

BOARDWALK RESIDENCES AT MARINA BAY

Quincy, MA

Special Permit Application: Supplemental Materials
May 8, 2013



DEVELOPMENT MANAGER
Redgate Real Estate Advisors

ARCHITECT
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LANDSCAPE ARCHITECT
Landworks Studio

ENGINEER
Howard/Stein-Hudson

OWNER
Flagship Marina Bay

May 8, 2013

Mr. Dennis Harrington
Planning Director
Quincy City Hall
1305 Hancock Street
Quincy, MA 02169

Re: Boardwalk Residences at Marina Bay, Special Permit Site Plan Review, Planning Board Case No. 2012-14

Owner/Applicant: Flagship Marina Bay, LLC
Property: Lots 48, 55, 56, 58 and 78, Marina Bay, Quincy, MA

Dear Mr. Harrington:

Flagship Marina Bay, LLC (“Flagship”) is pleased to submit additional supplementary materials to our application for Site Plan Review Approval, a Major Nonresidential Use Special Permit, and a Parking Special Permit initially submitted on September 24, 2012 for the development of a two-phase mixed use development on the property described above.

Our development and consultant team has engaged with Quincy staff, public officials and community members through dozens of meetings and discussions since January 2012, before and after the application filing. We held a community meeting on August 22, 2012, presented to the Planning Board on October 17, 2012, submitted supplementary materials on November 20, 2012 and January 29, 2013, and presented revised project materials to the Planning Board on March 6, 2013 and April 24, 2013.

We are thankful for the time and input that the City has dedicated to this project and the development team. We have developed and included in this submission the following items:

- Tab 1: Program Overview & Project Evolution
- Tab 2: Shuttle Program Overview
- Tab 3: Parking Overview
- Tab 4: Existing Conditions and Renderings
- Tab 5: Rendered Boardwalk

Also enclosed please find the following site development plans:

Project Data

- A0.00 Title Sheet, prepared by Elkus Manfredi, dated May 8, 2013
- A0.01 Drawing List, Symbols, Abbreviations, prepared by Elkus Manfredi, dated May 8, 2013

Surveyor Plans

- S1.00 Existing Conditions Plan, prepared by Feldman Professional Land Surveyors, dated February 13, 2013

Civil Plans

- C1.00 Site Preparation Plan - Phase One, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C1.01 Site Preparation Plan - Phase Two, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C2.00 Limit of Work Plan, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C2.01 Site Layout & Materials Plan - North, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C2.02 Site Layout & Materials Plan - South, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C2.03 Site Layout & Materials Plan – Lots 53 & 57, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C3.00 Site Grading & Utilities Plan - North, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C3.01 Site Grading & Utilities Plan - South, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C3.02 Off-site Utilities, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C3.03 Off-site Utilities, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C3.04 Off-site Utilities, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C3.05 Grading & Utilities Plan – Lots 53 & 57, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C4.00 Completed Phase One Site, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C5.00 Site Details, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C5.01 Site Details, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C5.02 Site Details, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C5.03 Site Details, prepared by Howard/Stein-Hudson, dated May 8, 2013
- C5.04 Site Details, prepared by Howard/Stein-Hudson, dated May 8, 2013

Architectural Plans

- A1.00 Rendered Site Plan, prepared by Elkus Manfredi, dated May 3, 2013
- A1.01 Site Plan - Ground Level Plan, prepared by Elkus Manfredi, dated May 8, 2013
- A1.02 Site Plan - Parking Plan, prepared by Elkus Manfredi, dated May 8, 2013
- A1.03 Site Plan – Typical Residential Level, prepared by Elkus Manfredi, dated May 8, 2013
- A2.01a North Building – Ground Level & P1 Parking Level Plan, prepared by Elkus Manfredi, dated May 8, 2013
- A2.01b South Building – Ground Level & P1 Parking Level Plan, prepared by Elkus Manfredi, dated May 8, 2013
- A2.01c North Building – Upper Level Parking Plan, prepared by Elkus Manfredi, dated May 8, 2013
- A2.01d South Building – Upper Level Parking Plan, prepared by Elkus Manfredi, dated May 8, 2013

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- A2.02 North Building – Amenities & Level Two Residential Floor Plan, prepared by Elkus Manfredi, dated May 8, 2013
 - A2.03a North Building - Typical Residential Level Floor Plan, prepared by Elkus Manfredi, dated May 8, 2013
 - A2.03b South Building - Typical Residential Level Floor Plan, prepared by Elkus Manfredi, dated May 8, 2013
 - A2.04a North Building - Roof Plan, prepared by Elkus Manfredi, dated May 8, 2013
 - A2.04b South Building - Roof Plan, prepared by Elkus Manfredi, dated May 8, 2013
 - A3.01 North Building - Building Elevations, prepared by Elkus Manfredi, dated May 8, 2013
 - A3.02 North Building - Building Elevations, prepared by Elkus Manfredi, dated May 8, 2013
 - A3.03 South Building - Building Elevations, prepared by Elkus Manfredi, dated May 8, 2013
 - A3.04 Sample Architectural Materials Palette, prepared by Elkus Manfredi, dated May 8, 2013
 - A4.01 Building Sections, prepared by Elkus Manfredi, dated May 8, 2013
 - A12.01 Sample Enlarged Unit Layout Plans, prepared by Elkus Manfredi, dated May 8, 2013

Landscape Plans

- L1.01 Overall Rendered Site Plan, prepared by Landworks Studio, dated May 8, 2013
- L1.02 Rendered Courtyard Plan - North, prepared by Landworks Studio, dated May 8, 2013
- L1.03 Rendered Courtyard Plan - South, prepared by Landworks Studio, dated May 8, 2013
- L2.01 Site Landscape and Screening Plan - North, prepared by Landworks Studio, dated May 8, 2013
- L2.02 Site Landscape and Screening Plan - South, prepared by Landworks Studio, dated May 8, 2013
- L3.01 Boardwalk - Conceptual Sections, prepared by Landworks Studio, dated May 8, 2013
- L3.02 North Boardwalk - Conceptual Sections, prepared by Landworks Studio, dated May 8, 2013
- L3.03 Site and Courtyard - Conceptual Sections, prepared by Landworks Studio, dated May 8, 2013
- L4.01 Example Site Planting, Material, and Furnishing Details, prepared by Landworks Studio, dated May 8, 2013
- L4.02 Example Site Planting Details, prepared by Landworks Studio, dated, May 8, 2013
- L4.03 Planting Details, prepared by Landworks Studio, dated, May 8, 2013
- L5.01 Site Lighting Photometrics, prepared by Landworks Studio, dated, May 8, 2013

Throughout the progression of the proposed project, our team has submitted to the City of Quincy several reports and studies as shown in the list below.

1. Boardwalk Residences at Marina Bay Traffic Impact and Access Study, Prepared by Howard/Stein-Hudson Associates Inc., January 29, 2013 (the “Traffic Study”)
2. Appendix to Boardwalk Residences at Marina Bay Traffic Impact and Access Study, Prepared by Howard/Stein-Hudson Associates, Inc., January 29, 2013
3. Stormwater Report for the Boardwalk Residences at Marina Bay, Prepared by Howard/Stein-Hudson Associates, Inc., April 14, 2013 (the “Stormwater Report”)
4. Water System Narrative for the Boardwalk Residences at Marina Bay, Prepared by Howard/Stein-Hudson, November 19, 2012 (the “Water System Report”)

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5. Wastewater System Narrative for the Boardwalk Residences at Marina Bay, Prepared by Howard/Stein-Hudson, November 19, 2012, Revised May 8, 2013 (the “Wastewater System Report”)
 6. Boardwalk Residences at Marina Bay, Final Report, Pedestrian Wind Assessment, Prepared by Rowan Williams Davies & Irwin Inc. (RWDI), November 19, 2012
 7. Boardwalk Residences at Marina Bay, Draft Construction Management Plan, Prepared by Redgate Real Estate Advisors, November 20, 2012 (the “Draft Construction Management Plan”)
 8. The Boardwalk Residences at Marina Bay, Fire Protection Design Narrative, Prepared by Cosentini Associates, November 8, 2012 (the “Fire Protection Report”)
 9. Conceptual Phase Code Compliance Approach Report Marina Bay Residential, Prepared by Hughes Associates, November 15, 2012
 10. Memorandum - Marina Bay Residential, Special Permit – Structural Peer Review Responses, Prepared by McNamara/Salvia, November 20, 2012

We appreciate the time the City of Quincy has committed to improving this project and we look forward to advancing this exciting project.

Sincerely,

Flagship Marina Bay, LLC



Gregory J. Kenney

TAB 1: Program Overview &
Project Evolution

Program Overview & Project Evolution

The Boardwalk Residences at Marina Bay program has significantly evolved since initially proposed. As originally presented it included 464 units in two buildings (Phase I/North Building and Phase II/South Building). In response to public comments, the project was reduced to 401 units for the special permit filing. As the project evolved to respond to City, peer reviewers and community comments, the buildings were further articulated resulting in an additional reduction to 382 units, and most recently and currently reduced to 352 total units.

Since the January 29, 2013 filing, the project has been adjusted to reflect the City and City reviewers' recommendations to provide 9-foot wide parking spaces for all proposed parking. This parking width change resulted in a total reduction of 52 residential parking spaces.

In accordance with the motions approved at the April 24, 2013 Planning Board hearing, the plans have adopted three main site changes at the "Boardwalk Plaza", "North Building Driveway" and "South Building Parking". The Proponent reduced the non-residential parking spaces located on Lot 56 from 18 to 15 parking spaces allowing for a more generous "Boardwalk Plaza" and outdoor seating area. The plans also eliminated 14 residential surface spaces along the "North Building Driveway" to provide a vehicular turn-around and a more inviting pedestrian open space. This open space was refined by extending the proposed wood decking and steps along the northern edge of the North Building to the property line and incorporating a special paving to transition between the boardwalk and adjacent Squantum Point Park. Lastly, the project eliminated 10 non-residential surface parking spaces along Haul Road to the west of the South Building that allowed for a widened planting area with lined trees. The enhanced streetscaping will create an attractive gateway to the boardwalk and Squantum Point Park.

The accommodation of site changes and parking reduction resulted in a total reduction of 30 residential units. The North Building, which is closest to the water, experienced the greatest reduction of units (decreased by 22 units) and was reduced in height by one residential level. The South Building was decreased by 8 total units, which resulted in a smaller building footprint and 34-foot reduction of building length along Haul Road. The overall refinement of the project through these architectural changes allowed the design to fine-tune its scale and enhance its surrounding open space.

Details of the proposed program are shown in the following table.

	PHASE I	PHASE II	TOTAL
Total Site Area (GSF)	136,239	117,572	253,811
Total Open Space (GSF)	74,606	57,200	131,806
% Total Open Space	55%	49%	52%
<i>i. Private Open Space</i>			
Rooftop Open Space (GSF)	26,572	15,400	41,972
Balcony Open Space (GSF)	11,180	9,496	20,676
Total Private Open Space (GSF)	37,752	24,896	62,648
% Private Open Space	28%	21%	25%
<i>ii. Public Open Space</i>			
Ground Level Open Space (GSF)	36,854	32,304	69,158
Total Public Open Space (GSF)	36,854	32,304	69,158
% Public Open Space	27%	27%	27%
Building GSF (inc. parking garage)	347,732	270,816	618,548
Residential GSF	205,994	163,058	369,052
Retail GSF	14,850	2,925	17,775
Amenities/Lobbies GSF	12,328	11,023	23,351
Enclosed Parking GSF	114,560	93,810	208,370
Total Building Floor Area (GSF)	80,632	58,138	138,770
Ground Coverage Ratio	0.6	0.5	0.5
Unit Count Range (units)	195	157	352
Studios (units)	5 - 25	1 - 20	
1BR / 1B (units)	80 - 100	60 - 80	
1+BR / 1B (units)	5 - 25	5 - 25	
2BR / 2B (units)	60 - 80	45 - 65	
3BR / 2B (units)	1 - 20	1 - 20	
Project Parking Spaces (Required)	330	244	574
<i>i. Residential Parking</i>			
Required 1.5 / du	293	236	529
Provided (Garage & Surface)	293	236	529
<i>ii. Retail Parking</i>			
Required 1/400 retail sf	37	8	45
Provided (Surface)	37	8	45
Additional Retail and General Parking (Non-Required) (Summer/Winter)	231 / 105	33	264 / 139
Additional Surface	6	33	39
Provided in Surplus Lot (Summer / Winter)	225 / 100	0	225 / 100

TAB 2: Shuttle Program Overview

Boardwalk Residences a at Marina Bay

Proposal to Enhance Boston Scientific/Marina Bay Shuttle Service

May 1, 2013

Existing Shuttle Overview

Marina Bay Access and Boston Scientific currently run a 25-seat shuttle with stops at Boston Scientific, Nursing Home Facility, Marina Drive near Victory Road, Marina Drive at Harbourside Road, 2001 Marina Drive 500 Victory Road and the North Quincy MBTA Station. The existing shuttle service typically makes one round-trip every 15 minutes, traffic-dependent, including during the peak traffic hours. The maximum capacity of this shuttle is 100 people per hour. A current route map for the existing shuttle is attached.

Proposed Shuttle Overview

Additional Vehicle – Size and Hours

The Boardwalk Residences at Marina Bay will supplement the existing shuttle service with an additional 25-seat, handicapped accessible vehicle during the weekday peak hours of 6:00 to 9:00 am and 4:00 to 6:00 pm. This is the time that the existing shuttle is busiest thus adding capacity to the existing route. It is also the time that the project generates the most trips and the shuttle can provide the greatest traffic mitigation benefit.

Trip time

The enhanced shuttle service will make a round trip in 15-20 minutes. The existing shuttle makes the round trip every 15 minutes but accounting for additional stops and traffic variations a 15-20 minute trip is the working assumption.

Route

The proposed route would include all of the current shuttle stops and add one stop each for the proposed Boardwalk Residences north and south buildings. The route would generally be the same as the existing route except that instead of turning up Victory Road at the teardrop after Stop 6 (500 Victory Road) it would continue down Victory Road Extension to a stop at the north building (Stop 7, near the main entrance), take a left down Haul Road to a Stop 8 and continue up Haul Road until resuming the existing route at Victory Road¹.

Frequency

The additional shuttle would reduce wait times for all users of the service. Currently, a passenger may wait up to 15 minutes for a shuttle to arrive²; the addition of a second shuttle along the same route would reduce this maximum wait time to 7.5 - 10 minutes³. This would encourage increased ridership and decreased vehicle trips from existing uses in the Marina, in addition to making the service more marketable to new residents.

¹ The existing route was evaluated and found to be the fastest and most efficient route between Marina Bay and the MBTA station. There may be future opportunities to work with Boston Scientific and MB Access to explore opportunities to access Boston Scientific directly off of the Haul Road as opposed to via Seaport Drive and otherwise make route changes to optimize passenger service.

² Maximum wait time assumes a passenger arrives just as the bus is pulling out. Average wait time is half of the maximum.

³ For 15-minute and 20 minute round trip assumption, respectively.

Shuttle Awareness

The Boardwalk Residences at Marina Bay will be a professionally managed residential community with on-site property management staff. Shuttle stops and times will be publicized to residents through the use of websites, electronic and traditional billboards etc. This information will also be made accessible to other Marina Bay residents and employees.

Integration

The shuttle service is anticipated to work best if the new vehicle is integrated with the existing service – same route and stops (plus Residences stops) with staggered headways – to obtain the best ridership and service to the community. Existing and new users would experience a decreased wait time as they experience buses that arrive more frequently⁴.

Traffic Mitigation Impacts

The table below shows the **maximum** passenger capacity per day and per hour of the one additional 25-passenger vehicle provided by the Boardwalk Residences project for both the 15 minute round trip and a 20 minute round trip. Compared with the number of peak hour trips generated by the project⁵ the additional capacity provided by the shuttle could potentially divert 41% to 63% of car trips to the shuttle.

	15 minute round trip	20 minute round trip
Passenger/Day	1000	750
Passenger/Hour Total	200	150
Passenger/Hour -One Direction	100	75
Project Generated Outbound Trips (AM Peak)	159	159
Maximum AM Outbound Trip Diversion to Shuttle	63%	47%
Project Generated Inbound Trips (PM Peak)	181	181
Maximum PM Trip Inbound Diversion to Shuttle	55%	41%

The additional shuttle vehicle is anticipated to result in a minimum 5-10% reduction of project-generated peak hour trips. This is based on a conservative scenario that 8-16 people who would otherwise drive would choose to take the shuttle in the peak hour and the shuttles would not be filled anywhere near capacity. As described above, increased frequency and enhanced marketing efforts should result in greater utilization of the shuttle, resulting in an even greater reduction of vehicle trips in the peak hour.

⁴ In the event a collaboration cannot be achieved, the Boardwalk Residences shuttle will run a direct route from the north and south buildings to the North Quincy MBTA station. This service would be open to all Marina Bay Residences and will be operated to complement the MB Access/Boston Scientific shuttle.

⁵ Please note that the current program is 352 units, however the trip generation in this shuttle overview is consistent with the 382 units analyzed in the *Boardwalk Residences at Marina Bay TIAS* submitted to the City of Quincy on January 29, 2013.



L:\11140\GRAPHICS\SHUTTLE ROUTE\Marina Bay_Boston Scientific Shuttle Route.dwg, 4/29/2013 10:49:31 AM

Existing Boston Scientific/Marina Bay Shuttle Route



L:\11140\GRAPHICS\SHUTTLE ROUTE\Marina Bay_Boston Scientific Shuttle Route.dwg, 5/9/2013 12:22:31 PM

Proposed Boston Scientific/Marina Bay Shuttle Route

TAB 3: Parking Overview



**NOT FOR
CONSTRUCTION**

PROJECT NUMBER: 12002.00

DATE: May 8, 2013

Special Permit Documents

REVISIONS:

Special Permit Documents	September 24, 2012
Special Permit Documents	November 20, 2012
Special Permit Documents	January 29, 2013
Special Permit Documents	February 13, 2013
Special Permit Documents	May 3, 2013

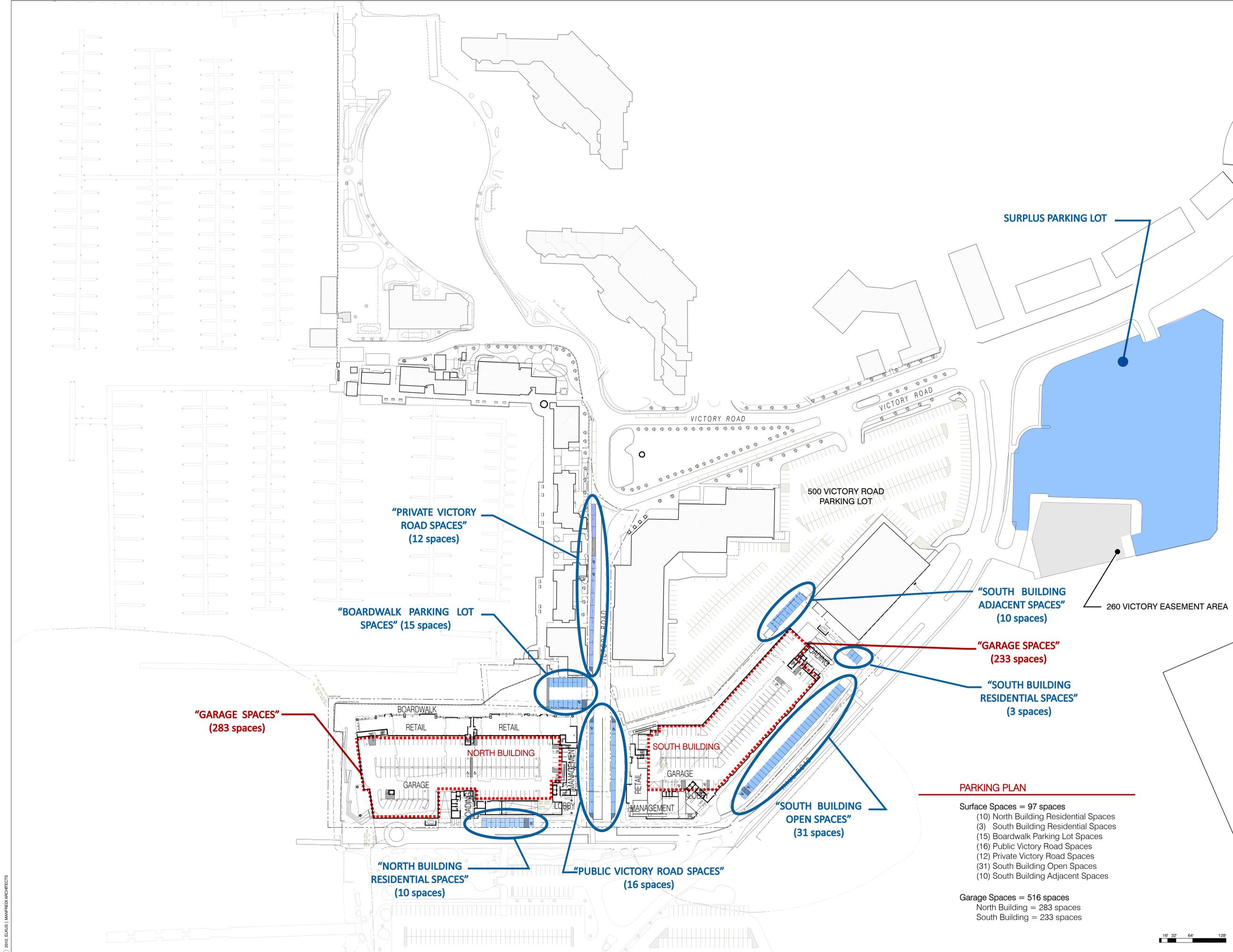
SCALE: 1/64" = 1'-0"

DRAWING NAME:

Site Plan -
Parking Plan

DRAWING NUMBER:

A1.02b



"GARAGE SPACES"
(283 spaces)

"PRIVATE VICTORY
ROAD SPACES"
(12 spaces)

"BOARDWALK PARKING LOT
SPACES" (15 spaces)

"NORTH BUILDING
RESIDENTIAL SPACES"
(10 spaces)

"PUBLIC VICTORY ROAD SPACES"
(16 spaces)

"SOUTH BUILDING
OPEN SPACES"
(31 spaces)

"SOUTH BUILDING
ADJACENT SPACES"
(10 spaces)

"GARAGE SPACES"
(233 spaces)

"SOUTH BUILDING
RESIDENTIAL SPACES"
(3 spaces)

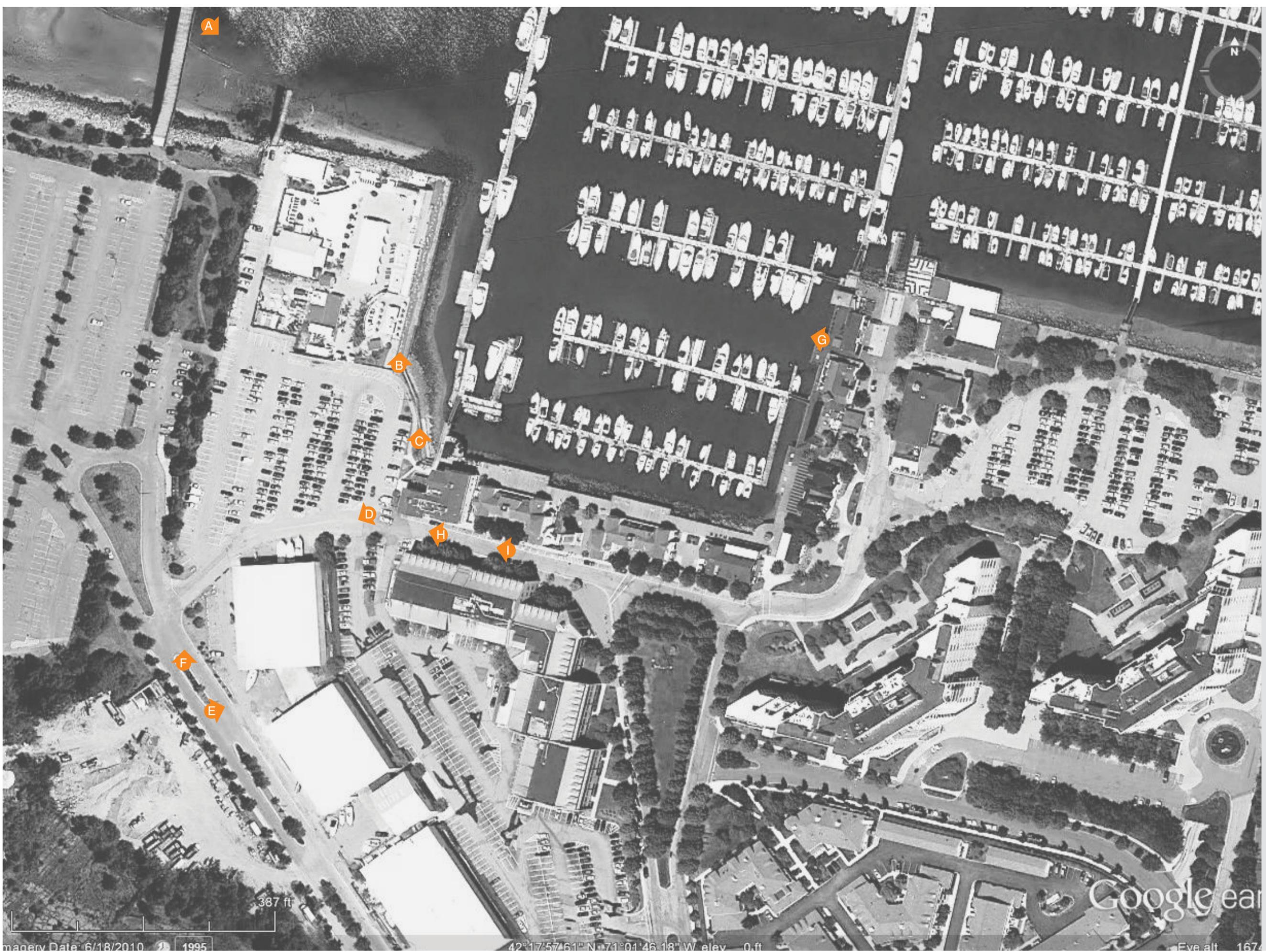
PARKING PLAN

- Surface Spaces = 97 spaces
 - (10) North Building Residential Spaces
 - (3) South Building Residential Spaces
 - (15) Boardwalk Parking Lot Spaces
 - (16) Public Victory Road Spaces
 - (12) Private Victory Road Spaces
 - (31) South Building Open Spaces
 - (10) South Building Adjacent Spaces

- Garage Spaces = 516 spaces
 - North Building = 283 spaces
 - South Building = 233 spaces



TAB 4: Existing Conditions &
Renderings

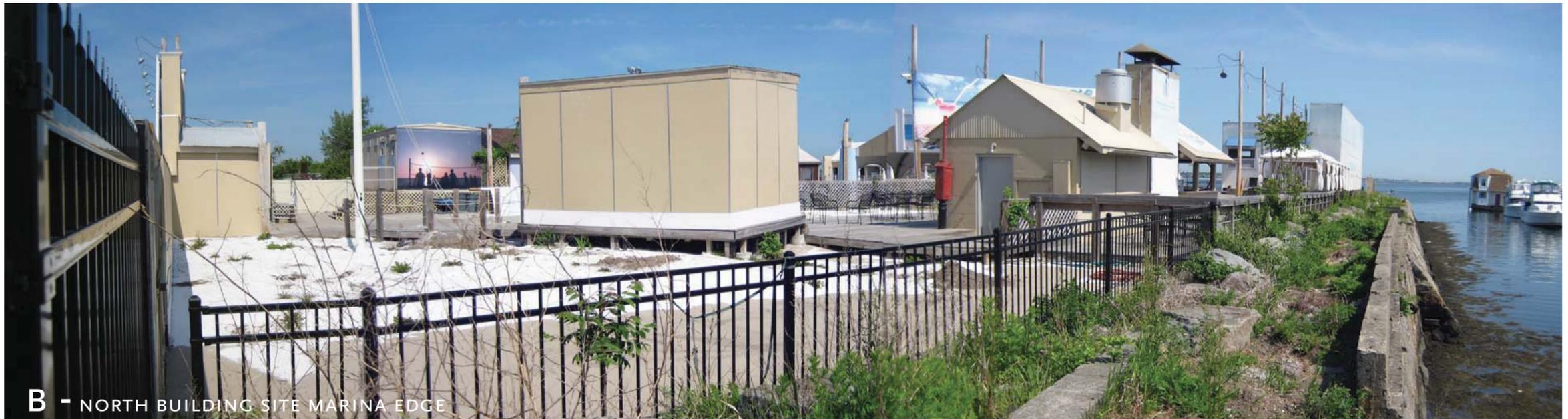


Existing Conditions Photographs - Key
MAY 8, 2013

BOARDWALK RESIDENCES AT MARINA BAY
Quincy, Massachusetts



A - VIEW OF NORTH BUILDING SITE FROM DCR PIER



B - NORTH BUILDING SITE MARINA EDGE



C - NORTH BUILDING SITE MARINA EDGE



D - LOOKING TOWARD SOUTH BUILDING SITE FROM VICTORY RD.



E - VIEW OF BOAT STORAGE FROM HAUL RD.



F - INTERSECTION OF VICTORY RD. AND HAUL RD.



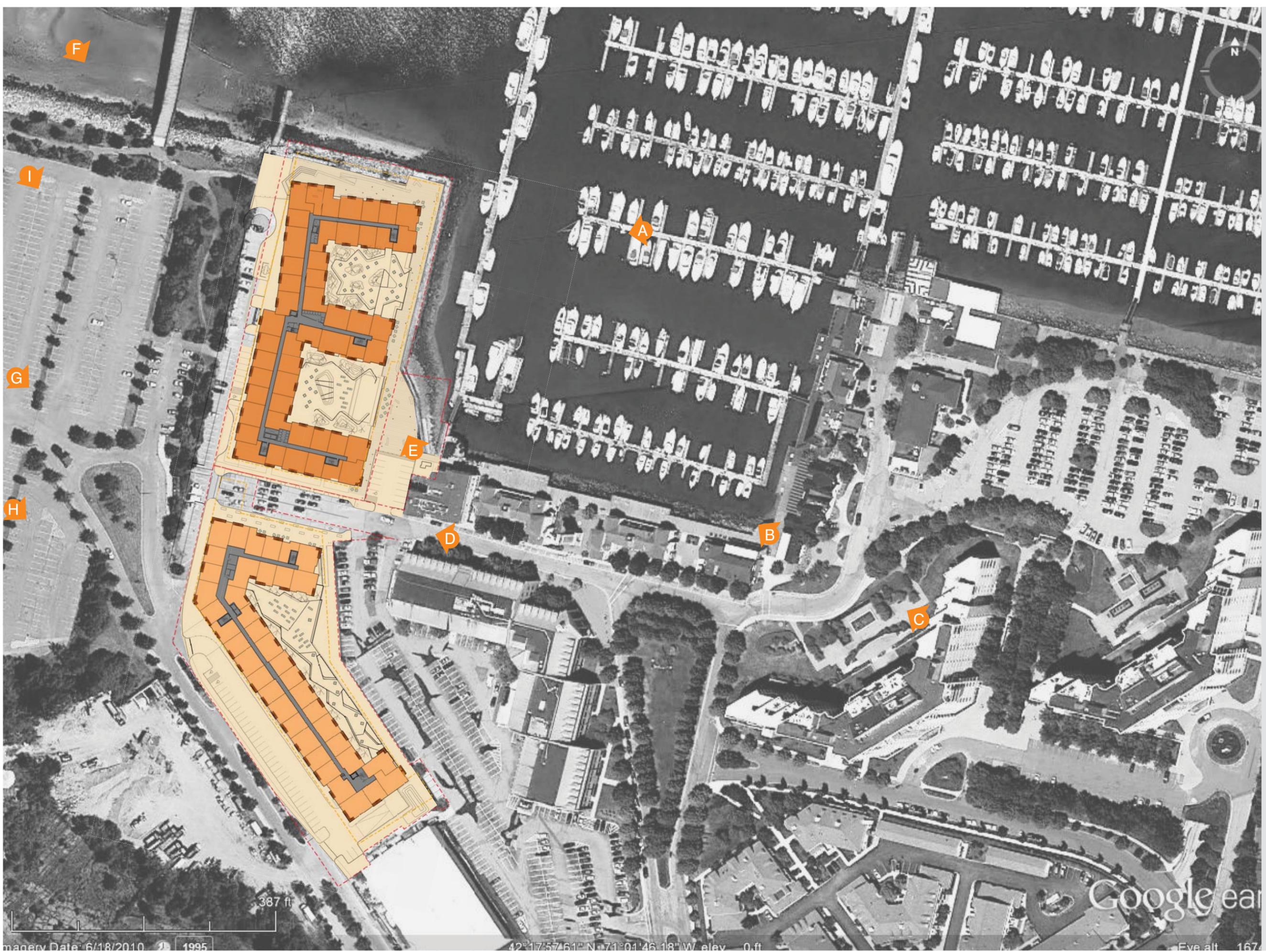
G - BOARDWALK LOOKING TOWARD MARINA AND NORTH BUILDING



H - VICTORY RD EDGES AT SITES



I - VICTORY RD LOOKING WEST



Rendered Image - Key
MAY 8, 2013

BOARDWALK RESIDENCES AT MARINA BAY
Quincy, Massachusetts





EXISTING



PROPOSED

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BOARDWALK RESIDENCES AT MARINA BAY
Quincy, Massachusetts

Rendered View C - 3d Model View from 2001 Marina Point

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VIEW OF EXISTING VICTORY ROAD EDGES



VIEW OF PROPOSED VICTORY ROAD EDGES AND QUANTUM POINT PARK



VIEW OF EXISTING INACCESSIBLE MARINA EDGE



VIEW OF PROPOSED BOARDWALK EXTENSION AND RETAIL



© ELKUS MANFREDI ARCHITECTS

BOARDWALK RESIDENCES AT MARINA BAY
Quincy, Massachusetts

Rendered View F - Proposed North Site building from Squantum Point Park

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BOARDWALK RESIDENCES AT MARINA BAY
Quincy, Massachusetts

Rendered View G - Proposed North and South Buildings at Victory Road Extension

ELKUS | MANFREDI
ARCHITECTS



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BOARDWALK RESIDENCES AT MARINA BAY
Quincy, Massachusetts

Rendered View H - Proposed North and South Buildings at DCR Parking Lot

ELKUS | MANFREDI
ARCHITECTS



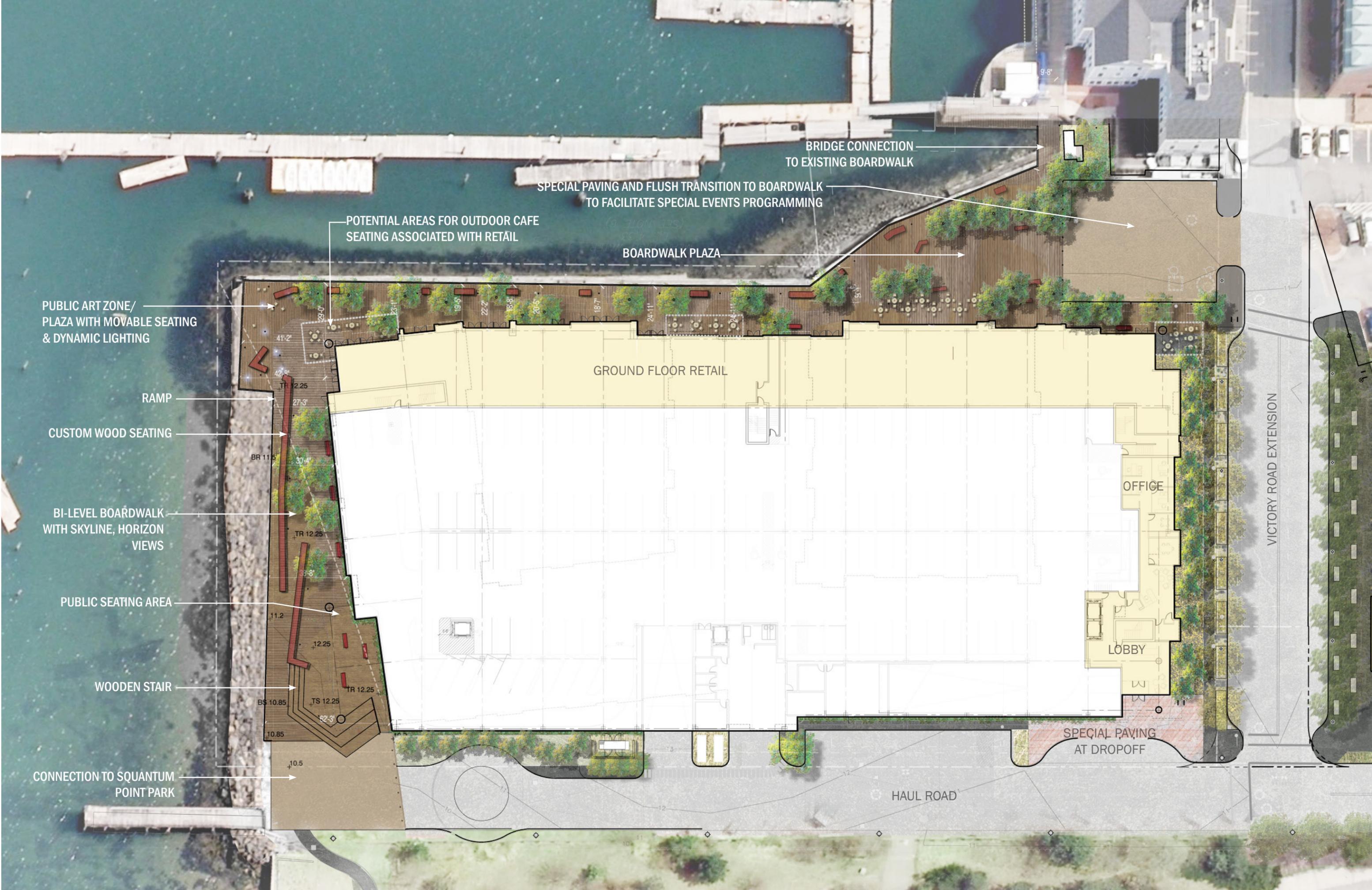
© ELKUS MANFREDI ARCHITECTS

BOARDWALK RESIDENCES AT MARINA BAY
Quincy, Massachusetts

Rendered View I - Bird's Eye View of Proposed Buildings from above Squantum Point Park

ELKUS | MANFREDI
ARCHITECTS

TAB 5: Rendered Boardwalk



BRIDGE CONNECTION TO EXISTING BOARDWALK

SPECIAL PAVING AND FLUSH TRANSITION TO BOARDWALK TO FACILITATE SPECIAL EVENTS PROGRAMMING

POTENTIAL AREAS FOR OUTDOOR CAFE SEATING ASSOCIATED WITH RETAIL

BOARDWALK PLAZA

PUBLIC ART ZONE/ PLAZA WITH MOVABLE SEATING & DYNAMIC LIGHTING

GROUND FLOOR RETAIL

RAMP

CUSTOM WOOD SEATING

BI-LEVEL BOARDWALK WITH SKYLINE, HORIZON VIEWS

OFFICE

PUBLIC SEATING AREA

LOBBY

WOODEN STAIR

SPECIAL PAVING AT DROPOFF

CONNECTION TO SQUANTUM POINT PARK

HAUL ROAD

VICTORY ROAD EXTENSION