

CITY OF THE PRESIDENTS

QUINCY Massachusetts



QUINCY CENTER DISTRICT

URBAN REVITALIZATION AND DEVELOPMENT PLAN

An Urban Renewal Plan for the

QUINCY CENTER URBAN REVITALIZATION DISTRICT

Consolidated URDP containing Text and Maps only from the Original URDP, URDP Amendment #1, URDP Amendment #2, and URDP Amendment #3, as proposed



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Original URDP:

EXECUTIVE SUMMARY

I. INTRODUCTION

It is with great anticipation that the City of Quincy adopts this Quincy Center District Urban Revitalization and Development Plan (URDP) for a significant portion (55 acres) of the larger Quincy Center (113 acres). Historically, Quincy Center was the heart of retail, shopping and commercial activities for the Quincy area and was known as “Shoppers Town USA” at the peak of its commercial success. But after the 1950s, the area saw a steady decline with the growth of new suburban destinations and a trend of disinvestments in downtown main-streets. New development has occurred in portions of the larger Quincy Center, but very little of this new development has occurred in the URD portion of downtown. Therefore, the City has concluded that the ordinary operations of private enterprise, without public investment, will not redevelop the URD and make the area a significant destination. The purpose of this URDP is to set forth a series of City initiatives intended to stimulate private investment and to restore the URD and enhance Quincy Center as a vibrant downtown area.

Over the last thirty-five years, numerous efforts by the City, including the 1973 “Quincy Center Development Plan”, sought to revitalize this area and return its historic vitality as a commercial center. But antiquated zoning laws and a lacking market made these efforts only partially successful. In fact, many of the problems identified in the 1973 plan still exist today because most of its recommendations were never enacted. For example, the 1973 plan identified the need for additional open space and pedestrian amenities to attract new residents and businesses. Other strategies for revitalization included parcel assembly, redevelopment of the Hancock Lot parking area, preservation of historic resources and a simplified regulatory system.

These recommendations are still relevant today. Unfortunately, during the last thirty-five years, only three new developments – the Shop & Stop building and garage, the Presidents Place development and the Quincy Fire and Mutual Building expansion, have occurred in or adjacent to the Quincy Center URD. Of these projects, two were supported by public initiatives through the Community Development Action Grant (CDAG) Program (Stop & Shop building/garage) and Urban Renewal (Presidents Place). Therefore, a more aggressive approach is needed to effect genuine change in the URD.

The most recent effort to revitalize Quincy Center was initiated by Mayor William J. Phelan in January 2003. In his mid-term address, Mayor Phelan expressed his intention to take positive steps to rekindle downtown revitalization. In May of that same year, he created the “Quincy Downtown Redevelopment Committee” that brought together business, civic and community leaders to think creatively about how downtown could be transformed into a thriving, mixed-use, retail-oriented center. Concurrently, the City hired the urban design firm Goody Clancy & Associates to work with the Committee on preparing a community-based planning process to guide future development. The results of these efforts, including a public workshop held at Quincy High School in April 2004, were published by *The Patriot Ledger* in a three-part report called “City Smarts”, that served as an information and education tool for the wider community. Based partly on the input from the community engagement process, the City

undertook a major rezoning effort and established two new zoning districts in 2005, as described in detail below. Significantly, the City also became one of the first communities in Massachusetts to adopt a District Improvement Financing (DIF) Plan that will lead to a financing mechanism to fund major public infrastructure projects in downtown. The presence of a DIF District is vital to the City's current downtown revitalization strategy as it establishes a funding mechanism, using new tax growth, that was not part of past revitalization efforts.

Building on the success of rezoning downtown and enacting a DIF District, the public participation process continued in 2005 with the City holding a second community workshop aimed at building a public consensus on downtown revitalization. The City continued its relationship with the urban planning firm Goody Clancy & Associates who took the input from community workshops on downtown revitalization and produced the "Quincy Downtown Vision, Framework and Strategy" plan (Downtown Vision Plan) completed in August 2006. The study identifies a series of critical redevelopment opportunities throughout Quincy Center and identifies pivotal initiatives that are keys to unlocking Quincy Center's revitalization potential.

The 'Civic Strategy' described in the Vision Plan calls for the City to:

- Consider enacting an Urban Redevelopment District
- Revise downtown zoning with Design Guidelines
- Create a DIF District
- Market the downtown's history and cultural amenities
- Improve public infrastructure
- Improve downtown transportation and parking facilities
- Support strategic redevelopment opportunities
- Enhance Quincy Center Gateways

Using the Quincy Downtown Vision, Framework and Strategy as a guide, the City has embarked on a series of initiatives to establish the policy and regulatory process for redevelopment as well as set forth a series of public improvements that together with private investment will transform Quincy Center into a thriving 21st Century City.

Key Policy and Regulatory Initiatives include:

New Zoning for Quincy Center

On February 22, 2005, by Order No. 2005-037, the Quincy City Council adopted new zoning for Quincy Center to attract new transit-oriented mixed-use development and channel it towards underutilized sites within the Center. This new zoning created two new Zoning Districts (the "Quincy Center Districts") that allow for mixed-use development by-right, which encourages first floor retail, higher density development on larger lots with increased height limits (10-15 stories), and more flexible parking and setback requirements. The new ordinance also requires a special permit for all new developments and any significant building renovations while establishing the Planning Board as the Special Permit Granting Authority, ensuring a coordinated and comprehensive review for all projects.

The City also adopted “Quincy Center District Design Guidelines,” prepared by Goody Clancy in November 2005, to support the new Zoning Code and ensure that new development is compatible with existing buildings and respects surrounding historic resources.

Adoption of District Improvement Financing Plan.

In May 2005, by Order No. 2005-077, the Quincy City Council adopted a District Improvement Financing (DIF) Plan for Quincy Center. On May 31, 2005 the Economic Assistance Coordinating Council (EACC) approved the DIF District and DIF Program for Quincy Center and authorized the City to proceed with the development of the Quincy Center District Improvement Financing Development Program. The Program details specific actions for the District, including plans for specific public improvements to be undertaken and the means to finance them.

Unlike other DIF Districts in the state and around the country, Quincy does not have a significant development proposal in hand to calculate the necessary new tax revenue and public improvement costs needed to develop a DIF financing strategy. As such, the City has used the time since initial EACC approval to examine the development scenarios identified in the Downtown Vision Plan to reach a consensus on the likely initial redevelopment in Quincy Center and what public improvement investments need to be initiated to support the private investment. The actions and analysis identified in this URD plan and the DIF plan reflect the efforts made by City officials and urban/economic consultants hired by the City to establish a series of public improvements necessary to entice private investment and what impact will private investment have.

The City anticipates seeking both local and state approval for the Quincy Center District Improvement Financing Development Program and the Quincy Center Urban Revitalization District Plan in the spring/summer of 2007.

Designation of Part of Quincy Center District as an Urban Renewal Area.

This URDP is the third and most recent component in the City’s downtown revitalization efforts. This URDP complements the DIF Plan by examining further the condition of the traditional commercial zone most likely to see the greatest private investment known in this plan as the “Project Area”, and to set forth a public strategy that will lead to private redevelopment. The cornerstone of the City’s plan will be the disposition of two City-owned sites, which are currently being used for parking, to a private entity for redevelopment that will lead to the redevelopment of adjacent parcels. Other actions identified in the plan include the ability to assemble parcels for development, invest in roadway and public space improvements, and the ability to designate a developer.

II. SUMMARY OF THE URDP

This URDP establishes the Quincy Center Urban Revitalization District (the “Project Area”), a 55-acre urban renewal area, comprising a portion of the new Quincy Center District. It identifies two large City-owned parcels, the Hancock Parking Lot and the Ross Garage, that the City will dispose of to stimulate private redevelopment. This plan will also give the City the ability to negotiate directly with potential developers for the redevelopment of these parcels, and will also provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives. Finally, it identifies certain public actions necessary to make the Quincy Center URD a more pedestrian-friendly area, with streetscape improvements, new open space elements and traffic calming measures at key intersections.

The Plan embodies the principals of the Downtown Vision Plan and has received critical input from a citizens advisory committee created to ensure that the public's vision for the downtown, first formulated during the community workshops, is carried through to this URDP.

The following is a brief description of information compiled in the URDP, necessary to assist private investors in understanding the City's work with the community and to realize goals, objectives and requirements for development in the Project Area.

A. Eligibility as an Urban Renewal Area

The Project Area meets many of the requirements necessary to qualify as an urban renewal area, based on Mass. Gen. L. c. 121B ("Chapter 121B") regulations and suffers from numerous deficiencies that have deterred new development over the past few decades. Though located in the heart of Downtown, the Project Area is highly underutilized, with almost 34% of the land either vacant or used for parking. Additionally, over 80% of existing buildings within the Project Area are over 40 years old, discouraging the relocation of new commercial uses to Quincy Center. Parcels within the Project Area are narrow and irregularly shaped, reflecting old development patterns. Hence, private developers have to assemble land in order to construct viable developments.

In addition to the land usage and building stock, the Project Area also faces challenges in vehicular and pedestrian circulation. Heavy congestion and an intricate confusing road network dissuade shoppers and tourists. Though served by the Quincy Center MBTA Station, pedestrian connectivity is poor and numerous intersections have conflicts with vehicles. Some sidewalks and crosswalks are in disrepair.

One of the biggest challenges suffered by the Project Area is that it lacks a 'sense of place' that is essential to encourage a vibrant mixed-use downtown. There are no significant open spaces or public areas to serve current and future residents and employees. While the Project Area has many unique and historic buildings, they are disconnected and difficult to access. There is a clear opportunity to expand on public spaces and open up vistas to benefit these historic buildings.

B. Need for Public Action

As described in the introductory section, Quincy Center has steadily declined from a thriving hub of commerce to a struggling commercial area over the past few decades. Over the years, attempts for revitalization have met with only partial success. Previous strategies used the "spot change" fragmented approach, assuming a single investment was all that was needed to stimulate downtown revitalization. Now, with appropriate zoning in place, a financing mechanism in place, and a huge appetite for change, the City is in position to concentrate on an overall area-wide public strategy that will lead to considerable private investment in the downtown. With this approach, the long-standing perceptions that locals, neighboring communities, and visitors have of Quincy Center will quickly be dismantled and a vision of a vibrant new mixed-use center will begin to come into view. Not a step back to the 1950's version when Quincy Center was known as "Shoppers Town USA", but rather a look forward to a new 21st Century urban renaissance.

One of the Project Area's major anchors, the Stop & Shop Supermarket Company headquarters, has outgrown its existing building and needs to expand its office space in order to add new employees to

the area. Existing traffic congestion, parking constraints, and a lack of appropriate development parcels may force the company to relocate its operations outside of Quincy Center. This will greatly impede the area's economic vitality, removing 1,000 workers from Quincy Center. The Stop & Shop Supermarket Company has expressed its desire to remain in Quincy Center, however, they have stated their reluctance to invest in new office space without a commitment from the City to improve the overall downtown. Hence, public actions are necessary to assemble development sites, improve roadway and pedestrian connectivity, and enhance public spaces throughout the downtown to retain Shop & Stop Supermarket Company headquarters in Quincy Center.

The City's targeted redevelopment of the Hancock Parking Lot and Ross Garage are hindered by the deficiencies in parcel assemblage and infrastructure. Both parcels have poor access and frontage that are critical elements for retail and residential development. Public action is necessary to link these parcels to adjacent roadways, provide pedestrian connections to transit and the rest of downtown, and to assemble parcels to make development feasible on these parcels.

Public action will also be critical in improving the overall aesthetics of the Project Area through a series of parks and streetscape improvements. Improving the look and feel of downtown is an important principal that has come out of the public participation process and is an important element of the City's overall revitalization strategy. In the words of Ann Calvert, a planner in Minneapolis, Minnesota, "Parks and amenities change people's perceptions and so are important development tools. Wherever park improvements were made, development followed." Through this Urban Revitalization Plan and the larger DIF Plan, the City will devise an overall uniformed streetscape strategy that will allow for the marketing of the district as a destination spot and will target specific areas in the downtown for public space improvements.

The City's initial investment will be the Adams Green project proposed by this URDP. The new public space will link three historic landmarks within the area, improve pedestrian connections to and from the Quincy Center MBTA Station to the rest of the downtown and provide a premier public space component within this high-density activity center.

C. Proposed URDP Actions

The URDP incorporates recommendations for new development, open space and infrastructure improvements. These actions are aimed at initiating economic development on City-owned sites, thereby prompting growth in the surrounding downtown area. As described above, two major City-owned assets are located in the Project Area, the Hancock Parking Lot and the Ross Garage. The redevelopment of these two parcels will serve as the catalyst for the revitalization of the Quincy Center URD, as they are large enough to provide significant value to a developer interested in bringing first class retail/housing/office space to downtown Quincy. Therefore, the City's primary urban renewal action is to make these parcels available for private redevelopment.

Disposition of Hancock Parking Lot

The Hancock Parking Lot is a five-acre site currently used for surface parking of approximately 525 cars. It is greatly underutilized and provides an opportunity for significant new mixed-use development in the heart of downtown. With the construction of the Concourse (which is a new east-west connector roadway currently under construction) the Hancock Lot will have improved access and frontage on a

major new thoroughfare. Furthermore, the development of this City-owned parcel is expected to stimulate the redevelopment of other surrounding parcels in the Project Area that are also underutilized. Potential development could include around 400 residential units and 50,000 square feet of commercial space, supported by a parking garage. The City anticipates the acquisition of two privately owned parcels to improve access and visibility to this site.

Accordingly, the City intends to identify a major developer that shares the URDP vision. The five acres of the Hancock Lot will be made available for redevelopment with a commitment to replace part of the existing parking capacity that the Lot provides now.

Disposition of the Ross Garage Area

The Ross Garage, with 843 parking spaces within the Project Area, is a 5.3 acre site located behind the buildings that front on the west side of Hancock Street. The garage, initially constructed in 1965 and expanded in the 1980s, is in poor physical condition and suffers from substandard design of its entrances/exits and internal circulation. The City anticipates demolishing the Ross Garage and rebuilding it as part of a mixed-use development, anchored by a major retail destination. New housing development, office and additional parking garages will support this retail center. Potentially, 175,000 square feet of commercial space could be added to Quincy Center as part of this development.

Once a developer is identified for both the Hancock Lot and Ross Garage sites, the City will prepare a phasing plan to provide adequate replacement parking space while the existing parking on these lots is not available for public use.

Roadway and Public Space Improvements

A key component of successfully achieving economic development in the Project Area is by making it an attractive area with good connectivity, pedestrian access and public open spaces. The City intends to construct numerous pockets of public space to beautify the Project Area and provide places for shoppers and residents to enjoy.

One of the major public space investments will be Adams Green, a new public space, to be located at the Hancock Street, Washington Street and Granite Street intersection. This project will also improve traffic movement, pedestrian circulation and connect three historic destinations in Quincy - Hancock Cemetery, Old City Hall and the United First Parish Church. Other smaller parks will be planned within the new private developments at the Hancock Parking Lot and Ross Garage.

The City also proposes a series of sidewalk and street improvements to widen sidewalks, where permissible, and to add landscape elements such as benches, plantings and attractive lighting. Each of these improvements will help make the district a prime destination area for residents, shoppers, tourists and businesses. Traffic calming measures will be incorporated into these improvements where feasible. Portions of the following major streets within the Project Area are targeted for phased improvements – Hancock Street, Cottage Avenue, Temple Street, Granite Street, Foster Street, Washington Street and Dennis Ryan Parkway.

These infrastructure projects will compliment ongoing City plans for improving mobility in the area. As discussed above, the City is in the process of constructing the “Quincy Center Concourse,” (the Concourse) a major east-west connector roadway that will provide a direct link to Hancock Street. The

Concourse will improve flow of traffic and open up parcels for development. This new roadway has been in various stages of planning and construction for almost thirty years. Phase I, involving the construction of the Paul D. Harold Memorial Bridge that spans Burgin Parkway and the MBTA tracks, is complete. Phase III, running from Southern Artery to Revere Road (along McGrath Highway) is in final design and will be under construction by 2007. Phase II, connecting Phases I and III, runs along the southern edge of the Project Area and involves the acquisition of private property to create a public right-of-way. Once Phase II is completed, it will provide improved access to the Hancock Lot and the southern end of the Ross Garage. The City will dispose of surplus land left over from the Concourse Phase II acquisitions. The exact amount of land will not be known until final designs of the Concourse are complete.

D. Goals and Objectives to be achieved by the URDP

These URDP Goals and objectives were created as part of an intensive planning process established to develop a vision for Quincy Center. The overall goal is to revitalize Quincy Center and attract high-quality residential and commercial development. The following goals create the overall guidelines that will be achieved by addressing specific objectives listed in Section 12.02 (3).

Goals:

- A mixed-use center of choice: a district of shopping, housing, services, entertainment, and of commerce built around Hancock Street as Quincy's "Main Street".
- A place of celebration and community: a downtown district that blends old and new, historic and current styles, conveying the district's diverse quality and character.
- A place of sustainable development and enterprise: A district that invites investment, creates jobs, and provides entrepreneurial opportunities to benefit the City and community.
- A multi-modal destination: a downtown that encourages transit usage and provides a safe environment for pedestrians, bicyclists and vehicles.

E. Financial Approach

The estimated cost of completing these urban renewal activities is \$47,902,630 (Section 12.02 (4)). Either the City will accommodate the cost of providing structured parking in the value of the land to be disposed of or it will seek \$1 million per acre and use the proceeds of the disposition to construct a replacement parking facility.

As a means of paying for the public urban renewal activities, the City intends to utilize recently secured federal and state grants specifically targeted for redevelopment activities in the downtown area. Quincy's DIF financing program will fill in the funding gap. In the event DIF Program is not adopted, the City will employ traditional borrowing techniques and will seek other grants to finance the actions called for in this URDP.

F. Potential Developers

Upon the approval of this URDP, the City's Department of Planning and Community Development (PCD), which acts as the City's Redevelopment Authority, will have the ability to negotiate directly with developers who have an interest in the Project Area. As indicated above, the PCD will prioritize

the Hancock Lot and the Ross Garage area for redevelopment, and will initially seek developers for these two areas. If, during negotiations with interested developers, it is determined that the City needs to take additional actions to maximize the development potential of these two areas, then the City will evaluate those actions and, if necessary, amend this URDP to include additional activities intended to maximize private investment and redevelopment.

III. COMMONWEALTH’S SUSTAINABLE DEVELOPMENT PRINCIPLES

The Commonwealth has established eight principals that encourage smart growth and sustainable development in the region. The Quincy URDP successfully follows most of these principals; using development, open space and transportation improvements to attract economic development to the downtown area.

➤ **Redevelop First**

The vision for the Project Area calls for the redevelopment of parking areas to create new housing, office and retail destinations. In addition, the Stop & Shop Supermarket Headquarters headquarters building is anticipated to be rehabilitated to meet the current office and retail space demands. Though not an urban renewal activity, this rehabilitation will attract more employees to the Project Area.

➤ **Concentrate Development**

The parcels identified for redevelopment currently have either parking facilities or low-density commercial development (single-storied or two-storied buildings). The new proposal will provide a mix of five to ten storied high-rise structures and provide a high density of mixed-use development on these sites. The planned development will be walkable and close to transit facilities.

➤ **Be Fair**

The City has prepared the URDP using an intensive community planning process with participation from a Citizen’s Advisory Committee and public presentations. Prior to the URDP planning process, a visioning process completed for the Quincy Center area used design charrettes and public forums to build consensus on the vision that is presented in this Plan. The City’s new zoning code for the downtown area also provides a transparent and simplified permitting process to ensure the fair implementation of this Plan.

➤ **Restore and Enhance Environment**

Located within the City’s Downtown area, the Project Area does not have any environmentally sensitive areas that would be affected by the URDP. But the Plan proposes new open spaces to connect and enhance historic buildings in the Project Area and provide public accessibility.

➤ **Expand Housing Opportunities**

Housing is a major component of the development anticipated on the Hancock Parking Lot site. A variety of housing products and a mix of rental and for-sale housing will be provided in these developments. These residential units will have multi-modal access to surrounding communities and regional destinations. Based on Quincy’s zoning code, some units will be assigned as affordable housing.

➤ **Provide Transportation Choices**

The Project Area's strategic location adjacent to the Quincy Center Subway and Commuter Rail Station provides employees, residents and visitors with multi-modal transportation choices. MBTA provides both train and bus service in the area. Pedestrian and bicycle improvements along major roadways within the Project Area are also part of the recommendations.

➤ **Increase Job Opportunities**

One of the important goals of the URDP is to stimulate economic development through new office and retail development. Proposed office development will bring in new employees to support the community's retail venues and create a market for new housing. Stop and Shop's plans for renovating their headquarters will keep the existing 1,000 jobs and potentially add another 460 to 700 jobs. Development on the two City-owned sites identified by the URDP will also add approximately 200 employees. All this new development will provide a range of job options.

➤ **Plan Regionally**

Quincy's URDP proposal is consistent with regional growth strategies. The MetroPlan, a Regional Plan created by the Metropolitan Area Planning Agency (MAPC) in 1987, designated Quincy Center as a "Concentrated Development Center", an activity center with a high density of development. As such an activity center, Quincy's proposal meets regional goals of efficiently using existing infrastructure: increasing the quantity of affordable housing: improving access to regional open spaces: developing and supporting transportation facilities that promote and encourage walking as a viable mode of transportation by improving existing sidewalks and increasing the availability of pedestrian facilities.

MAPC is currently working on MetroFuture, an update to the MetroPlan 2000 Regional Plan.

URDP #1

The Quincy Center District Urban Revitalization and Development Plan – An Urban Renewal Plan for the Quincy Center Urban Revitalization District – dated May 7, 2007 (the "URDP") is hereby amended by means of this First Amendment To Quincy Center District Urban Revitalization and Development Plan ("Amendment") dated May 13th, 2009. This Amendment shall apply to the Project Area described in the URDP, in order to facilitate the development of land in the Project Area pursuant to the URDP. To the extent that there is inconsistency between this Amendment and the provisions of the original URDP, the provisions of this Amendment shall govern. Except as amended hereby, the URDP shall remain unmodified and in full force and effect.

AMENDMENT TO EXECUTIVE SUMMARY

I. Introduction (*Supplemental URDP A-1*)

Since the enactment of the Quincy Center District Urban Revitalization and Development Plan – An Urban Renewal Plan for the Quincy Center Urban Revitalization District in May 2007, the City has proceeded vigorously to bring the vision developed in the URPD to life. Toward that end, the City has:

- Approved the Quincy Center District Improvement Financing (DIF) Development and Invested Revenue Plan
- Received a \$9,000.00 survey and planning grant from the Commonwealth of Massachusetts Historical Commission to support a historic building survey update (anticipated to be complete in June 2009)
- Completed design phase of Concourse Roadway Phase III (construction to commence Spring 2009)
- Completed the acquisition of 9 properties and the relocation of 20 tenants in connection with Concourse Roadway Phase II
- Conducted numerous community outreach sessions
- Conditionally designated a redeveloper for a portion of the Project Area
- Guided a more detailed planning and design of the Project Area in collaboration with the redeveloper
- Developed an updated financial analysis for the public improvements and infrastructure in the Project Area
- Applied for federal stimulus monies
- Initiated the process for additional amendments to the Zoning Ordinance to facilitate development in the Project Area

In the course of these initiatives and activities, the City now recognizes that to best facilitate redevelopment in the Project Area, including the redevelopment of the Hancock Lot and the Ross garage area (collectively, the “City Parcels”), it is advisable to adopt more appropriate and comprehensive design guidelines, flexible parking standards, provide for development phasing and a special, more efficient, review process to assure the implementation of the goals outlined in the URDP. As contemplated by Executive Summary Section II F, Summary of the URDP/Potential Developers, this Amendment is necessary to maximize the development potential of the City Parcels and the Project Area generally and to better accomplish the goals of the Urban Revitalization and Development Plan as initially enacted.

The following additional Section IV and Section V are added to the Executive Summary:

IV. ADOPTION OF A PHASED DEVELOPMENT APPROACH

While the original URDP identified a specific development plan for the City Parcels, this Amendment reflects an updated conceptual design for the redevelopment of both the City Parcels and other privately-owned land within the Project Area, with the understanding that more specific development plans for each parcel will be identified and endorsed, on a phase-by-phase basis, upon issuance of a Certification of Consistency by the Planning Board in accordance with the procedures described below. As shown Map 12.02(1) (k), the updated conceptual design is consistent with the redevelopment goals of the original URDP and includes a variety of uses and building sizes, and includes a mixture of low-rise buildings together with taller “signature” towers with heights up to the maximum permitted under the City of Quincy Zoning Ordinance (the “Zoning Ordinance”).

The redevelopment of the entire Project Area as a single project could pose significant challenges based, in part, on financing constraints and the unpredictability of long-range market conditions. More importantly, phasing provides critical planning benefits. As a new phase is brought forward, its consistency and compatibility with the overall redevelopment objectives under the URDP may be measured against the success of the prior phases. In particular, a phased approach provides the City

with the opportunity to establish the appropriate parking standards for future phases based on the experience of the operation of the earlier phases and without adherence to a rigid parking standard. Phasing also benefits the City in investing in the new parking facilities and site improvements on the City Parcels and elsewhere by enabling the City to make those investments in smaller increments with greater knowledge in the Project Area of the true parking and infrastructure demands of the development, as it is implemented. The Land Disposition Agreement will reflect the phased development strategy set forth in this Amendment.

V. PARTICIPATION OF ADDITIONAL PROPERTY OWNERS IN THE PROJECT AREA

To the extent that a land owner in the Project Area desires to substantially expand or redevelop the building(s) on its property, it may elect to proceed pursuant to the URDP by entering into an Urban Redevelopment Covenant (defined below). This will permit the land owner to comply with the development approval process applicable for Urban Redevelopment Projects (defined below) set forth in this Amendment and also provide for the land owner's participation in the shared parking approach described in this Amendment.

URDP #2

The Quincy Center District Urban Revitalization and Development Plan – An Urban Renewal Plan for the Quincy Center Urban Revitalization District – dated May 7, 2007 (the “URDP”) as amended by a First Amendment To Quincy Center District Urban Revitalization and Development Plan (the “First Amendment”) dated May 13, 2009 is hereby further amended by this Second Amendment To Quincy Center District Urban Revitalization and Development Plan dated October 13, 2010 (the “Second Amendment”). This Second Amendment shall apply to the Project Area* described in the URDP, in order to facilitate the development of land in the Project Area pursuant to the URDP. To the extent that there is inconsistency between this Second Amendment and the provisions of the original URDP, the provisions of this Second Amendment shall govern. Except as amended hereby, the URDP shall remain unmodified and in full force and effect.

AMENDMENT TO EXECUTIVE SUMMARY

I. Introduction (*Supplemental URDP A-2*)

Since the enactment of the URDP and the First Amendment thereto, the City of Quincy has continued to proceed vigorously to bring the vision developed in the URPD to life. Toward that end, the City has:

- Received \$8.1 million in American Recovery and Reinvestment Act (ARRA) funding through MassDOT for building demolition and construction of the Concourse Roadway Project Phase II (Hancock Street Crossing).
- Selected a contractor in the spring of 2010 through MassDOT, and has commenced with building demolition and construction of the Concourse Roadway Project Phase II (Hancock Street Crossing) that is expected to take 24 months.
- Constructed more than 85% of the Concourse Roadway Project Phase III (the McGrath Highway portion) with completion expected in the fall of 2010.

- Received a \$50,000 TOD Preliminary Planning Grant from MassDOT for pedestrian improvements in connection with the proposed Adams Green/Hancock Common public space.
- Completed the Schematic Design Report in July 2010 prepared by a renowned landscape architectural firm for Hancock Common (formerly referred to as Adams Green) as a world class public space. (*see Exhibit C*)
- Accepted a refined redevelopment program for the Project Area from the Designated Developer.
- Attached hereto and incorporated herein, a Land Disposition Agreement for the Quincy Center Redevelopment Project with the designated Developer (the “Land Disposition Agreement”). (*see Exhibit A*)
- Updated the “Disposition Appraisals” for the City-owned Hancock Parking Lot and Ross Parking Garage that were originally submitted to DHCD with the first amendment to the URDP on November 25, 2009.
- Continued with public outreach efforts throughout the City including the production of “*New Quincy Center: Past-Present-Future*”, a documentary that explored infrastructure systems in downtown that has been regularly scheduled on local access television.
- Amended the Quincy Center District Design Guidelines on October 13, 2010 to include an expanded “Sustainability” section. A Subcommittee of the Planning Board, the Green Committee was created in January 2010 to create a set of “green” and “low impact” design guidelines for the Planning Board to use in their permitting decisions. (*see Exhibit B*)

In the course of these initiatives and activities, the City now recognizes that to best facilitate redevelopment in the Project Area, including the redevelopment of the City Parcels, it is advisable to further refine the more detailed and specific approach to the phased development described in the First Amendment. As contemplated by Executive Summary Section II F, Summary of the URDP/Potential Developers, this Amendment is necessary to maximize the development potential of the City Parcels and the Project Area generally and to better accomplish the goals of the Urban Revitalization and Development Plan as initially enacted.

The following additional text is hereby added to Section IV of the Executive Summary:

The City intends that the redevelopment in the Project Area be undertaken in three basic steps, identified as Step 1, Step 2 and Step 3 (individually a “Step” and collectively, “Steps”) as more particularly described in the Land Disposition Agreement and as show on Maps 12.02(1)(k-2) through (k-5) attached hereto. The redevelopment envisioned in each Step is intended to be undertaken in chronological sequence. In addition, a fourth Step, identified as the “Independent Step” in the Land Disposition Agreement and on Map 12.02(1)(k-5), attached, may be undertaken during redevelopment of either Step 2 or Step 3, provided, however that if the Independent Step is constructed as part of Step 2, Step 1 must be fully completed.

URDP #3

The Quincy Center District Urban Revitalization and Development Plan – An Urban Renewal Plan for the Quincy Center Urban Revitalization District – dated May 7, 2007 (the “URDP”) as amended by a

First Amendment To Quincy Center District Urban Revitalization and Development Plan (the “First Amendment”) dated May 13, 2009 and as further amended by a Second Amendment To Quincy Center District Urban Revitalization and Development Plan (the “Second Amendment”) dated October 13, 2010 is hereby further amended by this Third Amendment To Quincy Center District Urban Revitalization and Development Plan (the “Third Amendment”) dated May 14, 2015.

This Third Amendment shall apply to an expanded Project Area as defined in this Third Amendment in order to facilitate the development of land pursuant to the Goals and Objectives of the URDP. To the extent that there is any inconsistency between this Third Amendment and provisions of previous amendments and the original URDP, the provisions of this Third Amendment shall govern. Except as amended hereby, the URDP shall remain unmodified and in full force and effect.

EXECUTIVE SUMMARY

I. INTRODUCTION

Accomplishments Since Second Amendment

Since the enactment of the URDP and amendments thereto, the City of Quincy has continued to proceed with public actions to bring the vision developed in the URDP to reality. Towards that end, and since enactment of the Second Amendment, the City has:

- Completed the Concourse Roadway Construction Project in the Fall of 2011.
- Received MEPA-FEIR Certificate on December 14, 2012 for the Quincy Center Urban Revitalization and Development Plan (URDP) Project.
- Received Preliminary Approval of \$40 million for the Quincy Center I-Cubed Economic Development Proposal.
- Completed construction of the Town Brook Enhancement and Relocation project Spring of 2013.
- Construction of the Adams Green Transportation Project is underway.
- The Adams Green Park Design is underway and has achieved 75% design status.
- MassDOT issued Bridge Type Selection approval on January 26, 2012 and the MBTA issued a height waiver on July 3, 2012 clearing the way for design and permitting actions.
- Planning Board issued the Merchants Row Certificate of Consistency on December 28, 2012.
- Terminated the New Quincy Center Land Disposition Agreement in March 2014.
- Planning Board issued the West of Chestnut Certificate of Consistency on February 11, 2015.
- Commenced the Quincy Center MBTA Station Engineering & Permitting Analysis in Fall of 2014.
- Engaged Redgate, LLC, in 2014, as Strategic Redevelopment Consultants to provide a roadmap for moving the URDP forward.
- Engaged Desman Associates in early 2015 to conduct a Quincy Center Parking Analysis.

- Completed the restoration of Coddington Hall school building and moved the City's School Department, Planning and Community Development Department, and IT Department into the new space.
- The Old City Hall restoration project is underway.
- The United First Parish Church completed its Bell Tower restoration project with the City funding the restoration of the clock and replacement bell.

Reasons for Third Amendment

The need for this Third Amendment was initiated due to the termination of the New Quincy Center Land Disposition Agreement (LDA) in March 2014. That LDA designated a master developer of the Quincy Center Urban Revitalization District. Through this Third Amendment the City is now proposing redevelopment activities that will be accomplished by multiple developers and property owners.

The City will continue to approach redevelopment in phases as redefined in this Third Amendment described in Section IV below. Instead of partnering with one master developer, the City plans to engage property owners and proposed redevelopment projects early in the process to ensure all parties are aware of the opportunities and constraints of the URP District. In the case of the Hancock Lot and the Ross Garage, the City will take a lead role in preparing both city-owned sites for redevelopment.

A new Financial Plan describes the public investment that is needed to support this amended redevelopment plan.

As a result of recent changes to the property conditions abutting the original URDP Project Area, this Third Amendment also describes an expanded Project Area that will now include additional distressed properties that would benefit from URDP actions and the tools of this Third Amendment.

II. SUMMARY OF THE URDP

C. Proposed URDP Actions

The following language is added to this section.

30B Disposition of Uneconomic fragment parcels

With the layout of the city-owned land into development parcels, access roads, etc., there likely will remain irregularly shaped smaller land parcel fragments that are not needed for the redevelopment, nor appropriate for development standing alone. Notwithstanding the fact that the city-owned land has been identified for disposition and redevelopment under MGL c. 121B, with regard to these fragment parcels, following appraisal and determination that these fragment parcels are uneconomic remainders of land, should the city elect to do so, then the city can dispose of these fragment parcels can be disposed of in compliance with the requirements of MGL c. 30B without the need for further compliance with MGL c. 121B. Should the city choose not to dispose of these parcels separately

under MGL c.30B, then the City can retain them or included them with one or more of the development parcels.

IV. ADOPTION OF A PHASED DEVELOPMENT APPROACH

The three development "Steps" referenced in the Second Amendment and the accompanying New Quincy Center-Land Disposition Agreement (NQC-LDA), which was terminated in March 2014, no longer apply to the URDP development program and are to be deleted. For the purpose of this Third Amendment, new development phases are suggested to support the Financial Plan, but the City will be flexible on the sequencing of the development activities to support viable development actions as they come forward that are consistent with the Vision of the URDP.

12.02 (1): CHARACTERISTICS – REQUISITE PLANS AND ASSOCIATED INFORMATION

12.02 (1) SECTION 1: LIST OF URDP MAPS.

The plans and information presented in this section are included to show the existing characteristics of the Project Area, which support the finding that the Project Area qualifies as an Urban Renewal area. In addition, many of the plans included in this section show future conditions and recommendations and are included here to meet State requirements for Urban Revitalization Plans

The maps marked in ‘italics’ are not relevant for this Project Area and therefore, are not included as part of this document.

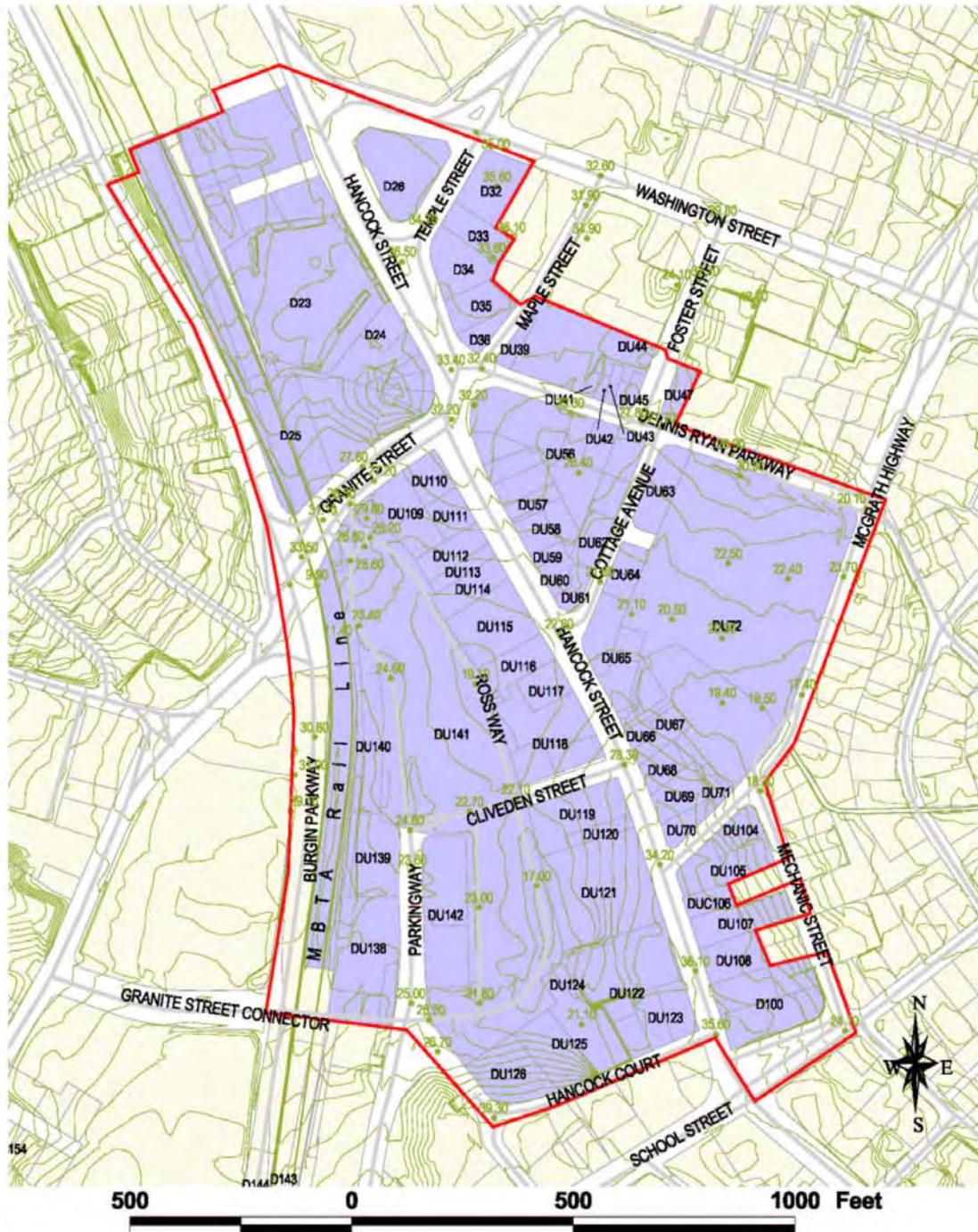
- 12.02 (1) (a) Project Boundary and Topography
- 12.02 (1) (b) Boundaries of Proposed Clearance and Rehabilitation Areas
- 12.02 (1) (c1) Existing Property Lines, Building Footprints and Parking Areas
- 12.02 (1) (c2) Proposed Property Lines, Building Footprints and Parking Areas
- 12.02 (1) (d1) Existing Land Uses
- 12.02 (1) (a2) Existing Zoning (Adopted June 2005)
- 12.02 (1) (e1) Proposed Land Uses
- 12.02 (1) (e2) Proposed Zoning (Not required; zoning modifications have been completed)*
- 12.02 (1) (f1) Existing Thoroughfares, Public Rights-of- way and Easements
- 12.02 (1) (f2) Proposed Thoroughfare, Public Rights-of-way and Easements (*Not an Urban Renewal Activity*)
- 12.02 (1) (g) Parcels to be acquired
- 12.02 (1) (h) Lots Identified for Disposition
- 12.02 (1) (i) Buildings to be demolished
- 12.02 (1) (j) Buildings to be rehabilitated
- 12.02 (1) (k) Buildings to be constructed
- 12.02 (1) (l) Proposed Public Spaces and Streetscape Improvements

Extra Maps:

- 12.02 (1) (A1) Project Location
- 12.02 (1) (A2) Quincy Center Boundary with Urban Renewal Project Boundary
- 12.02 (1) (A3) Aerial Photograph with Project Area Boundary
- 12.02 (1) (A4) Development Trends in Quincy Center

Map 12.02 (1) (a) Project Boundary and Topography

12.02 (1) (a) PROJECT BOUNDARY AND TOPOGRAPHY



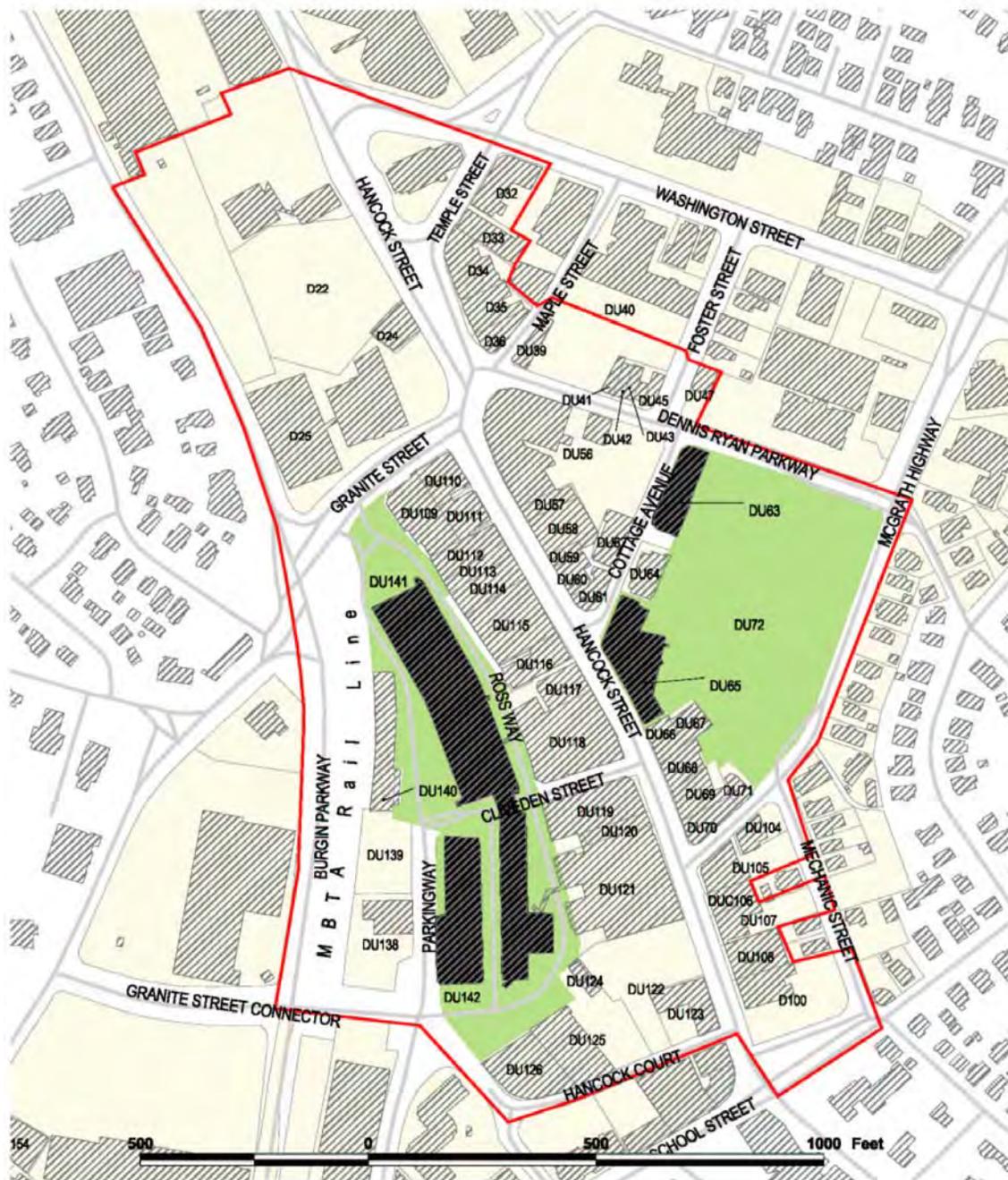
Legend

- Urban Revitalization District
- Parcels in Urban Revitalization District
- Contour Line
- Spot Elevation

Contour lines at 3 foot intervals
Map prepared by RGC Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (b) Boundaries of Proposed Clearance and Rehabilitation Areas

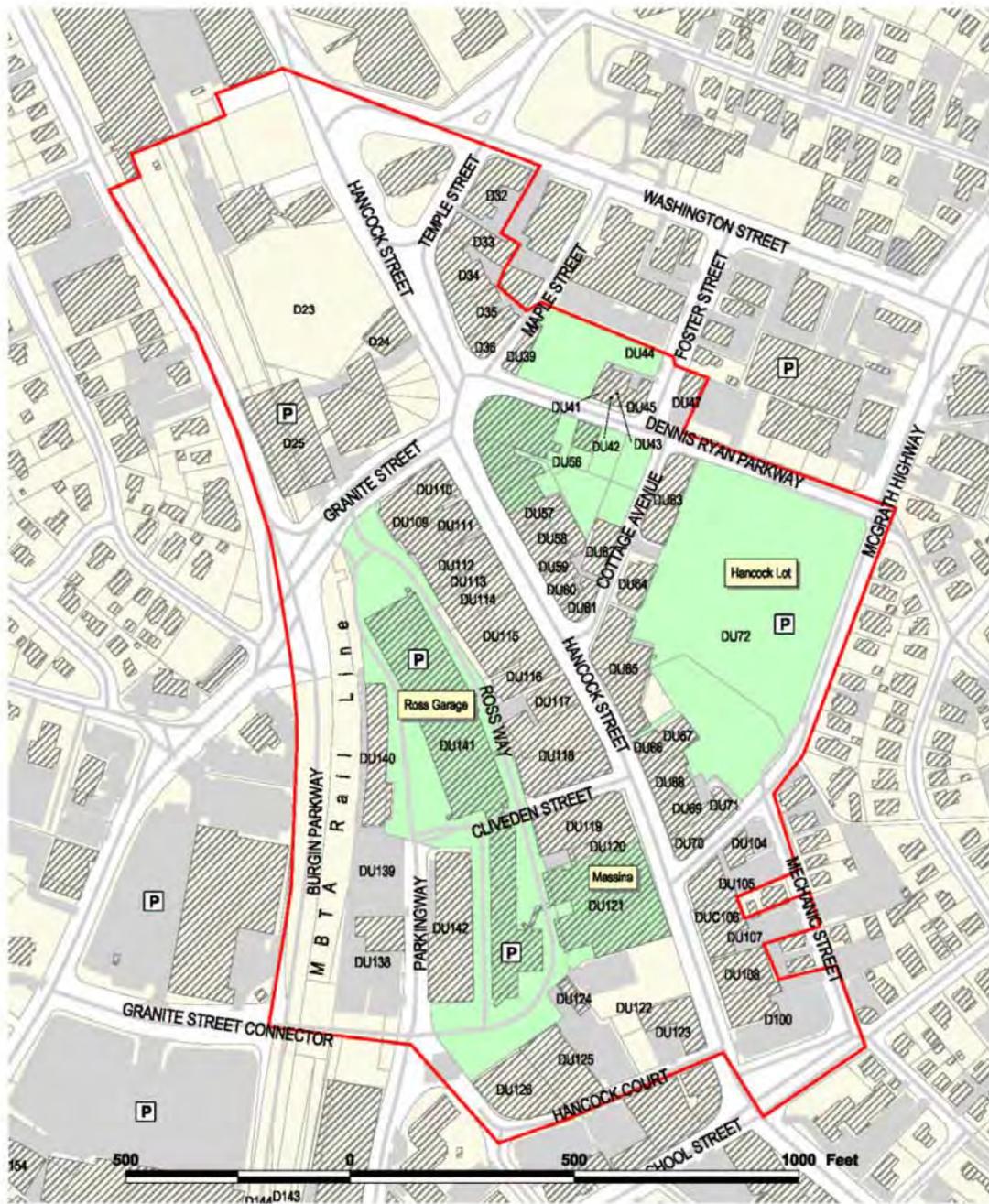
12.02 (1) (b) BOUNDARIES OF PROPOSED CLEARANCE AND REHABILITATION AREAS



Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy
*NOTE: DOES NOT INCLUDE PROPERTIES ACQUIRED FOR CONCOURSE PROJECT

Map 12.02 (1) (c1) Existing Property Lines, Building Footprints and Parking Areas

12.02 (1) (c1) EXISTING PROPERTY LINES, BUILDING FOOTPRINTS AND PARKING AREAS



Legend

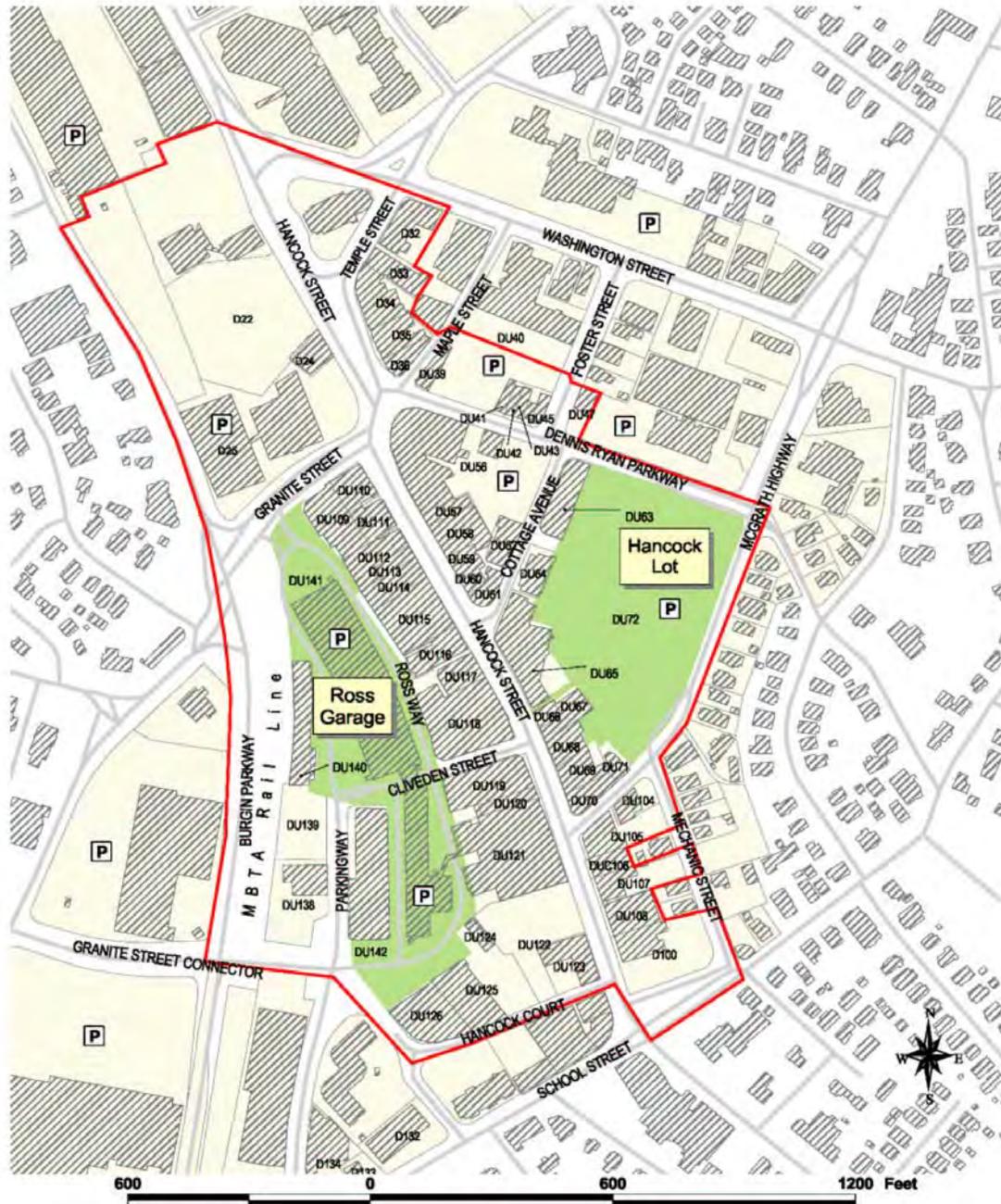
- Urban Revitalization District
- Building
- Parking
- Largest Properties
- Parcel Boundary



Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (c2) Proposed Property Lines, Building Footprints and Parking Areas

12.02 (1) (c2) PROPOSED PROPERTY LINES, BUILDING FOOTPRINTS AND PARKING AREAS



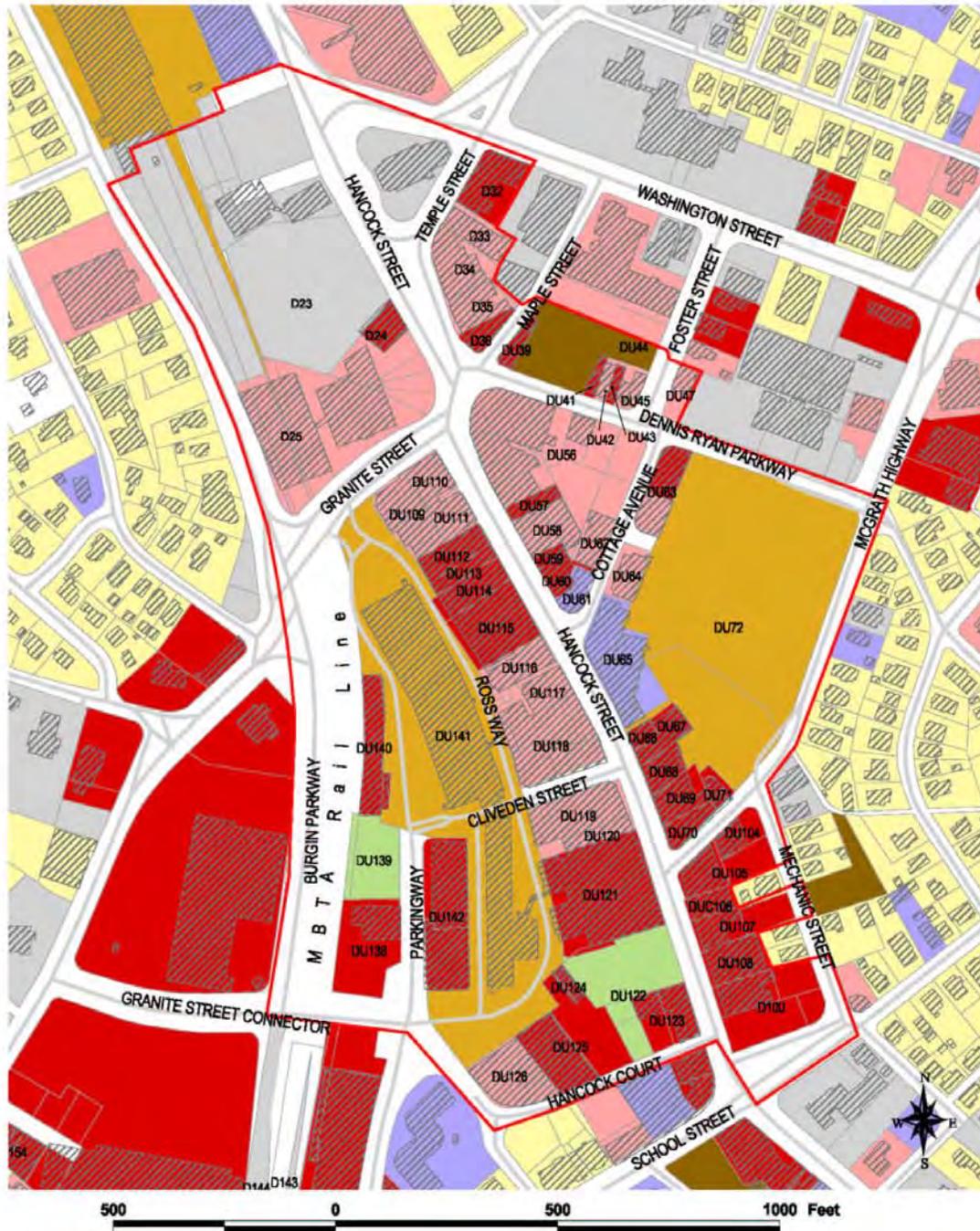
Legend

-  Urban Revitalization District
-  Internal Development to be Determined Later
-  Parking

Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (d1) Existing Land Uses

12.02 (1) (d1) EXISTING LAND USES

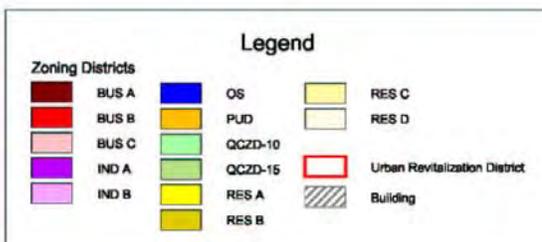
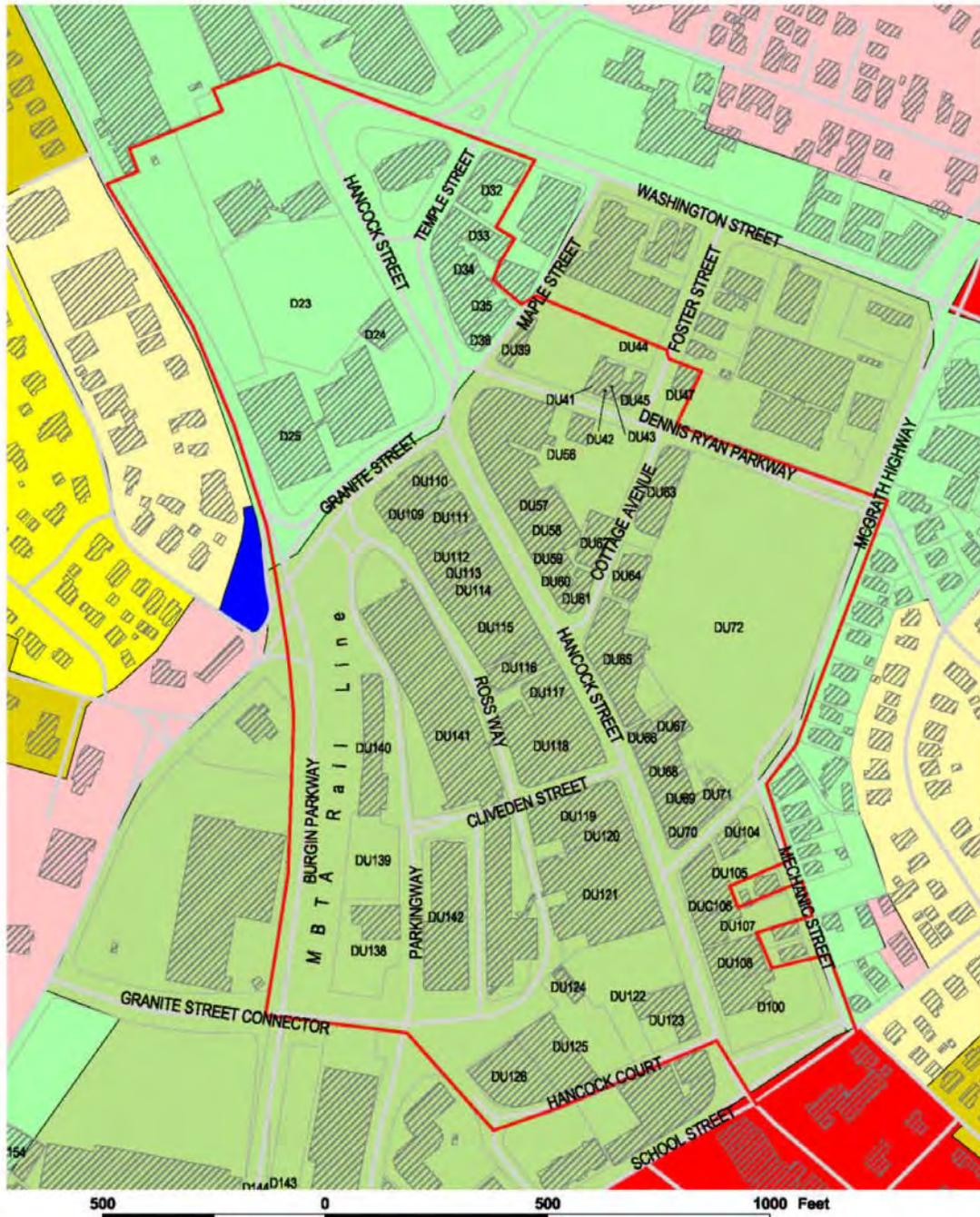


Legend			
 Residential	 Mixed Use	 Urban Revitalization District	 Building
 Commercial & Retail	 Public Parking		
 Office	 Private Parking		
 Industrial	 Institutional		
	 Undeveloped		

Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

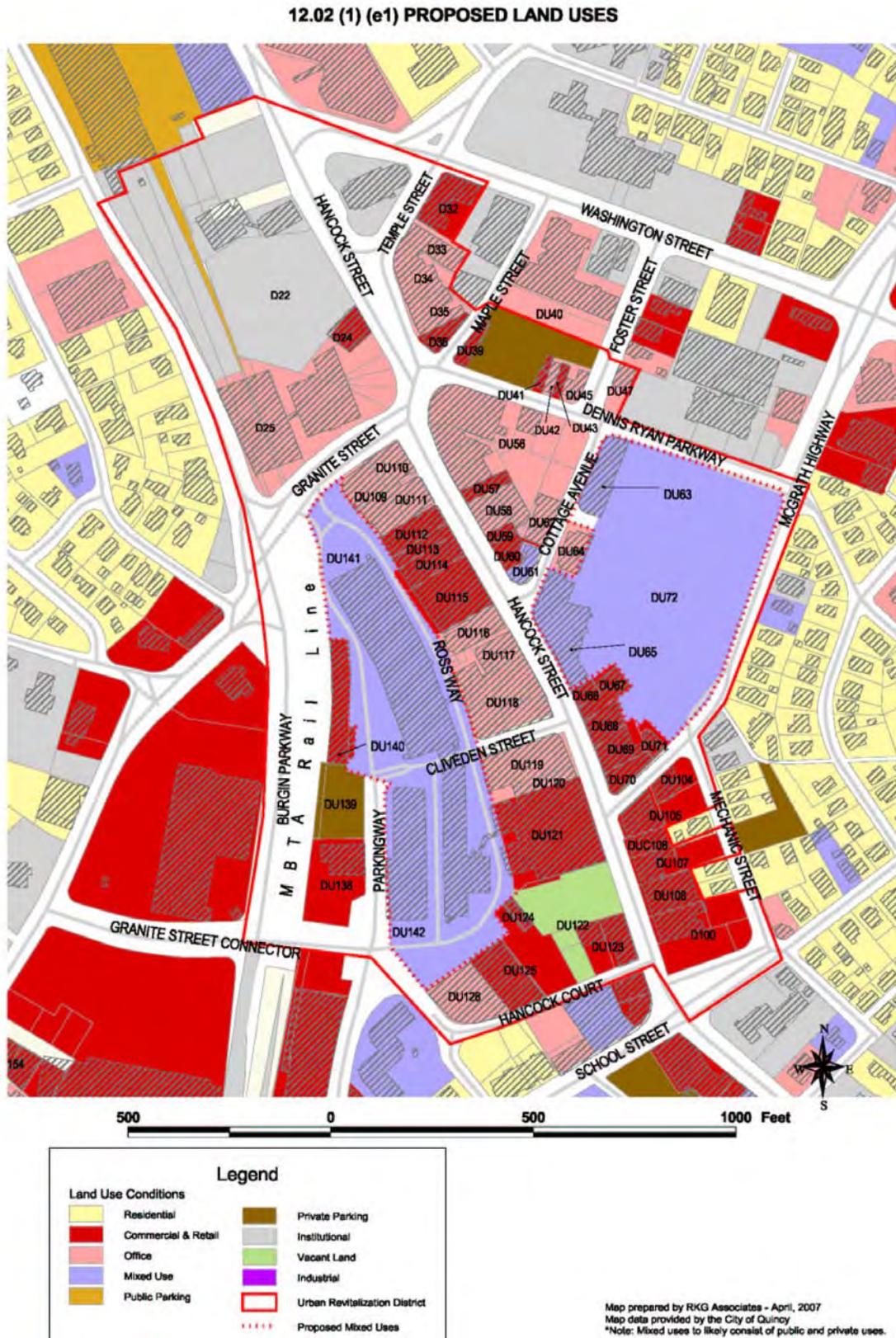
Map 12.02 (1) (a2) Existing Zoning (adopted June 2005)

12.02 (1) (a2) EXISTING ZONING (ADOPTED JUNE - 2005)



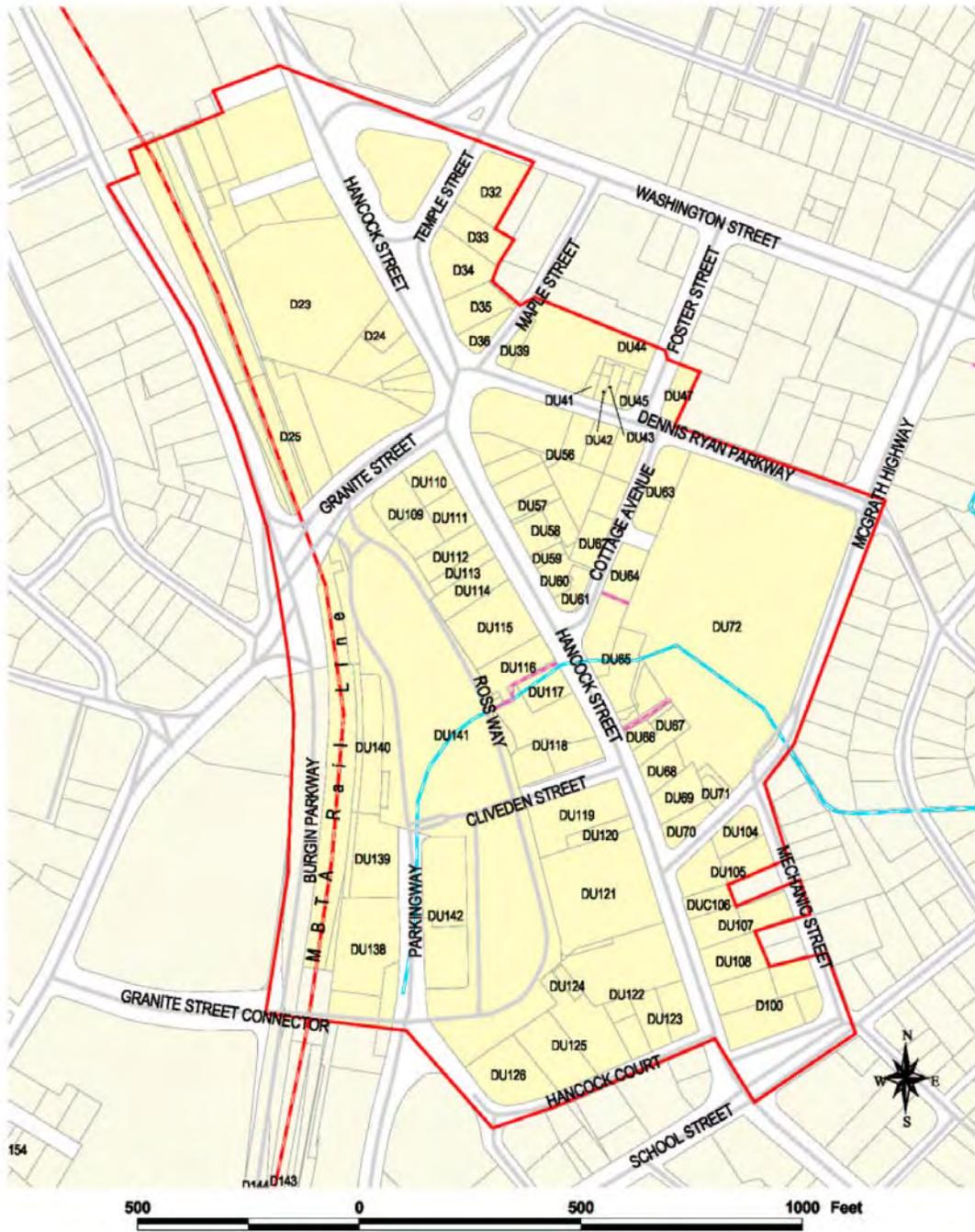
Map prepared by RKG Associates - April, 2007
 Map data provided by the City of Quincy

Map 12.02 (1) (e1) Proposed land Uses



Map 12.02 (1) (f1) Existing Thoroughfares, public Rights-of-way, and Easements

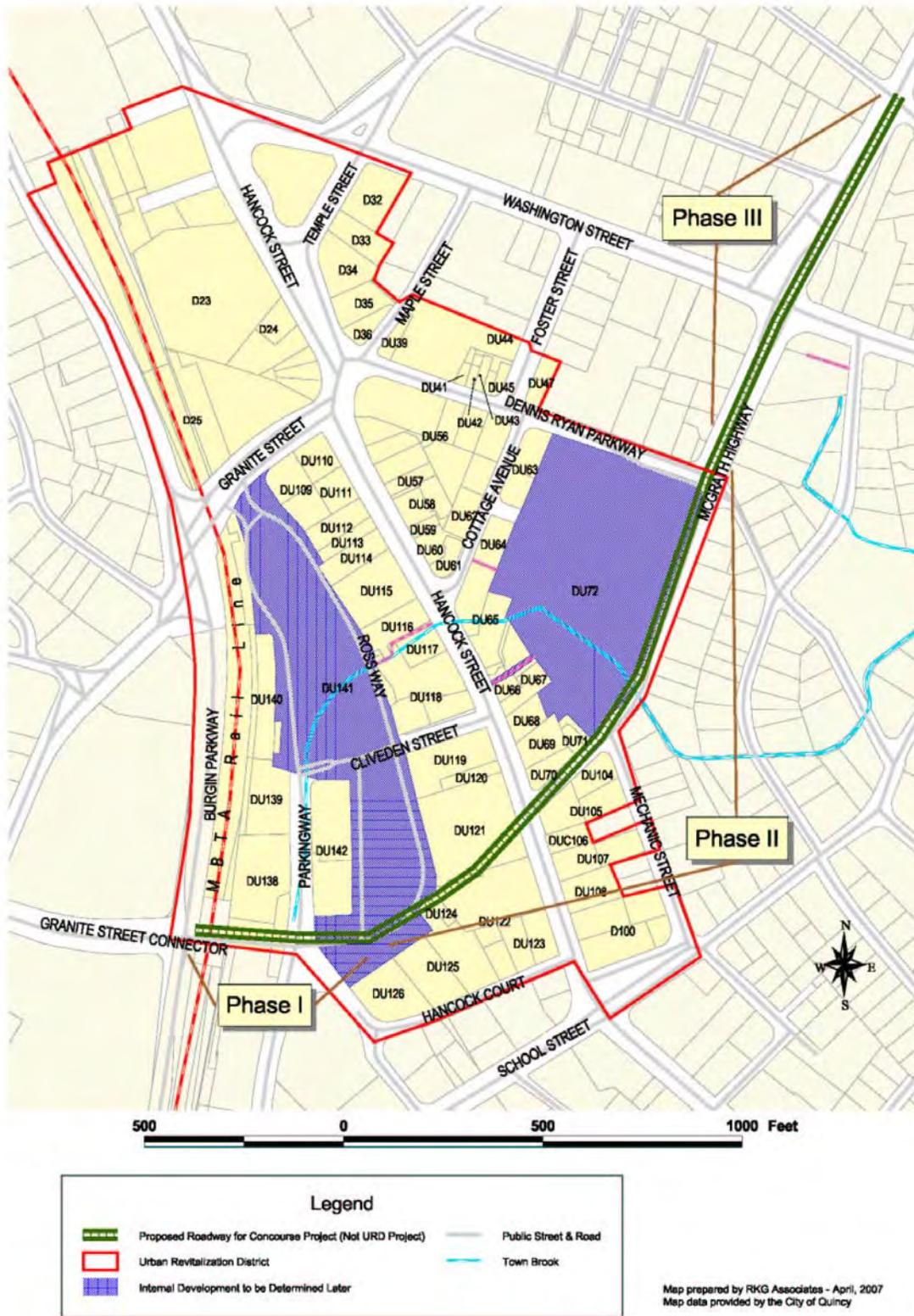
12.02 (1) (f1) EXISTING THOROUGHFARES, PUBLIC RIGHTS-OF-WAY AND EASEMENTS



Map prepared by RKG Associates - April, 2007
 Map data provided by the City of Quincy

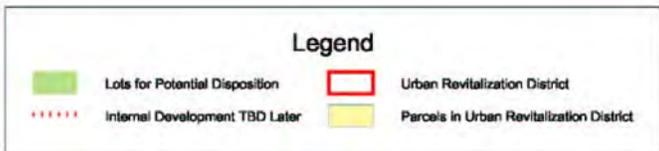
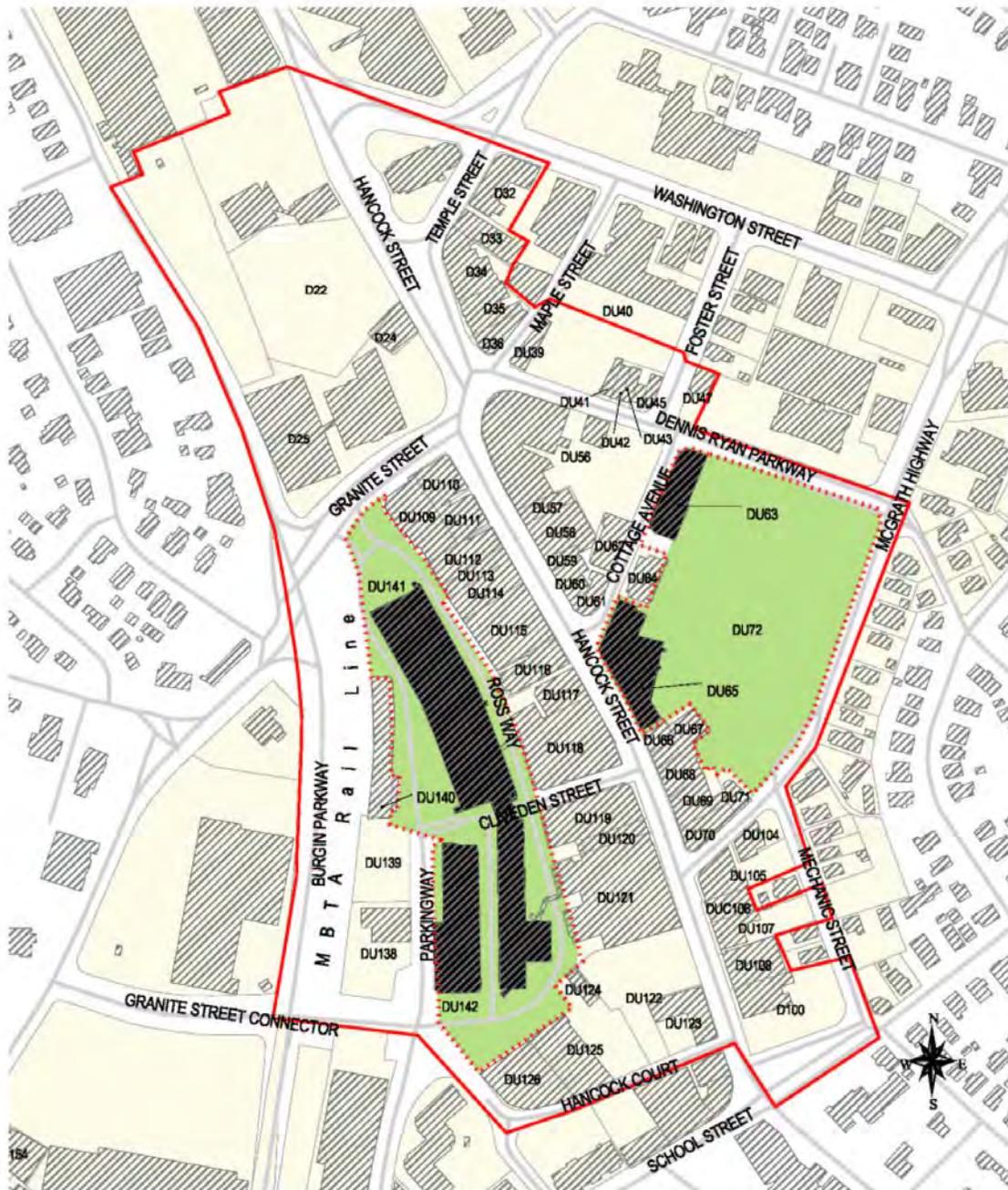
Map 12.02 (1) (f2) Proposed Thoroughfare, Public Rights-of-way, and Easements

12.02 (1) (f2) PROPOSED THOROUGHFARES, PUBLIC RIGHTS-OF-WAY AND EASEMENTS
(NOT AN URBAN RENEWAL ACTIVITY)



Map 12.02 (1) (h) Lots Identified for Disposition

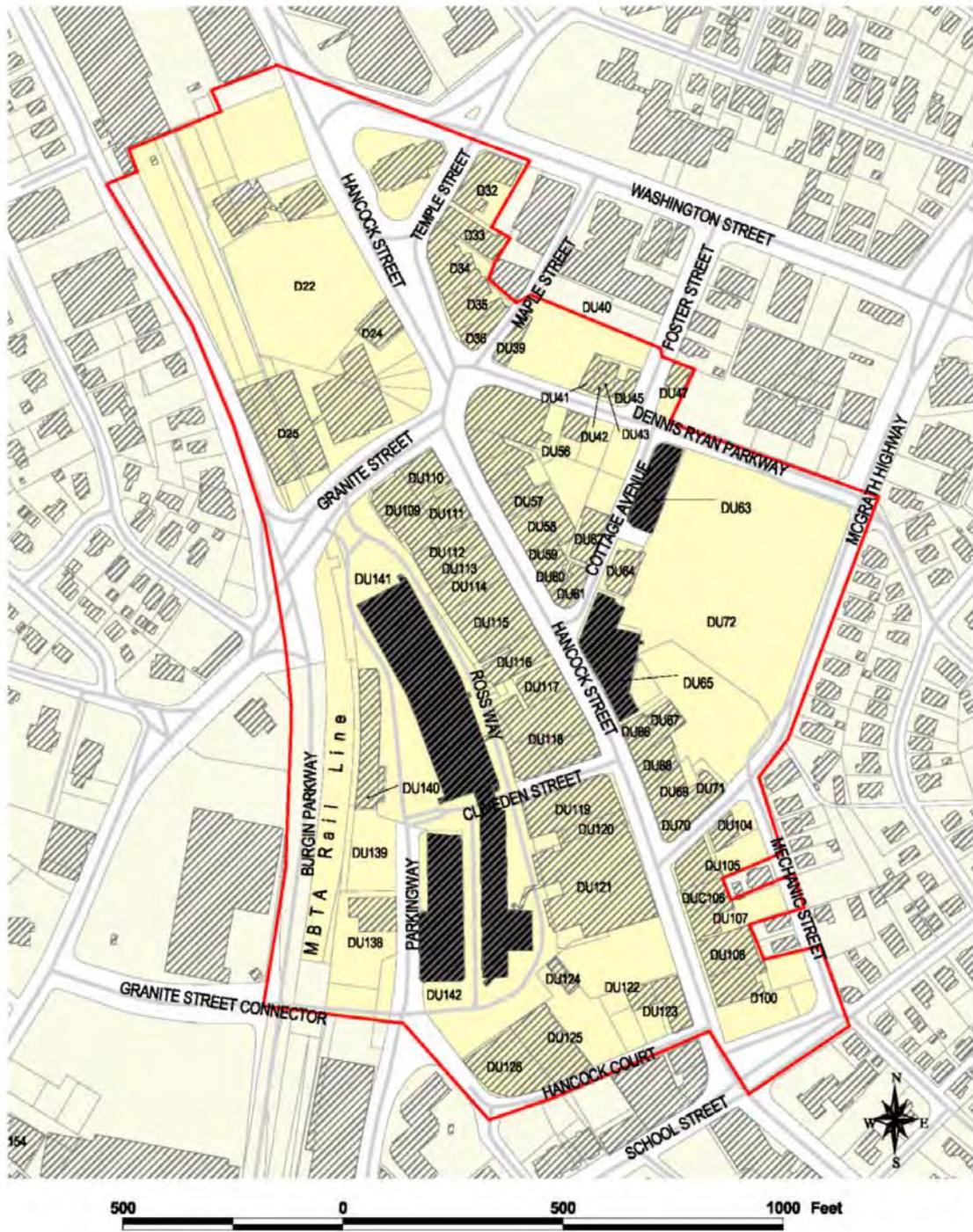
12.02 (1) (h) LOTS IDENTIFIED FOR DISPOSITION



Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (i) Buildings to be demolished

12.02 (1) (i) BUILDINGS TO BE DEMOLISHED



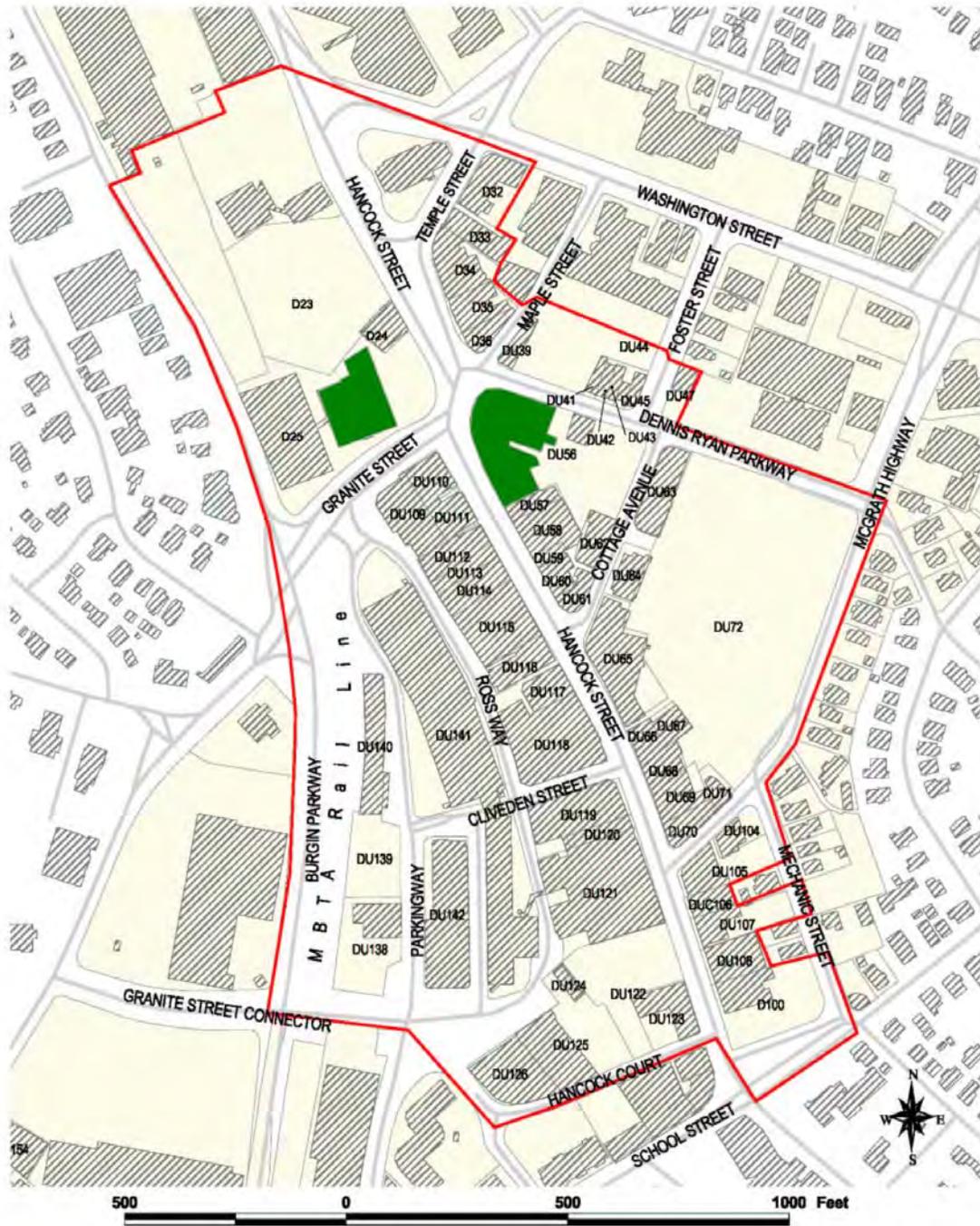
Legend

	Buildings to be Demolished		Urban Revitalization District
	Building		Parcels in Urban Revitalization District

Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (j) Buildings to be rehabilitated

12.02 (1) (j) BUILDINGS TO BE REHABILITATED



Legend

	Building to be Rehabilitated		Urban Revitalization District
	Building		Public Street & Road

Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (k) Buildings to be constructed

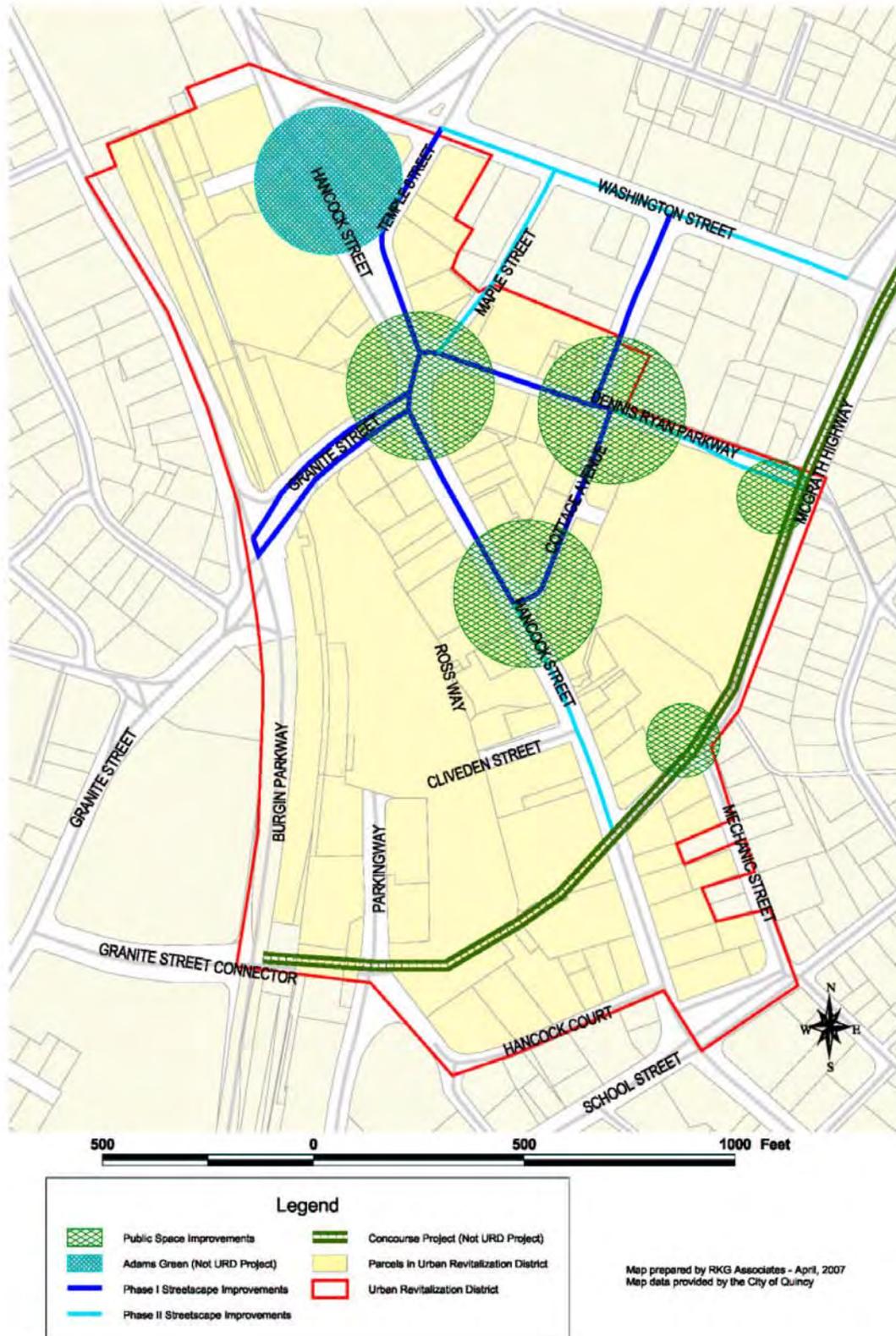
12.02 (1) (k) BUILDINGS TO BE CONSTRUCTED



Map prepared by: BSC/TerraSphere
Map data provided by City of Quincy

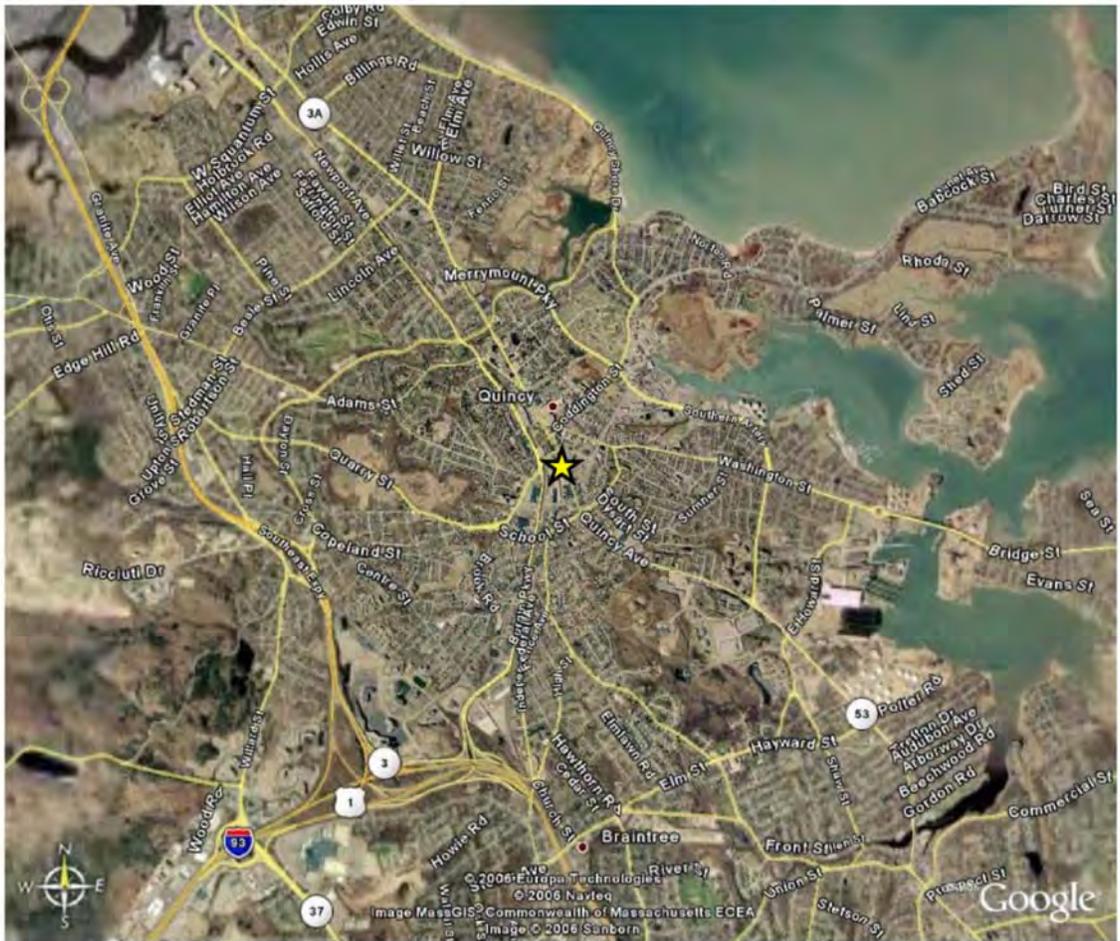
Map 12.02 (1) (I) Proposed Public Spaces and Streetscape Improvements

12.02 (1) (I) PROPOSED PUBLIC SPACES AND STREETScape IMPROVEMENTS



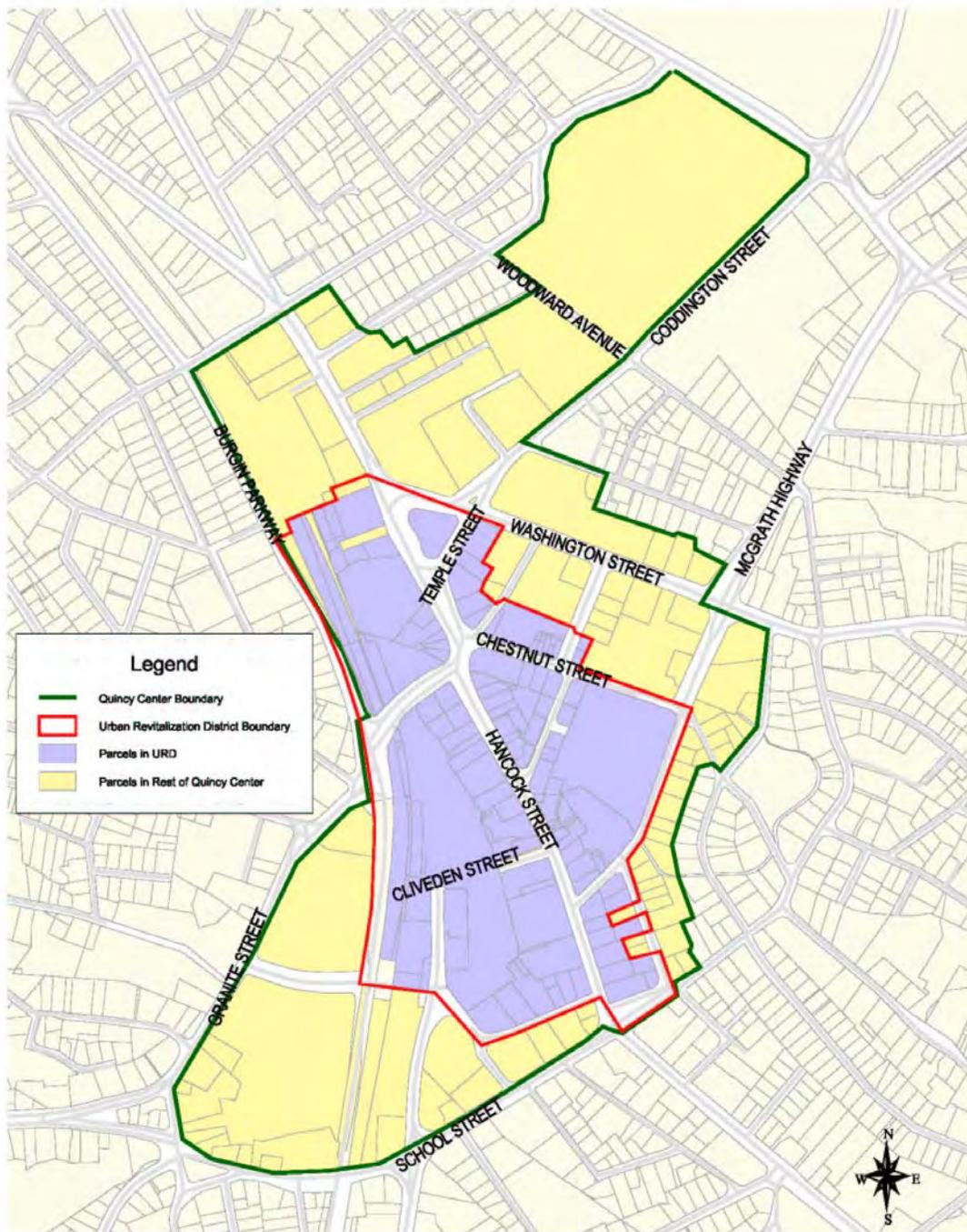
Map 12.02 (1) (A1) Project Location

(1) (A1) PROJECT LOCATION



Map 12.02 (1) (A2) Quincy Center Boundary with Urban Renewal District Boundary

12.02 (1) (A2) QUINCY CENTER AND URBAN REVITALIZATION DISTRICT



Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Map 12.02 (1) (A3) Aerial Photograph with Project Area Boundary

12.02 (1) (A3) AERIAL PHOTOGRAPH WITH PROJECT BOUNDARY



500 0 500 Feet

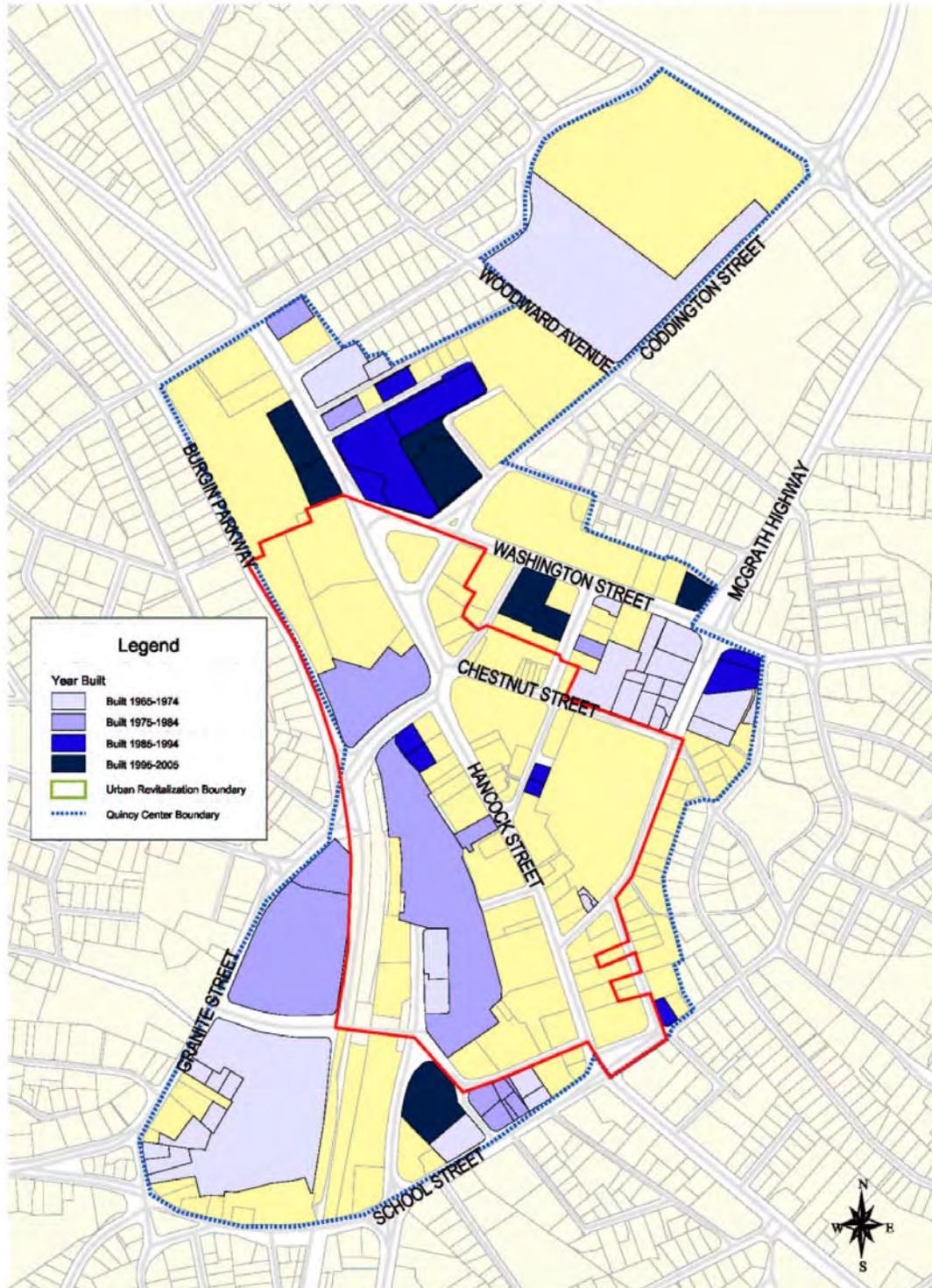
Legend
 Urban Revitalization District Plan Boundary



Map prepared by: BSC/TerraSphere
Map data provided by City of Quincy

Map 12.02 (1) (A4) Development Trends in Quincy Center

12.02 (1) (A4) DEVELOPMENT BY DECADE IN QUINCY CENTER



Map prepared by RKG Associates - April, 2007
Map data provided by the City of Quincy

Amendments to Section 12.02 (1): Characteristics – Requisite Plans and Associated Information:

Section 12:02 (1) is amended by replacing the following Maps with the Maps attached hereto:

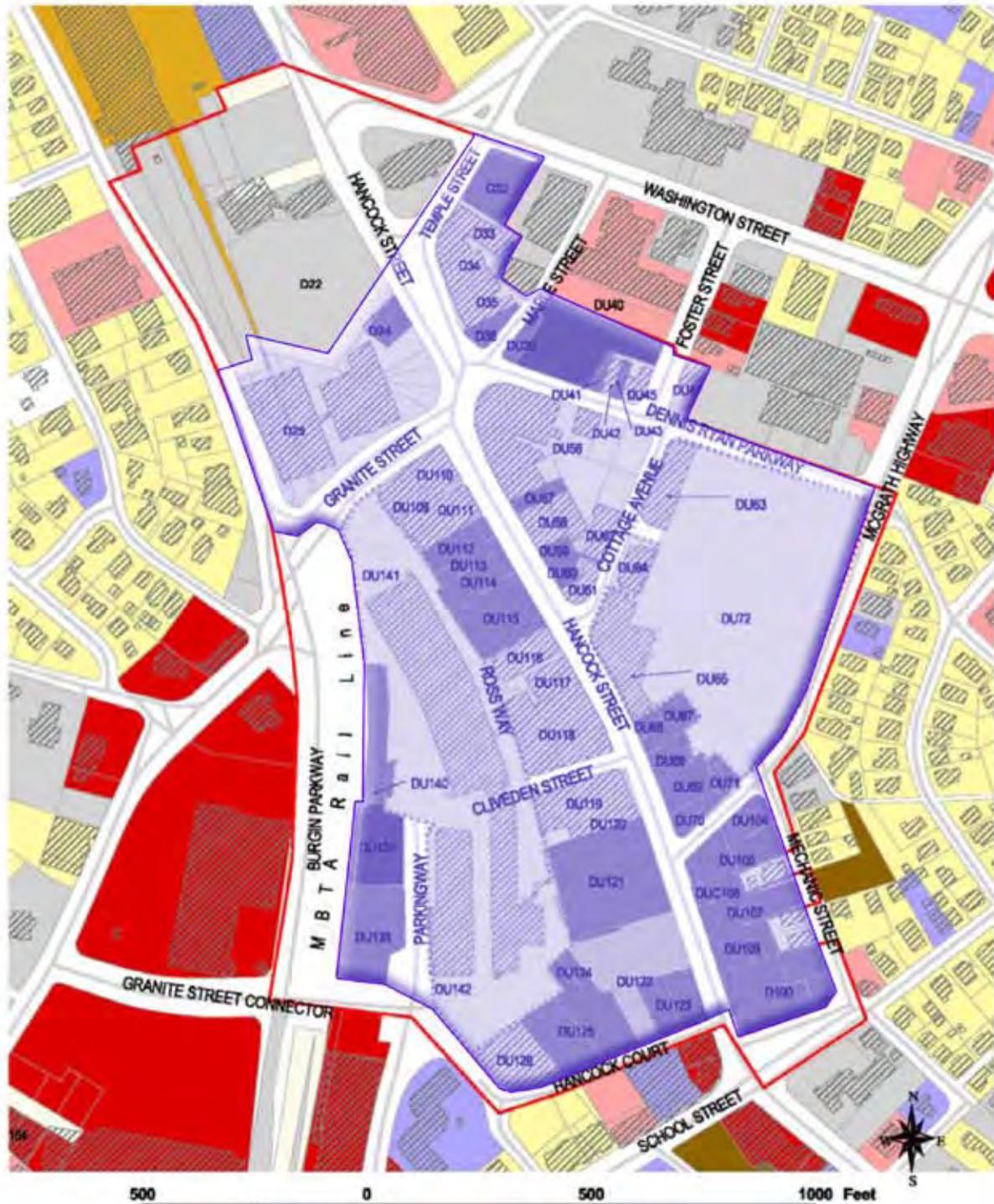
- 12.02 (1) (e-1) Proposed Land Uses
- 12.02 (1) (f-2) Proposed Thoroughfares, Public Rights-of-way, and Easements
- 12.02 (1) (k) Buildings to be Constructed
- 12.02 (1) (l-1) Proposed Public Spaces and Streetscape Improvements

Section 12.02 (1) is further amended by adding the following

- 12.02 (1) (k-1) Urban Revitalization District: Lower Level Plan
- 12.02 (1) (k-2) Urban Revitalization District: Grade Level Plan
- 12.02 (1) (k-3) Urban Revitalization District: Second Level Plan
- 12.02 (1) (k-4) Urban Revitalization District: Upper Level Plan
- 12.02 (1) (k-5) Urban Revitalization District: Roof Level Plan
- 12.02 (1) (k-6) Urban Revitalization District: 3-D Model of Plan (View From West)
- 12.02 (1) (k-7) Urban Revitalization District: 3-D Model of Plan (View From Southeast)
- 12.02 (1) (k-8) Urban Revitalization District: 3-D Model of Plan (View From North)
- 12.02 (1) (l-2) Proposed Infrastructure Improvements
- 12.02 (1) (l-3) Proposed Utility Improvements

Map 12.02 (1) (e1) Proposed land Uses

12.02 (1) (e1) PROPOSED LAND USES



Legend			
	Residential		Private Parking
	Commercial & Retail		Institutional
	Office		Vacant Land
	Mixed Use		Industrial
	Public Parking		Urban Revitalization District
			Proposed Mixed Uses

- Grass 128,160 SF
- Site lighting 18,476 LF
- Full depth pavement 159,758 SF
- Mill & overlay 148,967 SF
- Sidewalk pavers 320,583 SF
- Parking ramps 13,986 SF
- Planter 1,117 LF
- Street tree 287 EA
- Island curbing 2,655 LF
- Public Streets & Roads



Street-Works
Development & Consulting Group
A Division of PEGPARK LLC
20 Green Street
Quincy, MA 01906
(508) 538-2222

Quincy, MA

PLANS

Grade Level Plan / P1

A - 101

Map 12.02 (1) (k) Buildings to be constructed

12.02 (1) (k) BUILDINGS TO BE CONSTRUCTED

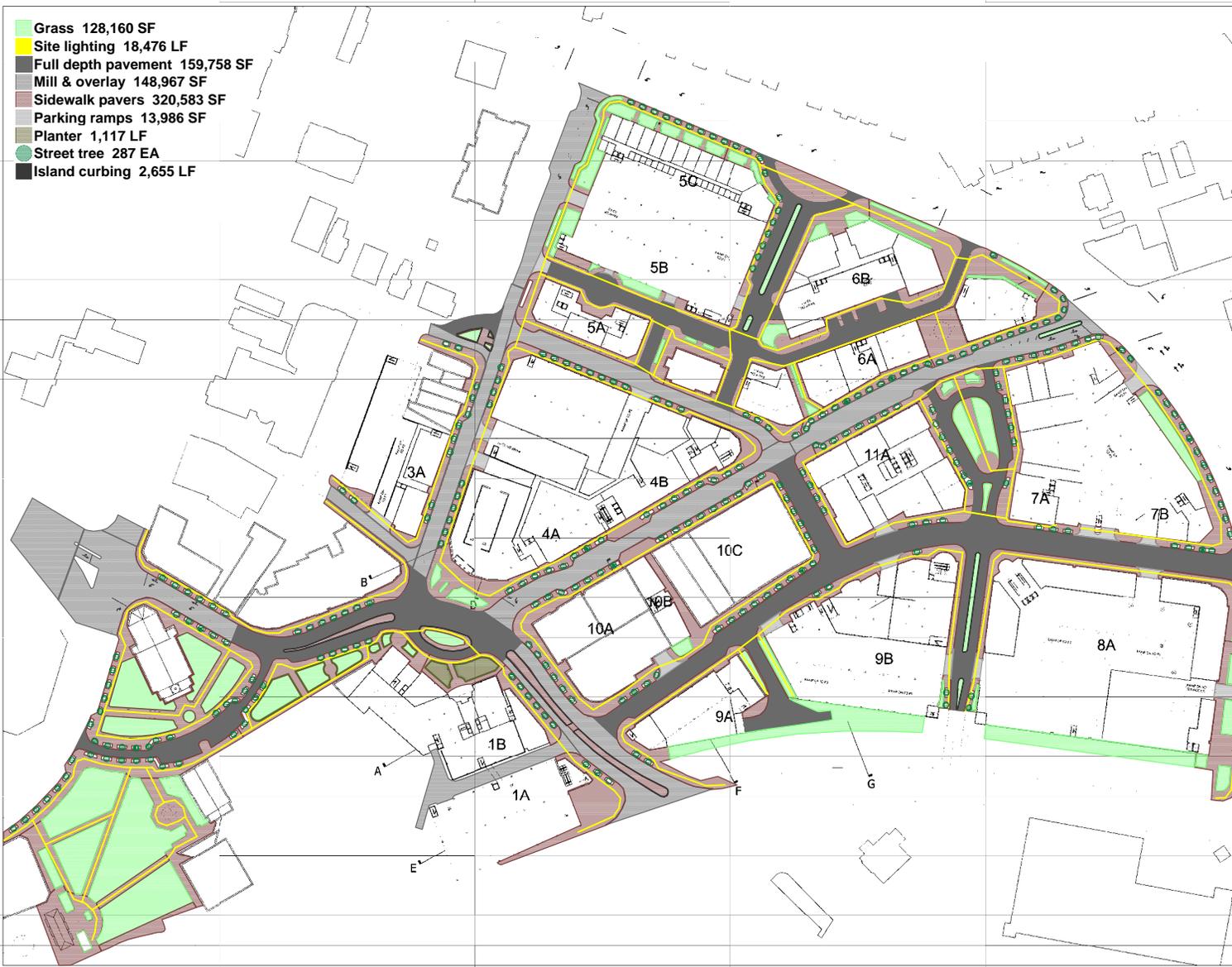


LEGEND

-  Buildings to be constructed or renovated
-  Existing buildings
-  Urban Revitalization District Boundary



- Grass 128,160 SF
- Site lighting 18,476 LF
- Full depth pavement 159,758 SF
- Mill & overlay 148,967 SF
- Sidewalk pavers 320,583 SF
- Parking ramps 13,986 SF
- Planter 1,117 LF
- Street tree 287 EA
- Island curbing 2,655 LF



Street-Works
Development & Consulting Group

A Division of PEGPARK LLC
27 Salem Street
Quincy, MA 01906
978.682.9500

Quincy, MA

PLANS

Grade Level Plan / P1

A - 101

0 50 100 200 400



Street-Works
 Development & Consulting Group
 A Division of PEG Park LLC
 100 West Street
 White Plains, NY 10601
 914.961.8888



LEGEND

- Wellness
- Cinema
- Existing
- Hotel
- Retail
- Residential
- Office
- Parking

Quincy, MA

PLANS

DATE: May 6, 2009
 PROJECT NO.:
 PLAN NO.:
 SHEET NO.:

Lower Level Plan / P-1

A - 100



Street-Works
 Development & Consulting Group
 A Division of P&G Park LLC
 115 State Street
 Quincy, MA 01905
 617-552-8800



LEGEND

- Wellness
- Cinema
- Existing
- Hotel
- Retail
- Residential
- Office
- Parking

Quincy, MA

PLANS

DATE: May 6, 2009
 PLACED BY:
 PLAN DATE:
 PLAN DATE:

Grade Level Plan / PI

A - 101



Street-Works
Development & Consulting Group
A Division of PEG-Part LLC
11 West Street
New Haven, CT 06510
203.556.8800



LEGEND

- Wellness
- Cinema
- Existing
- Hotel
- Retail
- Residential
- Office
- Parking

Quincy, MA

PLANS

May 6, 2009

2nd Level Plan / P2

A - 102



Street-Works
 Development & Consulting Group
 A Division of PEGPARK LLC
 25 South Street
 Quincy, MA 01905
 617.489.8000

Forward Moves. Smarter.

LEGEND

- Wellness
- Cinema
- Existing
- Hotel
- Retail
- Residential
- Office
- Parking

Quincy, MA

PLANS

May 6, 2009

Upper Level Plan

A - 103



Street-Works
 Development & Consulting Group
 A Division of P&G Park LLC
 25 Elm Street
 West Plains, MO 65053
 660.486.8000

Owner:
 Kinnick-Hens Societe

LEGEND

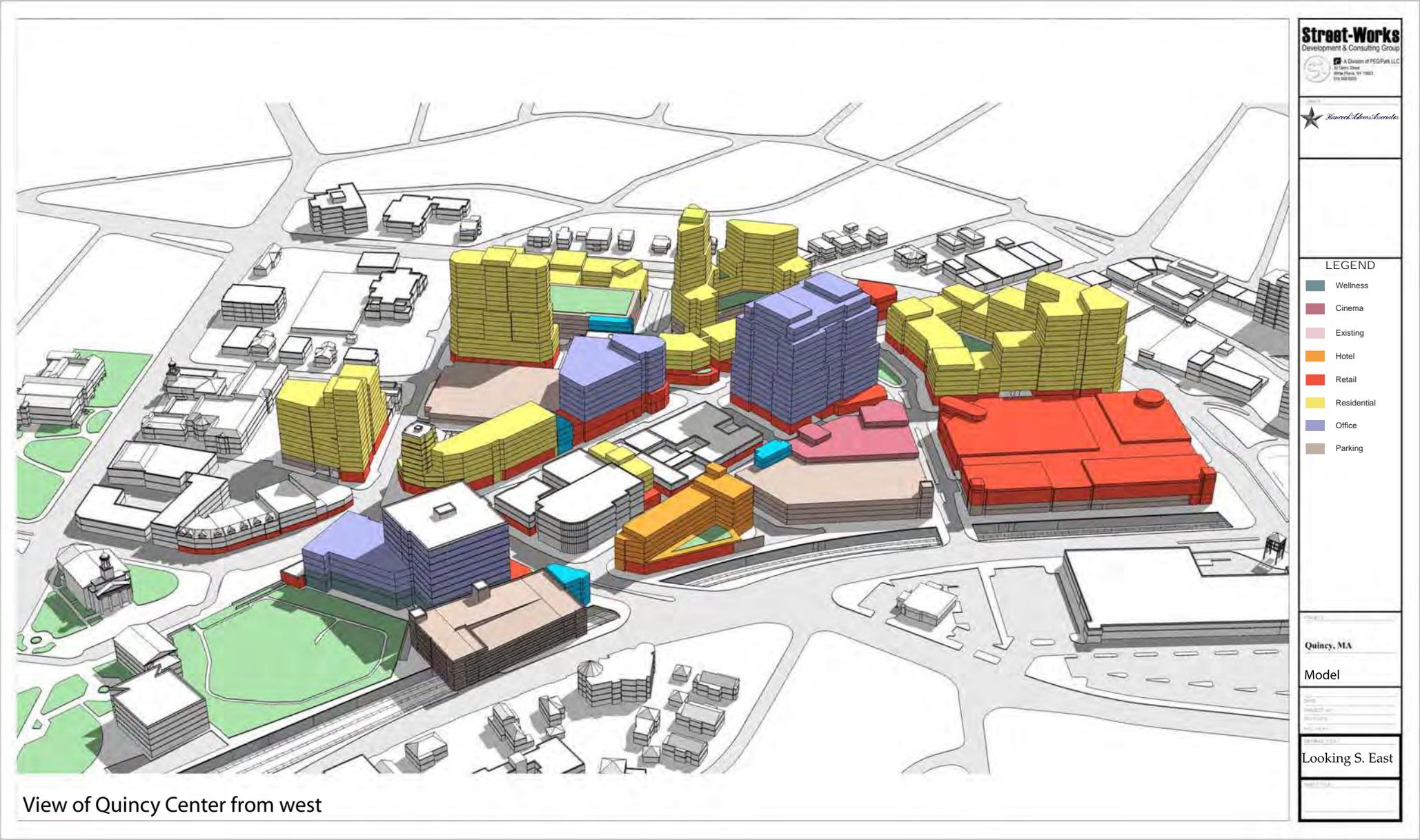
- Wellness
- Cinema
- Existing
- Hotel
- Retail
- Residential
- Office
- Parking

PROJECT:
 Quincy, MA

PLANS
 SCALE:
 DATE: May 6, 2009
 PROJECT NO.:
 PLOT DATE:
 FILE PATH:

DRAWING TITLE:
 Roof Plan

SHEET TITLE:
 A - 104



View of Quincy Center from west

Street-Works
Development & Consulting Group

Knowledge Associates

LEGEND

- Wellness
- Cinema
- Existing
- Hotel
- Retail
- Residential
- Office
- Parking

Quincy, MA

Model

Looking S. East



View of Quincy Center from southeast



View of Quincy Center from north

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 Development & Consulting Group
 A Division of PEGPARK, LLC
 250 Lake Street
 Suite 1000, NY 10023
 (212) 368-0000

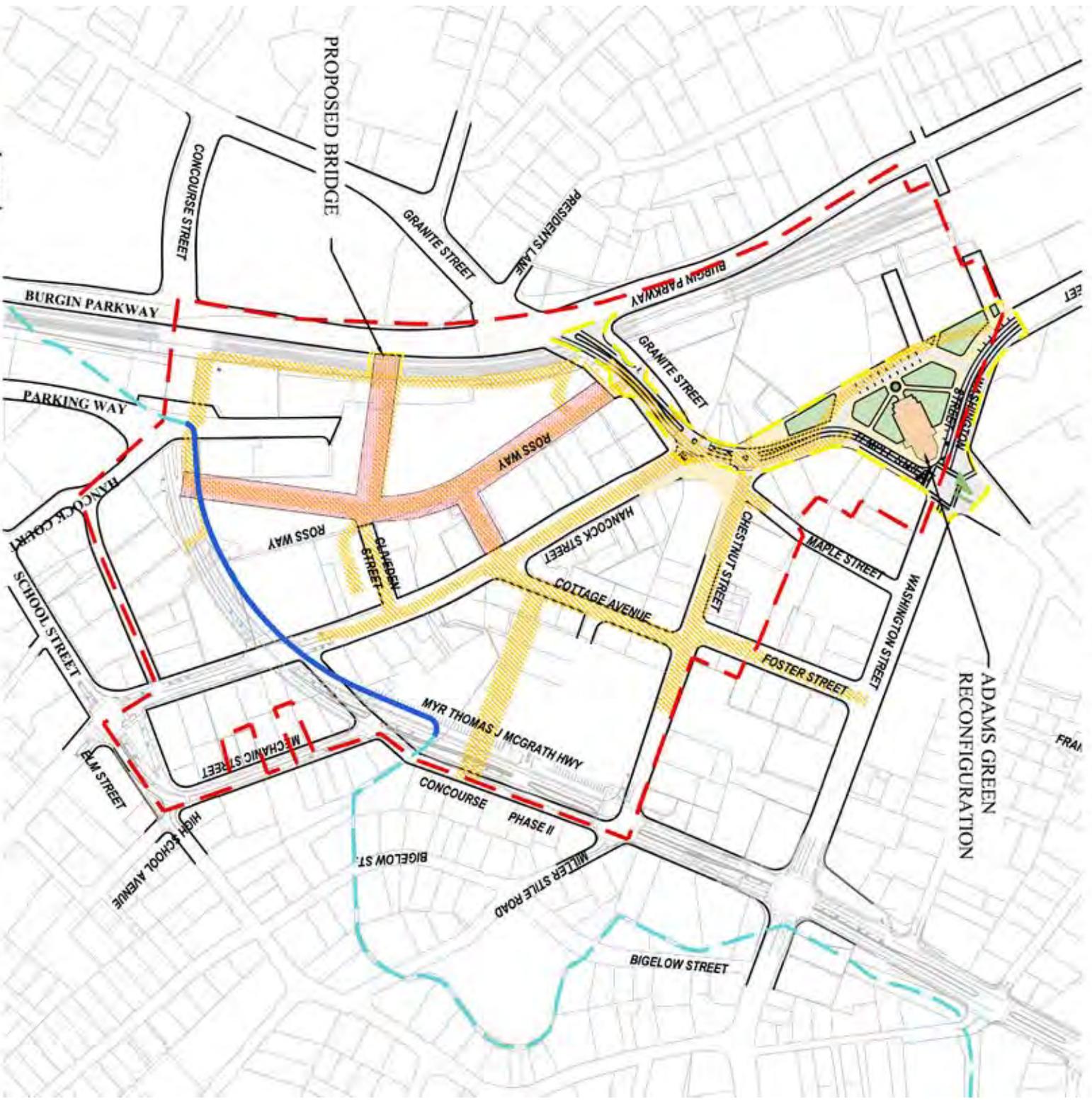


- LEGEND**
- Wellness
 - Cinema
 - Existing
 - Hotel
 - Retail
 - Residential
 - Office
 - Parking

Quincy, MA

Model

Looking South



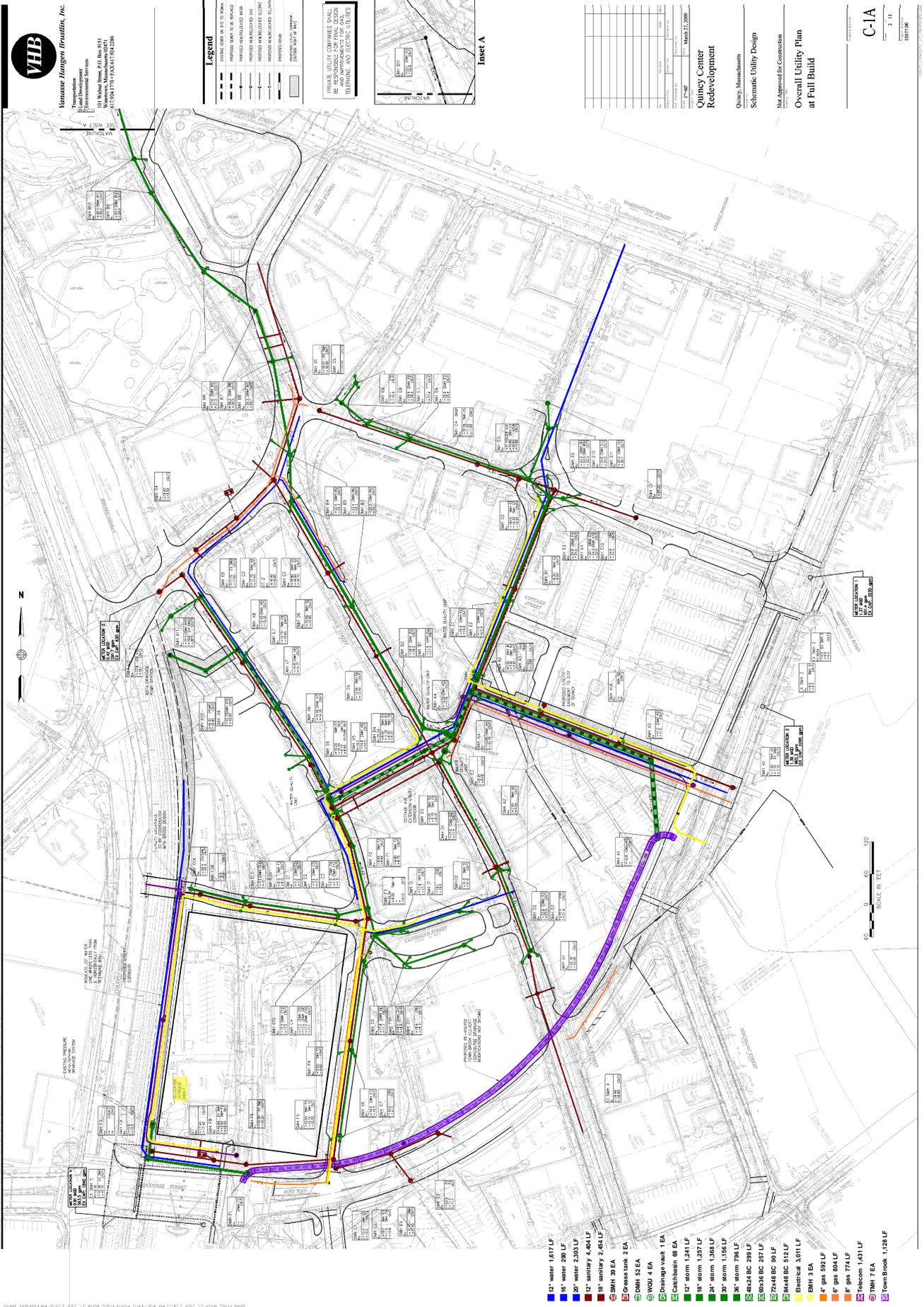
Legend

- Urban Revitalization District
- Utility Infrastructure Improvements
- Proposed Right of Way
- Proposed Town Brook Alignment
- Existing Town Brook Alignment

Map prepared by VHB, Inc. - April 2009
 Map data provided by the City of Quincy



12.02 (1) (1-3) Proposed Utility Improvements



Amendments to Section 12.02 (1): Characteristics – Requisite Plans and Associated Information:

Section 12:02 (1) is amended by replacing the following Maps from the original URDP and the First Amendment of the URDP with the Maps attached hereto:

- 12.02 (1) (e-1) Proposed Land Uses
- 12.02 (1) (k) Buildings to be Constructed
- 12.02 (1) (k-1) Urban Revitalization District: City Led Activities
- 12.02 (1) (k-2) Urban Revitalization District: Step 1 Activities
- 12.02 (1) (k-3) Urban Revitalization District: Step 2 Activities
- 12.02 (1) (k-4) Urban Revitalization District: Step 3 Activities
- 12.02 (1) (k-5) Urban Revitalization District: Independent Step Activities
- 12.02 (1) (l-1) Proposed Public Spaces and Streetscape Improvements
- 12.02 (1) (l-2) Proposed Public Spaces and Streetscape Improvements
- 12.02 (1) (l-3) Proposed Infrastructure & Utility Improvements

Section 12.02 (1) is further amended by deleting the following:

- 12.02 (1) (k-6) Urban Revitalization District: 3-D Model of Plan *(View From West)*
- 12.02 (1) (k-7) Urban Revitalization District: 3-D Model of Plan *(View From Southeast)*
- 12.02 (1) (k-8) Urban Revitalization District: 3-D Model of Plan *(View From North)*

Section 12.02 (1) is further amended by adding the following:

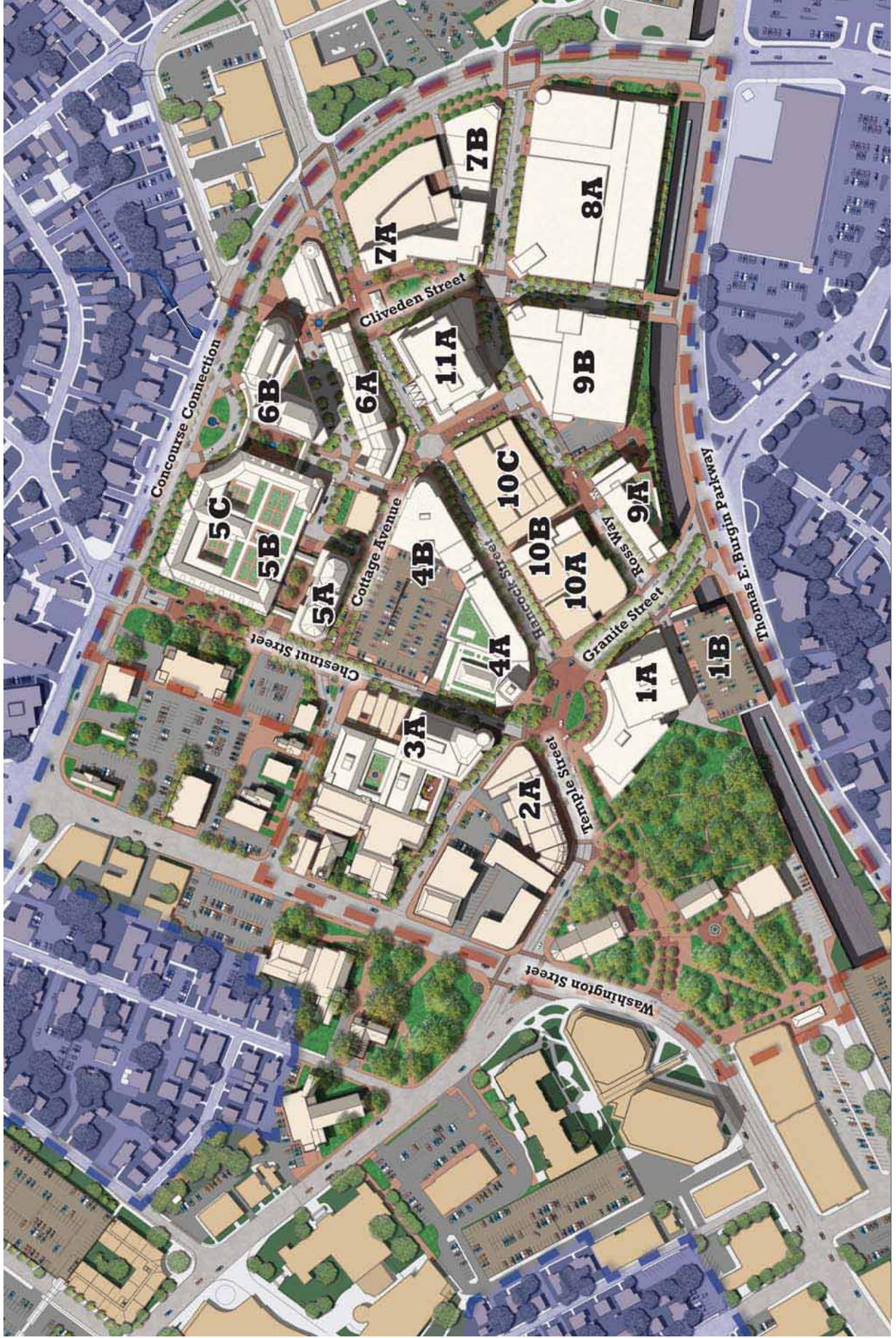
- 12.02 (1) (c-3) Proposed Building Footprints
- 12.02 (1) (c-4) Proposed Parking Areas
- 12.02 (1) (f-3) Proposed Thoroughfares, Public Rights-of-way, and Easements
- 12.02 (1) (l-4) Proposed Utility Improvements *(Shallow)*
- 12.02 (1) (l-5) Proposed Utility Improvements *(Deep)*
- 12.02 (1) (A-5) Proposed Area to be redeveloped by designated developer

12.02 (1) (e-1) Proposed Land Uses



Retail - 571,280 sf
Office - 1,014,385 sf
Hotel - 281 Keys
Residential - 735 Units

12.02 (l) (k) Buildings to be Constructed



12.02 (1) (k-1) Urban Revitalization District: City Led Activities



View looking SW



View looking NE

PROPERTY	TOTAL
Hancock Common	235,881 SF
Cliveden Extension Bridge	4,000 SF
Town Brook Culvert Relocation	1,135 LF



12.02 (1) (k-2) Urban Revitalization District: Step 1 Activities



View looking SW



View looking E

Step 1: Program

PARCEL	RETAIL/SF	OFFICE/SF	HOSPITALITY SF	KEYS	RESI SF	DU	TOTAL SF/STEP
6C	13,060	0	0	0	0	0	13,060
7A	16,930	0	0	76,240	56	0	93,170
7B	17,560	0	0	0	0	0	17,560
8A	158,350	0	0	0	0	0	158,350
9A	6,290	0	68,120	135	0	0	74,410
10A	6,632	12,836	0	0	0	0	19,468
10B	4,950	0	0	25,000	18	0	30,250
10C	36,815	74,011	0	0	0	0	110,826
TOTAL/SF	260,587	86,847	68,120	136	101,540	74	517,826

Step 1: Parking

PARCEL	SF	PUBLIC PS	PRIVATE PS	TOTAL PS
6C	0	0	0	0
7A	0	0	0	0
7B	0	0	0	0
8A	241,360	568	0	568
9A	0	0	0	0
10A	0	0	0	0
10B	0	0	0	0
10C	0	0	0	0
On-Street	0	150	0	150
TOTAL/SF	241,360	718	0	718



12.02 (1) (k-3) Urban Revitalization District: Step 2 Activities



View looking SW



View looking E

Step 2: Program

PARCEL	RETAIL/SF	OFFICE/SF	HOSPITALITY SF	KEYS	RESI SF	DU	TOTAL SF/STEP
5A	12,490	0	0	213,170	155	0	225,660
5B	0	0	0	0	0	0	0
5C	0	0	0	153,020	112	0	153,020
6A	14,860	0	72,660	145	0	0	87,520
9B	98,715	0	0	0	0	0	98,715
11A	25,860	441,375	0	0	0	0	467,235
TOTAL/SF	151,925	441,375	72,660	145	366,190	267	1,032,150

Step 2: Parking

PARCEL	SF	PUBLIC PS	PRIVATE PS	TOTAL PS
5A	14,930	0	25	25
5B	252,510	372	158	530
5C	39,455	95	0	95
6A	0	0	0	0
9B	217,565	553	0	553
11A	35,565	80	0	80
TOTAL/SF	560,825	1,100	183	1,283



12.02 (1) (k-4) Urban Revitalization District: Step 3 Activities



Step 3: Program

PARCEL	RETAIL/SF	OFFICE/SF	RESI SF	DU	TOTAL SF/STEP
1A	59,725	213,120	0	0	272,845
1B	0	0	0	0	0
3A	10,650	107,500	125,000	91	243,150
3B	0	55,000	0	0	55,000
4A	35,255	0	95,805	70	131,060
4B	37,740	110,540	0	0	148,280
TOTAL/SF	143,370	486,160	220,805	161	850,335

Step 3: Parking

PARCEL	SF	PUBLIC PS	PRIVATE PS	TOTAL PS
1A	0	0	0	0
1B	170,365	527	0	527
3A	0	0	0	0
3B	0	0	0	0
4A	27,625	43	21	64
4B	295,515	741	0	741
TOTAL/SF	493,505	1,311	21	1,332



12.02 (1) (k-5) Urban Revitalization District: Independent Step Activities



View looking SW



View looking E

Step 4: Program

PARCEL	RETAIL/SF	SF	RESI	DU	TOTAL SF/STEP
6B	15,895	330,110	235		335,005

Step 4: Parking

PARCEL	SF	PUBLIC PS	PRIVATE PS	TOTAL PS
6B	124,000	0	235	235



12.02 (1) (I-1) Proposed Public Spaces and Streetscape Improvements

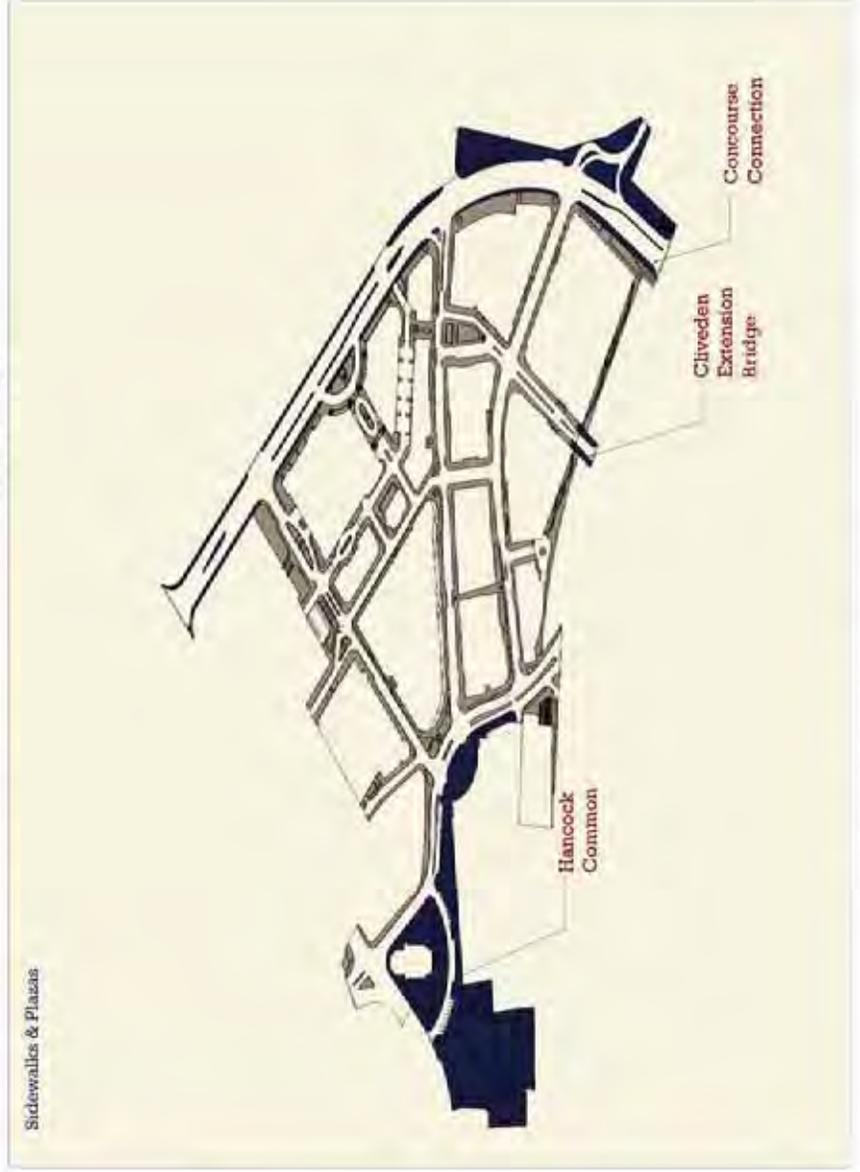


View looking E.

	TOTAL*
New Paver Sidewalks	258,967 SF
New Stone Planters	57
New Streetlights	341

* The foregoing quantities are estimates based upon internal calculations and based on numerous assumptions made this early in concept design. Accordingly, such estimated quantities may vary significantly as the design and construction process further progresses.

Sidewalks & Plazas

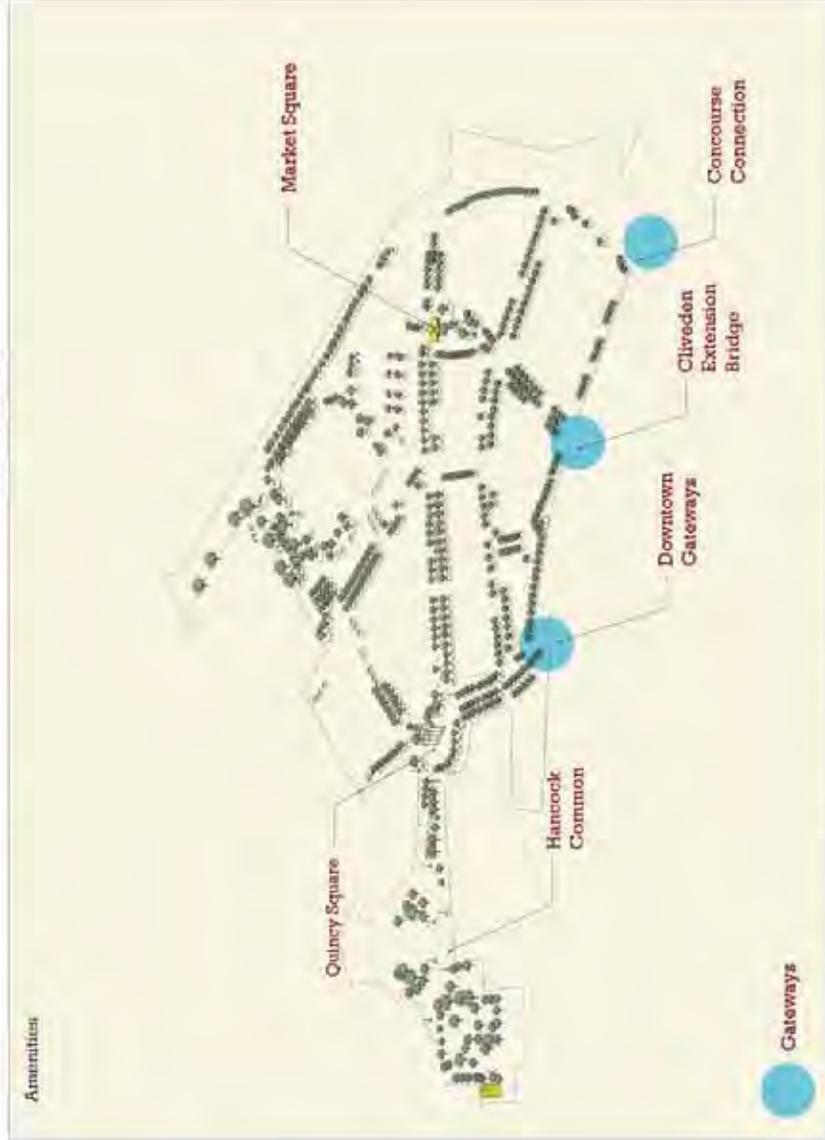


12.02 (1) (1-2) Proposed Public Spaces and Streetscape Improvements



	TOTAL*
New Street Trees	500
New Landscaping	92,900 SF
New Public Spaces	3
New Downtown Gateways	3

* The foregoing quantities are estimation based upon internal calculations and based on numerous assumptions made this early in concept design. Accordingly, such estimated quantities may vary significantly as the design and construction process further progresses.



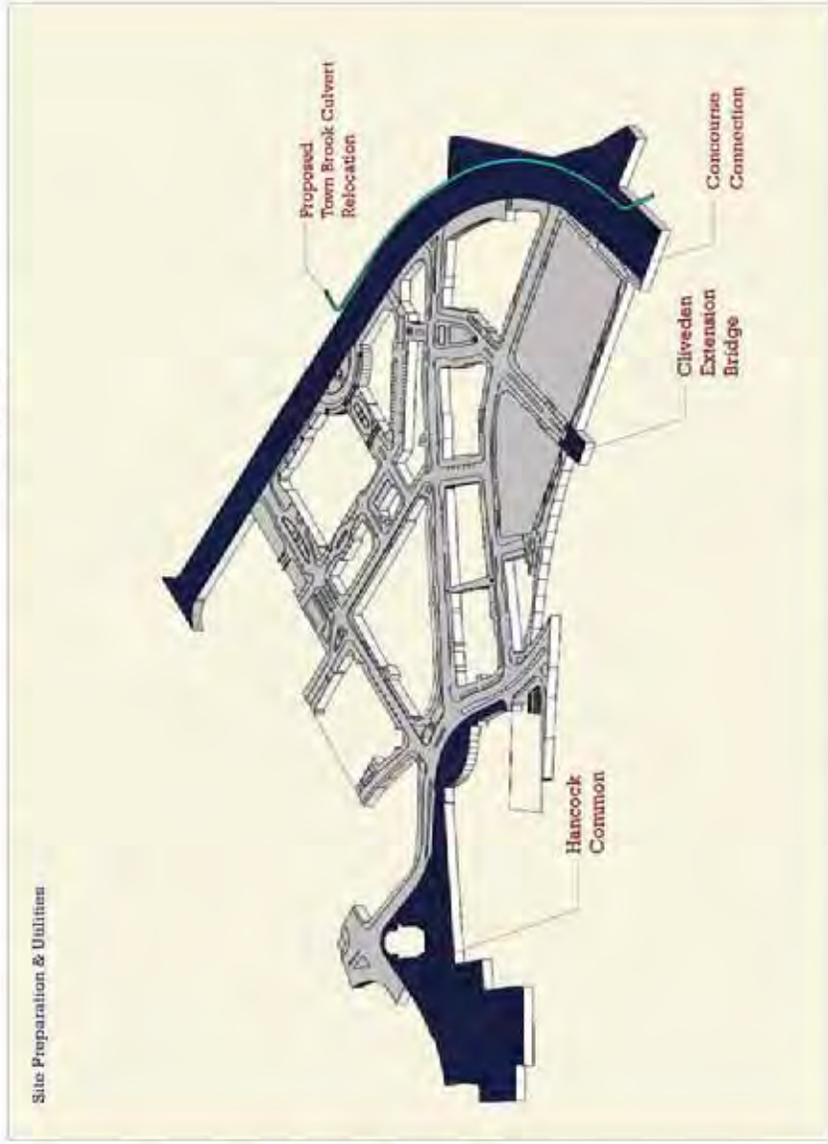
12.02 (1) (1-3) Proposed Infrastructure & Utility Improvements



View looking E

	TOTAL*
Imported Fill	23,410 CY
New Sewer	4,950 LF
New Storm	6,625 LF
New Water	4,010 LF
New Electrical	3,040 LF
New Gas	3,505 LF
New Tel/Data	3,350 LF

* The foregoing quantities are estimates based upon internal calculations and based on numerous assumptions made this early in concept design. Accordingly, such estimated quantities may vary significantly as the design and construction process further progresses.

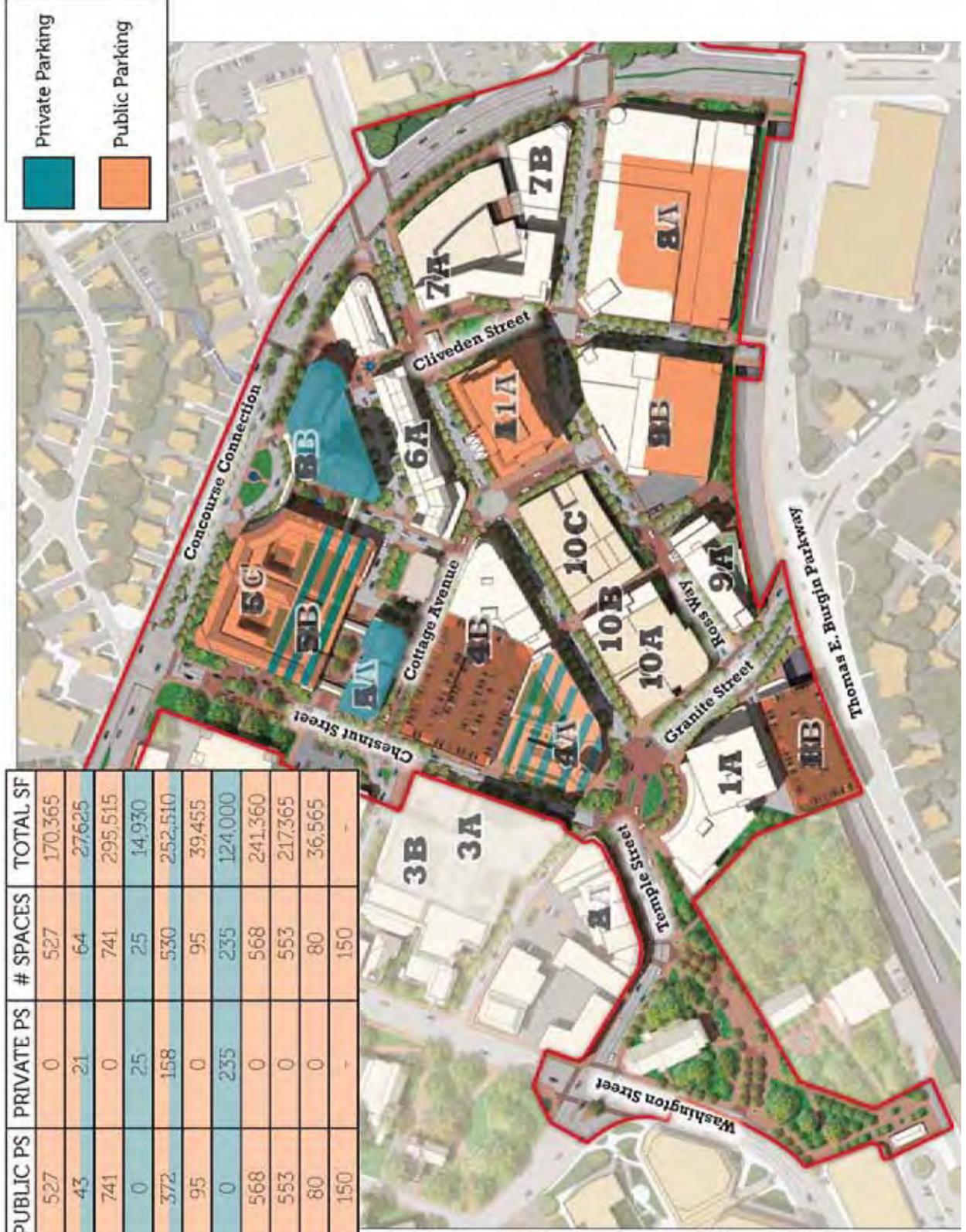


12.02 (1) (c-3) Proposed Building Footprints



12.02 (1) (c-4) Proposed Parking Areas

GARAGES	PUBLIC PS	PRIVATE PS	# SPACES	TOTAL SF
1B	527	0	527	170,365
4A	43	21	64	27,625
4B	741	0	741	295,515
5A	0	25	25	14,930
5B	372	158	530	252,510
5C	95	0	95	39,455
6B	0	235	235	124,000
8A	568	0	568	241,360
9B	553	0	553	217,365
11A	80	0	80	36,565
On-street	150	-	150	-

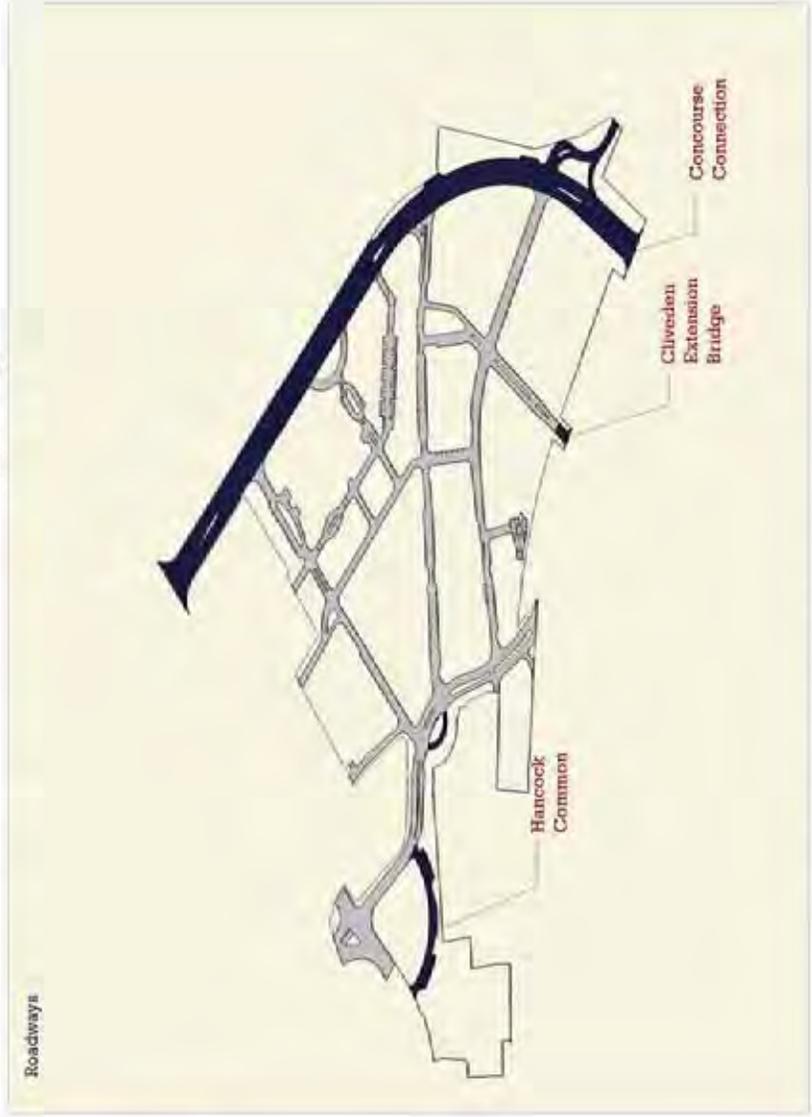


12.02 (1) (f-3) Proposed Thoroughfares, Public Rights-of-way, and Easements

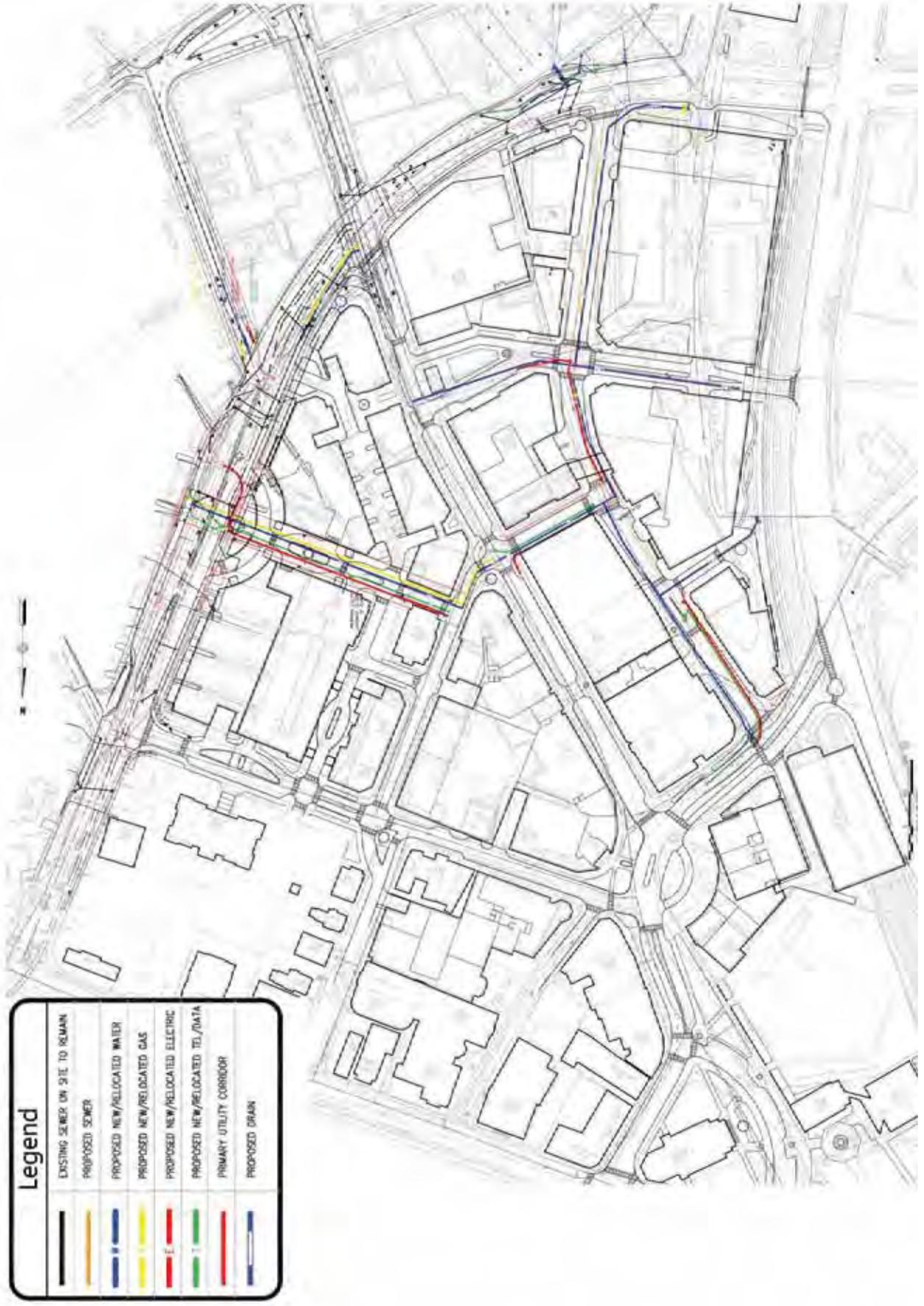


	TOTAL*
New Roadway	231,760 SF
New Granite Curb	25,873 LF
Mill & Overlay	374,216 SF

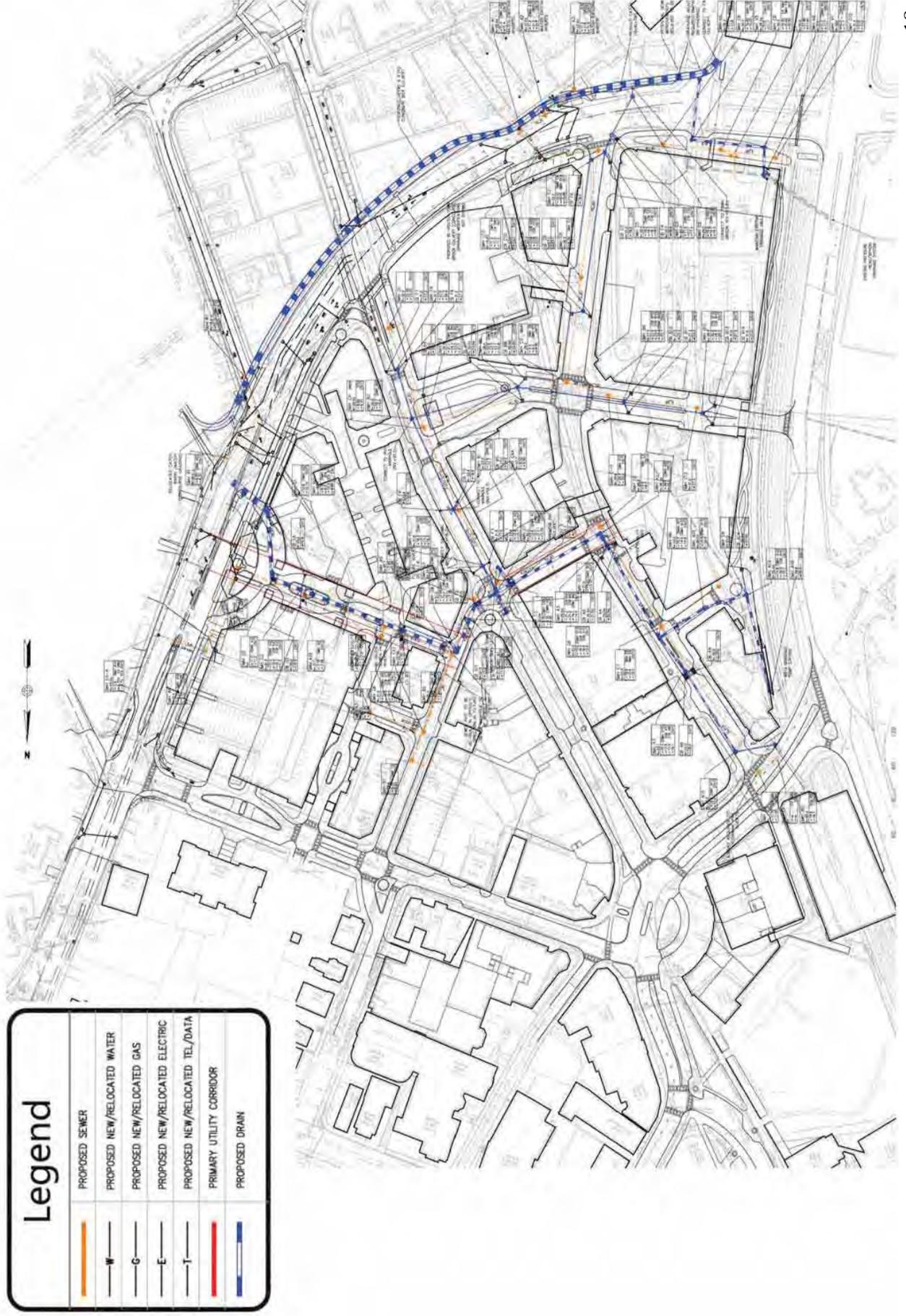
* The foregoing quantities are estimates based upon informal calculations and based on numerical assumptions made this early in concept design. Accordingly, such estimated quantities may vary significantly as the design and construction process further progresses.



12.02 (1) (1-4) Proposed Utility Improvements (Shallow)



12.02 (1) (1-5) Proposed Utility Improvements (Deep)



12.02 (1) (A-5) Proposed Area to be redeveloped by designated redeveloper



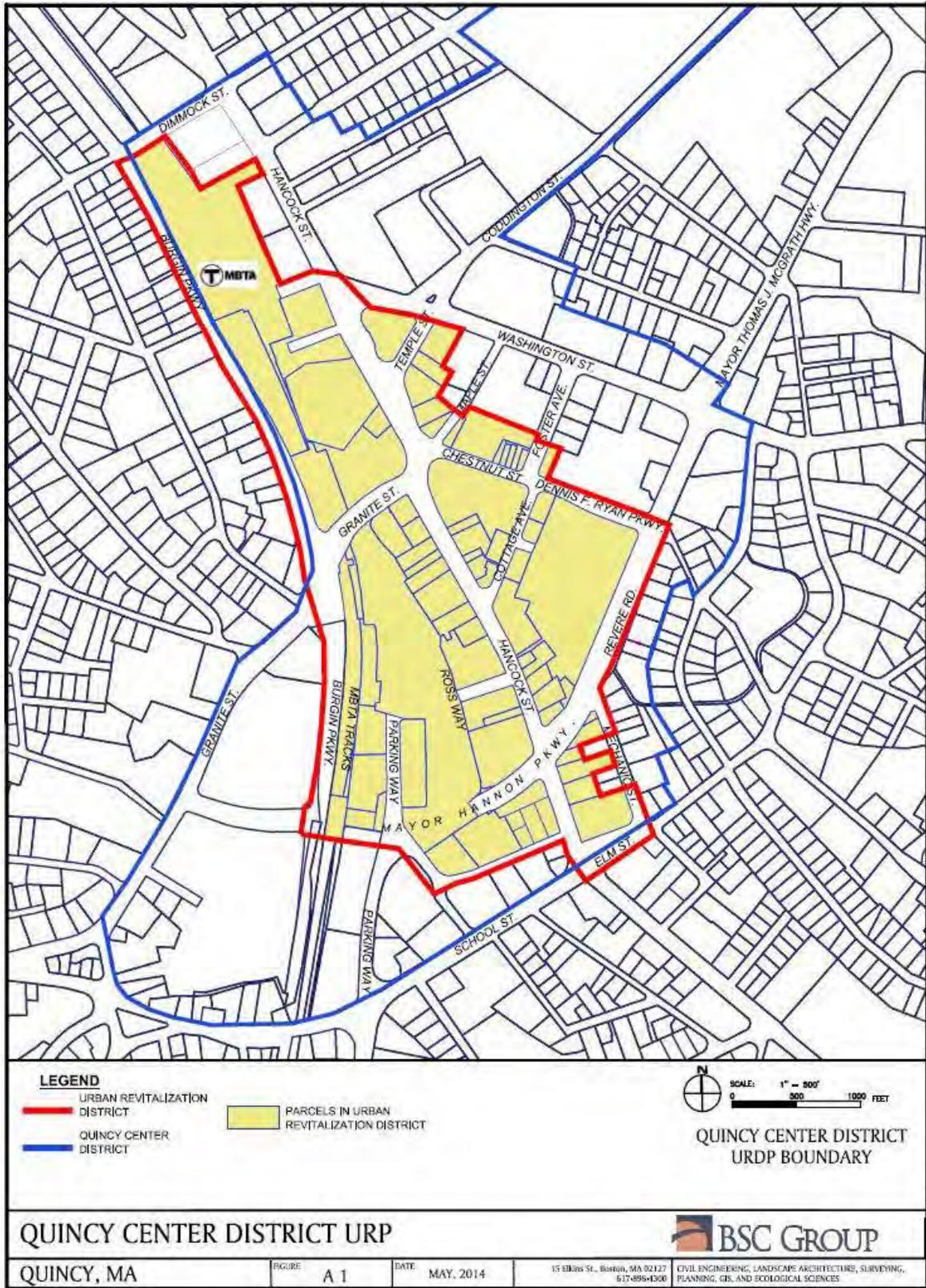
12.02 (1) CHARACTERISTICS – REQUISITE PLANS AND ASSOCIATED INFORMATION

12.02 (1) SECTION 1: LIST OF URDP MAPS

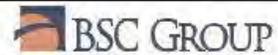
Section 12:02 (1) is amended by inserting the following Maps to replace the Maps from the original URDP and the First and Second Amendments:

- 12.02 (1) (A-1) Quincy Center District and URDP Boundary
- 12.02 (1) (A-2) Project Boundary and Topography
- 12.02 (1) (A-3) Existing Zoning (Adopted June 2005)
- 12.02 (1) (A-4) Aerial Photo with Project Area Boundary
- 12.02 (1) (B) Boundaries of Proposed Clearance and Rehabilitation Areas
- 12.02 (1) (C-1) Existing Property Lines, Building Footprints, and Parking Areas
- 12.02 (1) (C-2) Proposed Property Lines, Building Footprints, and Parking Areas
- 12.02 (1) (C-3) Proposed Building Footprints
- 12.02 (1) (C-4) Proposed Parking Areas
- 12.02 (1) (C-5) Proposed Property Lines
- 12.02 (1) (D-1) Existing Land Uses
- 12.02 (1) (E-1) Proposed Land Uses
- 12.02 (1) (F-1) Existing Thoroughfares, Public Rights-of-Way, and Easements
- 12.02 (1) (F-2) Proposed Thoroughfares, Public Rights-of-Way, and Easements
- 12.02 (1) (G) Parcels to be Acquired
- 12.02 (1) (H) Lots Identified for Disposition
- 12.02 (1) (I) Buildings to be Demolished
- 12.02 (1) (J) Buildings to be Rehabilitated (no map, none proposed)
- 12.02 (1) (K) Buildings to be Constructed
- 12.02 (1) (L) Proposed Public Spaces and Streetscape Improvements

12.02 (1) (A-1) Quincy Center District and URDP Boundary



QUINCY CENTER DISTRICT URP



QUINCY, MA

FIGURE

A 1

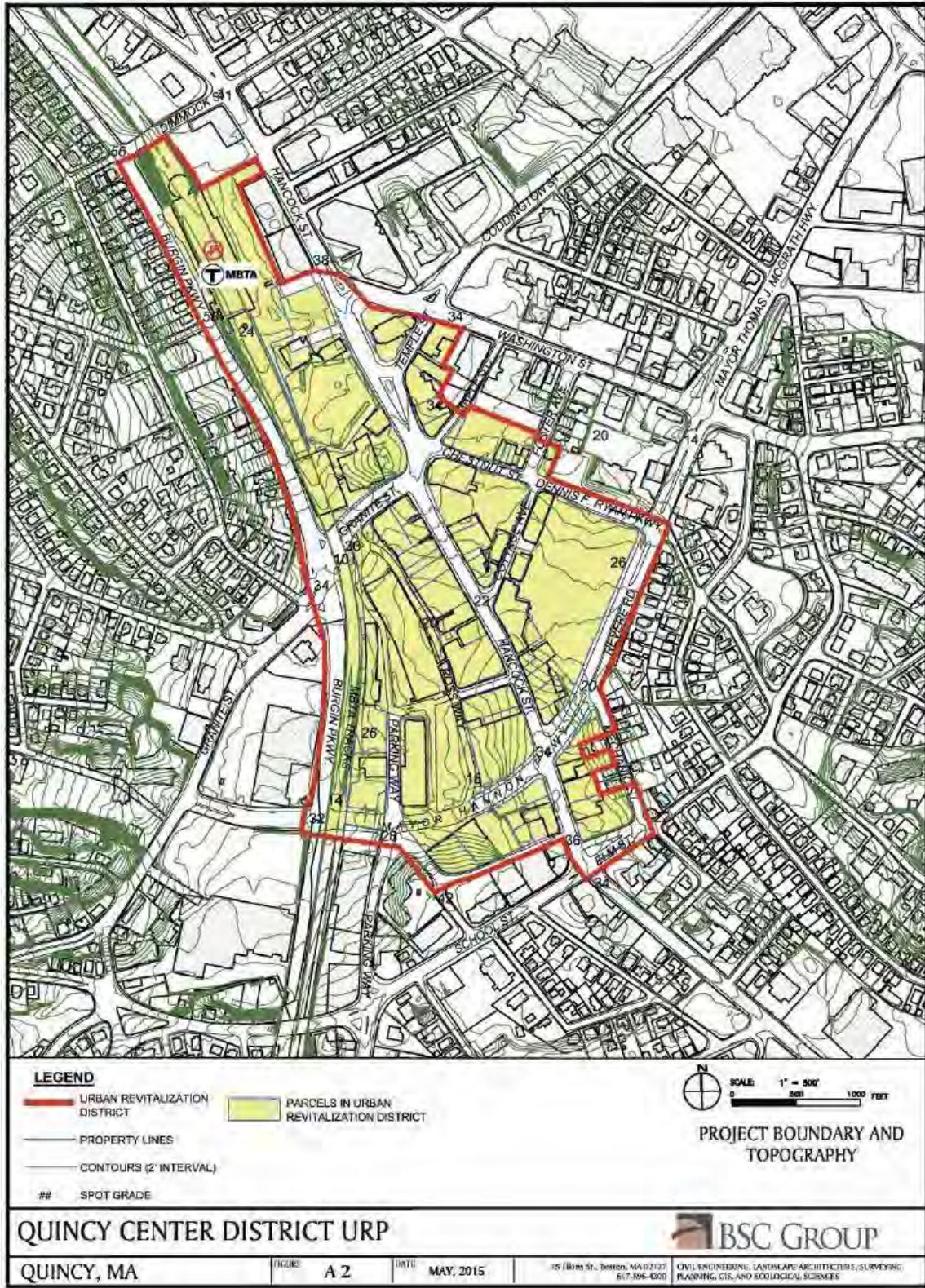
DATE

MAY, 2014

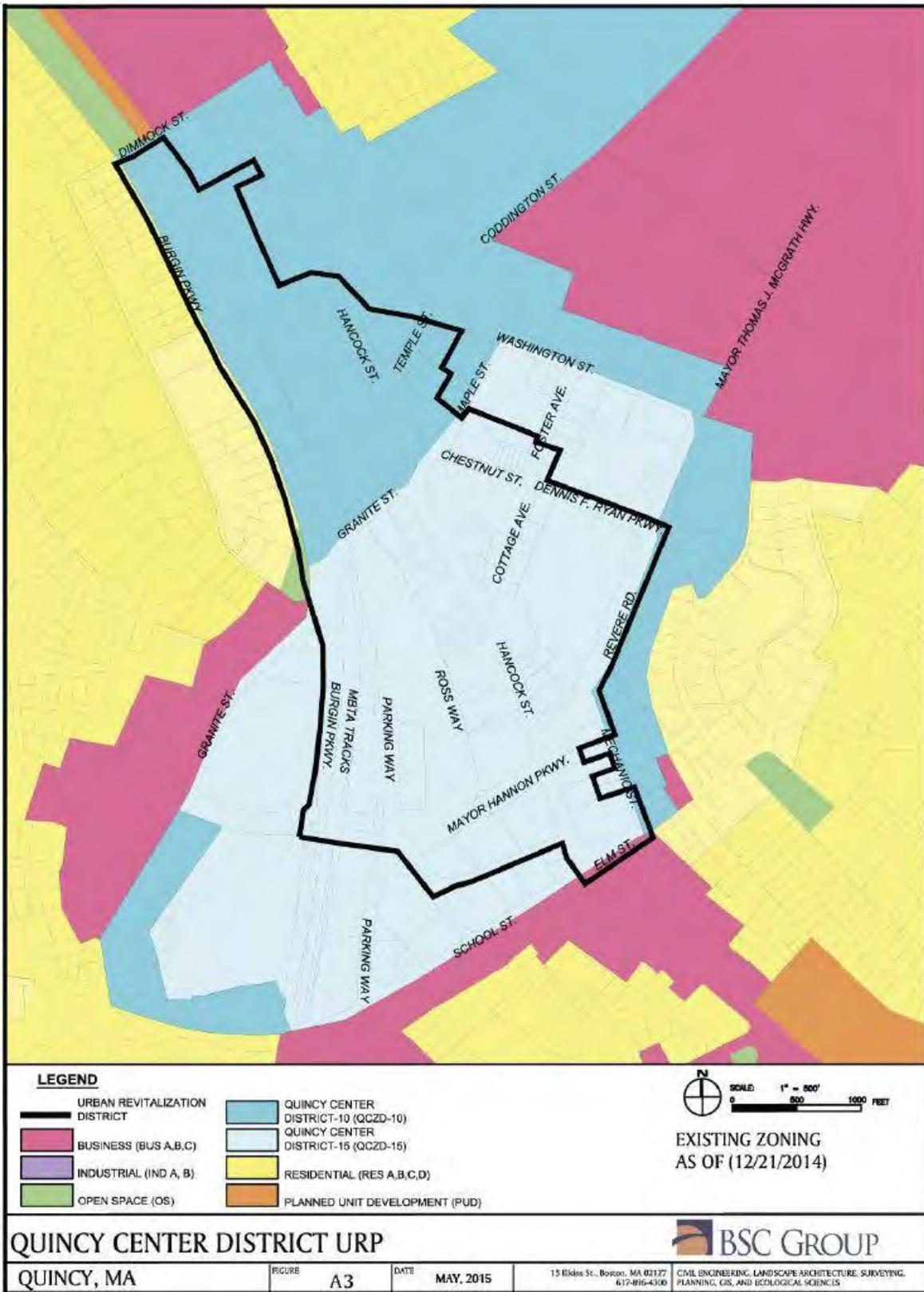
15 Kilins St., Boston, MA 02127
617-896-4300

CIVIL ENGINEERING, LANDSCAPE ARCHITECTURE, SURVEYING,
PLANNING, GIS, AND ECOLOGICAL SCIENCES

12.02 (1) (A-2) Project Boundary and Topography



12.02 (1) (A-3) Existing Zoning (Adopted June 2005)

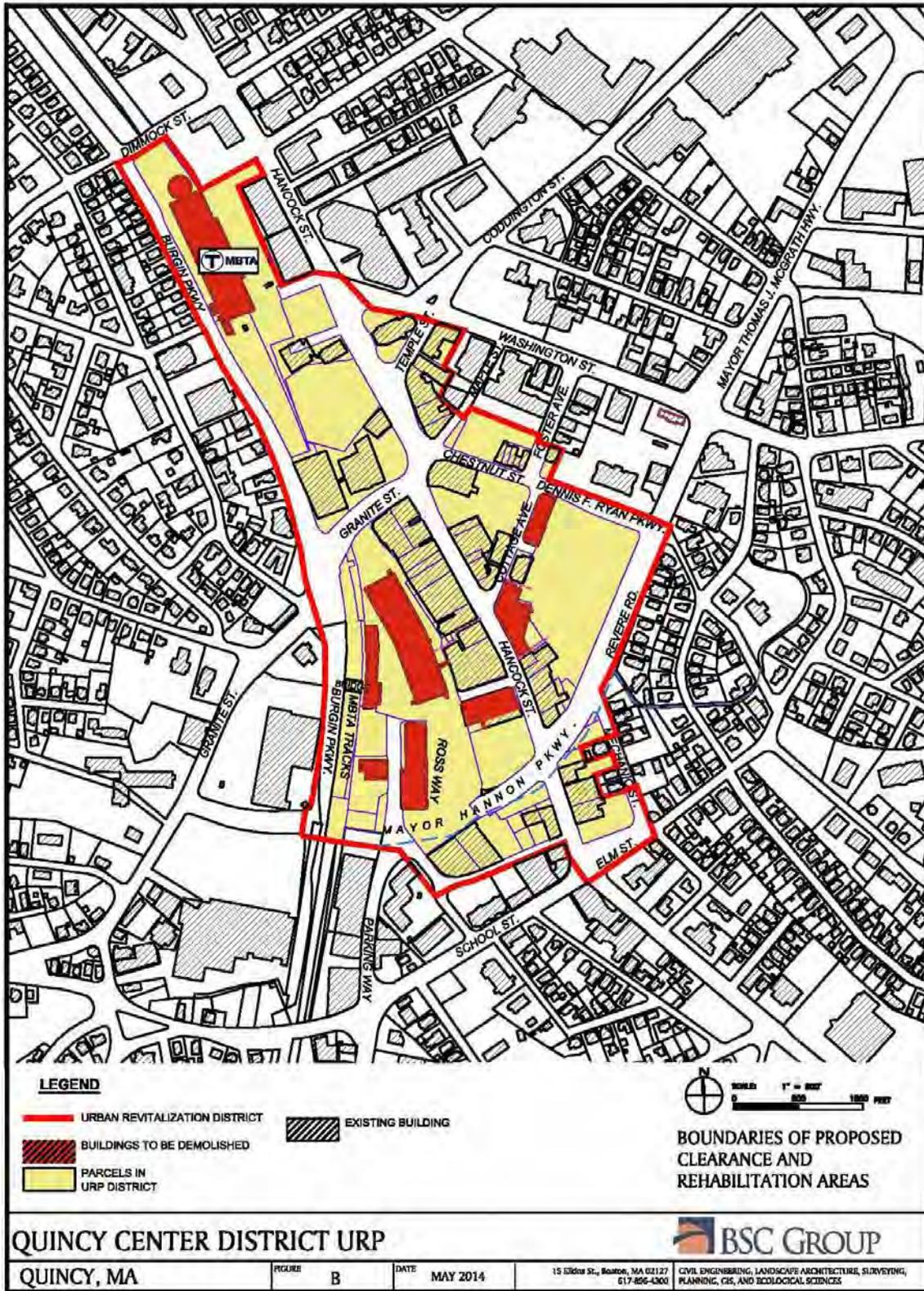


12.02 (1) (A-4) Aerial Photo with Project Area Boundary

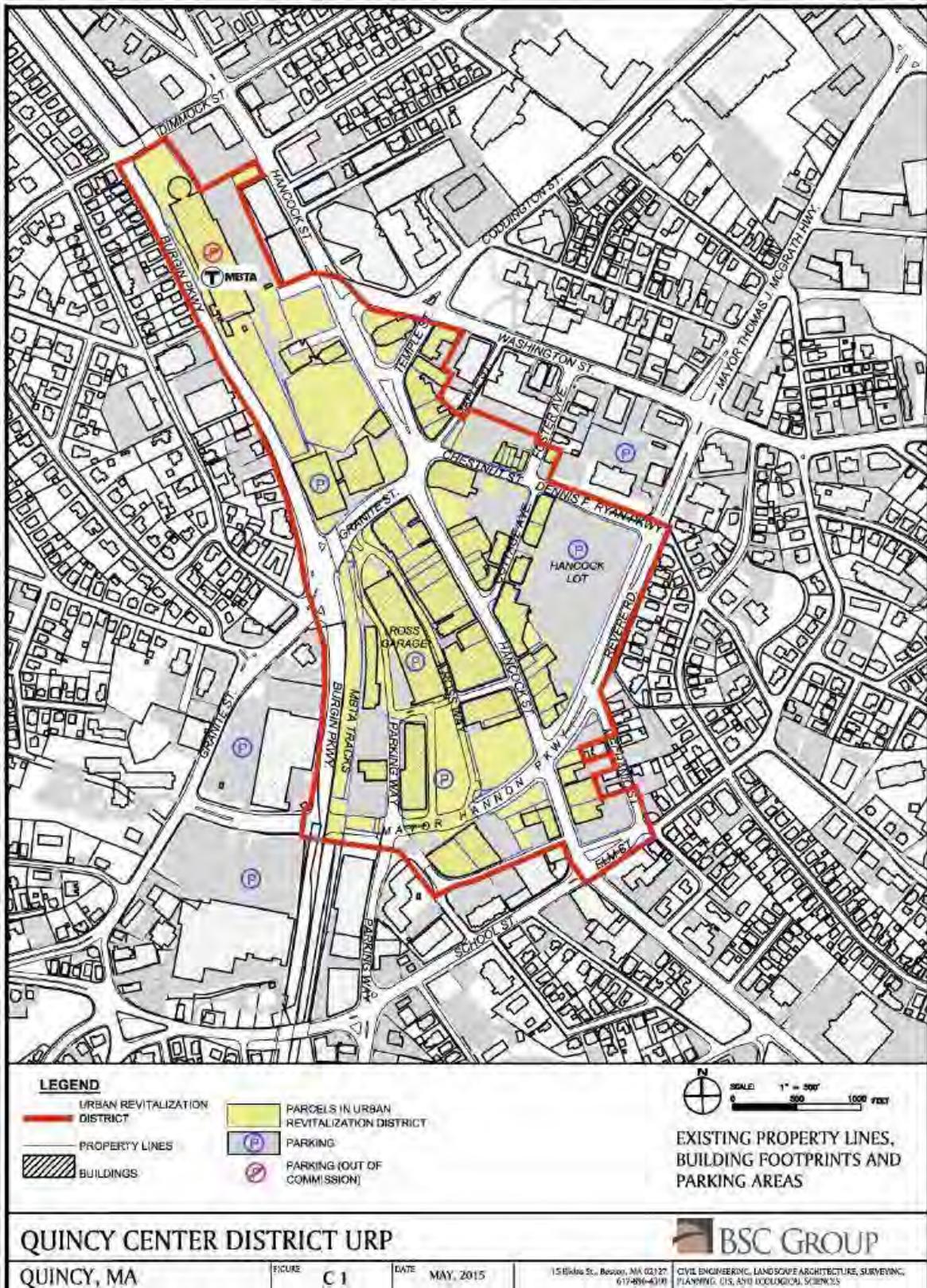


12.02 (1) (B)

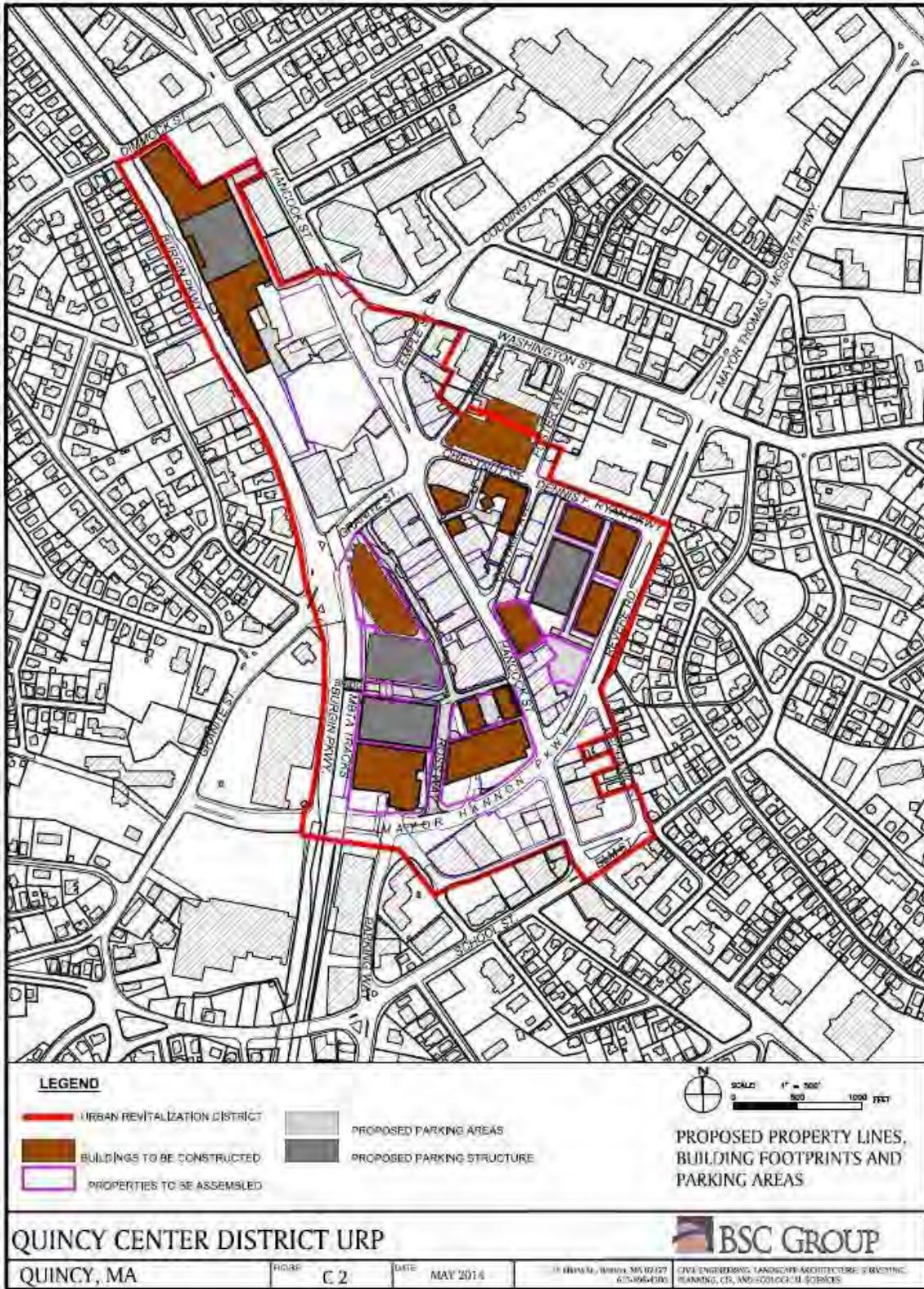
Boundaries of Proposed Clearance and Rehabilitation Areas



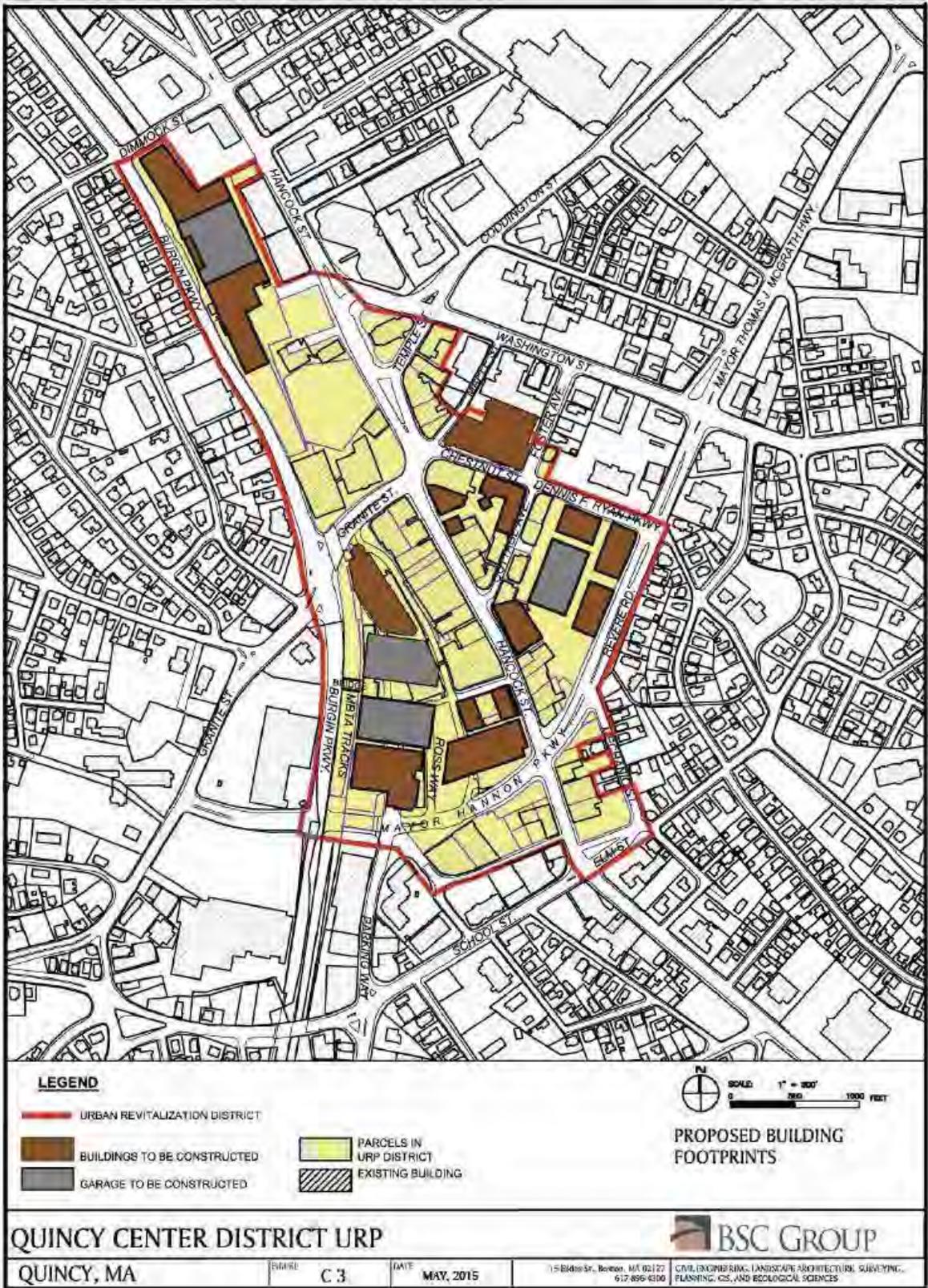
12.02 (1) (C-1) Existing Property Lines, Building Footprints, and Parking Areas



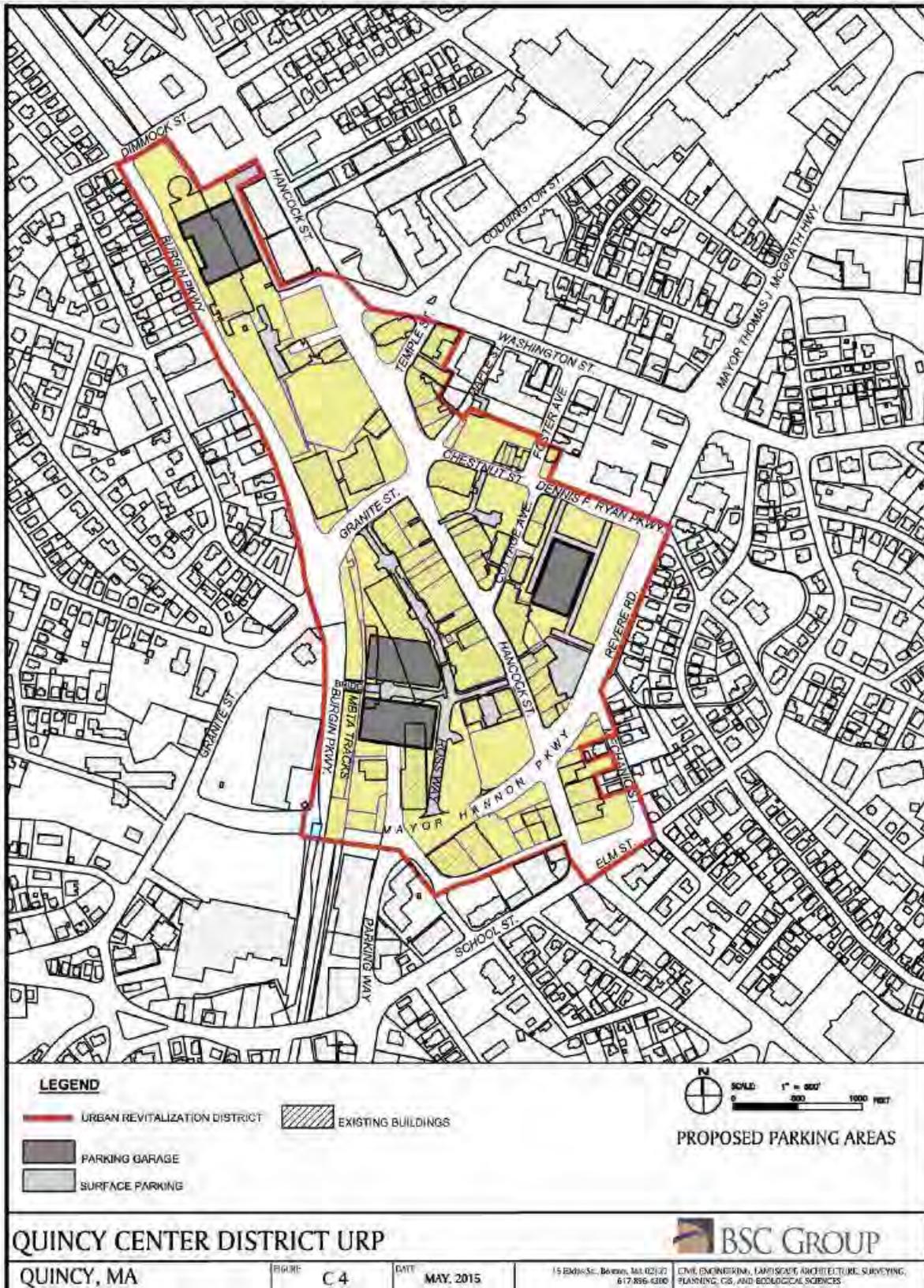
12.02 (1) (C-2) Proposed Property Lines, Building Footprints, and Parking Areas



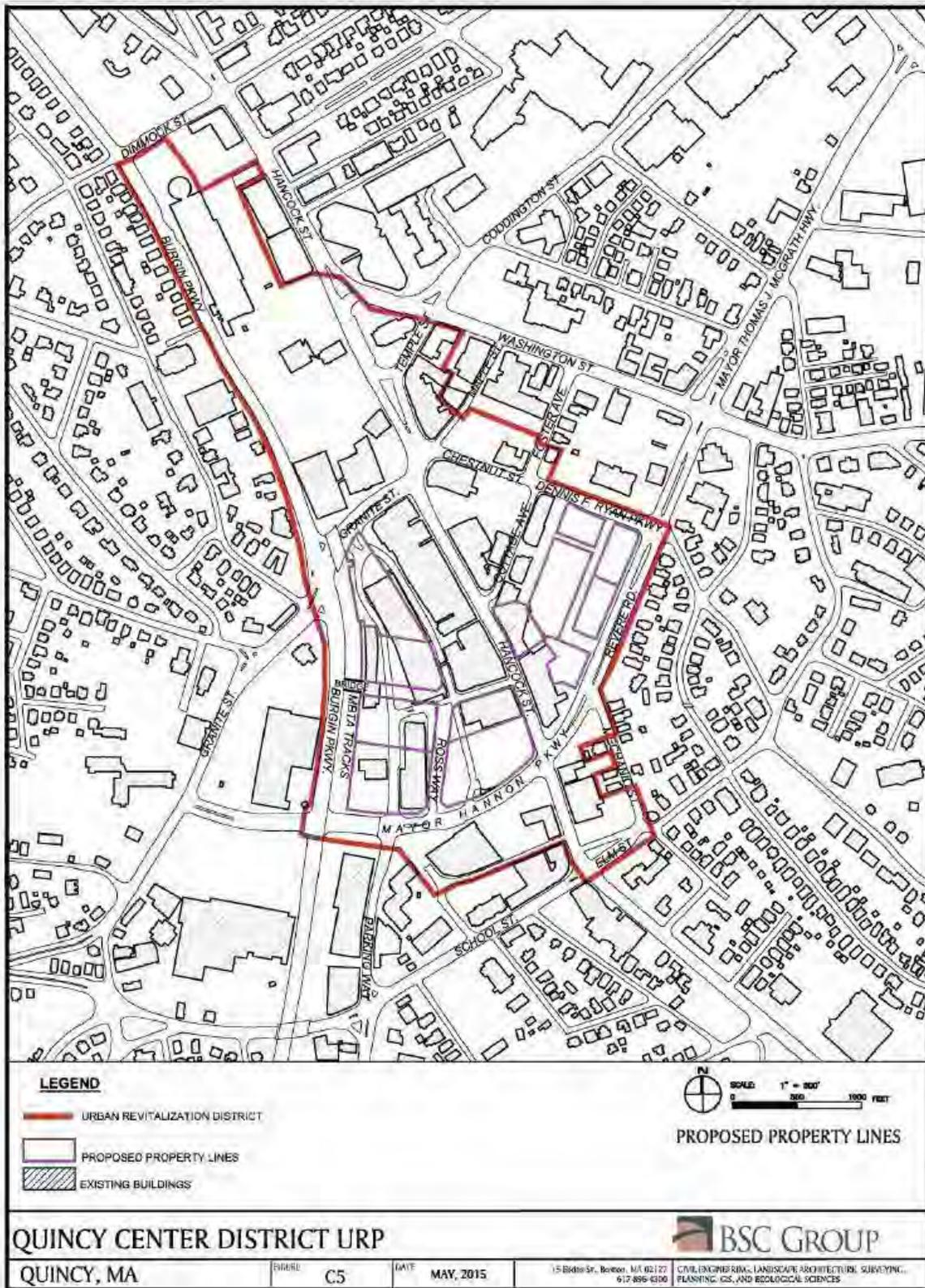
12.02 (1) (C-3) Proposed Building Footprints



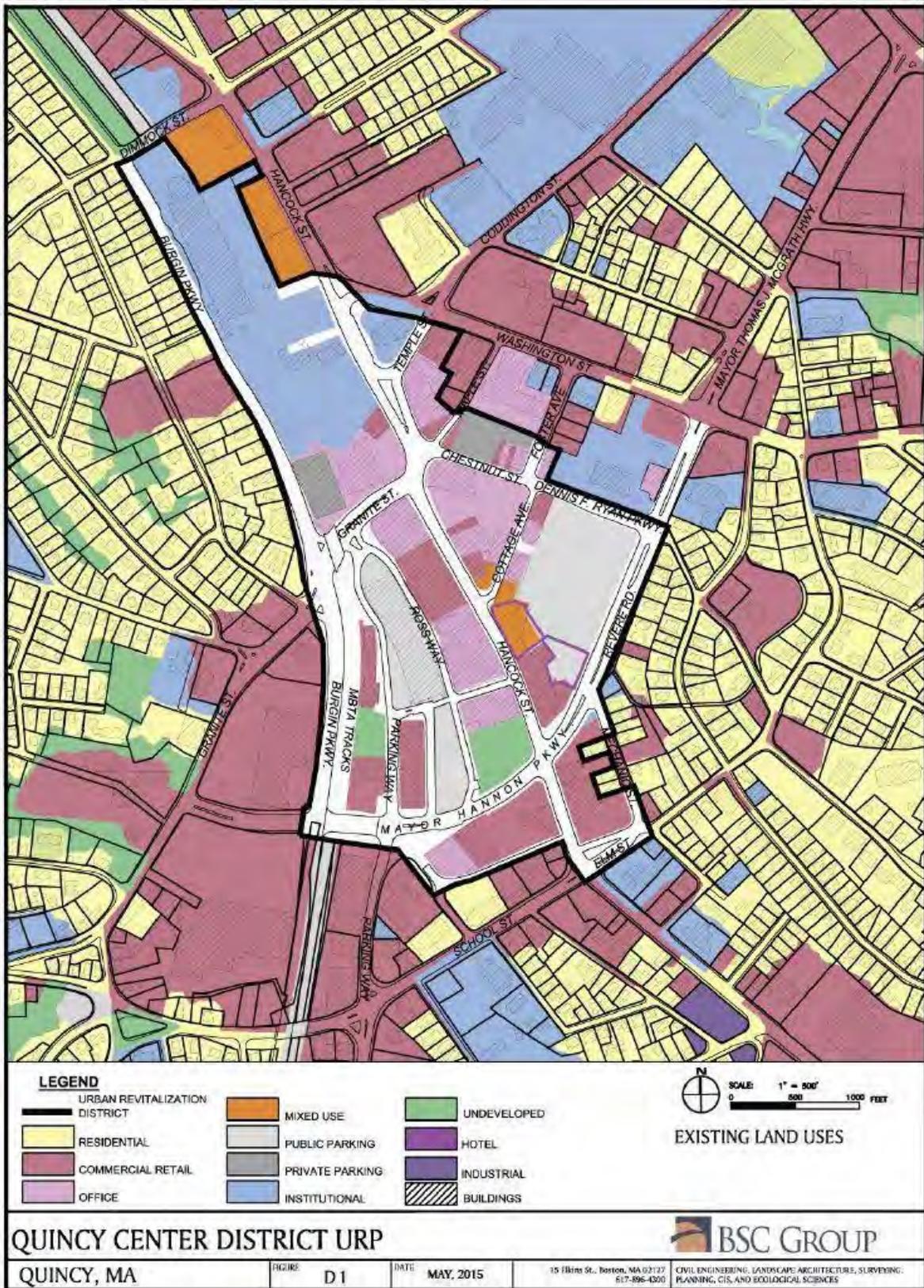
12.02 (1) (C-4) Proposed Parking Areas



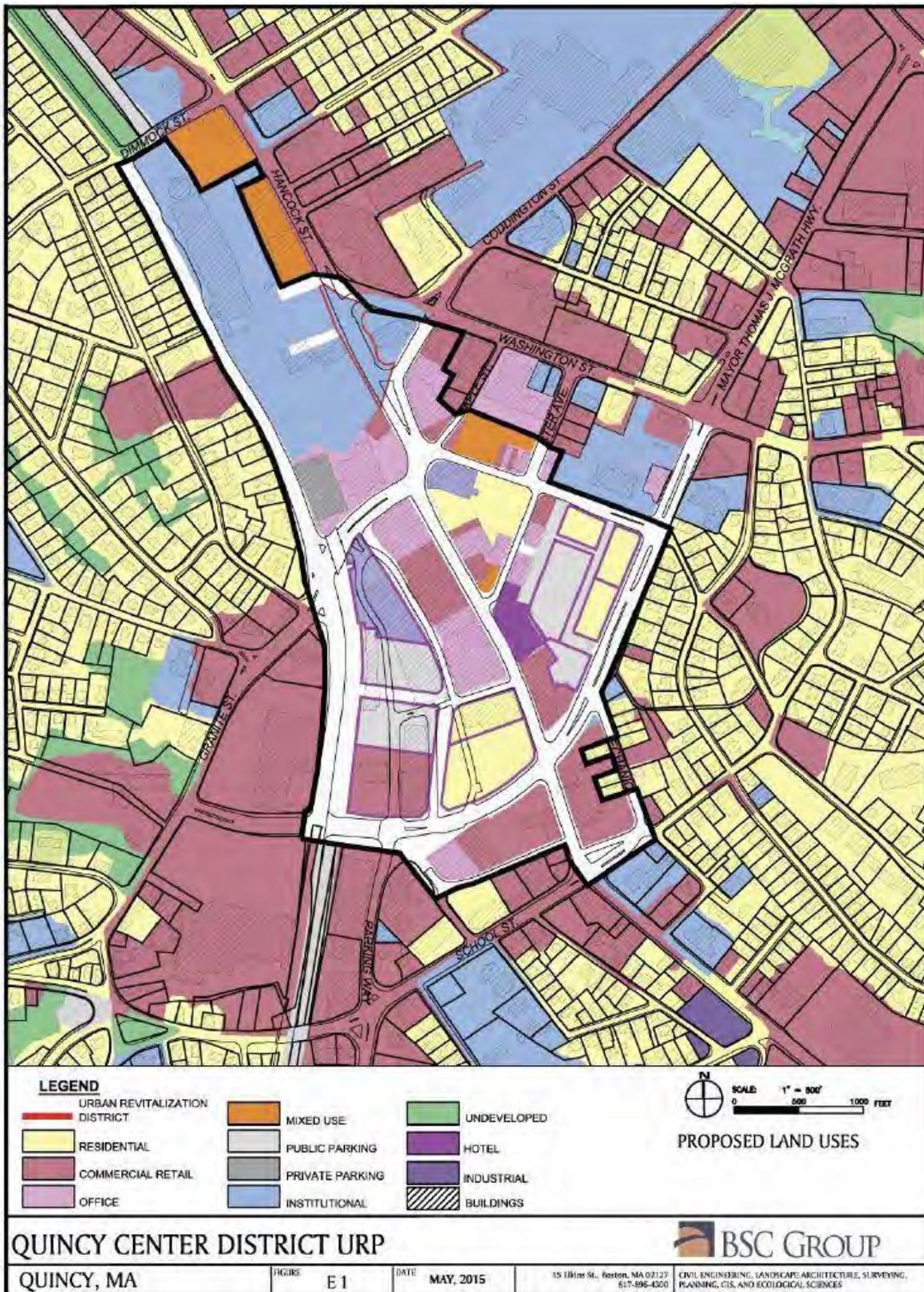
12.02 (1) (C-5) Proposed Property Lines



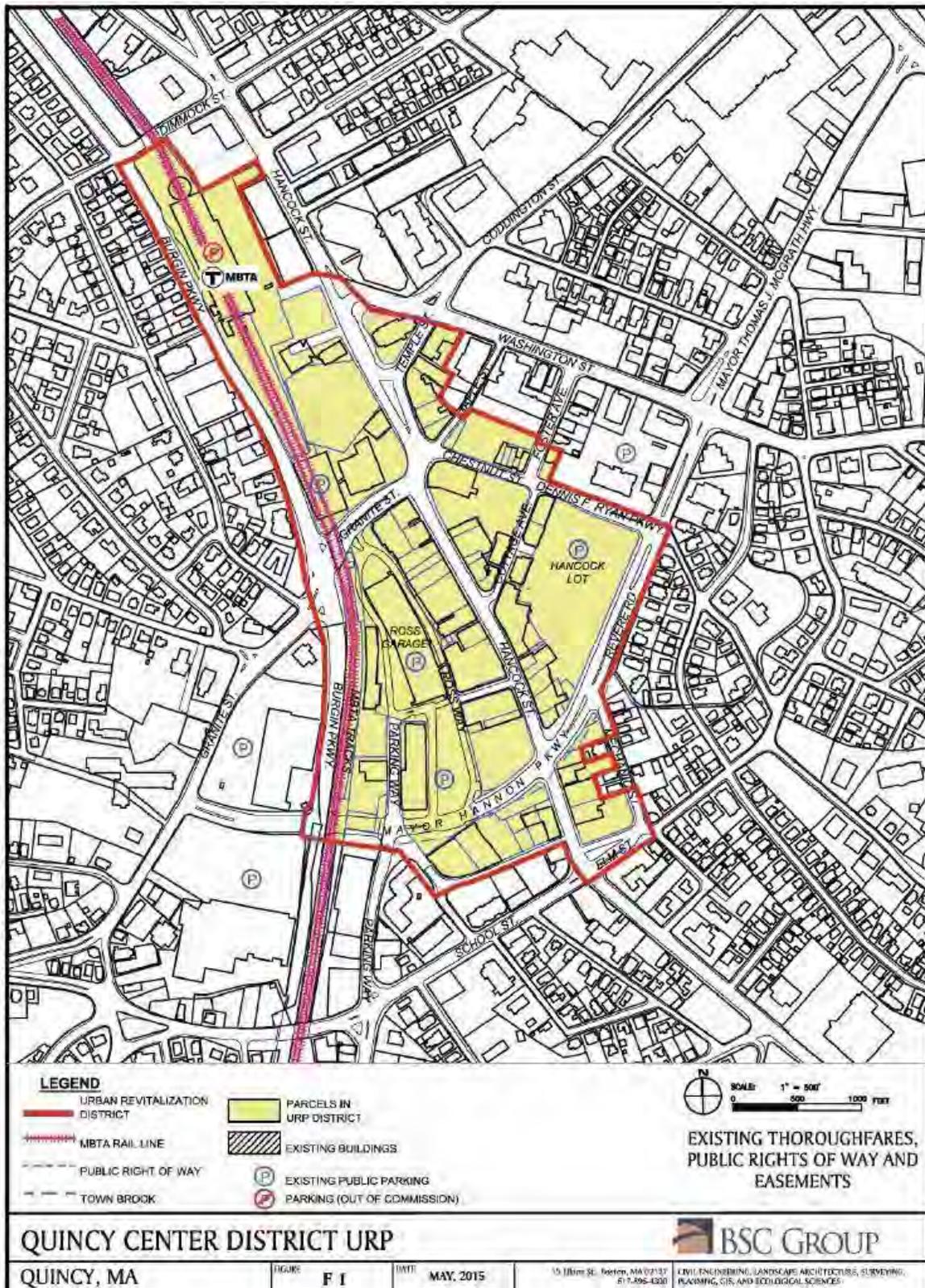
12.02 (1) (D-1) Existing Land Uses



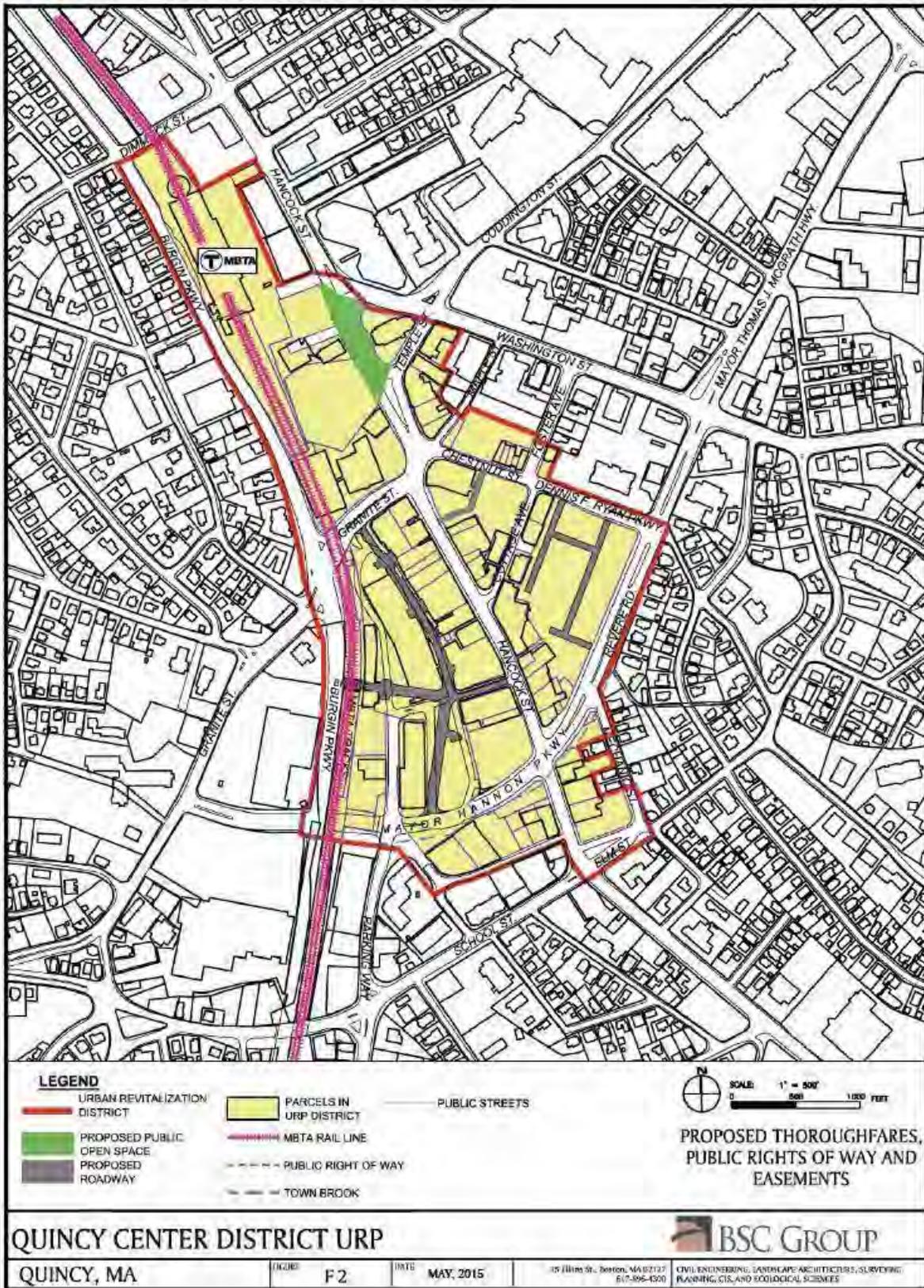
12.02 (1) (E-1) Proposed Land Uses



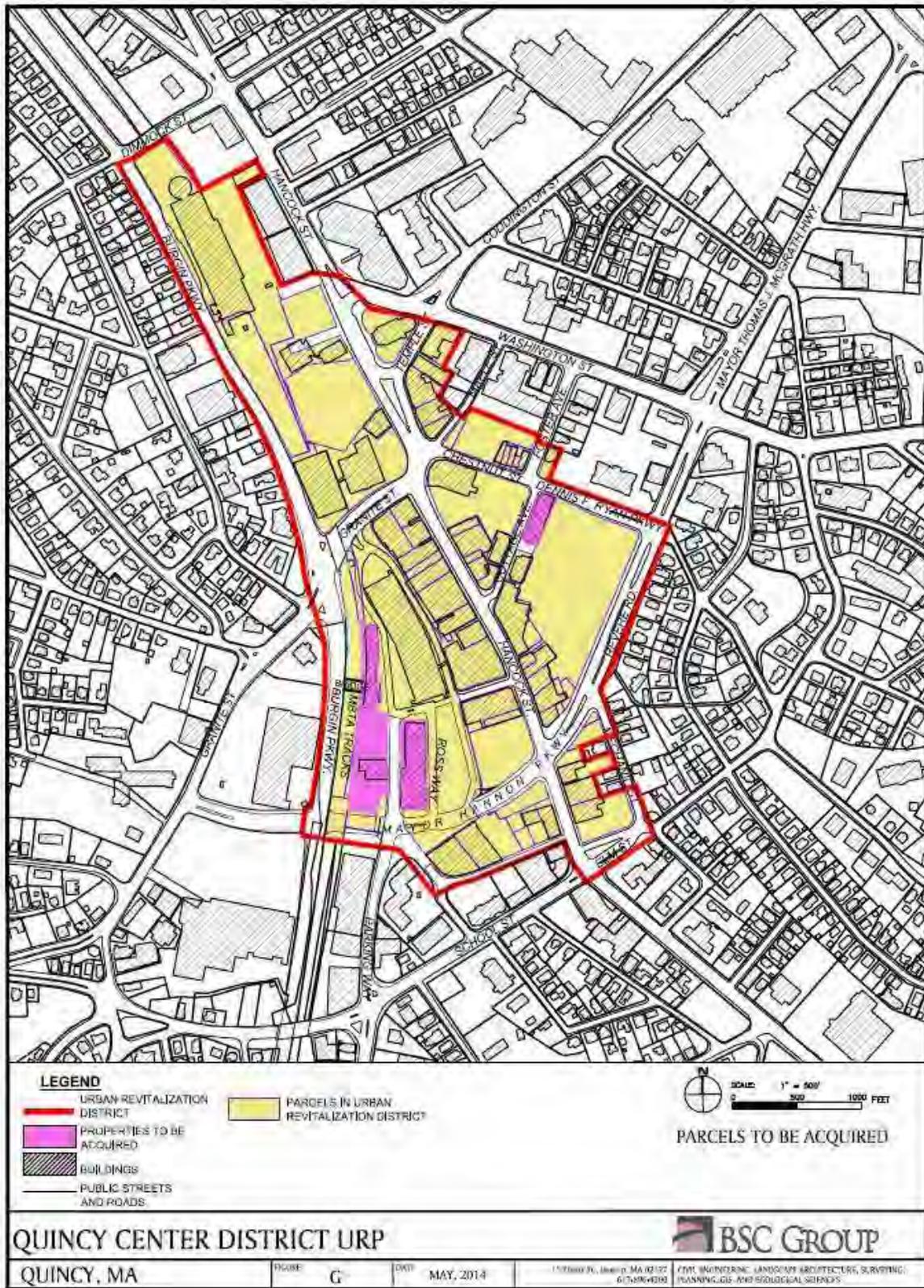
12.02 (1) (F-1) Existing Thoroughfares, Public Rights-of-Way, and Easements



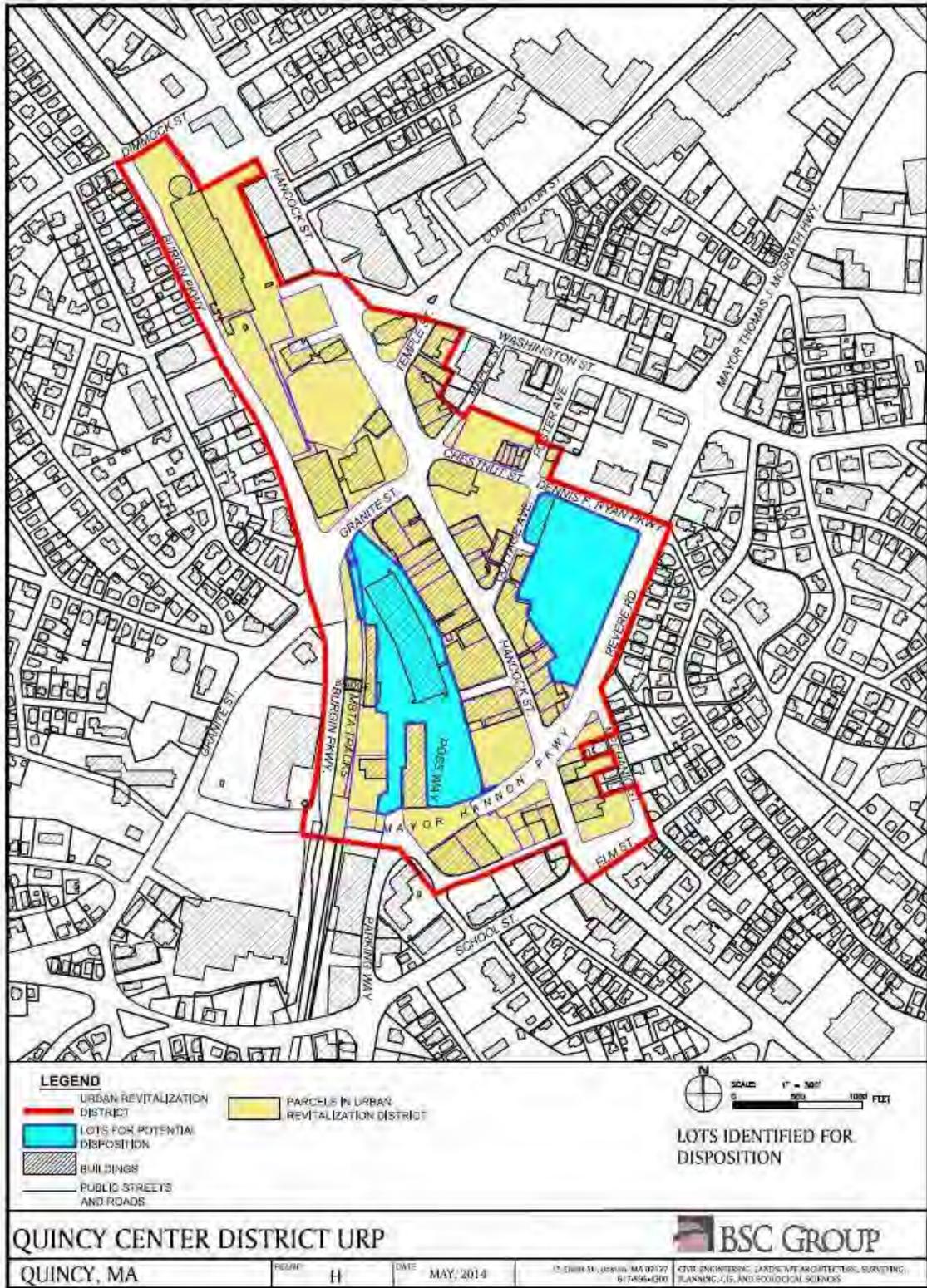
12.02 (1) (F-2) Proposed Thoroughfares, Public Rights-of-Way, and Easements



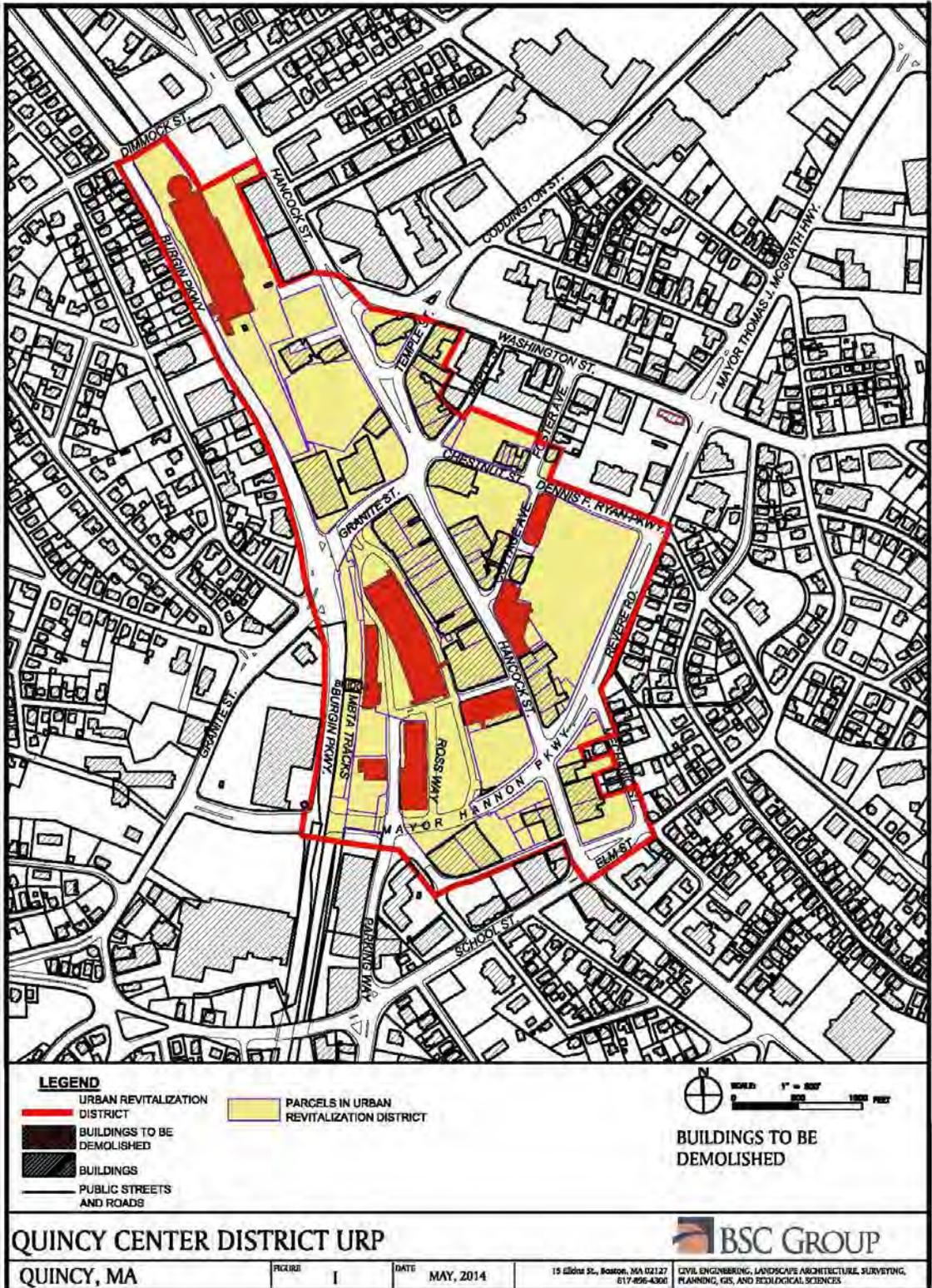
12.02 (1) (G) Parcels to be Acquired



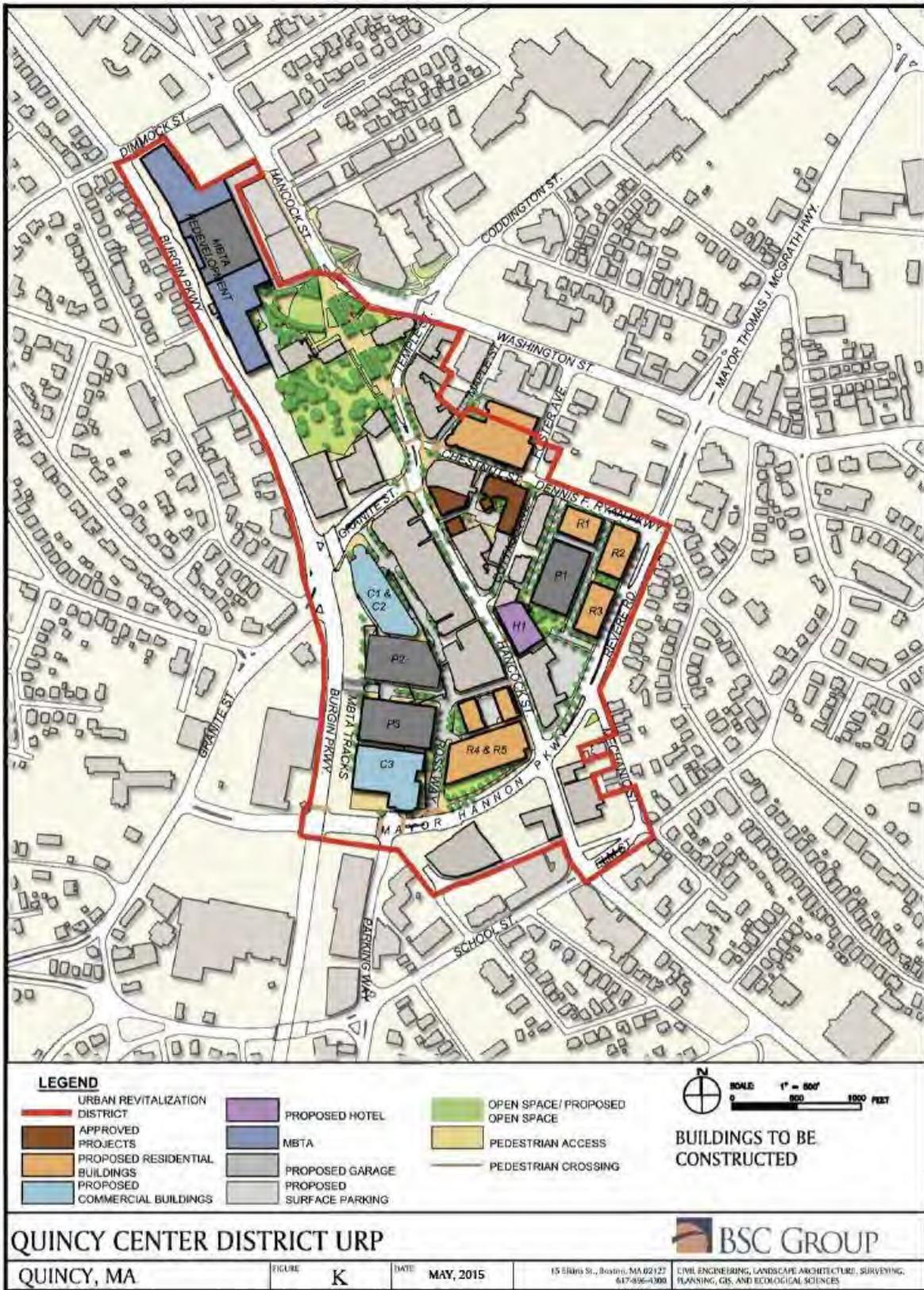
12.02 (1) (H) Lots Identified for Disposition



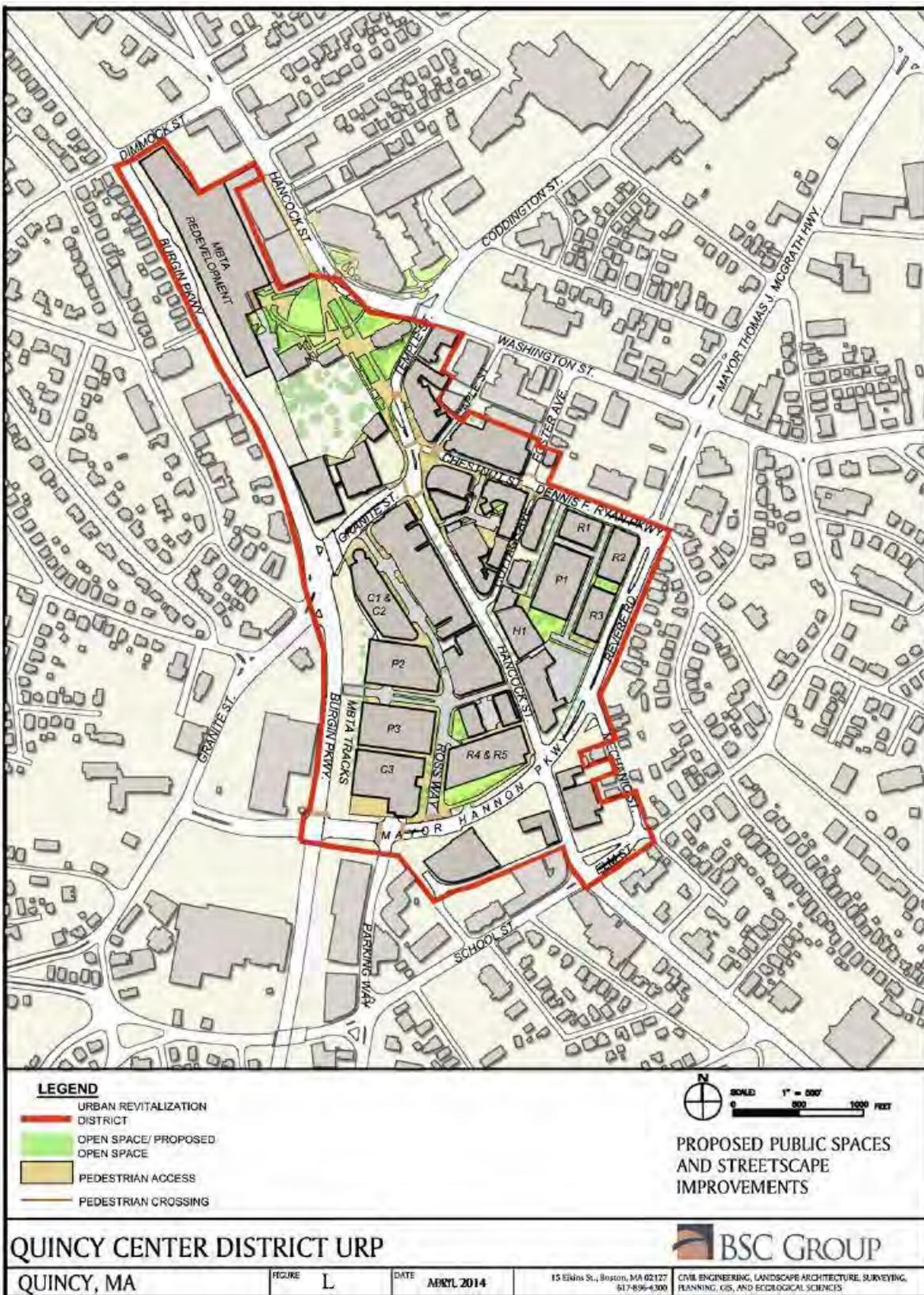
12.02 (1) (I) Buildings to be Demolished



12.02 (1) (K) Buildings to be Constructed



12.02 (1) (L) Proposed Public Spaces and Streetscape Improvements



12.02 (1) Section 2: Existing Characteristics

12.02 (1) Section 2.1: Project Location - Map 12.02 (1) (a) & Maps 12.02 (1) (A1) to Maps 12.02 (1) (A4)

Original URDP

The City of Quincy is located on the eastern coast of Massachusetts. The City is approximately 7 miles southeast of downtown Boston; 43 miles from Providence, Rhode Island; 100 miles from Hartford, Connecticut; and 60 miles from Cape Cod. It neighbors the towns of Weymouth to the east, Braintree and Randolph to the south, Milton to the west and Boston to the north. Interstate highway 93 runs through the City, as does the Massachusetts Bay Transportation Authority (MBTA) Red Line Subway and Old Colony Commuter Line to Boston. Route 128 passes just to the south.

Quincy is part of Norfolk County and contains 88,025 residents and a population density of 5,178 people per square mile (source: 2002 U.S. Census). The City is the most populous of communities on what is commonly referred to in Massachusetts as the “South Shore,” which extends along the coast down from Boston to Cape Cod. However, it is more frequently viewed as a medium-sized city within the Boston metropolitan region. Quincy has approximately 27 miles of coastline that is enveloped by two natural peninsulas that border Quincy Bay. The land area of the City is approximately 17 square miles.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (1) Section 2.2: Topography - Map 12.02 (1) (a)

Original URDP

In general, the land within the Project Area slopes at approximately 2% from the north end of Hancock Street at the Granite Street intersection, south, to the intersection with Cottage Avenue. It rises again at approximately 1%, south along Hancock Street, to Hancock Court. Across the site, from east to west, the grade changes vary, with Hancock Street generally acting as a high point. Again, the grade changes are under 3%. Grade changes in these small percentages are not a limiting factor for redevelopment of the Area.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (1) Section 2.3: Boundaries of Project Area - Map 12.02 (1) (a) & Map 12.02 (1) (A3)

Original URDP

A detailed description of the Urban Renewal Project Area is included below. In general, the proposed Urban Revitalization Project Area boundaries are as follows:

Burgin Parkway	From Granite Street Connector to City Hall Plaza northern boundary
Washington Street	From Hancock Street to one parcel deep past Temple Street connecting to Maple Street Chestnut Street One parcel deep past Maple Street to one parcel deep past Foster Street
Dennis Ryan Parkway	From one parcel deep past Foster Street to Revere Road
Revere Road From	Dennis Ryan Parkway to Mechanic Street
Mechanic Street	From Revere Road to Elm Street
Elm Street	From Mechanic Street to Hancock Street
Hancock Street	From Elm Street to Hancock Court
Hancock Court	From Hancock Street to the Concourse Street (Granite Street Connector)
Granite Street Connector	From Parking Way to Burgin Parkway

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

A detailed description of the Urban Renewal Project Area is included below. In general, the proposed Urban Revitalization Project Area boundaries are as follows:

- Burgin Parkway from the intersection with Mayor Hannon Parkway to Dimmock Street
- The current MBTA parcel (MBTA station, parking garage and bus stop area) between Dimmock Street and the new Adams Green
- Washington Street from Hancock Street to one parcel deep past Temple Street and then one parcel deep along Temple and Chestnut Streets to one parcel deep past Foster Avenue, then along Dennis F. Ryan Parkway to Revere Road.
- Revere Road from Dennis F. Ryan Parkway to Mechanic Street

- Mechanic Street From Revere Road to Elm Street, but not including residential parcels on Mechanic Street
- Elm Street From Mechanic Street to Hancock Street
- Hancock Street From Elm Street to Hancock Court
- Hancock Court From Hancock Street to Mayor Hannon Parkway
- Mayor Hannon Parkway from Parking Way to Burgin Parkway

12.02 (1) Section 2.4: Study Area Narrative Description

Original URDP

Beginning at the Burgin Parkway/Granite Street intersection, the URD boundary heads northeast along the southern boundary of the Quincy Center Parking Deck, following the northern boundary of the City Hall Park up to the Hancock Street and Washington Street intersection. The boundary follows Washington Street southeast one parcel deep past Temple Street.

It then heads in a southern direction following the back-parcel lines of parcels along Temple Street to Maple Street (parcels D32, D33, D34, D35, D36). From the intersection of the back-parcel line of DU36 and Maple Street, the boundary follows east along the back parcel line of DU44 to Foster Street and then along DU47 past Foster Street. The boundary then heads south on the eastern edge of parcel DU47 to Dennis Ryan Parkway. From that intersection, the boundary goes east to Revere Road. From the intersection of Dennis Ryan Parkway and Revere Road, the boundary heads south down to Mechanics Street.

Along Mechanic Street, it runs in a southeast direction to Elm Street. From the intersection of Mechanic Street and Elm Street, the boundary heads southwest along Elm Street up to Hancock Street and then northwest along Hancock Street up to Hancock Court. Following Hancock Court, the boundary heads northwest to the Granite Street Connector at the intersection of Burgin Parkway.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

The Study Area Narrative Description included in the original URDP is to be replaced with the following:

This Third Amendment includes the original Project Area, as described in the Project Area Narrative Description, with the following additions.

The original Project Area has been extended to the north to include the current MBTA Quincy Center Station parcel (Assessors Map ID 1137/29/A) consisting of a parking garage (closed) the MBTA

subway station, bus station and associated retail space. This MBTA station parcel has been included because the current parking garage has been closed due to structural concerns. The City is currently designated the “Principal Planning Entity” for the Quincy Center Station Redevelopment Program and is working cooperatively with the Massachusetts Bay Transportation Authority, the Massachusetts Department of Transportation and the Division of Capital Asset Management & Maintenance.

12.02 (2): AREA ELIGIBILITY

Original URDP

In order to undertake the actions contained in this URDP, the Project Area must be designated as an Urban Renewal Area, first by the City and then by the Commonwealth’s Department of Housing and Community Development (DHCD). The City’s Department of Planning and Community Development (PCD) must initiate the designation process. The following section contains an overview of Quincy’s history and background, followed by existing conditions within the Project Area, which show the deteriorated and economically uncompetitive conditions. The section concludes with a description of factors that make the area eligible under the urban renewal program.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) SECTION 1: BACKGROUND ON URBAN RENEWAL IN QUINCY

Quincy does not have a separately established redevelopment authority. In 1972, through Chapter 898 of the Massachusetts Acts and Resolves of 1973 (Chapter 898), the Massachusetts Legislature authorized the City’s PCD to act as the City’s redevelopment authority and to carry out the actions authorized in Chapter 121B, with some notable exceptions set forth in section 5 of Chapter 898. A copy of Chapter 898 is included as Attachment G with this URDP.

While PCD has the authority to act as the City’s agent in carrying out clearance, rehabilitation and other urban renewal activities, it does not have the independent power to acquire property by eminent domain, a power that is expressly provided and reserved to the City in Chapter 898. PCD is authorized under Chapter 898 to recommend to the Mayor and City Council which areas of the City constitute decadent, substandard or blighted open areas, to prepare plans for the clearance, conservation and rehabilitation of decadent, substandard or blighted open areas, and to prepare, seek approval of, and thereafter enforce urban renewal plans within the limits of the City of Quincy.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.1: Project Area Context

Original URDP

The focus of this URDP is the proposed Quincy Center Urban Revitalization District (the “Project Area”), which comprises a large portion of the major retail center of the City and is referred to as the “Downtown District”. Burgin Parkway, the planned Quincy Center Concourse, Washington Street and the City Hall Plaza roughly bound this area. The Downtown District is bisected by Hancock Street, which serves as an important commercial spine.

As a part of the downtown core, the Project Area is well served by transit, with the Massachusetts Bay Transportation Authority (MBTA) providing subway and bus service. The Quincy Center Transit Station, located at the intersection of Washington Street and Hancock Street, is the closest T station to the Project Area (within ½ mile) and provides direct access to downtown Boston. In addition, it also serves as a commuter rail stop.

The Quincy Center Transit Station is also a bus hub for routes which run mostly along Washington Street (Routes 220, 221, 222) and Hancock Street (Routes 215, 225, 230, 236, 238, 245). These buses connect to Weymouth, Braintree, and Hingham and provide a connective transit hub surrounding the Downtown District.

Major automobile routes to Quincy are through the Southeast Expressway (Route 3) and the Southern Artery (Route 3A). Washington Street, Hancock Street, Burgin Parkway and Granite Street are some of the primary roads in the Downtown District.

Major landmarks, destinations, civic institutions and historic sites surround the Project Area. Important historic assets such as the old Town Hall, The First United Parish Church, and the Hancock Cemetery are National Historic Register properties located in the northern end of the Project Area. Coddington Street, just northeast of the Project Area, fronts Quincy College, Quincy High School, the YMCA, Bethany Church and the historic Thomas Crane Public Library. The Norfolk County District Courthouse is another civic landmark positioned close to the Project Area. Though mostly comprised of commercial and institutional uses, Quincy Center is surrounded by strong residential neighborhoods.

The Project Area also contains numerous commercial buildings of historic value that contribute to Quincy’s character, such as the monumental Granite Trust Building (Bank of America building), Adams Building and the Quincy Savings Bank Building. Hancock Street, which bisects the Project Area, is the main commercial spine, with continuous storefronts on both sides.

Located in the southeast portion of the Project Area is the Hancock Parking Lot, a five-acre surface parking lot owned by the City of Quincy. This lot has been identified as a key redevelopment parcel in the downtown area. As discussed in the Project Overview, this site’s access and visibility will be significantly enhanced once construction is complete of the construction of Phase II of the Concourse. The Ross Parking garage is another City-owned parcel that is recommended for renovation and redevelopment within the Project Area.

A significant feature of the vision for Quincy Center’s revitalization comes from its long and vibrant history. The City envisions a downtown area that preserves, exhibits and promotes Quincy’s unique cultural and historic architecture and landmarks. A brief description of the City’s history is documented below.

URDP #1 – No Changes**URDP #2 – No Changes****URDP #3 – No Changes****12.02 (2) Section 1.2: Local History****Original URDP**

Quincy's history is closely linked with that of its neighbors, Braintree and Randolph. Originally, the area was inhabited by the Massachusetts tribe of the Algonquin Indians. In early 1625 an Englishman, Captain Wollaston, made his way to the area with a cargo of indentured servants. Thomas Morton then followed in Wollaston's footsteps from England in search of riches. Quincy was originally a precinct of the Town of Braintree established in 1640. Given their independent nature, Quincy's inhabitants soon became desirous of home rule. As a result, the Massachusetts General Court incorporated the town in honor of Colonel John Quincy, an eminent citizen.

In 1789, Quincy's most famous citizens became nationally prominent, with the election of native son John Adams as vice president of the newly formed Union. Eight years later he became president of the United States. His son, John Quincy Adams, eventually followed in his footsteps and attained the presidency, and following his tenure he became regarded by many as the finest diplomat in the Foreign Service Corps. The Adams were but one of many prominent and influential families residing in Quincy during the colonial years and thereafter. Both Presidents and their wives are interred in a crypt below the sanctuary of the First Parish Church, which is a National Park site and tourist attraction in the middle of downtown. The Hancock Cemetery is located adjacent to the Adams crypt.

After 1830, industrial production began to take over as the primary employer of Quincy's citizens. Granite quarrying, followed by shipbuilding, became the two most prominent industries within the Town. The demand throughout the region for Quincy's quarried granite led to the development of the first commercial common carrier rail-line in the country. Their first contract was with the Bunker Hill Monument Association in 1827, and horses were initially used to haul the rail cars. Soon, however, the operation grew much more efficient. The early utilization of innovative transportation technologies, such as the rail track switch, the rail car turntable, and the swivel trucked rail car, led to Quincy's eventual development as a major industrial shipbuilding center engaged in global trade.

By 1845, the population of Quincy was a mere 4,300 people. During the industry's zenith, immigrants from Ireland, Italy, Finland, Scotland and the Sudan came to work in the quarries and, by settling in the City, helped to enrich the character of its neighborhoods. The Town grew from both foreign immigration and regional migration, as the development of the railroad dramatically increased Quincy's accessibility to craftsmen and laborers. The burgeoning town center evolved around the Stone (First Parish) Church and the Town House, both of which are still in use today and are located adjacent to the Hancock Cemetery and the proposed Adams Green. Even to this day, Quincy continues to attract immigrants, with the recent influx of Asian immigrants. In addition, the railroads' current function as a commuter rail line still provides accessibility from Quincy to jobs in and around Boston.

The population of Quincy jumped from 7,442 in 1870 to 10,529 in 1880. Population growth in Quincy remained constant from this period until the Great Depression, due to local and regional economic growth and accessibility to Boston. However, the granite quarrying industry eventually began to decline following World War II, when the introduction of cement provided a cheap, reliable substitute for granite. The last quarry in Quincy closed in 1963, removing the last elements of jobs once associated with this major local industry.

Shipbuilding, historically the second most prominent employer in the City, began its rise in a little shop located on the Fore River in present day Braintree. In 1883, the owners of a small machine shop located there began to experiment with the potential capabilities of marine engines. By 1884, the business had grown so fast that it was forced to move to the Fore River in eastern Quincy. In 1913, the Bethlehem Steel Corporation took possession of the operation and, over the next several decades, the manufacturing facility became one of the greatest shipyards in the world. General Dynamics later replaced Bethlehem Steel as the owner and Quincy continued to be a leading shipbuilding center into the 1970s. Subsequent defense cutbacks and a general degeneration in domestic shipbuilding have resulted in the decline of the once prominent industry locally.

In recent times, the extent and diversity of Quincy's retail and commercial economy made it a focus of daily shopping for many of its residents, tourists and the regions commuters. The years following World War II in Quincy were marked by extensive residential development of single-family dwellings. During the prosperous post-war years, young families were drawn to the manufacturing jobs available in Quincy. Furthermore, some neighborhoods that had previously only attracted the Boston regions summer vacationers began to establish year-round residents who weatherized their homes for the harsh New England winter. As a result, Quincy made the transition to a rich social and economic mixture of small and medium-sized residential neighborhoods, local shopping districts and commercial enterprises and developments.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.3: Quincy Center

Original URDP

Quincy Center was the original nucleus around which the commercial and administrative heart of Quincy developed. It was in this neighborhood that the Adams families established their homes and many prominent citizens of the Boston social and business scene established their roots in the area. The first substantial transportation routes in Quincy were established through the Center, and these conduits became major thoroughfares from Boston to the rest of the South Shore as it developed. Quincy Center ultimately developed into the main retail center in Quincy and was known regionally as "Shoppers Town USA". Subsequently, Quincy College was established across from the Thomas Crane Public Library-Quincy's main branch. Nearby City Hall sits adjacent to the Quincy Center Red Line and Old Colony Commuter Rail.

Retail employment within Quincy Center declined significantly in the 1970s with the loss of jobs associated with major industries, the relocation of major downtown retailers to the South Shore Plaza in Braintree and the closing of the former Bargain Center, which was located directly across Hancock Street from City Hall. More recently, the area has somewhat rebounded from competition from suburban retail malls, and some office space has been created in new mixed-use developments such as Presidents Place. These new offices, combined with the many historic sites in Quincy Center, a YMCA, and several banks, anchor a business district that offers services and retail products to tourists, employees and residents. However, the downtown has never returned to the vibrant commercial and retail center it once was, when it was called “Shoppers Town USA”.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.4: Quincy Today

Original URDP

Quincy thrived into the early 1960s due to post World War II peacetime prosperity, plentiful and affordable housing construction, and an abundance of manufacturing jobs that afforded Quincy’s residents one of the better standards of living on the South Shore. Beginning about that time, manufacturing employment declined substantially, with the closing of the granite quarry and ship building industries. This trend has continued, and it is offset in part due to an increase in service related employment.

Today, Quincy continues to attract professionals from metro Boston and immigrants from around the World, in particular Asians, thereby adding to the cultural diversity of the community. They come for Quincy’s numerous economic opportunities in a multitude of trades and industries, as well as a superior quality of life as part of the Boston Metropolitan Area. Quincy also continues to attract urban professionals and corporate offices from Boston, who continue to relish the City’s lower cost of living, convenient location, excellent transportation facilities and numerous amenities. Quincy expects to account for a significant proportion of the South Shore’s future commercial, residential and retail growth. However, since the Quincy Center area, and more specifically the Urban Renewal District, remained stagnant and no significant development activity has occurred within the URD in the past 35 years, public actions intended to stimulate and impact significant new downtown development is warranted.

In 1973, the City’s Planning Department in partnership with the Quincy-South Shore industrial and Commercial Development Corporation prepared a Plan to revitalize the downtown area. This Plan, called the “Quincy Center Development Plan” (Attachment H), included a market study as well as recommendations for land use, development and transportation improvements. The Study concluded that using an aggressive approach, the City could add 300,000 to 600,000 square feet of retail and 4,000 – 10,000 new housing units in the downtown area. It identified the need for new open space and

pedestrian amenities to attract new residents and businesses. Other strategies for revitalization included parcel assembly, redevelopment of the Hancock Lot parking area, preservation of the historic resources in the area and a simplified regulatory system. The market study suggested viability of adding high-density residential to create a market for new retail. Many, if not all of these issues and recommendations are still relevant today.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.5: Existing Property Ownership

Original URDP

As illustrated in Attachment A, 1400 Hancock Street LLC is the largest private owner of land, with 77,249 square feet or just over 5% of the total land in the Project Area. Its property is improved with a multi story office building. The Stop & Shop Headquarters site (DU25) is the second largest privately owned parcel within the Project Area with 4.3% of land area. The Project Area is also dominated by two key City-owned properties, the Hancock Parking Lot (DU72) and the Ross Parking Garage (DU141), comprise over 30% of land.

As evident from the land ownership list, included as Attachment A, the Project Area is comprised of many small lots with many different owners. Excluding the large private properties described above, 58 parcels or 68% of properties are less than 15,000 square feet in size. This fragmented ownership pattern and small parcels have been a significant deterrent to attracting new private investment to the Project Area.

As illustrated in Map 12.02 (1) (c1), small lots are located on almost all streets in the Project area, but concentrated on Hancock Street and Foster Street. In addition to size limitations, parcels within the Project Area are irregularly shaped. Examples of such parcels can be seen at the intersection of McGrath Highway and Hancock Street and the intersection of Hancock Street and Granite Street. Such sites are difficult to develop based on current zoning requirements of parcel size, setbacks and location of building footprint. These small and irregularly shaped parcels are one of the reasons why there has been little new development within the Project Area over the past 35 years. Only three parcels underwent any significant new development during that period (Map (12.02 (1) A4)).

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.6: Existing Structures (Attachment A)

Original URDP

A visual evaluation of the exterior of all the structures and their building elements within the Project Area included a survey of 63 properties. Property uses include retail, office, institutional and religious. Building types primarily include masonry, concrete, stucco, wood and vinyl. Building conditions vary considerably within the Project Area. A rating system was used to classify building conditions with categories of “good”, “satisfactory”, “moderate disrepair” and “severe disrepair” to assess and document the condition of the exterior components of the buildings, including: foundation, walls, windows, doors, cornices/eaves, porch/balcony, exterior stairs, loading dock, chimney and roof, where applicable. An inspection of indoor public space in the Quincy Fair Mall assessed the condition of the floors, walls, ceiling, doors, windows, columns, fire protection, sanitary facilities, elevators and building code issues.

In addition to physical condition assessment, the assessment covered building types and styles at a preliminary level for their suitability within the historic and downtown retail environment. BSC TerraSphere also evaluated the building types and styles at a preliminary level for their suitability within the historic downtown retail environment. The results of the building conditions survey were classified using the following rating system:

1. Good Condition – The buildings within this category appeared to be in a structurally stable condition. In some cases, there were clear signs of building maintenance or recent rehabilitation such as new paint, new door and windows.
2. Satisfactory Condition – Buildings in this category exhibited stable conditions and required only minor rehabilitation such as new paint and window replacements. In some cases, exterior features (such as the entranceways) require moderate improvements to make them code compliant.
3. Moderate Disrepair – This category includes buildings in need of minor structural repairs, porch or roof replacements or siding replacement. Certain building components appeared to be reaching the end of their useful periods. Some of the buildings require considerable maintenance on the overall structure.
4. Severe Disrepair- Buildings that are visually dilapidated and need extensive repairs are categorized in this group. Most of these buildings require major investment in façade improvements, storefronts, walls and/or other architectural features.

Building Condition	Number	Percent of Total Buildings
Good Condition	8	12%
Satisfactory	23	36%
Moderate Disrepair	29	47%
Severe Disrepair	3	5%
Total	63	100%

The average building condition within the Project Area falls between “satisfactory” and “moderate disrepair.” Most landmark buildings such as the Bank of America building at 1400 Hancock Street (a/k/a the Granite Trust Building) are well maintained, especially at the street level. The rear mid-rise sections of the Bank of America building complex exhibit signs of disrepair on the brick wall. Some small-scale retail buildings fronting public streets in the center of the Project Area have appropriate storefront condition and style that are suitable in this traditional retail district. Additionally, a number of building facades, such as the Greenleaf Building (DU110) at the intersection of Granite Street and Hancock Street, display unique architectural elements that contribute to the historic character of downtown Quincy. However, at a number of small retail buildings, the rear side appears to be severely degraded due to a lack of maintenance and repair, such as the building that houses Trattoria Alba (DU105) and Men’s Hi-Style Salon (DU104) at the intersection of Revere Road and Hancock Street. At the time of this study, a few storefronts were under renovation, including the Trattoria Alba and the retail space across from Cliveden Street.

The only major indoor public space in the Project Area resides in the Quincy Fair Mall (DU121). The architectural style of this building does not appear to be appropriate in the downtown traditional retail district. While the overall interior condition is satisfactory, the building has a number of code related issues, such as the lack of a vestibule at the lower level as required to meet the state’s energy code and the lack of an accessible route from a public street to the lower-level entrance, which is necessary for a major public space.

Following is a summary of building and parcel data that was collected to summarize the type, age, use, and physical appearance of each property.

Age of Buildings within the Project Area:

Years	Number	Percentage
0 –20	2	3%
21 – 40	6	10%
41 - 60	7	11%
61 - 80	27	44%
81 – 100	8	13%
100 >	10	16%
No info	3	3%
Total	63	100%

In summary, the Project Area is dominated by older properties, very few of which are in “good” condition with many in “moderate disrepair”. Only 2 structures have been built within the last 20 years. Moreover, these properties are overwhelmingly located on small, irregularly shaped lots significantly smaller than the 15,000 square foot minimum required under the new zoning, and which lack the type and amount of parking and transportation access generally needed in today’s urban environments.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.7: Existing Land Uses and Zoning (Map 12.02 (1) (d1))

Original URDP

Field survey information and data from the Quincy Planning Department were used to compile a profile of parcel usage within the Project Area. The Project Area is generally considered a traditional retail area, characterized primarily by street level retail along lower Hancock with some office and commercial space above. Retail uses are also located in a more fragmented pattern on Rossway, Parkway, Hancock Court, Cottage Avenue and Revere Road.

The retail on Hancock Street, considered the community’s ‘main street’, mostly serves the surrounding neighborhoods with amenities such as restaurants, video-rental stores, cafes and nail-salons. In addition to these smaller commercial establishments, Stop & Shop corporate headquarters, and 1400 Hancock Street building, etc., are also located within the district.

Existing land uses are shown on Figure 12.02 (1) (d1) and summarized in the table below. There are no residential uses or significant public open spaces within the Project Area, reducing the level of street activity after work hours. Low-density residential uses generally surround the Project Area.

Land Use Classification Information

Land Use Classification	Area (sq. ft.)	Area (acres)	Percentage of Total Project Area (%)
Public Parking	508,118	11.66	28.5%
Retail	413,391	9.49	23.2%
Mixed-Use Retail / Office	34,144	0.78	1.9%
Office	394,974	9.07	22.2%
Vacant Land	38,024	0.87	2.1%
Institutional	335,654	7.71	18.8%
Private Parking	57,485	1.32	3.2%
Total	1,781,790	40.90	99.9%

A significant portion of the Project Area, almost 34 percent, is either vacant or devoted to parking. The Hancock Parking Lot alone takes up 5 acres of prime downtown space within the Project Area. This is a significant underutilization of prime land within the City center. The Ross Garage is another large lot with good visibility from Burgin Parkway. Based on their location and accessibility, these parcels have potential for significant new development.

The focus of the URDP is the revitalization of underutilized commercial properties in Downtown Quincy. And as evident from the existing land use patterns on Figure 12.02 (1) (d1), there are no major residential uses within the Project Area. Though there are some abutting residential neighborhoods, a

vibrant downtown should include a mix of uses, including residential, to make it an activity center even after the close of business.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.8: Existing and Proposed Thoroughfares, Public Rights-of-Way, and Easements (Map 12.02 (1) (f1) & (f2))

Original URDP

Hancock Street, Washington Street, Granite Street, Burgin Parkway and the Dennis Ryan Parkway provide primary vehicular access with the Project Area. But the configuration of these streets makes the general street pattern disorienting and difficult to understand. Driving into and within the Project Area is also difficult due to the lack of coherent signage.

Additionally, the pedestrian network is disconnected, and creates conflicts with the vehicular traffic. A prime example of such vehicular-pedestrian conflicts is evident in the north section of the Project Area. The staggered intersection of Hancock Street, Chestnut Street and Granite Street/Maple Street is the most heavily traveled and visually prominent location in the Project Area. Heavy automobile movements characterize this intersection and the design and traffic congestion make it a difficult intersection for pedestrians. This intersection, which abuts the Stop & Shop corporate headquarters building, is a strategic site for visual and public space improvements, and has the potential to become the visual and pedestrian landmark of the Center. It connects the Quincy Center Station to the Hancock Parking Lot and Ross Garage, which are identified for redevelopment. Therefore, pedestrian upgrades are needed. At the same time, there must still be the safe and efficient movement of traffic through this area.

Existing Drainage

As with many older New England cities, portions of the city’s drainage system are old and need to be updated to meet current storm water management guidelines and regulations. Over the past 15 years, the federal and state governments have undertaken a \$55 million project to divert floodwater from Town Brook into a deep rock tunnel that runs under the Project Area and discharges to Town River Bay. A recent study completed for the City by Rizzo Associates (Attachment M) reports that this project has significantly reduced flooding from the open portion of Town Brook just south of the Project Area. The Rizzo Associates report also concludes that one of the final components of the Town Brook Project, known as the “Bigelow Street relief conduit” should be completed to fulfill the engineering objectives of the Project. The Bigelow Street Relief Conduit is to be located within the planned Phase II Concourse roadway section of the Project Area.

The Rizzo Associates Report also concludes that the redevelopment of the Hancock Lot will not aggravate the flooding problem, as the new site plan is not expected to increase the site impervious area.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.9: Existing Parking

Original URDP

In November 2000, Rizzo Associates conducted a detailed parking study of Downtown Quincy in (Attachment J). The Study identified approximately 8,000 parking spaces in the study area. About 90 percent of the spaces support downtown uses and 10 percent are used for commuters at the MBTA Quincy Center garage. Based on the analysis, Downtown Quincy has an adequate parking supply to serve existing daytime peak parking demands and there is more than adequate parking supply to support increased activity levels on weekday evenings and on weekends associated with dining and cultural events.

The Rizzo Associates Parking Study also identified that the existing roadway system providing access to downtown operates at or near capacity during commuter peak hours and will act as a constraint for the amount of new parking that can be accessed during these hours. Rizzo Associates noted that while the Ross Garage provides needed parking spaces in downtown, it is in need of renovations. Access to the garage is also difficult due to traffic congestion along both Hancock Street and Granite Street.

The Study recommends construction of a new municipal parking facility on the Hancock Lot with 500-800 public spaces to replace the existing surface parking and support the redevelopment of the lot. In addition, the Study recommends the refurbishment or replacement of the Ross Garage to provide 1,000 to 1,500 public spaces. Design and operational considerations at these facilities include:

- Providing new or improved access to the Ross Garage site to increase its coverage area and visibility.
- Constructing a new facility or renovating the Ross Garage to a more secure and safe environment for patrons.
- Providing rate structures for short-term parking that do not increase on-street parking demands and long-term rate structures that meet employee demands, but do not encourage high levels of auto use for commuting.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 1.10: Description of Market Context

Original URDP

12.02 (2) Section 1.10.1: Downtown Vision Plan

The following are excerpts of the Market Context taken from the Downtown Vision Plan (Attachment L) report prepared by Goody Clancy, dated May 2006 and included as Attachment 6 to this document. For the full section, refer to attached report, pages 16-19.

Quincy Center is in an excellent position to take further advantage of a strong housing market and reap the commercial benefits of bringing people back to downtown. The market for new housing in Quincy reflects the aging population and an increase in young professionals with no children. This demand can be met by providing multi-family housing in downtown locations. For example, a 300-unit residential building was built in the downtown area last year and is already 100% occupied. Development of a new customer based downtown, specifically, residents of proposed new mixed-use buildings, will broaden opportunities for the business community.

The recommendation to develop a mixed-use project with housing close to the commercial activity along Hancock Street reflects four key considerations:

- *Hancock Street has experienced the most visible disinvestments in Quincy Center and its blighted qualities undermine the entire area's market potential.*
- *Quincy Center Station provides a strong link to Boston-area jobs and entertainment, real attractions for potential downtown residents.*
- *Quincy Center can support significant diversification of uses-particularly the addition of housing units, which will benefit existing retail by adding new customers to the downtown market.*
- *Quincy Center offers sites (in particular, the 5-acre municipal lot) large enough to accommodate the critical mass of development and new parking needed to create a regionally competitive urban district.*

12.02 (2) Section 1.10.2: Market Context and Comparison of Quincy Center and the URD Area (Map 12.02 (1) (A4))

This section presents an analysis of the historic development patterns in the City of Quincy, Quincy Center and the Urban Revitalization District (URD) over the last 40 years. This summary is included to provide a market context of how major development has been attracted to Quincy Center, but not so much to the URD, during different time-periods over the last 40 years. In addition, this section serves as a proxy for a market analysis, which the City of Quincy will have prepared at a later date, in reaction to different proposals provided by a potential developer(s) for the Hancock Lot and/or Ross Garage. Map 12.02 (1) (A4) shows development trends in Quincy over the past 40 years.

Following are some of the facts comparing the larger Quincy Center District to the URD, which is a component of Quincy Center:

- Quincy Center contains approximately 113 acres, which represents 1.3% of the City of Quincy land area, and the URD, which is a sub-section of Quincy Center, contains approximately 55 acres, or 27% of Quincy Center.
- Quincy Center is improved with over 5.76 million square feet (m SF) of gross building area, which represents about 5% of the building area in the City. Within Quincy Center, the URD has approximately 2.0 m SF of building area, which represents about 35% of the building area in Quincy Center.
- The commercial building component in Quincy Center (3.6 m SF) represents about 22% of the commercial building supply in the City, and indicates that Quincy Center is an important commercial (office/retail) component to the overall base.¹ In addition, Quincy Center is a major governmental and educational hub in the City, as it has nearly 1.2 million SF of building area for these uses, which includes Quincy City Hall, Norfolk County Courthouse, Quincy High School and Quincy College, to name a few.
- Approximately 66% of the building area in Quincy Center was developed in the last 40 years, and these buildings are highlighted in Map 12.02 (1) A-4 by different periods. Development trends between 1995 and 2005 indicate Quincy Center attracted 0.8 m SF of new development including two new residential projects of 0.5 m SF. This recent development in Quincy Center, as show in Table 1, represents 9% of the increase in the City's residential development since 1995. This recent development also accounts for 60% of the residential supply in Quincy Center. However, none of this residential development has occurred in the URD. The two major projects that did get built in Quincy Center (but not the URD) are Ten Faxon Place and Munroe Place, and both of these project were received well by the market.

Quincy Center has also attracted 2.4 m SF of commercial development over the last forty years. Most recently was the significant investment to renovate completely the Quincy Mutual Fire Insurance property, which is in the URD. Other major office development in Quincy Center (but outside the URD) included Presidents Place (1988) and the corporate headquarters for Stop n' Shop (1984). Quincy Center also enjoyed retail expansion with two projects on the west side of Burgin Parkway. In the URD, a few commercial buildings were also constructed, however they equated to only 14% of the activity in Quincy Center over the last 40 years, and the recent Quincy Mutual renovation accounted for one-third of the activity in the URD.

Quincy Center also experienced the expansion of 0.7 million SF in governmental buildings during the last 40 years, and the Ross Garage structure which was initially built in 1965 but expanded in the 1980s, represented about 45% of this development. Other governmental buildings built during the last forty years include portions of Quincy High School and the Norfolk County Courthouse. In total, the URD captured 17% of the post-1964 development including the Ross garage. If the Ross Garage was removed, then effectively the URD captured only 10% of the development activity.

¹ Information regarding existing conditions in the City of Quincy and Quincy Center were obtained from a database of individual properties prepared by the City of Quincy Department of Planning and Community Development updated with data provided by the City of Quincy Board of Assessors for Fiscal Year 2006.

In summary, nearly 66% of the current building supply in Quincy Center has been developed at different stages since 1965. The URD, however, has captured less than 17% of this activity. If the Ross Garage was excluded, then the URD captured only 10% of what was developed in Quincy Center over the last 40 years. The reasons for such little development in the URD are multiple, and they would include constraints in the URD associated with small lot sizes, antiquated zoning and locational constraints associated with internal poor access. Making the Hancock Lot and Ross Garage available for future development should reverse this trend, especially in light of the recent zoning change and the improvement to internal circulation because of the Concourse project.

Table 1 Quincy Center: Comparison of Development Trends by Use

Development By Use (SF)	Building Development by Period				Subtotal	% of Total
	1965-1974	1975-1984	1985-1994	1995-2005		
Residential						
Quincy	3,798,528	3,947,357	5,784,558	6,417,591	19,948,034	26%
Quincy Center	87,057	85,846	0	549,990	722,893	78%
Urban Revitalization District	0	0	0	0	0	0%
URD as % of QC	0%	0%	--	0%	0%	--
Commercial [1]						
Quincy	5,365,471	1,404,681	4,257,306	2,752,637	13,780,095	83%
Quincy Center	369,277	1,016,153	777,246	236,004	2,398,680	66%
Urban Revitalization District	63,296	50,968	107,103	111,955	333,322	0%
URD as % of QC	17%	5%	14%	47%	14%	--
Governmental [2]						
Quincy	863,122	827,932	1,279,301	643,217	3,613,572	31%
Quincy Center	334,010	306,391	33,339	0	673,740	56%
Urban Revitalization District	4,484	306,391	0	0	310,875	0%
URD as % of QC	1%	100%	0%	--	46%	--
Total Building						
Quincy	10,027,121	6,179,970	11,321,165	9,813,445	37,341,701	35%
Quincy Center	790,344	1,408,390	810,585	785,994	3,795,313	66%
Urban Revitalization District	67,780	357,359	107,103	111,955	644,197	32%
URD as % of QC	9%	25%	13%	14%	17%	--

[1] Includes Stop & Shop office building (417,812 SF) built in 1984 (Use code 9070) and Quincy Mutual Fire Insurance (Major Rehab in 1999)

[2] Includes Ross Garage (306,391 SF) built in 1965 & expanded in 1980 in 1975 - 1984
Source: City of Quincy & RKG Associates, Inc.

Downtown Quincy Market

Quincy is poised for urban revitalization with many unique advantages such as access, transit connectivity and a historic fabric. Over the years, the City has transitioned from a blue-collar neighborhood to a mixed market with young professionals and families, with a mix of housing products and prices. But along with these advantages, Downtown Quincy is disadvantaged compared with some other downtown markets in and around Boston as it lacks a “sense of place” and amenities such as a good pedestrian environment, open spaces and attractive retail venues.

Recent demographic trends show that there is likely to be population growth in Downtown Quincy and within a 3-mile radius. The growth will mostly come from young single people and young families (two working individuals with/ without children). Recent notable housing development in and around Downtown Quincy has been multifamily development with a mix of conventional apartments,

condominiums and loft-style housing. Some examples include – Granite Lofts, Residences at Munroe Place, and Ten Faxon. These new housing projects have provided a range of products to the Quincy market, with condominiums ranging from around \$220,000 to \$625,000. Rental apartment costs range from \$1,000 to \$2,400 for one-bedroom and two-bedroom units.

Quincy’s retail ranges from downtown main-street type stores to large big-box centers. Downtown competes with two major retail centers located within a 10-mile radius – South Shore Plaza and Derby Street Shops. South Shore Plaza is a typical regional mall with major retail chains such as Filene’s, Macy’s and Sears. Derby Street Shops has a mix of traditional and lifestyle tenants such as Crate and Barrel and Barnes and Noble. Other retail centers in Hingham and Braintree also compete for the Quincy market. Downtown Quincy has a good stock of restaurants, with a mix of locally owned places to national chains such as Chili’s, Applebee’s etc.

One of the challenges facing Downtown Quincy is that existing retail businesses are unable to attract people from the surrounding areas. Older buildings in disrepair give downtown a blighted appearance and cannot compete with area malls. Using its historic fabric and downtown main-street feel to its advantage, the City can make the area an attractive retail market.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) SECTION 2: AREA ELIGIBILITY DESIGNATION

Original URDP

In order to designate the Project Area as an Urban Renewal Area, the PCD is required to make a finding that the Project Area is either substandard, decadent, or blighted open in accordance with the Regulations under M.G.L. Chapter 121B. Such a designation will enable the City to undertake certain revitalization activities to stimulate economic development within the Project Area. Consequently, this Plan assembles data from a variety of sources to support its recommendation that the Project Area is decadent and that it is improbable that the Area will be redeveloped by the ordinary operations of private enterprise. The data includes City records identifying parcel ownership, land and building assessments, square footage of land and buildings, building usage, and utility or other types of easements. In addition, site inspections and evaluations were completed for each parcel and building in the Project Area.

Undertaking urban renewal action, such as the taking of private property, requires that a Project Area be determined to be substandard, decadent or blighted open. The most appropriate finding for the Project Area is that it is decadent. *Decadent* is defined as:

Decadent – an area which is detrimental to the sound growth of a community as a result of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, obsolete, or in need of major maintenance or repair, or because much of the real estate in recent years has been sold, or taken for nonpayment of taxes upon foreclosure of mortgages, or because buildings have been torn down and not replaced and under existing conditions it is improbable that the buildings will be replaced, or because of a substantial change in business or economic conditions, or because of inadequate light, air, or open space, or because of excessive land coverage or because diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise, or by reason of any combination of the foregoing conditions.
(760 CMR 12.01)

The PCD finds that the Project Area constitutes a decadent area. The conditions of the Project Area have existed for decades and show little signs of turnaround. With little exception, no significant private investment has occurred in most of the properties for over fifty years. As described in the Land Ownership narrative in 12.02 (2) Section 1.5, though a handful of properties are large enough to attract private capital and investment, the overwhelming majority lack the minimum lot size required to meet current zoning regulations and implement significant changes. National chain retailers may require and certainly prefer larger floor spaces, which would be infeasible on these properties. Housing, while a permitted and encouraged use, cannot be developed on these small lots in the numbers necessary to create the neighborhood and critical mass to truly bring housing back to downtown. The ordinary operations of private enterprise, acting alone, are unlikely to reverse these trends.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes**12.02 (2) SECTION 3: AREA ELIGIBILITY FINDINGS****Original URDP**

As described below, the Project Area can be considered decadent because redevelopment has been hindered because of underutilized land, diversity of parcel ownership, irregular lot sizes, obsolete street patterns, inadequate access and inadequate public infrastructure.

URDP #1 – No Changes**URDP #2 – No Changes****URDP #3 – No Changes****12.02 (2) Section 3.1: Buildings in Poor Condition****Original URDP**

Finding: 53% of buildings within the project area are either in moderate disrepair or severe disrepair condition.

Based on the building conditions survey documented in Section 12.02 (2) Section 1.6, a majority of buildings within the Project Area are classified as in “Moderate Disrepair” or “Severe Disrepair”. They require extensive investments for repair and maintenance for improving the façade (siding, windows) and building features such as porches, entrances and roofs. In a large number of cases, building frontages were well maintained but the rear portion showed severe disrepair. Many buildings did not meet current code requirements.

URDP #1 – No Changes**URDP #2 – No Changes****URDP #3 – No Changes****12.02 (2) Section 3.2: Change in Business and Economic Conditions****Original URDP**

Finding: 84% of the buildings within the Project Area are 45 years or older and unsuitable to meet current business and economic conditions.

A large percent of buildings (84%) within the Project Area were built in or before the 1960s and therefore have old floor-plan designs, inefficient heating and cooling systems and require repair. Shop & Stop’s planned improvements to its headquarters building and plans to renovate

1400 Hancock Street show evidence that current office space is not supportive of business needs.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 3.3: Excessive Land Coverage Resulting in Inadequate Light, Air Or Open Space

Original URDP

Finding: Current development patterns show properties with inadequate light, air or open space

Map 12.02 (1) (c1) illustrates parcels and building footprints within the Project Area. Along major roadways such as Hancock Street and Cottage Avenue, buildings are densely packed almost entirely occupying their parcels. This creates a lack of adequate light and circulation space in and around the buildings. Additionally, the only open space within the Project Area is the Hancock Cemetery site. Hence, there are no opportunities for active or passive recreation necessary to support area employees and residents.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 3.4: Vacant or Underutilized Parcels

Original URDP

Finding: Of a total of just over 42 acres of developable lot area within the Project Area (excluding streets and railroad property) approximately 13 acres or almost 34% is vacant or used for parking.

Based on the field survey information, along with information from PCD described in the “Existing Land Use” narrative in *Section 12.02 (2) Section 1.7*, approximately 25% of the developable lot area within the Project Area is used exclusively for public parking. Almost 3% of the land area is currently vacant. Land use exclusively for private make up about 2% of the area, adding up the underdeveloped or undeveloped land to 30%. This does not include parcels such as 1400 Hancock Street, which is partially used for parking.

Public parking at both the Hancock Lot and Ross Garage is underused. This indicates the potential for much more development in the Project Area. Even though parking will be an

important component of any redevelopment effort, it can be accommodated in new additional garage space, thus opening up large lots, such as the Hancock Lot, for redevelopment.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 3.5: Poor Vehicle Access and Circulation

Original URDP

Finding: Narrow streets, streets in disrepair and poor vehicular access are a hindrance to the redevelopment of the Project Area.

Field investigations and various studies have concluded that vehicular access into the downtown area is poor. As illustrated on Figure 12.02 (1) (f1), the streets are narrow and the street pattern is disconnected, confusing, and affects the efficient flow of traffic. One clear example of this within the Project Area is at the Hancock Street and Washington Street intersection near the United First Parish Church. Another example is the Granite Street and Hancock Street intersection, whose skewed design causes confusion to both vehicles and pedestrians. The circulation pattern for pedestrians is also uncoordinated and often conflicts with the flow of vehicular traffic while the Concourse project will improve the traffic flow on the eastern side of the Project Area, improvements at the intersections described above will be required to allow an efficient flow of traffic.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 3.6: Poor Pedestrian Access and Circulation

Original URDP

Finding: Poor sidewalk conditions, the lack of pedestrian amenities and conflicts with vehicular traffic makes pedestrian circulation difficult in the Project Area.

Many of the sidewalks throughout the Project Area are in general disrepair. The downtown is not fully handicap accessible and pedestrian amenities are sparse, making pedestrian circulation unappealing and potentially dangerous. In addition, many conflicts between pedestrian and vehicular circulation will need to be improved to encourage more retail use. The Quincy Center Subway Station is a great resource to local residents, employees and visitors. But poor pedestrian connectivity hampers the efficient use of this Station. This URDP proposes to

construct streetscape improvements, small public gathering spaces and pedestrian improvements throughout the Project Area to make this a more comfortable environment for pedestrian circulation.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 3.7: Underutilization of Land Based on Current Zoning

Original URDP

Finding: Based on the current zoning designation for the Project Area, the existing land area can support a much denser development, resulting in more building square footage that could be used for more housing, employment and tax revenue.

Currently, buildings in the downtown area contain 2,002,833 square feet of usable space. However, current zoning will allow up to 3 million square feet of building development in the Project Area. Therefore, the Project Area is greatly underutilized based on current zoning regulations. The recent zoning changes have been the first step towards accomplishing higher densities, but small lot sizes do not encourage such large development projects. Hence, public actions are necessary to assemble parcels and create land for new, denser development to occur.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) Section 3.8: Diversity of Land Ownership and Irregular Lot Size

Original URDP

Finding: Small and irregular lot size maximizes problems of assembling development parcels.

The ownership and use of the privately owned land within the Project Area are quite varied. As referenced in the Land Ownership description 12.02 (2) Section 1.5, the Project Area has many different private landowners and, in general, parcels are small and irregular in shape. It is also evident from historic development patterns in Quincy that most blocks within the Project Area have long and narrow parcels with frontage on major roads, providing limited access to larger parcels. One example of this is the Hancock Parking Lot, which has limited access and almost no frontage on Hancock Street and Foster Street.

Additionally, the proposed Concourse requires partial acquisition of some parcels. Many of these parcels are more likely to be redeveloped if consolidated with other parcels. Currently, there are a limited number of large parcels of land that can accommodate major redevelopment or expansion. As a result, businesses that wish to relocate or expand into the area must now assemble land, which is a major challenge for large redevelopments. Actions to assemble large parcels for redevelopment and expansion are necessary. Major development projects serve as an encouragement to the future upgrading of smaller parcels that are not the subject of assemblage.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (2) SECTION 4: URDP CONFORMITY TO LOCAL COMPREHENSIVE PLAN

Original URDP

This URDP is also in conformance with the Quincy Downtown Vision, Framework, and Strategy (completed in August 2006). This document is the most recent comprehensive master plan undertaken for Quincy Center. The following are key elements of the plan:

➤ *Increases City's Tax Base*

The comprehensive plan recommends undertaking actions that contribute toward increasing the tax base. Presently, the Project Area contributes approximately \$2,203,707 (2006) annually in tax revenue.

➤ *Encourages High Value Construction and Land Use*

The comprehensive plan recommends the use of zoning, code enforcement and urban renewal activities to change land from low value uses to high value uses.

➤ *Uses State and Federal Aids for Low and Moderate Income Housing, Social Services, Environmental Improvements and Long Term Investments in Utilities, Streets and Redevelopment*

The bulk of the expenditures proposed in this URP are infrastructure related, such as roadway improvements, streetscape improvements, parking improvements and open space improvements.

➤ *Encourages Proper Development by Aiding Private Developers*

The City of Quincy EDIP (Economic Development Incentive Program), now in place, encourages developers to invest in the URD Area by granting incentives to developers or owners who choose to privately redevelop their properties. In addition, the basic infrastructure upgrades provided in the Plan are also intended to assist them.

This program is designed by the State to stimulate business growth and attract/retain businesses in specific Economic Target Areas (ETAs). The Massachusetts Office of Business Development administers EDIP.

The primary benefit of EDIP is that Quincy, as a primary ETA, can utilize the Tax Increment Financing program, which offers property tax relief by the City to a prospective company. On June 6, 2005, the City Council passed the Quincy Center Master Tax Increment Financing (TIF) zone. Any new business planning on locating in Quincy Center or any existing business expanding to 25% greater than their current size would be eligible to a modest 5% cut of the increase in valuation.

➤ *Planning Board URDP Conclusions*

At the November 8, 2006 meeting, the Planning Board voted to report the following to the Planning Director of the City's Office of Planning and Community Development, the Mayor, and the Quincy City Council (Attachment C):

1. We have reviewed the Quincy Center District Urban Revitalization and Development Plan (the "Plan");

we concur in the findings set forth in the Plan that the Project Area is a decadent area; and

we find that the Plan is based upon a local survey and conforms to the comprehensive planning that has been completed in the City as a whole.

2. Recommend that the Quincy City Council approve the Quincy Center District Urban Revitalization and Development Plan, and authorize the Mayor of the City to proceed with the recommended land acquisition and disposition activities on the City's behalf as set forth in the Plan.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (3): PROJECT OBJECTIVES

12.02 (3) SECTION 1: URBAN RENEWAL DISTRICT GOALS AND OBJECTIVES

Original URDP

Once the meeting spot for Quincy's many and varied neighborhoods, Quincy Center today is underutilized and under appreciated. However, Quincy Center is currently on the threshold of the most significant and positive redevelopment of the downtown in many generations. This redevelopment is an outgrowth of many recent studies and recommendations attached to this report, such as the Quincy Center Action Plan (1996), Downtown Quincy Parking Study (2005), Quincy Center District Design Guidelines (2005), Quincy Downtown Vision, Framework and Strategy (2006) and Town Brook Drainage Assessment (2006).

Over the last two years, the City of Quincy has made significant strides towards preparing a strategy for downtown revitalization through an extensive public participation process. These planning efforts are summarized in the *Quincy Downtown Vision, Framework and Strategy*, and *Design Guidelines* produced by Goody Clancy for the City of Quincy in 2005-2006. Starting with the creation of the Downtown Redevelopment Committee in the spring of 2003, a series of public forums, and two community planning charrettes, the City examined past revitalization efforts while analyzing current conditions. As a result of all these efforts, the community envisions the following goals and associated objectives. For the Project Area to realize its full potential and become competitive with other regional destinations, Downtown Quincy must become:

- ***Goal: A mixed-use center of choice: a district of shopping, housing, services, entertainment, and of commerce built around Hancock Street as Quincy's "Main Street".***

Objectives:

- A premier retail destination is planned at the Ross Garage site and along the Hancock Street frontage of the proposed Hancock Parking Lot redevelopment to create a premier retail destination, with a range of retail facilities, that will draw residents of Quincy back to the center and will attract new shoppers from the South Shore and metropolitan Boston. New residential development will expand downtown housing options, located above first floor retail, and available to a variety of age groups, various household compositions (including seniors, empty nesters, and young professionals), and income groups.
- To promote Quincy as an entertainment and tourist destination, with a clear strategy to market the City's unique history. The Adams Green project will jump-start this initiative by improving accessibility to three important historic landmarks in the City.
- New parking facilities at the Ross Garage and Hancock Parking Lot site will address a comprehensive public parking strategy for downtown that supports businesses and residences; sets on-street parking requirements; provides for the refurbishment of existing structured parking facilities; details the construction of efficient and aesthetically pleasing new parking facilities; explores the potential for shared parking; and allows for loading/unloading zones for use by businesses and property owners.

- New housing development will support affordable housing in downtown by utilizing the City’s Inclusionary Zoning Ordinance (IZO), HUD’s CDBG, HOME and McKinney Homeless Assistance funds, and any new state or federal affordable housing initiatives or programs.

➤ ***Goal: A place of celebration and community: a downtown district that blends old and new, historic and current styles, conveying the district’s diverse quality and character.***

Objectives:

- New open spaces, signage and streetscape treatment will promote the celebration of Quincy Center’s historic resources by coordinating activities with the National Park Service, to describe locally significant stories contained in the historic landmarks, and continuing to conduct “special events” that draw attention to historic sites while attracting people to the downtown.
- The proposed developments will ensure the preservation of historic resources by coordinating closely with the Quincy Historic District regulations for planning and design of projects located near historic resources, and by supplementing them with sensitively designed new construction that does not diminish the quality of historic resource.
- The Adams Green project will enhance downtown public space by creating social and public gathering spaces in the heart of downtown’s core along Hancock Street, creating of additional smaller squares that serve as significant public spaces, and encouraging developers to provide additional landscaping, lighting, and similar elements that enriches the character and quality of downtown.

➤ ***A place of sustainable development and enterprise: A district that invites investment, creates jobs, and provides entrepreneurial opportunities to benefit the City and community.***

- To offer tax incentives (Quincy Center Master Tax Increment Financing) to encourage new business growth and to reward existing businesses that substantially expand its operations.
- New office and retail building spaces will attract new businesses to downtown by creating accessible development sites, enhancing their marketability and promoting redevelopment of under-utilized land
- The City will ensure that developers will follow the Quincy Center District Zoning and the Quincy Center District Design Guidelines, which put forth the community’s vision for downtown revitalization and promote sound site planning and building design and development.
- URDP proposed acquisition will also foster the creation of sites of sufficient size and with appropriate access and improvements, so that new construction is encouraged and sound redevelopment is facilitated.

➤ ***A multi-modal destination: a downtown that encourages transit usage and provides a safe environment for pedestrians, bicyclists and vehicles.***

- Streetscapes along major roadways will foster a pedestrian-friendly environment by encouraging first floor retail uses, introducing well-designed street furniture and lighting that is unified throughout the district, recognizing and defining major pedestrian access points to the downtown and ensure safe connections between adjacent facilities and uses.

- The Adams Green project will efficiently utilize Quincy’s transit infrastructure, and improve connectivity to the transit station,
- Vehicular improvements at the Granite Street and Hancock Street intersection, in addition to intersection improvements at major crossings, will: foster a network of streets that improve vehicular traffic connectivity in and around downtown; offer frequent and safe crossing points for pedestrians; calm traffic; preserve view corridors; enhance district gateways; and provide efficient access to parking facilities and developments.

URDP #1 – No Changes**URDP #2 – No Changes****URDP #3 – No Changes****12.02 (3) SECTION 2: OVERALL REDEVELOPMENT STRATEGY****Original URDP**

This URDP establishes the Quincy Center Urban Revitalization District (the “Project Area”), a 30-acre urban renewal area comprising a portion of the new Quincy Center zoning districts. It identifies two key City-owned parcels for redevelopment, the Hancock Lot and the Ross Garage area. In addition, this URDP compiles information necessary to assist private investors in understanding the City’s work with the community and to develop goals, objectives and requirements for development in the Project Area. This plan will also give the City the ability to negotiate directly with potential developers for the redevelopment of these parcels, and will also provide a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives. Finally, it identifies certain public actions necessary to make the Quincy Center URD a more pedestrian friendly area, with streetscape improvements, new open space elements and traffic calming measures at key intersections.

Quincy Center Redevelopment Vision

Two major City-owned assets are located in the Project Area, the Hancock Parking Lot and the Ross Garage. The redevelopment of these two parcels will serve as the catalyst for the revitalization of the Quincy Center URD, as they are large enough to provide significant value to a developer interested in bringing first class retail/housing/office space to downtown Quincy. This will be further supported by other private development that has been envisioned by major property holders within the URDP area, such as Stop & Shop’s plan for building a new office building and renovating their existing headquarters.

The Hancock Lot Area

The Hancock Parking Lot, a five-acre site currently used for surface parking with a capacity of approximately 525 cars, is greatly underutilized and provides an opportunity for significant new development in the downtown. With the construction of the new Concourse roadway, the Hancock Lot will have improved access and frontage on a major new thoroughfare. Future development on the Hancock Lot will include a mix of residential and retail uses, improved traffic circulation and new open spaces. As illustrated in Map 12.02 (1) (k), three to four storied residential buildings will front the new Concourse, defining a solid edge for the roadway. These will be served by a 750-space parking

garage, which will provide parking for the new development and replace 250 spaces on the Hancock Lot. In addition to the Hancock Parking Lot, two parcels, DU63 and DU67 (shown on Map 12.02 (1) (c1)) will be acquired to improve access and visibility to the site and support development and the creation of new open space.

The City anticipates the new development will need new internal roads to provide additional access from Cottage Avenue and Hancock Street. New buildings fronting Hancock Street and Cottage Avenue will be multi-use, with retail on the first level and residential above. Overall the development around the Hancock Parking Lot is anticipated to add 400 residential units, about 50,000 square feet of retail/commercial uses and 750 new parking spaces.

Accordingly, the City intends to identify a major developer, which shares the City's vision of a vibrant, mixed-use city center with housing and office space located above retail space. The five acres of the Hancock Lot will be made available for redevelopment with a commitment to replace, at a minimum, around 250 parking spaces.

The Ross Garage Area

The Ross Garage, with 843 parking spaces, is a 5.3-acre site located behind the buildings that front on the proposed Concourse. The garage is currently underutilized and planned for redevelopment as part of the URDP. The Concourse will also improve site frontage and access opening up the area in and around the garage for private development. The vision for the Ross Garage area is illustrated on Map 12.02 (1) (k).

This City-owned property provides the Downtown area an ideal location to attract a major retailer and as a result, bring more jobs, tax dollars and revitalization for the surrounding area. The retail center would be located at the center of the Ross Garage site, with access from both Granite Street and the Concourse along an upgraded Rossway. A four-storied office building would provide frontage on Granite Street and conceal the parking garage and replace the Ross Garage. Parking garages on either side would flank the retail center, with the southern parking garage serving both the residential tower and the retail center. Rossway, which currently serves the garage, will be expanded and improved to create an alternate north-south access way parallel to Hancock Street. This improved street will be the primary access way to serve the retail and office destinations. Overall, the development at the Ross Garage site is anticipated to add in almost 200,000 square feet of new retail and office. The parking garages proposed as part of the project will support 800 spaces shared between the residential and retail uses.

In addition to the Ross Garage site, one parcel, DU142 (shown on Map 12.02 (1) (c1)) will be acquired to improve access and visibility to the site and support development and the creation of new open space.

As the Hancock Lot and Ross Garage site are being redeveloped, the City will prepare a phasing plan to provide adequate replacement parking space while the current parking on these lots is not available for public use.

URDP #1

Amendments to Section 12.02 (3) Section 2: OVERALL REDEVELOPMENT STRATEGY

The following is added to Section 12.02 (3) Section 2:

Section 12.02 (3) Section 2: Overall Redevelopment Strategy:

A. Introduction and Overview

While the current Zoning Ordinance is intended to provide controls over the development of property in the Project Area, there is no mechanism under the Zoning Ordinance that would achieve this goal for a redevelopment that would be undertaken in phases through a designated developer. The designation of a developer to acquire the City Parcels and to redevelop them along with additional land in the Project Area, provides an opportunity for the City to implement an ongoing comprehensive review process through the creation of appropriate administrative procedures in the URDP. At the same time, in recognition of the fact that future redevelopment within the Project Area will take place in multiple phases, such an administrative process provides the opportunity for the City to implement an appropriately phased redevelopment not envisioned under the Zoning Ordinance.

Prior to bringing forward any phase of an Urban Redevelopment Project (as defined below) for review and approval, a developer shall enter into a Land Disposition Agreement (as defined below) and/or an Urban Redevelopment Covenant (as defined below) with the City that will impose development obligations with respect to the land in the Project Area burdened thereby, including participating in the costs for infrastructure and parking facilities serving the Project Area.

Once a parcel of land is made subject to a Land Disposition Agreement or an Urban Redevelopment Covenant, the plans for such redevelopment shall be reviewed by the Planning Board for their consistency with the Design Guidelines (as defined below) in lieu of the site plan or special permit approval process under the Zoning Ordinance. Likewise, those projects will be able to benefit from the shared parking standards set forth as part of the URDP and the Design Guidelines in lieu of compliance with the parking requirements of the Zoning Ordinance. However, the bulk and dimensional requirements set forth in Section 17.12.035B of the Zoning Ordinance shall govern development within the Project Area regardless whether the development is reviewed pursuant to the administrative provisions of this URDP.

Each time a phase is submitted for review under the URDP, the developer shall also simultaneously satisfy the applicable public finance requirements of the Land Disposition Agreement or Urban Redevelopment Covenant. The Land Disposition Agreement or Urban Redevelopment Covenant shall set forth the procedures by which it shall be determined whether the financial criteria set forth below has been met for the phase in question.

If at any time the developer elects not to develop its land under the terms of the Land Disposition Agreement or Urban Redevelopment Covenant, the developer shall comply in all respects with the provisions of the Zoning Ordinance including, without limitation, the obligation to secure site plan approval and the applicable special permits from the Planning Board and to comply with the parking standards under the Zoning Ordinance.

B. Adoption of Enhanced Design Guidelines

The Quincy Center Design Guidelines, originally prepared by Goody Clancy in November 2005, have been updated and modified for development in the Project Area. The modified guidelines are attached as Schedule A (the “Design Guidelines”) and are intended to serve as the design criteria for the Planning Board in conducting its review of projects developed pursuant to the URDP.

C. Implementation of Flexible Parking Requirements

It is the intention of this URDP that the number of parking spaces provided to serve redevelopment in the Project Area be developed in an integrated and comprehensive manner, over time, based on the actual parking needs within the Project Area. There are many factors that affect the demand for parking, including the amount of existing parking, the availability and functionality of public transportation, the economics of vehicle ownership and operation as well as the type and scale of the primary and accessory uses of properties in the Project Area. It is the goal of this URDP that actual parking demand in the Project Area be tested at each phase of development activity in order to produce a coordinated and shared parking plan within the Project Area that is responsive to the changing demand for parking over time.

The specific process by which parking requirements are determined for projects within the Project Area is set forth in the Design Guidelines, and is also described further below.

D. Administrative Review Process

This section sets out the process and standards for review by the Planning Board of proposed development pursuant to the URDP. As used in this URDP, the following capitalized terms shall have the following meanings:

Certification of Consistency: A determination made by the Quincy Planning Board after a public hearing undertaken in accordance herewith, that the use, design, parking elements and other components of an Urban Redevelopment Project are consistent with the goals, objectives and requirements of the URDP as reflected in the Design Guidelines.

Land Disposition Agreement: The agreement by and between the City of Quincy and the designated developer that governs the conveyance of the City Parcels to the designated developer and the development activities thereon in accordance with the URDP.

Urban Redevelopment Covenant: The contract by and between the City of Quincy and a developer pursuant to which the developer participates in the costs for the infrastructure and parking facilities serving the Project Area and voluntarily submits land owned by the developer within the Project Area to terms and conditions imposed by means of the Certification of Consistency on development activities thereon in accordance with the URDP.

Urban Redevelopment Project: Any proposed construction or development work on land in the Project Area that is subject to an executed Land Disposition Agreement and/or an Urban Redevelopment Covenant.

1. Administration

The Planning Board shall review all proposed Urban Redevelopment Projects and, if it determines that the proposed Urban Redevelopment Project is consistent with the goals, objectives and requirements of the URDP as reflected in the Design Guidelines, the Planning Board shall issue a Certification of Consistency pursuant to this Section. No building permit shall be issued for any Urban Redevelopment Project unless a Certification of Consistency has been granted in accordance with this URDP.

To initiate the process to obtain a Certification of Consistency, the applicant shall file an application with the Planning Board that shall contain the following:

1. If applicable, because the proposed Urban Redevelopment Project includes land owned by the City, an executed Land Disposition Agreement.
2. If applicable, because the proposed Urban Redevelopment Project includes only privately owned land, an executed Urban Redevelopment Covenant.
3. Site plan(s) and profile drawings of the proposed development signed and stamped by a professional land surveyor and/or registered professional engineer that show the following:
 - a. An existing conditions plan showing existing structures;
 - b. Proposed access and egress to and from the site(s);
 - c. Proposed lot lines and easements, if any;
 - d. Proposed buildings and structures;
 - e. Proposed landscaping features, open space, walks and lighting;
 - f. Location of parking areas (which may be on separate lots that are included in the Urban Redevelopment Project site or located a reasonable distance therefrom);
 - g. Location of proposed site utilities and supporting data; and
 - h. Loading facilities, if any.
4. A traffic study or comparable analysis containing customary scope prepared by a professional traffic engineer.
5. A parking demand study.
6. Architectural drawings of the proposed buildings developed to the schematic design stage.

7. The proposed location, size, materials and design of signage.
8. If applicable due to a potential shadow impact on an historic building or public space, a shadow study for work having such potential impact. [This analysis should include the 9:00 am, 12:00 noon, and 3:00 pm for the vernal equinox, summer solstice, autumnal equinox, and winter solstice; and a shadow analysis for 6:00 pm for June and September. It should identify existing shadow and net new shadow.]
9. Materials describing the public art component of the Urban Redevelopment Project.
10. A narrative describing the proposed Urban Redevelopment Project in sufficient detail to demonstrate consistency with the goals, objectives and requirements of the URDP.
11. Payment or evidence thereof for required consultant review fees.

The Planning Board shall hold a public hearing, for which notice has been given as provided herein, on any application for a Certification of Consistency within thirty-five (35) days from the date of filing of such application.

Notice of the public hearing shall be given by publication in a newspaper of general circulation in each of two successive weeks, the first publication to be not less than fourteen (14) days before the day of the hearing, and by posting in a conspicuous place in the City Hall for a period of not less than fourteen (14) days before the date of such hearing. Notice shall also be mailed to abutters and owners of land directly opposite on any public or private street or way, as they appear on the most recent applicable tax list. The assessors maintaining any applicable tax list shall certify to the Planning Board the names and addresses of such notice recipients and such certification shall be conclusive for all purposes. If a notice recipient is a condominium, mailed notice addressed to the condominium association shall constitute adequate notice.

Publications and notices required by this section shall contain the name of the petitioner, a description of the area or street address(es) of the Urban Redevelopment Project, or other adequate identification of the location of the area that is the subject of the request for a Certification of Consistency, the date time and place of the public hearing, the subject matter of the hearing and the nature of action or relief requested.

The time period for holding or continuing a hearing, and for taking action thereon, may be extended by the Planning Board with the written concurrence of the applicant. A decision on an application for a Certification of Consistency shall require a vote of a majority of the members of the Planning Board. The decision of the Planning Board shall be made within thirty (30) days following the conclusion of the public hearing and shall be filed promptly thereafter with the City Clerk. A Certification of Consistency shall be deemed granted if the Planning Board fails to act on an application within the requisite time periods. In such case, the applicant shall file a written notice with the City Clerk within fourteen (14) days from the expiration of such period stating that the Certification of Consistency is deemed granted. The Certification of Consistency shall not take effect until a copy bearing the certification of the City Clerk that sixty (60) days have elapsed after the decision or the written notice of a deemed approval has been filed in the office of the City Clerk and no

appeal has been filed, or that if such appeal has been filed, that it has been dismissed or denied, has been recorded in the Registry of Deeds for Norfolk County or filed with the Registry District of the Land Court. A Certification of Consistency shall remain in effect unless and until the governing Land Disposition Agreement or Urban Redevelopment Covenant and Conditions Agreement, as applicable, is terminated in the manner permitted thereunder.

2. Criteria Applicable to Issuance of a Certification of Consistency

The Planning Board shall issue a Certification of Consistency if it finds, based on the application, that the use, design and parking elements of the proposed Urban Redevelopment Project are consistent with the goals, objectives and requirements of the URDP as reflected in the Design Guidelines as follows:

- A. The proposed use or mixture of uses is allowed under the URDP.
- B. The design of the buildings and related elements is consistent with the Design Guidelines.
- C. The proposed number of parking spaces conform to the requirements set forth in the URDP and the Design Guidelines, and will reasonably satisfy parking demand and are located within the Urban Redevelopment Project site or within a reasonable distance therefrom.

The Certificate of Consistency may include reasonable conditions to assure that Urban Redevelopment Project shall conform to the foregoing requirements.

3. Permitted Uses within the Project Area.

The following uses shall be allowed within the Project Area and each may be referred to as an Urban Renewal Use or collectively as Urban Renewal Uses:

- A. Uses allowed as of right or by special permit in the Business C District as set forth in the Quincy Zoning Ordinance, which includes retail, commercial, multi-family, hotel, office;
- B. Municipal parking garage;
- C. Sales places for flowers, plants, garden supplies, agricultural produce conducted partly or wholly outdoors;
- D. A combination of the above uses in a mixed use building or structure.

In addition, air rights parcels may be developed in the Project Area and need not be in common ownership with the underlying fee parcel.

4. Evaluation of Parking Requirements

In making a determination with respect to the adequacy and location of the parking components of a proposed Urban Redevelopment Project, the Planning Board shall have flexibility to consider the impact of prior development and infra-structure improvements that have taken place in the Project Area, or that are intended to take place in the future, in order to ensure that the parking elements for the

Project Area are developed in an integrated and comprehensive manner that is responsive to actual parking demands. The applicant shall be entitled to demonstrate through its parking study demand analysis that due to the reduced demand for parking reflected therein based on: a) the compatibility of the uses in the Urban Redevelopment Project to serve the parking demands of its individual uses on a shared basis; b) the availability of excess spaces in a public parking facility by reason of the developer underwriting their construction through a c. 121A arrangement or ground lease arrangement with the City or c) other empirical data (such as parking counts from comparable facilities), fewer spaces than might otherwise be required will be adequate; provided however, that such shared parking arrangements shall not be available for residential condominium/cooperative units to which the parking requirements in the Zoning Ordinance shall apply. If the Planning Board accepts this analysis, the applicant shall be required to produce only those spaces as stated in its application. If the Planning Board rejects the applicant’s parking demand analysis, the lesser of a) the number of spaces required by the Zoning Ordinance without variance or b) the following requirements, shall apply.

Type of Urban Redevelopment Project Use	Number of parking spaces/square feet of gross floor area
Office	2/1000
Medical Office	3/1000
Retail - Anchor	2/1000
Retail – Street	.5/1000
Restaurant	2/1000
Health Club	2.5/1000
College	4/1000
Residential – condo/coop	1/dwelling unit
Residential – rental apartment	.5/dwelling unit
Hotel	.3/key
Movie	.14/seat

5. Project Changes

Once an Urban Redevelopment Project or phase thereof has received a Certification of Consistency from the Planning Board hereunder, unless otherwise stated in the Design Guidelines, material changes thereto shall be reviewed and approved on an administrative basis by the Planning Board in the case of: i) a change that results in an aggregate increase or decrease in overall gross floor area by ten percent (10%) or less; or ii) a change in use where the Urban Redevelopment Project would continue to be consistent with the mixed-use characteristics expressed in the Design Guidelines. Any changes to an approved Urban Redevelopment Project in excess of the foregoing ten percent (10%) threshold or that are inconsistent with the mixed-use characteristics of the Design Guidelines shall require a properly noticed public hearing and issuance by the Planning Board of a formally amended

Certification of Consistency in accordance with the procedures set forth herein. In no event shall any such project changes be deemed an amendment of the URDP.

6. Appeals

Decisions of the Planning Board may be appealed by a civil action the nature of certiorari pursuant to Massachusetts General Laws, c. 249, §4, and not otherwise. Such civil action may be brought in the Superior Court or the Land Court and shall be commenced within sixty (60) days of the filing with the City Clerk of the decision of the Planning Board or the filing of the written notice of the deemed approval based on the failure of the Planning Board to act with the requisite time periods.

URDP #2

Amendments to Section 12.02 (3) Section 2: OVERALL REDEVELOPMENT STRATEGY

Section 12.02 (3) Section 2 B is amended by substituting the Design Guidelines attached hereto (Exhibit B) as Schedule A for those attached to the First Amendment.

The definition of “Urban Redevelopment Covenant” appearing in Section 12.02 (3) Section 2 D is deleted and replaced with the following:

“Urban Redevelopment Covenant: The contract by and between the City of Quincy and a developer pursuant to which the developer participates in the costs for the infrastructure and parking facilities serving the Project Area and voluntarily submits land owned by the developer within the Project Area to terms and conditions imposed by means of the Certification of Consistency on development activities thereon in accordance with the URDP. An Urban Redevelopment Covenant may take the form of a regulatory agreement pursuant to chapter 121A of the Massachusetts General Laws.”

Section 12.02 (3) Section 2 D-1 Administrative Review Process: is amended by replacing the number “thirty (30)” with “sixty (60)” in the sixth paragraph, third sentence.

The sentence will now read:

*The decision of the Planning Board shall be made within **sixty (60)** days following the conclusion of the public hearing and shall be filed promptly thereafter with the City Clerk.*

Section 12.02 (3) Section 2 D-4 Evaluation of Parking Requirements is amended by replacing the word “intended” in the fourth line of the first sentence thereof with the work “committed”.

Said Section is further amended by adding the following to the end of that section:

“The Planning Board shall not require an applicant to address any increase in parking demand anticipated to be generated by the needs of an Urban Redevelopment Project proposed in a subsequently filed application for a Certification of Consistency. Nor shall it take into account any such anticipatory increase in parking demand when reviewing an applicant’s application hereunder.”

URDP #3

The text in the original URDP describing the Overall Redevelopment Strategy is to be replaced with the following text.

This URDP Third Amendment establishes a revised Quincy Center Urban Revitalization District (the “Project Area”), a 62.1-acre urban renewal area comprising key redevelopment opportunities in downtown Quincy. The Project Area identifies two key City-owned parcels for redevelopment, the Hancock Lot and the Ross Garage area. The URDP also identifies privately owned land proposed for redevelopment. The entire Project Area is also enhanced by numerous public realm improvements to support redevelopment actions, including new parks, streetscape improvements, roadway improvements and utility upgrades.

In addition, this URDP compiles information necessary to assist private investors in understanding the City’s vision for Quincy Center and requirements for development in the Project Area. This plan also gives the City the ability to negotiate directly with potential developers for the redevelopment of key parcels, and will also provide a mechanism for acquiring and disposing of select parcels necessary to accomplish redevelopment objectives. Finally, it identifies certain public actions necessary to make the Quincy Center URD a more pedestrian friendly area, with streetscape improvements, new open space elements and traffic calming measures at key intersections.

Quincy Center Redevelopment Vision

The City of Quincy has understood the value and unlocked potential of the two city-owned parking facilities located in the heart of the Project. As has always been the case with the URDP, the redevelopment of these two parcels will be the catalyst for the reinvestment into Quincy Center. They are both large enough to provide significant new development sites while providing opportunities for new public ways and spaces to ensure the downtown is connected to the neighborhoods that surround it and the entire fabric of the Quincy community.

The Hancock Lot Area

The Hancock Parking Lot, a five-acre site currently used for surface parking with a capacity of approximately 450 cars, is greatly underutilized and provides an opportunity for significant new development in the downtown. The construction of the new Mayor Hannon Parkway (The Concourse)

and the relocation of the Town Brook improved access to and frontage of the Hancock Lot, thus improving two key constraints to the site.

Future development on the Hancock Lot is proposed to include a mix of residential and commercial uses, improved traffic circulation and new open space. As illustrated in Map 12.02 (1) (k), three mixed-use residential buildings will occupy the Hancock Lot with a total of 372 units and 10,000 sf of retail space. A new hotel with 116 rooms and 10,000 sf of retail space will be built on adjacent privately owned land which could benefit from using a small portion of the Hancock Lot to support the project. A new public parking garage is proposed with up to 700 parking spaces will support existing business as well as new development projects within and abutting the Hancock Lot.

The City anticipates the new development will need new internal roads to provide additional access from Cottage Avenue and Hancock Street along with the improvement of public utilities in the area.

The Ross Garage Area

The Ross Garage, with 781 parking spaces, is a 5.3-acre site located between Ross Way and the MBTA tracks with frontage on both Mayor Hannon Parkway and Granite Street. The garage is currently underutilized, in need of major repairs, and is planned for redevelopment as part of the URDP. The recent construction of the Mayor Hannon Parkway (The Concourse) has improved site frontage and access, opening up the area in and around the garage for private development. The relocation of the Town Brook also removed the major redevelopment constraint to the area. The vision for the Ross Garage area is illustrated on Map 12.02 (1) (k).

This City-owned property provides the Downtown area an ideal location to attract a major commercial development and as a result, bring more jobs, tax dollars and revitalization for the surrounding area. A multi-story office building would have frontage on Granite Street. In addition, there is the opportunity to assemble City-owned land with privately-owned land to create larger parcels along Mayor Hannon Parkway, providing opportunities for larger retail, office and commercial development. Interior parcels and development on adjacent privately owned land will add residential units in this area. A new interior roadway will extend Cliveden Street through the area, providing access to new parking garages and connect to Burgin parkway via a new bridge to be built over the MBTA tracks. Ross Way, which currently serves the existing garage, will be expanded and slightly realigned to create an alternate north-south access way parallel to Hancock Street and become a corridor for new utilities to service the adjacent development parcels. Overall, the development at the Ross Garage site and adjacent parcels is anticipated to add in almost 600,000 square feet of new office space, 398 new residential units, and 70,000 sf of new commercial space. The parking garages proposed as part of the project will provide the necessary parking spaces to support the proposed new uses.

As the Hancock Lot and Ross Garage site are being redeveloped, the City will prepare a phasing plan to provide adequate replacement parking space while the current parking on these lots is not available for public use.

12.02 (3) Section 3: Proposed Public Spaces and Streetscape Improvements

Original URDP

The redevelopment of the Ross Garage and the Hancock Parking Lot will be accompanied by improvements to the open space, vehicular environment and pedestrian amenities. Downtown Quincy is uniquely placed due to its transit accessibility, but safe and accessible connections to the Quincy Center Station are necessary to encourage transit usage from these new developments. The following improvements are recommended as part of the UDRP:

The Adams Green Project: The Goody Clancy Plan recommended the realignment of Hancock Street at Granite Street to create a new public space that would improve both traffic flow and pedestrian movement around that difficult intersection. Adams Green, a new “Town Green” will be located between the Hancock Cemetery, Old City Hall and the United First Parish Church. The project involves the removal of Hancock Street as a major roadway between these locations and rerouting through traffic along Washington Street. A landscaped park, with limited access for local traffic, will be created. This project will create a vital new pedestrian link between the Quincy Center MBTA Red Line Station and new development proposed in the URDP. Enhancement of the City’s considerable historic structures and overall beautification of Quincy Center are also critical components to revitalization. The City is currently working on the design and conceptual plans for the Adams Green Project.

Roadway Improvements: An important component of the URDP is infrastructure improvements to enhance the pedestrian environment within the Project Area. As documented in **Section 2 and Section 3**, lack of good pedestrian connectivity has hampered economic development and detracted from the downtown environment. In the first phase, the City will focus on streets that directly connect the new development to the transit area and retail center.

These will include:

Roadway Improvements	
Hancock Street	From Granite Street to School Street
Granite Street	From Burgin Parkway to Hancock Street
Chestnut/Dennis Ryan Pkwy	From Hancock Street to Revere Road
Cottage Avenue	From Chestnut Street to Hancock Street
Cliveden Street	From Hancock Street to Rossway
Rossway	From Granite Street to Concourse
Concourse	From Burgin Parkway to Washington Street
Hancock Court	From Hancock Street to School Street

Street System A & B: Includes pavement 45-52' wide or 38-40' wide, granite curb and HC curbcuts, 25' decorative street lighting, Furnishings (benches, bike racks, trash containers, bus shelters, banners, signage), 10-15' wide concrete sidewalks w/some decorative edging, painted crosswalks , 3-4" c trees at 20' oc, includes demo and reconstruction of roadway, or cold plane and resurface at similar cost.

Intersection Improvements: Pedestrian improvements at strategic intersections will improve flow of both vehicles and people and tie in with the streetscape improvements. The following intersections will have improvements for crosswalks, signage, ADA (Americans with Disabilities Act) compliant ramps, lighting and landscape. The intersection will be realigned if necessary to improve traffic flow:

Public Space Systems	
Hancock Street	At Cottage Avenue
Hancock Street	At Granite Street
Chestnut Street	At Cottage Avenue
Concourse	At Mechanic Street
Concourse	At Dennis Ryan Parkway
Hancock Court	At Parkingway

Public Space System: 50% paving, furnishings (benches, trash containers, special lighting and electrical systems, bike racks), 3-4" c trees at 15'oc, planters for annuals and other plant materials, public art installations, related infrastructure, and demolition.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (3) SECTION 4: ZONING (MAP 12.02 (1) (a2))

Original URDP

As illustrated in Figure 12.02 (1) (a2) (Newly Adopted Zoning), the Project Area primarily consists of two zoning districts based on the City’s new zoning category - the Quincy Center Zoning Districts (QCZD). This rezoning, approved by the Quincy City Council on February 22, 2005, is a key component for revitalizing Downtown. The new zoning is intended to channel development toward underutilized sites within Quincy Center; to encourage mixed-use development; to encourage new development in areas accessible to public transit; to provide a predictable, clear and understandable process for the review of new development; to foster an economy that promotes opportunity for Quincy residents by creating new jobs; to enhance the architectural character of the downtown; to encourage ground floor uses within the district that serve the public; to improve traffic access and circulation; and to create active pedestrian and street life in the downtown.

The newly adopted Quincy Center Zoning Districts replaces the “Business C” district that regulated development within the Project Area. As discussed earlier, minimal development activity within Quincy Center, and more specifically in the URD, over the past few decades has been attributed, in part, to the former zoning requirements. These regulations encouraged suburban-style development patterns, with minimum required setbacks of 60 feet. Excessive off-street parking requirements did not

take into consideration transit infrastructure in the area. Additionally, building heights were restricted to six stories. This resulted in some low-density developments surrounded by large parking lots, incompatible with the historic main-street character. The required variances and the long permitting process also discouraged developers interested in mixed-use high-density developments.

The new zoning replaces these regulations with increased height allowances up to 15 stories in the QCZD-15 area and 10 stories in the QCZD-10 area, in addition to easing density and on-site parking requirements. It encourages both housing and commercial uses in Quincy Center. The new zoning also includes a simplified permitting process by establishing the City's Planning Board as the Special Permit Granting Authority for all projects within the new District. These new regulations will remove the major roadblocks often attributed to redevelopment efforts by making projects more cost effective for the developer and creating an environment that maximizes the limited redevelopment space within downtown.

The City's commitment to the creation of affordable housing is also reflected in the Zoning Regulations. On June 4, 2001, the City of Quincy passed an Inclusionary Zoning Ordinance that established an Affordable Housing Trust Fund and an Affordable Housing Trust Fund Committee. Developers seeking a variance or special permit for the development of residential units are required to allocate 10% of the total housing units as affordable housing. The developers also have the option to provide 10% of off-site affordable units or cash compensation (50% of total development costs for building 10% of affordable units). This ordinance has already created 21 affordable housing units in the City, with more than 20 additional units currently under negotiation, and over \$2 million in funds to the Affordable Housing Trust Fund.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (3) SECTION 5: JOB ANALYSIS

Original URDP

One of the objectives of the redevelopment program in Quincy Center is to increase the job base in the downtown and more specifically in the URD, since daytime employees are key consumers to assist in strengthening the retail base. The redevelopment plan consists of proposals for three major sites in Quincy Center, which include the Hancock lots, the Ross Garage site and the Stop & Shop headquarters/1400 Hancock Street.

As shown in Table 1, 400 condominium units with street level commercial space are proposed for the Hancock lot, while 190,000 SF of retail/commercial space is planned for the Ross Garage site. The proposed expansion of Stop & Shop consists of the renovation of two buildings and the construction of a new one.

Table 12.02 (3) 1: Quincy Center: Proposed Redevelopment Program & Potential Employment Retention/Creation

Use	Hancock Lot	Ross Garage	Stop 'n Shop/ 1400 Hancock
Residential	400 Condominiums		
Commercial	50,000 SF	40,000 SF	
Retail		150,000 SF	
Office-New			200,000 SF
Office-Renovation			334,000 SF
Retention of jobs	-0-	-0-	900 jobs
Net Change in Employment	-0-	200 jobs	460 to 700 jobs

Source: City of Quincy, BSC Group, Urban Land Institute & RKG Associates, Inc.

All the proposed development would occur within the URD, and would likely be completed during the next five years (Phase I). Utilizing employment to building size standards obtained from the Urban Land Institute, an estimated net change of 660 to 900 jobs would result for the proposed redevelopment, as well as the retention of 900 existing jobs.

As shown above, no net change in jobs is anticipated for the redevelopment of the Hancock Lot, since the proposed commercial space would be equivalent to what currently exists on the parcels that would be assembled and razed. For the redevelopment proposed for the Ross Garage, a net change of 200 jobs is estimated (250 new jobs, less 50 jobs at existing businesses).

The redevelopment proposed for the Stop & Shop headquarter expansion would effectively retain 900 existing jobs, as well as provide additional office space for another 400 to 600 new workers in association with their expansion. Another 60 to 100 jobs would also be created at the repositioned retail space on the first two levels of their existing headquarters. This increase in daytime population, coupled with new residential households at the proposed condominium units, would stimulate additional retail demand in downtown Quincy.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (4): FINANCIAL PLAN

Original URDP

The following costs have been estimated for the implementation of the urban renewal activities described in this report. Following is a summary of the elements included in the cost estimate shown in the Table at the end of this section.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (4) SECTION 1: ESTIMATED LAND ACQUISITION COSTS

Original URDP

The estimated cost for proposed acquisitions is shown in 12.02 (4) Section 7.1 and is based on assessed values of the properties to be acquired. A detailed appraisal will be conducted to evaluate the current property values before any formal actions for acquisition are undertaken.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (4) SECTION 2: SITE PREPARATION COSTS.

Original URDP

Detailed costs for site preparation are described in 12.02 (4) Section 7.1. The costs are based on similar projects within the Quincy Center area. The parcels to be acquired will be tested for hazardous materials before any demolition is started. The site preparation will include building demolition, foundation removal and clearance of any hazardous materials on the site.

URDP #1

Detailed costs for site preparation are described in 12.02(4) Section 7.1. The costs reflect due diligence investigations of numerous properties in the Project Area as well as the conditions of the utilities providing service to them. The parcels to be acquired will be tested for hazardous materials before any demolition is started. The site preparation will include building demolition, foundation removal, geotechnical preparation and clearance of any hazardous materials on the site.

URDP #2 – No Changes**URDP #3 – No Changes****12.02 (4) SECTION 3: PUBLIC IMPROVEMENT COSTS.****Original URDP**

Detailed cost estimates of all proposed public improvements in the Project Area is as follows:

- Streetscape improvements (Phase I & II)
- Intersection improvements
- New public spaces

URDP #1

Detailed cost estimates of proposed public improvements in the Project Area have been developed for the following categories:

- Streetscape improvements (Phases I, II and III)
- Intersection improvements
- New public spaces
- Replacement and enforcement of public utilities
- Relocation and upgrade of drainage facilities, including the relocation of Town Brook
- Installation of a drainage control project sufficient to remediate flooding in the Bigelow Street Area

URDP #2

Revised detailed cost estimates of proposed public improvements in the Project Area have been developed for the following activities:

- Streetscape improvements
- Intersection improvements
- New public spaces
- Replacement and enforcement of public utilities
- Relocation and upgrade of drainage facilities, including the relocation of Town Brook
- Hancock Common
- Clivedon Extension Bridge
- Public Parking Facilities

The Land Disposition Agreement describes the public improvements in greater detail and establishes two over-arching categories for them: Core public improvements and Implementing public

improvements. Core public improvements have been identified by the City as critical improvements necessary to support any new development in the Project Area and consist of the Town Brook Culvert Restoration, the Clivedon Street Extension Bridge to Burgin Parkway and the creation of Hancock Common. The Implementing public improvements consist of the roadway and utility infrastructure improvements, public parks and parking facilities. These are required to support the private redevelopment and improvements in the Project Area and to support existing properties. The costs of the Core public improvements will be funded through state and federal sources as well as municipal bonding. The costs of the Implementing public improvements will be funded through municipal bonds, 121A payments, and parking revenue.

URDP #3 – No Changes

12.02 (4) SECTION 4: RELOCATION EXPENSES

Original URDP

Preliminary expenses for relocation are documented in 12.02 (4) Section 7.1. A detailed list of existing tenants on the properties to be acquired is also attached to the report. All businesses and residents displaced by public action will receive relocation assistance and payment under the Massachusetts General Laws Chapter 79A of CMR 27.02 and 27.03. A detailed relocation study will be conducted to determine the relocation costs.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (4) SECTION 5: PROJECT COSTS

Original URDP

Detailed cost estimates for the Project are provided below. For purposes of this Section, gross project cost shall consist of the total of all costs associated with the Project, including but not limited to planning, disposition of land, improvements to the area, and financing and administrative costs. The net project cost for the Project shall be the gross project cost less revenue anticipated from disposition of land and other income.

URDP #1

Detailed cost estimates for the proposed redevelopment of the Project Area are provided below. For purposes of this Section, gross project cost shall consist of the total of all costs associated with the redevelopment and the general preparation of the Project Area for redevelopment, including, but not limited to, planning, disposition of land, construction and improvement of public facilities and utilities in the Project Area, and financing and administrative and soft costs. The net project costs shall be the gross project cost less revenue anticipated from disposition of land and other income. It is anticipated

as the final design and planning for the redevelopment of the Project Area occur, further adjustments to costs will be made.

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (4) SECTION 6: FINANCING APPROACH

Original URDP

Developed in tandem with the URDP, the City has created the Quincy Center District Improvement Financing (DIF) Development and Invested Revenue Plan to finance significant public improvement throughout the downtown. In the event DIF is not adopted, the City will employ traditional borrowing techniques and will seek other grants to finance the actions called for in this URDP.

Adopted by the Commonwealth in 2004, The District Improvement Financing (DIF) legislation (M.G.L. c. 40Q) gives municipalities a new financing tool to fund public improvements for the purposes of enticing or complimenting private investment.

In May/June of 2005, the City received local and state approval for the Quincy Center DIF District. Over the past two years, the City has hard at work with economists and financial consultants to develop the DIF Development and Invested Revenue Plan. Below is the estimated bonding capacity of the Quincy Center DIF that the City anticipates using to pay for URDP actions and other downtown activities.

Bonding Capacity Based on % of Built-Out

Annual Appreciation	25%	50%	75%	100%	125%	150%
0%	\$12,120,000	\$26,245,000	\$39,365,000	\$52,490,000	\$65,615,000	\$78,735,000
1%	\$12,875,000	\$27,495,000	\$42,230,000	\$56,175,000	\$71,460,000	\$85,895,000
2%	\$13,610,000	\$29,255,000	\$46,035,000	\$61,070,000	\$77,980,000	\$93,895,000
3%	\$14,640,000	\$32,215,000	\$49,860,000	\$67,395,000	\$84,930,000	\$102,460,000

URDP #1

Amendment to Section 12.02 (4) FINANCIAL PLAN

The following is substituted for Section 12.02 (4) Section 6:

Ongoing due diligence of the Project Area has revealed the necessity of substantial utility replacement and upgrades for water, sewer and drainage and that significant geotechnical and hazardous waste remediation will be required. In addition, traffic improvements beyond the Concourse will be required to provide for traffic flow compatible with a successful urban renewal effort. Finally, substantial public parking facilities will be constructed to meet the reasonable demands of the urban renewal project. The need to address these issues has resulted in significant increases in the costs for the redevelopment of the Project Area.

The City has identified a financing mechanism that will provide an enhanced and predictable revenue stream to serve as the source of repayment of the substantial amount of municipal bonds that will be required to finance these costs. It is anticipated that the bonds will be general obligation bonds but may include other forms of bonds, such as revenue bonds.

Typically, the only additional increases in revenue available to support these bonds would be from the increases in real estate taxes attributable to the higher assessed values associated with the new development. The use of C. 121A 6A agreements provides, however, the opportunity for greater municipal revenues from individual properties where individual property owners, by agreement, undertake to pay them. The Land Disposition Agreement with the designated developer will require the implementation of these additional revenue arrangements through the use of C. 121A agreements and, where applicable, ground leases of portions of the City Parcels or other land held by the City.

The anticipated increase in revenues will substantially increase the City’s bonding capacity:

Increments to bonding capacity:

Phase I:	\$ 85,500,000
Phase II:	\$ 61,000,000
Phase III:	\$ 43,000,000
Total =	\$189,500,000

URDP #2

Amendment to Section 12.02 (4) FINANCIAL PLAN

The following replaces the third and fourth paragraphs of Section 12.02 (4) Section 6:

Typically, the only additional increases in revenue available to support these bonds would be from the increases in real estate taxes attributable to the higher assessed values associated with the new development. The use of contracts entered pursuant to chapter 121A section 6A of the General Laws (“c. 121A Agreements”) provides the opportunity for greater municipal revenues from individual properties where individual property owners, by agreement, undertake to pay them. The Land Disposition Agreement with the designated developer requires the implementation of these additional

revenue arrangements through the use of c. 121A agreements. The forms of the c. 121A Agreements to be utilized in this process are appended to the Land Disposition Agreement and the Land Disposition Agreement sets forth the formula to determine the amounts payable thereunder. The Land Disposition Agreement includes a procedure through which the City, acting through the Mayor and the Director of Urban Development, will review the financial components for each Step. Once the financial component is approved, City will be able to complete the c. 121A Agreement, binding the designated developer to make the payments required thereby.

In addition, the City has determined not to utilize the potential revenues from the DIF district to fund the Concourse improvements and has instead elected to provide the funding through additional payments from the designated developer in the aggregate amount of \$30 million. To provide the designated developer with an Additional Development Opportunity to recoup some or all of this payment, the City will allow additional development, not to exceed 750,000 square feet of floor area (exclusive of parking garages), in the Project Area. This additional development will be reviewed by the Planning Board under the Certificate of Consistency process and must comply with the URDP and applicable zoning requirements as well as all requirements of the Massachusetts Environmental Policy Act.

The anticipated increase in revenues will substantially increase the City’s bonding capacity. As shown in the greater detail in the Land Disposition Agreement, the total bonding capacity is \$289,350,000.00.

URDP #3 – No Changes

12.02 (4) SECTION 7: PROJECT BUDGET

12.02 (4) Section 7.1: URDP Project Costs

Original URDP

PROJECTS AND COSTS Potential Expenses	URD AREA		
	Phase I	Phase II	Total
A. Acquisition			
Hancock Lot Assemblege	\$6,429,300		\$6,429,300
Ross Garage Assemblege		\$4,827,750	\$4,827,750
Total	\$6,429,300	\$4,827,750	\$11,257,050
B. Site Preparation			
Demo at Hancock Lot Acq.	\$1,296,300		\$1,296,300
Demo at Ross Garage Acq.		\$712,960	\$712,960
Demo of Ross Garage		\$4,973,120	\$4,973,120
Total	\$1,296,300	\$5,686,080	\$6,982,380
C. Relocation Budget			
Hancock Lot Acq.	\$830,000		\$830,000
Ross Garage Acq.		\$20,000	\$20,000
Total	\$830,000	\$20,000	\$850,000
D. Public Improvements			
Concourse			
Other Roadway Improvements			
Initial Projects	\$2,584,000		\$2,584,000

Incremental Improvements		\$304,000	\$304,000
Adams Green			
Related Roadways	\$1,570,000		\$1,570,000
Public Space	\$2,130,000		\$2,130,000
Other Public Spaces	\$2,800,000	\$1,550,000	\$4,350,000
Cultural Center			
Subtotal	\$9,084,000	\$1,854,000	\$10,938,000
Replacement Parking			
Hancock Lot	\$3,750,000		\$3,750,000
Ross Garage		\$4,500,000	\$4,500,000
Subtotal	\$3,750,000	\$4,500,000	\$8,250,000
Design & Contingency Factors			
Design (20%)	\$2,566,800	\$1,270,800	\$3,837,600
Contingency (20%)	\$2,566,800	\$1,270,800	\$3,837,600
Subtotal	\$5,133,600	\$2,541,600	\$7,675,200
Total	\$17,967,600	\$8,895,600	\$26,863,200
E. Planned Studies/Evaluations			
Market Studies	\$75,000		\$75,000
Appraisals	\$50,000		\$50,000
Relocation Plan	\$50,000		\$50,000
Other Studies	\$75,000		\$75,000
Total	\$250,000		\$250,000
F. Administration	\$650,000	\$650,000	\$1,300,000
G. Legal	\$250,000	\$150,000	\$400,000
TOTAL EXPENSES	\$27,673,200	\$20,229,430	\$47,902,630

12.02 (4) Section 7.2: URDP Funding Sources

Potential Revenues	URD AREA		Total
	Phase I	Phase II	
A. Grants			
Concourse Federal Grant			
Economic Stimulus Grant	\$2,500,000	\$2,500,000	\$5,000,000
CDAG (Adams Green)	\$1,000,000	\$0	\$1,000,000
TOD (Adams Green)	\$500,000	\$0	\$500,000
Subtotal	\$4,000,000	\$2,500,000	\$6,500,000
B. Revenue from Sales of Assets			
Hancock Lot (5 acres)	\$5,000,000		\$5,000,000
Ross Garage (5 acres)		\$5,000,000	\$5,000,000
Subtotal	\$5,000,000	\$5,000,000	\$10,000,000
C. District Improvement Financing	\$19,000,000	\$12,500,000	\$31,500,000
Total Revenues	\$28,000,000	\$20,000,000	\$48,000,000
NET SURPLUS/(LOSS)	\$326,800	(\$229,430)	\$97,370

NOTE: All figures in 2007 Dollars

Phase I - Years 1 to 4; Phase II Years 5 to 9 (and beyond)

Source: City of Quincy & RKG Associates, Inc.

URDP #1

Amendments to 12.02(4) Section 7 PROJECT BUDGET:

The following is substituted for Section 12.02 (a) Section 7.1

12.02 (4) Section 7.1: URDP Project Costs

POTENTIAL EXPENSES	PHASE I	PHASE II	PHASE III	TOTAL
A. ACQUISITION				
Land Assemblage	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
Subtotal:	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
B. SITE PREPARATION				
Demolition Ross Garage and Buildings	\$ 4,736,870	\$ 4,517,130	\$ 311,540	\$ 9,565,540
Infrastructure (utilities, environmental, geotechnical)	\$ 22,860,025	\$ 2,095,162	\$ 1,942,196	\$ 26,897,383
Subtotal:	\$ 27,596,895	\$ 6,612,292	\$ 2,253,736	\$ 36,462,923
C. RELOCATION BUDGET				
Hancock Lot Acq.	\$0 -	\$0 -	\$0 -	\$0 -
Ross Garage Acq.	\$0 -	\$0 -	\$0 -	\$0 -
Subtotal:	\$0 -	\$0 -	\$0 -	\$0 -
D. PUBLIC IMPROVEMENTS CONCOURSE				
Concourse	\$ 12,850,000	\$ 2,000,000	\$ -	\$ 14,850,000
Adams Green	\$ 6,962,363	\$ -	\$ -	\$ 6,962,363
Related Roadways & Off-Site	\$ 11,064,038	\$ 13,991,101	\$ 4,021,070	\$ 29,076,209
Subtotal:	\$ 30,876,401	\$ 15,991,101	\$ 4,021,070	\$ 50,888,572
Replacement Parking Public Parking (5 Structured Parking Garages of over 4,000 spaces)	\$ 27,500,000	\$ 26,000,000	\$ 20,000,000	\$ 73,500,000
Subtotal:	\$ 27,500,000	\$ 26,000,000	\$ 20,000,000	\$ 73,500,000
Design & Contingency Factors				
Design Fees (25%)	\$ 21,993,324	\$ 12,150,848	\$ 6,568,702	\$ 40,712,874
Execution/Construction Supervision (6%)	\$ 6,597,997	\$ 3,645,254	\$ 1,970,610	\$ 12,213,862
Contingency & Escalations (15%)	\$ 17,484,693	\$ 9,659,924	\$ 5,222,118	\$ 32,366,735
Subtotal:	\$ 46,076,014	\$ 25,456,027	\$ 13,761,430	\$ 85,293,471
Total:	\$ 134,049,310	\$ 74,059,420	\$ 40,036,236	\$ 248,144,966
E. PLANNED STUDIES/EVALUATION				
Market Studies	\$ 75,000			\$ 75,000
Appraisals	\$ 25,000			\$ 25,000
Relocation Plan	\$ 25,000			\$ 25,000
Other Studies	\$ 50,000			\$ 50,000
Total:	\$ 175,000	\$ -	\$ -	\$ 175,000
F. ADMINISTRATION**	\$ 7,400,000	\$ 10,800,000	\$ 1,800,000	\$ 20,000,000
G. LEGAL	\$ 1,340,493	\$ 740,594	\$ 400,362	\$ 2,481,450
TOTAL EXPENSES:	\$ 142,789,803	\$ 85,600,014	\$ 42,236,598	\$ 270,626,415

The following is substituted for Section 12.02 (a) Section 7.2

12.02 (4) Section 7.2 URDP Funding Sources

POTENTIAL SOURCES	PHASE I	PHASE II	PHASE III	TOTAL
A. GRANTS				
Concourse Federal Grant	\$ 6,000,000			\$ 6,000,000
State Funds	\$25,000,000	\$ 25,000,000	\$ -	\$ 50,000,000
Economic Stimulus Grant	\$16,500,000			\$ 16,500,000
CDAG (Adams Green)	\$ 1,000,000			\$ 1,000,000
TOD (Adams Green)	\$ 50,000			\$ 50,000
Subtotal:	\$48,550,000	\$ 25,000,000	\$ -	\$ 73,550,000
B. REVENUE FROM SALE OF ASSETS				
Hancock Lot (5 acres)	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
Ross Garage (5 acres)	\$ -	\$ -	\$ -	\$ -
Subtotal:	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
C. BOND FINANCING	\$92,500,000			\$196,500,000
Concourse	\$ 7,000,000			\$ 7,000,000
Downtown Redevelopment	\$85,500,000	\$61,000,000	\$43,000,000	\$189,500,000
Subtotal:	\$92,500,000	\$61,000,000	\$43,000,000	\$196,500,000
Total Revenues	\$143,050,000	\$86,000,000	\$43,000,000	\$272,050,000
NET SURPLUS/(LOSS)	\$ 260,197	\$ 399,986	\$ 763,402	\$ 1,423,585

**Includes Construction Interest

URDP #2

Amendments to 12.02(4) Section 7 PROJECT BUDGET:

The following is substituted for Section 12.02 (a) Section 7.1

12.02 (4) Section 7.1: URDP Project Costs

12.02 (4) Section 7.1: URDP Project Costs

Potential Expenses	Total
A. ACQUISITION	
Land Under Public Improvements (<i>public infrastructure</i>)	\$ 13,800,000
Subtotal	\$ 13,800,000
B. SITE PREPARATION	
Demolition	\$ 3,389,800
Infrastructure	\$ 33,858,262
Subtotal	\$ 37,248,062

C. RELOCATION BUDGET	
Hancock Lot Acquisition	\$ -
Ross Garage Acquisition	\$ -
Subtotal	<u>\$ -</u>
Related Roadways & Off-Site	\$ 5,168,186
D. PUBLIC IMPROVEMENTS	
Related Roadways & Off-Site	\$ 5,168,186
Adams Green / Hancock Common	\$ 12,601,558
Town Brook culvert	\$ 8,521,237
Cliveden Street Bridge	\$ 7,191,227
Additional Public improvement costs for Additional Development Opportunity	\$ 41,350,000
Subtotal	<u>\$ 74,832,208</u>
Parking	
Replacement Parking	\$ -
Public Parking (8 Structured Parking Garages of over 3,100 spaces)	\$ 108,348,376
Subtotal	<u>\$ 108,348,376</u>
Design & Contingency Factors	
Design Fees	\$ 11,186,385
Execution/Construction Supervision	\$ 21,342,604
Contingencies & Escalation	\$ 23,971,135
Subtotal	<u>\$ 56,500,124</u>
Total, Public Improvements	\$ 239,680,708
E. PLANNED STUDIES/EVALUATION	
Market Studies	\$ 75,000
Appraisals	\$ 25,000
Relocation Plan	\$ 25,000
Other Studies	\$ 50,000
Total	<u>\$ 175,000</u>
F. ADMINISTRATION	\$ 49,110,319
G. LEGAL	\$ 2,883,486
TOTAL EXPENSES	<u>\$ 342,897,576</u>

The following is substituted for Section 12.02 (a) Section 7.2

12.02 (4) Section 7.2 URDP Funding Sources

12.02 (4) Section 7.2: URDP Funding Sources

Potential Sources	Total
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A. GRANTS

Federal Transportation Appropriation/Authorization	\$	25,000,000
MassWorks Grants	\$	5,000,000
I-Cubed Infrastructure Program	\$	20,000,000
Subtotal	\$	<u>50,000,000</u>
B. REVENUE FROM SALE OF ASSETS		
Hancock Lot (5 acres)	\$	4,800,000
Ross Garage (5 acres)	\$	-
Subtotal	\$	<u>4,800,000</u>
C. BOND FINANCING		
Downtown Redevelopment	\$	289,350,000
Subtotal	\$	<u>289,350,000</u>
Total Revenues	\$	<u>344,150,000</u>
NET SURPLUS/(LOSS)	\$	<u><u>1,252,424</u></u>

URDP #3

The following Summary Table replaces the Project Budget in Amendment 2, and summarizes project costs. The information contained in this table is further explained in the Financial Plan text which follows this table and identifies Potential Funding Sources for URDP implementation.

	POTENTIAL EXPENSES	PHASE I Mechanics Lofts & West of Chestnut	PHASE II Hancock Lot	PHASE III Ross Garage 1 & 2	PHASE IV Ross Garage 3	TOTAL
ACQUISITION						
A.	Land Assemblage			\$ 4,014,876.00	\$ 547,580.00	\$ 4,562,456.00
	Subtotal:	\$ -	\$ -	\$ 4,014,876.00	\$ 547,580.00	\$ 4,562,456.00
SITE PREPARATION						
B.	Demolition Ross Garage and Buildings		\$ 3,750,000.00			\$ 3,750,000.00
	Temporary Surface Parking Lots		\$ 975,000.00			\$ 975,000.00
	Subtotal:	\$ -	\$ 4,725,000.00	\$ -	\$ -	\$ 4,725,000.00
RELOCATION BUDGET						
C.	Hancock Lot Acq.					\$ -
	Ross Garage Acq.					\$ -
	Subtotal:	\$ -	\$ -	\$ -	\$ -	\$ -
PUBLIC IMPROVEMENTS - PHASE 1						
	West of Chestnut Development Utility Upgrades; Stormwater, Water, Streetscape, and Wastewater	\$ 3,000,000				\$ 3,000,000
	East of Chestnut Utility Upgrades; Stormwater & Streetscape	\$ 1,250,000				\$ 1,250,000
	Hancock St. Utility Repairs: Stormwater Water, Wastewater	\$ 430,000				\$ 430,000
	Hancock Streetscape Improvements	\$ 2,250,000				\$ 2,250,000
	Design of Burgin Parkway Extension Bridge					\$ -
	Soft Costs	\$ 1,650,000	\$ -	\$ -	\$ -	\$ 1,650,000
	Subtotal:	\$ 8,580,000	\$ -	\$ -	\$ -	\$ 8,580,000
PUBLIC IMPROVEMENTS - PHASE 2						
	Hancock Lot Utility Requirements; Stormwater, Water, Streetscape, & Wastewater		\$ 6,250,000			\$ 6,250,000
	Hancock Lot Public Parking Garage		\$ 20,000,000			\$ 20,000,000
	Adams Green Park		\$ 5,000,000			\$ 5,000,000
	Soft Costs		\$ 1,650,000			\$ 1,650,000
	Subtotal:	\$ -	\$ 32,900,000	\$ -	\$ -	\$ 32,900,000
D.	PUBLIC IMPROVEMENTS - PHASE 3					
	Ross Garage Utility Requirements; Stormwater, Water, Streetscape, Wastewater			\$ 10,500,000		\$ 10,500,000
	Adams Green Park			\$ 25,000,000		\$ 25,000,000
	Public Parking Garage at Ross Way			\$ 26,000,000		\$ 26,000,000
	Soft Costs			\$ 1,500,000		\$ 1,500,000
	Subtotal:	\$ -	\$ -	\$ 63,000,000	\$ -	\$ 63,000,000
PUBLIC IMPROVEMENTS - PHASE 4						
	Burgin Parkway Extension Bridge				\$ 15,000,000	\$ 15,000,000
	MBTA Redevelopment Transit					\$ -
	Ross Garage Area Utility Requirements; Stormwater, Water, Streetscape, Wastewater				\$ 8,000,000	\$ 8,000,000
	Hancock Street Area Utility Requirements; Stormwater, Water Streetscape, Wastewater				\$ 5,250,000	\$ 5,250,000
	Soft Costs				\$ 1,500,000	\$ 1,500,000
	Subtotal:	\$ -	\$ -	\$ -	\$ 29,750,000	\$ 29,750,000
	Total Public Improvements	\$ 8,580,000	\$ 32,900,000	\$ 63,000,000	\$ 29,750,000	\$ 134,230,000

PLANNED STUDIES/EVALUATION						
E.	Market Studies				\$ 75,000.00	
	Appraisals		\$ 20,000.00	\$ 5,000.00	\$ 25,000.00	
	Relocation Plan				\$ -	
	Other Studies				\$ 50,000.00	
	Subtotal:	\$ -	\$ 20,000.00	\$ 5,000.00	\$ -	\$ 150,000.00
F. ADMINISTRATION						
		\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 800,000.00
	Subtotal	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 800,000.00
G. LEGAL						
		\$ 100,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 700,000.00
	Subtotal	\$ 100,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 700,000.00
TOTAL EXPENSES						
		\$ 8,880,000.00	\$ 38,045,000.00	\$ 67,419,876.00	\$ 30,697,580.00	\$ 145,167,456.00

FINANCIAL PLAN ANALYSIS

This Financial Plan was prepared by RKG Associates and describes a plan to finance the infrastructure and public sector investment associated with the Quincy Center District Improvement Financing (DIF) District including the Urban Revitalization District (URD) (see map A-1).

This Financial Plan was prepared based upon a development program prepared by Redgate Real Estate Advisors (Redgate), who recently completed an updated redevelopment strategy for the Quincy Center Urban Revitalization District after the City of Quincy severed ties with a former master developer (Hancock Adams Associates/Street-Works). In addition, multiple developers have come forth with additional projects including some that were outlined in the updated master plan that focused primarily on the disposition/development of two city-owned parking lots, Hancock Lot and Ross Garage site, within the URD.

Development Program and Phasing

The development program evaluated for this financing plan is outlined in Table 1. In effect, three development entities have come forth with plans to build three mixed use project in Phase 2 including at one of the sites at the Hancock Lot designated by Redgate. This proposed development complements two recently approved projects in Quincy Center (West of Chestnut and Mechanic Street) and identified as Phase 1, Third Amendment

Table 1 – Quincy Center DIF/URD Development Program

Description	Phase	Comm- ercial SF	Office SF	Housing Units	Hotel Keys	Construction Starts	Construction Complete	FY-Mature Asmt
Mechanic St Lofts	1			34		Spring-15	Fall-16	FY-2018
West of Chestnut	1	12,000		169		Spring-15	Summer-17	FY-2019
O'Connell (R-1)	2	10,000		122		Spring-16	Spring-18	FY-2020
Galvin	2	8,000		48		Winter-16	Fall-17	FY-2019
Partners Prop	2	10,000			116	Spring-17	Fall-2019	FY-2021
Masonic Hall	2			60		Spring-16	Fall-2017	FY-2019
Hancock- R 2 & R 3	3			250		Spring-19	Winter-20	FY-2022
East of Chestnut	3	15,000		220		Spring-19	Fall-20	FY-2022
Ross - C 1	3		250,000			Spring-19	Winter-21	FY-2023
Ross - C 2	3	30,000	150,000			Spring-21	Fall-23	FY-2025
Ross - R 4	4			125		Spring-23	Fall-24	FY-2026
Ross - C 3 & R 5	4	40,000	200,000	225		Fall-23	Fall-25	FY-2027
Total		125,000	600,000	1,253	116	Spring-15	Fall-25	FY-2027

Source: City of Quincy; Redgate & RKG Associates, Inc.

Two additional phases are planned including Phase 3 which is proposed to occur between 2017 and 2023, consisting of 450 units; 45,000 square feet (SF) of street-level commercial space, and two office buildings totaling 400,000 SF, and reportedly one or a portion therein would be a new home for Quincy College. Phase 4 is planned after 2023, and would consist of another office building and additional residential with street-level commercial space.

The updated development program when completed would contain over 1,230 housing units and 115,000 SF of new street-level space. A new hotel of 116 rooms is anticipated and 600,000 SF of office use. By way of comparison. This revised program accounts for nearly all the residential units and hotel keys proposed by Street-Work; more than half the office space; but about one-quarter of the commercial space.

Funding Sources

Three major sources were identified by Redgate to finance the plan and include:

- District Improvement Financing (DIF) - Quincy Center DIF district received approval in FY-2005, and to date, the City has leveraged \$37 million to assist with public-sector infrastructure investment over the last 10 years. Another twenty years exists within the term of the DIF that could yield additional funding.
- General Obligation Bonds – This source was identified to finance the two proposed parking garages which would be minimized by new parking revenue.
- Massachusetts Infrastructure Investment Incentive Program - This source commonly referred to as I-Cubed provides state financing for infrastructure projects using new state taxes directly related to new commercial development and job growth (meals/sales tax and income tax). The City of Quincy/Hancock Adams Associates had jointly submitted an Economic Development Proposal (EDP) to the state and received preliminary approval for up to \$40 million in I-Cubed financing to be directed towards the construction of the Adams Green Park and the proposed Cliveden Street/Burgin Parkway Access Bridge. In the wake of the termination by the City of Quincy of Hancock Adams as the Master Developer, the City alone will continue to pursue I-Cubed funding and will file a revised EDP with the Commonwealth following approval of this URDP Amendment #3. During the preparation of the URDP Amendment #3, RKG Associates analyzed the changes between the original EDP and the revised redevelopment program and determined that the new program will support no less than \$20 million in I-Cubed financing. As the redevelopment program expands and new redevelopment proposals come forward beyond what is contemplated in this amendment, additional I-Cubed financing is expected to be supported and realized.
- Another source for assisting with public utility (municipal storm-water, sewer and water) upgrades/installation would be the City's enterprise fund, depending on the cost and urgency.
- The City will continue to pursue other state and federal funding sources to assist with streetscapes, roadwork and the like.

Table 2 exhibits potential revenue from the three sources. DIF funding represents the primary source and a DIF analysis has been prepared under a separate cover (attached as Appendix 3-1).

To date, \$37 million has been bonded from this source, and another \$3 million would be available, which would be dedicated to Phase 1, and these bonds are scheduled to be retired in January 2016. The

Phase 1 development would support a \$40 million bond, while the Phase 2 development would leverage another \$10 million in DIF bonds. The proposed development in Phase 3 would support another \$45 million and Phase 4 the potential of another \$15 million. In total, this source would provide \$110 million in bonding, or \$73 million in additional principal.²

Two general obligation bonds would be needed to finance the two new garages (Phase 2 and Phase 3). Fortunately, two developers are in negotiations with the City to guarantee a portion of the garage, while the remainder would be offset from new parking revenue. A parking demand study currently underway should provide more detail on the subject.

The I-Cubed program would be available to finance a portion of the infrastructure projects such as the Burgin Parkway access bridge, Adams Green Park or other projects. A multi-phased approach should be considered, and this source could potentially provide \$20 million or more in funds.

Another source of funds would be annual surplus DIF revenue after debt service has been paid. RKG recommends that any surplus be channeled into two areas. The first would be toward a debt reserve fund in order to accumulate sufficient reserves for one-year's debt service payment plus a reserve to cover any shortfall in DIF revenue over the term. The second would be an annual fund to cover any infrastructure, design or other DIF related cost in that given year. If this surplus revenue is not accounted for then it returns to the General Fund.

Table 2 – Quincy Center Funding Sources and Amounts by Phases

Revenues by Source	Phase 1	Phases 1-2	Phases 1-3	Phase 1-4	Total All
Phase Complete [1]	FY-2019	FY-2021	FY-2025	FY-2027	Phase [4]
DIF Bond Amounts	\$40,000,000	\$50,000,000	\$95,000,000	\$110,000,000	\$110,000,000
Δ in Principal	\$3,000,000	\$10,000,000	\$45,000,000	\$15,000,000	\$73,000,000
DIF Debt Reserve [2]	\$4,248,160	\$6,927,420	\$13,761,595	\$16,511,167	\$16,511,167
GO Bonds/Parking		\$20,000,000	\$26,000,000	TBD	\$46,000,000
I-Cubed Bonds		\$5,000,000	\$5,000,000	\$10,000,000	\$20,000,000
Total Bond	\$40,000,000	\$75,000,000	\$126,000,000	\$120,000,000	\$176,000,000
Δ in Principal	\$3,000,000	\$35,000,000	\$76,000,000	\$25,000,000	\$139,000,000
DIF Surplus Revenue [3]	\$1,337,567	\$1,988,322	\$3,232,742	\$611,248	\$611,248
2015-2019	\$802,314	\$1,094,010	\$1,290,611	\$495,626	\$495,626
2020-2024	\$535,253	\$894,311	\$1,942,132	\$115,621	\$115,621
2025-2029	\$2,737,548	\$3,429,209	\$5,203,429	\$6,958,006	\$6,958,006
2030-2034	\$4,685,602	\$3,834,761	\$4,153,957	\$8,950,299	\$8,950,299
Total Revenue	\$4,337,567	\$36,988,322	\$79,232,742	\$25,611,248	\$146,169,879
Less Total Expenses	(\$8,880,000)	(\$38,045,000)	(\$67,419,876)	(\$30,697,580)	(\$145,042,456)
Surplus (Loss)	(\$4,542,433)	(\$1,056,678)	\$11,812,866	(\$5,086,332)	\$1,127,423

NOTE: All figures in 2015 dollars

[1] Fiscal year that the new development assessments mature (or as of January 1st in the preceding year)

[2] Total over remaining 20-yr DIF term; inclusive of sale of municipal assets

[3] Annual surplus in DIF revenue after debt service and reserve; Total for first two 5-year periods

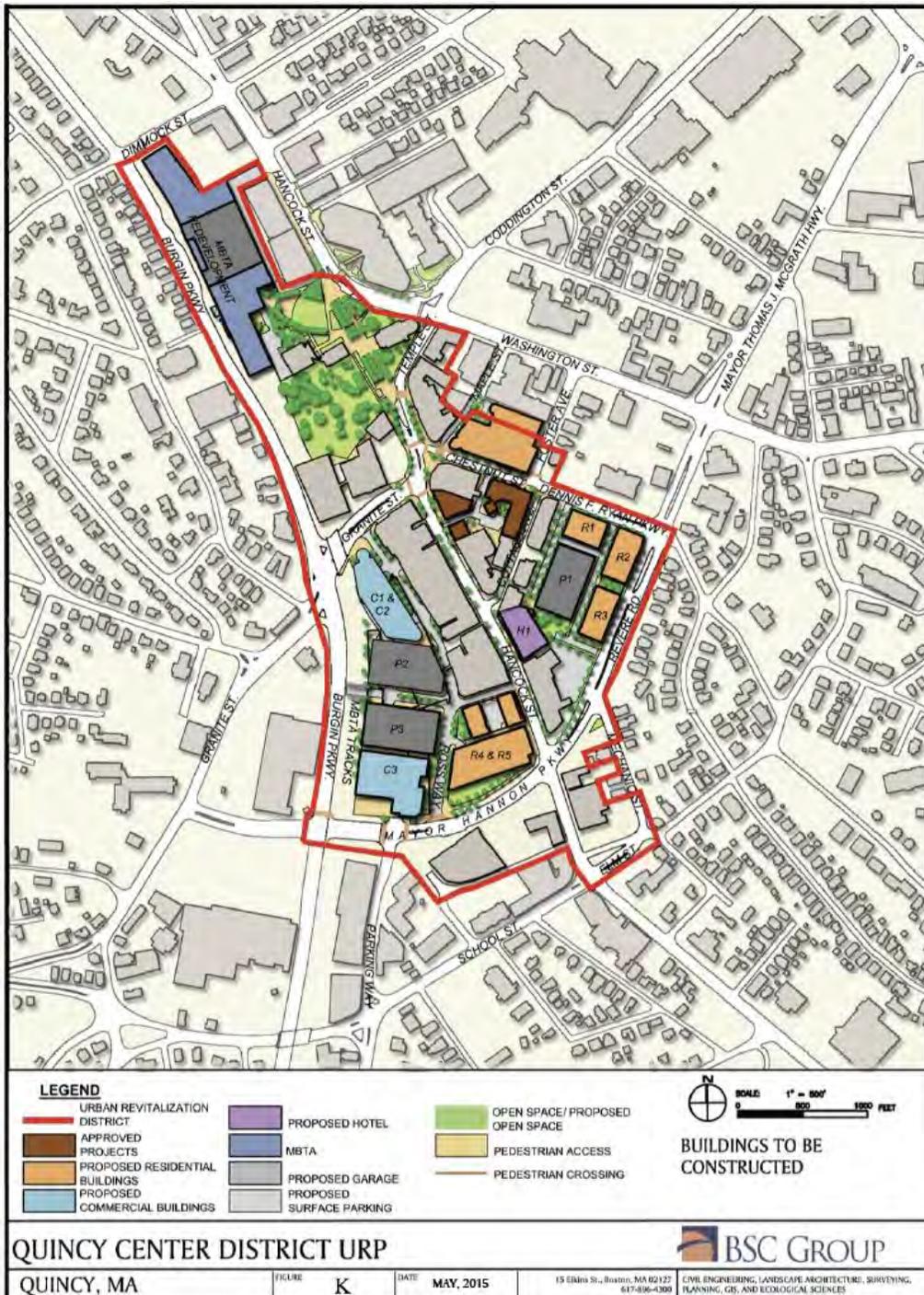
[4] Total for DIF amounts are reflective of Phases 1-4

Source: City of Quincy; Redgate & RKG Associates, Inc.

² The sales proceeds (gross) from the disposition of sites at the Hancock Lot and Ross Garage (\$21 million) are included in the DIF financial models depending on the phase, and subject to future appraisals.

Referring to Table 2, the revenues from these sources (including surplus DIF revenue for the first two five-year periods) across all phases total over \$146 million, which measured against total expenses indicate a \$1.1 million surplus, or a return of less than 1 percent. Certain phases indicate a loss due in part to some expenses allocated to a prior phase for pre-development of a subsequent phase.

Figure 4 – Quincy Center DIF Building Program



12.02 (5): REQUISITE MUNICIPAL APPROVALS

Original URDP

Evidence of the required public hearing is included as a part of this URDP at Attachment 8. The finding of Quincy's Planning Board is attached as well as a copy of the City Council's approval of the URDP. An opinion of the City's special counsel that this URDP is in compliance with applicable laws is documented in Attachment F.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (6): Site Preparation

Original URDP

As required by 760 CMR 12.02(6), this section describes site preparation actions necessary to prepare the site for redevelopment and/or public improvement, including such items as land protection and measures to address environmental, topographic, subsoil or flood problems for the Project Area. For the Downtown Quincy Urban Renewal Area, site preparation actions will include:

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

The text in the original URDP describing Site Preparation is to be replaced with the following text.

As required by 760 CMR 12.02(6), this section describes site preparation actions necessary to prepare sites for redevelopment and/or public improvement, including such items as land protection and measures to address environmental, topographic, subsoil or flood problems for the Project Area. Site preparation actions and costs are detailed in Section 12.02 (4) Financial Plan.

For the Downtown Quincy Urban Renewal Area, site preparation actions will include:

12.02 (6) SECTION 1: DEMOLITION OF BUILDINGS TO SUPPORT THE REDEVELOPMENT OF THE ROSS GARAGE SITE

Original URDP

As described in the Project Overview, the Ross Garage is a City-owned property within the Project Area. This Plan recognizes that the Garage is in substandard condition, with several circulation issues, and recommends the demolition of the Ross Garage and its replacement by a new garage to support new private development on the Ross Garage site. In addition to the Ross Garage, buildings located on the parcels to be acquired as part of the URDP will also be demolished. It includes the A. J. Wright Clothing Store located at 100 Parkway. Buildings to be demolished are illustrated in Map 12.02 (1) (i).

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

As described in the Project Overview, the Ross Garage is a City-owned property within the Project Area. This Plan recognizes that the Garage is in substandard condition, with several circulation issues, and recommends the demolition of the Ross Garage and its replacement by a new garage(s) to support new private development on the Ross Garage site.

12.02 (6) SECTION 2: DEMOLITION OF BUILDINGS TO SUPPORT THE REDEVELOPMENT OF THE HANCOCK PARKING GARAGE SITE

Original URDP

The Hancock Parking Lot is also City-owned property identified for redevelopment as part of the URDP. The Plan recommends the acquisition of three parcels located adjacent to this site in order to improve access and provide frontage to the Hancock Lot. Site preparation for these parcels includes the demolition of buildings located on them. The parcels, as shown in Map 12.02 (1) (i), include 1500 Hancock Street, 23 Cottage Avenue and 31 Chestnut Street.

For both the Ross Garage and Hancock Lot Sites, all acquired and City-owned buildings will be evaluated for hazardous materials prior to demolition. Subsequently, the buildings will be demolished, foundations will be removed and hazardous materials, if any, will be appropriately removed and disposed off. Additional steps for preparing the sites for redevelopment may be undertaken as required.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

The Hancock Parking Lot is also City-owned property identified for redevelopment as part of the URDP. Site preparation for this parcel includes relocation of certain utilities that traverse this site in order to create viable development pads. These infrastructure improvements are described in Section 12.02 (7) – Public Improvements.

As the Hancock Lot and Ross Garage site are being redeveloped, the City will prepare a phasing plan to provide adequate replacement parking space while the current parking on these lots is not available for public use.

12.02 (7): PUBLIC IMPROVEMENTS

Original URDP

As required by 760 CMR 12.02(7), this URDP includes specification of any public improvements in the Project Area, a description of their general design and an explanation of how the improvements will help achieve the objectives of the Plan.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

This Third Amendment includes updated cost estimates of the proposed public improvements within the Project Area. Updated costs have been developed for the following elements:

- Streetscape improvements including sidewalks, lighting, trees, furnishings
- Intersection improvements including signals and alignment
- Roadway improvements including pavement and drainage
- New roadways, complete construction
- Replacement and/or relocation of public utilities including sewer and water
- Replacement and/or relocation of stormwater drainage facilities
- Construction of the new Cliveden Street/Burgin Parkway Extension Bridge
- Construction of new parking structures on Hancock Lot and along Ross Way
- New public spaces including Adams Green

Public improvement actions and costs are detailed in Section 12.02 (4) Financial Plan.

The text from the First Amendment Section 12.02 (7) Section 2 Parking, paragraphs 1-3, relative to the financing approach for parking facilities is to be deleted. It describes an approach to the financing of parking facilities relative to a Master Developer for the entire URDP, which is no longer relevant.

12.02 (7) SECTION 1: ROADWAY IMPROVEMENTS

Original URDP

- Access to Parking Facilities/Open Space.

Roadway improvements are essential to creating better access to key parking areas in order to bring more people downtown. Currently, the traffic congestion along Hancock Street and Granite Street makes it difficult to get to both the Hancock Lot and the Ross Parking Garage. As part of the Adams Green project, the intersection of Granite Street and Hancock Street will be realigned to allow a better flow of vehicular and traffic movement. Additionally, as an urban renewal activity, in conjunction with redevelopment plans for the Hancock Parking Lot and Ross Garage parcels, the City will evaluate roadway alterations to provide better access to parking facilities and/or open space constructed on these parcels.

➤ Completion of the Concourse (*Non Urban Renewal activity*).

The City plans to complete the Concourse as a project independent of this URDP. Phase I, involving the construction of the Paul Harold Bridge, is complete. Phase III is in final design currently and the City anticipates construction will commence in calendar year 2007. Phase II involves the acquisition of private right of way and will connect Phases I and III.

As illustrated in Figure 12.02 (1) (f2), the Concourse is necessary to provide efficient access into the Project Area and to key redevelopment sites in the Project Area. Concourse Phase II (the Hancock Street crossing section) will provide access between the Project Area and Burgin Parkway, creating an efficient connection to Route 3. This new Concourse will also divert some traffic away from the Hancock and Granite Street intersection, which is heavily traveled and has conflicts with heavy pedestrian use.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

12.02 (7) SECTION 2: PARKING

Original URDP

The Rizzo Associates Parking Study (Attachment J) identified existing and anticipated issues related to the quantity and location of parking in downtown. It has also recommended numerous improvements to the parking infrastructure.

With the Rizzo Associates recommendations in mind, the City intends to work with the developer(s) selected for the redevelopment of the Hancock Parking Lot and the Ross Garage areas to create adequate, safe and attractive parking structures to both replace those lost to the development and accommodate new retail/office/housing uses. It is anticipated that the Ross Garage redevelopment area will have 800 new parking spaces to support new retail and replace existing spots.

Mixed-use development and 750 new parking spaces located in a new garage on the site will also replace the existing Hancock Lot. 500 spaces in this new garage will be allocated to the proposed 400 housing units within the project. This ratio of 1.25 spaces per unit is lower than conventional parking

requirements for such development. It is anticipated that proximity to the Quincy Center MBTA Station will encourage transit usage and reduce parking requirements on the Hancock Lot Site. In addition to providing reduced parking requirements for new developments, the URDP also proposes multiple parking strategies for providing parking alternatives and increasing overall parking efficiency:

- On-street parking on all major roads to encourage retail usage.
- Metered parking for short-term usage ensuring parking revenues for the City.
- Replacement of parking lots with garages to allow higher density development at these sites.
- Shared parking between residential and commercial uses at the Hancock Lot and Ross Garage.
- Access to new parking garages from multiple major roadways to allow an efficient flow of traffic.
- Retail at the ground level of the new parking garage facing the Concourse (at the Ross Garage site) to take advantage of roadway frontage and make the parking garage aesthetically pleasing.

URDP #1

Section 12.02 (7) Section 2 Parking is amended by replacing all but the first paragraph with the following:

Subsequent to the preparation of the Rizzo Associates Parking Study, the City retained Walker Parking Consultants to perform additional analysis of the anticipated parking demand associated with the redevelopment of the Project Area. That analysis reflects a need for up to 4,000 spaces to be constructed or put in service through replacement and expansion of the facilities located in the Ross Garage and on the Hancock Street Lot.

The repositioning of public parking facilities, including their expansion to accommodate, new development, is a costly undertaking and cannot be borne either by the developer or exclusively by the City. To enable the redevelopment to occur and given the integrated arrangements between parking facilities and the uses that they are intended to serve, it is appropriate for the designated developer to take the responsibility to construct the parking facilities, but with appropriate levels of reimbursement from the City. Master developer shall provide adequate parking to serve patrons and users of the Hancock Surface Parking facility.

Under the Land Disposition Agreement, the City will cause these facilities to be created by obligating the designated developer to bear the risk of constructing them (or where applicable, renovating existing garage facilities) but with the City being obligated to reimburse the designated developer upon their completion by the City's purchase of them under a predetermined price mechanism that requires certain financial and other conditions to be met. The Land Disposition Agreement will provide that, with respect to each phase, the designated developer will enter into financial arrangements with the City under a Chapter 121A agreement or ground leases of portions of the City Parcels, or both. These arrangements would provide revenues over and above taxes currently assessed on the developer properties. Up to 65% of this excess revenue would be paid to the City to serve as a source of support, along with the operating revenues of the parking facilities and parking meters, to fund the debt service payments on the bonds issued to fund the construction of the parking facilities.

In addition, owners of property in the Project Area other than the designated developer that desire to redevelop their property in accordance with the URDP and have the benefit of the newly created parking capacity may do so by entering into an Urban Redevelopment Covenant. In the alternative, if the property owner elects not to enter into an Urban Redevelopment Covenant, it shall comply with the parking standards under the Zoning Ordinance.

The URDP proposes multiple parking strategies for providing parking alternatives and increasing overall parking efficiency:

- On-street parking on all major roads to encourage retail usage;
- Metered parking for short-term usage ensuring parking revenues for the City;
- Replacement of parking lots with garages to allow higher density development at these sites;
- Shared parking between residential and commercial uses; and
- Access to new parking garages from multiple major roadways to allow an efficient flow of traffic.

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (7) SECTION 3: PEDESTRIAN/BICYCLE CIRCULATION IMPROVEMENTS

Original URDP

The City proposes a series of sidewalk and street improvements aimed at beautifying the Project Area. It is believed that each of these improvements will facilitate and make the district a prime destination area for residents, shoppers, tourists and businesses.

Streetscape

Throughout the downtown, the goal is to provide pedestrian amenities to foster walking. Streetscape improvements will be made along Chestnut Street from the Concourse to Foster Street and to the intersection of Granite and Hancock Streets. Parking Way and Coddington Street are also designated for sidewalk improvements. These streets, or sections of streets, have the potential to be important linkages between key destination points in Downtown Quincy.

Roadway Improvements		Quantity <i>LF</i>	Unit Cost	Remarks	Estimated Costs
Hancock Street	From Granite Street to School Street	1,650	\$600	System A	\$990,000
Granite Street	From Burgin Parkway to Hancock Street	330	\$600	System A	\$198,000

Chestnut/Dennis Ryan Pkwy	From Hancock Street to Revere Road	970	\$380	System B	\$368,600
Cottage Avenue	From Chestnut Street to Hancock Street	480	\$380	System B	\$182,400
Cliveden Street	From Hancock Street to Rossway	250	\$380	System B	\$95,000
Rossway	From Granite Street to Concourse	1,250	\$600	System A	\$750,000
Hancock Court	From Hancock Street to School Street	800	\$380	System B	\$304,000
Design & Contingency		2	20%		\$1,155,200
Subtotal		5,730			\$4,043,200

Street System A: Includes pavement 45-52' wide, granite curb and HC curbcuts, 25' decorative street lighting, Furnishings (benches, bike racks, trash containers, bus shelters, banners, signage), 10-15' wide concrete sidewalks w/some decorative edging, painted crosswalks, 3-4" c trees at 20' oc, includes demo and reconstruction of roadway, or cold plane and resurface at similar cost.

Street System B: Includes pavement 38-40' wide, granite curb and HC curbcuts, 25' decorative street lighting, Furnishings (benches, bike racks, trash containers, bus shelters, banners, signage), 8-10' wide concrete sidewalks, painted crosswalks, 3-4" c trees at 20' oc, includes demo and reconstruction of roadway, or cold plane and resurface at similar cost.

Additional improvements are likely to be identified for landscape improvements when development plans for the Hancock and Ross Garage lots are created. For example, new retail and residential development on the Hancock Lot may involve new pedestrian amenities along Hancock Street and Cottage Avenue to create safe, attractive means of pedestrian access to new parking facilities and retail establishments. Cliveden Street may also receive pedestrian amenities in connection with improvements to the Ross Garage.

As part of the City's new zoning provisions for the downtown, Design Guidelines were developed (Attachment K). Under these Guidelines, the width of new sidewalks will reflect a well thought-out hierarchy. For example, the Concourse, a new primary road, will have a 10'-16' wide sidewalk and a planted median. These wider sidewalks are intended to improve pedestrian flow and provide room for the placement of benches, planters and other attractive landscape features. The City will incorporate the Quincy Center District Design Guidelines into its planning of these improvements.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (7) SECTION 4: PUBLIC SPACE

Original URDP

Creation of Adams Green

Three nationally significant historic landmarks are located within a few hundred feet of each other in Quincy Center. The land that unites these three landmarks, Hancock Street, is a six-lane road currently subject to heavy, rapidly moving traffic. That traffic significantly detracts from the historic impact of

these landmarks and makes pedestrian access to them exceedingly difficult. In fact, the United First Parish Church, final resting place of two U.S. Presidents and their wives, is virtually surrounded by heavy traffic congestion and noise. The Adams Green Project involves the removal of Hancock Street as a major roadway between these locations and rerouting through traffic along Washington Street. A landscaped park, with limited access for local traffic, will be created. Rerouted traffic on Washington Street will intersect the new Concourse providing an alternate route for traffic that will be impacted by the closing of Hancock Street.

Adams Green will also strengthen the existing pedestrian connections between the Quincy Center MBTA Red Line Station and the Project Area reinforcing pedestrian travel as mode of transportation throughout the downtown. Appropriate landscape elements such as pathways, plantings and signage will further enhance the public’s appreciation for these wonderful historic locations.

In addition to the Adams Green Project, the City is also committed to creating a social and public gathering place in the heart of downtown, close to the core retail area along Hancock Street. A large public space is envisioned, where feasible, along Hancock Street to incorporate amenities such as public art, a water fountain, seating and pedestrian lighting. This public space could host events, such as live music and seasonal festivals. Further development of this amenity depends upon the overall vision for downtown development that emerges from the redevelopment plans for the Hancock Lot and Ross Garage.

Adams Green - Public Space		<i>Quantity</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Estimated Costs</i>
Landscape Improvements	From Munroe Building to Stop & Shop Building	1	EA	\$1,500,000	\$1,500,000
Civil/Infrastructure Improvements	From Munroe Building to Stop & Shop Building	1,050	LF	\$600	\$630,000
Adams Green - Related Roadways					
Roadway Improvements	Hancock-Temple-Washington Streets	1,350	LF	\$600	\$810,000
Signal Realignment/Replacement	Hancock-Temple-Washington Streets	4	EA	\$190,000	\$760,000
Design & Contingency		2	20%		\$1,480,000
Subtotal					\$5,180,000

To attract people to different parts of Quincy Center, the City wants to create additional smaller squares that serve as significant public spaces. Smaller squares or parks have the ability to add to the identity of prominent intersections.

Public Space Systems		<i>Quantity SF</i>	<i>Unit Cost</i>	<i>Estimated Costs</i>
Hancock Street	At Cottage Avenue	15,000	\$100	\$1,500,000
Hancock Street	At Granite Street	12,000	\$100	<i>Property Owner Expense</i>
Chestnut Street	At Cottage Avenue	6,500	\$100	\$650,000

Concourse	At Mechanic Street	6,500	\$100	\$650,000
Concourse	At Dennis Ryan Pkwy	6,500	\$100	\$650,000
Hancock Court	At Parkingway	9,000	\$100	\$900,000
Design & Contingency		2	20%	\$1,740,000
Subtotal		55,500		\$6,090,000

Public Space System: 50% paving, furnishings (benches, trash containers, special lighting and electrical systems, bike racks), 3-4" c trees at 15'oc, planters for annuals and other plant materials, public art installations, related infrastructure, and demolition.

Again, further development of these amenities depends upon the overall vision for downtown development that emerges from the redevelopment plans for the Hancock Lot and Ross Garage.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (8): RELOCATION

Original URDP

All businesses and residents displaced by public action are entitled to receive relocation assistance and payment under Chapter 79A of the Massachusetts General Laws. In accordance with CMR 27.02 and 27.03, the City of Quincy intends to provide fair and equitable treatment to all parties displaced due to the public actions documented in the URDP.

The redevelopment of the Ross Garage and Hancock Parking Lot sites involve the acquisition of four parcels identified in Map 12.02 (1) (i). The City will prepare a detailed relocation strategy using the “Business Relocation Handbook” (Attachment N) as a guide. This handbook will be provided to all occupants impacted by the project.

No detailed property inspections have been conducted so far to estimate the exact cost of relocation. The relocation cost estimated in Section 12.02 (4) are based on similar projects requiring land taking. The total relocation cost estimate is \$850,000 for businesses located on the four parcels. The City will retain the services of a relocation firm experienced in relocation matters to directly assist the City, including assistance in finding alternative sites, data regarding relevant zoning issues, review of moving cost estimates etc.

The City acknowledges that each occupant in legal occupancy at the time of the acquisition will be allowed to remain on the said property for not less than four (4) months from the date of its receipt of notice that a property acquisition has occurred (M.G.L. c79, S.8B). The City requests DHCD’s approval that if any tenant wishes to relocate prior to the approval of the Relocation Plan or property acquisition, it can receive any and all relocation assistance and payments.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3

No relocation is necessary for the actions proposed in this Third Amendment.

12.02 (9): REDEVELOPER'S OBLIGATION

Original URDP

After approval of this URDP, the City's PCD will pursue the disposition of the Hancock Lot and parcel(s) to be defined in the Ross Garage area. The City will outline the desired uses for the parcels, consistent with this URDP Report. Each potential redeveloper shall be required to provide, at a minimum, the following information to the PCD:

- a full description of the proposed development,
- a detailed description of the nature and location of any public improvements being sought,
- financial strength of the developer with financial sources,
- proposed job creation,
- timetable for design, permitting and construction,
- past experience and references,
- partners or development team

When submissions are made by interested developer(s), PCD will check each proposal for completeness and adherence to submission requirements. Then PCD will evaluate each proposal and take into consideration such factors as: job creation; the proposed acquisition cost for City parcels; commitment to add new retail activity; and representation that the developer shares the City's vision for the revitalization of Quincy Center. Following this evaluation by the PCD, a designation will be made for a preferred developer. The selected development entity and the PCD will be required to enter into a Land Disposition Agreement to be approved by the Department of Housing and Community Development as required by 760 CMR 12.00.

Designated developers will be required to comply with the goals and objectives of this Plan, current-zoning regulations and with the Design Guidelines (Attachment K).

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (10): DISPOSITION

Original URDP

Under Chapter 121B and M.G.L. 30B, the sale or lease of real property by public agencies engaged in the development and disposition of commercial and industrial real estate in accordance with an approved plan is exempt from public disposition procedures. The Planning and Community Development Department (PCD), vested with the powers of an urban renewal agency, may exercise this authority and negotiate directly with regional or national development entities or new business that wishes to relocate onto the Hancock Parking Lot and/or land made available after the redesign of the Ross Garage, provided it is in the best interest of the City to do so and further provided they meet the requirements of this Plan.

The parcels illustrated in Figure 12.02 (1) (k) depict areas defined for new development. The City will work with the developer(s) on establishing a site plan that is consistent with the URDP vision as well as meets the needs of the developer(s). The City believes that this flexible approach has the best chance of creating a coherent, attractive and ultimately successful revitalization of Quincy Center. Therefore, any proposed redeveloper(s) of the sites will be able to propose alternative building and/or parcel arrangements for the Project Area provided such an arrangement meets the requirements of this Plan, the goals and objectives of the City/PCD and applicable law. Any such development proposal will be reviewed by the PCD and the appropriate City representatives in accordance with the goals and objectives of the Plan and the terms of the Land Disposition Agreement(s) to be negotiated with the proposed redeveloper.

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

12.02 (11): CITIZEN PARTICIPATION

Original URDP

This URDP incorporates input received during an extensive public outreach process that occurred during the preparation of Goody Clancy's Vision Plan. In addition, a citizen participation process for the Project was initiated on September 27, 2005, when the City announced that it was going to initiate comprehensive downtown planning process. All property owners and their tenants are invited on a regular basis to a public forum to discuss the Project and its objectives. In that process, input is solicited from all in attendance. The process also entails meetings with any owners or occupants who desire to meet privately with the PCD. During the development of the plan for the Project, numerous conversations with affected property owners were initiated and changes to the Project were made where appropriate.

Furthermore, this URDP resulted from an extensive public participation process in compliance with 760 CMR 12.02 (11). The key component was the active participation of a Citizens Advisory Committee (CAC). This CAC is comprised of individuals representing local residents, local business and property owners, and local community organizations. The CAC began meeting the summer of 2006 and has met on a regular basis over the course of preparing this URDP. At the meetings, presentations were made on site conditions, redevelopment options, the elements of this urban revitalization plan, infrastructure improvements, implementation strategies and funding initiatives, with discussions encouraged on all outstanding issues. This Plan was crafted and modified based on these discussions and the guidance of the CAC. Meeting minutes were written and distributed to all committee members and are included along with handouts as an attachment.

It is the intention of the PCD to continue to meet with the CAC periodically as the Project undergoes its various stages of implementation. In addition, if amendments to this URDP are proposed, they will be presented by PCD to the CAC for review and comment.

Following is a brief report from the Citizen's Advisory Committee outlining their involvement and opinion regarding this plan.

Citizen's Advisory Committee Report

(TO BE PROVIDED BY THE CAC UPON COMPLETION OF THE FINAL DRAFT REPORT AND PRIOR TO SUBMITTAL TO THE DHCD)

URDP #1 – No Changes

URDP #2 – No Changes

URDP #3 – No Changes

URDP Required Documents

- A. Project Area Land Owner Information

Attached

- B. Evidence of Public Hearing

Pending

- C. Findings of Quincy Planning Board

Pending

- D. City Council Approval

Pending

- E. Mayor's Adoption of Quincy Planning Board Findings and City Council Approval

Pending

- F. Special Counsel Opinion

Pending