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QUINCY  
Massachusetts



QUINCY CENTER DISTRICT  
THIRD AMENDMENT TO  
URBAN REVITALIZATION AND DEVELOPMENT PLAN  
An Urban Renewal Plan for the  
QUINCY CENTER URBAN REVITALIZATION DISTRICT

February 10, 2016



JAMES FATSEAS  
PLANNING DIRECTOR



THOMAS P. KOCH  
MAYOR

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## **THIRD AMENDMENT TO QUINCY CENTER DISTRICT URBAN REVITALIZATION AND DEVELOPMENT PLAN**

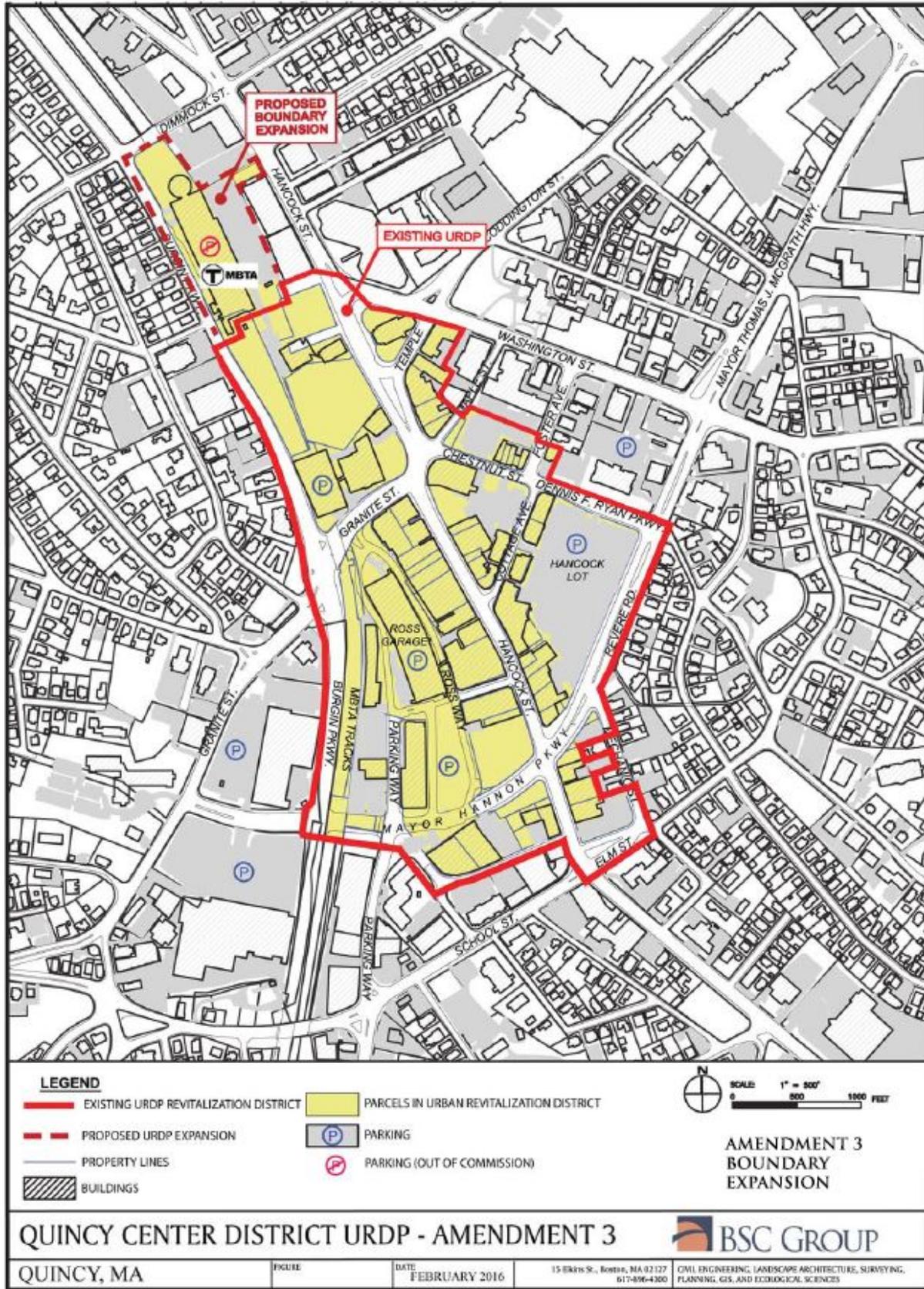
The Quincy Center District Urban Revitalization and Development Plan – An Urban Renewal Plan for the Quincy Center Urban Revitalization District – dated May 7, 2007 (the “URDP”) as amended by a First Amendment To Quincy Center District Urban Revitalization and Development Plan (the “First Amendment”) 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 February 2016.

This Third Amendment has been prepared to define 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**

#### **II. REASONS FOR THIRD AMENDMENT**

As a result of recent changes to the property conditions abutting the original URDP Project Area, this Third Amendment 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. This additional property is the Quincy Center MBTA station area as shown on the following map. This property is being incorporated into the URDP area because the Quincy Center MBTA parking garage has been closed since 2012 due to concerns about structural issues within the garage portion of the building. Therefore, since the garage needs to be redeveloped, the City is completing an engineering study with the Massachusetts Bay Transportation Authority, the Massachusetts Department of Transportation, and the Division of Capital Asset Management & Maintenance to determine the best economic reuse of this property consistent with the Goals and Objectives of the URDP.



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

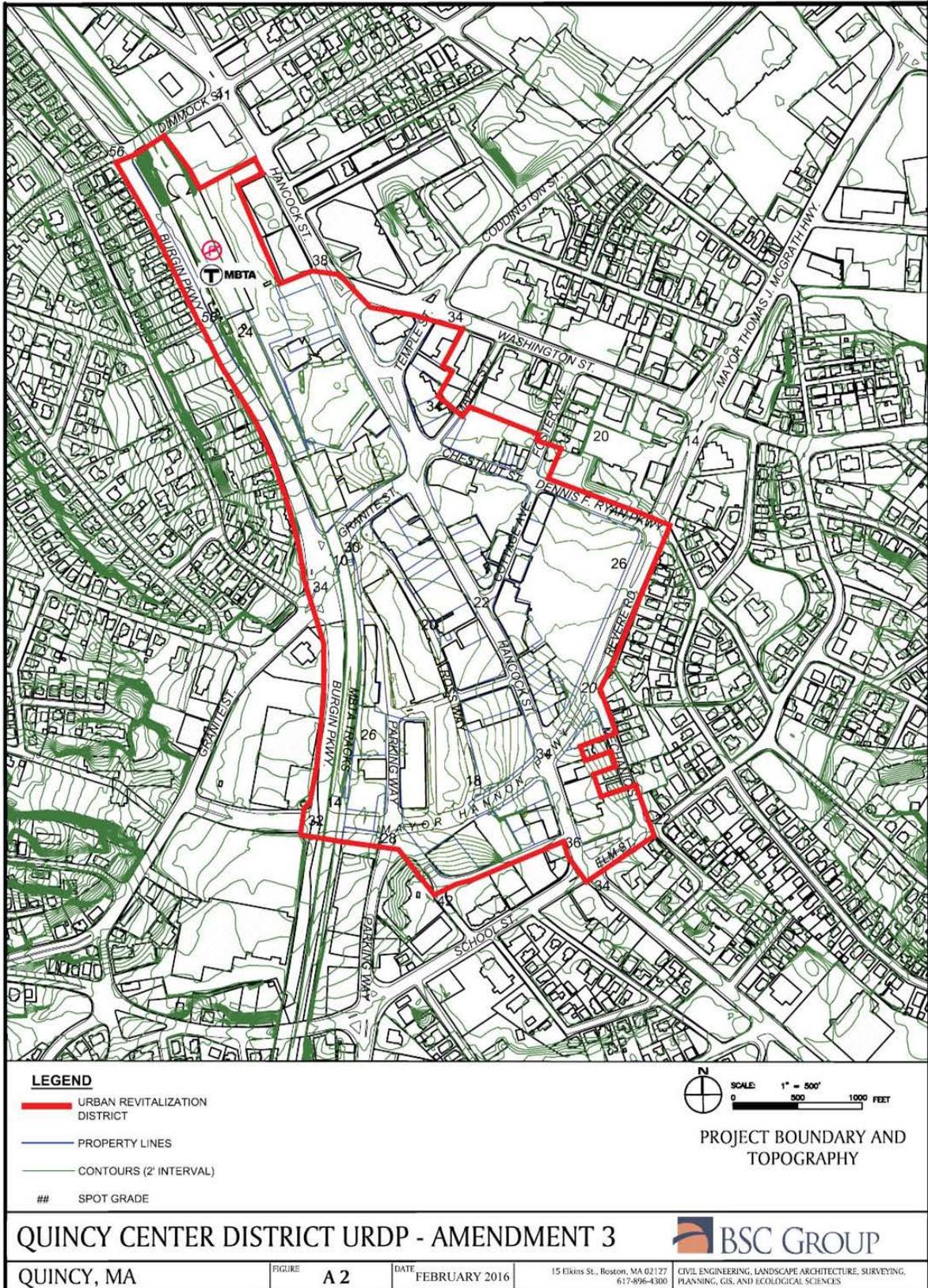
**12.02 (1) SECTION 1: LIST OF URDP MAPS**

Section 12:02 (1) is amended by inserting the following Maps that highlight elements within the expanded URDP boundary area.

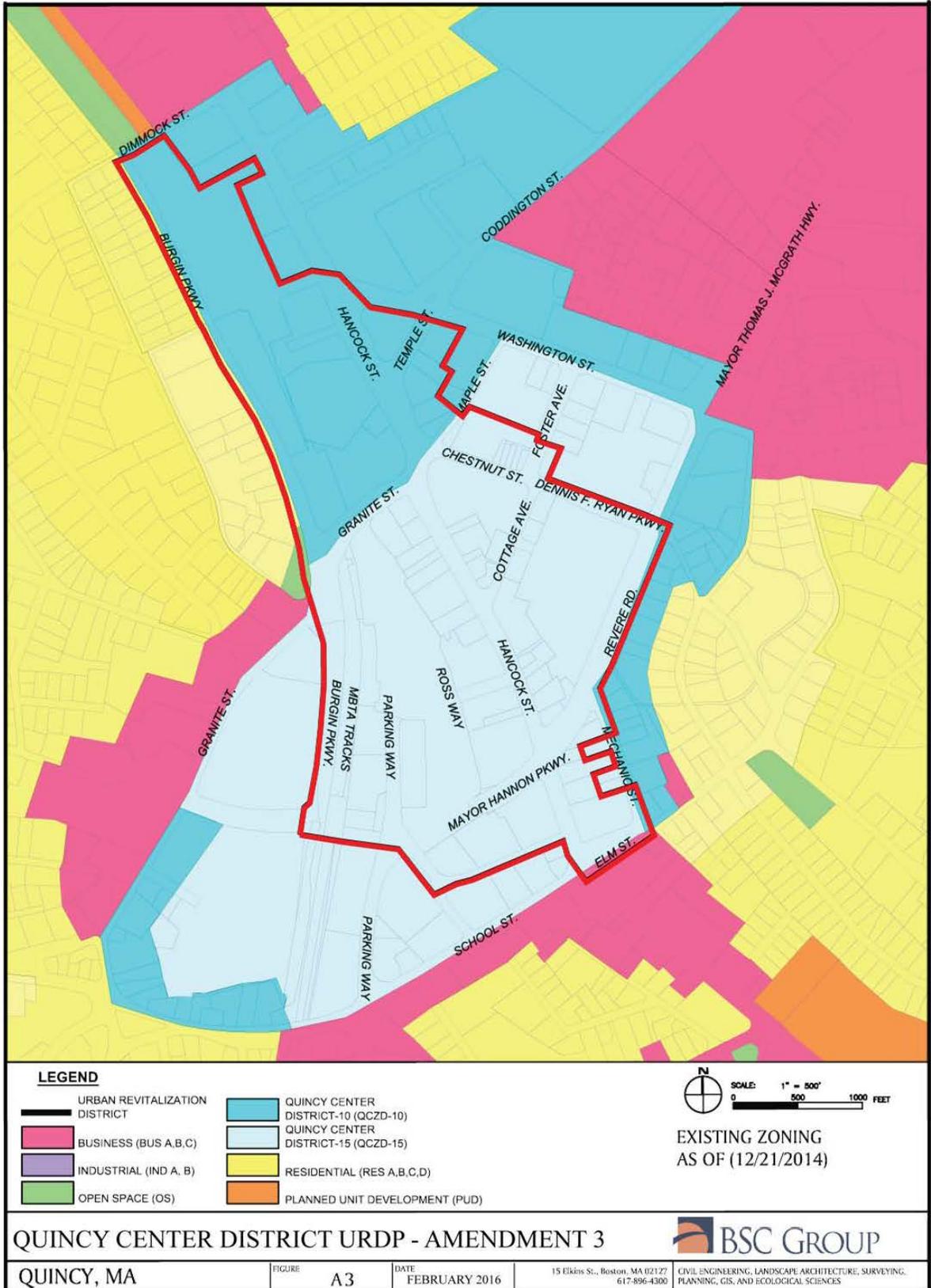
- 12.02 (1) (A-1) Quincy Center District and URDP Boundary
- 12.02 (1) (A-2) Project Boundary and Topography
- 12.02 (1) (A-3) Existing Zoning (Adopted June 2005)
- 12.02 (1) (A-4) Aerial Photo with Project Area Boundary
- 12.02 (1) (B) Boundaries of Proposed Clearance and Rehabilitation Areas
- 12.02 (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) (A-2) Project Boundary and Topography



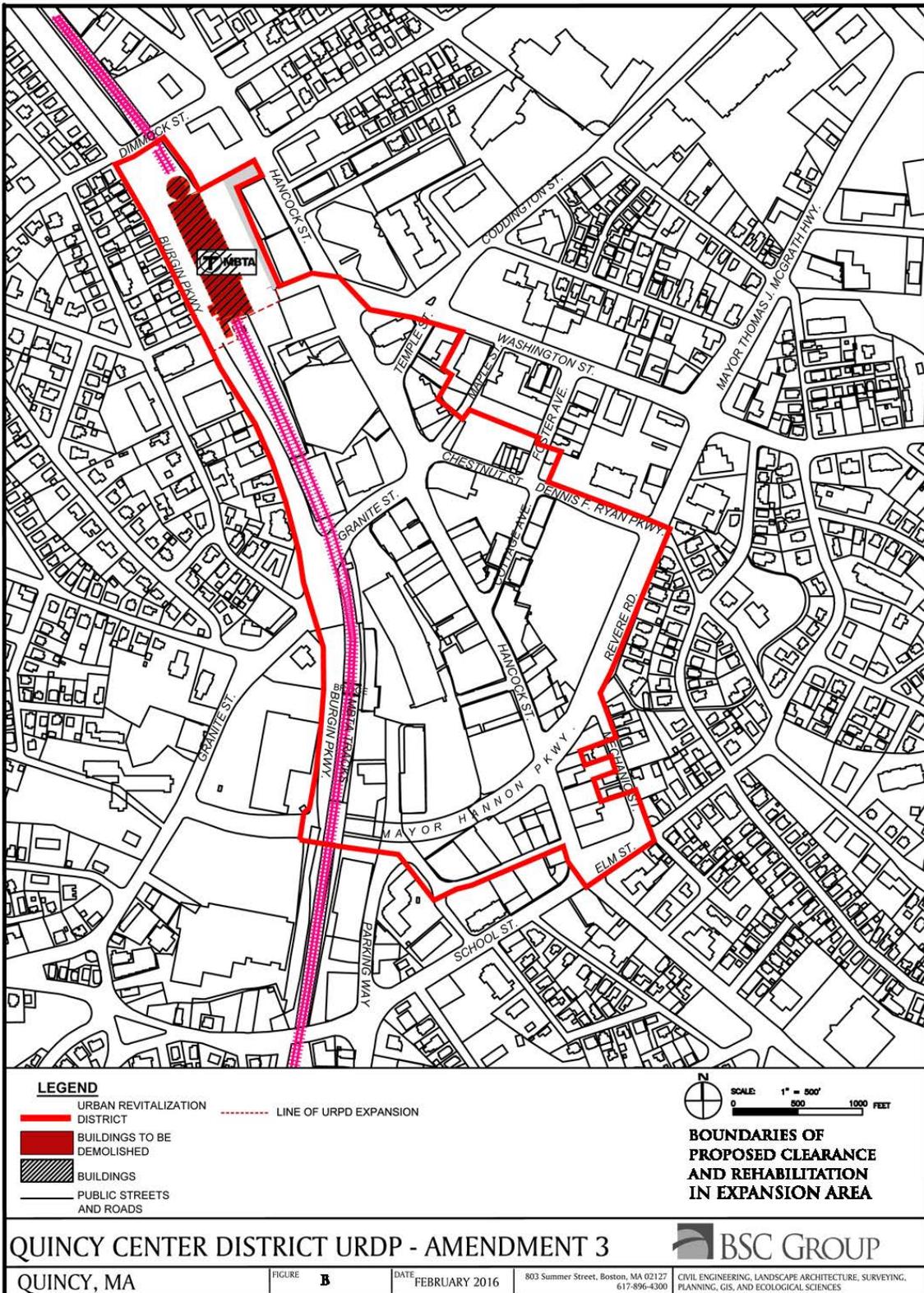
12.02 (1) (A-3) Existing Zoning (Adopted June 2005)



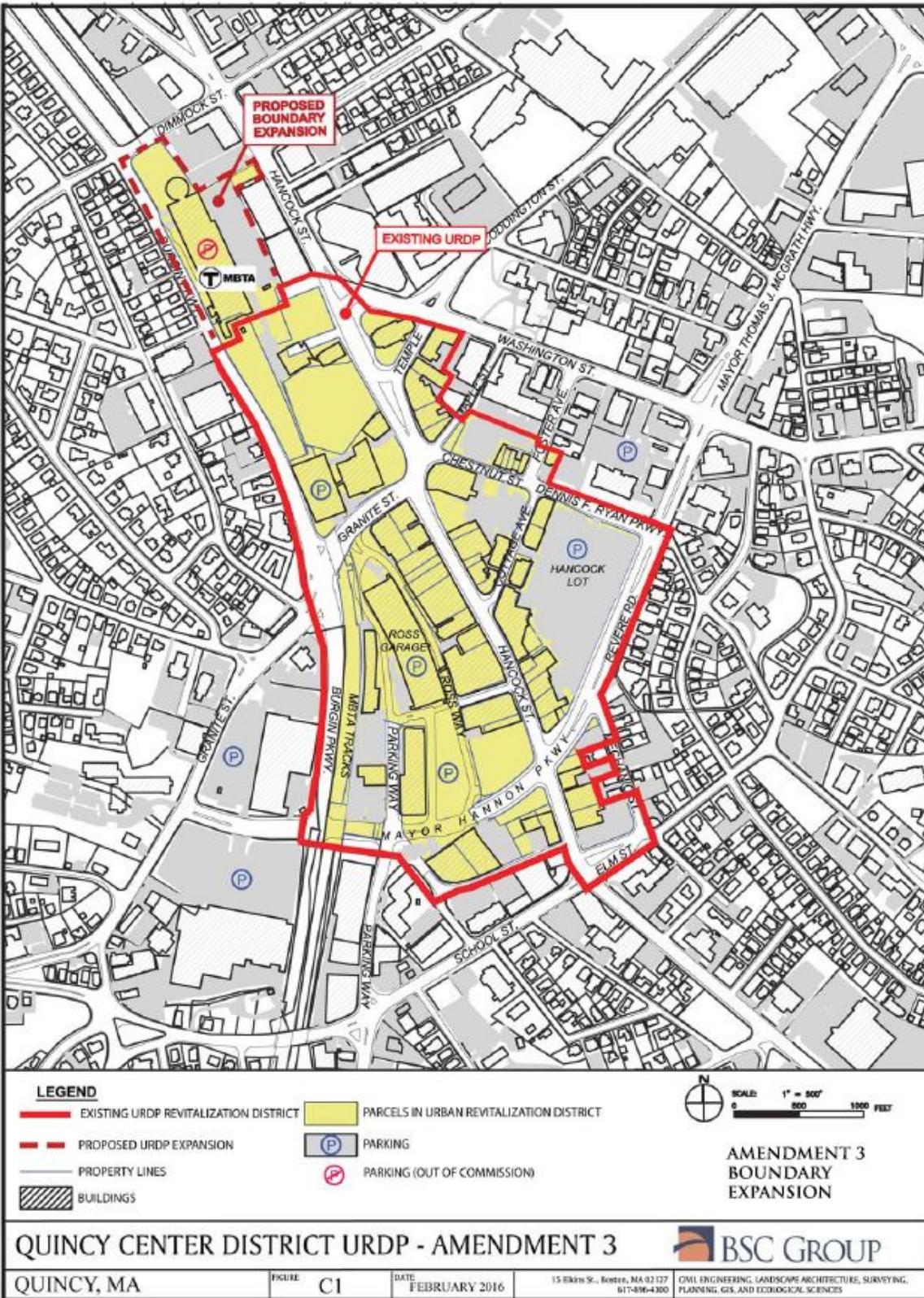
12.02 (1) (A-4) Aerial Photo with Project Area Boundary



12.02 (1) (B) Boundaries of Proposed Clearance and Rehabilitation Areas

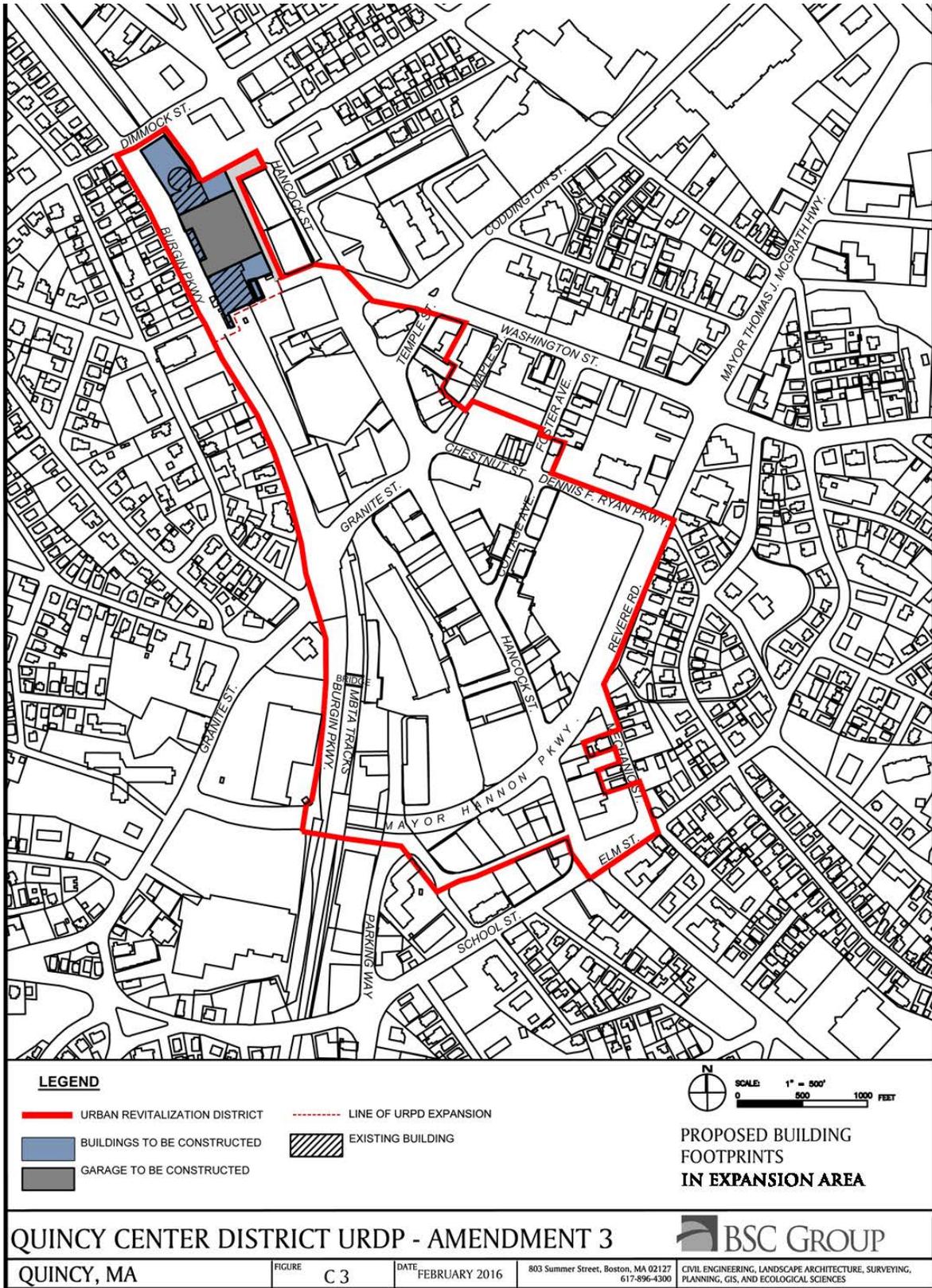


12.02 (1) (C-1) Existing Property Lines, Building Footprints, and Parking Areas

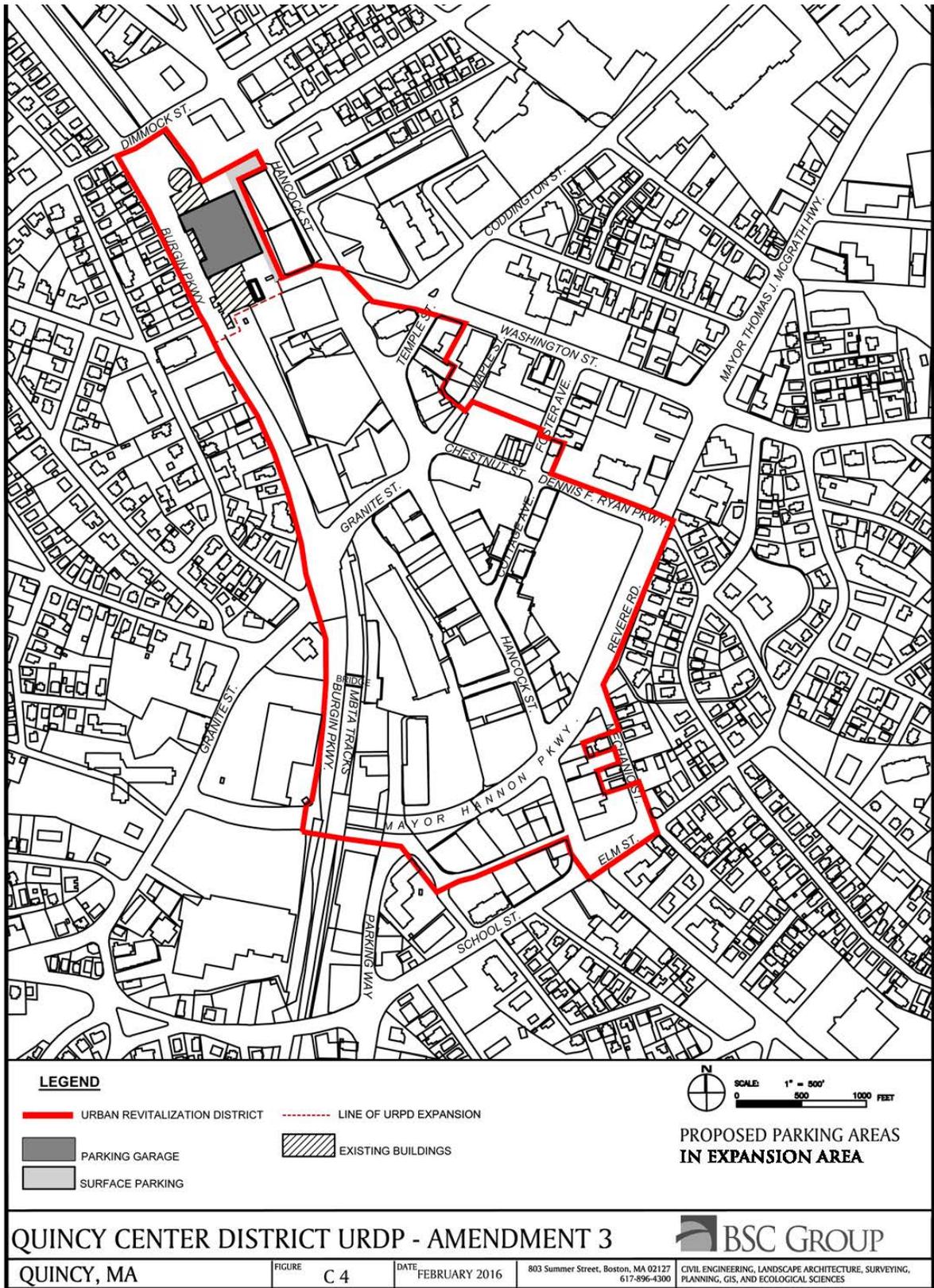




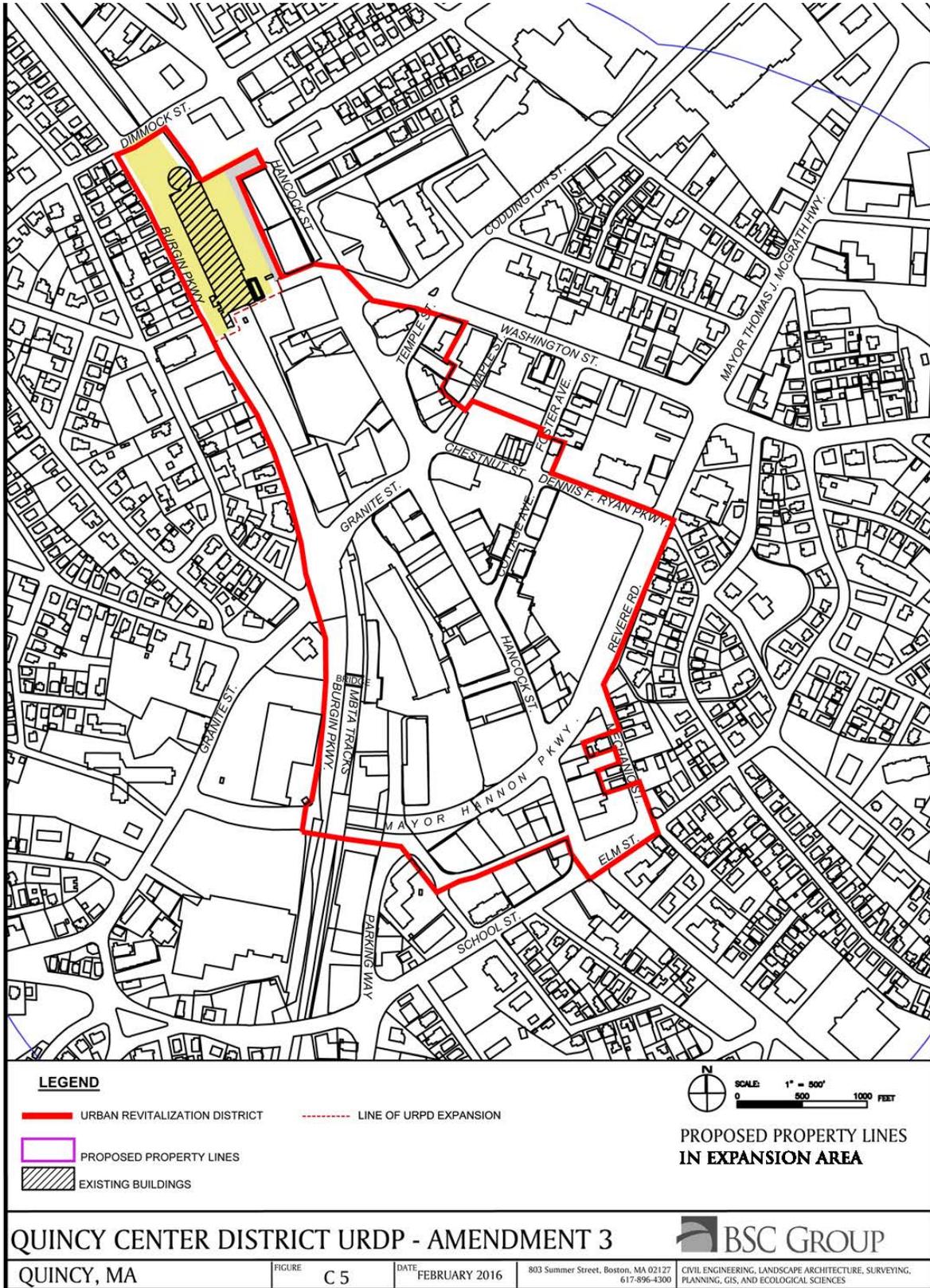
12.02 (1) (C-3) Proposed Building Footprints



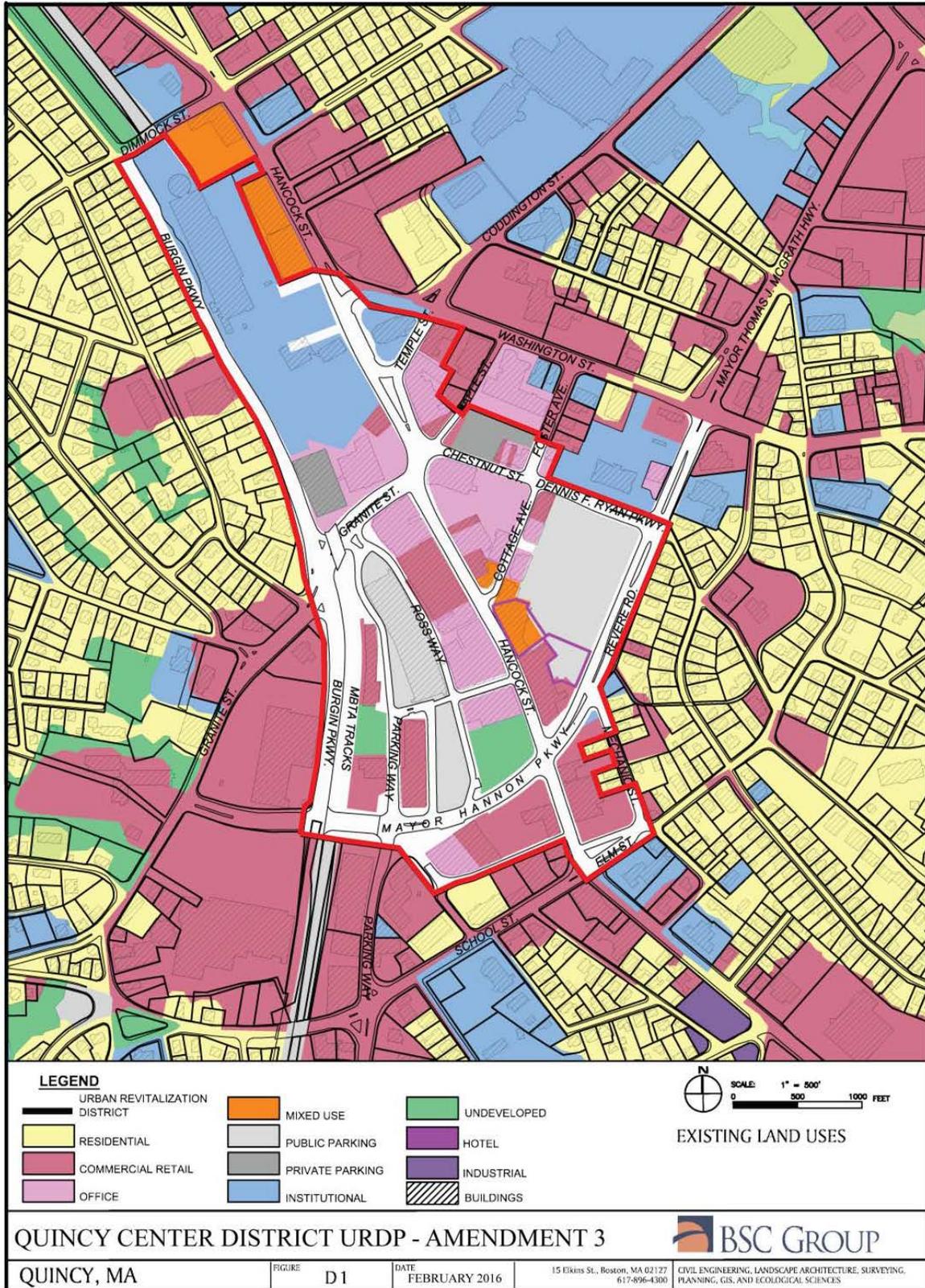
12.02 (1) (C-4) Proposed Parking Areas



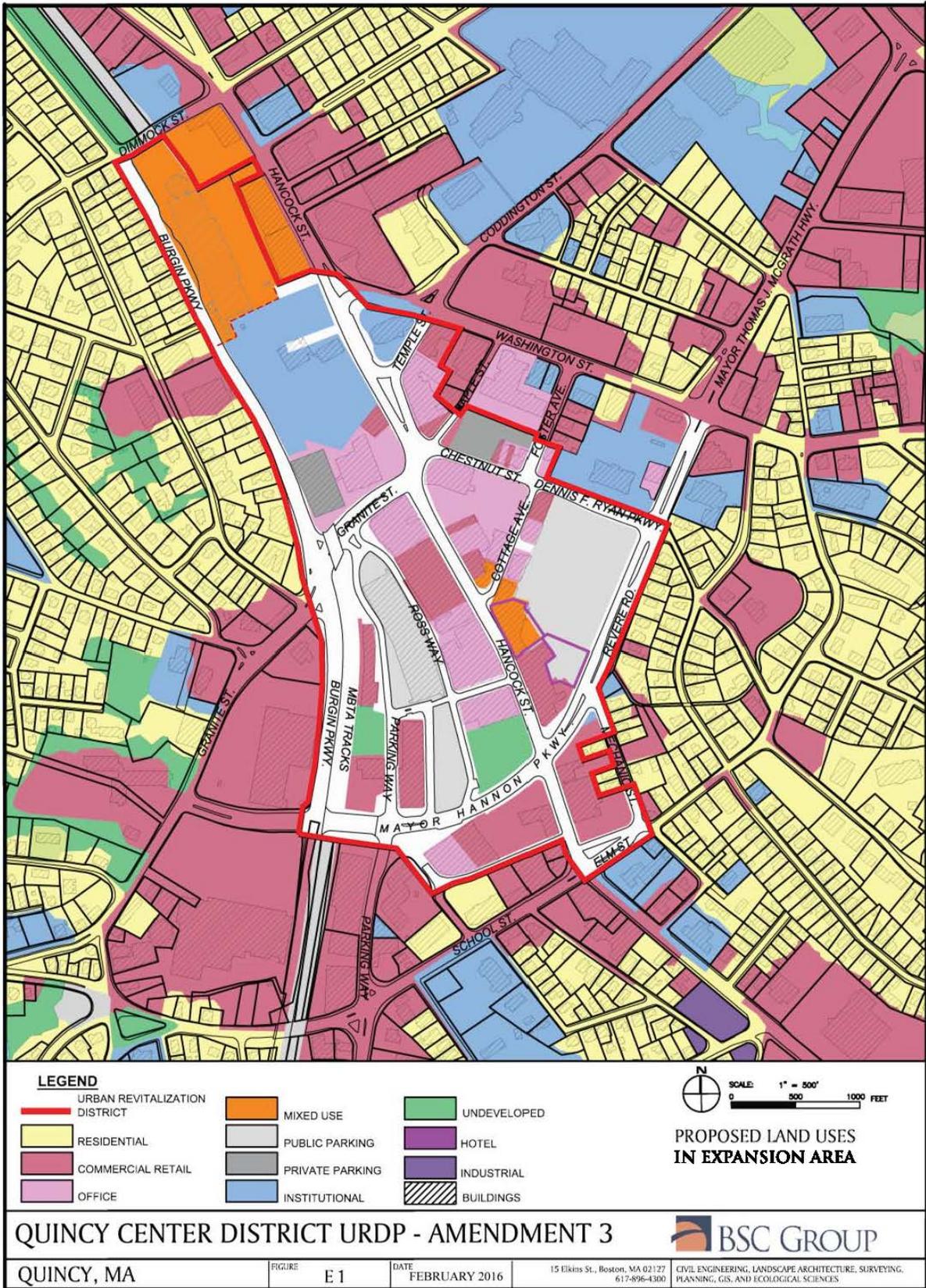
12.02 (1) (C-5) Proposed Property Lines



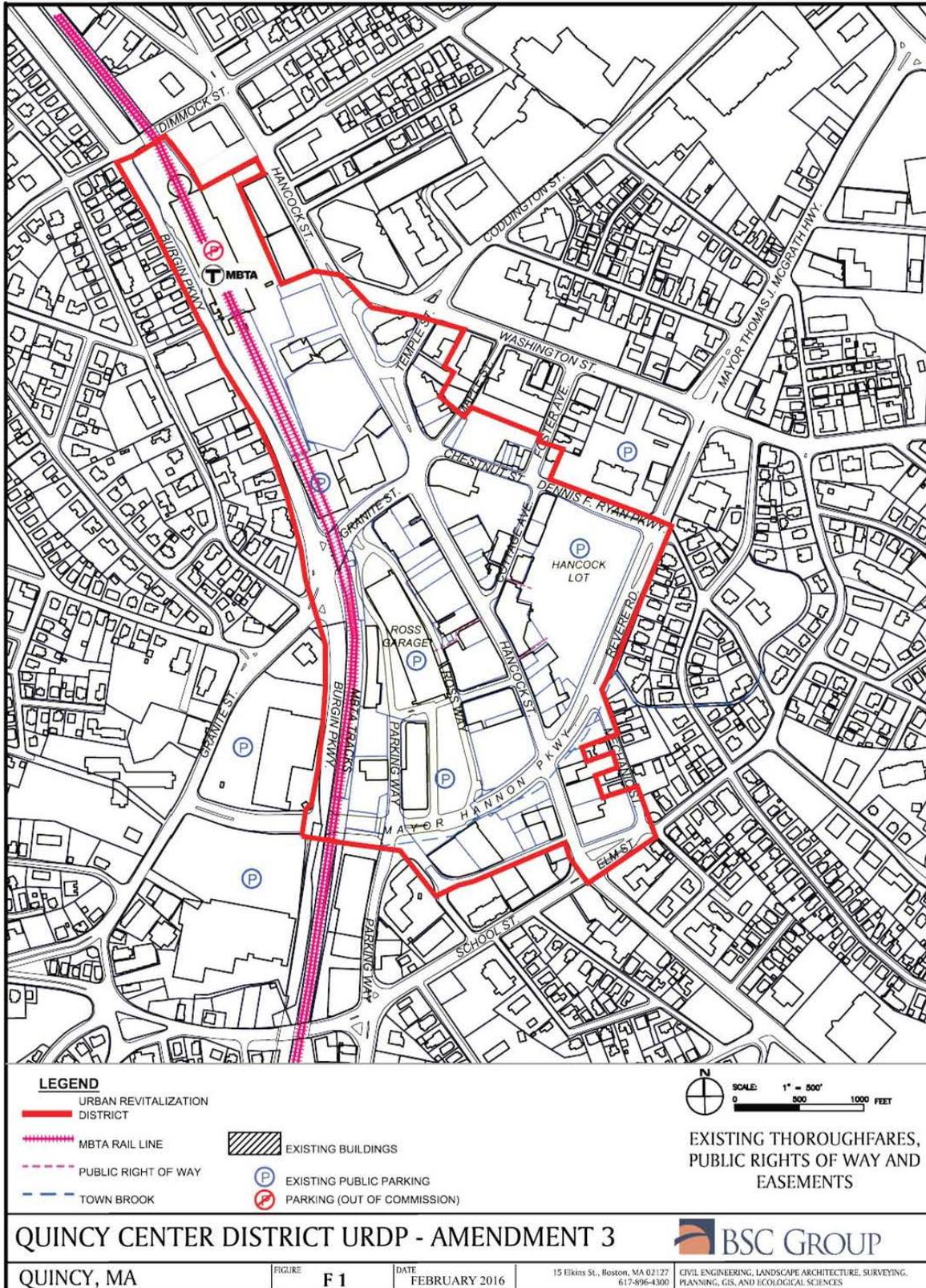
12.02 (1) (D-1) Existing Land Uses



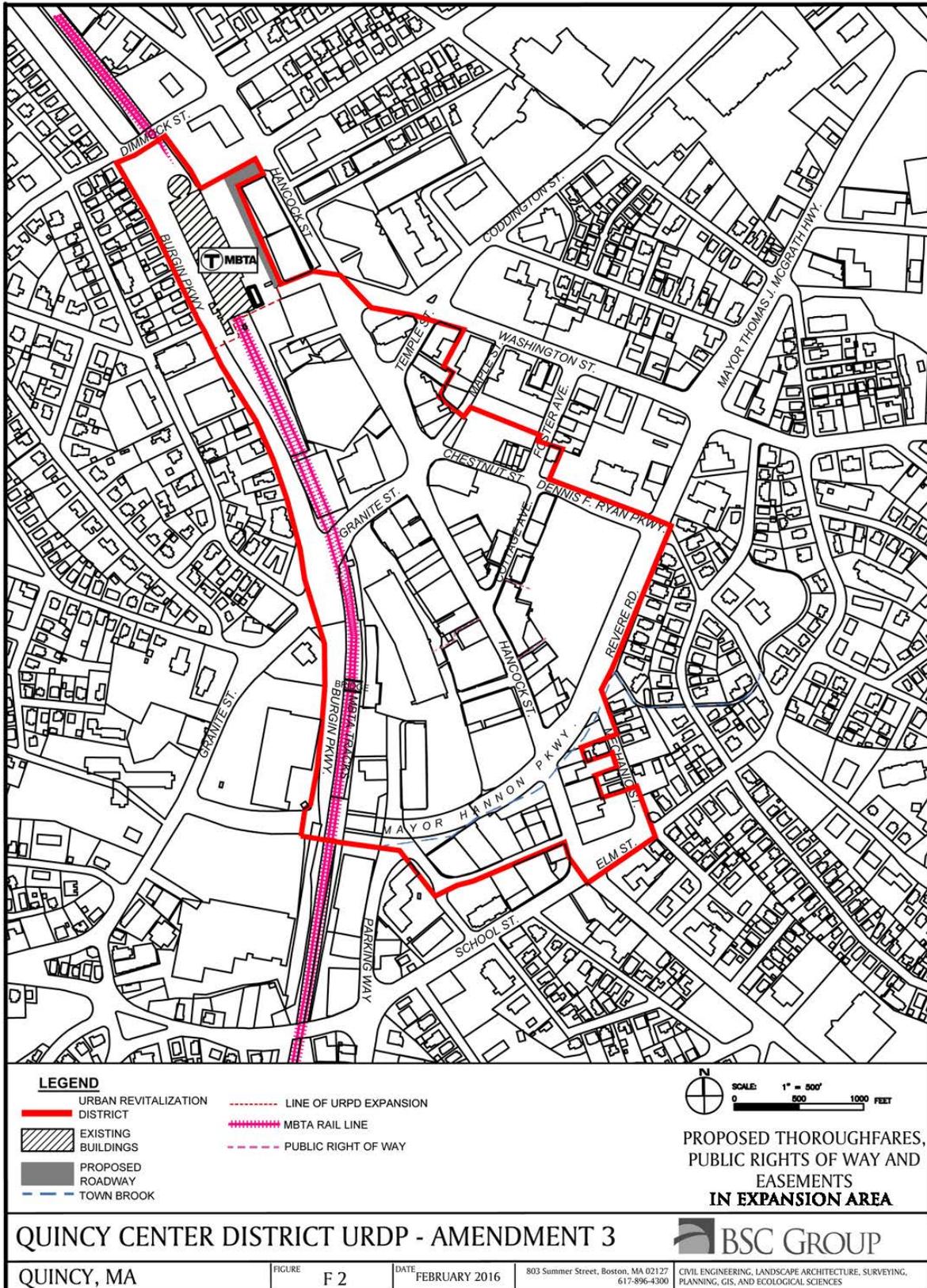
12.02 (1) (E-1) Proposed Land Uses



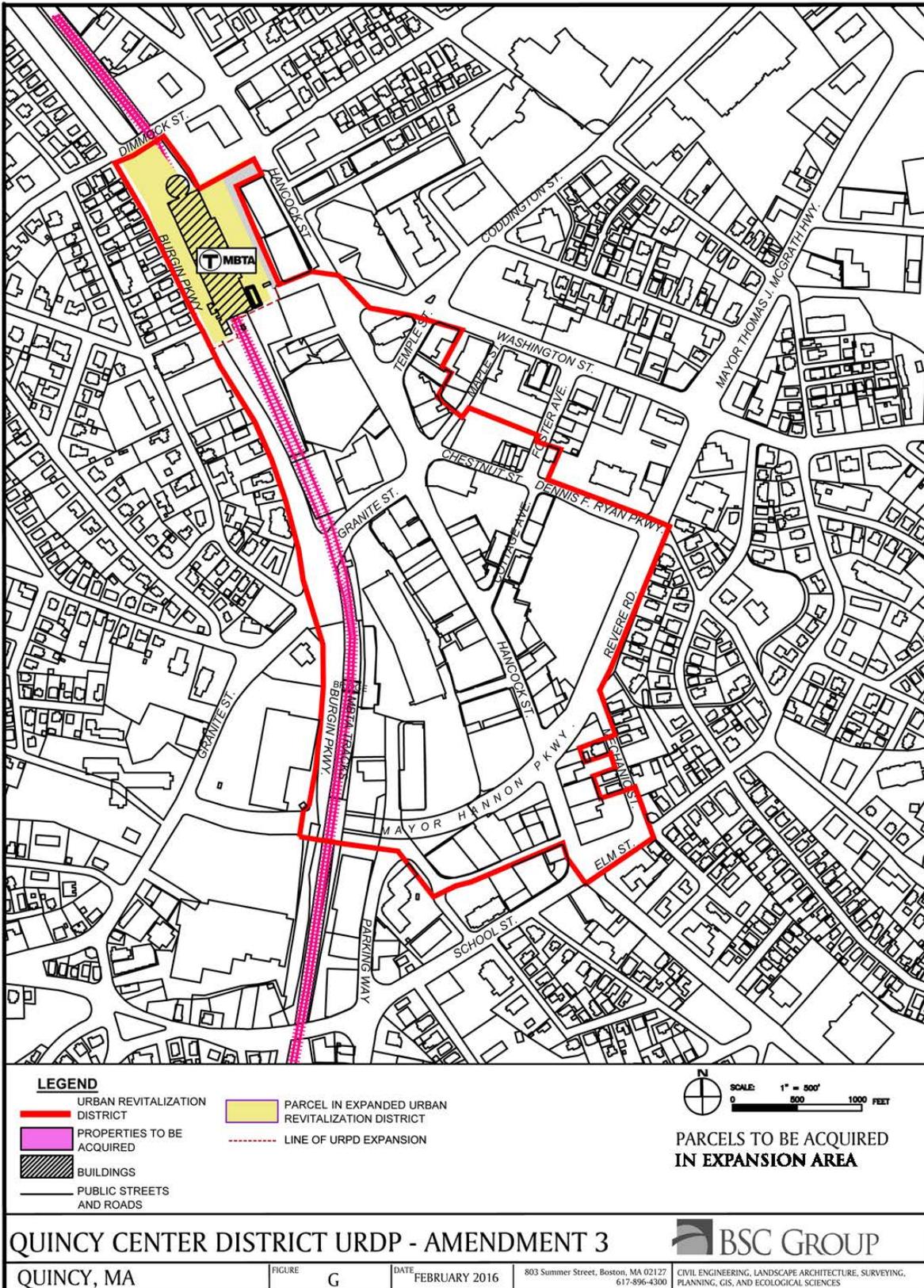
12.02 (1) (F-1) Existing Thoroughfares, Public Rights-of-Way, and Easements



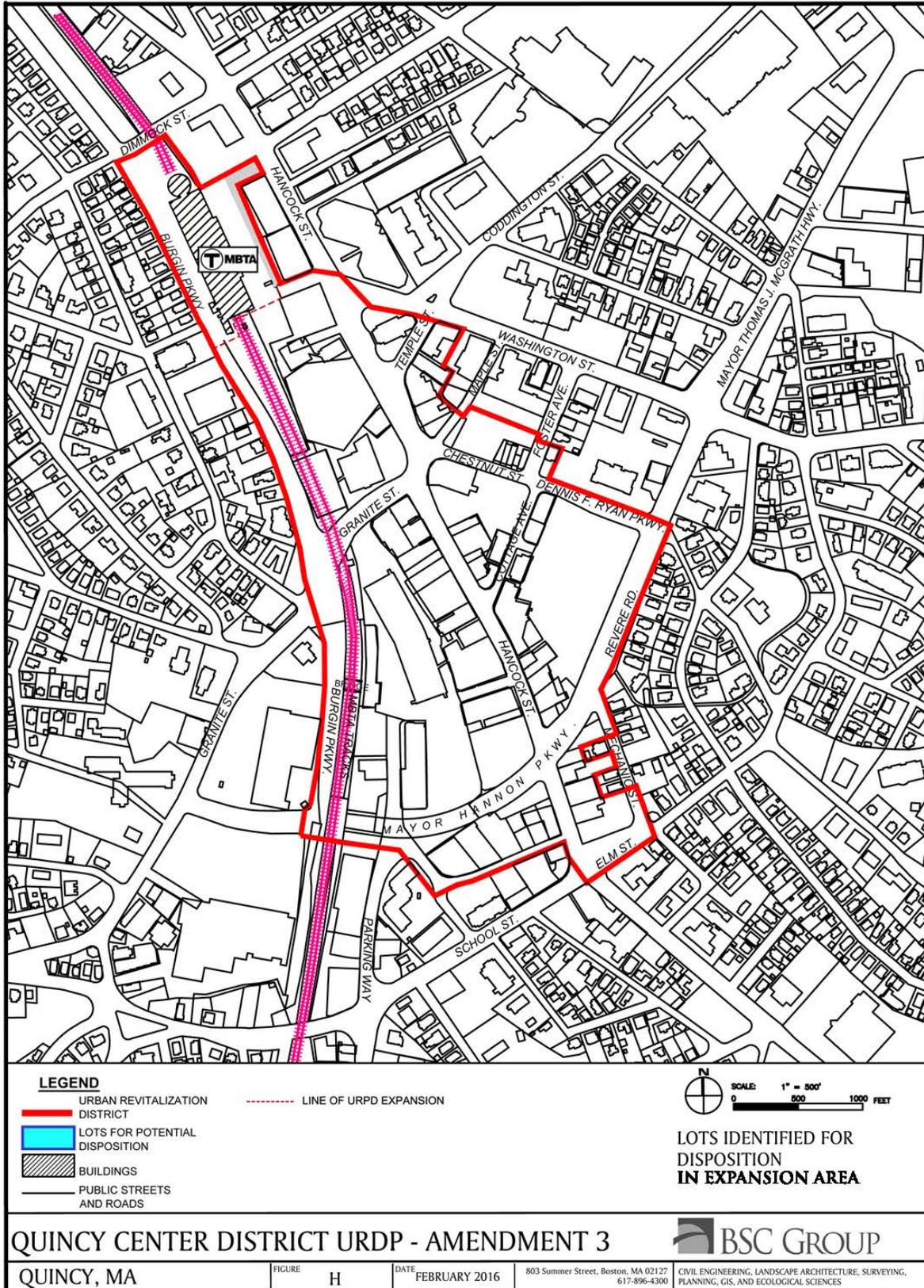
12.02 (1) (F-2) Proposed Thoroughfares, Public Rights-of-Way, and Easements



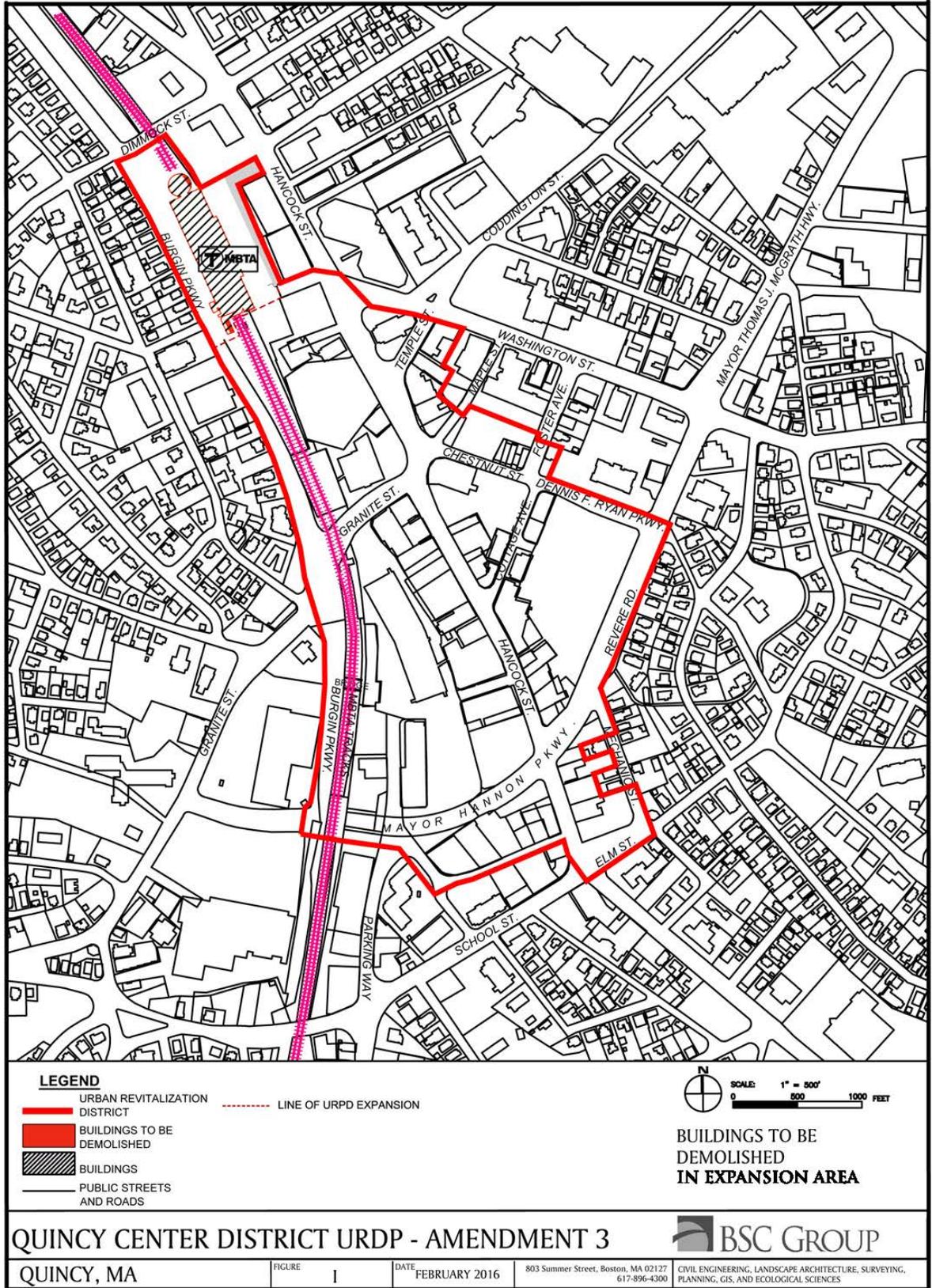
12.02 (1) (G) Parcels to be Acquired



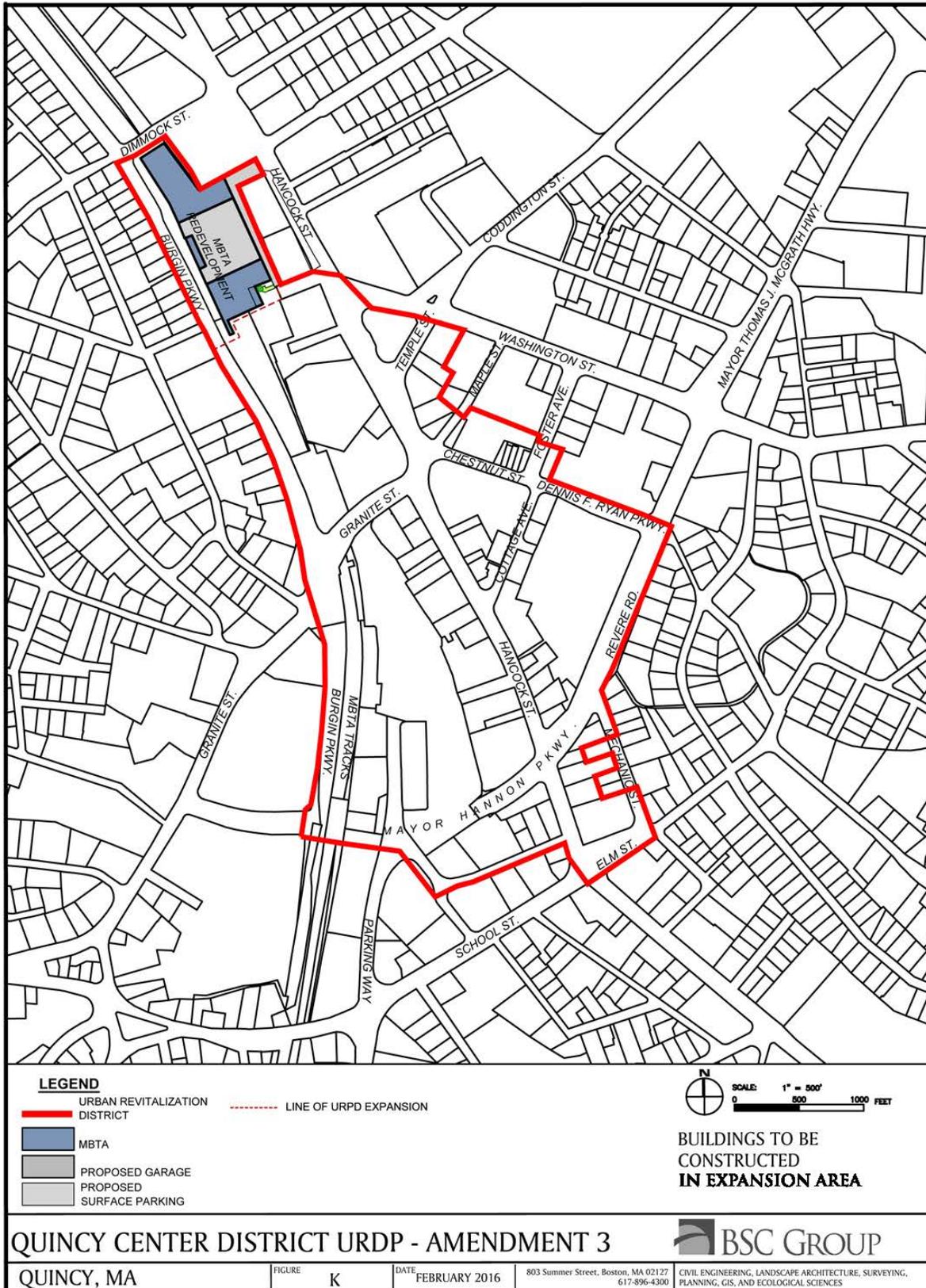
12.02 (1) (H) Lots Identified for Disposition



12.02 (1) (I) Buildings to be Demolished



12.02 (1) (K) Buildings to be Constructed



**12.02 (1) SECTION 2.3: BOUNDARIES OF PROJECT AREA**

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**

*The Study Area Narrative Description included in the original URDP is to be supplemented 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 under the Chapter 79 Section 27 of the Acts of 2014 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 (3) PROJECT OBJECTIVES**

### **12.02 (3) SECTION 2: OVERALL REDEVELOPMENT STRATEGY**

*The first sentence in the original URDP describing the Overall Redevelopment Strategy is to be supplemented with the following text.*

This URDP Third Amendment establishes an expanded Quincy Center Urban Revitalization District (the “Project Area”), a 62.1-acre urban renewal area comprising key redevelopment opportunities in downtown Quincy.

### **12.02 (4) FINANCIAL PLAN**

The Financial plan is being amended to include the addition of \$978,300 Federal Transportation Community System Preservation (TCSP) grant to fund the Quincy Center MBTA Station Engineering & Permitting Analysis. This study will identify the preferred plan to replace the Quincy Center MBTA Station garage and develop construction plans to a 25% level of construction documents.

### **12.02 (5) MUNICIPAL APPROVALS**

Documentation of votes to be added once the various boards and committees take action.

### **12.02 (11) CITIZEN PARTICIPATION**

Once the CAC meets, text will be added to describe their involvement with Amendment 3