

The initial program was spelled out by the City at the beginning, and in many respects these programmatic goals have remained valid throughout the Schematic Design process:

“Adams Green represents the heart of new Quincy Center, recreating a park in the location of the original town green and reinvigorating the historic center of the City. The park will be used by the public for a multitude of events It is anticipated that the new space will be recognized as an important component of downtown revitalization for Quincy, and as a significant final piece in what is already a nationally recognized historic site.

“Elements incorporated into the design of the park may include, but not limited to, a National Parks Service [visitors] center, a ceremonial gathering space and approach to the church entrance, vehicular, handicap and safety access, park amenities such as furnishings, lighting, plantings, decorative pavements, fencing, public artworks, bike storage and limited handicap and/or temporary parking spaces.”

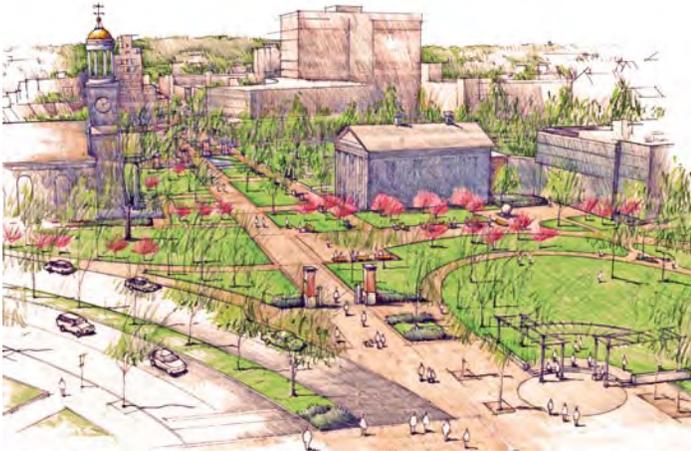
FINAL SCHEMATIC DESIGN



The City of Quincy pledged to create a broad community consensus for this transformative project. Following through on this commitment, Halvorson Design and the mayor's team at City Hall have come up with a spectacular vision for the park and its surroundings.

Adams Green and its associated public improvements will return to Quincy Center some of the qualities that existed here centuries ago, when the town's Training Field stood adjacent to the United First Parish Church. But the park will be unmistakably contemporary as well, creating a vibrant, convivial public place and a truly superior pedestrian environment that encourages walking and using transit.

FINAL SCHEMATIC DESIGN



Bird's eye view looking south



MAJOR PARK COMPONENTS

1 Town Green/City Hall Plaza

The largest gathering space in the park will be the new “town green.” It is located between the entrance to the Quincy Center Red Line/Commuter Rail station, Old and New City Halls and the point at which Hancock Street will curve into Washington Street. A large oval lawn will extend across the space then gently slope up to the level of the T station entrance. Major pedestrian paths will encourage pedestrian access around the lawn to surrounding buildings and a new major crossing at the transition between Hancock Street and Washington Street. The Green is proposed to include an open air, multi-use structure, which will be visible upon approach to the site and will provide shade and the infrastructure to support events and performances,



2 Promenade

The former surface of Hancock Street will be replaced by two adjacent straight paths, separated by a series of lawn panels and trees. This “promenade” corridor will be lined with trees, flowering plants and benches, and will provide safe and convenient access to three of the city’s most important historic sites: United First Parish Church, Old City Hall and historic Hancock Cemetery. Inviting gateways will distinguish the North and South ends of the Promenade to provide an iconic entry statement.





3 First Parish Church Yard

The United First Parish Church (Unitarian Universalist) was the congregation to which John and Abigail Adams and John Quincy and Louisa Adams belonged, and the tombs of all four are located in the basement of the Church. The park design will create a forecourt to support civic events, define the area of the churchyard as separate from the public space, and facilitate universal access and ceremonial uses, such as weddings and funerals, as the church continues as an active place of worship.

MAJOR TRANSITION AREAS

In order to maximize the positive impact of this new open space, the Adams Green Schematic Design plans also address points of pedestrian access into and out of the park.



4 Washington/Coddington/Temple Street Gateway

The x-shaped crossroads formed by Washington Street, Coddington Street and Temple Street is a critical location, already graced, on the northeast corner, by the Crane Public Library and grounds. The park design recommends redesigning of the intersection to maintain acceptable levels of vehicular service, while decreasing significantly amount of roadway. This will create a safer pedestrian environment and improved civic connection among the Library, the Church and the rest of the Adams Green sites. The design also proposes a plaza/open space on the northwest corner, a particularly important location, due to the volume of high school students who regularly walk through here to and from the Quincy Center MBTA station and downtown. A planted median area down the middle of this section of Washington Street is also proposed to enhance the pedestrian scale of the roadway.

5 The Square

At the Southern end of Adams Green, across from the striking Art Deco architecture of the Granite Trust Building, the schematic plans show the creation of widened sidewalks and a pedestrian plaza to create a “sense of place” in the downtown for this location where five streets converge. This important location is also the point of connection between Adams Green and the \$1.2 billion urban redevelopment project, being undertaken by Street-Works LLC under agreement with the City. The concepts for this area have been developed by Halvorson Design, the park’s landscape architects, in consultation with Street-Works.



6 Hancock Cemetery/Burgin Parkway

Increasing the visibility of and access to historic Hancock Cemetery is a primary object of this project, as is improving access along the edge of the railroad tracks from Quincy Center Station along the rear of New City Hall and the west side of the cemetery to Granite Street. The design envisions informational and historic signage for the cemetery, enhancing its role as an attraction. Also proposed is an exploration of new air rights development and pedestrian and vehicular access over the MBTA tracks, connecting Burgin Parkway and the neighborhood to the west of City Hall with Adams Green and the rest of downtown Quincy.



BUDGET

At the completion of the Schematic Design effort, the Design Team prepared two separate cost estimates. One estimate relates the proposed Roadway, Streetscape and Signalization Improvements and the second to the proposed site improvements for the Adams Green transformation. Design and associated costs are also included in the estimates.



Budget ¹

Street Improvements ²

Construction	\$ 5,108,749
Design	766,312
<hr/>	
Subtotal	\$ 5,875,061

Park Improvements ³

Construction	\$ 8,659,793
Design	1,558,763
<hr/>	
Subtotal	\$ 10,218,556

Total	\$ 16,093,617
--------------	----------------------

Notes

- Figures based on schematic-design-level cost estimates; includes contingencies.
- Includes roadway, streetscape and signalization for Washington and Temple Streets and intersections.
- Includes site preparation, planting, paving, site furniture, signage, special features, drainage, lighting and utilities.

MEDIA RESPONSE

The news media have covered the development of the Adams Green planning and design, throughout the last eight months. Interest in the project and consensus around the proposed design continues to grow steadily.

In December 2009, the *Boston Globe* Business Section ran an article entitled “A New Look for Downtown Quincy”, which included the Street-Works development and highlighted the Adams Green project.

In April 2010, the *Boston Globe* included an article on Adams Green based on the first public day meeting and highlighting significant aspects of the proposed improvements and the positive impact it will have on downtown.

On June 17, 2010, the *Quincy Sun* ran an article on the unveiling of the Final Schematic Design for Adams Green.

In June 2010, the monthly real estate newspaper, *High Profile*, highlighted the design of Adams Green as a new park celebrating the history of downtown Quincy.

In June 2010, *Chronicle*, a news documentary program on the Boston affiliate of ABC news, produced a program which highlighted the vision for Adams Green and the revitalization effort

In July 2010, the *New England Real Estate Journal* published an article summarizing the ongoing transformation of downtown Quincy and identifying the major components of the Adams Green vision.

Both public presentations in March and June 2010 were filmed and shown on the City of Quincy *Public Access Television*.

