

Section 7.0

PROPOSED SECTION 61 FINDINGS AND MITIGATION

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## 7.0 PROPOSED SECTION 61 FINDINGS AND MITIGATION

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In accordance with M.G.L. c. 30, Section 61 and 301 CMR 11.12(5), any State Agency that takes Action on a project for which the Secretary required an EIR shall determine whether the project is likely, directly or indirectly, to cause Damage to the Environment and shall make a finding describing the Damage to the Environment and confirming that all feasible measures have been taken to avoid or minimize the Damage to the Environment.

*Contents of Section 61 Findings (301 CMR 11.12(5)(a)):* In all cases, the Agency shall base its Section 61 Findings on the EIR and shall specify in detail: all feasible measures to be taken by the Proponent or any other Agency or Person to avoid Damage to the Environment or, to the extent that Damage to the Environment cannot be avoided, to minimize and mitigate Damage to the Environment to the maximum extent practicable; an Agency or Person responsible for funding and implementing mitigation measures, if not the Proponent; and the anticipated implementation schedule that will ensure that mitigation measures shall be implemented prior to or when appropriate in relation to environmental impacts.

*Section 61 Findings and Agency Action (301 CMR 11.12(5)(b)):* Provided that mitigation measures are specified as conditions to or restrictions on the Agency Action, the Agency shall:

1. make its Section 61 Findings part of the Permit, contract, or other document allowing or approving the Agency Action, which may include additional conditions to or restrictions on the Project in accordance with other applicable statutes and regulations; or
2. refer in its Section 61 Findings to applicable sections of the relevant Permit, contract, or other document approving or allowing the Agency Action.

*Subject Matter Jurisdiction Limitations (301 CMR 11.12(5)(c)):* In the case of a Project undertaken by a person that requires state permits or land transfers, but no funding, the Scope of any EIR is limited to those aspects of the project that are within the subject matter of the permit(s) or within the area subject to a land transfer that are likely, directly or indirectly, to cause damage to the environment. Any Participating Agency shall limit its Section 61 Findings, or any mitigation measures specified as conditions to or restrictions on the Agency Action, to those aspects of the Project that are within the subject matter of any required Permit or within the area subject to a Land Transfer. In the words of the MEPA statute (M.G.L. ch. 30, sec. 62A), "Any finding required by section sixty-one shall be limited to those matters which are within the scope of the environmental impact report, if any, required by this section." For this Project, however, since the Project involves financial assistance from the Commonwealth, MEPA has broad scope jurisdiction.

State Agencies that will be required to make Section 61 Findings for the Project prior to issuing permits for, funding, or otherwise implementing the Project include or may include the Agencies identified in Table 1-2.

Depending on agency procedures, as described above, the various Section 61 Findings may be part of permits or agency actions, or may be stand-alone documents. Moreover, agencies will generally limit Section 61 Findings to impacts and mitigation within the scope of the subject matter of their permits (e.g., MassDEP Section 61 Findings will address wastewater).

The Proposed Section 61 Findings below and the subsequent sections contain commitments the Proponent has made as a basis for respective agency Section 61 Findings. These commitments include mitigation measures for potential impacts related to transportation, wetlands, stormwater, wastewater, historic resources, and construction. See also the Summary of Impacts and Mitigation Measures, Table 7-1.

## 7.1 Department of Environmental Protection Proposed Section 61 Finding

Project Name: New Quincy Center Redevelopment Project  
Project Location: Quincy  
Project Proponent: City of Quincy and Hancock Adams Associates, LLC  
EOEA Number: 14780  
Date Noticed in Monitor:

These Findings for the New Quincy Center Redevelopment Project (EEA #14780) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On [insert date] the Secretary of Energy and Environmental Affairs issued a Certificate stating that the Project's Final Environmental Impact Report (FEIR), dated [insert date] adequately and properly complied with the MEPA statute and regulations.

The Project is a major urban revitalization and economic development consisting of a high-density, mixed-use redevelopment on approximately 31 acres of predominantly underutilized properties within a blighter urban core. This Project area lies primarily within the City of Quincy's 55-acre Urban Revitalization District (URD). Upon completion, the Project will consist of approximately 3.7 million square feet of retail, restaurant, office, residential, hotel, recreational, entertainment, institutional, and parking spaces.

Streetscape improvements, new public open space elements, pocket parks, and traffic calming measures at key intersections are also significant elements of the Project design. These elements will collectively create a more pedestrian-friendly downtown area that will be consistent with the goals of the Quincy Center URDP, Downtown Vision Plan, and Quincy Center District Design Guidelines. Public open spaces will be focal points within the proposed redevelopment, and together with improved streetscapes will compose the essential framework for the Project. A network of sidewalks and enhanced streetscapes will establish pedestrian-friendly connections between public open spaces. Sidewalks will be designed to encourage walking, and trees and landscaping treatments will create aesthetically-pleasing and pedestrian-friendly areas.

As this Project is currently described, the following permit will be required from the Department:

- ◆ Sewer Connection Permit.

Based upon its review of the MEPA documents, the permit applications submitted to date, and the Department's regulations, the Department finds that the terms and conditions to be incorporated into the permit required for this Project will constitute all feasible measures to avoid damage to the environment, including consideration of the potential effects of climate change, and will minimize and mitigate such damage to the maximum extent practicable for those impacts subject to the Department's authority (see the appended Mitigation Table). Implementation of the mitigation measures will occur in accordance with the terms and conditions set forth in the permit.

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**Department of Environmental Protection**

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**By**

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**[Date]**

## 7.2 Massachusetts Department of Transportation Proposed Section 61 Finding

Project Name: New Quincy Center Redevelopment Project  
Project Location: Quincy  
Project Proponent: City of Quincy and Hancock Adams Associates, LLC  
EOEA Number: 14780  
Date Noticed in Monitor:

These Findings for the New Quincy Center Redevelopment Project (EEA #14780) have been prepared in accordance with the provisions of M.G.L. c. 30, Section 61 and 301 CMR 11.00. On [insert date] the Secretary of Energy and Environmental Affairs issued a Certificate stating that the Project's Final Environmental Impact Report (FEIR), dated [insert date] adequately and properly complied with the MEPA statute and regulations.

The Project is a major urban revitalization and economic development consisting of a high-density, mixed-use redevelopment on approximately 31 acres of predominantly underutilized properties within a blighter urban core. This Project area lies primarily within

the City of Quincy's 55-acre Urban Revitalization District (URD). Upon completion, the Project will consist of approximately 3.7 million square feet of retail, restaurant, office, residential, hotel, recreational, entertainment, institutional, and parking spaces.

Streetscape improvements, new public open space elements, pocket parks, and traffic calming measures at key intersections are also significant elements of the Project design. These elements will collectively create a more pedestrian-friendly downtown area that will be consistent with the goals of the Quincy Center URDP, Downtown Vision Plan, and Quincy Center District Design Guidelines. Public open spaces will be focal points within the proposed redevelopment, and together with improved streetscapes will compose the essential framework for the Project. A network of sidewalks and enhanced streetscapes will establish pedestrian-friendly connections between public open spaces. Sidewalks will be designed to encourage walking, and trees and landscaping treatments will create aesthetically-pleasing and pedestrian-friendly areas.

As this Project is currently described, the following permits will be required from the Department:

- ◆ Vehicular Access Permit.

Based upon its review of the MEPA documents, the permit applications submitted to date, and the Department's regulations, the Department finds that the terms and conditions to be incorporated into the permit required for this Project will constitute all feasible measures to avoid damage to the environment, including consideration of the potential effects of climate change, and will minimize and mitigate such damage to the maximum extent practicable for those impacts subject to the Department's authority (see the appended Mitigation Table). Implementation of the mitigation measures will occur in accordance with the terms and conditions set forth in the permit.

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**Massachusetts Department of Transportation**

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**By**

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**[Date]**

### 7.3 Wetlands and Stormwater

Since the Project will have no direct impacts to wetland resource areas, the mitigation focus is on Project-related measures that can be implemented to improve the nature of existing stormwater runoff that ultimately discharges into Town Brook. Section 2.2 describes proposed stormwater management.

## 7.4 Water and Wastewater

The proposed water and wastewater systems are designed to mitigate impacts associated with Project demand on the water supply system and the Project's wastewater discharge. Proposed mitigation includes infrastructure improvements for both the water supply system and sewer system. New infrastructure will replace and upgrade the existing aging City infrastructure.

As presented in the Draft EIR, the Project's estimated water demand will be approximately 572,536 gallons per day, which will be a net increase of approximately 418,362 gallons per day over existing conditions (as determined by use factors applied to MassDEP sewer generation rates, which are typically conservatively high). Water use mitigation will include upgraded and new water infrastructure, including 4,800 feet of water mains and laterals. In addition, the Proponents are committed to water conservation, and water-efficient appliances (e.g., energy star-compliant) and fixtures (e.g., low-flush toilets and faucets) will be used throughout the Project along with additional water efficiency measures reflective of credits associated with LEED-ND certification. Other innovative water conservation methods will be evaluated during final Project design. Where practical and feasible, the Proponents will use sustainable planting design principles and native, drought-tolerant plants to reduce potable municipal water used for irrigation, and will evaluate rainwater harvesting for irrigation purposes.

As described in Section 3.0, the Project is expected to generate approximately 525,207 gallons per day of wastewater, a net increase of approximately 384,207 gallons per day over existing conditions. Wastewater generation mitigation will include upgraded and new sewer infrastructure within the Project area, including 4,900 feet of sewer trunk lines and laterals. The Project will include external grease traps for restaurants, and parking garages will be pretreated with oil and gas separators prior to flow entering the municipal sewer network. Wastewater flow will be mitigated by removing identified I/I at a 4:1 ratio, thus eliminating approximately 1,536,828 gallons per day of flow from the City's wastewater network, which ultimately discharges into the MWRA system (see Section 3.1).

## 7.5 Transportation

Summarized below are the proposed roadway improvements the Private Redeveloper will implement to mitigate Project impacts. These improvements were described in Section 7.0 of the Draft EIR and supplemented by the additional measures described in Section 4.1.2 of this Final EIR:

- ◆ Modify signal timing to optimize operations at the following locations:
  - Burgin Parkway/Lowe's/Penn Street;
  - Burgin Parkway/Quincy Street;
  - Hancock Street/Furnace Brook Parkway;
  - Hancock Street/Dimmock Street (and add "no right turn on red" blank-out signs);

- Hancock Street/Elm Street/School Street/Quincy Avenue;
  - Southern Artery/Sea Street/Coddington Street;
  - Southern Artery/McGrath Highway; and
  - Southern Artery/Quincy Avenue.
- ◆ Upgrade pedestrian signal equipment and wheelchair ramps at the following:
    - Granite Street/Mayor Hannon Parkway;
    - Granite Street/Whitwell Street;
    - Granite Street/Burgin Parkway;
    - Burgin Parkway/Mayor Hannon Parkway;
    - Washington Street/Foster Street;
    - Washington Street/Elm Street;
    - Washington Street/Edwards Street;
    - Southern Artery/Sea Street/Coddington Street;
    - Southern Artery/McGrath Highway/Field Street; and
    - Southern Artery/Washington Street.
  - ◆ At Burgin Parkway/Adams Street, provide a fully-actuated signal, revise phasing structure, and optimize timings;
  - ◆ At Burgin Parkway/Granite Street:
    - Add 200-foot left-turn lane on Burgin Parkway southbound approach;
    - Coordinate traffic signal with Burgin Parkway/Hannon Parkway and other intersections within this closed-loop system;
    - Construct pedestrian refuge islands on the Granite Street approaches to allow for implementation of concurrent pedestrian phasing;
    - Optimize signal timings; and
    - Upgrade pedestrian signal equipment and wheelchair ramps.
  - ◆ Widen Burgin Parkway from Granite Street to Mayor Hannon Parkway, to provide a sidewalk along the east side and a raised median island in the center;
  - ◆ At Burgin Parkway/Mayor Hannon Parkway:
    - Add right-turn lane on Mayor Hannon Parkway eastbound approach;
    - Restrict left-turn movement on Mayor Hannon Parkway eastbound approach;
    - Add right-turn lane on Mayor Hannon Parkway westbound and restripe to provide two left-turn lanes, a through lane, and a right-turn lane;
    - Eliminate the crosswalk on the southerly Burgin Parkway leg; and
    - Remove exclusive pedestrian phase and provide concurrent pedestrian phases.
  - ◆ At Burgin Parkway/Centre Street, modify phasing structure to allow pedestrian phase to operate concurrent with Burgin Parkway northbound left-turns;

- ◆ At Hancock Street/Mayor Hannon Parkway:
  - Widen Mayor Hannon Parkway to provide left-turn lanes in each direction;
  - Restripe Hancock Street southbound to provide a left-turn lane and a shared through/right-turn lane;
  - Remove the exclusive pedestrian phase; and
  - Implement concurrent pedestrian phasing.
  
- ◆ At Washington Street/Foster Street:
  - Restripe Washington Street to provide a 13-foot travel lane, 5-foot bike lane, and 8-foot parking lane in each direction;
  - Restripe Foster Street to provide separate left- and right-turn lanes; and
  - Install bump-outs to improve pedestrian safety.
  
- ◆ At Washington Street/McGrath Highway:
  - Restripe Washington Street westbound approach to provide a left-turn lane and a shared through/right-turn lane;
  - Restripe Washington Street eastbound approach to provide a left-turn lane, a through lane, and a right-turn lane; and
  - Provide a protected left-turn phase for Washington Street westbound.
  
- ◆ At Washington Street/Elm Street, restripe Washington Street to provide one travel lane in each direction separated by a two-way left-turn lane, and install bump-outs to improve pedestrian safety;
  
- ◆ At Washington Street/Southern Artery:
  - Restripe the Southern Artery southbound approach for two left-turn lanes and a shared through/right-turn lane;
  - Widen Washington Street westbound to provide a right-turn lane; and
  - Upgrade pedestrian signals and wheelchair ramps.
  
- ◆ At Mayor Hannon Parkway/Granite Street:
  - Restripe Mayor Hannon Parkway westbound to provide a left-turn lane and a through/right-turn lane;
  - Add a protected left-turn phase on Mayor Hannon Parkway westbound;
  - Add a protected left-turn phase on Granite Street southbound; and
  - Install “no right turn on red” blank-out signs.
  
- ◆ At Mayor Hannon Parkway/Parkingway/Ross Way:
  - Construct a right-turn lane on Ross Way southbound and provide an overlap with the Mayor Hannon Parkway eastbound left-turn;
  - Optimize timings; and
  - Remove exclusive pedestrian phase and provide concurrent pedestrian phases.

- ◆ At Mayor Hannon Parkway/McGrath Highway/Miller Stiles Road/Dennis Ryan Parkway:
  - Construct left-turn lanes on Mayor Hannon Parkway in both directions by removing a portion of the median;
  - Add a protected left-turn phase on Dennis Ryan Parkway eastbound;
  - Add a protected left-turn phase to Mayor Hannon Parkway northbound; and
  - Remove exclusive pedestrian phase and provide concurrent pedestrian phases.
  
- ◆ At Ross Way/Market Square Connector:
  - Reconstruct Ross Way to provide an exclusive left-turn lane and a shared through/right-turn lane on the northbound approach, and a shared left-turn/through lane and an exclusive right-turn lane on the southbound approach;
  - Construct a shared left-turn/through lane and an exclusive right-turn lane on the Market Square Connector eastbound approach; and
  - Install a fully-actuated traffic control signal.
  
- ◆ At Southern Artery/McGrath Highway, upgrade pedestrian signals and wheelchair ramps and install detection on Southern Artery northbound left-turn;
  
- ◆ At Granite Street/School Street, upgrade pedestrian wheelchair ramps and crosswalks to improve pedestrian access;
  
- ◆ Install bicycle “sharrow” pavement markings and Share-the-Road bicycle signage along the major bicycle routes depicted in Figure 4.2; and
  
- ◆ Strip bicycle lanes and install signage along Washington Street between Southern Artery and Coddington Street as shown in Figure 4.2.

The Private Redeveloper will pursue public funding opportunities to fill any gaps in funding for transportation improvements.

In addition to the roadway improvements discussed above, the Private Redeveloper will implement a comprehensive TDM program to reduce single-vehicle trips to the Project area and promote alternative means of transportation. The measures included in the TDM program are outlined in Section 3.0 of the Draft EIR, and additional measures are discussed in Section 4.6 of this Final EIR.

The Private Redeveloper has agreed to implement a Traffic Monitoring Program to ensure that the goals of the TDM program are met, traffic volumes do not significantly exceed projected volumes, implemented mitigation measures accommodate traffic, and peak parking demands do not exceed available capacity. Details of the monitoring program are discussed in Section 4.7.

## 7.6 Greenhouse Gas Emissions

At this time, the Private Redeveloper has committed to a variety of energy efficiency measures and has identified others that are more effectively studied at the stage of detailed building design. The Private Redeveloper has committed to the overall energy and CO<sub>2</sub> reductions presented in Section 5.0, but retains the flexibility to achieve these goals using energy efficiency measures to be refined at the time of detailed design.

The Private Redeveloper will submit a self-certification to the MEPA Office at the completion of the initial Block 4 component and at each subsequent step in the proposed redevelopment that will identify the incorporated GHG mitigation measures and illustrate the degree of GHG reductions from a Baseline case.

## 7.7 Historic and Archaeological Resources

Since consultations with the MHC and the Quincy Historical Commission are ongoing, final mitigation measures for impacts to historic resources have not yet been determined. Possible mitigation measures include:

- ◆ Reusing select building elements such as the Adams Arcade facade, Sully's Tavern sign, panels from the Guay's System Bakery building facade, and the clock from the rear façade of the former Remick Department Store;
- ◆ Prohibiting the demolition of any building prior to the onset of the relevant construction phase in the proposed redevelopment;
- ◆ Providing interpretive exhibits or other displays as a component of the City's Public Art commitment; and
- ◆ Developing and designing a Quincy Heritage Trail, a portion of which would pass through the Project area.

## 7.8 Construction

The Project is expected to have minor stormwater impacts limited to active construction-period activities. To avoid and minimize such impacts, the Proponents will prepare a detailed Stormwater Management Plan detailing construction-period BMPs and compliance with the NPDES Construction General Permit. Erosion control BMPs will be implemented to prevent discharge of sediment or contaminated groundwater or stormwater runoff into the City's drainage system.

As discussed in Sections 1.7 and 4.8, the Project will be constructed in three steps. Construction-period transportation impacts and management, including provisions for adequate parking throughout construction, are discussed in detail in Section 4.8, and are summarized below:

- ◆ During Step 1A, access to the Project area will be maintained via existing roads, with temporary lane closures to accommodate roadway and sidewalk improvements.
- ◆ Step 1 will involve closing the area bounded by Hannon Parkway, Burgin Parkway, Granite Street, Ross Way, and Hancock Street. Existing parking in the Ross Way parking garage and on-street parking along Parkway will be displaced to the underutilized Hancock Lot.
- ◆ Step 2 will not involve long-term roadway closures or detours, and parking will be displaced from the Hancock Lot to the new garages constructed in Step 1.
- ◆ Step 3 will not involve long-term roadway closures or detours, although temporary lane and sidewalk closures are expected along Hannon Parkway, Granite Street, and Hancock Street.

## 7.9 Mitigation Table

Table 7-1 summarizes potential Project impacts and related mitigation measures. Costs included therein are based on a conceptual mitigation design.

**Table 7-1 Summary of Impacts and Mitigation Measures**

<i>Subject Matter</i>	<i>Impact</i>	<i>Mitigation Measures</i>	<i>Schedule and Cost</i>
<b>Wetlands</b>	The Project will not have any direct impacts to wetland resource areas. No work is proposed within resource areas, with redevelopment limited to previously-developed areas of the 100-foot Buffer Zone to Inland Bank.	Erosion controls will be installed during redevelopment of Block 6.	Prior to the start of construction for Block 6.  Cost included in overall Project cost.
<b>Stormwater</b>	The Project is expected to have minor impacts that will be limited to active construction-period activities. Since the Project will increase pervious area, total peak runoff and volume discharging to the City stormwater infrastructure will be less than or equal to existing conditions.	For long-term operations and maintenance, the Proponents will create a Stormwater Management Plan that will include the following measures: <ul style="list-style-type: none"> <li>◆ Water quality and quantity controls;</li> <li>◆ LID techniques;</li> <li>◆ Structural and non-structural stormwater BMPs that may include water quality units, subsurface infiltration structures, deep sump catch basins with oil debris traps, bioretention basins, porous surfaces, street sweeping, tree filter boxes, and green roofs; and</li> <li>◆ Construction-period pollution prevention and erosion and sedimentation control measures.</li> </ul>	During design, construction, and operation.  Cost included in overall Project cost.
<b>Water</b>	Project water consumption will cause a net increase of approximately 418,362 gpd over existing conditions.	Water use mitigation performed by the Private Redeveloper will consist of: <ul style="list-style-type: none"> <li>◆ New and upgraded infrastructure (e.g., 4,800 feet of water mains and laterals);</li> <li>◆ Water conservation measures such as low-flow fixtures, high-efficiency appliances, and landscape treatments; and</li> <li>◆ Evaluation of rainwater harvesting for irrigation purposes.</li> </ul>	During design, construction, and occupation.  Cost included in overall Project cost.
<b>Wastewater</b>	Estimated Project wastewater generation will cause a net increase of approximately 384,207 gpd over existing conditions.	Wastewater mitigation performed by the Private Redeveloper will consist of: <ul style="list-style-type: none"> <li>◆ New &amp; upgraded infrastructure (e.g., 4,900' of sewer trunk lines/laterals);</li> <li>◆ External grease traps for restaurants;</li> <li>◆ Parking garages will be pretreated with oil and gas separators;</li> <li>◆ Removal of approximately 1,536,828 gpd of I/I from the City wastewater system, which ultimately discharges into the MWRA system (or request from Private Redeveloper that the City allow payment to the Sewer Rehabilitation Fund in lieu of performing work).</li> </ul>	During design, construction, and occupation.  Cost included in overall Project cost.
<b>Transportation</b>	The Project is expected to increase vehicle trips to and from the Project area by approximately 12,320 trips per day. Implementing the proposed mitigation measures will restore operations of study area intersections to levels better than or comparable to No-Build conditions.	The Project includes various roadway improvements proposed to mitigate transportation-related impacts. These roadway improvements to be completed by the Private Redeveloper involve, among other improvements (see Section 7.5): <ul style="list-style-type: none"> <li>◆ Signal timing modifications;</li> <li>◆ Upgraded pedestrian signals and wheelchair ramps;</li> <li>◆ Bicycle facility upgrades; and</li> <li>◆ Alterations to intersection and roadway geometry.</li> </ul>	During design, construction, and operation.  Cost included in overall Project cost.

<i>Subject Matter</i>	<i>Impact</i>	<i>Mitigation Measures</i>	<i>Schedule and Cost</i>
Transportation (continued)	See above.	<p>The Private Redeveloper will also implement an extensive TDM program that contains measures to reduce vehicle trips and manage Project-generated traffic, including:</p> <ul style="list-style-type: none"> <li>◆ Public Transit Services: <ul style="list-style-type: none"> <li>○ coordinate with MBTA to provide bus service on local roads;</li> <li>○ provide priority treatments for buses at intersections;</li> <li>○ provide transit passes for residents included in the rent;</li> <li>○ offer transit subsidies for employees;</li> <li>○ install bus shelters and upgrade lighting at Project area stops;</li> <li>○ install wayfinding signage to direct riders to local transit services;</li> </ul> </li> <li>◆ Pedestrian and Bicycle Treatments: <ul style="list-style-type: none"> <li>○ provide bicycle racks and parking on-site;</li> <li>○ provide bicycles and equipment for residents and employees;</li> <li>○ implement a bicycle share program;</li> <li>○ provide showers for employees;</li> <li>○ reconstruct sidewalks to improve pedestrian access;</li> </ul> </li> <li>◆ Parking Measures: <ul style="list-style-type: none"> <li>○ preferential parking for rideshare and carpools;</li> <li>○ provide charging stations for electric vehicles;</li> <li>○ implement parking fees in lots to discourage vehicle trips;</li> <li>○ reduce parking provisions for residential units;</li> <li>○ implement an IT system to direct drivers to open parking spaces;</li> <li>○ implement dynamic parking fees for on-street spaces;</li> </ul> </li> <li>◆ Other Measures: <ul style="list-style-type: none"> <li>○ provide a Transportation Coordinator on-site;</li> <li>○ provide Zipcars for residents' use;</li> <li>○ encourage vanpool and carpool programs;</li> <li>○ provide and update a monthly Commuter Bulletin;</li> <li>○ facilitate events through coordination with MassRIDES;</li> <li>○ provide delivery services for retail patrons;</li> <li>○ provide tow-behinds and shopping carts for residents; and</li> <li>○ provide a monitoring system to evaluate TDM goals.</li> </ul> </li> </ul> <p>The Private Redeveloper has committed to implementing a Traffic Monitoring Program to monitor traffic operations and parking occupancy throughout construction and for a period of time following Project completion (see Section 4.7).</p>	See above.

<i>Subject Matter</i>	<i>Impact</i>	<i>Mitigation Measures</i>	<i>Schedule and Cost</i>
<b>Greenhouse Gas Emissions</b>	The Project will generate greenhouse gas emissions from both stationary and transportation sources. Total Project GHG emissions are estimated as 15,671.1 tons per year for the Preferred Alternative (see Table 5-2).	<p>The Private Redeveloper has committed to certain energy efficiency measures and has identified others that require further study at the stage of detailed building design. The Private Redeveloper has committed to the overall energy and CO<sub>2</sub> reductions presented in Section 5.0, but retains the flexibility to achieve these goals using energy efficiency measures to be refined at the time of detailed design. The mitigation measures include:</p> <ul style="list-style-type: none"> <li>◆ Cool roofs on all buildings and a green roof on Building 5B;</li> <li>◆ Centralized chillers for Blocks 8 through 11 having a COP 15% better than Code;</li> <li>◆ High-efficiency HVAC units for Blocks 1 through 7, with EER 10% above Code;</li> <li>◆ DCV for Blocks 8 through 11;</li> <li>◆ ERV for Buildings 1C, 3A, 5A, 5C, 6B, and 6C;</li> <li>◆ Heating systems with efficiency 10% above Code;</li> <li>◆ Seal, test, and insulate HVAC supply ducts;</li> <li>◆ Energy Management Systems for all buildings;</li> <li>◆ Building envelope that exceeds Code (see Table 5-4);</li> <li>◆ LED lighting for parking areas;</li> <li>◆ DCEV with VFD fans for underground parking garages;</li> <li>◆ Interior light power density below Code (see Table 5-4);</li> <li>◆ High-efficiency refrigeration systems (see Table 5-4);</li> <li>◆ Occupancy sensors for spaces not regularly used;</li> <li>◆ Energy STAR appliances (see Table 5-4);</li> <li>◆ Electric Sub-Metering for major tenants;</li> <li>◆ Building commissioning in accordance with Code Section 503.2.9;</li> <li>◆ Recycling collection areas;</li> <li>◆ Local TDM measures (see Draft EIR and Section 4.6); and</li> <li>◆ Site design measures (see Section 5.1.4).</li> </ul> <p>The Private Redeveloper will submit a self-certification to the MEPA Office at the completion of the initial Block 4 component and at each subsequent step in the proposed redevelopment that will identify the incorporated GHG mitigation measures and illustrate the degree of GHG reductions from a Baseline case.</p>	<p>During design, construction and operation.</p> <p>Cost included in overall Project cost.</p>

<i>Subject Matter</i>	<i>Impact</i>	<i>Mitigation Measures</i>	<i>Schedule and Cost</i>
<b>Historic and Archaeological Resources</b>	Some historic buildings will be retained and rehabilitated as part of the Project. In other cases, the Project will retain selected building elements to be reused within the new construction. Some buildings will be retained as-is and the Project will not directly impact them. And other building will be demolished as part of the Project.	<p>Since consultations with the MHC and the Quincy Historical Commission are ongoing, final mitigation measures for impacts to historic resources have not yet been determined. Possible mitigation measures include:</p> <ul style="list-style-type: none"> <li>◆ Reusing select building elements such as the Adams Arcade façade, Sully’s Tavern sign, panels from the Guay’s System Bakery building façade, and the clock from the rear façade of the former Remick Department Store;</li> <li>◆ Prohibiting the demolition of any building prior to the onset of the relevant construction phase in the proposed redevelopment;</li> <li>◆ Providing interpretive exhibits or other displays as a component of the City’s Public Art commitment; and</li> <li>◆ Developing and designing a Quincy Heritage Trail, a portion of which would pass through the Project area.</li> </ul>	<p>During design, construction and operation.</p> <p>Cost included in overall Project cost.</p>
<b>Construction</b>	<p>The Project is expected to have minor stormwater impacts during active construction-period activities.</p> <p>Construction of various Project steps will involve both long-term and temporary roadway closures and detours that are expected to have limited impacts on local traffic, given that many of the proposed redevelopment blocks are entirely self-contained.</p>	<p>The Proponents will prepare a detailed Stormwater Management Plan detailing construction-period BMPs and compliance with the NPDES Construction General Permit. Erosion control BMPs will be implemented to prevent discharge of sediment or contaminated groundwater or stormwater runoff into the City’s drainage system.</p> <p>The Proponents have assembled a plan for managing construction-period transportation that is tailored to the three-step Project construction process (see Section 4.8 for details):</p> <ul style="list-style-type: none"> <li>◆ During Step 1A, access to the Project area will be maintained via existing roads, with temporary lane closures to accommodate roadway and sidewalk improvements;</li> <li>◆ Step 1 will involve closing the area bounded by Hannon Parkway, Burgin Parkway, Granite Street, Ross Way, and Hancock Street, limiting this area of local access, and existing parking in the Ross Way parking garage and on-street parking along Parkway will be displaced to the underutilized Hancock Lot;</li> <li>◆ Step 2 will not involve long-term roadway closures or detours, and parking will be displaced from the Hancock Lot to the new garages constructed in Step 1; and</li> <li>◆ Step 3 will not involve long-term roadway closures or detours, although temporary lane and sidewalk closures are expected along Hannon Parkway, Granite Street, and Hancock Street.</li> </ul>	<p>During construction.</p> <p>Cost included in overall Project cost.</p>