



CHAPTER 12

RESPONSE TO COMMENTS

COMMENT LETTER #1: CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS ON THE EXPANDED ENVIRONMENTAL NOTIFICATION FORM

Comment 1.1 (Traffic) – “The DEIR will include a more detailed traffic impact and access study (TIAS) to support the construction of the redevelopment.” (Page 7)

Response 1.1 – Chapter 3 (Transportation) of the Draft Environmental Impact Report (DEIR) provides a detailed traffic impact and access study, which evaluates the impacts of the proposed New Quincy Center Redevelopment Project in terms of vehicular, pedestrian, and bicycle traffic operations and safety impacts, as well as parking impacts.

Comment 1.2 (Traffic, TDM) – “TDM plan for the redevelopment project will need to be expanded to include additional TDM to help further reduce the project’s traffic impacts to local area roadways and encourage alternative transportation modes. The Proponents must work with MassDOT to identify additional traffic mitigation measures to offset the project’s traffic impacts to project area roadways.” (Page 8)

Response 1.2 – The TDM plan for the New Quincy Center Redevelopment Project has been significantly expanded since preparation of the EENF. A summary of the expanded TDM program is provided in the *Transportation Demand Management* section of Chapter 3 “Transportation” of the DEIR for this Project. TEC, Inc. met with representatives of MassDOT on February 14, 2012 and with representatives of MassRIDES on March 26, 2012 to develop this TDM plan.

Comment 1.3 (Traffic, Parking) – “The DEIR should describe how the parking plan is designed as shared parking to be used by retail and office uses which are anticipated to have different but compatible peak parking demand patterns.” (Page 8)

Response 1.3 – The DEIR contains a *Parking* section within Chapter 3 – “Transportation”, which provides a summary of the proposed parking supply and the anticipated parking demand during each phase (STEP) of development for the New Quincy Center Redevelopment Project. Blocks 5A and 6B will provide 1.0 parking spaces per residential unit within those blocks that will be designated for residential parking only. All other on- and off-street parking spaces within the Project limits will be designated for public parking and will be shared between all uses on the site. These uses are not anticipated to experience their peaks at the same time. For example, office uses will experience peak demands during the day on weekdays while retail and residential uses will experience peaks in the evening and on weekends. The parking evaluation contained within Chapter 3 provides a detailed analysis of the parking demand fluctuation for each use throughout the day on an average weekday and on a Saturday. By superimposing the parking demands generated by each use, an overall peak parking demand for the entire site may be identified. The



proposed parking supply was sized appropriately to accommodate the peak parking demand plus some additional spaces to avoid excessive recirculation of vehicles to find empty spaces.

Comment 1.4 (GHG) – “As described in the EENF, the Proponents have committed to constructing the project with the target of achieving a Silver Rating under the US Building Council’s Leadership in Energy and Environmental design (LEED) – Neighborhood Development (ND)” (Page 9)

Response 1.4 – The Proponents have committed to constructing the redevelopment 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. Refer to Chapter 1 for a discussion of the LEED ND components.

Comment 1.5 (Const. Period Impacts) – “Proponents will prepare pre-demolition surveys to identify asbestos removal operations. The DEIR will include a plan to reuse and recycle existing building materials. I encourage the Proponents to consult with MassDEP for additional guidance on developing a successful waste management program and use of recycled materials.” (Page 10)

Response 1.5 – Refer to Chapter 10, Construction Period Impacts, Materials Management, for discussion on reuse and recycling of existing building materials. The Proponents have committed to LEED-ND certification, which contains credits for reuse and recycling of existing building materials. The Proponents will evaluate the implementation and feasibility of building material reuse at the Project, however, anticipates approximately 75% of waste can be diverted from landfills by means of reuse and recycling.

Comment 1.6 (Cons. Period Impacts) – “The Proponents should also carefully review MassDEP’s comments and demonstrate the project’s consistency with the applicable Air Quality control regulations. MassDEP recommends that the Proponents commit to requiring all project contractors install after-engine emission controls such as diesel oxidation catalysts (DOC) or diesel particulate filters (DPFs).” (Page 10)

Response 1.6 – Refer to Chapter 10, Construction Period Impacts, Construction Management Plan, for discussion on compliance with Air Quality control regulations. The Proponents have committed to requiring after-engine emission controls on diesel equipment.

Comment 1.7 (General) – “The Proponents should prepare the DEIR in accordance with the general guidance for outline and content found in Section 11.07 of the MEPA regulations, as modified by this Scope.” (Page 10)

Response 1.7 – The DEIR has been prepared in accordance with 301 CMR 11.07 and specifically to address the scope items outlined in the Secretary’s Certificate.

Comment 1.8 (General) – “The DEIR should include maps and plans at a reasonable scale, a project summary and schedule, a description of impacts and mitigation associated with each phase of the project, a list of all permits required or potentially required, funding, or approvals, and a description of any changes since the filing of the EENF.” (Page 10)



Response 1.8 – The DEIR has been prepared with a number of figures that depict the existing and proposed conditions, a project summary with estimated schedule, a description of impacts with appropriate mitigation, list of permits, public funding discussion and a description of changes since the filing of the EENF. These items can be found throughout the DEIR document, and are summarized in Chapter 1 of the DEIR.

Comment 1.9 (General) – “The Proponents should use the DEIR as a tool to ensure appropriate planning for the Full build of the site, analyze cumulative impacts, and provide an understanding of background conditions and resources present on the site.

Response 1.9 – The DEIR has been prepared to evaluate the cumulative impacts associated with the full build conditions of the preferred 3.7 million square foot building program. The DEIR thoroughly details these impacts and outlines appropriate mitigation. As part of the evaluation of impacts, the background conditions were taken into consideration, as they relate to traffic, water, sewer, air quality and others.

Comment 1.10 (General) – The DEIR should include a detailed description of the entire project and all project elements and construction phases, including Phase 1, in clear non-technical language. (Page 10)

Response 1.10 – Chapter 1 of the DEIR provides a detailed description of the entire Project including the Phase 1 Bridge, while Chapter 10 of the DEIR, “Construction Period Impacts” details of the currently projected phasing scenario for the Project.

Comment 1.11 (General) – The DEIR should include an update on the status of related MEPA filings and reviews, particularly the Town Brook Relocation Project. (Page 10)

Response 1.11 – Chapter 1 of the DEIR provides a summary of the Project MEPA review history and related MEPA review projects, to include the Town Brook Enhancement Project.

Comment 1.12 (General) – The DEIR should include an existing conditions plan that clearly locates and delineates project elements, including existing or proposed water supply resources, wetland resource areas, conservation areas (including state parks), adjacent land uses, any priority and estimate rare species habitat in the project area, and ACECs and aquifer protection districts on and adjacent to the project site. (Page 10)

Response 1.12 – Existing conditions figures have been provided in the DEIR document, which clearly locate key Project elements, such as water supply lines, regulated wetland resource areas and other relevant infrastructure and environmental resources. Refer to Chapter 1, Project Description and Summary, for discussion and Figures.

Comment 1.13 (General) – The DEIR should include an updated proposed conditions plan (or plans) illustrating proposed elevations, structures, roadway modifications, access roads, stormwater management systems, and utility connections associated with each phase of the project. (Page 10)

Response 1.13 – An updated proposed conditions plan has been provided in Chapter 1 of the DEIR (see Figures 1.4), which shows the proposed roadway and building improvements. Several figures



have been provided in Chapter 6, “Stormwater Management”, which depict the existing and proposed drainage conditions. Chapter 7 “Wastewater and Water” provides several figures which depict the existing and proposed water and sewer utility infrastructure. A rendering has been provided in Historic and Preservation Planning Chapter depicting the proposed streetscape vision of the project. The Project is in its preliminary design phase and building elevations have not yet been developed for the project.

Comment 1.14 (General) – The DEIR should include an overlay of the proposed project in the context of sensitive resources on, and in the vicinity of, the project site to facilitate review and assessment of potential impacts. (Page 10)

Response 1.14 – Chapter 5 of the DEIR provides an overlay of the Project Area in relation to regulated wetland resource areas with Figure 5.3 showing the Project Area in proximity to rare species and rare wildlife habitats.

Comment 1.15 (General) – The DEIR should include a description of impacts and mitigation associated with the project. (Page 11)

Response 1.15 – Each technical chapter in the DEIR contains a description of relevant impacts and proposed measures to mitigate those impacts. Chapter 11 of the DEIR provides a mitigation summary, which compiles the mitigation outlined in each technical chapter.

Comment 1.16 (General/ traffic) – The DEIR should include a site circulation plan illustrating how motor vehicles, pedestrians and cyclists will be accommodated on the site for each phase of the project (Page 11)

Response 1.16 – Although the Project will be developed in phases, all major roadways are expected to remain open during construction, except for limited occurrences. The flow of traffic will be consistent with the overview site plan and the traffic study. Figures 3.15.A to 3.15.C provides a graphical depiction of the traffic flow on the streets within the Project.

Comment 1.17 (Permitting/ All) – The DEIR should provide a brief description and analysis of applicable statutory and regulatory standards and requirements, and should demonstrate how the project is consistent with applicable performance standards. (Page 11)

Response 1.17 – Chapter 1 of the DEIR provides a narrative of the Project’s consistency with local and regional plans and public processes. Consistency with these plans and processes is outlined in the Chapter 1 narrative.

Comment 1.18 (Permitting) – The DEIR should provide an update on the status of each permit, funding award, and/or approval. The DEIR should contain sufficient information to allow the permitting agencies to understand the environmental consequences of their actions related to the project. (Page 11)

Response 1.18 – Table 1.9 from Chapter 1 of the DEIR provides a summary of Federal, State and Local permits required for the Project with the current status of each permit. Chapter 1 also



provides a summary of the status of the current public funding awards to include the Infrastructure Investment Incentive Program award or I-Cubed funding.

Comment 1.19 (Permitting) - In accordance with section 11.01 (3)(a) of the MEPA regulations, the DEIR should discuss the consistency of the project with any applicable local or regional land use plans. (Page 11)

Response 1.19 – Chapter 1 of the DEIR provides discussion of the Project’s consistency with local and regional land use plans to include: The MAPC MetroFuture Long Range Plan; The Commonwealth’s Sustainable Development Principles; City of Quincy’s URDP; Executive Order 385 – Planning for Growth; as well as a number of other applicable ordinances.

Comment 1.20 (Alt. Anal.) - The DEIR should include an evaluation of all feasible alternatives, including any alternatives that have been previously explored, and describe how the Preferred Alternative will avoid, minimize and mitigate environmental impacts to the maximum extent feasible. (Page 11)

Response 1.20 – Chapter 2 of the DEIR describes the Project alternatives that were evaluated as part of the DEIR. A summary of the impacts associated with the Preferred Alternative and Alternative Building Program is provided in Chapter 2.

Comment 1.21 (Alt. Anal.) - The DEIR should provide a rationale to explain why certain alternatives are selected and others ruled out for further consideration. (Page 11)

Response 1.21 – Chapter 2 of the DEIR describes the Project alternatives that were evaluated as part of the DEIR and concludes that the Project’s Preferred Alternative is the most viable alternative.

Comment 1.22 (Alt. Anal.) - The DEIR should describe in detail the LDA and URDP processes which served as the framework from which the Preferred Alternative was selected. (Page 11)

Response 1.22 – The LDA and URDP are described in Chapter 1 of the DEIR. The discussion of the Preferred Alternative building program is discussed in Chapter 1 as well.

Comment 1.23 (Alt. Anal.) - The DEIR must expand upon the Preferred Alternative to explore ways to further avoid, minimize or mitigate Damage to the Environment as defined in the MEPA regulations including, but not limited to:

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

Response 1.23 – Chapter 2 of the DEIR, “Alternatives Analysis” provides discussion of the “No-Build” alternative; an alternative with more open space; an alternative with less parking; and provides a comparison of impacts of the Preferred Alternative compared with an Alternative Building Program. A comprehensive mitigation schedule has been proposed to appropriately mitigate the impacts associated with the Preferred Alternative. The technical chapters provide



detailed analysis of the impacts associated with the Preferred Alternative and propose appropriate mitigation.

Comment 1.24 (Alt. Anal.) - The alternatives analysis should include a clear comparison (quantified to the extent feasible) of the impacts of each alternative and its project components (including but not limited to acres of land alteration, impervious area, wetlands, drainage, water use and wastewater generation, traffic generation, parking, historical/archaeological resources, and GHG emissions) in a tabular format. This table, along with a supporting narrative and conceptual site plans, should provide a comparative analysis that clearly shows the differences between the environmental impacts associated with each of the alternatives. (Page 11)

Response 1.24 – Chapter 2 of the DEIR provides a comparison of the preferred and alternative building programs evaluated in the DEIR. Due to the urban nature of the redevelopment Project the footprint and general massing of the alternatives is the same, however impacts associated with each building program have been presented in a tabular fashion in Table 2.9.

Comment 1.25 (Alt. Anal.) - The DEIR should assess the cumulative impacts of the project, including potential impacts to resources pursuant to 301 CMR 11.07(6)(h). (Page 12)

Response 1.25 – The technical chapters contained within the DEIR provide an analysis of the impacts associated with the implementation of the redevelopment program.

Comment 1.26 (Alt. Anal.) - The DEIR will require the Proponents to investigate reductions in GHG emissions that may be realized through site design, operations, and building construction, and which may result in revisions to the Preferred Alternative (Page 12)

Response 1.26 – Chapter 2 of the DEIR provides a comparison the GHG impacts associated with the Preferred Alternative and the Alternate Building Program. Chapter 4 of the DEIR provides a detailed evaluation of GHG emission associated with the Project.

Comment 1.27 (Alt. Anal.) - The DEIR should evaluate all measures to increase the long-term sustainability and energy efficiency of the site. Because the project is at a conceptual design stage, there are ample opportunities to incorporate renewable energy technology, energy efficiency and LID techniques into the site design and building design. I strongly encourage the Proponents to develop an alternative that includes a commitment to renewable energy technology (e.g. solar, fuel cells, and geothermal). I encourage the Proponents to consult with EEA staff regarding the development of a sustainable design strategy for the project. (Page 12)

Response 1.27 – 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.

Comment 1.28 (Land Alt./ Open Space) - The DEIR should quantify the total amount of alteration associated with the proposed project (including areas to be altered for buildings, roadways, wastewater, water and stormwater infrastructure, lawns and landscaping, and other project components). The DEIR should include a breakdown showing the amount of alteration for different project elements. The DEIR should include site plans that clearly locate and delineate areas proposed for development and areas to be left undisturbed. (Page 12)

Response 1.28 – The Project limits are clearly delineated on Figure 1.4 of the DEIR. The figure depicts the Project limits and indicates buildings to remain. Due to the nature of this urban redevelopment Project, all of the area within the Project Limits has been previously disturbed.

Comment 1.29 (Wetlands) – I note that the Wetlands Protection Act (WPA, 310 CMR 10.00) requires an alternatives analysis as part of the NOI that considers practicable alternatives to avoid, minimize, and mitigate impacts to wetlands resource areas. This information should be presented in the DEIR. The DEIR should indicate the status of the Town Brook Relocation Project and provide an update on proposed impacts on wetland resource areas. (Page 12)

Response 1.29 – Refer to Chapter 1, Project Description and Summary, for a summary of the status of the Town Brook Enhancement Project. Refer to Chapter 5, Wetlands for a discussion on wetland resource areas. The Project will have no direct impacts on wetland resource areas. Due to the impacts associated with the Project being limited to areas within the 100-Foot Buffer Zone to Bank, specific alternatives are not required to be examined under the WPA. The work proposed within this area is located within a previously developed and impervious area. As such, any alternative design will have the same impact assessment area. Alternatives have been evaluated as requested by the Certificate on the EENF to further expand open space within the overall Project Area as discussed in Chapter 2.

Comment 1.30 (Wetlands) - The DEIR should include detailed plans, at a suitable scale, delineating all resource area boundaries, riverfront areas, applicable buffer zones, and 100-year flood elevations, 500-year floodplains, vernal pools (both certified and potential), and public and private wellhead protection areas for the entire project site. (Page 12)

Response 1.30 – Refer to Chapter 5, Wetlands for the detailed Figures containing the above requested information, including all resource area boundaries in the vicinity of the Project Area.

Comment 1.31(Wetlands) - The proposed development plan should be superimposed on a plan with existing conditions to facilitate review and assessment (Page 12)

Response 1.31 – Refer to Chapter 5, Wetlands for the detailed Figures containing the wetland resource areas identified under existing conditions and as well as under the proposed land uses



and steps. Two plans have been created for comparison of existing for proposed conditions for clarity of review.

Comment 1.32 (Wetlands) - For each of the alternatives, proposed areas of wetlands impact and replication areas should be identified on site plans, and described and quantified. (Page 12)

Response 1.32 – Due to the impacts associated with the Project being limited to areas within the 100-Foot Buffer Zone to Bank, specific alternatives are not required to be examined under the WPA. The work proposed within this area is located within a previously developed and impervious area. As such, any alternative design will have the same impact assessment area. Alternatives have been evaluated as requested by the Certificate on the EENF to further expand open space with the overall Project Area as discussed in Chapter 2.

Comment 1.33 (Wetlands) - The DEIR should examine alternatives that avoid impacts to wetland resource areas, their associated buffer zones, riverfront protection areas and 100-year flood plain areas. (Page 13)

Response 1.33 – Refer to Response to Comment 1.32.

Comment 1.34 (Wetlands) - The DEIR must identify the Proponents' plans for wetland restoration within the project area. For any amount of required wetlands replication, a detailed wetlands replication plan should be provided in the DEIR which, at a minimum, includes: replication location(s) delineated on plans, elevations, typical cross-sections, test pits or soil boring logs, groundwater elevations, the hydrology of areas to be altered and replicated, a list of wetlands plant species within the areas to be altered, a list of proposed wetland replication species, planned construction sequence, and a discussion of the required performance standards and monitoring. The Proponents' wetlands replication plan should be consistent with MassDEP's Massachusetts Inland Wetland Replication Guidelines, March 2002.(Page 13)

Response 1.34 – Wetland restoration is not required with the Project being limited to areas within the 100-Foot Buffer Zone to Bank only. The work proposed within this area is located within a previously developed and impervious area and will not alter any bordering vegetated wetlands or other resource area.

Comment 1.35 (Wetlands) - The DEIR should discuss the potential impacts to wetland resource areas from proposed activities including interim and permanent construction activities, construction mitigation, erosion and sedimentation control, phased construction, and stormwater drainage discharges or overland flows into wetland areas. (Page 13)

Response 1.35 – Wetland details on construction period mitigation measures proposed to limit Project-related impacts are detailed in Chapter 10. The Project's comprehensive approach to stormwater management as it relates to nearby wetland resource areas is evaluated in Chapter 6.

Comment 1.36 (Const. Period Impacts) The DEIR should identify construction period mitigation to limit impacts to wetland resource areas. The locations of any proposed stormwater management detention basins and best management practices (BMPs), and their distances from wetland resource areas and the expected water quality of the effluent from these basins and BMPs should be evaluated. (Page 13)



Response 1.36 – Wetland details on construction period mitigation measures proposed to limit Project-related impacts are detailed in Chapter 10. The Project’s comprehensive approach to stormwater management as it relates to nearby wetland resource areas is evaluated in Chapter 6.

Comment 1.37 (Wetlands) - The DEIR must also address the current and expected post-construction water quality (including winter deicing and sanding analyses) of the predicted final receiving water bodies and demonstrate compliance with applicable water quality regulations or guidelines. The drainage analysis must ensure that on- and off-site wetlands are not impacted by changes in stormwater runoff patterns. The DEIR should specifically address the impact, if any, to the removal or placement of stormwater outfalls within resource areas, specifically Town Brook. (Page 13)

Response 1.37 – The Project’s comprehensive approach to stormwater management and water quality as it relates to nearby wetland resource areas and water bodies is evaluated in Chapter 6.

Comment 1.38 (Stormwater/ Drainage) – The DEIR should evaluate stormwater runoff impacts during both the construction and post-construction periods (Page 13)

Response 1.38 – Refer to Chapter 6, “Stormwater Management” for a detailed description of the Best Management Practices (BMPs) to be implemented in order to mitigate impacts associated with stormwater runoff both during construction and post-construction periods. Additionally, Chapter 10, Construction Period Impacts, also includes stormwater management practices related to the construction phase of the Project.

Comment 1.39 (Stormwater/ Drainage) - . The DEIR should provide a detailed description of the proposed stormwater management system. (Page 13)

Response 1.39 – Refer to Chapter 6, “Stormwater Management” for the detailed description of the proposed stormwater management system, including the BMPs used to mitigate stormwater related impacts.

Comment 1.40 (Stormwater/ Drainage) - The DEIR should indicate if the new system will tie in to existing lines or if one or more new outfalls will be created. (Page 13)

Response 1.40 – Refer to Chapter 6, “Stormwater Management” for the detailed description of the proposed stormwater management system. A new network of upgraded drainage trunk lines will be installed through the Project Area, collecting and conveying stormwater surface runoff within the Project Area. This new drainage network will replace the existing undersized and degraded drainage lines. The eventual discharge of the proposed drainage network will remain Town Brook.

Comment 1.41 (Stormwater/ Drainage) - The DEIR must demonstrate that source controls, pollution prevention measures, erosion and sediment controls, and the post-development drainage system will be designed in compliance with the MassDEP Stormwater Management regulations. (Page 13)

Response 1.41 – Refer to Chapter 6, “Stormwater Management” for a description of how the Project complies with the MassDEP Stormwater Management Standards. The Best Management



Practices (BMPs) selected for source control, pollution prevention, erosion and sediment controls and associated BMPs for post-construction are practices contained within the Stormwater Management Standards Handbook, as prepared by MassDEP.

Comment 1.42 (Stormwater/ Drainage) - The DEIR should include stormwater calculations, stormwater system design plans at a readable scale, BMP designs, and additional supporting data to demonstrate conformance with each of the Stormwater Management Policy (SMP) standards, as applicable for redevelopment and new development projects. (Page 13)

Response 1.42 – Refer to Chapter 6, “Stormwater Management” and the preliminary Stormwater Management Report (Appendix D) that includes the supporting technical stormwater calculations in conformance with the MassDEP Stormwater Management Standards for a redevelopment project.

Comment 1.43 (Stormwater/ Drainage) - The DEIR should specifically address MassDEP's comments regarding the project's stormwater system's contribution to the Town Brook culvert. (Page 13)

Response 1.43 – Refer to Chapter 6, “Stormwater Management”. All of the stormwater runoff associated with the Quincy Center Area discharges to the Town Brook drainage channel. As compared to existing conditions the Project will provide extensive water quality benefits and mitigated rate control. The existing Town Brook Culvert is proposed to be re-aligned under a separate project, the Town Brook Enhancement Project. The New Quincy Center Project will primarily discharge into Town Brook at the downstream connection point of the proposed Town Brook alignment modifications.

Comment 1.44 (Stormwater/ Drainage) - The DEIR should affirm the Proponents' commitment to remove illicit discharges from within the project area and provide an update on the status of removal. (Page 13)

Response 1.44 – Existing illicit connections from the Quincy Center Area have not been removed, however identified direct illicit connections to Town Brook are proposed to be removed as part of the Town Brook Enhancement Project. In compliance with Standard 10 of the Stormwater Management Standards, as part of the Redevelopment Project, identified illicit connections within the Project Area will be removed as well.

Comment 1.45 (Stormwater/ Drainage) - The DEIR should identify the quantity and quality of flows. The rates of stormwater runoff should be analyzed for the 10, 25 and 100-year storm events. The proposed system should control storm flows at existing levels. The Proponents should recharge roof runoff and other treated stormwater runoff from paved areas and driveways in order to retain as much as possible of the existing groundwater flows and drainage patterns (Page 14)

Response 1.45 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report, which details the runoff rates for the existing and proposed conditions. The Project will meet or exceed existing recharge quantities to the groundwater.

Comment 1.46 (Stormwater/ Drainage) If the Proponents plan to tie into the existing City of Quincy's stormwater system, the DEIR should clarify the permits required from the City. (Page 14)



Response 1.46 – Refer to Chapter 1, Project Description and Summary and Chapter 6, “Stormwater Management”. The Project has been designed to comply with the MassDEP Stormwater Management Standards and the City of Quincy Public Services Ordinance, Title 13, which identifies local regulations pertaining to stormwater drainage systems, stormwater management and land disturbance, and post-construction stormwater management.

Comment 1.47 (Stormwater/ Drainage) - The DEIR should clarify if there will be a recharge deficit on-site. If subsurface infiltration is proposed, the DEIR should demonstrate that soils and groundwater conditions are suitable for such discharges. (Page 14)

Response 1.47 – Refer to Chapter 6, “Stormwater Management”. The Project aims to reduce impervious area on the Site, therefore matching or exceeding existing recharge quantities. Additionally, the use of LID techniques that promote recharge such as tree box filters, porous surfaces and subsurface infiltration structures will be investigated for application within the Project if suitable soil conditions and groundwater elevations are encountered.

Comment 1.48 (Stormwater/ Drainage) - The DEIR's stormwater management should aim to maximize infiltration, slow runoff from the site, maximize the use of vegetation, capture rooftop runoff for irrigation, and minimize sediment and nutrient loading downstream. (Page 14)

Response 1.48 – Refer to Chapter 6, “Stormwater Management”. The Project aims to reduce impervious area on the Site, therefore matching or exceeding existing recharge quantities. Additionally, the use of LID techniques that promote recharge such as tree box filters, porous surfaces and subsurface infiltration structures will be investigated for application within the Project if suitable soil conditions are found. The water quality of stormwater runoff will be greatly improved as compared to the existing conditions due to the proposed long-term BMPs. The Proponent is evaluating the feasibility of providing cisterns for capturing rooftop runoff for use as irrigation.

Comment 1.49 (Stormwater/ Drainage) - The DEIR should include clear commitments to ensure effective long-term operation and maintenance of the stormwater system, and clarify long-term ownership and maintenance responsibilities. (Page 14)

Response 1.49 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Report, which includes the long-term operating and maintenance plan for the proposed stormwater management system. Proposed stormwater management features proposed within the Public Right of Way will be the responsibility of the City of Quincy and features within private property will be the responsibility of the land owner, unless otherwise located within easements granting access to the City of Quincy for maintenance of public services.

Comment 1.50 (Stormwater/ Drainage) - The DEIR should evaluate the use of LID features and incorporate them into the stormwater management system to the maximum extent feasible. (Page 14)



Response 1.50 – Refer to Chapter 6, “Stormwater Management” for an evaluation of potential use of LID features within the Project. LID features will be incorporated in the stormwater management system to the maximum extent practicable.

Comment 1.51 (Stormwater/ Drainage) - The DEIR should include a pre- and post-construction drainage analysis. (Page 14)

Response 1.51 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report, which contains the pre- and post-construction drainage analysis.

Comment 1.52 (Stormwater/ Drainage) - The DEIR should discuss how proposed changes in site drainage may impact hydrology and water quality of local river systems, public water supplies, vernal pools and other wetlands resources on and adjacent to the site. (Page 14)

Response 1.52 – Refer to Chapter 5, Wetland, Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report. The proposed drainage system has been designed to mimic the existing drainage patterns. BMPs used to mitigate impacts associated with stormwater are included. There are no adverse impacts anticipated with the proposed design. Extensive water quality benefits will be achieved as there are little to no water quality control BMP’s currently used within the Project Area.

Comment 1.53 (Stormwater/ Drainage) - The DEIR should include site plans that locate proposed BMPs for stormwater management and a discussion of Total Suspended Solids (TSS) removal for the final design (Page 14)

Response 1.53 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report. A conceptual layout of proposed BMPs is shown on Figure 6.7. TSS removal is provided by utilizing various BMPs creating a ‘treatment train’ as runoff is conveyed through the stormwater management system. TSS removal is discussed in the above referenced sections.

Comment 1.54 (Stormwater/ Drainage) - The DEIR should discuss snow and ice management, the use of native species for revegetation of the site, and alternatives to hay bales for erosion control to avoid the introduction of invasive species. (Page 14)

Response 1.54 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report for information on snow management including the responsible parties, pavement treatment types and disposal methods (if necessary). Native species for vegetation is proposed. Straw bales and compost filter socks have been proposed as an alternative method for use as an erosion control barrier.

Comment 1.55 (Water Supply) – The DEIR should discuss the impact of the proposed water demand on the current water supply, especially during peak demand periods



Response 1.55 – Refer to Chapter 7, “Wastewater and Water”, for discussion on the proposed water demand and supply. According to MWRA, adequate capacity and conveyance existing within the MWRA system to supply the Project during peak demand periods.

Comment 1.56 (Water Supply) - The DEIR should also confirm that sufficient capacity is available within the municipal/MWRA water supply system to accommodate the new project flows and identify upgrades, if necessary.

Response 1.56 – Refer to Chapter 7, “Wastewater and Water”, for discussion on the proposed water demand and supply. According to MWRA, adequate capacity and conveyance existing within the MWRA system to supply the Project during peak demand periods. Infrastructure upgrades are proposed to the municipal system within the Project Area, however, no MWRA upgrades are required.

Comment 1.57 (Water Supply) - The DEIR should include an updated detailed estimation of water demand for the project, including an estimation of the outdoor water use (lawn watering, etc.) demand. This estimation of outdoor water use should include the estimated volumes of outdoor water to be provided by the municipal system vs. outdoor water to be provided by alternative sources (e.g., stormwater collection, on-site irrigation wells, etc.).

Response 1.57 – Refer to Chapter 7, “Wastewater and Water”, for discussion on the proposed irrigation demand. It is estimated that approximately 1,550 gpd of irrigation will be required during an eight-month watering period. Irrigation shall be provided by the municipal system, however, additional irrigation supply methods will be analyzed as the site design progresses and specific tenant requests and requirements for alternative methods.

Comment 1.58 (Water Supply) - The DEIR should detail the water conservation measures to be implemented for the project such as low flow toilets or faucets, and steps taken by the Proponents to meet the applicable 2006 Massachusetts Water Conservation Standards, which can be accessed at: http://www.mass.gov/enviro/mwrc/pdf/Conservation_Standards.pdf

Response 1.58 – Refer to Chapter 7, “Wastewater and Water”, for discussion on the proposed water conservation measures to be implemented. The Project will include the use of: low-flow plumbing fixtures including at a minimum, all toilets and urinals will 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 use of automatic shutoff valves. Additionally the Proponents have committed to LEED-ND, Silver rating which includes additional water conservation measures that can be implemented to achieve credits.

Comment 1.59 (Wastewater) – The DEIR should provide an update on the volume of wastewater generated by the project. The DEIR should discuss how anticipated wastewater flows were calculated.

Response 1.59 – Refer to Chapter 7, “Wastewater and Water”, for detailed breakdown of proposed wastewater generation flows and rates. The Project is estimated to generate approximately 525,207 gpd of wastewater, an increase of approximately 384,207 gpd as compared to the existing



conditions. Wastewater flows were calculated by applying flows to various uses based on 314 CMR 7.15 Calculation of Flows for Sewer Extension or Connection Permits.

Comment 1.60 (Wastewater) - The DEIR should also confirm that sufficient capacity is available in the municipal sewer system and the MWRA interceptor sewers to accommodate the new project flows and identify upgrades, if necessary.

Response 1.60 – Refer to Chapter 7, “Wastewater and Water”, for a discussion on wastewater capacity. Based on recent engineering reports and projected flow rates, there is adequate capacity within the City’s infrastructure to handle the additional flow generated by the Project. MWRA is currently analyzing any potential effects of the proposed flow on the Quincy Pump Station and interceptor sewers. The City does not have capacity limitations to discharges to the MWRA system.

Comment 1.61 (Wastewater) - The project will require a Sewer Connection Permit from MassDEP. The DEIR should discuss how the Proponents will comply with the MassDEP Policy requirement of removing I/I at a ratio 4 to 1 to offset the maximum wastewater flow added to the City’s sewer system in a manner consistent with applicable policies and regulations. The Proponents should consult with MassDEP and the City of Quincy to develop a plan to meet mitigation requirements of the MassDEP I/I Policy. The DEIR should provide an update of any consultations with MassDEP, MWRA, and the City of Quincy.

Response 1.61 – Refer to Chapter 7, “Wastewater and Water”, for a discussion on sewer mitigation including I/I identification and removal. The Proponents are required to remove a total of 1,536,828 gallons of I/I. The Proponents have met with the City DPW on multiple occasions and with MassDEP regarding the proposed I/I program and approach as identified in Chapter 7.

Comment 1.62 (Wastewater) - In addition to water conservation measures, the DEIR should also consider wastewater reuse opportunities. I strongly encourage the Proponents to consider adoption of water and wastewater conservation and reuse measures wherever possible.

Response 1.62 – The Proponents will evaluate the feasibility of wastewater reuse opportunities as the specific buildings and blocks are developed, however, not anticipated at this time.

Comment 1.63 (Transportation) – The DEIR should address the overall transportation impacts of the entire project (Phases 1 and 2). The DEIR should include a traffic study prepared in conformance with EEA/MassDOT Guidelines for EIR/EIS Traffic Impact Assessments.

Response 1.63 – Chapter 3 “Transportation” provides a detailed analysis of the transportation-related impacts of full-build conditions of the Project. This section evaluates vehicular traffic operations, collision history, pedestrian and bicycle accessibility and safety, parking supply and demand, and transit capacity and demand. In addition, the study identifies improvements recommended to mitigate the impacts of the Project and/or improve the operations or safety of study area roadways and intersections. This study was prepared in accordance with MassDOT guidelines for preparation of traffic impact studies.

Comment 1.64 (Transportation) – A MassDOT permit is required because it is expected that upon construction the Burgin Parkway Access Bridge will be owned by MassDOT.



Response 1.64 – The Proponents recognize that a MassDOT permit will be required for construction of the Burgin Parkway Access Bridge as this bridge will be owned by MassDOT following construction. In addition, an access permit would be required from MassDOT for any work performed within the State Highway Layout (SHLO). The intersections of Burgin Parkway with Centre Street and Penn Street are under the jurisdiction of MassDOT. Therefore, improvements at these locations to mitigate the impacts of the Project will require review and issuance of an access permit by MassDOT.

Comment 1.65 (Transportation) – In addition, under the May 5, 2010 MEPA Greenhouse Gas Policy and Protocol the Proponents must identify the increase in transportation related GHG emissions associated with the project and propose and evaluate mitigation measures to reduce emissions of GHGs.

Response 1.65 – Chapter 4 – Air Quality / GHG Emissions of the DEIR provides a detailed evaluation of the GHG emissions generated by mobile sources for New Quincy Center Redevelopment Project. A number of measures have been identified to reduce such GHG emissions, including construction of the Burgin Parkway Access Bridge, which was identified in the EENF. In addition, an extensive TDM program, managed by a Transportation Management Office (TMO) or Transportation Coordinator (TC), has been developed for the Project. The TDM program will significantly reduce GHG emissions by reducing vehicle trips to/from the site. A detailed discussion of the TDM program is included within the *Transportation Demand Management* section of Chapter 3 “Transportation” of the DEIR. Some of the elements of the program include, but are not limited to, carpool/rideshare programs, free and preferential parking for carpool/rideshare participants, subsidized transit passes for employees, transit passes included in rent for residents, showers and lockers for employees biking to work, and priority treatment for transit services.

Comment 1.66 (Transportation) – The traffic study should analyze the transportation impacts resulting from the project within the study area associated with vehicle trips; pedestrian, bicycle and transit trips; parking; and truck routes and loading activities. MassDOT recommends that for a project of this magnitude, a 10-year horizon should be considered.

Response 1.66 – Chapter 3 “Transportation” of the DEIR provides a detailed analysis of the traffic-related impacts of the Project, including: an evaluation of vehicle, pedestrian, bicycle, and transit trips to/from the site; proposed parking supply and demand; and truck/delivery routes to the site. The traffic study includes a projection of traffic volumes to a 10-year horizon per the request of MassDOT.

Comment 1.67 (Transportation) – The DEIR should identify appropriate mitigation measures for areas where the project will have an impact on traffic operations. The DEIR should provide a clear commitment to implement and fund mitigation measures and describe the timing of mitigation implementation relative to project phasing and implementation.

Response 1.67 – Chapter 3 “Transportation” of the DEIR provides a detailed summary of the proposed mitigation measures related to traffic operations within the *Recommendations for Improvements* section. In addition, the Draft Section 61 Finding included within the DEIR also



provides a summary of the proposed mitigation measures and their association with a particular phase of development.

Comment 1.68 (Transportation) – The DEIR should include a comprehensive discussion of safety issues, and a commitment to a stronger Transportation Demand Management (TDM) program.

Response 1.68 – The *Collision History* section of Chapter 3 “Transportation” of the DEIR provides a comprehensive evaluation of the collision patterns and potential contributing factors at each of the intersections included within the study area. In addition, the *Transportation Demand Management* section of Chapter 3 provides a detailed description of the expanded TDM program. The elements of this program were developed based on discussions with MassDOT at a meeting held on February 14, 2012 and with MassRIDES at a meeting held on March 26, 2012.

Comment 1.69 (Transportation) – The DEIR should present capacity analyses and a summary of average and 95th percentile vehicle queues for each intersection within the study area.

Response 1.69 – The *Traffic Operations Analysis* section of Chapter 3 “Transportation” contained in the DEIR provides a summary of the detailed capacity and queuing analysis completed for each of the study area intersections. Tables 3.11 and 3.12 provide a summary of the volume-to-capacity ratios, delay per vehicle, level of service, average queue, and 95th percentile queue for each lane group at each intersection.

Comment 1.70 (Transportation) – The DEIR should include a roadway segment analysis for the Burgin Parkway corridor between its intersection with Granite Street and the Burgin Parkway/Centre Street (MBTA Quincy Adams Driveway). A traffic signal warrant analysis prepared in accordance with the Manual of Uniform Traffic Control Devices is required if a traffic signal is proposed.

Response 1.70 – The *Traffic Operations Analysis* section of Chapter 3 “Transportation” contained in the DEIR provides a summary of the detailed capacity and queuing analysis completed for Burgin Parkway. The proposed Burgin Parkway Access Bridge connection to Burgin Parkway will provide right-turn-in and right-turn-out only access. No additional traffic signals are proposed at this location or any other location along the Burgin Parkway as part of the New Quincy Center Redevelopment Project. Therefore, no signal warrant analyses have been conducted.

Comment 1.71 (Transportation) – The study area identified in the EENF must be expanded in the DEIR to include the following areas:

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

Response 1.71 – Per the request of MassDOT, the study area for the DEIR was expanded to include the intersections listed above.

Comment 1.72 (Transportation) – The DEIR should include sufficiently detailed conceptual plans for the proposed roadway improvements in order to evaluate the feasibility of constructing such improvements.



Any environmental impacts associated with roadway improvements should be identified and quantified within the DEIR (i.e. wetlands impacts, stormwater),

Response 1.72 – Conceptual improvement plans for the roadway improvements proposed as mitigation for the Project are provided in Figures 3.16.A through 3.16.I within Chapter 3 – Transportation. Detailed text descriptions of these plans are provided in the *Recommendations for Improvements* section of Chapter 3. Environmental and other potential impacts of the proposed mitigation are identified within the text and the plans.

Comment 1.73 (Transportation) – In addition, the DEIR should identify how pedestrian and bicycle access will be incorporated into the site design and access plan and provide plans that clearly identify access routes both within the project site and to existing or proposed infrastructure.

Response 1.73 – Chapter 3 “Transportation” of the DEIR provides a detailed discussion of proposed pedestrian and bicycle routes to the Project, as well as improvements that are proposed within the Project limits and those proposed outside the Project Area.

Comment 1.74 (Transportation/TDM) – The DEIR should include a comprehensive TDM program that investigates all feasible measures aimed at reducing site trip generation. The TDM program should identify additional measures that have been successful in reducing trip generation for similar redevelopment projects and demonstrate their effectiveness in reducing site trips for the project.

Response 1.74 – The *Transportation Demand Management* section of Chapter 3 “Transportation” contains a detailed description of the expanded TDM program, which was developed in coordination with MassDOT and MassRIDES. The Proponents will continue to work with MassDOT, MassRIDES, and MBTA to refine the TDM program as the Project progresses and anticipates further expansion of the program to be included within the Final EIR, including a mechanism for evaluating the effectiveness of the program and consequences for not meeting appropriate goals in terms on vehicle trip reduction.

Comment 1.75 (Transportation/TDM) – The TDM program should identify the existing modes within the project area such as transit, walking, and bicycling, analyze their existing and future conditions based on the project's impacts, and provide improvements to attract mode usage.

Response 1.75 – Chapter 3 “Transportation” contains an evaluation of the existing transit, walking, and bicycling facilities in the vicinity of the Project, as well as an analysis of the existing and future capacity and demand for these facilities. The *Pedestrian/Bicycle Amenities* section provides a detailed description of the existing facilities and identifies deficiencies. This section also provides an estimate of the site-generated pedestrian and bicycle trips both internal and external to the site, and identifies locations where improvements are necessary to facilitate safe and efficient pedestrian and bicycle travel. The *Public Transportation* section provides an analysis of the capacity and demand of the existing transit services, including commuter rail, rapid transit, and bus service. In addition, this section provides an estimate of the site-generated transit trips that are expected to utilize each transit mode and an evaluation of the proposed capacity versus demand of each transit service by route and by individual train/bus in an effort to identify the need for upgrades to accommodate the New Quincy Center Redevelopment Project.



Comment 1.76 (Transportation/TDM) – The Proponents should continue to work with the MBTA regarding the potential for increased transit service to the site and provision of transit amenities. The site plan should accommodate transit and provide amenities to encourage transit usage as well as provide pedestrian and bicycle connections to existing land uses within close proximity to the project site.

Response 1.76 – The Proponents have contacted the MBTA to obtain information about existing transit ridership, routes, and schedules. An analysis of the capacity of the existing transit services under Build conditions has been included in the *Transit Analysis* section of Chapter 3 – Transportation, which indicates that all of the transit services providing service to the Project will operate below capacity under Build conditions. Therefore, improvements to provide additional capacity are not needed to accommodate the additional trips generated by the Project. The Proponents have identified a number of proposed TDM improvements, which include providing bus shelters within the Project Area. The Proponents will coordinate with the MBTA to determine the most appropriate locations for these bus shelters.

Comment 1.77 (Transportation/TDM) – The DEIR should illustrate the locations of bus shelters and bus turnouts.

Response 1.77 – Chapter 3 “Transportation”, provides a graphic illustrating the location of existing bus stops within the study area. No impacts to bus stop locations are anticipated as a result of the Project. The Proponents agree to provide bus shelters at bus stops located within the Project Area and within close proximity to the Project Area. The location of these bus shelters is discussed in Chapter 3.

Comment 1.78 (Transportation/TDM) – The DEIR should include a summary of the Proponents’ discussions with the MBTA.

Response 1.78 – The Proponents have coordinated with the MBTA to obtain information regarding existing transit routes, stops, capacity, and ridership. In addition, the MBTA has provided the Proponents with its goals for vehicle loading, headways, and other service criteria. These goals were used as the basis for evaluating the ability of the existing transit services to accommodate the site-generated transit trips and identify the need for improvements. The Proponents will continue to coordinate with the MBTA throughout the Final EIR process to implement measures of the TDM program and identify appropriate locations for bus stops and bus shelters.

Comment 1.79 (Transportation/TDM) – As recommended by MassDOT and MassDEP, the DEIR should consider incorporating the following measures into the TDM program:

- *Subsidizing transit passes;*
- *Promoting ridesharing and vanpooling;*
- *Limiting available parking allowed by zoning through consultation with local officials;*
- *Offer parking cash-out incentives (including unbundled leases);*
- *Explored further shared parking opportunities;*
- *Provide additional bicycle accommodations and improved bicycle access to the site;*
- *Provide shuttle service to nearby commuter rail stations;*
- *Dedicate space for car sharing (e.g. Zip Car) and bicycle sharing;*



- Provide electric vehicle charging stations;
- Join or form a Transportation Management Association (TMA);
- Offer alternative work schedules;
- Provide direct deposit for employees;
- Participate in the EPA SmartWay Transport Program, a voluntary program that increases energy efficiency and reduces GHG emissions; and
- Provide a guaranteed ride home program.

Response 1.79 – The TDM program has been significantly expanded since completion of the EENF, as described in Chapter 3 “Transportation”. The measures listed above were considered in developing this expanded TDM program along with other recommendations received directly from MassDOT and MassRIDES staff.

Comment 1.80 (Transportation/Transit) – The DEIR should present a complete analysis of the project's impacts on transit, and should identify any capacity constraints during peak hours on existing public transportation systems operating in the project area including buses and shuttle buses.

Response 1.80 – The *Public Transportation* section of Chapter 3 “Transportation” provides a comprehensive analysis of all transit services providing connections to Quincy Center, including commuter rail, rapid transit, and bus service to identify any potential capacity constraints.

Comment 1.81 (Transportation/Transit) – The DEIR should demonstrate that sufficient transit system capacity is available to meet the projected ridership increase and identify if improvements may be necessary to accommodate additional ridership.

Response 1.81 – The *Public Transportation* section of Chapter 3 “Transportation” provides a comprehensive analysis of the projected ridership and capacity of all transit services providing connections to Quincy Center. The analysis indicates that the transit services are anticipated to operate at a maximum of 89 percent capacity under Build conditions. Therefore, the existing transit systems can accommodate the additional traffic generated by the Project with the need to add capacity.

Comment 1.82 (Transportation/Transit) – The DEIR should identify additional opportunities to design and locate safe and convenient pedestrian and bicycle facilities within the project site that will enhance the pedestrian experience and support the Proponents' projections for pedestrian and bicycle trip generation.

Response 1.82 – The *Pedestrian and Bicycle Amenities* section of Chapter 3 “Transportation” provides a detailed description of the pedestrian and bicycle improvements that are proposed as part of the Project.

Comment 1.83 (Transportation/Parking) – The DEIR should describe how the number of parking spaces needed for the project was determined. The DEIR should provide a breakdown of parking needs by land use category/use, time of day, and employee/customer/resident/visitor category to demonstrate the need for the proposed parking spaces.



Response 1.83 – The *Parking* section of Chapter 3 “Transportation” provides detailed calculations of the anticipated peak parking demand for each individual use on the site, as well as the peak parking demand of the site as a whole. To ensure that adequate parking will be provided for each step (phase) of development, a separate analysis of the peak parking for each phase has also been provided in Chapter 3.

Comment 1.84 (Transportation/Parking) – The DEIR should provide a revised parking analysis that includes a breakdown of the amount of parking by ratio proposed within each redevelopment block and for each step.

Response 1.84 – To ensure that adequate parking will be provided for each STEP (phase) of development, a separate analysis of the peak parking demand for each phase has been provided in the *Parking* section of Chapter 3. Blocks 5A and 6B will contain a portion of parking that will be designated for residential parking only for residents living within these blocks. A separate analysis of the parking within these blocks was provided to demonstrate that the proposed parking is adequate to meet the peak parking demands. All other parking on the site will be designated as public parking for use by patrons, employees, and residents of all other blocks on the site with the exception of some parking spaces designated as preferential parking for carpool and rideshare participants, electric vehicle charging stations, or storage spaces for Zip Cars. Therefore, an analysis was prepared of the peak parking demand versus the available parking supply for the remainder of the site.

Comment 1.85 (Transportation/Parking) – The DEIR should discuss the parking distribution between the proposed parking facilities. The DEIR should demonstrate that the Proponents have minimized parking to accommodate site needs.

Response 1.85 – The *Parking* section of Chapter 3 indicates that a total of 5,173 parking spaces should be provided on the site to accommodate the peak parking demand while providing adequate parking to avoid excessive recirculation of vehicles looking for empty spaces. A total of 5,273 parking spaces are proposed on the site. These additional parking spaces beyond the peak demand will allow for a portion of the spaces to be designated as residential parking only to increase the attractiveness of the residences on the site, and to provide preferential parking spaces for rideshare participants and storage for Zip Car service.

Comment 1.86 (Transportation/Parking) – The DEIR should describe if the parking has been reduced beyond what is allowed by zoning. The parking needs assessment should take into account the turnover rates for employees, customers, residents, valet parkers, and visitors, the parking supply and demand in the area, and parking fees. Parking demand management should be a key component of the Proponents' overall mitigation analysis.

Response 1.86 – The parking has been reduced below what is allowed by zoning as described in the *Parking* section of Chapter 3. The parking analysis included within this Chapter accounts for various parking characteristics from all uses on the site. As discussed in the *Transportation Demand Management* section of Chapter 3, parking demand management will be a key component of the Project's TDM program.



Comment 1.87 (Transportation Monitoring) - MassDOT has indicated that the Proponents should implement a transportation monitoring program for the project that will be conducted twice per year for a period of 5 years from the occupancy of the project. The Proponents' transportation monitoring program will evaluate the assumptions made by the Proponents in the DEIR, and the adequacy of the Proponents' transportation mitigation measures including, but not limited to, the effectiveness of the TDM program. If the results of the monitoring activities indicate that the mitigation is not effective in accommodating traffic volumes at key intersections impacting the state highway system, the Proponents may be responsible for identifying and implementing operational improvements at those locations.

Response 1.87 – As described in Chapter 4, a mesoscale air quality analysis has been performed consistent with MassDEP and MEPA guidelines. As described in the Draft Section 61 Finding included in the DEIR, the Proponents agree to a transportation monitoring program following occupancy of the Project. The details of this monitoring program may be refined further during the FEIR process.

Comment 1.88 (Air Quality) - The project triggers MassDEP's review threshold requiring the Proponents to conduct an air quality mesoscale analysis comparing the indirect emissions from transportation sources under the Build and No-Build conditions. The Proponents should consult with MassDEP regarding modeling protocol prior to conducting this analysis. The mesoscale analysis should be conducted in accordance with guidance described in the May 5, 2010 MEPA Greenhouse Gas Emissions Policy and Protocol (GHG Policy). The current emission model, MOBILE 6.2 should be used for this effort, unless the pending MOVES model is approved at the time of analysis.

Response 1.88 – A mesoscale air quality analysis has been performed consistent with MassDEP and MEPA guidelines (see Chapter 4).

Comment 1.89 (Air Quality) – The purpose of the mesoscale analysis is to determine whether and to what extent the proposed project will increase the amount of volatile organic compounds (VOCs) and nitrogen oxides (NO_x) in the project area. The mesoscale analysis should also be used to estimate indirect carbon dioxide (CO₂) emissions from transportation sources in conjunction with the GHG Policy, as outlined further below. The mesoscale analysis will also be used to determine if the project will be consistent with the Massachusetts State Implementation Plan (SIP). Emission increases due to the project must be mitigated and any subsequent environmental impact analysis should include the Proponents' commitment to implement said mitigation measures. Implementation of a TDM program on-site will provide an opportunity for additional air quality improvements through a reduction in trips. TDM measures and their ability to reduce trip generation rates should be evaluated in the DEIR as part of the transportation analysis. The DEIR should follow the detailed guidance for the analysis provided in the comment letters from MassDOT and MassDEP, and the Proponents should consult with MassDEP regarding modeling protocol prior to conducting this analysis.

Response 1.89 – For both the mesoscale analysis of VOC and NO_x emissions and the transportation CO₂ emission analysis portion of the GHG analysis, mitigation measures are proposed to avoid, minimize, and mitigate these emissions. Consistency with the Massachusetts SIP is addressed. The mesoscale analysis includes full consideration of TDM measures.



Comment 1.90 (Air Quality) – The DEIR should discuss the project's compliance with MassDEP's Ridesharing Regulations (310 CMR 7.16). The Proponents should evaluate the feasibility of compliance with the Massachusetts Idling regulation (310 CMR 7.11) and the Rideshare Regulation and should make commitments to such compliance wherever feasible. The Proponents should consult with MassDEP during the preparation of the DEIR to discuss potential pre-installation approvals that may be required for fuel utilization facilities, such as furnaces and boilers, or emergency generators. The DEIR should address whether any of the activities performed at the site will have associated air emissions which may require MassDEP air quality permitting. The DEIR should include information on the size and type of equipment that may be installed, an update on permits required, and a discussion of measures to comply with applicable regulatory requirements.

Response 1.90 – Any single tenant of the NQC Redevelopment Project that employs more than 250 applicable commuting employees will be subject to MassDEP's Ridesharing Regulation (310 CMR 7.16). The Project will comply with the requirements of the MassDEP Idling Regulation (310 CMR 7.11); signs will be posted to in loading docks that no idling is allowed for trucks parked for more than five minutes. Where required for fuel-burning equipment at the NQC Redevelopment Project, self-certification under the Environmental Results Program (ERP) regulations at 310 CMR 7.26 will be provided to MassDEP, or a pre-installation plan approval application will be filed with MassDEP under 310 CMR 7.02.

Comment 1.91 (GHG) – the Proponents must meet with representatives from MEPA, MassDEP and DOER prior to preparation of the DEIR, and continue to work collaboratively with these agencies during the preparation of the DEIR, to ensure that the analysis of GHG emissions and proposed mitigation measures for the project are consistent with the scope outlined below.

Response 1.91 – Meetings were held with both MEPA and DEP staff prior to the preparation of this DEIR.

Comment 1.92 (GHG) – The GHG Policy requires projects to quantify CO₂ emissions and identify measures to avoid, minimize or mitigate such emissions. The DEIR should include an analysis of GHG emissions and mitigation measures for the full-build (Phases 1 and 2) in accordance with the standard requirements of the GHG Policy. The analysis should quantify the direct and indirect GHG emissions associated with the project's energy use and transportation-related emissions. Direct emissions include on-site stationary sources, which typically emit GHGs by burning fossil fuel for heat, hot water, steam and other processes. Indirect emissions result from the consumption of energy, such as electricity, that is generated off-site by burning of fossil fuels, and from emissions associated with vehicle use by employees, vendors, customers and others.

Response 1.92 – A comprehensive GHG analysis (Chapter 4) has been performed consistent with the EEA Greenhouse Gas Emissions Policy and Protocol and MEPA regulatory and policy standards (see Chapter 4).

Comment 1.93 (GHG) - The DEIR should outline and commit to mitigation measures to reduce GHG emissions. The analysis for the Phase 2 and full-build redevelopment projects should carry forward the Proponents' GHG analysis for Phase 1 and identify emissions associated with the Phase 2 project and the



future full-build development. I refer the Proponents to the GHG Policy for additional guidance on the analysis.

Response 1.93 – The GHG analysis clearly documents the energy efficiency measures (EEMs) that were evaluated and the methodology employed. As described in Chapter 4, sufficient information is provided in the GHG analysis to allow confirmation that the Project has avoided, minimized, and mitigated GHG emissions in accordance with the EEA *Greenhouse Gas Emissions Policy and Protocol* and MEPA regulatory and policy standards.

Comment 1.94 (GHG) - The DEIR should include a GHG emissions analysis that calculates and compares GHG emissions associated with: 1) a Massachusetts Building Code-compliant baseline (based on the amended Massachusetts Building Code 8th Edition (Chapter 780 CMR 13.00) which has been revised to adopt and integrate either the current version of the International Energy Conservation Code (IECC 2009 Chapter 5, with Massachusetts amendments) or ASHRAE 90.1-2007); and 2) the proposed Preferred Alternative. The Policy requires proponents to use energy modeling software to quantify projected energy usage from stationary sources and energy consumption.

Response 1.94 – The GHG analysis quantified carbon dioxide (CO₂) emissions for two 2021 Full Build scenarios: (1) the Base Case corresponding to the 8th Edition of the Massachusetts Building Code including the 2009 IECC (the “Code”), and (2) the Preferred Alternative, which includes all energy mitigation measures. The eQUEST energy model was used in the analysis.

Comment 1.95 (GHG) - The GHG analysis should clearly demonstrate consistency with the objectives of MEPA review, one of which is to document the means by which the Proponents plan to avoid, minimize, or mitigate damage to the environment to the maximum extent feasible. The DEIR should include the modeling printout for each alternative and emission tables that compare base case emissions in tons per year (tpy) with the Preferred Alternative showing the anticipated reduction in tpy and percentage by emissions source (direct, indirect and transportation). Other tables and graphs may also be included to convey the GHG emissions and potential reductions associated with various mitigation measures as necessary. All modeling inputs and assumptions should be clearly identified, including whether code compliant elements are based on the IECC or ASHRAE 90.1. As required by the revised GIIG Policy, the DEIR should either include text file output data that includes input and default modeling parameters or a tabulation of input and default values.

Response 1.95 – As described in Chapter 4, sufficient information is provided in the GHG analysis to allow confirmation that the Project has avoided, minimized, and mitigated GHG emissions in accordance with the EEA *Greenhouse Gas Emissions Policy and Protocol* and MEPA regulatory and policy standards. The GHG analysis clearly documents the energy efficiency measures (EEMs) that were evaluated and the methodology employed. The GHG analysis quantifies the direct, indirect, and combined stationary GHG emissions for each study scenario, providing the reductions provided by different EEMs. Chapter 4 and Table 4.2 in particular, provide sufficient detail on the methodology for agency review. The eQUEST model input files are available to MassDOER and MassDEP upon request.

Comment 1.96 (GHG) - The DEIR should demonstrate both the project approach and objectives related to the goals of reducing GHG emissions. The MassDEP and DOER comment letters provide guidance



regarding mitigation measures that should be explored as part of the GHG analysis, as well as resources to assist in preparation of the analysis. The DEIR should present an evaluation of the feasibility of each of the mitigation measures outlined below, and if feasible, GHG emissions reduction potential associated with major mitigation elements to evaluate the relative benefits of each measure. The DEIR should explain, in reasonable detail, why certain mitigation measures, which could provide significant GHG reductions, were not selected- either because it is not applicable to the project or is considered technically or financially infeasible.

Response 1.96 – The GHG analysis evaluates each EEM and either adopts it, considers it for further study, or does not adopt it. A justification is provided for measures that were considered and then eliminated.

Comment 1.97 (GHG) - The DEIR should identify whether certain building design or operational GHG reduction measures will be mandated by the Proponents to future occupants (approximately 3.4 million sf future mixed-use development) or merely encouraged for adoption and implementation. As noted by MassDEP, the Proponents should also consider adoption of additional sustainable design measures that can be incorporated into the project for which GHG reductions cannot be easily quantified, such as: water conservation and the reuse of wastewater and/or stormwater; the use of non-toxic and/or recycled building materials; recycling systems or plans; solid waste reduction plans; and an annual audit program for energy consumption, waste streams and the use of renewable resources. Additional GHG reductions can be achieved through effective materials management during the design, construction, and operations phases of the project. These measures will be considered when evaluating whether the project can mitigate its GHG emission to the greatest extent practicable.

Response 1.97 – As part of the design phase of the Project, the Proponents will implement a set of tenant guidelines in the Project Tenant Manual, which will either mandate or encourage specific sustainable measures (by providing assistance and/or information for consideration), where applicable, reasonable and/or feasible for specific users. Through the Tenant Manual, the Proponents will encourage tenants to adopt source reduction and materials recycling for their businesses. See Chapter 4 for details on the Tenant Manual.

Comment 1.98 (GHG) - Efforts to reduce annual electrical usage should be a focus because indirect energy use is anticipated to be responsible for a much larger proportion of associated project emissions than direct combustion. The GHG analysis should thoroughly address comments by MassDEP and DOER. The GHG analysis should include, but not be limited to, evaluation of the following mitigation measures:

- *Minimization of energy use through building orientation and evaluation of its impacts on energy usage, including solar gain, day-lighting and viability of solar photo-voltaic (PV) systems;*
- *Installation of a combined heat and power system (CHP) that incorporates the refrigeration load and fully considers federal, state and utility incentives;*
- *Inclusion or exclusion of high-albedo roofing materials;*
- *Construction of a green roof (or roofs) to mitigate GHG emissions and stormwater;*
- *Use of day-light harvesting;*
- *Installation of high-efficiency HVAC systems (including RTUs) with an EER that is the maximum feasible and indication of whether all units will be Energy Star rated;*
- *HVAC duct sealing, testing and insulation;*



- *Water and waste heat recovery systems;*
- *Reduction of energy use through peak shaving or load shifting strategies;*
- *Incorporation of window glazing to balance and optimize day-lighting, heat loss and solar heat gain performance;*
- *Installation of energy-efficient lighting with the following attributes, as feasible:*
 - *Increase reductions in lighting power to levels at least 10% below code;*
 - *Decrease annual lighting load by at least 50% by providing natural day-lighting in tandem with dimmable high-efficiency fixtures and controls to regulate the level of illumination required;*
 - *Maximize interior day-lighting through floor-plates, increased building perimeter and use of skylights, clerestories and light wells and use modeling to identify the optimal configuration that will produce the least CO2 emissions;*
 - *Install energy efficient lighting, both exterior and interior;*
 - *Use LED fixture and target lighting wherever possible; and*
 - *Incorporate lighting motion sensors.*
- *Reduction of plug loads:*
 - *Use Energy Star-rated office equipment;*
 - *Use dedicated circuits for all plug-in fans, heaters, PTACs, etc; and,*
 - *Use occupancy controlled circuits for all display items such as televisions.*
- *Increased energy efficiency of windows and building envelope;*
- *Incorporation of super insulation to minimize heat loss;*
- *Incorporation of climate control and building energy management systems;*
- *Use of water conserving fixtures that exceed building code requirements;*
- *Third-party building commissioning;*
- *Implementation of an operations waste management and construction waste program; and,*
- *Use of energy sub-metering to monitor individual tenant energy consumption.*

Response 1.98 – With regard to the list of suggested EEMs: 1) The 13 buildings that will comprise the Project will each have a façade facing south. A PV feasibility analysis is included in Chapter 4; 2) A feasibility analysis for a combined heat and power system in Step 1 of the Project is provided in Chapter 4. Blocks 10 and 11 will have a central chilled water plant with a Coefficient of Performance (COP) 15% better than Code; 3) All buildings will have a high-albedo roof; 4) A 40,000 square foot green roof will be constructed on Block 5; 5) The window area and design will allow deep penetration of natural light into each building. Tenants will be encouraged to install daylighting controls; 6) All HVAC units will be Energy STAR rates and will have a cooling efficiency 10% above Code; 7) HVAC supply ducts will be sealed, leak tested, and insulated to reduce energy losses.; 8) Waste heat recovery in the form of Energy Recovery Ventilation (ERV) will be used for the high-rise residential and office buildings in Blocks 3, 5, 6, 10, and 11, and will be recommended to tenants in other lease space; 9) Peak shaving or load shifting strategies are not appropriate for retail and office uses that must use power during peak periods; 10) High performance windows that carefully balance the Solar Heat Gain Coefficient and Visible Transmittance to reduce summer solar gain while admitting natural light have been selected. Windows will have a U value of 0.29 or better, which is better than Code; 11) Interior Light Power Density (LPD) will be at least 10% below Code for retail and office space, and public areas of all



buildings. Tenants will be encouraged to design for LPD 10% below Code. Exterior LPD will be far below Code through the use of LED lighting for all structured and surface lot parking. Occupancy controls will be installed for all spaces not regularly occupied; 12) Plug loads will be reduced through the use of Energy STAR appliances; 13) The building envelope insulation will exceed Code for the roof, walls, slab, and fenestration; 14) Very high levels of building envelope insulation are proposed for the Project; 15) Energy management systems will reduced heating and cooling when space is unoccupied; 16) Water efficient landscaping will be installed to minimize water use. Drought-resistant and native plants will be used in conjunction with Smart Irrigation technology. Buildings will have water conserving bathroom fixtures that exceed Code in water conservation; 17) Each building's mechanical systems will undergo commissioning in accordance with the Massachusetts Stretch Energy Code Section 503.2.9; 18) Through the Tenant Manual, the Proponents will encourage tenants to adopt source reduction and materials recycling for their businesses. The Proponents will consider recycling C&D waste in its construction management plan; 19) Energy sub-metering will be used for individual tenants.

Comment 1.99 (GHG) - The DEIR should provide a feasibility analysis, including identification of payback periods, for the installation of on-site PV systems on all or portions of proposed building roofs, facades or parking structures. The Proponents should seek guidance from DOER regarding the development of this analysis in light of the new series of initiatives to promote the use of PV systems. The analysis should consider available funding and rebate mechanisms, and I strongly encourage the Proponents to incorporate a commitment to including solar power at some of the proposed buildings. At a minimum, buildings should be oriented to the south where feasible to maximize solar exposure and, if the analysis demonstrates that such systems are presently infeasible, they should be constructed as "solar ready" to facilitate future installation of PV systems.

Response 1.99 – A feasibility analysis for a PV system is included in Chapter 4.

Comment 1.100 (GHG) - In addition to the measures listed in the Appendix of the GHG Policy, DOER recommends that the Proponents incorporate the energy efficient measures discussed in several National Renewable Energy Laboratory's (NREL's) technical documents which are listed in its detailed comment letter.

Response 1.100 – The Redevelopment Project will adopt many of the EEMs recommended in the NREL reports on medium and large office buildings, medium box retail stores, and grocery stores. These measures include energy recovery ventilation (ERV), demand control ventilation (DCV), reduced Light Power Density (LPD), occupancy controls, reducing plug load through the use of Energy STAR rated equipment, higher efficiency HVAC units, higher efficiency heating boilers, double-pane windows with low-e coatings and low U-values, added building envelope insulation in the roof, slab, and walls, and high efficiency refrigeration systems for refrigerated and frozen foods.

Comment 1.101 (GHG) - A key component to educate and create incentives for tenants regarding sustainability and GHG reductions is through the creation of a tenant manual or through specific terms outlined within a leasing document. The DEIR should include a draft tenant manual that requires or strongly supports GHG reduction measures and discuss the potential use of "green" leases to achieve



GHG reduction goals. The Proponent should consider providing energy efficiency consulting services and information to future tenants as a mitigation measure as part of the DEIR.

Response 1.101 – As part of the design phase of the Project, the Proponents will implement a set of tenant guidelines in the Project Tenant Manual, which will either mandate or encourage specific sustainable measures (by providing assistance and/or information for consideration), where applicable, reasonable and/or feasible for specific users. Through the Tenant Manual, the Proponents will encourage tenants to adopt source reduction and materials recycling for their businesses. See Chapter 4 for details on the Tenant Manual.

Comment 1.102 (GHG) - In order to ensure that all GHG emissions reduction measures adopted by the Proponent as the preferred alternative are actually constructed or performed by the Proponent, the Secretary will require proponents to provide a self-certification to the MEPA Office indicating that all of the required mitigation measures, or their equivalent, have been completed. Specifically, the Secretary will require, as a condition of a Certificate approving the FEIR that the Proponent provide a certification to the MEPA Office signed by an appropriate professional (e.g., engineer, architect, transportation planner, general contractor) indicating that the all of the mitigation measures adopted by the Proponent as the preferred alternative have been incorporated into the project. Alternatively, the Proponent may certify that equivalent emissions reduction measures that collectively are designed to reduce GHG emissions by the same percentage as the measures outlined in the FEIR, based on the same modeling assumptions, have been adopted. The certification should be supported by plans that clearly illustrate where GHG mitigation measures have been incorporated. For those measures that are operational in nature (i.e. TDM, recycling) the Proponent should provide an updated plan identifying the measures, the schedule for implementation and how progress towards achieving the measures will be obtained. The commitment to perform this self-certification in the manner outlined above should be incorporated into the draft Section 61 Findings included in the DEIR.

Response 1.102 – The commitment to perform self-certification is include in draft Section 61 findings found in Chapter 11 of this DEIR.

Comment 1.103 (Historic) - The DEIR should include a comprehensive survey of the historic buildings in Quincy Center. As recommended by MHC, the DEIR should detail the nature of the project impacts to historic properties and provide a discussion of alternatives that could avoid or minimize adverse impacts. The DEIR should respond to MHC's comments regarding the use of state and federal tax credit programs for the rehabilitation of historic properties within the project area

Response 1.103 – Chapter 9 of the DEIR provides an evaluation of the Project impacts to historic properties. The Proponents will continue consultation with the MHC and the Quincy Historical Commission to comply with Chapter 254 to find ways to mitigate the proposed actions that affect historic properties in the Project Area.

The Proponents have considered alternatives to the proposed adverse effects to the historic resources in the Project Area. Alternatives include the potential salvage and reuse of selected building elements and the possible use of state and federal historic tax credits for the rehabilitation of the Granite Trust Company Building at 1400 Hancock Street.



The Proponents have also considered the potential use of state and federal historic tax credits for rehabilitation of various buildings, but has concluded that only the Granite Trust Company Building at 1400 Hancock Street is a suitable candidate. The specific plans for this building are not yet determined, but the rehabilitation plans will strive to meet the Secretary of the Interior's Standards for Rehabilitation, as required to obtain these credits.

Gray & Pape performed a survey of 75 properties within Quincy Center in 2008-2009, which was included as Appendix F of the EENF. An electronic copy of the EENF with all appendices is attached to the DEIR document.

Comment 1.104 (Historic) - The DEIR should present an update on the Proponents' consultations with MHC and any measures that have been proposed to mitigate project impacts to historic properties.

Response 1.104 – The Proponents have provided a report to the Massachusetts Historical Commission and the Quincy Historical Commission which discusses possible alternatives to the Project, as proposed in the EENF and the consideration of the use of state and federal historic tax credits in the development. A meeting with MHC and the Quincy Historical Commission to discuss the alternatives is anticipated after the submittal of these reports.

Comment 1.105 (HazMat) - The Proponents should consult with MassDEP's Bureau of Waste Site Cleanup (BWSC) during the preparation of the DEIR and Phase 2 project design to explore what impacts, if any, these projects might have on these hazardous waste release sites, and to evaluate the Proponents' need for retaining a Licensed Site Professional (LSP) to assist in the project's construction

Response 1.105 – The Proponents will retain a Licensed Site Professional to assist during the Project's construction. Prior to construction the Proponents will consult with MassDEP's Bureau of Waste Site Cleanup.

Comment 1.106 (HazMat) - The Proponents should commit to ensuring that the project contractors and sub-contractors maintain an emergency response plan for performing appropriate response actions in the event contamination is encountered during project construction.

Response 1.106 –An emergency response plan will be developed as part of the Construction documents.

Comment 1.107 (HazMat) - The Proponents are advised that, if oil and/or hazardous material (OHM) is identified during the implementation of the project (including excavation, removal and/or disposal of contaminated soil, pumping/dewatering of contaminated groundwater, or working in contaminated media), notification pursuant to 310 CMR 40.0000 must be made to MassDEP, if necessary.

Response 1.107 –Should contamination be encountered, the appropriate notification procedures will be followed in accordance with the applicable laws and regulations.

Comment 1.108 (HazMat) - The DEIR should address the detailed comments from MassDEP regarding ensuring compliance with the MCP and the Occupational Safety and Health Act (OSHA).



Response 1.108 – Chapter 8 of the DEIR addresses the known environmental conditions within the Project Area and outlines MCP reporting obligations.

Comment 1.109 (HazMat) - The DEIR should describe construction air quality monitoring for dust, contaminated vapors, and other inhalation hazards and discuss the implementation of controls to mitigate poor indoor and outdoor air quality.

Response 1.109 – Chapter 8 of the DEIR addresses dust control during construction and vapor intrusion that may impact indoor air quality.

Comment 1.110 (HazMat) - The project will likely require abatement and removal of asbestos from existing buildings. The Proponents should ensure that MassDEP requirements for asbestos remediation are met. The DEIR should include an update on asbestos investigations and remediation plans.

Response 1.110 – Applicable laws and regulations pertaining to asbestos removal will be followed. There have been no additional updates to asbestos investigations or remediation plans.

Comment 1.111 (Cons. Period Impacts) - The DEIR should include a Construction Management Plan (CMP) describing project activities and their schedule and sequencing, site access and truck routing, and BMPs that will be used to avoid and minimize adverse environmental impacts during the construction period. The CMP should discuss potential demolition and construction period impacts (including but not limited to land disturbance, noise, vibration, dust, odor, nuisance, vehicle emissions, construction and demolition debris, and construction-related traffic). The DEIR should analyze and outline feasible measures that can be implemented to avoid or eliminate these impacts.

Response 1.111 – Refer to Chapter 10, Construction Period Impacts, for components of the Construction Management Plan and discussion on construction period impacts associated with the Project.

Comment 1.112 (Cons. Period Impacts) – The DEIR should outline potential measures to address materials management during the construction period. The CMP should discuss plans for reuse and recycling of construction materials including asphalt, brick and concrete (ABC).

Response 1.112 – Refer to Chapter 10, Construction Period Impacts, for discussion on Materials Management.

Comment 1.113 (Cons. Period Impacts) – The DEIR should discuss measures proposed to protect wetland resource areas during construction activities, and the CMP should include an erosion control component to address protection of water quality and wetlands resources.

Response 1.113 – Refer to Chapter 10, Construction Period Impacts, for discussion on compliance with protecting resource areas during construction activities including BMPs implemented during the construction process for erosion and sedimentation control.

Comment 1.114 (Cons. Period Impacts) - I strongly encourage the Proponents to require its contractors to retrofit diesel-powered equipment with emissions controls, such as particulate filters or traps, and



use low-sulfur diesel fuel. I also encourage the Proponents to commit to specific TDM measures that can be implemented during construction.

Response 1.114 – Refer to Chapter 10, Construction Period Impacts, for discussion on vehicle emission controls. The Proponents have committed to using after-engine emissions control on diesel engines. Additionally, mitigation shall include compliance with the Rideshare Regulation, when applicable, identifying incentives that will reduce vehicle trips to the Site.

Comment 1.115 (Cons. Period Impacts) – The Proponents must comply with MassDEP's Solid Waste and Air Quality Control regulations, pursuant to M.G.L. Chapter 40, Section 54, during demolition and construction. I note that the project will result in the significant generation of demolition waste, portions of which may contain asbestos. The Proponents should consult MassDEP for guidance on applicable regulations and BMPs that can be implemented on-site to effectively manage demolition and construction waste.

Response 1.115 – Refer to Chapter 10, Construction Period Impacts, for discussion on compliance with asbestos-containing material. MassDEP's website was utilized to identify regulations and BMP's that can be implemented to effectively manage and control construction and demolition wastes.

Comment 1.116 (Cons. Period Impacts) – The DEIR should describe blasting activities proposed and discuss measures to protect public water supplies in the project area. The Proponents should ensure that measures will be incorporated to avoid the potential for perchlorate contamination. I refer the Proponents to the MassDEP Memorandum entitled "Potential Environmental Contamination From the Use of Perchlorate-Containing Explosive Products" available at <http://www.mass.gov/dep/cleanup/laws/blasting.htm>

Response 1.116 – Refer to Chapter 10, Construction Period Impacts, for discussion on blasting. Blasting is not anticipated, however, measures are included to properly protect public water supplies.

Comment 1.117 (Cons. Period Impacts) - The Proponents are required to prepare a Stormwater Pollution Prevention Plan (SWPPP), which must clearly and reasonably delineate all areas to be altered, and describe the practices that will be implemented to protect the resources during construction as well as upon completion of the project. This includes Erosion and Sedimentation Control Plans and design calculations to assess all drainage leaving the site. The SWPPP must also include designation of areas where stockpiling of material and operations are to occur. The Proponents should consult with MassDEP to ensure that the Project will meet any performance standards associated with a federal NPDES permit for all proposed project construction activities.

Response 1.117 – Refer to Chapter 10, Construction Period Impacts, for discussion on NPDES permit compliance and the SWPPP. The SWPPP will be developed by the Contractor prior to the start of construction. General SWPPP guidance is described in Chapter 10 and in Chapter 6, Stormwater Management. Additionally, Contractor guidance on preparing a SWPPP is also available on the EPA website.



Comment 1.118 (Mitigation and Section 61 Findings) - The DEIR should include a separate chapter on mitigation measures for Phase 1 and Phase 2, which should summarize in a table all mitigation commitments, as well as detailed draft Section 61 Findings for all State Agency Actions. The draft Section 61 Findings should describe proposed mitigation measures, contain clear commitments to mitigation and a schedule for implementation, based on the construction phases of the project, and identify parties responsible for funding and implementing the mitigation measures. The draft Section 61 Findings will serve as the primary template for permit conditions.

Response 1.118 – Chapter 11 “Mitigation Summary” provides a summary of all Project mitigation as well as DRAFT Section 61 Findings for all State Agency Actions. As Phase 1, the Burgin Parkway Access Bridge, and Phase 2 the remaining Project, will be constructed concurrently, the mitigation for Phase 1 and Phase 2 are not separable, in fact the Phase 1 waiver only allows MassDOT to move forward with the permitting review prior to the completion of the MEPA process.

Comment 1.119 - The DEIR should contain a copy of this Certificate and a copy of each comment letter received. In order to ensure that the issues raised by commenters are addressed, the DEIR should respond fully to the comments received to the extent they are within MEPA jurisdiction. The DEIR should present additional technical analyses and/or narrative as necessary to respond to the comments received. This directive is not intended to and shall not be construed to enlarge the scope of the DEIR beyond what has been expressly identified in this Certificate. I recommend that the Proponents use either an indexed response to comments format, or a direct narrative response.

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

Response 1.119 – A copy of the ENF Certificate and each comment letter received with a subsequent response and accompanying technical analysis/narrative, if required, is included in this DEIR. In compliance with the MEPA regulations, copies of the DEIR will be circulated to all necessary parties and will be available for public review at the Quincy Public Library.



COMMENT LETTER #2: EEA FINAL RECORD OF DECISION (FROD)

No comments to address

COMMENT LETTER #3: MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

Comment 3.1 – (Traffic) – Upon Completion, the bridge is expected to be owned by MassDOT; therefore, a Vehicular Access Permit will be required for the project. (Page 1)

Response 3.1 – As indicated in Chapter 1 “Project Description Summary”, the proposed Burgin Parkway Access Bridge will be owned and maintained by MassDOT following completion. Therefore, a vehicular access permit will be required for construction of the bridge.

Comment 3.2 – (Traffic) – The Project categorically requires the preparation of an Environmental Impact Report (EIR). (Page 2)

Response 3.2 – A Draft EIR has been prepared in accordance with MEPA regulations.

Comment 3.3 – (Traffic) – The Draft EIR (DEIR) should include a traffic study prepared in conformance with the EOEEA/MassDOT Guidelines for EIR/EIS Traffic Impact Assessments. The traffic study should evaluate the study area and identify appropriate mitigation measures for areas where the project will have an impact on traffic operations. The proponent should provide a clear commitment to implement mitigation measures and should describe the timing of their implementation based on the phases of the project, if any. (Page 3)

Response 3.3 – Chapter 3 “Transportation” includes a detailed traffic study that was prepared in conformance with MassDOT and the Executive Office of Energy and Environmental Affairs (EEA) guidelines for preparation of a traffic impact assessment. The study evaluates the traffic-related impacts of the Project on the study area intersections as identified within the Certificate on the EENF and identifies mitigation measures necessary to mitigate the impacts of the Project. In addition, the Draft Section 61 Finding provides a detailed description of all transportation-related mitigation measures proposed as part of the Project, including the TDM program.

Comment 3.4 – (Traffic) – The DEIR should present specific measures to help reduce auto dependence and increase travel by public transit, walking and bicycling. We strongly encourage the proponent to work with MassDOT units to identify similar project or TDM measures that demonstrate success in reducing site trip generation. MassDOT would support further trip credit reduction than identified in the EENF based on adequate documentation of the TDM measures and a strong commitment to their implementation. (Page 3)

Response 3.4 – The *Transportation Demand Management* section of Chapter 3 “Transportation” provides a description of the TDM measures that are proposed to decrease vehicle trips to/from the site and increase travel by transit, walking, and bicycling.



Comment 3.5 – (Traffic) – We recommend that a minimum 10-year horizon period analysis be considered in the DEIR. An alternative analysis methodology would consist of providing a capacity analysis for each phase if the associated horizon year could be clearly identified. While this approach would require significantly more analysis depending on the number of phases, it provides the opportunity to update and refine the mitigation program based on a monitoring program to be conducted at the conclusion of each phase. (Page 3)

Response 3.5 – As requested, the traffic study included within Chapter 3 “Transportation” assumes a 10-year horizon for the future-year traffic-volume projections and analysis.

Comment 3.6 – (Traffic) – Future submittals of traffic analyses should include tabular summaries and composite illustrations of intersection levels of service, lane group/movement levels of service, average queues, and 95th-percentile queues. (Page 3)

Response 3.6 – Tables 3.11 and 3.12 within Chapter 3 provide tabular summaries of the intersection operations including volume-to-capacity ratio, delay per vehicle, level of service, average queue, and 95th percentile queue for every lane group at every intersection within the study area.

Comment 3.7 – (Traffic) – We also recommend that traffic flow simulation model be conducted to portray network peak-hour conditions. (Page 3)

Response 3.7 – The traffic operations analysis was conducted using Synchro 7 analysis software, which includes modeling of the traffic operations throughout the study area roadway network. This model was developed in coordination with Howard/Stein-Hudson, the firm hired by the City of Quincy to evaluate the Adams Green Transportation Improvement project, to ensure consistency between modeling software and results. If desired, the Synchro 7 files may be used by MassDOT or other agencies to perform a simulation. Due to the number of intersections, other intersecting driveways, and on-street parking, the simulation will have limited use and may not represent the actual conditions.

Comment 3.8 – (Traffic) – The DEIR should present capacity analyses and a summary of average and 95th percentile vehicle queues for each intersection within the study area. (Page 4)

Response 3.8 – Tables 3.11 and 3.12 within Chapter 3 provide tabular summaries of the average queue, and 95th percentile queue for every lane group at every intersection within the study area.

Comment 3.9 – (Traffic) – the proponent should provide a roadway segment analysis for the Burgin Parkway corridor between its intersection with Granite Street and the Burgin Parkway/Centre Street (MBTA Quincy Adams Driveway). (Page 4)

Response 3.9 – Chapter 3 “Transportation” provides an analysis of the operations along Burgin Parkway between Adams Street / Newport Avenue and Centre Street / MBTA Station.

Comment 3.10 – (Traffic) – Any proposed traffic signal must include a traffic signal warrant analysis according to the Manual of Uniform Traffic Control Devices (MUTCD) standards. (Page 4)



Response 3.10 – As indicated within Chapter 3 “Transportation”, no new traffic signals are proposed as mitigation for the Project. Therefore, no traffic signal warrant analyses have been prepared.

Comment 3.11 – (Traffic) – The EENF includes a comprehensive study area to be evaluated in the DEIR. However, the following intersections must be added to the study area: (Page 4)

- *The Burgin Parkway/Quincy Street intersection,*
- *The Burgin Parkway/Penn Street intersection, and*
- *The Burgin Parkway/Center Street intersection*

Response 3.11 – The study area for the traffic study included in Chapter 3 of the DEIR was expanded to include the additional intersections requested by MassDOT.

Comment 3.12 – (Traffic, Plans) – The DEIR should include sufficiently detailed conceptual plans (preferably 80-scale) for the proposed roadway improvements in order to verify the feasibility of constructing such improvements. The conceptual plans should clearly show proposed lane widths and offsets, layout lines and jurisdictions, and the land uses (including access drives) adjacent to areas where improvements are proposed. (Page 4)

Response 3.12 – Conceptual improvement plans for the mitigation measures identified for the Project are provided in Figures 3.16.A through 3.16.H within Chapter 3 “Transportation” of the DEIR. The City of Quincy will be assisting the Redeveloper in securing the right-of-way information as many of the improvements are warranted under No-Build conditions.

Comment 3.13 – (Traffic) - Any proposed mitigation within the state highway layout and all internal site circulation must be consistent with a Complete Streets design approach that provides adequate and safe accommodation for all roadway users, including pedestrians, bicyclists, and public transit riders. Guidance on Complete Streets design guidelines is included in the MassDOT Project Development and Design Guide. (Page 4)

Response 3.13 – Limited improvements are proposed within the State Highway layout. These improvements include signal modifications at the Burgin Parkway intersections with Centre Street, Penn Street, and Quincy Street, which will not require any geometric changes to the roadway. Pedestrian signal phases will be incorporated in these signal timing modifications to maintain pedestrian access through the intersections. Roadway improvements at other locations throughout the study area that are outside the state highway layout will include provisions for pedestrians and bicyclists, which will be consistent with Complete Streets goals and principles wherever feasible.

Comment 3.14 – (Traffic - Ped/Bike/Transit) The DEIR should provide a thorough inventory of all existing, planned, and proposed services, facilities, and routes for accessing the site using transportation modes other than single-occupancy vehicles. These include provisions for future expansion of bus, private shuttle, bicycle, and pedestrian mobility options in the vicinity of the project. (Page 4)

Response 3.14 – Chapter 3 “Transportation” provides a detailed inventory and analysis of all means of transportation to/from the site, including vehicular, public transit, walking, and bicycling. This chapter also identifies improvements proposed to mitigate the impacts of the Project on these various modes of travel and improve pedestrian and bicycle access to/from the site.

Comment 3.15 – (Traffic - Ped/Bike/Transit) The proponent should also document conversations with transit providers in the area, including but not limited to the Massachusetts Bay Transportation Authority (MBTA), local transportation providers, private shuttle services, and any large employer that may work with the project proponent to provide shared services. (Page 4)

Response 3.15 – TEC, Inc. has coordinated with the MBTA on behalf of the Proponents to obtain information regarding existing transit services in the vicinity of the Project, including routes, stop locations, schedules, headways, existing ridership, capacity, and service goals. Detailed discussion of this information is provided within the *Transit Analysis* section of Chapter 3 “Transportation” of the DEIR. The Proponents will continue to coordinate with MBTA as part of the Final EIR process to identify the most appropriate locations for bus stops and bus shelters and to implement the proposed TDM measures as mitigation for the Project.

Comment 3.16 – (Traffic - Ped/Bike/Transit) The proponent should identify the likely travel routes for bicyclists within the study area. The degree to which these routes can safely support bicycle travel should also be examined. Existing or proposed bicycle and pedestrian access routes in the vicinity of the site should be identified. The DEIR should also include discussion of bicycle and/or pedestrian facilities in the vicinity of the project, analyze both existing and future conditions, and identify mitigation if necessary. (Page 4)

Response 3.16 – TEC prepared graphics depicting the anticipated bicycle and pedestrian travel routes to the Project. An inventory of existing conditions along these routes within the study area has been prepared and a summary is provided in Chapter 3 – Transportation. The Proponents are committed to providing a number of improvements to existing pedestrian and bicycle facilities to improve access to the site and encourage alternative means of transportation to reduce vehicle trips. These improvements are summarized in Chapter 3, as well as in Chapter 11 – Project Mitigation Summary of the DEIR.

Comment 3.17 – (Traffic - TDM) - The DEIR should include a comprehensive Transportation Demand Management (TDM) plan that investigates all feasible measures aimed at reducing site trip generation. (Page 5)

- 3.17.1. The TDM program should identify measures and demonstrate their effectiveness in reducing site trip generation.*
- 3.17.2. The TDM plan should be based on the specific measures that have been successful in reducing trip generation for similar redevelopment projects and further investigate measures that would maximize usage of existing pedestrian, bicycle, and transit facilities, such as subsidizing transit passes, promoting ridesharing and vanpooling, and limiting the available parking supply.*



- 3.17.3. *The TDM plan should identify the existing modes in the area such as transit, walking, and bicycling; analyze their existing and future conditions based on the project's impacts; and commit to making improvements that will increase usage of those modes.*
- 3.17.4. *The overall redevelopment plan should also accommodate transit services and provide amenities to encourage transit usage such as bus shelters, bus turnouts, and enhanced pedestrian connections between transit nodes and existing land uses in close proximity to the project site.*
- 3.17.5. *The project proponent should work with the MBTA regarding service improvements within the redevelopment area since streets in the project area serve numerous existing bus routes with thousands of daily customers*

Response 3.17 – Chapter 3 “Transportation” of the DEIR includes a detailed description of the measures included within the proposed TDM program for the Project. This TDM program has been significantly expanded since the completion of the ENF and was based on coordination with MassDOT and MassRIDES for measures to include within the program. The Proponents will continue to coordinate with MassDOT, MassRIDES, and MBTA to implement this program as the Project progresses.

Comment 3.18 – (Traffic - Monitoring) - The project proponent will be responsible for providing a transportation monitoring program that should be conducted twice per year for five years from the occupancy of the project. The goal of the traffic monitoring program will be to evaluate the assumptions made in the DEIR and the adequacy of the transportation mitigation measures, as well as to determine the effectiveness of the transportation demand management program. (Page 5)

Response 3.18 – As discussed in the *Transportation Demand Management* section of Chapter 3 “Transportation”, the Proponents will create a Transportation Coordinator (TC) or Transportation Management Office (TMO) that will be responsible for regular monitoring of the TDM program and its effectiveness in meeting goals. The TC or TMO will coordinate with individual tenants of the Project to ensure these tenants are complying with the TDM program.

In addition, the Proponents agree to complete traffic monitoring studies following initial occupancy of the Project to ensure traffic volumes are not exceeding projections. The monitoring study will be conducted once per year and will involve 72-hour Automatic Traffic Recorder (ATR) counts at the following locations to obtain average weekday and Saturday daily and peak hour traffic volumes:

- **Burgin Parkway between Hannon Parkway and Granite Street**
- **Ross Way north of Market Square Connector (Burgin Parkway Access Bridge)**
- **Hancock Street between Cliveden Street and Cottage Avenue**
- **Washington Street between McGrath Highway and Foster Street**
- **Hannon Parkway east of Burgin Parkway**
- **Burgin Parkway Access Bridge east of Burgin Parkway**

Traffic volumes obtained from these counts will be compared to traffic-volume projections from the DEIR and Final EIR to determine whether the volumes are consistent with projections. Where traffic volumes exceed projections by more than 10 percent, the Proponents will prepare



additional capacity and queuing analyses to determine the need for additional mitigation or TDM measures to reduce traffic volumes.

Comment 3.19 – (Traffic) - The DEIR should provide an update of the local permitting processes for the proposed project, particularly with respect to any state highway issues being discussed. We strongly encourage the proponent to consult with MassDOT before any transportation issues are discussed in local meetings or hearings. (Page 5)

Response 3.19 – The Proponents met with MassDOT PPDU and District 6 staff on three occasions to review the study area, data, trip generation estimates, and the proposed mitigation measures within State Highway as well as along other roadways where MassDOT recently constructed improvements using federal funds.

Comment 3.20 – (Traffic) - We encourage the proponent to continue consultation with appropriate MassDOT units, including the Public/Private Development Unit, the District 6 Office, Highway Design, and Traffic Operations to discuss the proposed Phase I mitigation design, as well as the preparation of the DEIR for the full project. (Page 5)

Response 3.20 – The project team met with MassDOT staff (PPDU, Traffic, and District 6) on several occasions to discuss the Project Area, trip generation estimates, mode split, and conceptual mitigation measures.

COMMENT LETTER #4: WALK BOSTON

Comment 4.1 - “We are concerned that the potential for improving walking for users of the project area has not been examined in an intensive way. The proponent will need to be cognizant of detailed pedestrian needs throughout the development, because the pedestrian aspects of the site will play an extremely important role in the way it meshes with its surroundings and the possible help in alleviating traffic congestion.” (Page 1)

Response 4.1 – Chapter 3 “Transportation” of the DEIR provides a detailed evaluation of the existing pedestrian facilities within a 10-minute walking radius of the Project limits and identifies measures recommended to improve pedestrian access and safety.

Comment 4.2 - “...existing and anticipated daily walking trips are not discussed in the report, nor are there suggestions that future planning will include such analysis. It is essential to have some notion of the overall number of walkers to plan adequately for pedestrian connections between building sites. Based on information about numbers of walkers, it would then become possible to think about incremental features that might benefit pedestrians” (Page 2)

Response 4.2 – An estimate of the number of pedestrian trips generated by the Project is included within Chapter 3 “Transportation” of the DEIR. This pedestrian trip estimate includes pedestrian trips to/from locations outside the Project Area, as well as trips remaining within the Project limits generated by people walking between multiple uses in the Project Area or traveling between parking areas and buildings.

Comment 4.3 - "Standards for sidewalk widths are not discussed in the report, suggesting that there may be reliance on either state or local standard widths that have not been included or referenced in this report. The widths of the sidewalks should be adequate to address the volumes of traffic that are anticipated, while adding sufficient space for trees, street furniture and signage in a way that does not interfere with pedestrian throughput. We suggest that the proponent use state design standards for sidewalks in central areas that provide a minimum of 12' for heavily-used sidewalks, and 6' in all other areas. In areas of heavy foot traffic, the width should be related to anticipated pedestrian volumes. These widths should be clear and continuous in all affected blocks. Street trees, lighting fixtures and other street furniture should not intrude on these minimum clear and continuous widths. Sidewalk paving surfaces should be smooth and easily shoveled during winter snowstorms. Curb cuts for vehicles should be severely limited." (Page 2)

Response 4.3 – In general, all sidewalks within the Project will be reconstructed to provide a uniform surface and satisfy ADA requirements. In many cases, such as Hancock Street, the sidewalks will be widened. The Proponents anticipate utilizing 12-foot wide (or wider) sidewalks in areas where the facility will incorporate street furniture, outdoor seating areas, or traffic calming measures.

Comment 4.4 - "On streets along the sidewalks, retaining a pattern of two lanes of parked traffic is best for pedestrians, because parking on both sides of the street acts as a buffer between moving traffic and pedestrians walking alongside." (Page 2)

Response 4.4 – On-street parking is proposed along the roadways within the Project, which will provide a buffer between the sidewalks and travelways. For roadways outside the Project, on-street parking will be maintained where it currently exists. No new areas of on-street parking are proposed outside the Project Area.

Comment 4.5 - "Each of the proposed pedestrian corridors follows streets (open space internal to structures does not appear to be available for general foot traffic.) Each street can be classified distinctively, based on a street typology and character as a general guide to function and potential design. Although it is not yet known what pedestrian traffic volumes and issues may arise, each of the streets seems to deserve unique treatment, as far as pedestrian service is concerned." (Page 2)

- 4.5.1 **Temple/Hancock/Granite Streets** is a new facility and a major route for vehicular traffic. It appears to be set to act as a pedestrian promenade at the edge of the development. The boulevard's frontage may become a retail focus serving primarily pedestrian traffic.
- 4.5.2 **Hancock Street between Granite Street and QC Concourse** appears to be envisioned to be a local street not a major vehicular thoroughfare. The street could become a very interesting, relatively quiet and rewarding pedestrian corridor, especially because it is a direct extension of the pedestrian promenade of Adams Green. Sidewalks along Hancock Street can become integral portions of the open space network, with off-sidewalk paved areas to enlarge upon the feeling of openness, creating at the same time places where people could congregate, meet, sit, watch, and enjoy the daily progression of walkers through the district. This may involve widening the sidewalk in some instances to provide inlets or off-sidewalk

squares as useful spaces for walkers. Staging of the Hancock Street portions of the project may allow re-use of existing small-scale commercial uses. Retaining Hancock Street as the focus of the new development is exciting and, we think, essential. There are several elements of the design that would be useful to better understand. Only a few of the existing small-scale businesses appear to be dislocated by Step 1 of the proposed development, and not until the arrival of Step 3 will all of the existing commercial along Hancock Street be replaced by new buildings.

- 4.5.3 **Revere Road/QC Concourse** will complete a ring-road around downtown and the Quincy Center project. This road will not be expected to facilitate commercial development to a great extent, although a major large retail facility is proposed for the block closest to the bridge over the MBTA tracks.
- 4.5.4 **Ross Way** appears to be primarily an access road for parking garages, vehicular deliveries and service access. If so, it will be a difficult area for pedestrians to navigate, especially because it will require numerous curb cuts.
- 4.5.5 **Chestnut and Cottage Streets** will both be minor collectors that might become useful locations for small businesses (some existing buildings are to be retained) because the location of the two streets may provide spillover space linked to retail opportunities along Hancock Street.
- 4.5.6 **Hancock Market Square Connector.** This new street seems designed to provide access directly into parking structures. It seems unlikely, from the limited information available that this street will attract walkers. However, the market square located at the Hancock Street intersection holds a promise of a retail focus for pedestrians.
- 4.5.7 **Pathway along the MBTA tracks.** The project includes paths immediately adjacent to the MBTA tracks that seem unconnected to a larger network. The function of these paths is unclear.

Response 4.5.1-4.5.7 – The character of each of the roadways within the Project Area is described in Chapter 3 “Transportation” of the DEIR. Recommendations for pedestrian provisions along each of these roadways is discussed in the *Proposed Pedestrian and Bicycle Facility Improvements* section of Chapter 3.

Comment 4.6 – “Intersection design is important for pedestrian safety. Potential vehicular/pedestrian conflict areas exist in several locations. Already noted are potential conflicts in the Adams Green area, where pedestrian volume from the MBTA stations, the schools and other uses result in walkers crossing busy streets. The entrances to the project on Granite Street where it meets Hancock and Chestnut Streets are likely to have significant areas of conflict. Within the project boundary, all intersections may have significant conflicts and should be analyzed.” (Page 3)

Response 4.6 – Pedestrian safety and access has been evaluated at all intersections within the study area. A detailed discussion of the existing conditions is provided in Chapter 3 “Transportation”. Improvements to existing pedestrian facilities, including upgrades to pedestrian signal equipment and construction of ADA-compliant wheelchair ramps, are proposed at many of the study area intersection as discussed in Chapter 3. Significant pedestrian and bicycle facility improvements will be completed as part of the Adams Green Transportation



Improvement Project, which extends along Hancock Street from the intersection with Dimmock Street / Adams Street to the intersection with Granite Street. These improvements are also discussed in Chapter 3.

Comment 4.7 “The Quincy Center plans show little additional open space, though open space is stated as an essential element in the overall design. Instead, the proposal calls for large-scale reliance on sidewalks and their landscaping as open space. However, the design standards for sidewalks and how they will function as open space additions (including both walkways and landscaping strips) are not defined.” (Page 3)

Response 4.7 – Public open spaces together with the public sidewalks provide gathering spaces, 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 open spaces within the Project Area are a described in Chapter 1, and shown in Figure 1.7. Recommendations for pedestrian provisions along each of these roadways is discussed in the *Proposed Pedestrian and Bicycle Facility Improvements* section of Chapter 3.

Comment 4.8 – “The acreages of proposed open spaces in the project should be quantified in the report. This could aid in public understanding of the project and help in marketing sites, gaining retail attractions, and bolstering business opportunities.” (Page 3)

Response 4.8 – The Project proposes a number of interconnected public open spaces to enhance the urban fabric of the downtown area. The public open spaces enhance the retail and public uses within the Project. A summary of the impervious areas and open spaces if provided in the Stormwater Chapter and the open spaces are depicted in Chapter 1 of the Report.

Comment 4.9 – “The text suggests that public gathering places will be added as social focal points, venues for seasonal events, and outdoor marketplaces, each connected to others via the public sidewalks and designed with a clear relationship to the proposed pedestrian network. It would be very useful to know where these open spaces will be located and how they relate to sidewalks, as they are intended to engender pedestrian movements.” (Page 3)

Response 4.9 – 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 open spaces within the Project Area are a described in Chapter 1, and shown in Figure 1.7. Recommendations for pedestrian provisions along each of these roadways is discussed in the *Proposed Pedestrian and Bicycle Facility Improvements* section of Chapter 3.

Comment 4.10 – “The proposal for this project does not include anchors of activities such as those surrounding Adams Green. In fairness, it may be too early in the process to identify specific uses, but a hint may arise from one of the existing strong points of the existing Hancock Street retail area - its human scale. Building frontages are relatively narrow, uses change every few feet, activities spill out onto the street and it can appear that a great deal of human activity is taking place. Retaining the human scale should be a guideline for future development” (Page 3)



Response 4.10 – The character of each of the roadways within the Project Area is described in Chapter 3 “Transportation”. Recommendations for pedestrian provisions along each of these roadways are discussed in the *Proposed Pedestrian and Bicycle Facility Improvements* section of Chapter 3. The general aesthetics proposed for the Project Area will conform to the design guidelines developed by the City and Redeveloper. 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.

Comment 4.11 – “The proposal seems designed to guide the area toward larger scale (large-format) retail activities. Many of the proposed buildings will have first floor retail uses, and the vast spaces envisioned for retail suggest a sort of outdoor shopping mall. The conceptual plans and proposed construction schedule do not seem to construct the retail spaces all in one step. We are concerned that much of the retail space may not be occupied until the project reaches full build-out, leaving vacant space and possibly rather empty sidewalks that are uninteresting and perhaps not comfortable for pedestrians walking alone. Ultimately, the retail market will fill the space; in the meantime (perhaps over many years) pedestrians may have neither a lively nor a safe environment in which to walk. It is important to ensure that existing and new small-scale uses will be accommodated by the phasing of the proposed large-scale uses.” (Page 4)

Response 4.11 – Refer to Chapter 10 “Construction Period Impacts” for the impacts associated with the project phasing. Public safety provisions are paramount to the successful execution of any urban project. The Proponents are committed to working with all Project stakeholders including all City of Quincy departments and other agencies having jurisdiction to ensure that vehicular and pedestrian safety are not compromised in any way during construction.

Comment 4.12 – “An area with many activities to be found within a small area is perfect for pedestrian access for errands, other shopping or services and for strolling.” (Page 4)

- 4.12.1 *One potential approach might be to encourage restaurants and uses appealing to pedestrians along Hancock Street, much like Moody Street in Waltham, to draw walkers into the district and provide essential services for new development. Perhaps one of the most pedestrian-friendly approaches could be establishing a permanent focus of retail uses that are small-scale and attractive to pedestrians. This focus might be an appropriate portion of the first stage of development, located in the blocks adjacent to the Adams Green project. The area could then grow along Hancock Street as demand for services expands.*
- 4.12.2 *A second approach is the development of an entirely separate focal area around which retail uses might concentrate. One such location is the proposed market square, which appears to be partly included in Step 1 activities. The market square has the advantage of providing an anchor to draw pedestrians through the area between Granite Street and the QC Concourse road.*

Response 4.12 – The character of each of the roadways within the Project Area is described in Chapter 3 “Transportation”. Recommendations for pedestrian provisions along each of these roadways are discussed in the *Proposed Pedestrian and Bicycle Facility Improvements* section of Chapter 3. The general aesthetics proposed for the Project Area will conform to the design



guidelines developed by the City and Redeveloper. 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.



COMMENT LETTER #5: MASSACHUSETTS DEPARTMENT OF ENVIRONMENTAL PROTECTION

Comment 5.1 – (Civil – Sewer) “The EENF states that there is sufficient capacity in the existing collection system to accommodate the estimated 431,600 gallons per day (gpd) of new wastewater flow, which will increase the wastewater discharge to 572,600 gpd from the project site, based on MassDEP Title 5 rates. Since new flows from the site will be greater than 50,000 gpd, a sewer extension/connection permit will be required for the project. ... Flows from the entire project must be included in the MassDEP Sewer Connection Permit Application.” (Page 1)

Response 5.1 – Flows from the entire Project will be included in the MassDEP Sewer Connection Permit Application for the Project.

Comment 5.2 – (Civil – Sewer) - In accordance with the provisions of the MassDEP policy on I/I mitigation requirements in MWRA communities (available at <http://www.mass.gov/dep/water/laws/mwraii09.pdf>), I/I mitigation is a required element of a MassDEP sewer connection permit for projects which generate greater than 15,000 gallons per day of wastewater flow where a project exceeds any MEPA threshold for an EIR or if the project has a significant risk of creating conditions leading to a sanitary sewer overflow. Given the scope and impacts of the proposed project, and the need for I/I mitigation, the proponent should arrange to meet with MassDEP and the City of Quincy to develop a plan to meet the mitigation requirements of the MassDEP I/I Policy.” (Page 2)

Response 5.2 – Refer to Chapter 7, “Wastewater and Water”, for a discussion on sewer mitigation including I/I identification and removal. The Proponents are required to remove a total of 1,536,828 gallons of I/I. The Proponents have met with the City DPW on multiple occasions and with MassDEP regarding the proposed I/I program and approach as identified in Chapter 7.

Comment 5.3 – (Civil – Stormwater) - Since the EENF has not provided any additional information, the stormwater runoff impacts during construction and post-construction should be evaluated for the entire project in the EIR, and it should be demonstrated that source controls, pollution prevention measures, erosion and sediment controls, and the post-development drainage system will be designed in compliance with the MassDEP Stormwater Management regulations (SMR). The EIR also should explain how water quality and quantity impacts would be controlled in compliance with the SMR standards for water quality and quantity impacts and the Massachusetts Department of Transportation and City of Quincy's Storm Water Programs for compliance with the NPDES Phase II Stormwater General Permit. The EIR should demonstrate that source controls, pollution prevention measures, erosion and sediment controls during construction, and the post-development drainage system will be designed to comply with the SMR and standards for water quality and quantity impacts and for consistency with the referenced Storm Water Programs. Calculations, stormwater system design plans at a readable scale, best management practice (BMP) designs and supporting information should demonstrate that the stormwater system design provides adequate protection for wetland resources in conformance with the stormwater regulations and NPDES permit.



Response 5.3 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report for a detailed description of the Best Management Practices (BMPs) to be implemented in order to mitigate impacts associated with stormwater runoff both during construction and post-construction periods and to demonstrate compliance with the MassDEP Stormwater Management Standards and the City of Quincy Stormwater Ordinance. Supporting technical calculations are included in Appendix D.

Comment 5.4 – (Civil – Stormwater LID) – “The EENF indicates that consideration would be given to low impact development (LID) and the use of integrated management practices (IMP) for control of stormwater, as is required by the stormwater regulations in 310 CMR 10.05 (6)(k), either alone or in combination with conventional drainage control measures. Pervious pavement would be appropriate for low intensity parking areas and sidewalks on site.” (Page 2)

Response 5.4 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report for a detailed description of the potential LID measures to be implemented within the Project Area. LID features will be incorporated in the stormwater management system to the maximum extent practicable based on existing soil conditions and groundwater levels.

Comment 5.5 – (Civil – Stormwater LID) - As the redevelopment project is designed; MassDEP recommends that The City consider opportunities recapture and reuse rainwater in addition to low impact development (LID) stormwater control strategies and practices. For example, the flat-roof buildings could be vegetated as green roofs to capture stormwater, and pervious pavement would be appropriate for low intensity parking areas and sidewalks. There also may be an opportunity to add raingardens/bioretenion areas and tree box filters for enhanced stormwater infiltration in open space and landscaped strips. Case studies of developments that have reduced stormwater management system costs by adopting LID practices with high environmental performance efficiencies are available on the following USEPA website: www.epa.gov/nps/lid.” (Page 3)

Response 5.5 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Report for a detailed description of the potential LID measures to be implemented within the Project Area. LID features will be incorporated in the stormwater management system to the maximum extent practicable based on existing soil conditions and groundwater levels. The Proponents are proposing to provide over an acre of green roofs and is evaluating the feasibility of providing cisterns for capturing rooftop runoff for use as irrigation.

Comment 5.6 – (Civil – Stormwater Low Flow) - The Department also requested in its comment on EEA#14725, the Town Brook Culvert Relocation project, that the stormwater section for the Quincy Redevelopment Project provide additional information on the stormwater system’s contribution to Town Brook that was not available during The Town Brook culvert project review. The EIR should provide sufficiently detailed information to understand how treated stormwater from the redevelopment project will supplement Town Brook base flows to ensure that the current deficiencies in flow are corrected in the relocated Town Brook. (Page 3)

Response 5.6 – Refer to Chapter 6, “Stormwater Management”, for a detailed description of the proposed stormwater management system. Compliance with the Massachusetts Stormwater



Management Standards is documented in Chapter 6 and Appendix D. Please note that the Town Brook Enhancement Project is a separate project as are any specific projects related to the augmentation of low flow to Town Brook.

Comment 5.7 – (Civil – Stormwater Phasing) - According to the ENF for EEA#14725, Town Brook culvert will continue to function as a stormwater conveyance after the new culvert is installed. Information is requested to understand how the existing and new culvert would function together with the deep rock tunnel; prior to and after the old Town Brook culvert is decommissioned or replaced. (Page 3)

Response 5.7 – As noted in Chapter 6, “Stormwater Management”, the existing Town Brook culvert will continue to function as a stormwater conveyance for Quincy Center drainage only during storm events, and will no longer convey base flows from upstream reaches of Town Brook, which will be conveyed in the realigned Town Brook outside of the Project Area. Refer to Chapter 6, “Stormwater Management”, for a detailed description of the proposed stormwater management system. Refer to Chapter 10, Construction Period Impacts, for the stormwater infrastructure construction phasing and the associated exhibits that depict the phasing of the new stormwater system and decommissioning of existing stormwater infrastructure.

Comment 5.8 – (Civil – Stormwater) - MassDEP supports the City of Quincy's commitment to remove illicit discharges from within the project area, and asks that the EIR affirm that these discharges, have been removed, or clarify when all illicit discharges will be eliminated.” (Page 3)

Response 5.8 – Refer to Chapter 6, “Stormwater Management”. In compliance with Standard 10 of the Stormwater Management Standards, identified illicit connections will be properly removed. Proposed stormwater and sanitary sewer systems are separate. Existing direct illicit connections will be removed within each Step as construction progresses, and new infrastructure is installed.

Comment 5.9 – (GHG) - The analysis of greenhouse gas (GHG) emissions in the EIR should demonstrate that the preferred project alternative would lower GHG emissions consistent with the objectives in the MEPA Greenhouse Gas Emissions Policy and Protocol by reducing energy demand, utilizing energy efficient designs and equipment, and incorporating renewable energy sources to off-set demand. The GHG analysis will be reviewed for consistency with the GHG Policy and Protocol. The analysis should demonstrate that the selected project alternative has avoided, minimized, and mitigated CO2 emissions in conformance with the MEPA regulatory and policy standards. ...MassDEP encourages the proponent to adopt as many of the technically feasible and cost-effect energy efficient designs and equipment as possible.” (Page 3)

Response 5.9 – A comprehensive GHG analysis has been performed consistent with the EEA *Greenhouse Gas Emissions Policy and Protocol* and MEPA regulatory and policy standards (see Chapter 4). The Proponents have adopted many energy efficiency measures in the building designs.

Comment 5.10 – (Air Quality) – “The projected new daily vehicle trips triggers MassDEP's review threshold of 3,000 daily trips requiring an air quality mesoscale analysis of project related emissions. The mesoscale analysis also should be used [to identify measures to avoid, minimize, and mitigate these emissions]. The



analysis must compare the indirect emissions from transportation sources under future No Build, Build, and Build with Mitigation conditions.” (Page 4)

Response 5.10 – A mesoscale air quality analysis has been performed consistent with MassDEP and MEPA guidelines (see Chapter 4) for the No-Build, Build, and Build with Mitigation conditions.

Comment 5.11 – (GHG) – “The proposed project is also subject to the MEPA GHG Policy and Protocol as amended on May 5, 2010. The Policy requires the project proponent to quantify project-related carbon dioxide (CO₂) emissions and identify measures to avoid, minimize, and mitigate these emissions.” (Page 4)

Response 5.11 – For both the mesoscale analysis of VOC and NO_x emissions and the transportation CO₂ emission analysis portion of the GHG analysis, mitigation measures are proposed to avoid, minimize, and mitigate these emissions.

Comment 5.12 – (Mesoscale - TDM) – “The EENF does contain a mesoscale analysis as part of the Phase 1 waiver request to support the proposed design review and permitting (not construction) for the Burgin Parkway Access Bridge. However, if the mesoscale analysis is updated in the DEIR to reflect changes in project design, then MassDEP recommends the Build with Mitigation condition also should reflect a greater emphasis on additional Transportation Demand Management (TDM) measures to achieve further reductions of mobile source emissions.” (Page 4)

Response 5.12 – The mesoscale analysis in Chapter 4 of this DEIR includes full consideration of TDM measures.

Comment 5.13 – (Traffic - Parking) – “MassDEP acknowledges and supports the proposed project at a location that provides tremendous transit opportunities, particularly access to the Massachusetts Bay Transportation Authority’s (MBTA) Red Line subway. However, the project location is also located near major roadways which present a challenge to achieve maximum trip reductions alternatives. In particular, MassDEP is concerned with the proposed number of additional parking spaces. MassDEP understands the proposed parking supply is responsive to local zoning minimum ratios, but urges the proponent to explore other parking management options that will meet parking demand without inducing more single occupant vehicle trips.” (Page 4)

Response 5.13 – The Proponents have designed the proposed parking to accommodate the anticipated peak parking demand while not providing excessive parking, which might encourage additional vehicle trips. As discussed in the *Parking* section of Chapter 3 “Transportation”, the majority of the proposed parking will be shared between all uses on the site to minimize the parking needs. Only a small portion of the parking will be designated for residential parking only and will be limited to 1.0 parking spaces per unit, which is lower than the City of Quincy zoning requirement. As discussed in the *Transportation Demand Management* section of Chapter 3, the Proponents will implement a comprehensive TDM program aimed at reducing vehicle trips, which will include provision of preferential parking spaces for carpool and rideshare participants. As part of the TDM program, parking fees will be implemented to discourage single-vehicle travel. Additional measures included in this TDM program are discussed in Chapter 3.



Comment 5.14 – (Traffic - TDM) – In addition to the TDM measures included in the EENF, MassDEP recommends that the project proponent consider making commitments to the following TDM measures in the DEIR.

- 5.14.1 Work closely with local officials to decrease the number of office and residential parking spaces allowed by zoning.*
- 5.14.2 Offer parking cash-out incentives. This strategy encourages tenants to provide cash instead of individual parking spaces to their employees, thus encouraging them to leave their cars at home and walk, bike, carpool, or take public transit to work.*
- 5.14.3 Create leases where tenants pay for parking separately from building (unbundled lease) to encourage use of parking cash-out. Unbundled leases provide tenants with financial incentives to reduce the amount of parking when they pay for parking spots as a cost separate from rent. For every employee that opts out of using a space, the tenant will save money by paying the proponent less.*
- 5.14.4 Provide preferential and free parking for carpools and vanpools. To encourage fewer solo commutes, proponents should reserve desirable parking spaces for those participating in carpools and vanpools. In situations where tenants pay for parking, these carpool and vanpool spaces should be free or discounted.*
- 5.14.5 Charge market price single occupant vehicle (SOV) drivers for parking spaces. Proponents can charge a fee to those who drive to work alone, while keeping parking free for those who carpool or vanpool.*
- 5.14.6 Explore shared parking opportunities to take advantage of the varying parking demand periods of nearby facilities. Additionally, when residential developments are part of a mixed development with businesses or near pre-existing businesses, residential parking and office parking lots can be shared to minimize the aggregate need for parking. Residential parking peak demand occurs in the evenings and weekends while office parking peak demand occurs during the weekdays.*
- 5.14.7 Hire an Employee Transportation Coordinator to manage the parking management program. A Coordinator can act as a point of contact for the various tenants within a given development, help enforce the parking requirements, and carry out any other day-to-day tasks and strategies from the rest of the list above.*
- 5.14.8 Provide additional bicycle accommodations. MassDEP applauds the project TDM program element that includes bicycle parking and urges the proponent to explore project access, for bicyclists using local roads, particularly those linking nearby commuter rail and other area transit connections. MassDEP again recommends that the proponent and MBTA work with local officials to support and fund as necessary, off-site, improved bicycle access to the project site, including the use of the most recent MassDOT Design Guidelines or engineering judgment, as appropriate.*
- 5.14.9 Provide shuttle services to nearby Commuter Rail stations.*
- 5.14.10 Dedicate space for Car Sharing/Bike Sharing. It is recommended that the proponent dedicate two or more car sharing spaces in the proposed garage. MassDEP also recommends the proponent provide support and dedicated space for bike sharing on site as this concept expands into the area.*
- 5.14.11 Provide electric vehicle charging station(s). MassDEP recommends the proponent provide an on-site public electric vehicle charging station available to all project employees, residents, and MBTA commuters.*



- 5.14.12 Join or form a Transportation Management Association (TMA)
- 5.14.13 Offer Alternative Work Schedules. The proponents should provide staggered work shifts to reduce peak period traffic volumes.
- 5.14.14 Provide direct deposit for employees.
- 5.14.15 Participate in the EPA SmartWay Transport Program. SmartWay is a voluntary program that increases energy efficiency and reduces greenhouse gas emissions.
- 5.14.16 Provide guaranteed ride home to those employees who regularly commute by bus or vanpool to the site and who have to leave work in the event of a family emergency or leave work late due to unscheduled overtime.

Response 5.14 – As discussed in the *Transportation Demand Management* section of Chapter 3, the Proponents will implement a comprehensive TDM program aimed at reducing vehicle trips. The measures included within this program were developed in coordination with MassDOT and MassRIDES. These measures include implementing parking fees, shared parking between uses, preferential parking for rideshare and carpool participants, provision of bicycle storage throughout the site, electric car charging stations, flex hours, guaranteed ride home, providing a Transportation Coordinator (TC) or Transportation Management Office (TMO), and many other measures discussed further in Chapter 3. In addition, a monitoring program will be established to identify goals of the TDM program, evaluate whether the goals are being met, and implement additional measures to achieve the programs goals and assess fines to violators of the program.

Comment 5.15 – (Traffic/GHG – Const. Period Impacts) – MassDEP believes it is necessary to mitigate the construction-period impacts of diesel Emissions to the maximum extent feasible. Diesel emissions contain fine particulates that exacerbate a number of health conditions, such as asthma and respiratory ailments. MassDEP recommends that the proponent work with its staff to implement construction-period diesel emission mitigation, which could include the installation of after-engine emission controls, such as oxidation catalysts or diesel particulate filters. Additional information is available on the MassDEP web site <http://www.mass.gov/dep/air/diesel/conretro.pdf>.

Response 5.15 - The reduction in the sulfur content of diesel fuel for off-road construction equipment from 500 ppm down to only 15 ppm (ULSD fuel), effective in 2010, has significantly reduced diesel particulate matter emissions to the point that such emissions are rarely a concern. In selecting contractors for construction, the Proponents will give preference to firms that use recently-built equipment with applicable EPA emission limits or that have installed diesel retrofits.

Comment 5.16 – (Traffic/Site – Signage) – The proponent should consider posting idling restriction signs on the premises to remind all drivers, patrons, and delivery personnel of the state's idling regulation. Questions regarding this regulation should be directed to Julie Ross of MassDEP at 617-292-5958.

Response 5.16 – The Project will comply with the requirements of the MassDEP Idling Regulation (310 CMR 7.11); signs will be posted to in loading docks that no idling is allowed for trucks parked for more than five minutes.

Comment 5.17 – (ALL) – “MassDEP implements the Rideshare Regulation (310 CMR 7.16), a clean air program that applies to employers with 250 or more daily employees and educational institutions with



1,000 or more applicable commuters. If applicable, the proponent and future tenants of the project may be subject to this regulation.

Employers subject to the Rideshare Program must implement a series of incentives that are designed to reduce the number of trips made by employees who drive alone to work. To date, employers with 1,000 or more employees must comply with the Rideshare regulation. Questions regarding this regulation should be directed to the MassDEP Rideshare Helpline at 617-292-5663 for assistance in complying with this air quality program.” (Page 6)

Response 5.17 – Any single tenant of the NQC Redevelopment Project that employs more than 250 applicable commuting employees will be subject to MassDEP’s Ridesharing Regulation (310 CMR 7.16).

Comment 5.18 – (ALL - Demolition) – “The project includes demolition and reconstruction, which will generate a significant amount of construction and demolition (C&D) waste. Although the ENF has not made a commitment to recycling construction debris, MassDEP encourages the project proponent to incorporate C&D recycling activities as a sustainable measure for the project.” (Page 6)

Response 5.18 – The Proponents will consider recycling C&D waste in its construction management plan.

Comment 5.19 – (ALL - Demolition) – “In addition, the proponent is advised that demolition activities must comply with both Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. Chapter 40, Section 54...” (Page 6)

Response 5.19 – All demolition and construction activity will comply with the requirements of MassDEP air quality regulations (310 CMR 7.01, 7.09, and 7.10). Construction and demolition will also comply with the MassDEP solid waste ban regulations (310 CMR 19.017).

Comment 5.20 (ALL – Demolition ABC) – “For the purposes of implementing the requirements of M.G.L. Chapter 40, Section 54, MassDEP considers an asphalt, brick, and concrete (ABC) rubble processing or recycling facility, (pursuant to the provisions of Section (3) under 310 CMR 16.05, the Site Assignment regulations for solid waste management facilities), to be conditionally exempt from the site assignment requirements, if the ABC rubble at such facilities is separated from other solid waste materials at the point of generation. In accordance with 310 CMR 16.05(3), ABC can be crushed on-site with a 30-day notification to MassDEP. However, the asphalt is limited to weathered bituminous concrete, (no roofing asphalt), and the brick and concrete must be uncoated or not impregnated with materials such as roofing epoxy. If the brick and concrete are not clean, the material is defined as construction and demolition (C&D) waste and requires either a Beneficial Use Determination (BUD) or a Site Assignment and permit before it can be crushed” (Page 7)

Response 5.20 – Should the Proponents choose to perform ABC rubble processing or recycling at the construction site, it will be done in accordance with MassDEP regulations at 310 CMR 16.05.

Comment 5.21 (ALL – Demolition ABC) “Pursuant to the requirements of 310 CMR 7.02 of the Air Pollution Control regulations, if the ABC crushing activities are projected to result in the emission of one ton or more of particulate matter to the ambient air per year, and/or if the crushing equipment employs a diesel



oil fired engine with an energy input capacity of three million or more British thermal units per hour for either mechanical or electrical power which will remain on-site for twelve or more months, then a plan application must be submitted to MassDEP for written approval prior to installation and operation of the crushing equipment.” (Page 7)

Response 5.21 – Should the Proponents choose to perform ABC rubble processing or recycling at the construction site, it will be done in accordance with MassDEP regulations at 310 CMR 7.02.

Comment 5.22 (ALL – Demolition Asbestos) “...if significant portions of the demolition project contain asbestos, the project proponent is advised that asbestos and asbestos-containing waste material are a special waste as defined in the Solid Waste Management regulations, (310 CMR 19.061). Asbestos removal notification on permit form ANF 001 and building demolition notification on permit form AQ06 must be submitted to MassDEP at least 10 working days prior to initiating work. Except for vinyl asbestos tile (VAT) and asphaltic-asbestos felt and shingles, the disposal of asbestos containing materials within the Commonwealth must be at a facility specifically approved by MassDEP, (310 CMR 19.061). No asbestos containing material including VAT, and/or asphaltic-asbestos felts or shingles may be disposed at a facility operating as a recycling facility, (310 CMR 16.05). The disposal of the asbestos containing materials outside the jurisdictional boundaries of the Commonwealth must comply with all the applicable laws and regulations of the state receiving the material.” (Page 7)

Response 5.22 – The removal and disposal of any asbestos-containing waste material from the site will be done in full compliance with MassDEP regulations.

Comment 5.23 (ALL – Demolition Regs) “The demolition activity also must conform to current Massachusetts Air Pollution Control regulations governing nuisance conditions at 310 CMR 7.01, 7.09 and 7.10. As such, the proponent should propose measures to alleviate dust, noise, and odor nuisance conditions, which may occur during the demolition.” (Page 7)

Response 5.23 - All demolition and construction activity will comply with the requirements of MassDEP air quality regulations (310 CMR 7.01, 7.09, and 7.10).

Comment 5.24 (ALL – Demolition Notification) “MassDEP must be notified in writing, at least 10 days in advance of removing any asbestos, and at least 10 days prior to any demolition work.” (Page 7)

Response 5.24 – MassDEP will be given the required 10 day advance notice if removal of asbestos-containing waste material is to occur.

Comment 5.25 (ALL – Demolition Asbestos) “The removal of asbestos from the buildings must adhere to the special safeguards defined in the Air Pollution Control regulations, (310 CMR 7.15 (2)).” (Page 8)

Response 5.25 – The removal and disposal of any asbestos-containing waste material from the site will be done in full compliance with MassDEP regulations.

Comment 5.26 (ALL – Waste Reduction) “Facilitating future waste reduction and recycling and integrating recycled materials into the project are necessary to minimize or mitigate the long-term solid waste impacts of this type of development. The Commonwealth’s waste diversion strategy is part of an



integrated solid waste management plan, contained in The Solid Waste Master Plan that places a priority on source reduction and recycling.” (Page 7)

- 5.26.1 *“As the lead state agencies responsible for helping the Commonwealth achieve its waste diversion goals; MassDEP and EEA have strongly supported voluntary initiatives by the private sector to institutionalize source reduction and recycling into their operations. Adapting the design, infrastructure, and contractual requirements necessary to incorporate reduction, recycling and recycled products into existing large-scale developments has presented significant challenges to recycling proponents. Integrating those components into developments such as the New Quincy Center redevelopment project at the planning and design stage enable the project’s management and occupants to establish and maintain effective waste diversion programs.”*
- 5.26.2 *“By incorporating recycling and source reduction into the design, the proponent has the opportunity to join a national movement toward sustainable design. Sustainable design was endorsed in 1993 by the American Institute of Architects with the signing of its Declaration of Interdependence for a Sustainable Future. The project proponent should be aware there are several organizations that provide additional information and technical assistance, including WasteCap, the Chelsea Center for Recycling and Economic Development, and MassRecycle.”*

Response 5.26 – Whenever possible, the Proponents will use environmentally friendly building materials, including materials with recycled content, and low-VOC content. Through the Tenant Manual, the Proponents will encourage tenants to adopt source reduction and materials recycling for their businesses.

Comment 5.27 (ALL – Contamination) “The project proponent is advised that excavating, removing and/or disposing of contaminated soil, pumping of contaminated groundwater, or working in contaminated media must be done under the provisions of MGL c.21E (and, potentially, c.21C) and OSHA. If permits and approvals under these provisions are not obtained beforehand, considerable delays in the project can occur” (Page 8)

Response 5.27 – Comment Noted

Comment 5.28 (Civil/Geotech/LSP – Contamination) “The project proponent cannot manage contaminated media without prior submittal of appropriate plans to MassDEP, which describe the proposed contaminated soil and groundwater handling and disposal approach, and health and safety precautions (Page 8)

Response 5.28 – Comment Noted

Comment 5.29 (Civil/Geotech/LSP – Contamination) “If contamination at the site is known or suspected, the appropriate tests should be conducted well in advance of the start of construction and professional environmental consulting services should be readily available to provide technical guidance to facilitate any necessary permits” (Page 8)



Response 5.29 – The Proponents have engaged an LSP, who has performed preliminary investigations. A summary of these preliminary investigations can be found in Chapter 8 of the DEIR. Additional environmental investigations will be performed prior to the start of construction.

Comment 5.30 (Civil/Geotech/LSP – Contamination) “If dewatering activities are to occur at a site with contaminated groundwater, or in proximity to contaminated groundwater where dewatering can draw in the contamination, a plan must be in place to properly manage the groundwater and ensure site conditions are not exacerbated by these activities.” (Page 8)

Response 5.30 – Chapter 8 of the DEIR describes the groundwater conditions within the Project Area and known historic contamination. A construction dewatering plan will be developed prior to construction and will identify a protocol for the managing contaminated groundwater.

Comment 5.31 (ALL – Contamination) “Dust and/or vapor monitoring and controls are often necessary for large-scale projects in contaminated areas. The need to conduct real-time air monitoring for contaminated dust and to implement dust suppression must be determined prior to excavation of soils, especially those contaminated with compounds such as metals and PCBs. An evaluation of contaminant concentrations in soil should be completed to determine the concentration of contaminated dust that could pose a risk to health of on-site workers and nearby human receptors. If this dust concentration, or action level, is reached during excavation, dust suppression should be implemented as needed, or earthwork should be halted.” (Page 9)

Response 5.31 – An evaluation of contaminant concentrations in the soil will be completed prior to construction. The nature and extent of contamination will be documented and included in the contract documents so that all contractors are aware of known contaminants. Dust generated from earthwork and other construction activities will be controlled by spraying with water. If necessary, other dust suppression methods will be implemented to ensure minimization of the off-site transport of dust. Regular sweeping of the pavement within the construction area and adjacent roadways will minimize the re-suspension of dust.

Comment 5.32 (ALL – Contamination) Parties constructing and/or renovating buildings in contaminated areas should consider whether chemical or petroleum vapors in subsurface soils and/or groundwater could impact the indoor air quality of the buildings.” (Page 9)

5.32.1 All relevant site data, such as contaminant concentrations in soil and groundwater, depth to groundwater, and soil gas concentrations should be evaluated to determine the potential for indoor air impacts to existing or proposed building structures.

5.32.2 Particular attention should be paid to the vapor intrusion pathway for sites with elevated levels of chlorinated volatile organic compounds such as tetrachloroethylene (PCE) and trichloroethylene (TCE).

Response 5.32 – Environmental impacts to indoor air quality will be evaluated during the design process, providing vapor barriers and venting will be evaluated and implemented as necessary within the redevelopment.



Comment 5.33 (ALL – Contamination) “Construction activities conducted at a disposal site shall not prevent or impede the implementation of likely assessment or remedial response actions at the site.” (Page 9)

Response 5.33 – No construction activities will prevent or impede the assessment or remedial response actions at the site.

Comment 5.34 (ALL – Contamination) “Construction of structures at a contaminated site may be conducted as a Release Abatement Measure if assessment and remedial activities prescribed at 310 CMR 40.0442(3) are completed within and adjacent to the footprint of the proposed structure prior to or concurrent with the construction activities.” (Page 9)

Response 5.34 – A Licensed Site Professional is part of the Redevelopment Project team and appropriate environmental due diligence will be performed prior to construction activities.

Comment 5.35 (ALL – Contamination) “Excavation of contaminated soils to construct clean utility corridors should be conducted for all new utility installations.” (Page 9)

Response 5.35 – Excavation of contaminated soils to construct clean utility corridors will be conducted for all new utility installations

Comment 5.36 (ALL – Air Quality) Pre-installation approval from the MassDEP Division of Air Quality Control is needed if the project will include the installation of any Fuel Utilization Facility that emits air contaminants (e.g., furnaces, fuel burning equipment, boiler(s)) sized above the de minimus threshold levels in 31G CMR 7.02.” (Page 9)

Response 5.36 – Where required for fuel-burning equipment at the NQC Redevelopment Project, self-certification under the Environmental Results Program (ERP) regulations at 310 CMR 7.26 will be provided to MassDEP, or a pre-installation plan approval application will be filed with MassDEP under 310 CMR 7.02.

Comment 5.37 (Architect/MEP – Air Quality) “...if the building is to be equipped with emergency generators, additional review by the Department may be required depending on the size of the generator units. An emergency generator with an energy input capacity of less than 3 million BTU per hour is exempt from the requirements of 310 CMR 7.02. An emergency generator with an energy input capacity of more than 10 million BTU per hour requires pre-installation approval from the Department. A generator with a capacity between 3 million and 10 million BTU per hour must either follow the work practices in 310 CMR 7.03 or receive pre-installation approval under 310 CMR 7.02.” (Page 9)

Response 5.37 – Where required for emergency generators at the NQC Redevelopment Project, self-certification under the Environmental Results Program (ERP) regulations at 310 CMR 7.26 will be provided to MassDEP following work practices at 310 CMR 7.03, or a pre-installation plan approval application will be filed with MassDEP under 310 CMR 7.02.

Comment 5.38 (Architect/MEP – Air Quality) The proponent is advised that stacks for emergency engines and combustion turbines rated at 37kW or greater are subject to the Engine and Combustion Turbine ERP



regulation, in 310 CMR 7.26(42). The regulation requires that engine exhaust be discharged upward without obstruction to minimize entrapment of exhaust gas plumes. Emergency engines and turbines rated at 300 kW (and less than one megawatt) require stack height minimums of ten feet above the facility rooftop or unit enclosure, whichever is lower. Stack heights must be 1.5 times the height of the building, when units are rated at and above one megawatt. If adjacent buildings are taller or the height of the stack is less than 1.5 times the building height, air quality modeling must be done to demonstrate that National Ambient Air Quality Standards (NAAQS) have not been exceeded." (Page 9)

Response 5.38 – Stacks for fuel burning equipment will be constructed in conformance with MassDEP stack height regulations at 310 CMR 7.26.

COMMENT LETTER #6: MASSACHUSETTS WATER RESOURCES AUTHORITY

Comment 6.1 (Civil - Sewer) According to the Expanded ENF, this increase in flows will require a DEP Sewer Connection and Extension Permit for discharge greater than 50,000 gpd. The Expanded ENF states that "there are issues within the project area associated with aged sewer pipes in need of repair, issues with grease loading, although there are no reported capacity issues with the sewer trunk line immediately downstream of the project area. A detailed analysis of capacity and integrity of the municipal sewer system will be evaluated as part of the DEIR." (Page 2)

Response 6.1 – Refer to Chapter 7, "Wastewater and Water", for a discussion on sewer capacity. Based on recent engineering reports and projected flow rates, there is adequate capacity within the City's infrastructure to handle the additional flow generated by the Project. Aged and damaged infrastructure within the Project Area is proposed to be replaced.

Comment 6.2 (Civil – Sewer I/I) "Although the Expanded ENF states that "There are no capacity limitations for the City discharge into the MWRA system according to the City of Quincy Department of Public Works", the communities in the MWRA South Sewer System, including Quincy, have high infiltration and inflow (I/I), contributing to sewage backups and overflows in large storms in the local systems and in MWRA's High Level Sewer. It should be noted that the High Level Sewer is over 100 years old, and carries flows from Boston, Milton, Canton, Norwood, Dedham, Quincy, and Weymouth." (Page 2)

Response 6.2 – Refer to Chapter 7, "Wastewater and Water", for a discussion on sewer capacity and sewer mitigation including I/I identification and removal. The Proponents are required to remove a total of 1,536,828 gallons of I/I. Based on recent engineering reports and projected flow rates, there is adequate capacity within the City's infrastructure to handle the additional flow generated by the Project. MWRA is currently analyzing any potential effects of the proposed flow on the Quincy Pump Station and interceptor sewers. The City does not have capacity limitations to discharges to the MWRA system.

Comment 6.3 (Civil – Sewer I/I) "The Expanded ENF states that "the city is anticipating that I/I projects will be identified to mitigate the proposed net flow rate at a 4:1 ratio by the time the DEIR is filed". To ensure that surcharging of the City of Quincy and MWRA system in large storms does not worsen, increases in wastewater flows due to the project should be offset with removal of infiltration and inflow through the



City's program before construction of each phase of the project is completed and each phase is brought into use." (Page 2)

Response 6.3 – Refer to Chapter 7, “Wastewater and Water”, for a discussion on sewer mitigation including I/I identification and removal. The recent SSES report prepared for the City indicates significant I/I problems within the municipal network. The City is currently on Phase IIB of the program, with plans to move forward with subsequent phases as funding allows. The Redeveloper will have the opportunity to work with the City to fund projects identified as part of the successful on-going I/I removal program.

Comment 6.4 (Civil – Sewer I/I) “If all or part of the 4:1 I/I removal plan will occur in City systems that are outside the area tributary to MWRA’s Quincy Pump Station, then the DEIR should also describe any net increase in wastewater flow to the Quincy Pump Station and impacts of the flow increase on station operations, which the proponent can assess through discussion with MWRA.” (Page 2)

Response 6.4 – MWRA is currently analyzing the projected wastewater flow effects on the Quincy Pump Station. Should modeling capacity problems arise, I/I mitigation associated with the Project can be removed from the contributing Quincy Pump Station sub-basins. Additionally, the City of Quincy has no capacity limitations to discharge into the MWRA system. Refer to Chapter 7, “Wastewater and Water”, for further discussion of this topic.

Comment 6.5 (Civil - Stormwater) “The Project will include an advanced Stormwater Management System to comply with the MassDEP Stormwater Management Regulations and the City of Quincy’s NPDES PH II MS4 General Permit.” (Page 2)

Response 6.5 – Refer to Chapter 6, “Stormwater Management” for information on the Stormwater Management Plan outlined for the Project. The Project will comply with the MassDEP Stormwater Management Regulations and the City of Quincy’s NPDES PH II MS4 General Permit.

Comment 6.6 (Civil - Stormwater) “The stormwater management system will include structural and non-structural best management practices 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 and infiltration, if subsurface conditions allow.” (Page 2)

Response 6.6 – Refer to Chapter 6, “Stormwater Management” and Appendix D, preliminary Stormwater Management Report. Proposed BMPs are shown on Figure 6.7. TSS removal is provided by utilizing various BMPs creating a ‘treatment train’ as runoff is conveyed through the stormwater management system. TSS removal is discussed in the above referenced sections.

Comment 6.7 (Civil - Stormwater) “Low impact development (LID) techniques will also be used where conditions allow. LID features, such as rain gardens, green roofs and tree box filters, will be incorporated. It is anticipated that there will be a decrease in impervious area, due to increased landscaped public open space, reducing stormwater runoff.” (Page 2)

Response 6.7 – Refer to Chapter 6, “Stormwater Management”. The Project aims to reduce impervious area on the Site, therefore matching or exceeding existing recharge quantities.



Additionally, the use of LID techniques that promote recharge such as tree box filters, porous surfaces and subsurface infiltration structures will be investigated for application within the Project if suitable soil conditions are found.

Comment 6.8 (Civil – Sewer/Stormwater -NPDES) “The project will need to secure a USEPA-NPDES General Permit for Storm Water Discharges from Construction Activities because the MWRA prohibits the discharge of groundwater to the sanitary sewer system, pursuant to 360 C.M.R. 10.023(1) except in a combined sewer area when permitted by the Authority and the municipality. The facility has access to a storm drain and it is not located in a combined sewer area; therefore, the discharge of groundwater to the sanitary sewer system associated with the New Quincy Center Redevelopment project is prohibited.” (Page 3)

Response 6.8 – Refer to Chapter 6, “Stormwater Management” for information on the Stormwater Management Plan outlined for the Project and NPDES compliance. Storm drainage and sanitary sewer are separate utilities. The Project will comply with the MassDEP Stormwater Management Regulations and the City of Quincy’s NPDES PH II MS4 General Permit.

Comment 6.9 (Civil – Sewer – Gas/Oil Separators) “The project, when complete, must also comply with 360 C.M.R 10.016, if gas/oil separator(s) will be installed in future parking garage structures.” (Page 3)

Response 6.9 – The Project will comply with the applicable regulations for gas/oil separators in parking garages.

Comment 6.10 (Civil – Sewer Codes) “In addition to complying with 360 C.M.R. 10.000, the project will need to conform to the regulations of the Board of State Examiners of Plumbers and Gas Fitters, 248 C.M.R. 2.00 (State Plumbing Code), and all other applicable laws.” (Page 3)

Response 6.10 –The Project will comply with the applicable laws and regulations regarding the State Plumbing Code.

Comment 6.11 (Civil – Sewer Gas/Oil Separators) “The installation of the proposed gas/oil separator(s) will require MWRA approval and may not be back filled until inspected and approved by the MWRA and the Local Plumbing Inspector. For assistance in obtaining this approval, please contact Thomas J. Coffey, MWRA Source Coordinator at (617) 305-5624.” (Page 3)

Response 6.11 – The Project will comply with the applicable regulations for gal/oil separators in parking garages. The necessary approvals and inspections will be obtained during construction.

COMMENT LETTER #7: METROPOLITAN AREA PLANNING COUNCIL

Comment 7.1 (General)“ The City of Quincy and Hancock Adams Associates (the proponents) have requested that a waiver be granted to advance the design and permitting of the proposed Burgin Parkway Access Bridge... MAPC understands that the Bridge is an important part of the project's mitigation. If the Bridge's design and permitting cannot be advanced, the construction of the project



could be considerably delayed. Therefore, MAPC supports the proponents' request for a Phase I Waiver" (Page 2)

Response 7.1 – The Phase I waiver was granted by Secretary, a copy of the Final Record of Decision, dated October 7, 2011 is attached to the DEIR.

Comment 7.2 (General)" MAPC concurs that the project as described is largely consistent with the goals and implementation strategies of MetroFuture." (Page 3)

Response 7.2 – Comment Noted

Comment 7.3 (General- Existing Program)" The project will involve the demolition of many of the outdated buildings located within the district which will be replaced with a new development program. Specifically, the DEIR should answer the following questions in regard to the outcome of existing uses;" (Page 3)

- 7.3.1 How much land is currently occupied and how much is vacant in the project area?*
- 7.3.2 What will happen to existing land uses?*
- 7.3.3 Are there relocation plans for office, retail, restaurant, and entertainment uses that might be affected?*

Response 7.3 – The Project Area is approximately 31 acres and is comprised of many commercial uses, based on estimations provided by a local real estate company (Key Realty) occupancy rates for retail and office in Quincy Center were approximately 90% in 2008. Existing land uses will be incorporated into the planned mixed use redevelopment plan. Existing tenants within Quincy Center are currently being relocated with the assistance of the Quincy Chamber of Commerce and will have the opportunity to return to Quincy Center once the Project is constructed.

Comment 7.4 (ALL – Development Monitoring) "Since the project will take seven to ten years to complete, MAPC recommends that the Secretary require the proponents to provide annual updates that address the advancement of the project's STEPS and Redevelopment Blocks." (Page 3)

Response 7.4 – Comment Noted

Comment 7.5 (ALL – Post-Development Monitoring)" MAPC recommends that the Secretary require the proponents, upon completion of the project, to monitor the project annually for a period of five years and share their results with EOEEA, MAPC, and others upon request. The monitoring should focus on vehicular trip volumes and the execution of the TDM program goals. This information will be critical to ensuring that the mitigation measures are providing the benefits and performance expected. Specifically, unacceptable results of the monitoring program should be defined as either of the following two conditions: 1) traffic volumes exceed vehicular trips by 10% or more; or 2) components of the TDM program are not being met. When the monitoring shows unacceptable results, modified mitigation measures should be agreed to by the proponents in consultation with EOEEA and MAPC." (Page 3)

Response 7.5 – Comment Noted



Comment 7.6 (ALL - Residential)“ MAPC applauds the proponents for proposing the construction of 1,206 residential units in a location where there are currently no residential units. Mixing uses is a key component of sustainable development, especially because it can tend to reduce the number and length of auto trips. The nature and type of units can influence overall traffic impacts. Therefore, the Secretary should require the proponents to answer the following questions in the DEIR;” (Page 3)

- 7.6.1 *Of the proposed residential units, how many will be affordable (target income groups should be specified)?*
- 7.6.2 *What percentage of these residential units will be available for ownership and what percentage will be available for rental?*
- 7.6.3 *What will be the bedroom distribution among the units (in other words, how many of the units will serve families with children)?*
- 7.6.4 *What efforts will be made to accomplish fair housing goals in marketing these units*

Response 7.6 – The Project Proponents will address these issues once a residential user has been identified, many of these issues will be dictated by residential market conditions. It is estimated at this time that the average residential unit will be 1.3 bedrooms.

Comment 7.7 (Traffic - Parking)“ The parking analysis in the DEIR should include a breakdown of the amount of parking by ratio proposed within each Redevelopment Block and for each STEP. The DEIR should also explain the parking distribution among each of the eight proposed parking facilities.” (Page 4)

Response 7.7 – The majority of the parking within the Project area will be shared between all of the land uses within all of the Blocks and will not be designated for a specific use. This is proposed to maximize sharing of parking spaces between uses and minimize the number of parking spaces provided on the site. A small portion of the parking spaces will be designated for residential parking only and will be limited to 1.0 spaces per unit within those blocks. In addition, some parking spaces will be reserved for preferential parking for carpool/rideshare participants, electric vehicle charging stations, and storage for Zip Car service. The remaining spaces will not be designated for a specific use. As such, the parking demand analysis included in Chapter 3 of the DEIR evaluates the parking demand for the residential spaces and the parking demand for all other spaces combined, rather than providing a block by block evaluation.

It will be important to ensure that the available parking in each STEP of development will meet the peak parking demand needs of that STEP. Therefore, the Proponents have prepared a parking demand versus supply analysis for each STEP, which is included in Chapter 3 of the DEIR.

Comment 7.8 (Traffic - Parking)“ An estimate of parking impacts associated with taxi use and valet service should be included.” (Page 4)

Response 7.8 – Taxi and valet service has not been evaluated as part of the DEIR as it is largely dependent upon the needs of the individual tenants. These services will be examined in the Final EIR process.

Comment 7.9 (Traffic - Parking)“ The DEIR should demonstrate how the proponents have taken steps to minimize parking at the site. Such steps will tend to encourage people to access the site by walking,



biking, and transit; reduce pollution and greenhouse gas emissions; and minimize adverse traffic impacts at nearby intersections.” (Page 4)

Response 7.9 – The Proponents have designed the proposed parking to accommodate the anticipated peak parking demand while not providing excessive parking, which might encourage additional vehicle trips. As discussed in the *Parking* section of Chapter 3 “Transportation”, the majority of the proposed parking will be shared between all uses on the site to minimize the parking needs. Only a small portion of the parking will be designated for residential parking only and will be limited to 1.0 parking spaces per unit, which is lower than the City of Quincy zoning requirement. As discussed in the *Transportation Demand Management* section of Chapter 3, the Proponents will implement a comprehensive TDM program aimed at reducing vehicle trips, which will include provision of preferential parking spaces for carpool and rideshare participants. As part of the TDM program, parking fees will be implemented to discourage single-vehicle travel. Additional measures included in this TDM program are discussed in Chapter 3.

Comment 7.10 (Traffic - Parking)“ MAPC applauds the proponents for executing an integrated shared parking program for the more than 3,000 new spaces and looks forward to reading about the details of the shared parking program in the DEIR.” (Page 4)

Response 7.10 – Comment Noted.

Comment 7.11 (Traffic – Pedestrians) “Prepared for the Boston MPO by MAPC, the Boston Region’s Pedestrian Transportation Plan identifies actions that should be taken to increase pedestrian safety and convenience, and to encourage more walking. These actions include changing existing built environments and adopting policies and practices that promote walking. ...In December 2010, MAPC presented the Pedestrian Plan to the Planning Board where it was unanimously adopted as a guideline for Quincy. MAPC looks forward to seeing components of the Pedestrian Plan included as part of the project. Most importantly, we ask the Secretary to ensure that sidewalk, roadway and intersection design guidelines, pedestrian access to buildings, and accessibility to pedestrians with disabilities are addressed in the DEW: Note: The Pedestrian Plan can be accessed on MAPC’s website at: <http://www.mapc.org/resources/ped-plan>.” (Page 4)

Response 7.11 – Chapter 3 “Transportation” of the DEIR provides a detailed inventory of the condition of existing pedestrian facilities throughout the study area and identifies needs for improvements where deficiencies exist. The Proponents have proposed improvements to pedestrian safety and access at a number of locations throughout the study as mitigation for the Project, which are discussed in Chapter 3 “Transportation”, as well as in the Project Mitigation Summary section of the DEIR.

Comment 7.12 (Traffic – TIAS) “The study area of the EENF’s Traffic Impact and Access Study (TIAS) was limited to include the intersections directly impacted by construction of the Burgin Parkway Access Bridge. A more detailed TIAS with an expanded study area with additional intersections will be prepared as part of the DEIR/FEIR process. Additional mitigation measures may be identified to accommodate future traffic volumes at other outlying intersections.” (Page 4)



Response 7.12 – As outlined in the ENF, the study area for the DEIR has been significantly expanded to include a total of 44 intersections, which were identified for inclusion through coordination with the City of Quincy and MassDOT. All of these intersections have been evaluated to identify existing deficiencies, evaluate the impacts of the proposed Project, and identify improvements necessary to mitigate the impacts of the Project.

Comment 7.13 (Traffic – TIAS) “The more detailed TIAS should include a breakdown of the amount of vehicular trips associated with each Redevelopment Block and for each STEP.” (Page 5)

Response 7.13 – The DEIR includes a detailed trip generation analysis of each individual land use within the Project Area. The intent of the traffic study included in the DEIR was to evaluate the traffic impacts of the maximum build out of the Project Area and identify improvements necessary to mitigate the impacts of the Project. A more detailed analysis of each STEP (or phase) of development, including an analysis of the construction period impacts relative to traffic operations, will be conducted as part of the Final EIR.

Comment 7.14 (Traffic – TIAS) “The DEIR should also explain the trip distribution associated with each of the eight proposed parking facilities.” (Page 5)

Response 7.14 – Chapter 3 “Transportation” provides a distribution of site-generated trips to/from each individual parking area within the Project Area under full build conditions. The detailed trip distribution worksheets for each land use and parking area are included within Appendix B.

Comment 7.15 (Traffic - Traffic Counts) “As previously mentioned in the EENF, traffic volume counts will be collected following opening of the Quincy Center Concourse. This will more accurately reflect No-Build traffic-volume conditions” (Page 5)

Response 7.15 – Updated traffic volume counts were collected at all study area intersections in November and December 2011, following opening of the Quincy Center Concourse (Mayor Hannon Parkway) in October 2011. Subsequent to collection of these traffic counts, the City of Quincy made a number of changes to the traffic patterns on Mayor Hannon Parkway including lane use and signal phasing changes at the intersection of Mayor Hannon Parkway / Burgin Parkway. Additional spot counts were collected at a number of intersections in the area by Howard/Stein-Hudson, Inc. in February 2012 as part of the Adams Green Transportation Improvement Project to determine whether these changes had a significant impact on traffic volumes in the area. The majority of the February 2012 counts were lower than the November and December 2011 counts. Therefore, the November and December 2011 counts were utilized in the DEIR for this Project and the FDR for the Adams Green Transportation Improvement Project in order to provide a conservative (worse case) analysis scenario.

Comment 7.16 (Traffic – Analysis) “MAPC would like to see the same background traffic growth calculations used in the EENF be applied in the DEIR and FEIR. This includes” (Page 5)

- 7.16.1 applying an annual percentage increase to all traffic volumes under study,*
- 7.16.2 estimating the traffic to be generated at planned developments outside of the Quincy Center Redevelopment, and*



7.16.3 assigning traffic to the area roadway network.

Response 7.16 – Traffic volumes within the DEIR were projected using the same methods included in the ENF and in accordance with MassDOT guidelines for preparation of a traffic impact assessment.

Comment 7.17 (Traffic – Analysis) The EENF identified locations where traffic is or will be operating inadequately and gave preliminary recommendations to improve the roadway geometry at these locations. MAPC would like to see these locations analyzed in more detail in the DEIR/FEIR process along with more specific recommendations to improve their performance. The specific locations identified are:

- Burgin Parkway/Quincy Center Concourse/Granite Street Connector
- Granite Street/Ross Way
- Hancock Street/Quincy Center Concourse/Revere Road
- Hancock Street/Granite Street/Chestnut Street
- Quincy Center Concourse/Parking Way/Ross Way

Response 7.17 – Chapter 3 “Transportation” of the DEIR provides a detailed analysis of the traffic operations at all of these locations and identifies measures to improve the safety and operations of the intersections. Conceptual improvement plans have been prepared to provide a graphical depiction of the proposed mitigation measures and are also included in Chapter 3.

Comment 7.18 (Traffic – Analysis) ‘MAPC would like to see a more detailed description in the DEIR of how the proposed Hancock/Market Square Connector functions.’ (Page 5)

Response 7.18 – Chapter 3 “Transportation” of the DEIR provides a detailed analysis of the operations of each roadway within the study area, as well as provides a summary of the existing and proposed roadway geometry, traffic volumes, functional classification, and jurisdiction.

Comment 7.19 (Traffic/Civil – MassTransit) “In the DEIR, and FEIR, the proponents should include a site plan that identifies existing and proposed locations for bus stops, bus shelters, number and location of bicycle and taxi parking, as well as pedestrian connections that access the project site.” (Page 5)

Response 7.19 – Chapter 3 “Transportation” of the DEIR provides a graphic and narrative describing the location of existing and proposed bus stops and bus shelters. These will be further refined in coordination with MBTA as part of the Final EIR process. The number of proposed bicycle parking spaces has been identified within Chapter 3 of the DEIR, and the location of these spaces will be defined as part of the Final EIR process and as the site layout is further refined. Several graphics are included within the DEIR, which depict the proposed pedestrian connections within the Project area. In addition, Chapter 3 identifies a number of upgrades to existing pedestrian facilities that are recommended to improve pedestrian safety and access to the Project.

Comment 7.20 (Traffic – Bicycle) “MAPC applauds the proponents’ commitment to provide appropriately-sited bicycle racks in locations throughout the project site to facilitate bicycle trips as well as plans to encourage office tenants to provide shower facilities for employees. What are the proponents’ specific plans to provide secure indoor facilities for employees’ and residents’ bicycles?” (Page 6)



Response 7.20 – The number of proposed bicycle parking spaces has been identified within Chapter 3 of the DEIR, and the location of these spaces will be defined as part of the Final EIR process and as the site layout is further refined.

Comment 7.21 (Traffic – Bicycle) “MAPC recommends that the proponents also look into implementing bicycling sharing programs, such as Hubway. Although currently limited to Boston, Hubway is a regional system with plans to expand into Cambridge, Somerville, and Brookline by 2012. Additional communities can be added over time.” (Page 6)

Response 7.21 – As discussed in the *Transportation Demand Management* section of Chapter 3 “Transportation”, the Proponents will evaluate providing a bicycle sharing program similar to Hubway. In order for this program to be effective, it is important that it becomes a City-wide initiative and not localized to the Project Area.

Comment 7.22 (Traffic – Trucks) “The volumes and access routes of truck trips associated with both the construction and operation of the project need to be specified” (Page 6)

Response 7.22 – The majority of trucks will travel to/from the Project Area via Burgin Parkway, Hancock Street, and Washington Street. As discussed in Chapter 3 “Transportation”, heavy vehicle restrictions will be implemented on Hancock Street as part of the Adams Green Transportation Improvement project, which will limit truck traffic on this roadway. The majority of deliveries are anticipated to occur on Ross Way, maintaining Hancock Street as a pedestrian-friendly travelway. Some deliveries will also occur along Chestnut Street and Dennis Ryan Parkway, but will be mostly limited to single-unit delivery vehicles and moving trucks for residents of the Project.

Comment 7.23 (Traffic – Trucks) “measures to mitigate the impact of truck trips need to be addressed, including but not limited to:” (Page 6)

- 7.23.1 Requiring deliveries to take place during non-peak hours (during project construction and building operation).*
- 7.23.2 Ensuring trucks of appropriate size access the project site.*
- 7.23.3 Enforcing the no-idling laws which prohibit unnecessary engine idling of any motor vehicle for a period of time longer than five minutes (MGL, Chapter 90, Section 16A).*
- 7.23.4 Developing site plans and building designs that have non-conflicting pedestrian and truck access. Identifying truck parking and access locations.*

Response 7.23 – The DEIR provides only a preliminary evaluation of truck access to/from the site in terms of evaluating vehicle turning radii and access to loading areas. A more detailed evaluation of truck traffic patterns is anticipated to be included in the FEIR and will include designated truck routes for construction and delivery vehicles.

Comment 7.24 (Traffic - Mitigation) “The EENF includes a preliminary list of off-site transportation mitigation measures and mentions that the DEIR will include a comprehensive list of measures at other intersections throughout the downtown area. The comprehensive list will include detailed descriptions, exhibits depicting the conceptual improvements, and preliminary construction cost estimates. MAPC looks



forward to reviewing the preliminary list in the DEIR. We are interested in knowing, specifically, if the developer will provide mitigation resources that assist in the provision of adequate public transit, as well as mitigation focused on roadways.” (Page 6)

Response 7.24 – The study area for the DEIR was significantly expanded from the EENF. A comprehensive analysis of the traffic operations at each of the study area intersections is included in Chapter 3 “Transportation” of the DEIR. This analysis includes identification of improvements necessary to address existing deficiencies and mitigate the impacts of the Project as each study area location. Conceptual improvement plans were prepared and are included in Chapter 3 for locations where geometric improvements are proposed.

In addition, an analysis of the public transit services providing service to the area, including bus, commuter rail, and rapid transit, has been included in Chapter 3. This analysis indicates that the existing transit services are operating under capacity and can accommodate the additional trips generated by the Project without adding capacity to the systems. The Proponents plan to implement a comprehensive TDM program to encourage use of transit services and will coordinate with the MBTA to maximize use of these services.

Comment 7.25 (ALL - Funding) “As mentioned in the EENF, Quincy is in the midst of pursuing multiple governmental funding sources to assist in the public infrastructure improvements associated with the project. Currently the City has not secured public funding, but anticipates receiving some form of public financial assistance by the end of 2012. Quincy also intends to seek governmental funding for roadway infrastructure improvements that are necessary as a result of poor traffic operations or existing safety concerns under No-Build conditions which are independent of the project. MAPC asks that the proponents provide a status update on these funding efforts in the DEIR and FEIR.” (Page 6)

Response 7.25 – An update on public funding is provided in Chapter 1 of the DEIR.

Comment 7.26 (Traffic – Construction Traffic Plan) A detailed traffic plan for the construction phase of the project should be developed that limits any negative impacts to the surrounding environmental conditions and neighborhoods. The traffic plan should address:

- 7.26.1 How traffic will be kept flowing, particularly for local roadways.*
- 7.26.2 How abutters will maintain access to their sites.*
- 7.26.3 Efforts to minimize noise, emissions, and dust.*
- 7.26.4 Provisions for public participation and outreach to affected residents and business.*

Response 7.26 – An evaluation of the construction period impacts related to traffic operations will be included in the Final EIR for this Project.



COMMENT LETTER #8: MASSACHUSETTS HISTORIC COMMISSION

Comment 8.1 (Historic) The proposed [Phase 1] bridge appears to be located immediately adjacent to or includes the property at 39R-79 Parking Way, (MHC# QUI.1449), which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth. However, it is MHC's opinion that this property does not meet the National Register criteria of significance because of its alterations and loss of integrity." (Page 1)

Response 8.1 – Comment noted regarding MHC’s opinion that the property does not meet the National Register criteria of significance. No further review of the Project’s impact on the property is required.

Comment 8.2 (Historic) "The MHC understands that proposed project plans are at the schematic stage and therefore notes several inconsistencies between information contained in the illustrations in one section of the EENF versus the illustration on the cover of the EENF, for instance." (Page 1)

Response 8.2 – Comment noted. Plans presented in the DEIR will be consistent.

Comment 8.3 (Historic) "It appears that the property at 1400 Hancock Street, historically known as the Granite Trust Company, which is individually listed in the National and State Registers of Historic Places, will be renovated." (Page 1)

Response 8.3 – Comment noted. The intent is to rehabilitate the building, possibly taking advantage of state and federal historic tax credits.

Comment 8.4 (Historic) "...it appears that the property at 1419 Hancock Street, historically known the Greenleaf Building, which is individually listed in the National and State Registers-of Historic Places, will also be renovated, along with a few other properties within the Phase 2 project area." (Page 1)

Response 8.4 – Comment noted, but no work is now proposed for the Greenleaf Building, although it will remain.

Comment 8.5 (Historic) "Historic Properties within the direct Area of Potential Effect appear to include the following:" (Page 1)

8.5.1 "Component 6C of Step 1 appears to include

8.5.1.1 the property at 1548 Hancock Street (MHC# QUI.1441), historically known as the Morris Asper Building;

8.5.1.2 the property at 1562 Hancock Street (MHC# QUI.1442), historically known as the Sherman Block; and

8.5.1.3 the property at 5-9 Revere Road (MHC# QUI.54).

- 8.5.1.4 *The Morris Asper Building and the Sherman Block are both located within the Quincy Center Local Historic District and are listed in the State Register of Historic Places. 5-9 Revere Road is located within the Bicknell Street Area (MHC# QUI.D), the Bicknell Streetscape area (MHC# QUI.Y), and is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth." (Page 2)*
- 8.5.2 **Component 7A** of Step 1 appears to include
- 8.5.2.1 *the property at 1545-1555 Hancock Street (MHC# QUI.1440), historically known as Woolworth's Department Store, and*
- 8.5.2.2 *the property at 1563 Hancock Street (MHC# QUI.1443),*
- 8.5.2.3 *which are both located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.*
- 8.5.3 **Component 7B** of Step 1 appears to be located within the Quincy Center Local Historic District, which is listed in the State Register of Historic Places.
- 8.5.4 **Component 8A** of Step 1 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.
- 8.5.5 **Component 9A** of Step 1 appears to include the property at 37-93R Parkingway (MHC# QUI.1449), historically known as the Grossman Building, which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.
- 8.5.6 **Component 10A** of Step 1 appears to include
- 8.5.6.1 *the property at 1419 Hancock Street, historically known the Greenleaf Building, which is individually listed in the National and State Registers of Historic Places;*
- 8.5.6.2 *the property at 1429 Hancock Street, historically known as the Anastos Building (MHC# QUI.1429);*
- 8.5.6.3 *the property at 1431-1439 Hancock Street, historically known as the Durgin & Merrill Block; and*
- 8.5.6.4 *the property at 1441 Hancock Street, historically known as the Fanny Farmer Candy Shop.*
- 8.5.6.5 *The Greenleaf Building, the Anastos Building, the Durgin & Merrill Block, and the Fanny Farmer Candy Shop are located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.*
- 8.5.7 **Component 10B** of Step 1 appears to include the property at 1445 to 1451 Hancock Street, historically known as the S. S. Kresge Building, which is located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.
- 8.5.8 **Component 10C** of Step 1 appears to include
- 8.5.8.1 *the property at 1453 Hancock Street, historically known as Guay's System Bakery;*
- 8.5.8.2 *the property at 1469-1479 Hancock Street, historically known as the Adams Arcade; and*
- 8.5.8.3 *the property at 1495 Hancock Street, historically known as the Henry L. Kincaide Block,*
- 8.5.8.4 *which are all located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.*
- 8.5.9 **Component 5A** of Step 2 appears to include
- 8.5.9.1 *the property at 23-29 Cottage Avenue (MHC# QUI.1420), historically known as the Henry J. Shea Building, and*

- 8.5.9.2 *the property at 31-39 Chestnut Street (MHC# QUI.1417), historically known as the Arthur T. Nelson Block,*
- 8.5.9.3 *which are both included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.*
- 8.5.10 **Component 5B** *of Step 2 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.*
- 8.5.11 **Component 5C** *of Step 2 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.*
- 8.5.12 **Component 6A** *of Step 2 appears to include*
- 8.5.12.1 *the property at 1-13 Cottage Avenue (MHC# QUI.1419), historically known as Alpha Hall;*
- 8.5.12.2 *the property at 1500 Hancock Street (MHC# QUI.143.7), historically known as the Henry L. Kincaide Block;*
- 8.5.12.3 *the property at 1504 Hancock Street (MHC# QUI.1438), historically known as the Henry L. Kincaide Block;*
- 8.5.12.4 *the property at 1548 Hancock Street (MHC# QUI.1441), historically known as the Morris Asper Building;*
- 8.5.12.5 *the property at 1562 Hancock Street (MHC# QUI.1442), historically known as the Sherman Block; and*
- 8.5.12.6 *the property at 5-9 Revere Road (MHC# QUI.1452).*
- 8.5.12.7 *Alpha Hall is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth. The Henry L. Kincaide Block at 1500 Hancock Street, the Henry L. Kincaide Block at 1504 Hancock Street, the Morris Asper Building, the Sherman Block; and the property at 5-9 Revere Road are all located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.*
- 8.5.13 *Component 9B of Step 2 appears to include the property at 37-93R Parkingway (MHC# QUI.1449), historically known as the Grossman Building, which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.*
- 8.5.14 *Component 11A of Step 2 appears to include*
- 8.5.14.1 *the property at 1515 Hancock Street (MHC# QUI.175), historically known as Remick's Department Store;*
- 8.5.14.2 *the property at 1517 Hancock Street (MHC# QUI.1439), historically known as the H.M. Faxon Building;*
- 8.5.14.3 *the property at 1545-1555 Hancock Street (MHC# QUI.1440), historically known as Woolworth's Department Store; and*
- 8.5.14.4 *the property at 1563 Hancock Street (MHC# QUI.1443),*
- 8.5.14.5 *which are all located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.*
- 8.5.15 *Component 1A of Step 3 appears to include the property at 1357-1359 Hancock Street, historically known as the Town House — School House, which is located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.*

- 8.5.16 *Component 1B of Step 3 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.*
- 8.5.17 *Component 2A of Step 3 is NOT colored in yellow on Figure 1.6, the Proposed Redevelopment Steps. The MHC requests clarification concerning whether this is part of the proposed project.*
- 8.5.18 *Component 3A of Step 3 used to include the property at 6-10 Chestnut Street (MHC# QUI.229), historically known as the Bradford Building. The Bradford Building, which was located within the Quincy Center Local Historic District and listed in the State Register of Historic Places, was demolished in late 2010/early 2011. Plans dating from prior to the demolition of the Bradford Building indicate that a high-rise building was proposed for that parcel and adjacent parcels as part of the Quincy Center Urban Revitalization Project.*
- 8.5.19 *Component 3B of Step 3 appears to include the property at 17-19 Chestnut Street (MHC# QUI.1416), historically known as Kay's Delicatessen, which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.*
- 8.5.20 *Component 4A of Step 3 appears to include the property at 1400 Hancock Street, historically known as the Granite Trust Company, which is individually listed in the National and State Registers of Historic Places. Component 4A is also located within the Quincy Center Local Historic District and are listed in the State Register of Historic Places.*
- 8.5.21 *Component 4B of Step 3 appears to include*
- 8.5.21.1 *the property at 1450 Hancock Street (MHC# QUI.1433), historically known as the Adelle Millinery Shop;*
 - 8.5.21.2 *the property at 1452-1462 Hancock Street (MHC# QUI.1434), historically known as the Norfolk Building;*
 - 8.5.21.3 *the property at 1486 Hancock Street (MHC# QUI.174), historically known as the Quincy Trust Building; and*
 - 8.5.21.4 *the property at 24 Cottage Avenue, historically known as the George Richards Building.*
 - 8.5.21.5 *The Adelle Millinery Shop, the Norfolk Building, and the Quincy Trust Building are located within the Quincy Center Local Historic District and are listed in the State Register of Historic Places. The property at 24 Cottage Avenue is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.*
- 8.5.22 *Component 6A of Step 4 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.*

Response 8.5.1-22 – Comments noted, although the steps have changed to some degree. See Chapter 9, figure 9.3.

Comment 8.6 (Historic) " The MHC notes that additional properties included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth and the State and National Registers of Historic Places will likely be indicated in future correspondence as the MHC is notified concerning more detailed information regarding each of the steps within Phase 2." (Page 4)

Response 8.6 – As more detailed information is obtained, MHC will be notified of the proposed actions and their impact on the properties included in MHC's Inventory of Historic and



Archaeological Assets of the Commonwealth and the State and National Registers of Historic Places.

Comment 8.7 (Historic) "The MHC encourages careful consideration of potential project effects to significant historic resources as early as possible in the planning process. The MHC looks forward to receiving changes concerning updates to the project scope—including any available plans, elevations, and perspective views—and information regarding funding, licensing, permitting, and approval sources" (Page 4)

Response 8.7 – Careful consideration has been paid to the potential Project effects to significant historic resources. An alternatives analysis is provided in Chapter 9. Available plans, elevations, and perspective views will be provided to the MHC when they are available. Information regarding relevant funding, licensing, permitting and approval sources has been provided to the MHC.

Comment 8.8 (Historic) ". Due to the large number of buildings that are likely to be directly or indirectly affected through demolition and the construction of the proposed high-rise buildings, the MHC encourages the consideration of alternatives that would avoid or minimize adverse effects to historic resources" (Page 4)

Response 8.8 – The Proponents have considered alternatives that would avoid or minimize adverse effects to historic resources, which are detailed in Chapter 9 of the DEIR.

Comment 8.9 (Historic) "The MHC concurs with the recommendation that the Draft EIR include a comprehensive survey of the historic buildings in the Center, in order to gather sufficient information to evaluate the significance of the buildings with respect to the National Register criteria of eligibility (EENF p. 6-3 and Appendices L and F)." (Page 4)

Response 8.9 – No recommendation was made in the Draft EIR regarding a comprehensive survey. The Inventory of Historic Assets of the Commonwealth, maintained by the MHC includes thorough documentation of properties in downtown Quincy. A majority of the Project Area was previously surveyed as part of the research for the Quincy Historic District, a local historic district which is listed in the State Register of Historic Places and encompasses the majority of the Project Area. In addition, the City of Quincy undertook a comprehensive survey and survey update in 2008-2009, including buildings within the Project Area. Updated inventory forms were prepared for 75 properties in this survey. Subsequent follow up with the MHC regarding their request for a comprehensive building inventory resulted in the MHC clarifying that additional survey should include updated inventory forms for previously recorded buildings that are not within the Quincy Historic District that are within the Project Area (1).

Comment 8.10 (Historic) "The Draft EIR should also detail the nature of the project impacts to historic properties and a discussion of alternatives that could avoid or minimize adverse effects (EENF p. 6-3)." (Page 4)

¹ Phone conversation between Rita Walsh, Vanasse Hangen Brustlin, Inc. s Senior Preservation Planner with Ryan Maciej, MHC project reviewer on November 10, 2011.



Response 8.10 – Chapter 9 in the DEIR details the nature of the Project impacts to historic properties and provides a discussion of alternatives that could avoid or minimized adverse effects.

Comment 8.11 (Historic) “Many of the properties located within the area of the proposed project scope may be eligible for the Federal Investment Tax Credit Program and the State Historic Preservation Tax Credit Program, which provide beneficial tax credits to owners of income-producing historic properties that are rehabilitated according to The Secretary of the Interior’s Standards for Rehabilitation.” “...Quincy is the largest city in Massachusetts where the Federal Investment Tax Credit Program and the State Historic Preservation Tax Credit Program have not yet been utilized. If owners of historic properties within these areas would like additional information about either of these programs, the MHC is happy to provide materials and information.” (Page 4)

Response 8.11 – The Proponents considered the use of state and federal historic tax credits for several of the buildings within the Project Area, but only the rehabilitation of the Granite Trust Company at 1400 Hancock Street may be feasible using these credits. The discussion is detailed in Chapter 9 of the DEIR.

Comment 8.12 (Historic) “These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800); M.G.L. Chapter 9, Section 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00); and MEPA (301 CMR 11). Please do not hesitate to contact Ryan Maciej of my staff if you have any questions.” (Page 4)

Response to 8.12 – The Project has no federal involvement, therefore Section 106 of the National Historic Preservation Act of 1966 as amended (36CFR800) is not relevant to this review. A letter was sent to Richard Sullivan of the EOE on October 28, 2011 (with a copy of MHC) that clarified this element of the Certificate on the Expanded Environmental Notification Form.

COMMENT LETTER #9: DOER

Comment 9.1 (GHG - Stationary) “The DOER recognizes that the scope of the EENF is intended to support the receipt of a waiver for the portion of the proposed project limited to the design and construction of the proposed Burgin Parkway Access Bridge and, as such, there are no permanent stationary sources of GHG emissions included within this scope.” (Page 1)

Response 9.1 – No response is required.

Comment 9.2 (GHG - Stationary) “The EIR should follow the guidance in the MEPA Greenhouse Gas Emissions Policy and Protocol (the Policy), which is applicable because the project is categorically included for the preparation and review of an EIR.” (Page 1)

Response 9.2 – A comprehensive GHG analysis (Chapter 4) has been performed consistent with the EEA Greenhouse Gas Emissions Policy and Protocol and MEPA regulatory and policy standards (see Chapter 4).



Comment 9.3 (GHG - Stationary) "The EIR should demonstrate both the project approach and objectives related to the goals of reducing greenhouse gas emissions." (Page 1)

Response 9.3 – The GHG analysis clearly documents the energy efficiency measures (EEMs) that were evaluated and the methodology employed.

Comment 9.4 (GHG - Stationary) "Overall, sufficient information should be presented to demonstrate that the proposed project has avoided, minimized, and mitigated GHG emissions in conformance with the MEPA regulatory and policy standards." (Page 1)

Response 9.4 – Sufficient information is provided in the GHG analysis (Chapter 4) to allow confirmation that the Project has avoided, minimized, and mitigated GHG emissions in accordance with the EEA *Greenhouse Gas Emissions Policy and Protocol* and MEPA regulatory and policy standards.

Comment 9.5 (GHG - Stationary) "In terms of the identification, quantification and mitigation of GHG emissions, the proposed project represents both significant challenges and opportunities from several perspectives:

- 9.5.1 Size: With approximately a dozen new buildings totaling 3,435,940 square feet, in absolute terms the project will be a very significant factor in the total emissions map of Boston.*
- 9.5.2 Complexity: The diversity of the occupancy types for the planned buildings requires careful consideration, selection and modeling of both the code compliant and mitigation elements and scenarios.*
- 9.5.3 Consolidation: The location of the project buildings as a large and basically contiguous group allows for the consideration of shared infrastructure and services such as a district energy system supplied from a combined heat and power central plant.*
- 9.5.4 Visibility: The planning and implementation of the project to achieve significant success in the reduction of GHG emissions is likely to be studied and evaluated as an example by institutions, planning specialists, governmental agencies and the general public." (Page 1)*

Response 9.5 – The large scale and diversity of uses in the Project have allowed a significant energy efficiency program to be designed for the Redevelopment Project. Details are provided in Chapter 4.

Comment 9.6 (GHG - Stationary) "As the City of Quincy has not yet adopted the Mass. Stretch Energy Code, the proponent is required by the Policy to establish building energy simulation modeling scenarios for two cases:

- 9.6.1 the Base Case, which consists of the building or buildings which comply with the effective Mass State Energy Code and*
- 9.6.2 the Proposed Design Case for the same building or buildings which incorporates features and measures intended to reduce the projected annual energy use from direct and indirect stationary sources." (Page 1)*



Response 9.6 – The City of Quincy has adopted the Massachusetts Stretch Energy Code, but that fact does not affect the selection of the Base Case condition for the GHG analysis, which is governed by the EEA *Greenhouse Gas Emissions Policy and Protocol*. The MEPA Scope for this DEIR requires the Project to quantify carbon dioxide (CO₂) emissions for two 2021 Full Build scenarios: (1) the Base Case corresponding to the 8th Edition of the Massachusetts Building Code including the 2009 IECC (the “Code”), and (2) the Preferred Alternative, which includes all energy mitigation measures.

Comment 9.7 (GHG - Stationary) “At present, the 8th edition of the Mass. Energy Efficiency Code (780 CMR 13:00) is the effective code for commercial buildings.” (Page 1)

Response 9.7 – See Response 9.6.

Comment 9.8 (GHG - Stationary) “The GHG analysis section must also include a quantification of the projected direct, indirect and combined stationary GHG emissions for both cases as well as the absolute and percentage of reduction achieved in each category by the proposed project.” (Page 2)

Response 9.8 – The GHG analysis quantifies the direct, indirect, and combined stationary GHG emissions for each study scenario, providing the reductions provided by different EEMs.

Comment 9.9 (GHG - Stationary) “Show the direct, indirect and combined GHG emissions resulting from the energy modeling for both case.” (Page 2)

Response 9.9 – See Response 9.8.

Comment 9.10 (GHG - Stationary) “Refer to the Policy for detailed information on the procedures used.” (Page 2)

Response 9.10 – No response is required.

Comment 9.11 (GHG - Stationary) “Refer to the Policy for detailed information on the procedures to be used.

The GHG analysis should also include all of the measures that were considered in the development of the proposed design. These should be divided into three groups:

- 1. Measures which are included in the proposed design*
- 2. Measures which are not included in the proposed design, but which will remain under consideration for adoption as the design progresses.*
- 3. Measures which were considered but have been eliminated from further consideration. A brief justification is required. ” (Page 2)*

Response 9.11 – The GHG analysis presents energy efficiency measures in all three categories, including a justification for measures that were considered and then eliminated.

Comment 9.12 (GHG - Stationary) “The section containing the description of the model inputs and results should include enough detail to allow for a detailed review.” (Page 2)



Response 9.12 – Chapter 4 and Table 4.2 in particular, provide sufficient detail on the methodology for agency review. The eQUEST model input files are available to MassDOER and MassDEP upon request.

Comment 9.13 (GHG - Stationary) "The proponent should itemize each mitigation measure and provide specifications related to its performance and/or efficiency (e.g. R-values, EERs, AFUEs, etc.) For example, if a high efficiency AC unit(s) is being proposed, its efficiency rating should be listed and the simulated energy consumption attributed to it should be a line item in the presentation of the modeling results." (Page 2)

Response 9.13 – The specifications related to each EEM are summarized in Table 4.2 and in the eQUEST modeling input files. The model results for each individual EEM are listed in the tables of results in Chapter 4.

Comment 9.14 (GHG - Stationary) "In order to reduce the number and cost of the models to be setup and run, the DOER will accept the aggregation of buildings with the same occupancy category (e.g. Office, Residential), load profiles, envelope elements, HVAC and lighting systems into a single " block" for modeling purposes. The characteristics and system and element performance values must be tabulated as well as the individual building names, areas and, if a mixed use building, the division by area of the various occupancies." (Page 2)

Response 9.14 – No aggregation of buildings was done in the analysis; each building was analyzed individually with eQUEST.

Comment 9.15 (GHG - Stationary) "Included in the appendix to the Policy there is a list of energy conservation measures that have been successfully employed to produce significant reductions in projected energy usage. While this list is not intended to be a comprehensive, it is suggested that in the GHG analysis the proponent evaluate the feasibility of adopting as many of these measures for inclusion in the project as would be applicable." (Page 2)

Response 9.15 – The Project has reviewed and considered all feasible EEMs in the Appendix to the EEA Greenhouse Gas Emissions Policy and Protocol.

Comment 9.16 (GHG - Stationary) "With regard to the usage types of buildings being considered for the project, the DOER recommends particular attention to some of these measures including

- 9.16.1 high performance windows,*
- 9.16.2 water source heat pump based HVAC systems, ventilation energy recovery,*
- 9.16.3 provision in the lease agreements for tenants to use Energy Star rated office machines and equipment, maximizing fraction of the total lighting energy provided by day-lighting in conjunction with feedback controlled dimmable high efficiency light fixtures,*
- 9.16.4 energy star rated AC units,*
- 9.16.5 installation of photovoltaic solar systems, and*
- 9.16.5 combined heat and power systems." (Page 2)*

Response 9.16 – With regard to the suggested list of EEMs: 1) High performance windows that carefully balance the Solar Heat Gain Coefficient and Visible Transmittance to reduce summer



solar gain while admitting natural light have been selected. Windows will have a U value of 0.29 or better, which is better than Code; 2) Water source heat pumps are a possibility for the high rise residential buildings and will be studied further. Due to the amount of utility infrastructure buried beneath the Project Area, it may not be practical to excavate the large and deep area needed for a water source heat pump system; 3) Energy Recovery Ventilation (ERV) will be used for the high-rise residential and office buildings in Blocks 3, 5, 6, 10, and 11, and will be recommended to tenants in other lease space; 4) As readily available and economically viable, future tenants will be required to use Energy STAR rated appliances in residential units and in office break-room kitchens; 5) HVAC units will be Energy STAR rated and will have a cooling efficiency 10% above Code; 6) A feasibility analysis for a PV system is included in Chapter 4; 7) A feasibility analysis for a combined heat and power system in Step 1 of the Project is provided in Chapter 4. Blocks 10 and 11 will have a central chilled water plant with a Coefficient of Performance (COP) 15% better than Code.

Comment 9.17 (GHG - Stationary) "In addition to the measures Policy's appendix, the DOER recommends some other sources for design measure options for achieving significant energy savings and reduced GHG emissions:

9.17.1 For Large Office Buildings:

NREL Tech Report: Report Technical Support Document: Strategies for 50% Energy Savings in Large Office Buildings
<http://www.nrel.gov/docs/fy10osti/49213.pdf>

9.17.2 For Midsized Office Buildings:

PNNL Tech Report: Technical Support Document: 50% Energy Savings Design Technology Packages for Medium Office Buildings
http://www.greenenergyanddevelopmentlaw.com/uploads/file/DOE_MEDOffice.pdf

9.17.3 For Retail:

NREL Report: Technical Support Document: Development of the Advanced Energy Design Guide for Medium Box Retail-50% Energy Savings
<http://www.nrel.gov/docs/fy08osti/42828.pdf>

9.17.4 For Grocery Stores:

NREL Report: Grocery Store 50% Energy Savings Technical Support Document
<http://www.nrel.gov/docs/fy09osti/46101.pdf> " (Page 2)

Response 9.17 – The NQC Redevelopment Project will adopt many of the EEMs recommended in the NREL reports on medium and large office buildings, medium box retail stores, and grocery stores. These measures include energy recovery ventilation (ERV), demand control ventilation (DCV), reduced Light Power Density (LPD), occupancy controls, reducing plug load through the use of Energy STAR rated equipment, higher efficiency HVAC units, higher efficiency heating boilers, double-pane windows with low-e coatings and low U-values, added building envelope insulation in the roof, slab, and walls, and high efficiency refrigeration systems for refrigerated and frozen foods.



Comment 9.18 (GHG - Stationary) "The DOER strongly encourages the proponent to include consideration of renewable and alternative sources of on-site generation measures (e.g. solar PV and combined heat and power) and reminds that there are substantial state incentive programs for the support for this category of measure, which both mitigate GHG emissions as well as provide other benefits such as reliability and peak load reduction to the transmission and distribution grid." (Page 3)

Response 9.18 – A feasibility analysis for a PV system is included in Chapter 4. Blocks 10 and 11 will have a central chilled water plant with a Coefficient of Performance (COP) 15% better than Code. A feasibility analysis for a combined heat and power system in Step 1 of the Project is provided in Chapter 4.

Comment 9.19 (GHG - Stationary) "At a minimum the EIR should include consideration of providing "solar ready roofs" which both designed to be structurally qualified to support solar energy systems and which have electrical distribution elements such as chases and points of connection to enable the retrofitting of solar PV." (Page 3)

Response 9.19 – The Proponents will set aside solar-ready space on the roofs of Blocks 4 through 11 for a possible future third-party PV installation.

Comment 9.20 (GHG - Stationary) "In addition the DOER urges the proponent to contact the representatives of the gas and electric utilities which will provide energy to the proposed development. Under the statewide MassSave plans which are administered by the utilities, incentives are offered for cost sharing covering both design and equipment measures, which the project could be eligible to receive." (Page 3)

Response 9.20 – As the Project moves forward into engineering design, the Project will contact gas and electric utilities to discuss cost-sharing opportunities that may be in effect at that time.

Comment 9.21 (GHG - Stationary) "In recognizing that the design and construction of the proposed project will extend over a number of years and occur in multiple phases, the DOER encourages the proponent to discuss how this will be addressed in a way which will ensures that as new or improved technologies and options to achieve further cost-effective reductions become commercially available, they will continued to be evaluated for incorporation into the for construction designs." (Page 3)

Response 9.21 – The best opportunity for a possible combined heat and power (CHP) system is in the hotel that is planned as part of Step 2 of the Project. When that phase in the Project is designed, the Proponents will work with the potential hotel tenant to explore the possibility of a CHP system in Building 6A. Other opportunities will be explored in Steps 2 and 3 of the Project, which will be designed and built after Step 1.

Comment 9.22 (GHG - Stationary) "Finally, the DOER encourages the proponent to arrange with MEPA for a preliminary consultation with the MEPA/DEP/DOER GHG review team prior to beginning significant work on the EIR in order to ensure that there is a clear understanding and agreement between the project and the reviewers regarding both what is expected as well as discussion on how meeting the requirements of the Policy will be achieved." (Page 4)



Response 9.22 – Meetings were held with both MEPA and DEP staff prior to the preparation of this DEIR.

COMMENT LETTER #10: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #11: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #12: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #13: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #14: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #15: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #16: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #17: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #18: LETTER OF SUPPORT



No comments to address

COMMENT LETTER #19: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #20: LETTER OF SUPPORT

No comments to address

COMMENT LETTER #21: LETTER OF SUPPORT

No comments to address



Comment Letters



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September 16, 2011

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

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

Pursuant to the Massachusetts Environmental Policy Act (MEPA) (M.G.L. c. 30, ss. 61-621) and Sections 11.06 and 11.11 of the MEPA regulations (301 CMR 11.00), I hereby determine that this project **requires** the preparation of an Environmental Impact Report (EIR). As presented in the Expanded Environmental Notification Form (EENF), the Proponents have requested a Phase 1 Waiver to allow a portion of the project to proceed to state permitting prior to completion of the EIR for the entire project. In a separate Draft Record of Decision (DROD), also issued today, I propose granting the Phase 1 Waiver, subject to the terms and conditions outlined therein.

Project Description

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

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

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

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

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

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

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

Related MEPA Review

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

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

MEPA Jurisdiction and Permitting

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

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

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

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

Request for Phase 1 Waiver

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

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

REVIEW OF THE EENF

Project Description

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

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

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

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

Alternatives Analysis

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

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

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

Land Alteration/Open Space

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

Wetlands

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

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

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

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

Stormwater

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

Water and Wastewater

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

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

TransportationTraffic Analysis

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

Comment [S1]: 1.1

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

Traffic Mitigation

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

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

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

Transportation Demand Management

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

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

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

Comment [S2]: 1.2

Parking

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

Comment [S3]: 1.3

Transit

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

Greenhouse Gas Emissions

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

Comment [S4]: 1.4

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

Historical and Archaeological Resources

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

The project proposes the rehabilitation of three structures:

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

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

Construction Period Impacts

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

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

Comment [S5]: 1.5

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

Comment [S6]: 1.6

SCOPE

General

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

Comment [S7]: 1.7

Comment [S8]: 1.8

Comment [S9]: 1.9

Project Description

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

Comment [S10]: 1.10

Comment [S11]: 1.11

Comment [S12]: 1.12

Comment [S13]: 1.13

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

Comment [S14]: 1.14

Comment [S15]: 1.15

Comment [S16]: 1.16

Permitting and Consistency

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

Comment [S17]: 1.17

Comment [S18]: 1.18

Comment [S19]: 1.19

Alternatives Analysis

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

Comment [S20]: Comment 1.20

Comment [S21]: Comment 1.21

Comment [S22]: Comment 1.22

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

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

Comment [S23]: Comment 1.23

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

Comment [S24]: 1.24

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

Comment [S25]: 1.25

Comment [S26]: 1.26

Comment [S27]: 1.27

Land Alteration/Open Space

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

Comment [S28]: 1.28

Wetlands

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

Comment [S29]: 1.29

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

Comment [S30]: 1.30

Comment [S31]: 1.31

Comment [S32]: 1.32

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

Comment [S33]: 1.33

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

Comment [S34]: 1.34

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

Comment [S35]: 1.35

Comment [S36]: 1.36

Comment [S37]: 1.37

Stormwater and Drainage

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

Comment [S38]: 1.38

Comment [S39]: 1.39

Comment [S40]: 1.40

Comment [S41]: 1.41

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Comment [S44]: 1.44

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

Comment [S45]: 1.45

Comment [S46]: 1.46

Comment [S47]: 1.47

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

Comment [S48]: 1.48

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Comment [S50]: 1.50

Comment [S51]: 1.51

Comment [S52]: 1.52

Comment [S53]: 1.53

Comment [S54]: 1.54

Water Supply

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

Comment [S55]: 1.55

Comment [S56]: 1.56

Comment [S57]: 1.57

Comment [S58]: 1.58

Wastewater

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

Comment [S59]: 1.59

Comment [S60]: 1.60

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

Comment [S61]: 1.61

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

Comment [S62]: 1.62

Transportation

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

Comment [S63]: 1.63

Comment [S64]: 1.64

Comment [S65]: 1.65

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

Comment [S66]: 1.66

Comment [S67]: 1.67

Comment [S68]: 1.68

Traffic Operations

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

Comment [S69]: 1.69

Comment [S70]: 1.70

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

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

Comment [S71]: 1.71

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

Comment [S72]: 1.72

Comment [S73]: 1.73

Transportation Demand Management

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

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

Comment [S74]: 1.74

Comment [S75]: 1.75

Comment [S76]: 1.76

Comment [S77]: 1.77

Comment [S78]: 1.78

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

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

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

Comment [S79]: 1.79

Transit

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

Comment [S80]: 1.80

Comment [S81]: 1.81

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

Comment [S82]: 1.82

Parking

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

Comment [S83]: 1.83

Comment [S84]: 1.84

Comment [S85]: 1.85

Comment [S86]: 1.86

Transportation Monitoring Program

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

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

Comment [S87]: 1.87

Air Quality

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

Comment [S88]: 1.88

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

Comment [S89]: 1.89

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

Comment [S90]: 1.90

Greenhouse Gas Emissions

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

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

Comment [S91]: 1.91

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

Comment [S92]: 1.92

Comment [S93]: 1.93

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

Comment [S94]: 1.94

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

Comment [S95]: 1.95

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

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

Comment [S96]: 1.96

Comment [S97]: 1.97

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

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

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

Comment [S98]: 1.98

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

Comment [S99]: 1.99

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

Comment [S100]: 1.100

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

Comment [S101]: 1.101

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

Comment [S102]: 1.102

Historical and Archaeological Resources

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

Comment [S103]: 1.103

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

Comment [S104]: 1.104

Hazardous Material

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

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

Comment [S105]: 1.105

Comment [S106]: 1.106

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

Comment [S107]: 1.107

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

Comment [S108]: 1.108

Comment [S109]: 1.109

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

Comment [S110]: 1.10

Construction Period Impacts

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

Comment [S111]: 1.111

Comment [S112]: 1.112

Comment [S113]: 1.113

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

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

Comment [S114]: 1.114

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

Comment [S115]: 1.115

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

Comment [S116]: 1.116

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

Comment [S117]: 1.117

Future Development

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

Mitigation and Section 61 Findings

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

Comment [S118]: 1.118

Response to Comments/Circulation

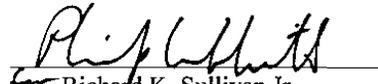
The DEIR should contain a copy of this Certificate and a copy of each comment letter received. In order to ensure that the issues raised by commenters are addressed, the DEIR should

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

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

Comment [S119]: 1.119

September 16, 2011
DATE


for Richard K. Sullivan Jr.

Comments Received

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

Late Comments

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

RKS/PPP/ppp



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

Deval L. Patrick
GOVERNOR

Timothy P. Murray
LIEUTENANT GOVERNOR

Richard K. Sullivan Jr.
SECRETARY

Tel: (617) 626-1000

Fax: (617) 626-1181

<http://www.mass.gov/envir>

October 7, 2011

FINAL RECORD OF DECISION

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

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

Project Description

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

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

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

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

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

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

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

Related MEPA Review

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

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

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

Request for Phase 1 Waiver

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

MEPA Jurisdiction and Permitting

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

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

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

Summary of Potential Environmental Impacts for Phase 1

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

Summary of Proposed Mitigation Measures

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

Criteria for a Phase 1 Waiver

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

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

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

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

Findings

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

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

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

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

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

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

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

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

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

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

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

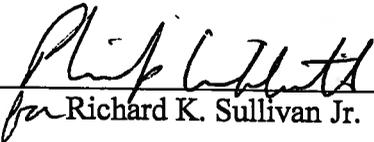
The construction of the Bridge will require a Permit from MassDOT. I expect that MassDOT will incorporate appropriate conditions in its permit to ensure the implementation of required mitigation and compliance with MEPA prior to the commencement of any other phase of the project, including the construction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

Conclusion

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

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

October 7, 2011
DATE


for Richard K. Sullivan Jr.

Comments Received on the DROD: None

Comments Received on the EENF:

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

RKS/PPP/ppp



Deval L. Patrick, Governor Timothy
R. Murray, Lt. Governor Richard A.
Davey, Secretary & CEO



September 9, 2011

Richard K. Sullivan, Jr., Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite
900 Boston, MA 02114-2150

RE: Quincy— New Quincy Center Redevelopment —
EENF (EEA #14780)

ATTN:MEPA Unit
Purvi Patel

Dear Secretary Sullivan:

On behalf of the Massachusetts Department of Transportation, I am submitting comments regarding the proposed New Quincy Center Redevelopment project in Quincy, as prepared by the Office of Transportation Planning. If you have any questions regarding these comments, please call J. Lionel Lucien, P.E., Manager of the Public/Private Development Unit, at (617) 973-7341.

Sincerely,

A handwritten signature in black ink that reads "David J. Mdler".

David J. Mdler
Executive Director
Office of Transportation Planning

DJM/jll

www.mass.gov/massdot

cc: Francis A. DePaola, P.E., Highway Administrator, Highway Division
Thomas F. Broderick, P.E., Acting Chief Engineer, Highway Division
Walter Heller, P.E., Acting District 6 Director, Highway Division
Neil Boudreau, State Traffic Engineer
PPDU files
MPO Activities files
Metropolitan Area Planning Council
Boston Region Metropolitan Planning Organization
Planning Department, City of Quincy
Massachusetts Bay Transit Authority
MassRIDES

**COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF TRANSPORTATION
OFFICE OF TRANSPORTATION PLANNING
MEMORANDUM**

TO: David J. Mohler, Executive Director
Office of Transportation Planning

FROM: J. Lionel [redacted], P.E., Manager
Public [redacted] ate Development Unit

DATE: September 9, 2011

RE: Quincy — New Quincy Center Redevelopment — EENF
(EEA #14780)

The Public/Private Development Unit has reviewed the Expanded Environmental Notification Form (EENF) for the proposed New Quincy Center Redevelopment project in Quincy. The proposed project entails the redevelopment of the central business district of Quincy into a mixed-use, high-density urban center. The project will be constructed on approximately 31 acres, mostly contained within the City of Quincy's 55-acre Urban Revitalization District. The project involves the demolition of many of the outdated buildings, which will be replaced with a high density, mixed-use development program. Currently, the area proposed for redevelopment contains approximately 297,000 square feet (sf) of retail space; 98,715 sf of restaurant space; a 21,170 sf movie theater; 652,500 sf of office space; and 2,212 parking spaces.

The proposed redevelopment program would include an estimated total of 448,084 sf of retail space; 145,174 sf of restaurant space; 1,170,833 sf of general office space; a 50,000 sf health club, 200,000 sf of classroom space for Quincy College; a 75,000 sf movie theater; a 296-room hotel, approximately 1,206 residential apartments; and 5,415 parking spaces. The proposed project would also entail the implementation of streetscape improvements, new public open space elements, pocket parks, and traffic calming measures at key intersections creating a more pedestrian-friendly environment. The project area is bounded by Burgin Parkway and the MBTA railroad to the west, the Hancock Cemetery and the United First Parish Unitarian Church to the north, Chestnut Street and Dennis F. Ryan Parkway to the east, and the Concourse Roadway to the south.

The project would also include the construction of the Burgin Parkway Access Bridge to facilitate safe access to the proposed redevelopment area and to channelize vehicles away from pedestrian areas on Hancock Street, Adams Green, and at the National Parks Service Visitor Center and attractions. The bridge would improve access to the parking structures proposed as part of the proposed Redevelopment project, and provide an alternative access point for pedestrians and emergency vehicles. Upon construction, the bridge is expected to be owned by MassDOT; therefore, a Vehicular Access Permit will be required for the project.

Comment [S1]: 3.1

Based on information provided in the EENF, the project at full-build is expected to generate a total of approximately 37,256 vehicle trips on an average weekday. The project categorically requires the preparation of an Environmental Impact Report (EIR). The project is anticipated to be constructed in several phases over a seven to 10 year period. The project proponent has requested a waiver to proceed with Phase I, which would entail advancing the design and permitting of the proposed Burgin Parkway Access Bridge.

Comment [S2]: 3.2

PHASE I WAIVER

Phase I does not involve any site preparation, building construction, or occupancy. The decision as to whether a Phase I waiver should be issued requires a determination on the likelihood that the development review process would result in major changes to the improvement program required to mitigate the full impact of the project. If this preliminary review provides adequate confidence that the Burgin Parkway Access Bridge in its proposed form should be included in that improvement program, the Phase I waiver could be issued, and the bridge design could be allowed to proceed.

The proposed bridge would provide a pedestrian, bicycle, and vehicular connection over the MBTA right-of-way. It would serve as a secondary access (with right-in/right-out only movements) to and from the New Quincy Center Redevelopment project via Burgin Parkway and the proposed Market Square/Hancock Street Connector. MassDOT has been working with the proponent on the bridge design, and will continue to coordinate with the proponent to ensure that the design meets MassDOT Project Development and Design Guide standards.

The EENF includes a Phase I transportation study that generally conforms to EOEEA/MassDOT Guidelines for EIR/EIS Traffic Impact Assessments. The transportation study includes an alternatives analysis to justify the location of the bridge and identifies a number of transportation benefits that would result from this new access point. It also includes capacity analysis for intersections within a sub-area of the larger project. This sub-area is generally bounded to the west by Burgin Parkway, to the north by Granite Street, to the east by Hancock Street, and to the south by the Quincy Concourse. Without mitigation, the additional traffic associated with the Quincy Redevelopment project would adversely impact the intersections in that sub-area. The proposed bridge connection is intended to provide relief to these intersections by diverting traffic from Hancock Street and the Quincy Concourse toward this new connection. The traffic analysis included in the EENF indicates that upon construction, most of these intersections would experience improved level of services, queues, and delay. In addition, the new access point, which would be limited to right in/right out, would not be expected to impact mobility along Burgin Parkway.

The City of Quincy has invested significant effort in planning the Redevelopment project, and has identified a preliminary list of recommended projects intended to mitigate the impacts of the full project. Some of these projects are currently under construction based on their independent utility, or would be implemented as part of mitigation for the full project. These projects would also address deficiencies and improve operations and safety on the overall study area roadway network, under existing conditions and in the future.

Finally, the proponent has stressed the importance of advancing the design and permitting efforts of the new Burgin Parkway Access Bridge in order to minimize delay in implementing the

project as a whole. It would also better enable the proponent to apply for and obtain public funding to implement infrastructure improvements.

The EENF has satisfactorily documented the transportation benefits of this new access point and justified the location and configuration of the bridge. In addition, the bridge would only serve a specific area of the overall project site, an area for which the Phase I project's traffic study has adequately documented and identified mitigation. While all these intersections would be reevaluated in subsequent MEPA filings for the overall study area, the resulting mitigation is not expected to result in a need for changing the bridge location or configuration from what is currently proposed. Therefore, we believe that the waiver request has merit, and we support the proponent's request to advance to bridge permitting and design ahead of the completion of the EIR.

II. EIR SCOPE

The Draft EIR (DEIR) should include a traffic study prepared in conformance with the EOEEA/MassDOT Guidelines for EIR/EIS Traffic Impact Assessments. The traffic study should evaluate the study area and identify appropriate mitigation measures for areas where the project will have an impact on traffic operations. The proponent should provide a clear commitment to implement mitigation measures and should describe the timing of their implementation based on the phases of the project, if any. The DEIR should address the following issues.

Comment [S3]: 3.3

Trip Generation

According to the ENF, the project at full build is expected to generate 37,256 vehicle trips on an average weekday, which represents an increase of 15,479 vehicle trips per day over existing conditions. The project is located in a highly urbanized central business district with extensive transit service that includes two MBTA stations, a commuter rail station, several bus lines and other modes of transportation. Strong promotion of walking, bicycling, and riding public transit could significantly reduce site traffic generation. The DEIR should present specific measures to help reduce auto dependency and increase travel by public transit, walking, and bicycling. We strongly encourage the proponent to work with appropriate MassDOT units to identify similar projects or TDM measures that demonstrate success in reducing site trip generation. MassDOT would support further trip credit reduction than identified in the EENF based on adequate documentation of the TDM measures and a strong commitment to their implementation.

Comment [S4]: 3.4

Horizon Year

We recommend that a minimum 10-year horizon period analysis be considered in the DEIR. An alternative analysis methodology would consist of providing a capacity analysis for each phase if the associated horizon year could be clearly identified. While this approach would require significantly more analysis depending on the number of phases, it provides the opportunity to update and refine the mitigation program based on a monitoring program to be conducted at the conclusion of each phase. Future submittals of traffic analyses should include tabular summaries and composite illustrations of intersection levels of service, lane group/movement levels of service, average queues, and 95th-percentile queues. We also recommend that traffic flow simulation model be conducted to portray network peak-hour conditions.

Comment [S5]: 3.5

Comment [S6]: 3.6

Comment [S7]: 3.7

Traffic Operations

The DEIR should present capacity analyses and a summary of average and 95th percentile vehicle queues for each intersection within the study area. In addition, the proponent should provide a roadway segment analysis for the Burgin Parkway corridor between its intersection with Granite Street and the Burgin Parkway/Centre Street (MBTA Quincy Adams Driveway). Any proposed traffic signal must include a traffic signal warrant analysis according to the Manual of Uniform Traffic Control Devices (MUTCD) standards.

Comment [S8]: 3.8

Comment [S9]: 3.9

Comment [S10]: 3.10

The EENF includes a comprehensive study area to be evaluated in the DEIR. However, the following intersections must be added to the study area:

- The Burgin Parkway/Quincy Street intersection,
- The Burgin Parkway/Penn Street intersection, and
- The Burgin Parkway/Center Street intersection.

Comment [S11]: 3.11

The DEIR should include sufficiently detailed conceptual plans (preferably 80-scale) for the proposed roadway improvements in order to verify the feasibility of constructing such improvements. The conceptual plans should clearly show proposed lane widths and offsets, layout lines and jurisdictions, and the land uses (including access drives) adjacent to areas where improvements are proposed. Any proposed mitigation within the state highway layout and all internal site circulation must be consistent with a Complete Streets design approach that provides adequate and safe accommodation for all roadway users, including pedestrians, bicyclists, and public transit riders. Guidance on Complete Streets design guidelines is included in the MassDOT *Project Development and Design Guide*.

Comment [S12]: 3.12

Comment [S13]: 3.13

Pedestrian/Bike/Transit Access

The DEIR should provide a thorough inventory of all existing, planned, and proposed services, facilities, and routes for accessing the site using transportation modes other than single-occupancy vehicles. These include provisions for future expansion of bus, private shuttle, bicycle, and pedestrian mobility options in the vicinity of the project.

Comment [S14]: 3.14

The proponent should also document conversations with transit providers in the area, including but not limited to the Massachusetts Bay Transportation Authority (MBTA), local transportation providers, private shuttle services, and any large employer that may work with the project proponent to provide shared services.

Comment [S15]: 3.15

The proponent should identify the likely travel routes for bicyclists within the study area. The degree to which these routes can safely support bicycle travel should also be examined. Existing or proposed bicycle and pedestrian access routes in the vicinity of the site should be identified. The DEIR should also include discussion of bicycle and/or pedestrian facilities in the vicinity of the project, analyze both existing and future conditions, and identify mitigation if necessary.

Comment [S16]: 3.16

Transportation Demand Management

The DEIR should include a comprehensive Transportation Demand Management (TDM) plan that investigates all feasible measures aimed at reducing site trip generation. The TDM program should identify measures and demonstrate their effectiveness in reducing site trip generation. The TDM plan should be based on the specific measures that have been successful in reducing trip generation for similar redevelopment projects and further investigate measures that would maximize usage of existing pedestrian, bicycle, and transit facilities, such as subsidizing transit passes, promoting ridesharing and vanpooling, and limiting the available parking supply.

The TDM plan should identify the existing modes in the area such as transit, walking, and bicycling; analyze their existing and future conditions based on the project's impacts; and commit to making improvements that will increase usage of those modes. The overall redevelopment plan should also accommodate transit services and provide amenities to encourage transit usage such as bus shelters, bus turnouts, and enhanced pedestrian connections between transit nodes and existing land uses in close proximity to the project site. The project proponent should work with the MBTA regarding service improvements within the redevelopment area since streets in the project area serve numerous existing bus routes with thousands of daily customers.

Comment [S17]: 3.17

The project proponent will be responsible for providing a transportation monitoring program that should be conducted twice per year for five years from the occupancy of the project. The goal of the traffic monitoring program will be to evaluate the assumptions made in the DEIR and the adequacy of the transportation mitigation measures, as well as to determine the effectiveness of the transportation demand management program.

Comment [S18]: 3.18

The DEIR should provide an update of the local permitting processes for the proposed project, particularly with respect to any state highway issues being discussed. We strongly encourage the proponent to consult with MassDOT before any transportation issues are discussed in local meetings or hearings.

Comment [S19]: 3.19

We encourage the proponent to continue consultation with appropriate MassDOT units, including the Public/Private Development Unit, the District 6 Office, Highway Design, and Traffic Operations to discuss the proposed Phase I mitigation design, as well as the preparation of the DEIR for the full project.

Comment [S20]: 3.20

If you have any questions regarding these comments, please contact me at (617) 973-7341.



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MEPA

September 9, 2011

Secretary Richard K. Sullivan, Jr.
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston MA 02114

RE: Comments on Expanded Environmental Notification Form with Phase 1 Waiver Request, New Quincy Center Redevelopment, Quincy, MA

EOEA No. 14780

Dear Secretary Sullivan:

WalkBoston has reviewed the Expanded Environmental Notification Form with Phase 1 Waiver Request for the New Quincy Center Redevelopment. The project comprises 30.8 acres, with a total of 3.4 million square feet of space in more than 15 buildings, containing office, retail, hospitality and entertainment uses, and 1210 residential units. It is planned for construction in four steps over 7-10 years.

The proposal will have very significant impacts on future pedestrian activity in the central area of the city of Quincy. We are concerned that the potential for improving walking for users of the project area has not been examined in an intensive way. The proponent will need to be cognizant of detailed pedestrian needs throughout the development, because the pedestrian aspects of the site will play an extremely important role in the way it meshes with its surroundings and the possible help in alleviating traffic congestion.

Comment [S1]: 4.1

Summary of key points:

- Analyze pedestrian traffic at levels matching vehicular traffic analysis.
- Maximize use of Adams Green project as gateway.
- Need to establish plans for interim periods to ensure pedestrian activity.
- Consider use of small-scale retail frontage for lively places.
- Address pedestrian safety in traffic plans.
- Establish sidewalk and amenity standards to ensure quality.
- Integrate open space/pedestrian space as integral to the big idea — not yet expressed in the plan

Comment [S2]: Discussed in 4.2

Comment [S3]: Discussed in 4.12

Comment [S4]: Discussed in 4.11

Comment [S5]: Discussed in 4.12

Comment [S6]: Discussed in 4.6

Comment [S7]: Discussed in 4.3

Comment [S8]: Discussed in 4.7, 4.8, 4.9

In our comments below, we have outlined some of the ways pedestrian planning could benefit the project and the city.

Planning for both vehicular and pedestrian traffic

Project vehicular traffic is projected to increase by 15,479 trips per day, making a total of 37,256 trips total each day. The project envisions mitigation measures including the widening of 6 streets in the area, restriping for exclusive left-turn lanes, and signal changes at 2 intersections to provide concurrent pedestrian phasing. (other intersections are not cited for measures dealing with potential pedestrian conflicts and safety.) In addition a new bridge over the MBTA tracks is deemed important and has become the focus of a proposed Phase 1 waiver.

Discussion of auto traffic in the report consumes 47 pages of text and 66 figures of traffic analysis, leading to discussions of parking garages, street improvements, traffic lanes, turns, and signals in some detail. Mention is also made of relaxed parking requirements to handle vehicle demands.

MAKING OUR COMMUNITIES MORE WALKABLE

In a major information gap, existing and anticipated daily walking trips are not discussed in the report, nor are there suggestions that future planning will include such analysis. It is essential to have some notion of the overall number of walkers to plan adequately for pedestrian connections between building sites. Based on information about numbers of walkers, it would then become possible to think about incremental features that might benefit pedestrians.

Comment [S9]: 4.2

Standards for sidewalk widths are not discussed in the report, suggesting that there may be reliance on either state or local standard widths that have not *been* included or referenced in this report. The widths of the sidewalks should be adequate to address the volumes of traffic that are anticipated, while adding sufficient space for trees, street furniture and signage in a way that does not interfere with pedestrian throughput. We suggest that the proponent use state design standards for sidewalks in central areas that provide a minimum of 12' for heavily-used sidewalks, and 6' in all other areas. In areas of heavy foot traffic, the width should be related to anticipated pedestrian volumes. These widths should be clear and continuous in all affected blocks. Street trees, lighting fixtures and other street furniture should not intrude on these minimum clear and continuous widths. Sidewalk paving surfaces should be smooth and easily shoveled during winter snowstorms. Curb cuts for vehicles should be severely limited.

Comment [S10]: 4.3

On streets along the sidewalks, retaining a pattern of two lanes of parked traffic is best for pedestrians, because parking on both sides of the street acts as a buffer between moving traffic and pedestrians walking alongside.

Comment [S11]: 4.4

Each of the proposed pedestrian corridors follows streets (open space internal to structures does not appear to be available for general foot traffic.) Each street can be classified distinctively, based on a street typology and character as a general guide to function and potential design. Although it is not yet known what pedestrian traffic volumes and issues may arise, each of the streets seems to deserve unique treatment, as far as pedestrian service is concerned.

Comment [S12]: 4.5

- **Temple/Hancock/Granite Streets** is a new facility and a major route for vehicular traffic. It appears to be set to act as a pedestrian promenade at the edge of the development. The boulevard's frontage may become a retail focus serving primarily pedestrian traffic.
- **Hancock Street between Granite Street and QC Concourse appears** to be envisioned to be a local street not a major vehicular thoroughfare. The street could become a very interesting, relatively quiet and rewarding pedestrian corridor, especially because it is a direct extension of the pedestrian promenade of Adams Green. Sidewalks along Hancock Street can become integral portions of the open space network, with off-sidewalk paved areas to enlarge upon the feeling of openness, creating at the same time places where people could congregate, meet, sit, watch, and enjoy the daily progression of walkers through the district. This may involve widening the sidewalk in some instances to provide inlets or off-sidewalk squares as useful spaces for walkers. Staging of the Hancock Street portions of the project may allow re-use of existing small-scale commercial uses. Retaining Hancock Street as the focus of the new development is exciting and, we think, essential. There are several elements of the design that would be useful to better understand. Only a few of the existing small-scale businesses appear to be dislocated by Step i of the proposed development, and not until the arrival of Step 3 will all of the existing commercial along Hancock Street be replaced by new buildings.
- **Revere Road/QC Concourse** will complete a ring-road around downtown and the Quincy Center project. This road will not be expected to facilitate commercial development to a great extent, although a major large retail facility is proposed for the block closest to the bridge over the MBTA tracks.
- **Ross Way** appears to be primarily an access road for parking garages, vehicular deliveries and service access. If so, it will be a difficult area for pedestrians to navigate, especially because it will require numerous curb cuts.
- **Chestnut and Cottage Streets** will both be minor collectors that might become useful locations for small businesses (some existing buildings are to be retained) because the location of

Comment [S13]: 4.5.1

Comment [S14]: 4.5.2

Comment [S15]: 4.5.3

Comment [S16]: 4.5.4

- the two streets may provide spillover space linked to retail opportunities along Hancock Street.
- **Hancock Market Square Connector.** This new street seems designed to provide access directly into parking structures. It seems unlikely, from the limited information available that this street will attract walkers. However, the market square located at the Hancock Street intersection holds a promise of a retail focus for pedestrians.
- **Pathway along the MBTA tracks.** The project includes paths immediately adjacent to the MBTA tracks that seem unconnected to a larger network. The function of these paths is unclear.

Comment [S17]: 4.5.5

Comment [S18]: 4.5.6

Comment [S19]: 4.5.7

Intersection design is important for pedestrian safety. Potential vehicular/pedestrian conflict areas exist in several locations. Already noted are potential conflicts in the Adams Green area, where pedestrian volume from the MBTA stations, the schools and other uses result in walkers crossing busy streets. The entrances to the project on Granite Street where it meets Hancock and Chestnut Streets are likely to have significant areas of conflict. Within the project boundary, all intersections may have significant conflicts and should be analyzed.

Comment [S20]: 4.6

Pedestrian-oriented open space

Adams Green, immediately adjacent to the north side of the Quincy Center project, encompasses over 10 acres, a significant addition to the overall open space in the area. Served primarily by walking and transit, the project will include existing open space and the Hancock Cemetery, augmented by open space that re-uses the existing paved area of Hancock Street to form a pedestrian plaza and a major axis of usable open space for walkers. This axis will extend into the Quincy Center project.

The Adams Green project will renew an existing focus for pedestrians in the area, capitalizing on the proximity of Quincy High School, the South Shore YMCA, Quincy College, City Hall, Crane Public Library, the MBTA rail and rapid transit station, Stop and Shop national headquarters, and the U.S. Post Office. This aggregation of uses is unique to Quincy, and forms an exciting base for the success of the proposal. The Green appears to play a very large future role as the principal open space for the entire area and as the gateway to the Quincy Center project.

The Quincy Center plans show little additional open space, though open space is stated as an essential element in the overall design. Instead, the proposal calls for large-scale reliance on sidewalks and their landscaping as open space. However, the design standards for sidewalks and how they will function as open space additions (including both walkways and landscaping strips) are not defined.

Comment [S21]: 4.7

The principal new open space within the project appears to be a market square on Hancock Street near Revere Road/QC Concourse. Other green space may be located internal to proposed residential or office structures, in places that may not be available to the general public. The acreages of proposed open spaces in the project should be quantified in the report. This could aid in public understanding of the project and help in marketing sites, gaining retail attractions, and bolstering business opportunities.

Comment [S22]: 4.8

The text suggests that public gathering places will be added as social focal points, venues for seasonal events, and outdoor marketplaces, each connected to others via the public sidewalks and designed with a clear relationship to the proposed pedestrian network. It would be very useful to know where these open spaces will be located and how they relate to sidewalks, as they are intended to engender pedestrian movements.

Comment [S23]: 4.9

Activities needing pedestrian access — Quincy Center

The proposal for this project does not include anchors of activities such as those surrounding Adams Green. In fairness, it may be too early in the process to identify specific uses, but a hint may arise from one of the existing strong points of the existing Hancock Street retail area - its human scale. Building frontages are relatively narrow, uses change every few feet, activities spill out onto the street and it can appear that a great deal of human activity is taking place. Retaining the human scale should be a

guideline for future development.

Comment [S24]: 4.10

The proposal seems designed to guide the area toward larger scale (large-format) retail activities. Many of the proposed buildings will have first floor retail uses, and the vast spaces envisioned for retail suggest a sort of outdoor shopping mall. The conceptual plans and proposed construction schedule do not seem to construct the retail spaces all in one step. We are concerned that much of the retail space may not be occupied until the project reaches full build-out, leaving vacant space and possibly rather empty sidewalks that are uninteresting and perhaps not comfortable for pedestrians walking alone. Ultimately, the retail market will fill the space; in the meantime (perhaps over many years) pedestrians may have neither a lively nor a safe environment in which to walk. It is important to ensure that existing and new small-scale uses will be accommodated by the phasing of the proposed large-scale uses. An area with many activities to be found within a small area is perfect for pedestrian access for errands, other shopping or services and for strolling. One potential approach might be to encourage restaurants and uses appealing to pedestrians along Hancock Street, much like Moody Street in Waltham, to draw walkers into the district and provide essential services for new development.

Comment [S25]: 4.11

Comment [S26]: 4.12

Perhaps one of the most pedestrian-friendly approaches could be establishing a permanent focus of retail uses that are small-scale and attractive to pedestrians. This focus might be an appropriate portion of the first stage of development, located in the blocks adjacent to the Adams Green project. The area could then grow along Hancock Street as demand for services expands.

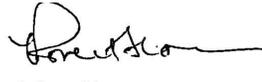
Comment [S27]: 4.12.1

A second approach is the development of an entirely separate focal area around which retail uses might concentrate. One such location is the proposed market square, which appears to be partly included in Step 1 activities. The market square has the advantage of providing an anchor to draw pedestrians through the area between Granite Street and the QC Concourse road.

Comment [S28]: 4.12.2

Thank you for the opportunity to comment on this proposal. Please feel free to contact us if there are questions.


Sincerely,
Wendy Landman
Executive Director


Robert Sloane
Senior Planner



Commonwealth of Massachusetts
Executive Office of Energy & Environmental Affairs

Department of Environmental Protection

Northeast Regional Office • 205B Lowell Street, Wilmington MA 01887.978-694-3200

DEVAL L PATRICK
Governor

RICHARD K. SULLIVAN JR.
Secretary

TIMOTHY R MURRAY
Lieutenant Governor

LAURIE BURT
Commissioner

September 9, 2011

Richard K. Sullivan Jr., Secretary
Executive Office of
Energy & Environmental Affairs
100 Cambridge Street
Boston MA, 02114

RE: Quincy
New Quincy Center
Redevelopment
Bounded by Burgin Parkway,
Granite Street, Chestnut Street,
and Concourse Roadway
EEA # 14780

Attn: MEPA Unit

Dear Secretary Bowles:

The Department of Environmental Protection Northeast Regional Office has reviewed the Expanded Environmental Notification Form (EENF) submitted by The City of Quincy/Hancock Adams Associates LLC for the redevelopment of a 30.8 acre area of the 55 acre central business district of Quincy, the Quincy Center Urban Revitalization District (EEA# 14780). As proposed, the project would add 2.71 million square feet of mixed use space to the existing 0.73 million square feet for a total of about 3.44 million square feet. This new development is planned to increase office space by 418,407 sf, medical office space by 100,000 sf, supermarket space by 32,056 sf, residential space by 1,544,400 sf, hotel space by 140,780 sf, movie theater by 75,000 sf, of restaurant space 120,528 sf, and a 50,000 sf increase for a health club. Parking availability space is estimated to increase by 3,896 spaces. The project would add about 1,210 housing units. The City of Quincy is requesting a Phase 1 waiver of the EIR for the design of the Burgin Parkway Access Bridge, for which an alternatives analysis was provided in the EENF. Construction of Phase 1 is planned, concurrently with the construction of Phase 2, mixed-use redevelopment project. The Department provides the following comments.

Wastewater

The EENF states that there is sufficient capacity in the existing collection system to accommodate the estimated 431,600 gallons per day (gpd) of new wastewater flow, which will increase the wastewater discharge to 572,600 gpd from the project site, based on MassDEP Title 5 rates. Since new flows from the site will be greater than 50,000 gpd, a sewer extension/connection permit will be required for the project. Additional information on the sewer extension and connection regulations is available on the MassDEP website: <http://www.mass.gov/dep/service/regulations/314cmr07.pdf>. Flows from the entire project must

Comment [S1]: 5.1

Comment [S2]: 5.1 (cont.)

Comment [S3]: 5.1 (Cont.)

be included in the MassDEP Sewer Connection Permit Application. Wastewater generated by the project will discharge into the City of Quincy's sewer system and ultimately flow to the MWRA's Deer Island Wastewater Treatment Facility.

MassDEP collaborates with MWRA and its member communities, (including Quincy), in implementing a flow control program in the MWRA regional wastewater system to remove extraneous clean water, which is referred to as infiltration/inflow (I/I) from the sewer system. Proponents adding significant new wastewater flow participate in the I/I reduction effort to ensure that the additional wastewater flows from their projects are offset by the removal of I/I. In accordance with the provisions of the MassDEP policy on I/I mitigation requirements in MWRA communities (available at <http://www.mass.gov/dep/water/laws/mwrai09.pdf>), I/I mitigation is a required element of a MassDEP sewer connection permit for projects which generate greater than 15,000 gallons per day of wastewater flow where a project exceeds any MEPA threshold for an EIR or if the project has a significant risk of creating conditions leading to a sanitary sewer overflow. Given the scope and impacts of the proposed project, and the need for I/I mitigation, the proponent should arrange to meet with MassDEP and the City of Quincy to develop a plan to meet the mitigation requirements of the MassDEP I/I Policy.

Comment [S4]: 5.2

Stormwater

The EENF indicates that the project would comply fully with the applicable MassDEP Stormwater Management Standards. Since the EENF has not provided any additional information, the stormwater runoff impacts during construction and post-construction should be evaluated for the entire project in the EIR, and it should be demonstrated that source controls, pollution prevention measures, erosion and sediment controls, and the post-development drainage system will be designed in compliance with the MassDEP Stormwater Management regulations (SMR). The EIR also should explain how water quality and quantity impacts would be controlled in compliance with the SMR standards for water quality and quantity impacts and the Massachusetts Department of Transportation and City of Quincy's Storm Water Programs for compliance with the NPDES Phase II Stormwater General Permit. The EIR should demonstrate that source controls, pollution prevention measures, erosion and sediment controls during construction, and the post-development drainage system will be designed to comply with the SMR and standards for water quality and quantity impacts and for consistency with the referenced Storm Water Programs. Calculations, stormwater system design plans at a readable scale, best management practice (BMP) designs and supporting information should demonstrate that the stormwater system design provides adequate protection for wetland resources in conformance with the stormwater regulations and NPDES permit.

Comment [S5]: 5.3

Low Impact Development

The EENF indicates that consideration would be given to low impact development (LID) and the use of integrated management practices (IMP) for control of stormwater, as is required by the stormwater regulations in 310 CMR 10.05 (6)(k), either alone or in combination with conventional drainage control measures. Pervious pavement would be appropriate for low intensity parking areas and sidewalks on site. As mentioned in the ENF for Town Brook Culvert Relocation Project, EEA #14725, the City of Quincy is preparing a Watershed Master Plan to incorporate best management practices in the watershed to improve water quality discharged into Town Brook at the same time as work within stream corridors is proposed to help to recapture predevelopment runoff

Comment [S6]: 5.4

conditions and minimize alterations to wetlands resources. As the redevelopment project is designed; MassDEP recommends that The City consider opportunities recapture and reuse rainwater in addition to low impact development (LID) stormwater control strategies and practices. For example, the flat-roof buildings could be vegetated as green roofs to capture stormwater, and pervious pavement would be appropriate for low intensity parking areas and sidewalks. There also may be an opportunity to add raingardens/bioretention areas and tree box filters for enhanced stormwater infiltration in open space and landscaped strips. Case studies of developments that have reduced stormwater management system costs by adopting LID practices with high environmental performance efficiencies are available on the following USEPA website: www.epa.gov/nps/lid.

Comment [S7]: 5.5

The Department also requested in its comment on EEA#14725, the Town Brook Culvert Relocation project, that the stormwater section for the Quincy Redevelopment Project provide additional information on the stormwater system's contribution to Town Brook that was not available during The Town Brook culvert project review. The EIR should provide sufficiently detailed information to understand how treated stormwater from the redevelopment project will supplement Town Brook base flows to ensure that the current deficiencies in flow are corrected in the relocated Town Brook.

Comment [S8]: 5.6

According to the ENF for EEA#14725, Town Brook culvert will continue to function as a stormwater conveyance after the new culvert is installed. Information is requested to understand how the existing and new culvert would function together with the deep rock tunnel; prior to and after the old Town Brook culvert is decommissioned or replaced. MassDEP supports the City of Quincy's commitment to remove illicit discharges from within the project area, and asks that the EIR affirm that these discharges, have been removed, or clarify when all illicit discharges will be eliminated.

Comment [S9]: 5.7

Comment [S10]: 5.8

Greenhouse Gas (GHG) Emissions

According to the EENF, the plan is for the project to be certifiable under the US Building Council's Leadership in Energy and Environmental Design (LEED-ND), 2009 Silver, which will contribute toward reducing GHG emissions. The analysis of greenhouse gas (GHG) emissions in the EIR should demonstrate that the preferred project alternative would lower GHG emissions consistent with the objectives in the *MEPA Greenhouse Gas Emissions Policy and Protocol* by reducing energy demand, utilizing energy efficient designs and equipment, and incorporating renewable energy sources to off-set demand. The GHG analysis will be reviewed for consistency with the GHG Policy and Protocol. The analysis should demonstrate that the selected project alternative has avoided, minimized, and mitigated CO2 emissions in conformance with the MEPA regulatory and policy standards.

Comment [S11]: 5.9

The Massachusetts Clean Energy and Climate Plan 2020 envisions that MEPA project reviews will contribute by reducing approximately 100,000 Metric Tons of CO2 equivalent emissions by 2020. Therefore, MassDEP encourages the proponent to adopt as many of the technically feasible and cost-effect energy efficient designs and equipment as possible.

Comment [S12]: 5.9 (Cont.)

Air Quality Impacts

These comments pertain to the proposed project's mobile source air quality impacts. The proposed project will generate an estimated 26,606 new weekday vehicle trips. The projected new daily vehicle trips triggers MassDEP's review threshold of 3,000 daily trips requiring an air quality mesoscale analysis of project related emissions. The purpose of the mesoscale analysis is to determine to what extent the proposed project will increase the amount of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the project study area. The proposed project is also subject to the MEPA GHG Policy and Protocol as amended on May 5, 2010. The Policy requires the project proponent to quantify project-related carbon dioxide (CO2) emissions and identify measures to avoid, minimize, and mitigate these emissions. The mesoscale analysis also should be used for this purpose. The analysis must compare the indirect emissions from transportation sources under future No Build, Build, and Build with Mitigation conditions.

Comment [S13]: 5.10

Comment [S14]: 5.11

Comment [S15]: 5.10 (cont.)

The EENF does contain a mesoscale analysis as part of the Phase 1 waiver request to support the proposed design review and permitting (not construction) for the Burgin Parkway Access Bridge. However, if the mesoscale analysis is updated in the DEIR to reflect changes in project design, then MassDEP recommends the Build with Mitigation condition also should reflect a greater emphasis on additional Transportation Demand Management (TDM) measures to achieve further reductions of mobile source emissions.

Comment [S16]: 5.12

The mesoscale analysis presented in the EENF showed that the 2021 Build and Build with Mitigation conditions result in greater VOC, NOx and CO2 emissions when compared to the 2021 No-Build condition. This was expected based upon the large number of additional vehicle trips which would result in VOC, NOx, and CO2 emission increases from 23 to 29 percent over the No Build condition. The EENF also showed that the construction of the Bridge as part of the proposed project mitigation would yield a 6-7 percent reduction of CO2 emissions while the proposed TDM package would yield an additional two percent reduction of CO2 when compared to the Build without Mitigation condition. VOC, NOx, and CO2 emissions for the Existing condition can be estimated using existing characteristics on the roadway segments. Comparative emissions in the No Build, Build and Build with Mitigation conditions can be estimated by changing the traffic characteristics on the roadway segments to those conditions that are expected to occur when the entire project is completed.

Comment [S17]: Is this a comment, or is it just narrative? Why would they mention how to estimate existing as well as future analysis if we did it?

Recommended Mitigation Measures

MassDEP acknowledges and supports the proposed project at a location that provides tremendous transit opportunities, particularly access to the Massachusetts Bay Transportation Authority's (MBTA) Red Line subway. However, the project location is also located near major roadways which present a challenge to achieve maximum trip reductions alternatives. In particular, MassDEP is concerned with the proposed number of additional parking spaces. MassDEP understands the proposed parking supply is responsive to local zoning minimum ratios, but urges the proponent to explore other parking management options that will meet parking demand without inducing more single occupant vehicle trips. In addition to the TDM measures included in the EENF, MassDEP recommends that the project proponent consider making commitments to the following TDM measures in the DEIR.

Comment [S18]: 5.13

Comment [S19]: 5.14

- Work closely with local officials to decrease the number of office and residential parking spaces allowed by zoning.

Comment [S20]: 5.14.1

- Offer parking cash-out incentives. This strategy encourages tenants to provide cash instead of individual parking spaces to their employees, thus encouraging them to leave their cars at home and walk, bike, carpool, or take public transit to work.
- Create leases where tenants pay for parking separately from building (unbundled lease) to encourage use of parking cash-out. Unbundled leases provide tenants with financial incentives to reduce the amount of parking when they pay for parking spots as a cost separate from rent. For every employee that opts out of using a space, the tenant will save money by paying the proponent less.
- Provide preferential and free parking for carpools and vanpools. To encourage fewer solo commutes, proponents should reserve desirable parking spaces for those participating in carpools and vanpools. In situations where tenants pay for parking, these carpool and vanpool spaces should be free or discounted.
- Charge market price single occupant vehicle (SOV) drivers for parking spaces. Proponents can charge a fee to those who drive to work alone, while keeping parking free for those who carpool or vanpool.
- Explore shared parking opportunities to take advantage of the varying parking demand periods of nearby facilities. Additionally, when residential developments are part of a mixed development with businesses or near pre-existing businesses, residential parking and office parking lots can be shared to minimize the aggregate need for parking. Residential parking peak demand occurs in the evenings and weekends while office parking peak demand occurs during the weekdays.
- Hire an Employee Transportation Coordinator to manage the parking management program. A Coordinator can act as a point of contact for the various tenants within a given development, help enforce the parking requirements, and carry out any other day-to-day tasks and strategies from the rest of the list above.
- Provide additional bicycle accommodations. MassDEP applauds the project TDM program element that includes bicycle parking and urges the proponent to explore project access, for bicyclists using local roads, particularly those linking nearby commuter rail and other area transit connections. MassDEP again recommends that the proponent and MBTA work with local officials to support and fund as necessary, off-site, improved bicycle access to the project site, including the use of the most recent MassDOT Design Guidelines or engineering judgment, as appropriate.
- Provide shuttle services to nearby Commuter Rail stations.
- Dedicate space for Car Sharing/Bike Sharing. It is recommended that the proponent dedicate two or more car sharing spaces in the proposed garage. MassDEP also recommends the proponent provide support and dedicated space for bike sharing on site as this concept expands into the area.
- Provide electric vehicle charging station(s). MassDEP recommends the proponent provide an on-site public electric vehicle charging station available to all project employees, residents, and MBTA commuters.
- Join or form a Transportation Management Association (TMA)
- Offer Alternative Work Schedules. The proponents should provide staggered work shifts to reduce peak period traffic volumes.
- Provide direct deposit for employees.

Comment [S21]: 5.14.2

Comment [S22]: 5.14.3

Comment [S23]: 5.14.4

Comment [S24]: 5.14.5

Comment [S25]: 5.14.6

Comment [S26]: 5.14.7

Comment [S27]: 5.14.8

Comment [S28]: 5.14.9

Comment [S29]: 5.14.10

Comment [S30]: 5.14.11

Comment [S31]: 5.14.12

Comment [S32]: 5.14.13

Comment [S33]: 5.14.14

- Participate in the EPA SmartWay Transport Program. SmartWay is a voluntary program that increases energy efficiency and reduces greenhouse gas emissions.
- Provide guaranteed ride home to those employees who regularly commute by bus or vanpool to the site and who have to leave work in the event of a family emergency or leave work late due to unscheduled overtime.

Comment [S34]: 5.14.15

Comment [S35]: 5.14.16

Construction Period Air Quality Mitigation Measures

MassDEP believes it is necessary to mitigate the construction-period impacts of diesel Emissions to the maximum extent feasible. Diesel emissions contain fine particulates that exacerbate a number of health conditions, such as asthma and respiratory ailments. MassDEP recommends that the proponent work with its staff to implement construction-period diesel emission mitigation, which could include the installation of after-engine emission controls, such as oxidation catalysts or diesel particulate filters. Additional information is available on the MassDEP web site <http://www.mass.gov/dep/air/diesel/concreto.pdf>.

Comment [S36]: 5.15

Required Mitigation Measures

Compliance with the Massachusetts Idling Regulation

The Massachusetts Idling regulation (310 CMR 7.11) prohibits motor vehicles from idling their engines more than five minutes unless the idling is necessary to service the vehicle or to operate engine-assisted power equipment (such as refrigeration units) or other associated power. The proponent should consider posting idling restriction signs on the premises to remind all drivers, patrons, and delivery personnel of the state's idling regulation. Questions regarding this regulation should be directed to Julie Ross of MassDEP at 617-292-5958.

Comment [S37]: 5.16

Compliance with the Massachusetts Rideshare Regulation

MassDEP implements the Rideshare Regulation (310 CMR 7.16), a clean air program that applies to employers with 250 or more daily employees and educational institutions with 1,000 or more applicable commuters. If applicable, the proponent and future tenants of the project may be subject to this regulation.

Employers subject to the Rideshare Program must implement a series of incentives that are designed to reduce the number of trips made by employees who drive alone to work. To date, employers with 1,000 or more employees must comply with the Rideshare regulation. Questions regarding this regulation should be directed to the MassDEP Rideshare Helpline at 617-292-5663 for assistance in complying with this air quality program.

Comment [S38]: 5.17

Recycling Issues

The project includes demolition and reconstruction, which will generate a significant amount of construction and demolition (C&D) waste. Although the ENF has not made a commitment to recycling construction debris, MassDEP encourages the project proponent to incorporate C&D recycling activities as a sustainable measure for the project. In addition, the proponent is advised that demolition activities must comply with both Solid Waste and Air Pollution Control regulations, pursuant to M.G.L. Chapter 40, Section 54, which provides:

Comment [S39]: 5.18

Comment [S40]: 5.19

"Every city or town shall require, as a condition of issuing a building permit or license for the demolition, renovation, rehabilitation or other alteration of a building or structure, that the

debris resulting from such demolition, renovation, rehabilitation or alteration be disposed of in a properly licensed solid waste disposal facility, as defined by Section one hundred and fifty A of Chapter one hundred and eleven. Any such permit or license shall indicate the location of the facility at which the debris is to be disposed. If for any reason, the debris will not be disposed as indicated, the permittee or licensee shall notify the issuing authority as to the location where the debris will be disposed. The issuing authority shall amend the permit or license to so indicate."

For the purposes of implementing the requirements of M.G.L. Chapter 40, Section 54, MassDEP considers an asphalt, brick, and concrete (ABC) rubble processing or recycling facility, (pursuant to the provisions of Section (3) under 310 CMR 16.05, the Site Assignment regulations for solid waste management facilities), to be conditionally exempt from the site assignment requirements, if the ABC rubble at such facilities is separated from other solid waste materials at the point of generation. In accordance with 310 CMR 16.05(3), ABC can be crushed on-site with a 30-day notification to MassDEP. However, the asphalt is limited to weathered bituminous concrete, (no roofing asphalt), and the brick and concrete must be uncoated or not impregnated with materials such as roofing epoxy. If the brick and concrete are not clean, the material is defined as construction and demolition (C&D) waste and requires either a Beneficial Use Determination (BUD) or a Site Assignment and permit before it can be crushed.

Comment [S41]: 5.20

Pursuant to the requirements of 310 CMR 7.02 of the Air Pollution Control regulations, if the ABC crushing activities are projected to result in the emission of one ton or more of particulate matter to the ambient air per year, and/or if the crushing equipment employs a diesel oil fired engine with an energy input capacity of three million or more British thermal units per hour for either mechanical or electrical power which will remain on-site for twelve or more months, then a plan application must be submitted to MassDEP for written approval prior to installation and operation of the crushing equipment.

Comment [S42]: 5.21

In addition, if significant portions of the demolition project contain asbestos, the project proponent is advised that asbestos and asbestos-containing waste material are a special waste as defined in the Solid Waste Management regulations, (310 CMR 19.061). Asbestos removal notification on permit form ANF 001 and building demolition notification on permit form AQ06 must be submitted to MassDEP at least 10 working days prior to initiating work. Except for vinyl asbestos tile (VAT) and asphaltic-asbestos felt and shingles, the disposal of asbestos containing materials within the Commonwealth must be at a facility specifically approved by MassDEP, (310 CMR 19.061). No asbestos containing material including VAT, and/or asphaltic-asbestos felts or shingles may be disposed at a facility operating as a recycling facility, (310 CMR 16.05). The disposal of the asbestos containing materials outside the jurisdictional boundaries of the Commonwealth must comply with all the applicable laws and regulations of the state receiving the material.

Comment [S43]: 5.22

The demolition activity also must conform to current Massachusetts Air Pollution Control regulations governing nuisance conditions at 310 CMR 7.01, 7.09 and 7.10. As such, the proponent should propose measures to alleviate dust, noise, and odor nuisance conditions, which may occur during the demolition. Again, MassDEP must be notified in writing, at least 10 days in advance of removing any asbestos, and at least 10 days prior to any demolition work.

Comment [S44]: 5.23

Comment [S45]: 5.24

The removal of asbestos from the buildings must adhere to the special safeguards defined in the Air Pollution Control regulations, (310 CMR 7.15 (2)).

Comment [S46]: 5.25

Facilitating future waste reduction and recycling and integrating recycled materials into the project are necessary to minimize or mitigate the long-term solid waste impacts of this type of development. The Commonwealth's waste diversion strategy is part of an integrated solid waste management plan, contained in The Solid Waste Master Plan that places a priority on source reduction and recycling. Efforts to reduce waste generation and promote recycling have yielded significant environmental and economic benefits to Massachusetts' residents, businesses and municipal governments over the last ten years. Waste diversion will become even more important in the future as the key means to conserve the state's declining supply of disposal capacity and stabilize waste disposal costs.

Comment [S47]: 5.26

As the lead state agencies responsible for helping the Commonwealth achieve its waste diversion goals; MassDEP and EEA have strongly supported voluntary initiatives by the private sector to institutionalize source reduction and recycling into their operations. Adapting the design, infrastructure, and contractual requirements necessary to incorporate reduction, recycling and recycled products into existing large-scale developments has presented significant challenges to recycling proponents. Integrating those components into developments such as the New Quincy Center redevelopment project at the planning and design stage enable the project's management and occupants to establish and maintain effective waste diversion programs. For example, facilities with minimal obstructions to trash receptacles and easy access to main recycling areas and trash chutes allow for implementation of recycling programs and have been proven to reduce cleaning costs by 20 percent to 50 percent. Other designs that provide sufficient space and electrical services will support consolidating and compacting recyclable material and truck access for recycling material collection.

Comment [S48]: 5.26.1

By incorporating recycling and source reduction into the design, the proponent has the opportunity to join a national movement toward sustainable design. Sustainable design was endorsed in 1993 by the American Institute of Architects with the signing of its *Declaration of Interdependence for a Sustainable Future*. The project proponent should be aware there are several organizations that provide additional information and technical assistance, including WasteCap, the Chelsea Center for Recycling and Economic Development, and MassRecycle.

Comment [S49]: 5.26.2

Massachusetts Contingency Plan/M.G.L. c.21E

Contaminated Soil and Groundwater: The project proponent is advised that excavating, removing and/or disposing of contaminated soil, pumping of contaminated groundwater, or working in contaminated media must be done under the provisions of MGL c.21E (and, potentially, c.21C) and OSHA. If permits and approvals under these provisions are not obtained beforehand, considerable delays in the project can occur. The project proponent cannot manage contaminated media without prior submittal of appropriate plans to MassDEP, which describe the proposed contaminated soil and groundwater handling and disposal approach, and health and safety precautions. If contamination at the site is known or suspected, the appropriate tests should be conducted well in advance of the start of construction and professional environmental consulting services should be readily available to provide technical guidance to facilitate any necessary permits. If dewatering activities are to occur at a site with contaminated groundwater,

Comment [S50]: 5.27

Comment [S51]: 5.28

Comment [S52]: 5.29

or in proximity to contaminated groundwater where dewatering can draw in the contamination, a plan must be in place to properly manage the groundwater and ensure site conditions are not exacerbated by these activities. Dust and/or vapor monitoring and controls are often necessary for large-scale projects in contaminated areas. The need to conduct real-time air monitoring for contaminated dust and to implement dust suppression must be determined prior to excavation of soils, especially those contaminated with compounds such as metals and PCBs. An evaluation of contaminant concentrations in soil should be completed to determine the concentration of contaminated dust that could pose a risk to health of on-site workers and nearby human receptors. If this dust concentration, or action level, is reached during excavation, dust suppression should be implemented as needed, or earthwork should be halted.

Comment [S53]: 5.30

Comment [S54]: 5.31

Potential Indoor Air Impacts: Parties constructing and/or renovating buildings in contaminated areas should consider whether chemical or petroleum vapors in subsurface soils and/or groundwater could impact the indoor air quality of the buildings. All relevant site data, such as contaminant concentrations in soil and groundwater, depth to groundwater, and soil gas concentrations should be evaluated to determine the potential for indoor air impacts to existing or proposed building structures. Particular attention should be paid to the vapor intrusion pathway for sites with elevated levels of chlorinated volatile organic compounds such as tetrachloroethylene (PCE) and trichloroethylene (TCE). MassDEP has additional information about the vapor intrusion pathway on its website at <http://www.mass.gov/dep/cleanup/laws/vifs.htm>.

Comment [S55]: 5.32

Comment [S56]: 5.32.1

Comment [S57]: 5.32.2

New Structures and Utilities: Construction activities conducted at a disposal site shall not prevent or impede the implementation of likely assessment or remedial response actions at the site. Construction of structures at a contaminated site may be conducted as a Release Abatement Measure if assessment and remedial activities prescribed at 310 CMR 40.0442(3) are completed within and adjacent to the footprint of the proposed structure prior to or concurrent with the construction activities. Excavation of contaminated soils to construct clean utility corridors should be conducted for all new utility installations.

Comment [S58]: 5.33

Comment [S59]: 5.34

Comment [S60]: 5.35

Air Quality

Pre-installation approval from the MassDEP Division of Air Quality Control is needed if the project will include the installation of any Fuel Utilization Facility that emits air contaminants (e.g., furnaces, fuel burning equipment, boiler(s)) sized above the de minimus threshold levels in 310 CMR 7.02. In addition, if the building is to be equipped with emergency generators, additional review by the Department may be required depending on the size of the generator units. An emergency generator with an energy input capacity of less than 3 million BTU per hour is exempt from the requirements of 310 CMR 7.02. An emergency generator with an energy input capacity of more than 10 million BTU per hour requires pre-installation approval from the Department. A generator with a capacity between 3 million and 10 million BTU per hour must either follow the work practices in 310 CMR 7.03 or receive pre-installation approval under 310 CMR 7.02.

Comment [S61]: 5.36

Comment [S62]: 5.37

Stack Height - Emergency Engines and Turbines

The proponent is advised that stacks for emergency engines and combustion turbines rated at 37kW or greater are subject to the Engine and Combustion Turbine ERP regulation, in 310 CMR 7.26(42). The regulation requires that engine exhaust be discharged upward without obstruction to

minimize entrapment of exhaust gas plumes. Emergency engines and turbines rated at 300 kW (and less than one megawatt) require stack height minimums of ten feet above the facility rooftop or unit enclosure, whichever is lower. Stack heights must be 1.5 times the height of the building, when units are rated at and above one megawatt. If adjacent buildings are taller or the height of the stack is less than 1.5 times the building height, air quality modeling must be done to demonstrate that National Ambient Air Quality Standards (NAAQS) have not been exceeded. [

Comment [S63]: 5.38

The MassDEP Northeast Regional Office appreciates the opportunity to comment on this proposed project. Please contact Philip.Weinberg@state.ma.us at (617) 292-5792 for greenhouse gas emissions related issues, Jerome.Grafe@state.ma.us, at (617) 292-5708 for mobile source air quality issues, James.Belsky@state.ma.us, at (978) 694-3288 for stationary source air quality issues related to boilers and stack height, and Kevin.Brander@state.ma.us at (978) 694-3236 for further information on the wastewater issues. If you have any general questions regarding these comments, please contact Nancy.Baker@state.ma.us, MEPA Review Coordinator at (978) 694-3338.

Sincerely,



John D. Viola
Deputy Regional Director

cc: Brona Simon, Massachusetts Historical Commission
Phil Weinberg, Jerome Grafe MassDEP-
Boston John Ballam, DOER
Kevin Brander, James Belsky, Jill Provencal, Heidi Davis, MassDEP-NERO


MASSACHUSETTS WATER RESOURCES AUTHORITY

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September 9, 2011

Mr. Richard K. Sullivan Jr., Secretary
Executive Office of Energy and Environmental Affairs
100 Cambridge St, Suite 900
Attn: MEPA Office, Purvi Patel
Boston, MA 02114

RECEIVED

SEP 9 2011

MEPA

Subject: Expanded Environmental Notification Form - EOEEA
#14780

Phase I Waiver
New Quincy Center Redevelopment, Quincy, MA

Dear Secretary Sullivan:

The Massachusetts Water Resources Authority (MWRA) appreciates the opportunity to comment on the Expanded Environmental Notification Form (ENF) for the New Quincy Center Redevelopment project in Quincy, MA. The City of Quincy and its designated redeveloper, Hancock Adams Associates, LLC (collectively, "the Proponents") are asking for a Phase I Waiver request to allow the Massachusetts Department of Transportation (DOT) to proceed with the design review and permitting for the Burgin Avenue Access Bridge, which is part of the Expanded ENF, before the MEPA process is completed.

The Proponents are proposing the New Quincy Redevelopment Center Project on approximately 31 acres, mostly in the city's 55-acre Urban Revitalization District. The project will involve the demolition of outdated buildings located within the district, to be replaced with approximately 3.4 million square feet of high density, mixed-use development, consisting of new retail, restaurant, office, residential hotel, health club, movie theatre and institutional components, as well as expanding the existing parking capacity through the addition of new structured and surface parking facilities. The project will include streetscape improvements, new public open space, pocket parks, and traffic-calming measures, creating a more pedestrian-friendly area. Project impacts will be mitigated by a series of public infrastructure improvements, including roadway and traffic improvements, stormwater mitigation, water and sewer infrastructure upgrades, and the construction of the Burgin Parkway Access Bridge. The proposed redevelopment will be constructed in four phases over the next seven to ten years.

MWRA comments focus on issues related to Wastewater Flows and Discharge Permitting through the Toxic Reduction and Control Group (TRAC).

Comment [S1]:

Wastewater Flows

The Proponent estimates that the project will increase wastewater flows by 431,000 gallons per day (gpd), from 141,000 gpd to 572,600 gpd, which is a significant increase in wastewater flows. According to the Expanded ENF, this increase in flows will require a DEP Sewer Connection and Extension Permit for discharge greater than 50,000 gpd. The Expanded ENF states that "there are issues within the project area associated with aged sewer pipes in need of repair, issues with grease loading, although there are no reported capacity issues with the sewer trunk line immediately downstream of the project area. A detailed analysis of capacity and integrity of the municipal sewer system will be evaluated as part of the DEIR."

Comment [S2]: 6.1

The site is served by separate sewer and storm drain systems owned and operated by the City of Quincy. Wastewater flows from the area pass through the city sewers to the MWRA Quincy Pump Station located on Fenno Street in Quincy. From the pump station, flows are pumped into the MWRA High Level Sewer, to the Nut Island Headworks, through the Inter-Island Tunnel to the Deer Island Treatment Plant. MWRA replaced the old Quincy Pump Station in 2002 with a new pump station, and lined the Quincy Force Main in 1999. Although the Expanded ENF states that "There are no capacity limitations for the City discharge into the MWRA system according to the City of Quincy Department of Public Works", the communities in the MWRA South Sewer System, including Quincy, have high infiltration and inflow (I/I), contributing to sewage backups and overflows in large storms in the local systems and in MWRA's High Level Sewer. It should be noted that the High Level Sewer is over 100 years old, and carries flows from Boston, Milton, Canton, Norwood, Dedham, Quincy, and Weymouth.

Comment [S3]: 6.2

The Expanded ENF states that "the city is anticipating that I/I projects will be identified to mitigate the proposed net flow rate at a 4:1 ratio by the time the DEIR is filed". To ensure that surcharging of the City of Quincy and MWRA system in large storms do not worsen, increases in wastewater flows due to the project should be offset with removal of infiltration and inflow through the City's program before construction of each phase of the project is completed and each phase is brought into use. If all or part of the 4:1 I/I removal plan will occur in City systems that are outside the area tributary to MWRA's Quincy Pump Station, then the DEIR should also describe any net increase in wastewater flow to the Quincy Pump Station and impacts of the flow increase on station operations, which the proponent can assess through discussion with MWRA.

Comment [S4]: 6.3

Comment [S5]: 6.4

The Project will include an advanced Stormwater Management System to comply with the MassDEP Stormwater Management Regulations and the City of Quincy's NPDES PH II MS4 General Permit. The stormwater management system will include structural and non-structural best management practices 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 and infiltration, if subsurface conditions allow. Low

Comment [S6]: 6.5

Comment [S7]: 6.6

impact development (LID) techniques will also be used where conditions allow. LID features, such as rain gardens, green roofs and tree box filters, will be incorporated. It is anticipated that there will be a decrease in impervious area, due to increased landscaped public open space, reducing stormwater runoff.

Comment [S8]: 6.7

Discharge Permitting Issues

The project will need to secure a USEPA-NPDES General Permit for Storm Water Discharges from Construction Activities because the MWRA prohibits the discharge of groundwater to the sanitary sewer system, pursuant to 360 C.M.R. 10.023(1) except in a combined sewer area when permitted by the Authority and the municipality. The facility has access to a storm drain and it is not located in a combined sewer area; therefore, the discharge of groundwater to the sanitary sewer system associated with the New Quincy Center Redevelopment project is prohibited.

Comment [S9]: 6.8

The project, when complete, must also comply with 360 C.M.R. 10.016, if gas/oil separator(s) will be installed in future parking garage structures. In addition to complying with 360 C.M.R. 10.000, the project will need to conform to the regulations of the Board of State Examiners of Plumbers and Gas Fitters, 248 C.M.R. 2.00 (State Plumbing Code), and all other applicable laws. The installation of the proposed gas/oil separator(s) will require MWRA approval and may not be back filled until inspected and approved by the MWRA and the Local Plumbing Inspector. For assistance in obtaining this approval, please contact Thomas J. Coffey, MWRA Source Coordinator at (617) 305-5624.

Comment [S10]: 6.9

Comment [S11]: 6.10

Comment [S12]: 6.11

Should you have any questions or require further information on these comments, please contact me at (617) 788-1165.

Very truly yours,



Marianne Connolly
Sr. Program Manager, Regulatory Compliance

- cc: Elizabeth Gowen, MWRA, Engineering & Construction
- David Kubiak, MWRA, Engineering and Construction
- Kattia Thomas, MWRA, Toxic Reduction and Control (TRAC)



Smart Growth & Regional Collaboration

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LATE COMMENT

PP

September 9, 2011

Richard K. Sullivan, Jr., Secretary
Executive Office of Energy & Environmental Affairs
Attention: MEPA Office
Purvi Patel, MEPA # 14780
100 Cambridge Street, Suite 900
Boston, MA 02114

RE: New Quincy Center Redevelopment, MEPA#14780

Dear Secretary Sullivan:

The Metropolitan Area Planning Council (MAPC) regularly reviews proposals deemed to have regional impacts. The Council reviews projects for consistency with *MetroFuture*, the regional policy plan for the Boston metropolitan area, MAPC's Smart Growth Principles, and the Commonwealth's Sustainable Development Principles, as well as for their impacts upon the environment.

The vision for redeveloping Quincy Center began in the early 1970s and this location was identified as an area for priority development as part of MAPC's regional planning process almost two decades ago. MAPC acknowledges the strong role that the City of Quincy has played to bring this proposal, at long last, to the point of undergoing a MEPA review process. MAPC has reviewed the Expanded Environmental Notification Form (EENF), and offers the following comments on the project.

The New Quincy Center Redevelopment comprises two phases. Phase I is a request from the proponents that a waiver be granted for the advancement of the design and permitting of the proposed Burgin Parkway Access Bridge. MAPC is prepared to support this waiver request. Phase II, the New Quincy Center Redevelopment, will be a mixed-use, high density, transit-oriented urban redevelopment.

The site, which lies mostly contained within Quincy's 55-acre Urban Revitalization District (URD), is 31 acres. Over 730,000 square feet of office, retail, restaurant, and movie theater space is currently on the site. When complete, there will be over 3.4 million square feet of office, retail, restaurant, health club, classroom, and movie theater space. In addition there will be a 296-room hotel and slightly over 1,200 residential apartments. The amount of parking will increase from 2,212 existing spaces to 5,415 spaces. The project is estimated to generate approximately 61,334 weekday trips, a net increase of 26,606 trips in the study area.

The attachment contains MAPC's comments which focus on the future of existing land uses, project monitoring, housing, and how parking and traffic analysis should be addressed in the DEIR. Thank you for the opportunity to comment on this important project.

Sincerely,

Marc D. Draisen
Executive Director

cc: Dennis E. Harrington, Planning Director, City of Quincy

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Michelle Ciccolo, *President* • Lynn Duncan, *Vice President* • Marilyn Contreas, *Secretary* • Grace S. Shepard, *Treasurer* • Marc Draisen, *Executive Director*

**Metropolitan Area Planning Council (MAPC) comments on
New Quincy Center Redevelopment Project EENF, MEPA # 14780
September 9, 2011**

MAPC has the following comments and questions on the New Quincy Center Redevelopment project. We request that the Secretary require these issues to be addressed in the Draft Environmental Impact Report (DEIR):

Phase I Waiver Request - Burgin Parkway Access Bridge

The City of Quincy and Hancock Adams Associates (the proponents) have requested that a waiver be granted to advance the design and permitting of the proposed Burgin Parkway Access Bridge. Providing access from Burgin Parkway over the MBTA tracks, and connecting to the Hancock/Market Square Connector, will reduce traffic volumes, provide a vehicular and pedestrian connection, and allow for safe and efficient access to the Quincy Center Redevelopment project.

Comment [S1]: 7.1

This waiver will not require additional MEPA review and will allow MassDOT to proceed before the MEPA process is completed. After all necessary permits have been obtained and the MEPA review process has been concluded, construction of the Bridge will occur concurrently with Phase II of the project.

MAPC understands that the Bridge is an important part of the project's mitigation. If the Bridge's design and permitting cannot be advanced, the construction of the project could be considerably delayed. Therefore, MAPC supports the proponents' request for a Phase I Waiver.

Comment [S2]: 7.1 (cont.)

Phase II — New Quincy Center Redevelopment

The project will include streetscape improvements, new public open space elements, and traffic calming at key intersections. All measures are intended to create a more pedestrian-friendly area and to reduce traffic volumes on local streets.

The project conforms to Quincy's Downtown Vision Plan and the Quincy Center District Design Guidelines. The project has also been designed in accordance with the Quincy Center Urban Revitalization and Development Plan (URDP), Land Disposition Agreement (LDA), Quincy Center Zoning District Guidelines, and Downtown Development Guidelines. As described in the EENF, the project "is the culmination of a community's desire to think creatively and act boldly in order to realize its vision for a new 21st century downtown."

The Phase II project will require the filings of a DEIR and Final Environmental Impact Report (FEIR), which will detail specific impacts and mitigation associated with the project.

MetroFuture

The New Quincy Center Redevelopment project is described in the EENF as providing:

. . . the greatest opportunity for rehabilitating, revitalizing, and reusing infrastructure, structures and sites, rather than constructing new facilities in areas with significant environmental value. The 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 consistent with MetroFuture.

MAPC concurs that the project as described is largely consistent with the goals and implementation strategies of MetroFuture.

Comment [S3]: 7.2

Existing Uses

Comprising approximately 0.73 million square feet, existing uses in the project area include retail, restaurant, office, educational, and institutional, with supporting surface and structured parking facilities. The project will involve the demolition of many of the outdated buildings located within the district which will be replaced with a new development program. Specifically, the DEIR should answer the following questions in regard to the outcome of existing uses:

Comment [S4]: 7.3

Comment [S5]: 7.3.1

How much land is currently occupied and how much is vacant in the project area?

Comment [S6]: 7.3.2

What will happen to existing land uses?

Comment [S7]: 7.3.3

Are there relocation plans for office, retail, restaurant, and entertainment uses that might be affected?

Development Monitoring

Since the project will take seven to ten years to complete, MAPC recommends that the Secretary require the proponents to provide annual updates that address the advancement of the project's STEPS and Redevelopment Blocks.¹

Comment [S8]: 7.4

Post Development Monitoring

MAPC recommends that the Secretary require the proponents, upon completion of the project, to monitor the project annually for a period of five years and share their results with EOEEA, MAPC, and others upon request. The monitoring should focus on vehicular trip volumes and the execution of the TDM program goals. This information will be critical to ensuring that the mitigation measures are providing the benefits and performance expected. Specifically, unacceptable results of the monitoring program should be defined as either of the following two conditions: 1) traffic volumes exceed vehicular trips by 10% or more; or 2) components of the TDM program are not being met. When the monitoring shows unacceptable results, modified mitigation measures should be agreed to by the proponents in consultation with EOEEA and MAPC.

Comment [S9]: 7.5

Residential Units

MAPC applauds the proponents for proposing the construction of 1,206 residential units in a location where there are currently no residential units. Mixing uses is a key component of sustainable development, especially because it can tend to reduce the number and length of auto trips. The nature and type of units can influence overall traffic impacts. Therefore, the Secretary should require the proponents to answer the following questions in the DEIR:

Comment [S10]: 7.6

Of the proposed residential units, how many will be affordable (target income groups should be specified)? What percentage of these residential units will be available for ownership and what percentage will be available for rental? What will be the bedroom distribution among the units (in other words, how many of the units will serve families with children)? What efforts will be made to accomplish fair housing goals in marketing these units?

Comment [S11]: 7.6.1

Comment [S12]: 7.6.2

Comment [S13]: 7.6.3

Comment [S14]: 7.6.4

¹ Eleven proposed Redevelopment Blocks comprise the Redevelopment project. Defined within the LDA, four STEPS generally outline the development blocks, building programs, and uses within the project area.

Parking

MAPC looks forward to reviewing a more detailed analysis of available parking in the area as part of the DEIR. As already mentioned in the EENF, this analysis will estimate parking demand and turnover by conducting an inventory of existing on- and off-street parking spaces and associated time restrictions. The results from this analysis along with the demand generated by the project will help to determine future on- and off-street parking demands.

The parking analysis in the DEIR should include a breakdown of the amount of parking by ratio proposed within each Redevelopment Block and for each STEP. The DEIR should also explain the parking distribution among each of the eight proposed parking facilities.

Comment [S15]: 7.7

An estimate of parking impacts associated with taxi use and valet service should be included.

Comment [S16]: 7.8

The DEIR should demonstrate how the proponents have taken steps to minimize parking at the site. Such steps will tend to encourage people to access the site by walking, biking, and transit; reduce pollution and greenhouse gas emissions; and minimize adverse traffic impacts at nearby intersections.

Comment [S17]: 7.9

MAPC applauds the proponents for executing an integrated shared parking program for the more than 3,000 new spaces and looks forward to reading about the details of the shared parking program in the DEIR.

Comment [S18]: 7.10

Boston Region's Pedestrian Transportation Plan

Prepared for the Boston MPO by MAPC, the *Boston Region's Pedestrian Transportation Plan* identifies actions that should be taken to increase pedestrian safety and convenience, and to encourage more walking. These actions include changing existing built environments and adopting policies and practices that promote walking.

Comment [S19]: 7.11

In June 2011, MAPC presented the *Pedestrian Plan* to the Quincy City Council. Subsequently, the City Council adopted the *Pedestrian Plan* and the Planning Department is now working to incorporate reference of the *Pedestrian Plan* in its roadway construction standards and specifications. In December 2010, MAPC presented the *Pedestrian Plan* to the Planning Board where it was unanimously adopted as a guideline for Quincy. MAPC looks forward to seeing components of the *Pedestrian Plan* included as part of the project. Most importantly, we ask the Secretary to ensure that sidewalk, roadway and intersection design guidelines, pedestrian access to buildings, and accessibility to pedestrians with disabilities are addressed in the DEW. Note: The *Pedestrian Plan* can be accessed on MAPC's website at: <http://www.mapc.org/resources/ped-plan>.

Comment [S20]: 7.11 (cont.)

Traffic Impact and Access Study

The study area of the EENF's Traffic Impact and Access Study (TIAS) was limited to include the intersections directly impacted by construction of the Burgin Parkway Access Bridge. A more detailed TIAS with an expanded study area with additional intersections will be prepared as part of the DEIR/FEIR process. Additional mitigation measures may be identified to accommodate future traffic volumes at other outlying intersections.

Comment [S21]: 7.12

The more detailed TIAS should include a breakdown of the amount of vehicular trips associated with each Redevelopment Block and for each STEP. The DEIR should also explain the trip distribution associated with each of the eight proposed parking facilities.

Comment [S22]: 7.13

Comment [S23]: 7.14

Traffic Volume Counts

As previously mentioned in the EENF, traffic volume counts will be collected following opening of the Quincy Center Concourse. This will more accurately reflect No-Build traffic-volume conditions.

Comment [S24]: 7.15

Background Traffic Growth

MAPC would like to see the same background traffic growth calculations used in the EENF be applied in the DEIR and FEIR. This includes applying an annual percentage increase to all traffic volumes under study, estimating the traffic to be generated at planned developments outside of the Quincy Center Redevelopment, and assigning traffic to the area roadway network.

Comment [S25]: 7.16

Comment [S26]: 7.16.1

Comment [S27]: 7.16.2

Comment [S28]: 7.16.3

Locations Identified for Improvement

The EENF identified locations where traffic is or will be operating inadequately and gave preliminary recommendations to improve the roadway geometry at these locations. MAPC would like to see these locations analyzed in more detail in the DEIR/FEIR process along with more specific recommendations to improve their performance. The specific locations identified are:

Burgin Parkway/Quincy Center Concourse/Granite Street Connector
Granite Street/Ross Way
Hancock Street/Quincy Center Concourse/Revere Road
Hancock Street/Granite Street/Chestnut Street
Quincy Center Concourse/Parking Way/Ross Way

Comment [S29]: 7.17

Hancock/Market Square Connector

MAPC would like to see a more detailed description in the DEIR of how the proposed Hancock/Market Square Connector functions.

Comment [S30]: 7.18

Public Transportation

The MBTA currently provides numerous public transportation services within and near the project. Rapid transit service via the Red Line Subway Braintree Line is provided at Quincy Center Station. Quincy Center Station also serves as the southeastern-most bus connection hub for the MBTA and services 15 bus routes of which 5 run through the limits of the project. Commuter rail services via the Greenbush, Old Colony and the Lakeville/Middleborough Lines is provided nearby.

MAPC is pleased that the proponents intend to work with the MBTA to provide bus service to the site by providing appropriate bus stops and bus shelters as well as making any necessary changes to transit schedules. In addition, the proponents intend to evaluate the capacity of existing transit services under No-Build and Build conditions to determine if improvements may be necessary to accommodate the additional ridership generated by the project.

In the DEIR, and FEIR, the proponents should include a site plan that identifies existing and proposed locations for bus stops, bus shelters, number and location of bicycle and taxi parking, as well as pedestrian connections that access the project site.

Comment [S31]: 7.19

Bicycle

MAPC applauds the proponents' commitment to provide appropriately-sited bicycle racks in locations throughout the project site to facilitate bicycle trips as well as plans to encourage office tenants to provide shower facilities for employees. What are the proponents' specific plans to provide secure indoor facilities for employees' and residents' bicycles?

Comment [S32]: 7.20

MAPC recommends that the proponents also look into implementing bicycling sharing programs, such as Hubway. Although currently limited to Boston, Hubway is a regional system with plans to expand into Cambridge, Somerville, and Brookline by 2012. Additional communities can be added over time.

Comment [S33]: 7.21

Truck Trips

The volumes and access routes of truck trips associated with both the construction and operation of the project need to be specified. In addition, measures to mitigate the impact of truck trips need to be addressed, including but not limited to:

Comment [S34]: 7.22

Comment [S35]: 7.23

Requiring deliveries to take place during non-peak hours (during project construction and building operation).

Comment [S36]: 7.23.1

Ensuring trucks of appropriate size access the project site.

Comment [S37]: 7.23.2

Enforcing the no-idling laws which prohibit unnecessary engine idling of any motor vehicle for a period of time longer than five minutes (MGL, Chapter 90, Section 16A).

Comment [S38]: 7.23.3

Developing site plans and building designs that have non-conflicting pedestrian and truck access. Identifying truck parking and access locations.

Comment [S39]: 7.23.4

Expanded Off-Site Transportation Mitigation

The EENF includes a preliminary list of off-site transportation mitigation measures and mentions that the DEIR will include a comprehensive list of measures at other intersections throughout the downtown area. The comprehensive list will include detailed descriptions, exhibits depicting the conceptual improvements, and preliminary construction cost estimates. MAPC looks forward to reviewing the preliminary list in the DEIR. We are interested in knowing, specifically, if the developer will provide mitigation resources that assist in the provision of adequate public transit, as well as mitigation focused on roadways.

Comment [S40]: 7.24

Additional Funding

As mentioned in the EENF, Quincy is in the midst of pursuing multiple governmental funding sources to assist in the public infrastructure improvements associated with the project. Currently the City has not secured public funding, but anticipates receiving some form of public financial assistance by the end of 2012. Quincy also intends to seek governmental funding for roadway infrastructure improvements that are necessary as a result of poor traffic operations or existing safety concerns under No-Build conditions which are independent of the project. MAPC asks that the proponents provide a status update on these funding efforts in the DEIR and FEIR.

Comment [S41]: 7.25

Construction Period

A detailed traffic plan for the construction phase of the project should be developed that limits any negative impacts to the surrounding environmental conditions and neighborhoods.

The traffic plan should address:

Comment [S42]: 7.26

How traffic will be kept flowing, particularly for local roadways.

Comment [S43]: 7.26.1

How abutters will maintain access to their sites.

Comment [S44]: 7.26.2

Efforts to minimize noise, emissions, and dust.

Comment [S45]: 7.26.3

Provisions for public participation and outreach to affected residents and business.

Comment [S46]: 7.26.4



The Commonwealth of Massachusetts

**William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission**

September 9, 2011

Secretary Richard K. Sullivan, Jr.
Executive Office of Energy and Environmental Affairs 100 Cambridge Street
Boston, MA 02114

RECEIVED

SEP 13 2011

MEPA

ATTN: Purvi P. Patel, MEPA Analyst

RE: Quincy Center Urban Revitalization, Quincy, MA; MHC# RC.41344; EOE# 14780

Dear Secretary Sullivan:

The Massachusetts Historical Commission (MHC) has reviewed the Appendix L & F, received September 2, 2011; the Urban Revitalization Plan Amendments #1 and #2 and the Land Disposition Agreement, received August 18, 2011; the Quincy Center District Design Guidelines, received August 11, 2011; and the Expanded Environmental Notification Form (EENF) and Phase 1 Waiver Request for the Burgin Parkway Access Bridge, received August 1, 2011, concerning the proposed project referenced above. After a review of the information submitted, MHC staff have the following comments.

The MHC notes from the information submitted, that the proposed project involves the construction of approximately 3,4 million square feet of high-density, mixed-use development within the City of Quincy (City's 55-acre Urban Revitalization District). The proposed project is broken into two proposed phases; Phase 2 is further broken into four steps. Each of the four steps within Phase 2 is further broken down into components.

PHASE 1

Phase 1 involves the advancement of the design and permitting of the Burgin Parkway Access Bridge (Bridge) to provide access from Burgin Parkway over the MBTA "Red Line" subway tracks and the Old Colony commuter rail tracks. The MHC understands that the City is pursuing various public funding sources for the Bridge and that construction of Phase 1 will be concurrent with Phase 2.

The proposed bridge appears to be located immediately adjacent to or includes the property at 39R-79 Parking Way, (MHC# QUL1449), which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth. However, it is MHC's opinion that this property does not meet the National Register criteria of significance because of its alterations and loss of integrity.

Comment [S1]: 8.1

PHASE 2

Phase 2 involves four steps that are further broken down into components. The MHC understands that proposed project plans are at the schematic stage and therefore notes several inconsistencies between information contained in the illustrations in one section of the EENF versus the illustration on the cover of the EENF, for instance. The MHC understands that the majority of the buildings within the Phase 2 area will be demolished for new construction that may reach up to twenty stories in height in some areas. It appears that the property at 1400 Hancock Street, historically known as the Granite Trust Company, which is individually listed in the National and State Registers of Historic Places, will be renovated. It appears that the property at 1419 Hancock Street, historically known as the Greenleaf Building, which is individually listed in the National and State Registers of Historic Places, will also be renovated, along with a few other properties within the Phase 2 project area.

Comment [S2]: 8.2

Comment [S3]: 8.3

Comment [S4]: 8.4

Comment [S5]: 8.5

Historic Properties within the direct Area of Potential Effect appear to include the following:

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128

www.sec.state.ma.us/mhc

Step 1

Component 6C of Step 1 appears to include the property at 1548 Hancock Street (MHC# QUI.1441), historically known as the Morris Asper Building; the property at 1562 Hancock Street (MHC# QUI.1442), historically known as the Sherman Block; and the property at 5-9 Revere Road (MHC# QUI.54). The Morris Asper Building and the Sherman Block are both located within the Quincy Center Local Historic District and are listed in the State Register of Historic Places. 5-9 Revere Road is located within the Bicknell Street Area (MHC# QUI.D), the Bicknell Streetscape area (MHC# QUI.Y), and is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.

Comment [S6]: 8.5.1

Component 7A of Step 1 appears to include the property at 1545-1555 Hancock Street (MHC# QUI.1440), historically known as Woolworth's Department Store, and the property at 1563 Hancock Street (MHC# QUI.1443), which are both located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.

Comment [S7]: 8.5.2

Component 7B of Step 1 appears to be located within the Quincy Center Local Historic District, which is listed in the State Register of Historic Places.

Comment [S8]: 8.5.3

Component 8A of Step 1 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.

Comment [S9]: 8.5.4

Component 9A of Step 1 appears to include the property at 37-93R Parkingway (MHC# QUI.1449), historically known as the Grossman Building, which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.

Comment [S10]: 8.5.5

Component 10A of Step 1 appears to include the property at 1419 Hancock Street, historically known the Greenleaf Building, which is individually listed in the National and State Registers of Historic Places; the property at 1429 Hancock Street, historically known as the Anastos Building (MHC# QUI.1429); the property at 1431-1439 Hancock Street, historically known as the Durgin & Merrill Block; and the property at 1441 Hancock Street, historically known as the Fanny Farmer Candy Shop. The Greenleaf Building, the Anastos Building, the Durgin & Merrill Block, and the Fanny Farmer Candy Shop are located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.

Comment [S11]: 8.5.6

Component 10B of Step 1 appears to include the property at 1445 to 1451 Hancock Street, historically known as the S. S. Kresge Building, which is located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.

Comment [S12]: 8.5.7

Component 10C of Step 1 appears to include the property at 1453 Hancock Street, historically known as Guay's System Bakery; the property at 1469-1479 Hancock Street, historically known as the Adams Arcade; and the property at 1495 Hancock Street, historically known as the Henry L. Kincaide Block, which are all located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.

Comment [S13]: 8.5.8

Step 2

Component 5A of Step 2 appears to include the property at 23-29 Cottage Avenue (MHC# QUI.1420), historically known as the Henry J. Shea Building, and the property at 31-39 Chestnut Street (MHC# QUI.1417), historically known as the Arthur T. Nelson Block, which are both included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.

Comment [S14]: 8.5.9

Component 5B of Step 2 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.

Comment [S15]: 8.5.10

Component 5C of Step 2 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.

Comment [S16]: 8.5.11

Component 6A of Step 2 appears to include the property at 1-13 Cottage Avenue (MHC# QUI.1419), historically known as Alpha Hall; the property at 1500 Hancock Street (MHC# QUI.143.7), historically known as the Henry L.

Kincaide Block; the property at 1504 Hancock Street (MHC# QUI.1438), historically known as the Henry L. Kincaide Block; the property at 1548 Hancock Street (MHC# QUI.1441), historically known as the Morris Asper Building; the property at 1562 Hancock Street (MHC# QUI.1442), historically known as the Sherman Block; and the property at 5-9 Revere Road (MHC# QUI.1452). Alpha Hall is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth. The Henry L. Kincaide Block at 1500 Hancock Street, the Henry L. Kincaide Block at 1504 Hancock Street, the Morris Asper Building, the Sherman Block; and the property at 5-9 Revere Road are all located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.

Comment [S17]: 8.5.12

Component 9B of Step 2 appears to include the property at 37-93R Parkingway (MHC# QUI.1449), historically known as the Grossman Building, which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.

Comment [S18]: 8.5.13

Component 11A of Step 2 appears to include the property at 1515 Hancock Street (MHC# QUI.175), historically known as Remick's Department Store; the property at 1517 Hancock Street (MHC# QUI.1439), historically known as the H.M. Faxon Building; the property at 1545-1555 Hancock Street (MHC# QUI.1440), historically known as Woolworth's Department Store; and the property at 1563 Hancock Street (MHC# QUI.1443), which are all located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.

Comment [S19]: 8.5.14

Step 3

Component 1A of Step 3 appears to include the property at 1357-1359 Hancock Street, historically known as the Town House — School House, which is located within the Quincy Center Local Historic District and listed in the State Register of Historic Places.

Comment [S20]: 8.5.15

Component 1B of Step 3 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.

Comment [S21]: 8.5.16

Component 2A of Step 3 is NOT colored in yellow on Figure 1.6, the Proposed Redevelopment Steps. The MHC requests clarification concerning whether this is part of the proposed project.

Comment [S22]: 8.5.17

Component 3A of Step 3 used to include the property at 6-10 Chestnut Street (MHC# QUI.229), historically known as the Bradford Building. The Bradford Building, which was located within the Quincy Center Local Historic District and listed in the State Register of Historic Places, was demolished in late 2010/early 2011. Plans dating from prior to the demolition of the Bradford Building indicate that a high-rise building was proposed for that parcel and adjacent parcels as part of the Quincy Center Urban Revitalization Project.

Comment [S23]: 8.5.18

Component 3B of Step 3 appears to include the property at 17-19 Chestnut Street (MHC# QUI.1416), historically known as Kay's Delicatessen, which is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.

Comment [S24]: 8.5.19

Component 4A of Step 3 appears to include the property at 1400 Hancock Street, historically known as the Granite Trust Company, which is individually listed in the National and State Registers of Historic Places. Component 4A is also located within the Quincy Center Local Historic District and are listed in the State Register of Historic Places.

Comment [S25]: 8.5.20

Component 4B of Step 3 appears to include the property at 1450 Hancock Street (MHC# QUI.1433), historically known as the Adelle Millinery Shop; the property at 1452-1462 Hancock Street (MHC# QUI.1434), historically known as the Norfolk Building; the property at 1486 Hancock Street (MHC# QUI.174), historically known as the Quincy Trust Building; and the property at 24 Cottage Avenue, historically known as the George Richards Building. The Adelle Millinery Shop, the Norfolk Building, and the Quincy Trust Building are located within the Quincy Center Local Historic District and are listed in the State Register of Historic Places. The property at 24 Cottage Avenue is included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth.

Comment [S26]: 8.5.21

Step 4

Component 6A of Step 4 does not appear to have any resources included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth, or the State and National Registers of Historic Places at this time.

Comment [S27]: 8.5.22

The MHC notes that additional properties included in MHC's Inventory of Historic and Archaeological Assets of the Commonwealth and the State and National Registers of Historic Places will likely be indicated in future correspondence as the MHC is notified concerning more detailed information regarding each of the steps within Phase 2.

Comment [S28]: 8.6

The MHC encourages careful consideration of potential project effects to significant historic resources as early as possible in the planning process. The MHC looks forward to receiving changes concerning updates to the project scope—including any available plans, elevations, and perspective views—and information regarding funding, licensing, permitting, and approval sources. Due to the large number of buildings that are likely to be directly or indirectly affected through demolition and the construction of the proposed high-rise buildings, the MHC encourages the consideration of alternatives that would avoid or minimize adverse effects to historic resources. The MHC looks forward to continued consultation with the project proponents and the Quincy Historical Commission as project design progresses.

Comment [S29]: 8.7

Comment [S30]: 8.8

The MHC concurs with the recommendation that the Draft EIR include a comprehensive survey of the historic buildings in the Center, in order to gather sufficient information to evaluate the significance of the buildings with respect to the National Register criteria of eligibility (EENF p. 6-3 and Appendices L and F). The Draft EIR should also detail the nature of the project impacts to historic properties and a discussion of alternatives that could avoid or minimize adverse effects (EENF p. 6-3).

Comment [S31]: 8.9

Comment [S32]: 8.10

Many of the properties located within the area of the proposed project scope may be eligible for the Federal Investment Tax Credit Program and the State Historic Preservation Tax Credit Program, which provide beneficial tax credits to owners of income-producing historic properties that are rehabilitated according to The Secretary of the Interior's Standards for Rehabilitation. Dozens of communities and hundreds of properties in the Commonwealth of Massachusetts have benefited from both of these programs—helping to retain the unique sense of place in historic Massachusetts. Quincy is the largest city in Massachusetts where the Federal Investment Tax Credit Program and the State Historic Preservation Tax Credit Program have not yet been utilized. If owners of historic properties within these areas would like additional information about either of these programs, the MHC is happy to provide materials and information.

Comment [S33]: 8.11

Comment [S34]: 8.11 (cont.)

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800); M.G.L. Chapter 9, Section 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00); and MEPA (301 CMR 11). Please do not hesitate to contact Ryan Maciej of my staff if you have any questions.

Comment [S35]: 8.12

Sincerely,



Brona Simon
State Historic Preservation Officer
Executive Director
Massachusetts Historical Commission

xc: Mayor Thomas Koch, City of Quincy
Jim Timmins, City Solicitor, City of Quincy
Hancock Adams Associates, LLC
Jon D. Stephenson, PE, LEED AP; Stephenson Design Group
Mark Southard, DHCD
Lucy Garliauskas, FHWA
Steve Roper, MASS DOT
MASS DOT, District #4

9-6-11

14780 New Quincy Redevelopment — ENF
DOER Review Comments on Stationary GHG
Sources JJ Ballam

Stationary Source Greenhouse Gas Emissions

The DOER recognizes that the scope of the EENF is intended to support the receipt of a waiver for the portion of the proposed project limited to the design and construction of the proposed Burgin Parkway Access Bridge and, as such, there are no permanent stationary sources of GHG emissions included within this scope.

Comment [S1]: 9.1

Notwithstanding, the DOER provides the following comments and suggestions in an attempt offer guidance and assistance to the proponent regarding the development of the portion of the EIR which will be required to address the issue of projected GHG emissions from direct and indirect sources of GHG emissions present in the as proposed project.

The EIR should follow the guidance in the MEPA Greenhouse Gas Emissions Policy and Protocol (the Policy), which is applicable because the project is categorically included for the preparation and review of an EIR. The EIR should demonstrate both the project approach and objectives related to the goals of reducing greenhouse gas emissions. Overall, sufficient information should be presented to demonstrate that the proposed project has avoided, minimized, and mitigated GHG emissions in conformance with the MEPA regulatory and policy standards.

Comment [S2]: 9.2

Comment [S3]: 9.3

Comment [S4]: 9.4

In terms of the identification, quantification and mitigation of GHG emissions, the proposed project represents both significant challenges and opportunities from several perspectives:

Comment [S5]: 9.5

- **Size:** With approximately a dozen new buildings totaling 3,435,940 square feet, in absolute terms the project will be a very significant factor in the total emissions map of Boston.
- **Complexity:** The diversity of the occupancy types for the planned buildings requires careful consideration, selection and modeling of both the code compliant and mitigation elements and scenarios.
- **Consolidation:** The location of the project buildings as a large and basically contiguous group allows for the consideration of shared infrastructure and services such as a district energy system supplied from a combined heat and power central plant.
- **Visibility:** The planning and implementation of the project to achieve significant success in the reduction of GHG emissions is likely to be studied and evaluated as an example by institutions, planning specialists, governmental agencies and the general public.

Comment [S6]: 9.5.1

Comment [S7]: 9.5.2

Comment [S8]: 9.5.3

Comment [S9]: 9.5.4

As the City of Quincy has not yet adopted the Mass. Stretch Energy Code, the proponent is required by the Policy to establish building energy simulation modeling scenarios for two cases: a) the Base Case, which consists of the building or buildings which comply with the effective Mass State Energy Code and b) the Proposed Design Case for the same building or buildings which incorporates features and measures intended to reduce the projected annual energy use from direct and indirect stationary sources. At present, the 8th edition of the Mass. Energy

Comment [S10]: 9.6

Comment [S11]: 9.6.1

Comment [S12]: 9.6.2

Comment [S13]: 9.7

Efficiency Code (780 CMR 13:00) is the effective code for commercial buildings. The GHG analysis section must also include a quantification of the projected direct, indirect and combined stationary GHG emissions for both cases as well as the absolute and percentage of reduction achieved in each category by the proposed project. show the direct, indirect and combined GHG emissions resulting from the energy modeling for both case. Refer to the Policy for detailed information on the procedures to be used.

Comment [S14]: 9.7 (Cont.)

Comment [S15]: 9.8

Comment [S16]: 9.9

Comment [S17]: 9.10

The GHG analysis should also include all of the measures that were considered in the development of the proposed design. These should be divided into three groups:

- 1) Measures which are included in the proposed design
- 2) Measures which are not included in the proposed design, but which will remain under consideration for adoption as the design progresses.
- 3) Measures which were considered but have been eliminated from further consideration. A brief justification is required.

Comment [S18]: 9.11

The section containing the description of the model inputs and results should include enough detail to allow for a detailed review. The proponent should itemize each mitigation measure and provide specifications related to its performance and/or efficiency (e.g. R-values, EERs, AFUEs, etc.) For example, if a high efficiency AC unit(s) is being proposed, its efficiency rating should be listed and the simulated energy consumption attributed to it should be a line item in the presentation of the modeling results.

Comment [S19]: 9.12

Comment [S20]: 9.13

In order to reduce the number and cost of the models to be setup and run, the DOER will accept the aggregation of buildings with the same occupancy category (e.g. Office, Residential), load profiles, envelope elements, HVAC and lighting systems into a single "block" for modeling purposes. The characteristics and system and element performance values must be tabulated as well as the individual building names, areas and, if a mixed use building, the division by area of the various occupancies.

Comment [S21]: 9.14

Included in the appendix to the Policy there is a list of energy conservation measures that have been successfully employed to produce significant reductions in projected energy usage. While this list is not intended to be a comprehensive, it is suggested that in the GHG analysis the proponent evaluate the feasibility of adopting as many of these measures for inclusion in the project as would be applicable.

Comment [S22]: 9.15

With regard to the usage types of buildings being considered for the project, the DOER recommends particular attention to some of these measures including high performance windows, water source heat pump based HVAC systems, ventilation energy recovery, provision in the lease agreements for tenants to use Energy Star rated office machines and equipment, maximizing fraction of the total lighting energy provided by day-lighting in conjunction with feedback controlled dimmable high efficiency light fixtures, energy star rated AC units, installation of photovoltaic solar systems, and combined heat and power systems.

Comment [S23]: 9.16

Comment [S24]: 9.16.1

Comment [S25]: 9.16.2

Comment [S26]: 9.16.3

Comment [S27]: 9.16.4

Comment [S28]: 9.16.5

Comment [S29]: 9.16.6

Comment [S30]: 9.16.7

Comment [S31]: 9.16.8

Comment [S32]: 9.17

In addition to the measures Policy's appendix, the DOER recommends some other sources for design measure options for achieving significant energy savings and reduced GHG emissions:

For Large Office Buildings:

NREL Tech Report: [Report Technical Support Document: Strategies for 50% Energy Savings in Large Office Buildings](http://www.nrel.gov/docs/ostt/49213.pdf) <http://www.nrel.gov/docs/ostt/49213.pdf>

Comment [S33]: 9.17.1

For Midsized Office Buildings:

PNNL Tech Report: [Technical Support Document: 50% Energy Savings Design Technology Packages for Medium Office Buildings](http://www.greenenergyanddevelopmentlaw.com/uploads/file/DOE_MEDoffice.pdf) http://www.greenenergyanddevelopmentlaw.com/uploads/file/DOE_MEDoffice.pdf

Comment [S34]: 9.17.2

For Retail:

NREL Report: [Technical Support Document: Development of the Advanced Energy Design Guide for Medium Box Retail-50% Energy Savings](http://www.nrel.gov/docs/ostt/42828.pdf) <http://www.nrel.gov/docs/ostt/42828.pdf>

Comment [S35]: 9.17.3

For Grocery Stores:

NREL Report: [Grocery Store 50% Energy Savings Technical Support Document](http://www.nrel.gov/docs/ostt/46101.pdf) <http://www.nrel.gov/docs/ostt/46101.pdf>

Comment [S36]: 9.17.4

The DOER strongly encourages the proponent to include consideration of renewable and alternative sources of on-site generation measures (e.g. solar PV and combined heat and power) and reminds that there are substantial state incentive programs for the support for this category of measure, which both mitigate GHG emissions as well as provide other benefits such as reliability and peak load reduction to the transmission and distribution grid. At a minimum the EIR should include consideration of providing "solar ready roofs" which both designed to be structurally qualified to support solar energy systems and which have electrical distribution elements such as chases and points of connection to enable the retrofitting of solar PV.

Comment [S37]: 9.18

Comment [S38]: 9.19

In addition the DOER urges the proponent to contact the representatives of the gas and electric utilities which will provide energy to the proposed development. Under the statewide MassSave plans which are administered by the utilities, incentives are offered for cost sharing covering both design and equipment measures, which the project could be eligible to receive.

Comment [S39]: 9.20

In recognizing that the design and construction of the proposed project will extend over a number of years and occur in multiple phases, the DOER encourages the proponent to discuss how this will be addressed in a way which will ensure that as new or improved technologies and options to achieve further cost-effective reductions become commercially available, they will continue to be evaluated for incorporation into the for construction designs.

Comment [S40]: 9.21

9-6-11
14780 New Quincy Redevelopment — ENF
DOER Review Comments on Stationary GHG Sources
JJ Ballam

Finally, the DOER encourages the proponent to arrange with MEPA for a preliminary consultation with the MEPA/DEP/DOER GHG review team prior to beginning significant work on the EIR in order to ensure that there is a clear understanding and agreement between the project and the reviewers regarding both what is expected as well as discussion on how meeting the requirements of the Policy will be achieved.

Comment [S41]: 9.22

September 8, 2011

To: Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental
Affairs (EEA) 100 Cambridge Street, Suite 900
Boston MA 02114

Re: REA No. 14780

Dear Mr. Patel:

As a lifelong Quincy resident and a third generation family owned contractor, which is located in Quincy, I feel that the redevelopment of Quincy Center is a vital step toward the future success of our community. I wish to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center.

Aside from my position as Vice President of Operations for E. L. Barrett Company, Inc., I am also the Co-Chair for the Quincy Center District for the Quincy Chamber of Commerce. Additionally, I sit on the Legislative Committee for SMACNA (Sheet Metal and Air Conditioning National Contractors Association). Part of my duties includes lobbying locally and nationally on an assortment of proposed bills put forth by the SMACNA organization and its members.

I understand that the goals and objectives outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. As a result I am pleased to support this project, which focuses on the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses within the City's 55-acre URD. This is an area within the downtown that requires the greatest need of public and private economic investment.

Comment [S1]: 10.1

Another important element of the project is the intent to create more open spaces and public areas throughout downtown, which are essential elements to a vibrant mixed-use downtown. Opportunities for more open space cited in the URD such as the Adams Green to connect the City Hall Plaza, Hancock Cemetery and the Church of the Presidents, as well as the addition of pocket parks and other gathering places will provide needed community gathering venues throughout the downtown. A third critical element is a series of infrastructure and streetscape improvements, which are critical components of the goal to create a more aesthetically pleasing and pedestrian friendly environment.

Comment [S2]: 10.2

Comment [S3]: 10.3

I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project can proceed.

Respectfully,



Ryan E Barrett



September 7, 2011

Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental Affairs (EEA)
100 Cambridge Street, Suite 900
Boston MA 02114

Re: EEA No. 14780

Dear Mr. Patel:

I wish to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center.

I understand that the goals and objectives outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. As a result I am pleased to support this project, which focuses on the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses within the City's 55-acre URD. This is an area within the downtown that requires the greatest need of public and private economic investment.

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I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project can proceed.

Respectfully,

A handwritten signature in dark ink, appearing to read "Don Turner".

Don Turner
Property Manager

The Karsten Company, Inc.
14 Iron Hill Street
P.O. Box 890087
Weymouth, MA 02189

September 10, 2011

Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental Affairs (EEA)
100 Cambridge Street, Suite 900
Boston MA 02114

Re: EEA No. 14780

Dear Mr. Patel:

I have lived in Quincy at my current address since 1987, I am also a business owner. I wish to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center.

This project speaks volumes for our City and our State. It will have long lasting economic value that will help to make Quincy and the surrounding communities strong and vibrant for years to come. In a time when the economy is in such dire dispare we need every good project we can get and we desperately need to put people back to work. There is a great team working at the city level and they need all the support we can lend them. I urgently ask you to do all you can to move this project forward.

Sincerely,
The Karsten Company

John Iredale
President

781-337-9971
781-337-1859 - Fax
www.karstenco.com

NEW ENGLAND REGIONAL COUNCIL OF CARPENTERS**United Brotherhood of Carpenters and Joiners of America**

21 Mazzeo Drive; Suite 201
Randolph, MA. 02368

LOCAL UNION 424

Telephone: 781-963-0200
Fax: 781-963-9887

Secretary Richard K. Sullivan Jr.
c/o Purvi Patel (Purvi.Patel@state.ma.us)
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: EEA # 14780

Dear Secretary Sullivan:

I am the Business Manager of Carpenters Local Union 424, and I am writing to ask for a favorable review from your office of the recent EEN filing submitted by the City of Quincy and Streetworks, the master developer of the planned redevelopment of downtown Quincy.

In addition to the direct, positive impact that this project will have on our members and their families, the economic ripple effect on the city and all of its businesses and residents will be a boon in these dire times. The citizens of Quincy have had numerous opportunities to voice their opinions throughout the years of planning and negotiating, and the dominant response at every venue has been overwhelmingly positive.

This project will create thousands of construction jobs, tens of thousands of permanent jobs, and generate millions of dollars annually in tax revenue. From the plan's inception, it was deemed by state officials to be a template for both "smart growth" and transit oriented development. Given the state of economic development in our region, this project seems smarter now than ever. On this basis, the redevelopment plan has the full support of federal, state and local officials.

The membership of my organization are convinced that the City of Quincy and Street-Works has done more than their due diligence with respect to the environmental impact that this project will have on the Quincy Downtown Redevelopment District.. We believe that the plans for this district represent remarkable- and long overdue- improvements to the deteriorating infrastructure.

We are satisfied with the results of the studies performed and ask for a quick and favorable review.

Sincerely,

Richard Braccia
Business Manager

Patel, Purvi EEA

From: MSBertman@aol.com
Sent: Thursday, September 08, 2011 3:11 PM
To: Patel, Purvi (EEA)
Subject: downtown development

September 9, 2011

Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental Affairs (EEA)
100 Cambridge Street, Suite 900
Boston MA 02114

Re: EEA No. 14780

Dear Mr. Patel:

As a long time business owner and co-chair of the Chamber of Commerce downtown, I wish to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center.

I understand that the goals and objectives outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. As a result I am pleased to support this project, which focuses on the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses within the City's 55-acre URD. This is an area within the downtown that requires the greatest need of public and private economic investment.

Another important element of the project is the intent to create more open spaces and public areas throughout downtown, which are essential elements to a vibrant mixed-use downtown. Opportunities for more open space cited in the URD such as the Adams Green to connect the City Hall Plaza, Hancock Cemetery and the Church of the Presidents, as well as the addition of pocket parks and other gathering places will provide needed community gathering venues throughout the downtown. A third critical element is a series of infrastructure and streetscape improvements, which are critical components of the goal to create a more aesthetically pleasing and pedestrian friendly environment.

I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project can proceed.

Respectfully,
Jeffrey M. Bertman
Rogers Jewelry

Patel, Purvi (EEA)

From: Bruce Wood [BWood@woodcommercial.com]
Sent: Friday, September 09, 2011 1:54 **PM**
To: Patel, Purvi (EEA)
Subject: EEA No. 14780

Dear Mr. Patel,

I am a 40 year business owner and home owner in the City of Quincy. I would like to express my support of the Expanded Environmental Notification Form that was submitted on behalf of the Quincy Downtown Redevelopment project. Quincy Center desperately needs your help in approving this request to attract private investment. Along with creating new residential, retail, office and institutional space. New open space such as the Adams Green will be created along with public gathering places throughout the downtown. As a long time tax payer in the City of Quincy, I fully support the downtown redevelopment effort. Thank you for your time, Bruce Wood, 385 Highland Ave, Quincy, MA 02170



EMAILED
9.9.2011
PP

PP

Quincy Chamber of Commerce | 1400 Hancock Street, Suite 1A | Quincy, MA 02169
Phone: 617-471-1700 | Fax: 617-471-3087 | TheQuincyChamber.com

RECEIVED

SEP 13 2011

MEPA

September 9, 2011

Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental Affairs (EEA) 100 Cambridge Street,
Suite 900
Boston MA 02114

Re: EEA No. 14780 Dear Ms. Patel:

On behalf of the Quincy Chamber of Commerce I am writing to express the organizations full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center. The economic development arm of the Quincy Chamber, Quincy 2000 Collaborative, has been involved in the planning effort to redevelop downtown Quincy for a number of years. I cannot reiterate enough the importance of this project to local and regional economy both in terms of job creation and economic investment.

The goals and objectives outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. The filing of this EENF is a direct result of this approved URD, and I am excited to convey the organizations full support for this project. The construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses is critical to the economic growth of the city of Quincy. This growth will occur in an area within the downtown that requires the greatest need of public and private economic investment.

Another important element of the project is the intent to create more open spaces and public areas throughout downtown, which are essential elements to a vibrant mixed-use downtown. Opportunities for more open space cited in the URD such as the Adams Green to connect the City Hall Plaza, Hancock Cemetery and the Church of the Presidents, as well as the addition of pocket parks and other gathering places will provide needed community gathering venues throughout the downtown. A third critical element is a series of infrastructure and streetscape improvements, which are critical components of the goal to create a more aesthetically pleasing and pedestrian friendly environment.

I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project, can proceed.

Respectfully,

Dean Rizzo, President



EMAILED
9.9.2011

RECEIVED

SEP 13 2011

MEPA



September 9, 2011

Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental Affairs
(EEA) 100 Cambridge Street, Suite 900
Boston MA 02114

Re: EEA No. 14780

Dear Ms. Patel:

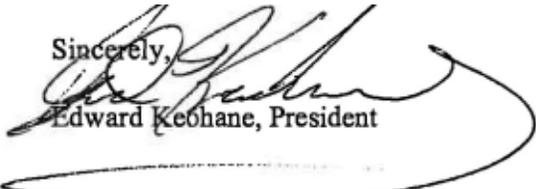
On behalf of Keohane Funeral Homes I am writing to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center. As a life-long resident, active member of many civic organizations and a business owner in the city of Quincy I have watched the planning process unfold over the years. I have full confidence that this project is real, and that the time to redevelop downtown Quincy is now.

I am well aware of the various goals and objectives outlined in the approved Urban Redevelopment District (URD) which are intended to stimulate private investment in the heart of Quincy Center. The filing of this EENF is directly associated with this approved URD, which will result in the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail sites.

Another important element of the project is the intent to create more open spaces and public areas throughout downtown, which are essential elements to a vibrant mixed-use downtown. Opportunities for more open space cited in the URD such as the Adams Green to connect the City Hall Plaza, Hancock Cemetery and the Church of the Presidents, as well as the addition of pocket parks and other gathering places will provide needed community gathering venues throughout the downtown. A third critical element is a series of infrastructure and streetscape improvements, which are critical components of the goal to create a more aesthetically pleasing and pedestrian friendly environment.

I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project can proceed.

Sincerely,


Edward Keohane, President



September 8, 2011

Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental Affairs
(EEA) 100 Cambridge Street, Suite 900
BostonMA02114

Re ERA No 14780

Dear Mr. Patel

As a long time business owner and past resident for many years, I wish to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center

I understand that the goals and objectives outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. As a result, I am pleased to support this project, which focuses on the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses within the City's 55-acre URD. This is an area within the downtown that requires the greatest need of public and private economic investment.

Another important element of the project is the intent to create more open spaces and public areas throughout downtown, which are essential elements to a vibrant mixed-use downtown. Opportunities for more open space cited in the URD such as the Adams Green to connect the City Hall Plaza, Hancock Cemetery and the Church of the Presidents, as well as the addition of pocket parks and other gathering places will provide needed community gathering venues throughout the downtown. A third critical element is a series of infrastructure and streetscape improvements, which are critical components of the goal to create a more aesthetically pleasing and pedestrian friendly environment.

I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project can proceed.

Respectfully,

A handwritten signature in black ink, appearing to read "Frank Trainor", is written over a light-colored background.

Frank Trainor
President

FAX 617-626-1181

September 8, 2011

Purvi Patel, Environmental Analyst, MEPA Office
Executive Office of Energy and Environmental Affairs (EEA)
100 Cambridge Street, Suite 900
Boston MA 02114

Re: EEA No. 14780

Dear Mr. Patel:

As a Quincy resident and business owner, I wish to express my support of the Expanded Environmental Notification Form (EENF) submitted in reference to the New Quincy Center re-development project.

I understand that the intentions outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. As a result I am pleased to support this project, which focuses on the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses within the City's 55-acre URD. This is an area within the downtown that requires the greatest need of public and private economic investment.

I am also pleased that this project creates more open spaces and public areas throughout downtown, which are essential elements to a vibrant downtown. Opportunities for more open space cited in the URD such as the Adams Green to connect the City Hall Plaza, Hancock Cemetery and the Church of the Presidents, as well as the addition of pocket parks and other gathering places will provide needed community gathering venues throughout the downtown. A third critical element is a series of infrastructure and streetscape improvements, which are critical components of the goal to create a more aesthetically pleasing and pedestrian friendly environment.

I thank you for the opportunity to express my strong support for EENF.

Respectfully,

Melinda

Melinda Sokoloski
MS Photography
35 Spear Street
Quincy, MA 02169

RECEIVED
SEP 9 2011
MEPA

PP

LATE COMMENT

Mechanical Contractors Association
New England MCA

1266 Furnace Brook Parkway • Suite 201 • Quincy, Massachusetts 02169

(617) 405-4221 • Fax (617) 405-4222

September 15, 2011

Purvi Patel, Environmental Analyst, MEPA Office
 Executive Office of Energy and Environmental Affairs (EEA)
 100 Cambridge Street, Suite 900
 Boston MA 02114

Re: EEA No. 14780 Dear Mr. Patel:

LATE COMMENT RECEIVED
 SEP 16 2011
 MEPA

As the Executive Vice President of the New England Mechanical Contractors Association (MCA) and Mechanical Service Contractors Association (MSCA) based in Quincy MA, I wish to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center.

I understand that the goals and objectives outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. As a result I am pleased to support this project, which focuses on the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses within the City's 55-acre URD. This is an area within the downtown that requires the greatest need of public and private economic investment.

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I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project can proceed.

Respectfully,



Stephen P Affanato
 Executive Vice President

PP

Mechanical Service Contractors Association

New England **MSCA**

1266 Furrace Brook Parkway • Suite 201 • Quincy, Massachusetts 02169 (617) 405-4221 • Fax (617) 405-4222

September 15, 2011

Purvi Patel, Environmental Analyst, MEPA Office
 Executive Office of Energy and Environmental Affairs (EEA)
 100 Cambridge Street, Suite 900
 Boston MA 02114

LATE COMMENT
RECEIVED
SEP 16 2011
MEPA

Re: EEA No. 14780 Dear Mr. Patel:

As the Executive Vice President of the New England Mechanical Contractors Association (MCA) and Mechanical Service Contractors Association (MSCA) based in Quincy MA, I wish to express my full support of the Expanded Environmental Notification Form (EENF) submitted in reference to the redevelopment of downtown Quincy Center.

I understand that the goals and objectives outlined in the approved Urban Redevelopment District (URD) are intended to stimulate private investment in the heart of Quincy Center through public sector redevelopment actions and investments. As a result I am pleased to support this project, which focuses on the construction of 3.4 million square feet of high density, mixed use redevelopment consisting of new office, residential, hotel, institutional and various retail uses within the City's 55-acre URD. This is an area within the downtown that requires the greatest need of public and private economic investment.

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I thank you for the opportunity to express our strong support for EENF, and encourage a timely decision on this matter so that the design and permitting activities associated with the overall redevelopment project can proceed.

Respectfully,


 Stephen P Affanata
 Executive Vice President