

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

Amendment #4

Updated

June 6, 2016



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FOURTH 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, a Second Amendment To Quincy Center District Urban Revitalization and Development Plan (the “Second Amendment”) dated October 13, 2010, A Third Amendment to Quincy Center District Urban Revitalization and Development Plan (the “Third Amendment”) dated February 10, 2016, is hereby further amended by this Fourth Amendment To Quincy Center District Urban Revitalization and Development Plan (the “Fourth Amendment”).

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

EXECUTIVE SUMMARY

I. INTRODUCTION

Accomplishments Since the 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 in 2011, 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.
- Initiated construction of the Adams/Hancock Green Transportation Project that is scheduled to be completed by the end of 2016.
- Phase I of the Adams/Hancock Green Park Design is completed and will be constructed in 2016. The Adams Green Phase II design will be completed in 2017.
- MassDOT issued Bridge Type Selection approval on January 26, 2012 and the MBTA issued a height waiver on July 3, 2012. The design of the new Cliveden Street bridge is underway by MassDOT.
- Planning Board issued the Merchants Row Certificate of Consistency on December 28, 2012. (This project is now referred to as West of Chestnut)

- The City terminated the designation of Hancock Adams Associates, LLC as the Master Developer in March 2014, therefore terminating the New Quincy Center Land Disposition Agreement.
- Planning Board issued the West of Chestnut Certificate of Consistency on February 11, 2015. This Certificate of Consistency replaces the one issued to the Merchants Row project. Construction is underway with the first building reaching occupancy in the spring of 2016 and the second building reaching the same by the end of the summer 2016.
- Commenced the Quincy Center MBTA Station Engineering & Permitting Analysis in fall of 2014.
- Engaged Redgate, LLC, in 2014, as Strategic Redevelopment Consultants, who prepared a roadmap in 2015 for moving the URDP forward.
- The Massachusetts Acts of 2014 Chapter 79, Section 27 designates the City of Quincy as the principal planning entity for the Quincy Center Station Redevelopment Program and contributes \$10 million State transportation bond funds for the effort.
- 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.
- In 2015 the Executive Office of Energy and Environmental Affairs awards Quincy \$4.2 million Gateway Cities Park grant for the Adams/Hancock Green park project.
- In 2015 the Executive Office of Housing and Economic Development awards Quincy a \$5.8 million MassWorks grant for the demolition of the Ross Garage and construction of new surface parking areas.
- The Old City Hall restoration project is completed in 2015.
- The Planning Board issued the Cliveden Place Certificate of Consistency on September 9, 2015. Construction started in 2016.
- URDP Amendment #3 expanding the urban renewal district boundary to include the Quincy Center MBTA Station. Approved by City Council on March 22, 2016 and approved by DHCD on April 7, 2016.

Reasons for Amendment Four

Amendment #4 to the URDP was initiated due to the termination of the New Quincy Center Land Disposition Agreement (LDA) in March 2014. That LDA designated a single master developer of the Quincy Center Urban Revitalization District. Through Amendment #4 the City is now proposing redevelopment activities that will be accomplished by multiple developers and property owners under the supervision of the City of Quincy as the Coordinating Master Developer.

The City will continue to approach redevelopment in phases based on areas within the URDP Project Area as described in 12.02 (3) Section 2. Instead of partnering with one master developer, the City plans to engage property owners, developers and proposed redevelopment projects early in the process to ensure all parties are aware of the opportunities and constraints of the URDP District. In the case of the Hancock Lot Area and the Ross Garage Area, 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.

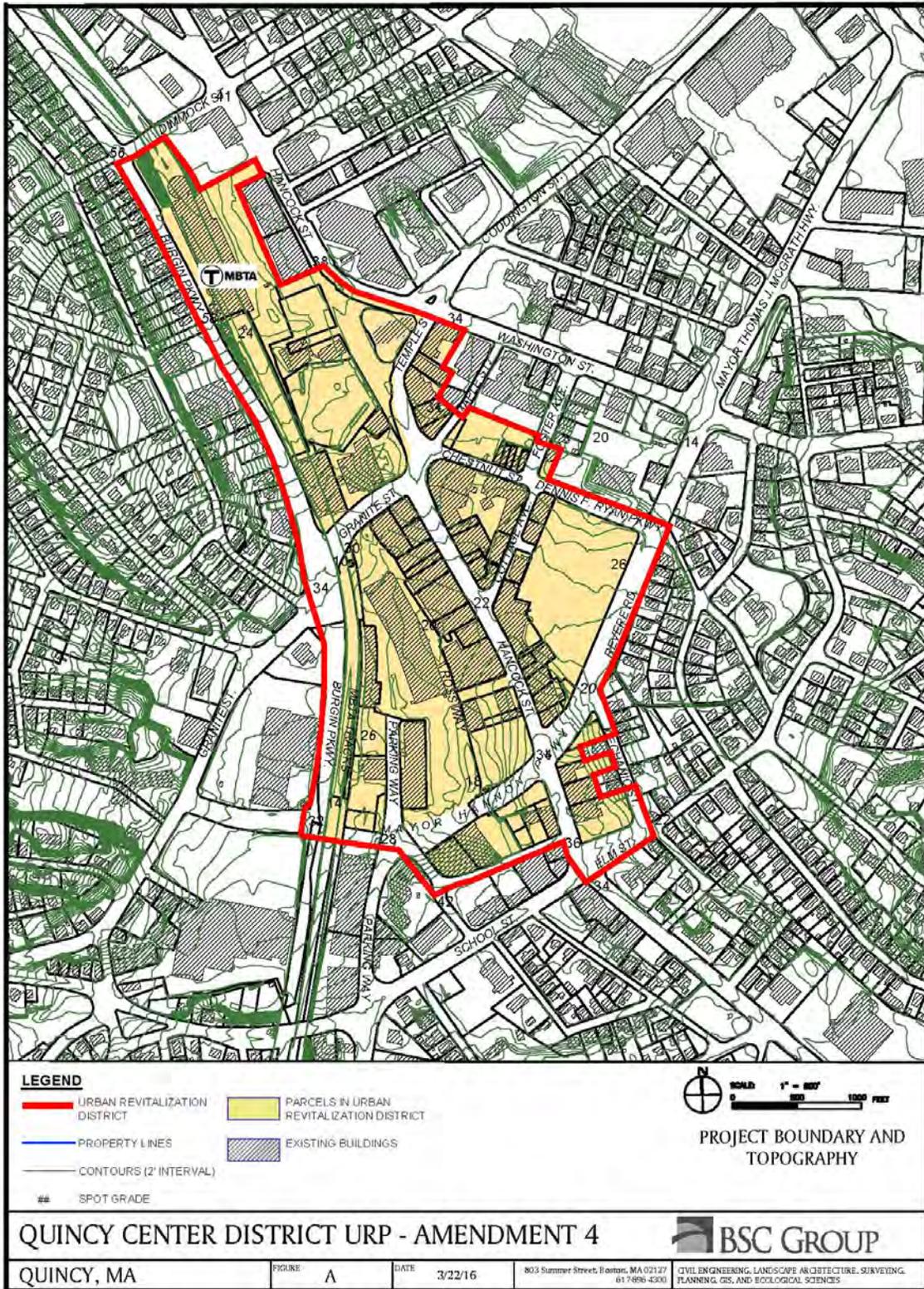
12.02 (1): CHARACTERISTICS – REQUISITE PLANS AND ASSOCIATED INFORMATION

12.02 (1) SECTION 1: LIST OF URDP MAPS

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

- 12.02 (1) (A) Project Boundary and Topography
- 12.02 (1) (A3) Aerial Photograph with Project Area Boundary
- 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) (C3) Proposed Building Footprints
- 12.02 (1) (C4) Proposed Parking Areas
- 12.02 (1) (C5) Proposed Property Lines
- 12.02 (1) (D1) Existing Land Uses
- 12.02 (1) (D2) Existing Zoning (Adopted June 2005)
- 12.02 (1) (E1) Proposed Land Uses
- 12.02 (1) (F1) Existing Thoroughfares, Public Rights-of-Way and Easements
- 12.02 (1) (F2) Proposed Thoroughfare, 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

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

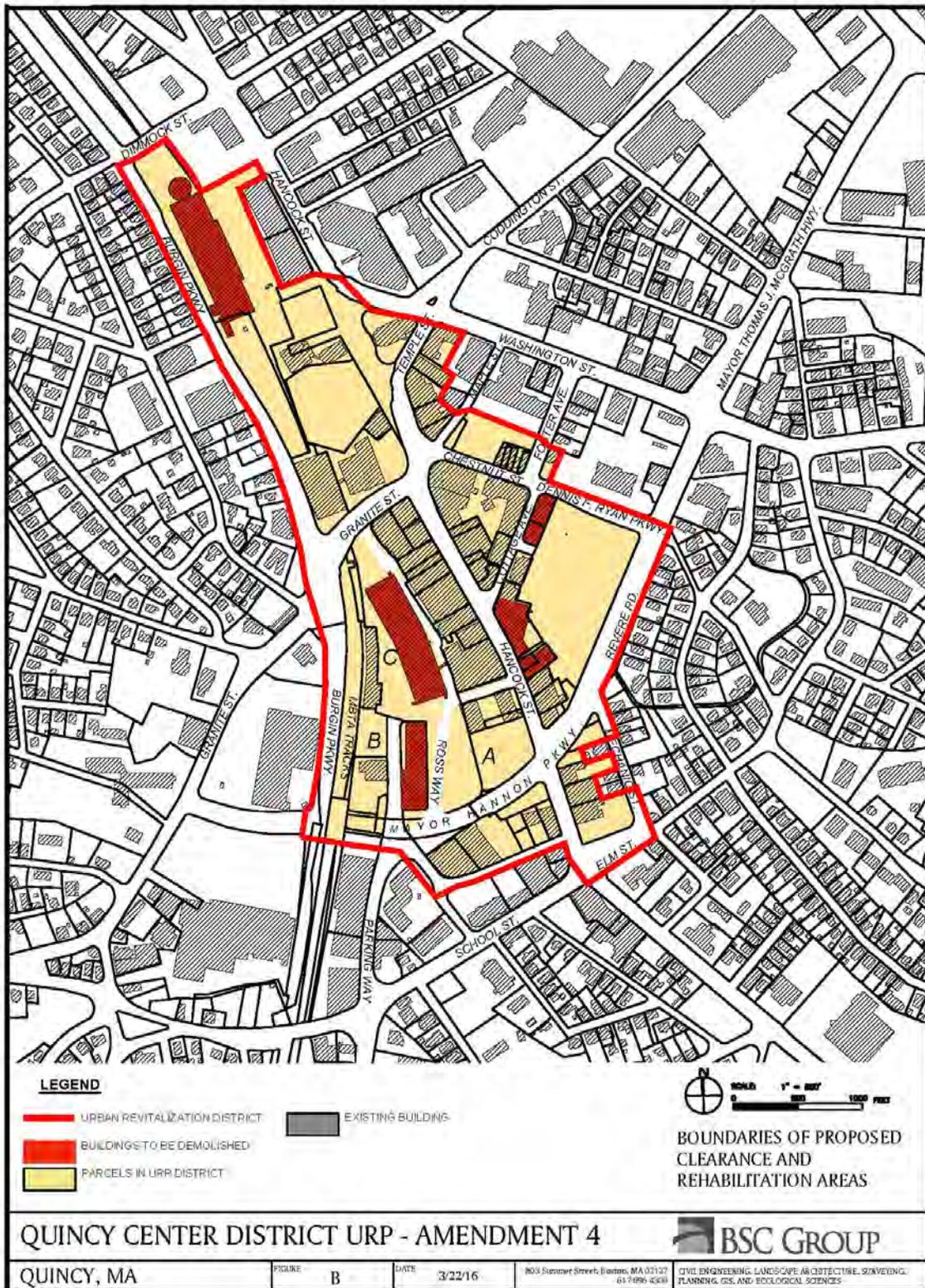


Map 12.02 (1) (A3) Aerial Photograph with Project Area Boundary

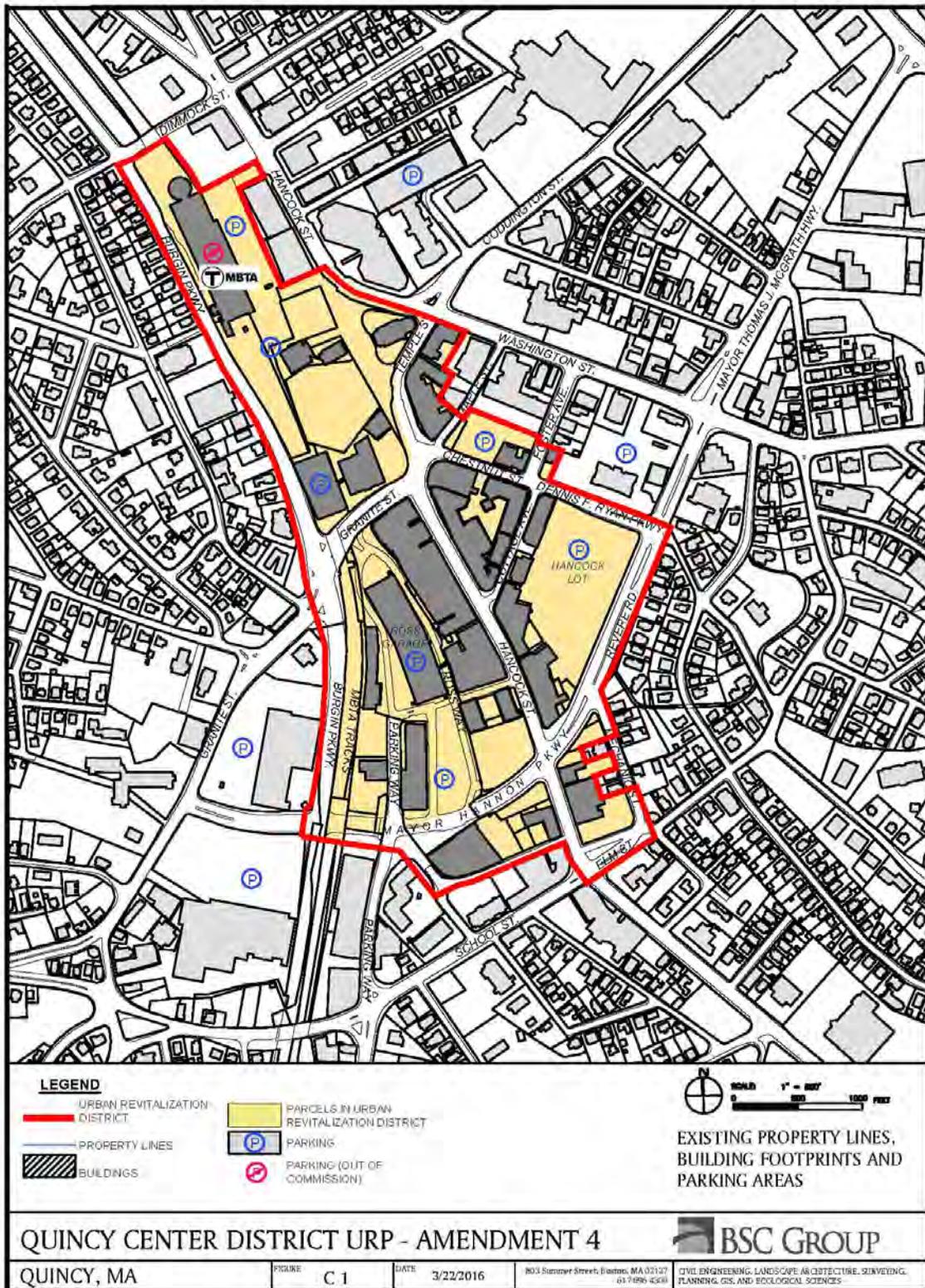


<p>LEGEND</p> <p>URBAN REVITALIZATION DISTRICT</p>		<p>N</p> <p>SCALE: 1" = 800'</p> <p>0 500 1000 FEET</p>	
		<p>AERIAL PHOTO WITH PROJECT AREA BOUNDARY</p>	
<p>QUINCY CENTER DISTRICT URP - AMENDMENT 4</p>		<p>BSC GROUP</p>	
<p>QUINCY, MA</p>	<p>FIGURE A 3</p>	<p>DATE 3/22/2016</p>	<p>800 Summer Street, Boston, MA 02127 617-896-4300</p>
<p>CIVIL ENGINEERING, LANDSCAPE ARCHITECTURE, SURVEYING, PLANNING, GIS, AND ECOLOGICAL SCIENCES</p>			

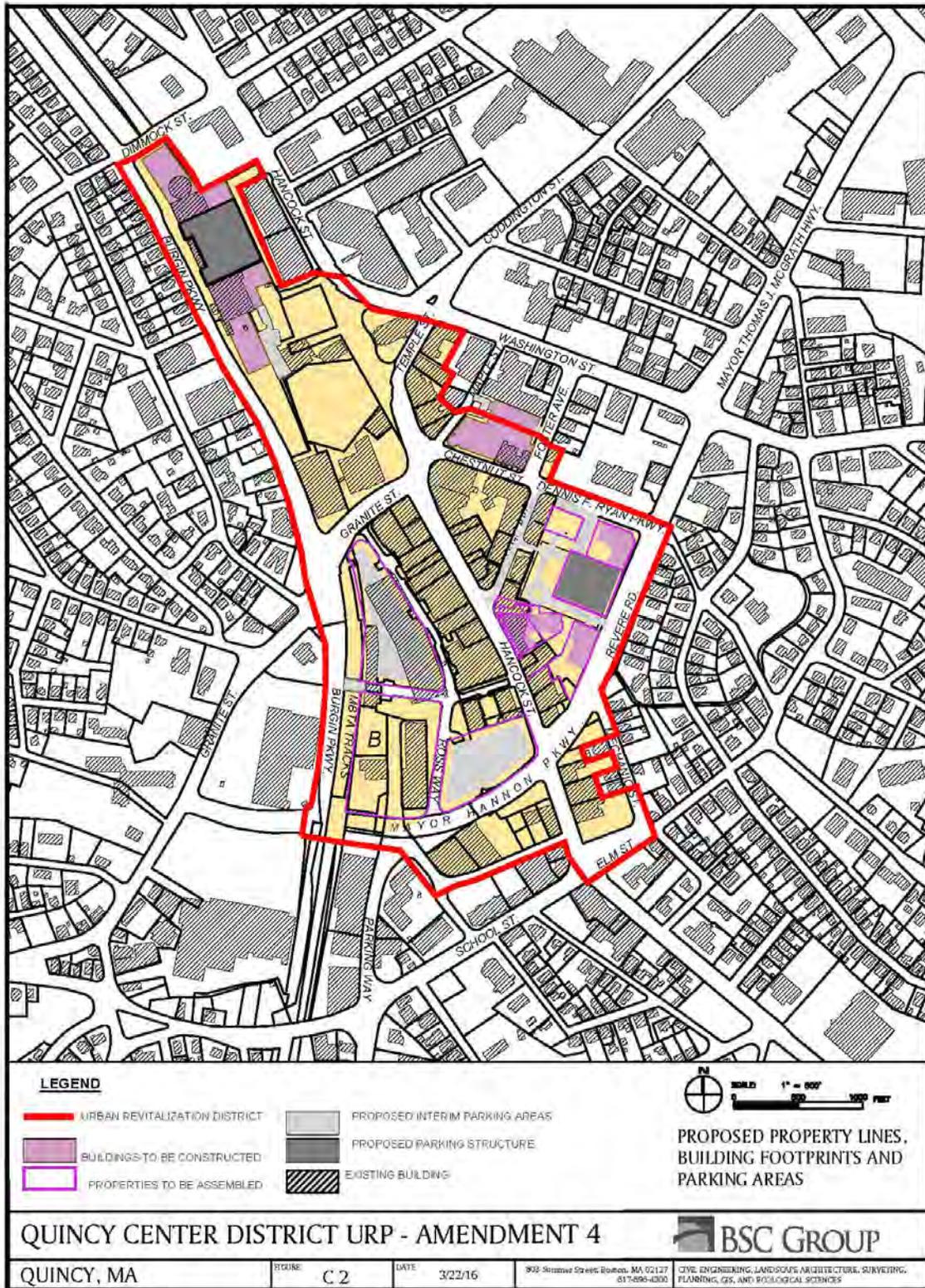
Map 12.02 (1) (B) Boundaries of Proposed Clearance and Rehabilitation Areas



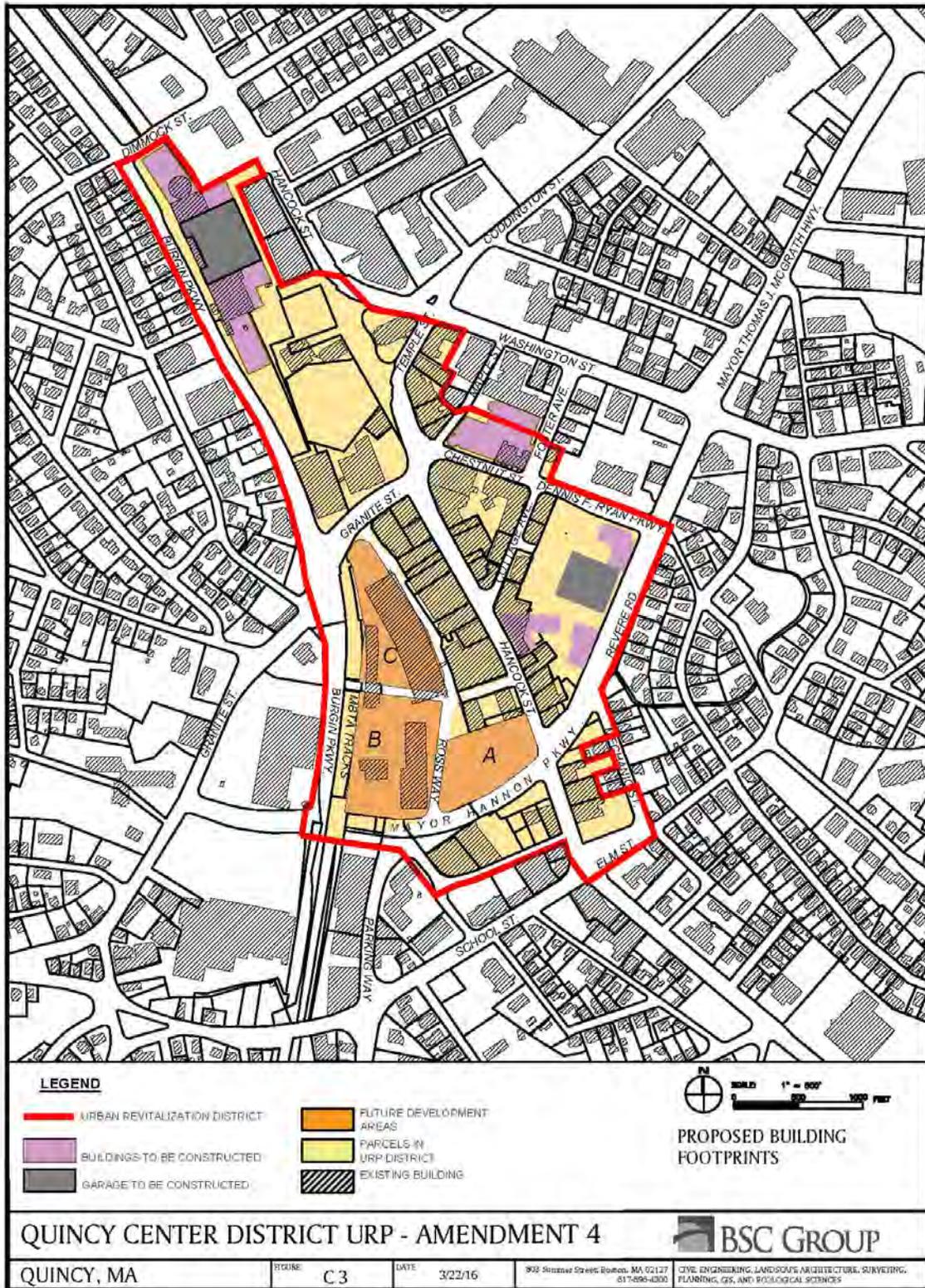
Map 12.02 (1) (C1) Existing Property Lines, Building Footprints and Parking Areas



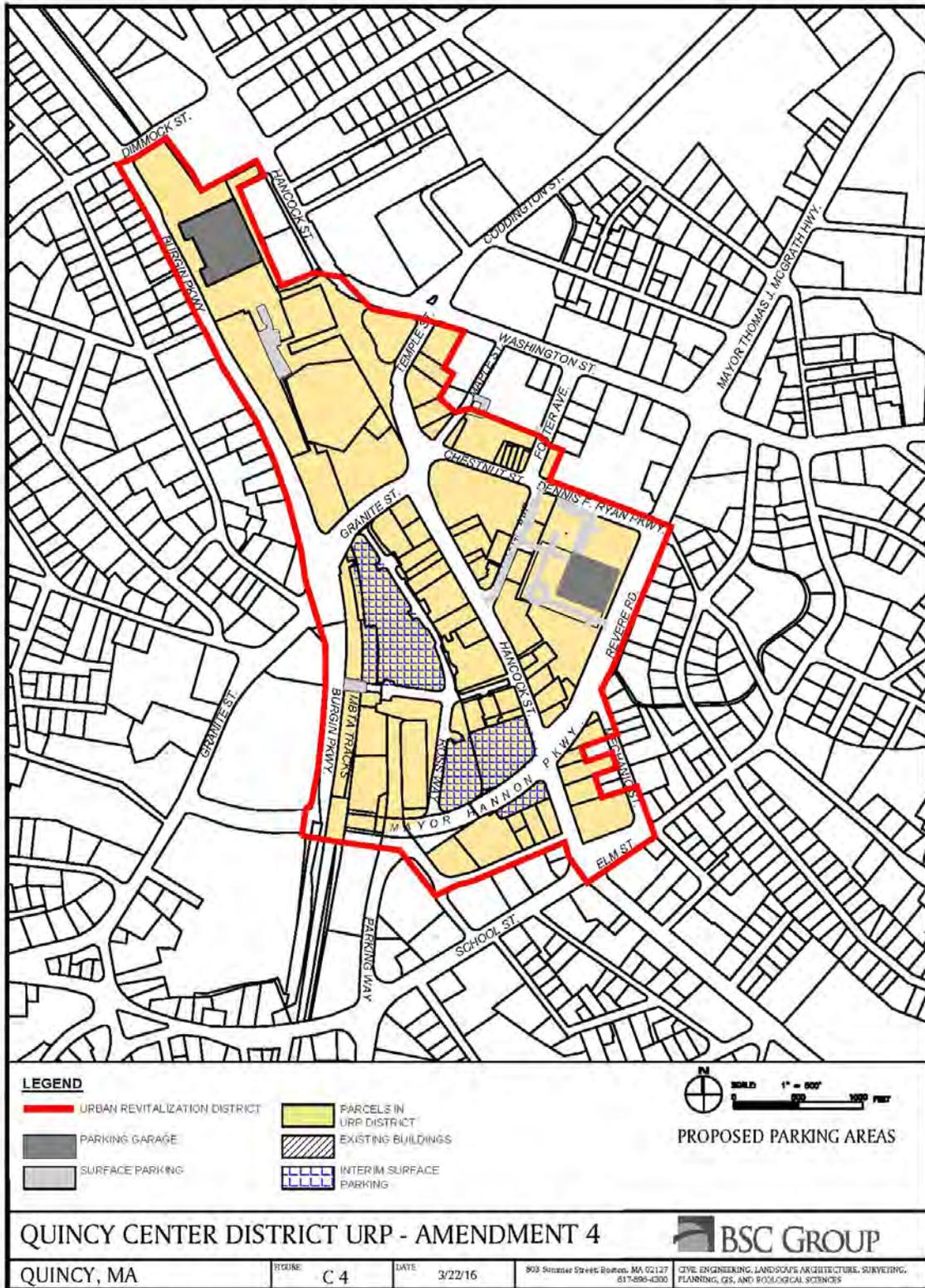
Map 12.02 (1) (C2) Proposed Property Lines, Building Footprints and Parking Areas



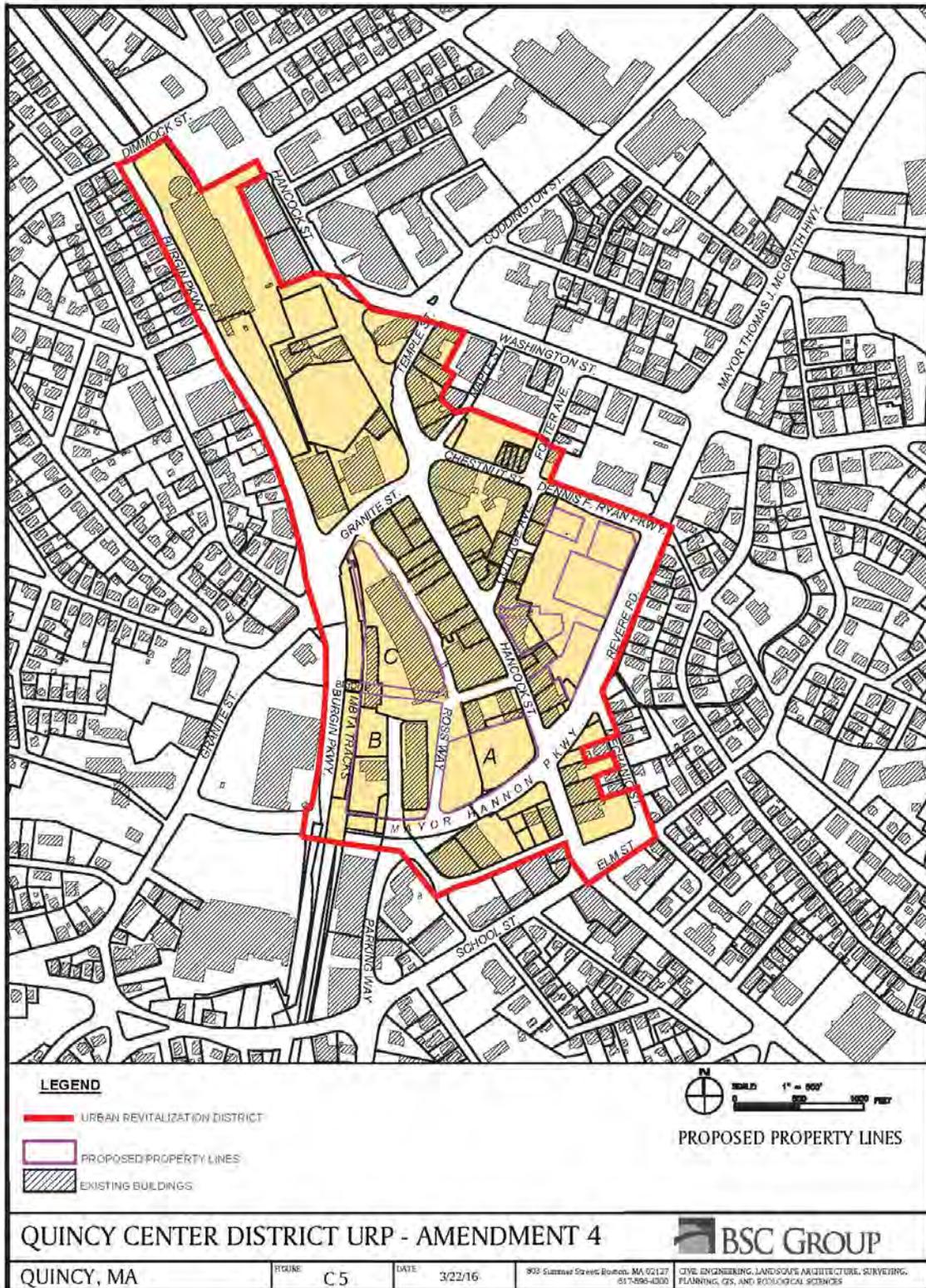
12.02 (1) (C3) Proposed Building Footprints



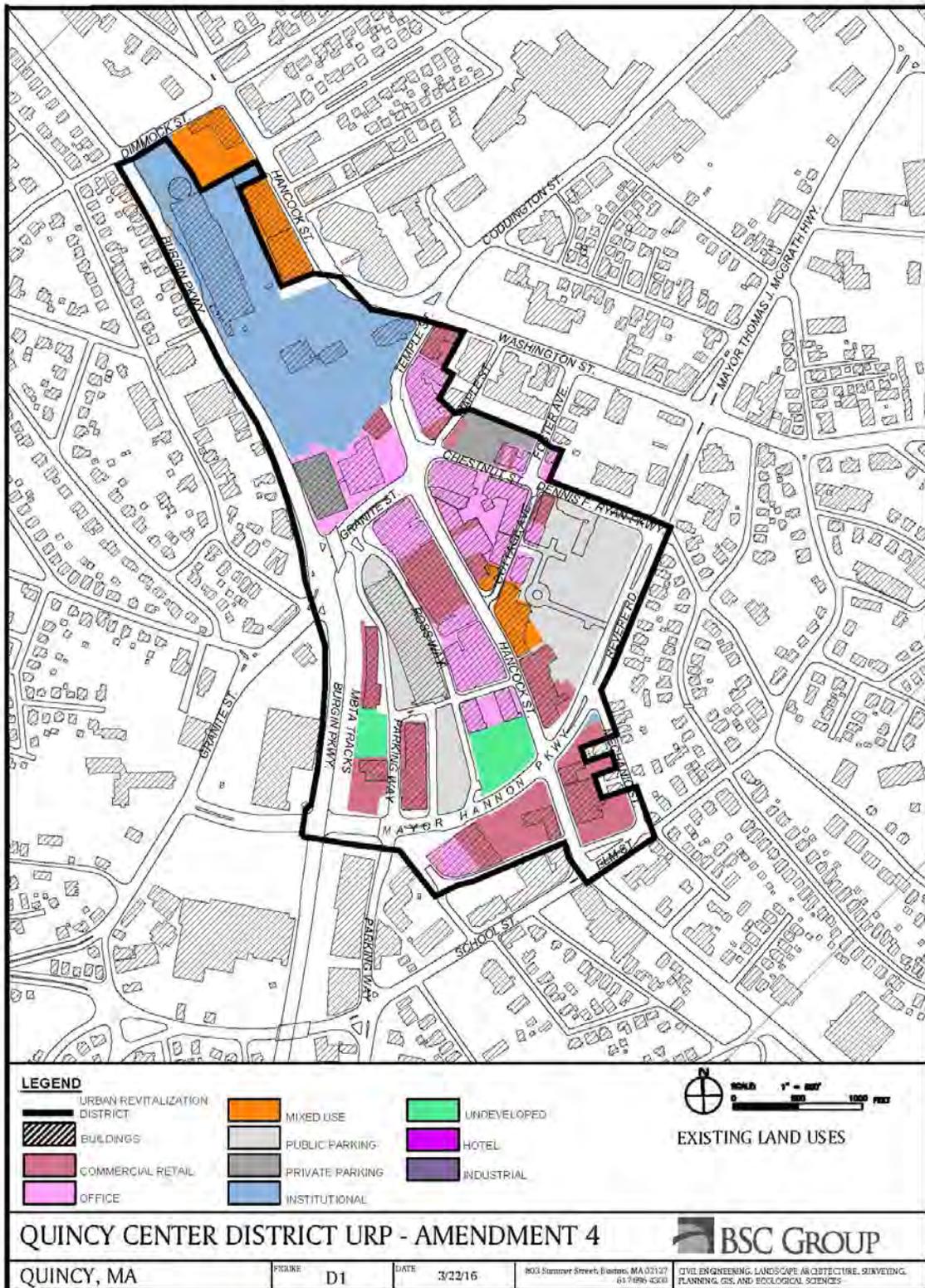
12.02 (1) (C4) Proposed Parking Areas



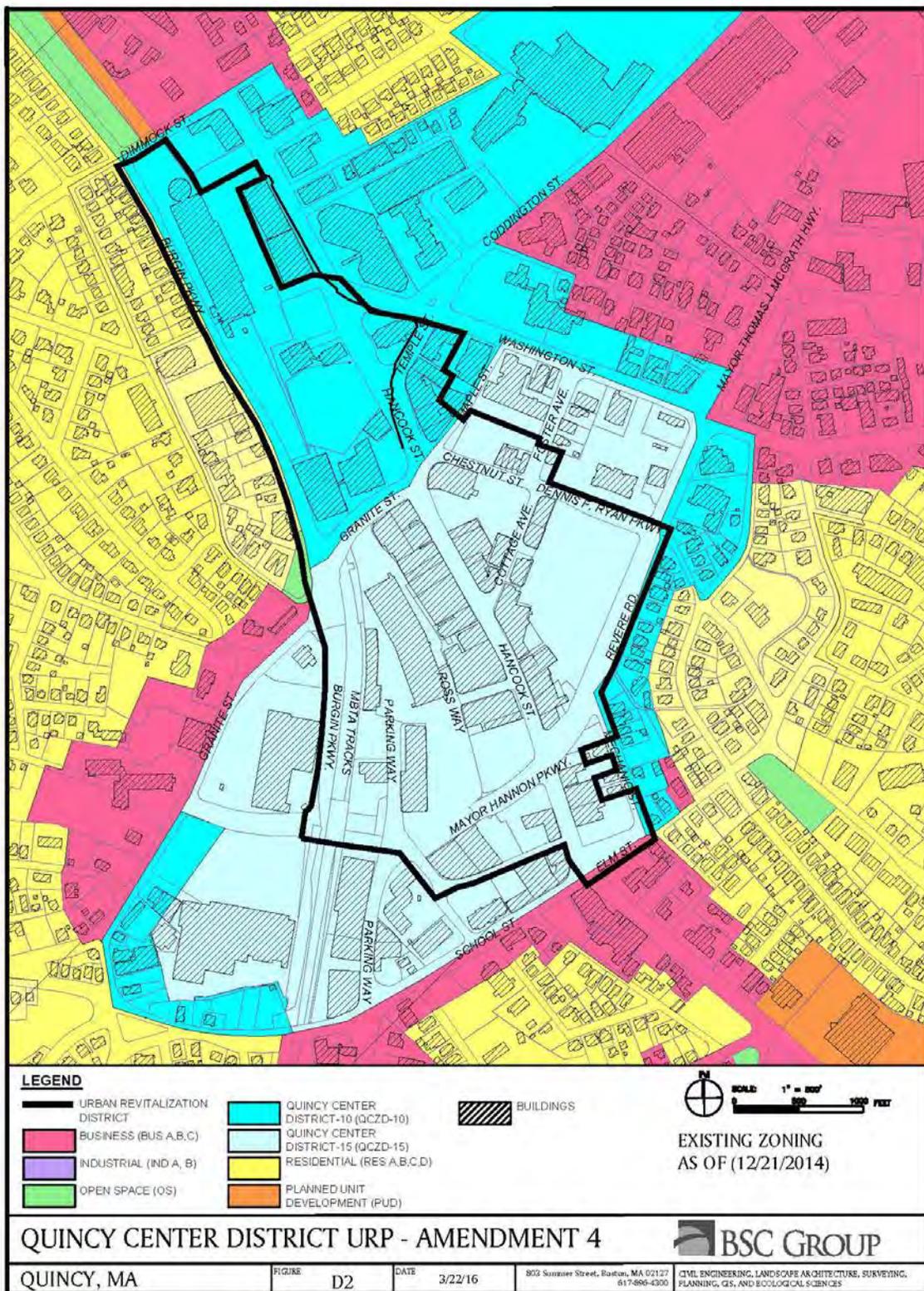
12.02 (1) (C5) Proposed Property Lines



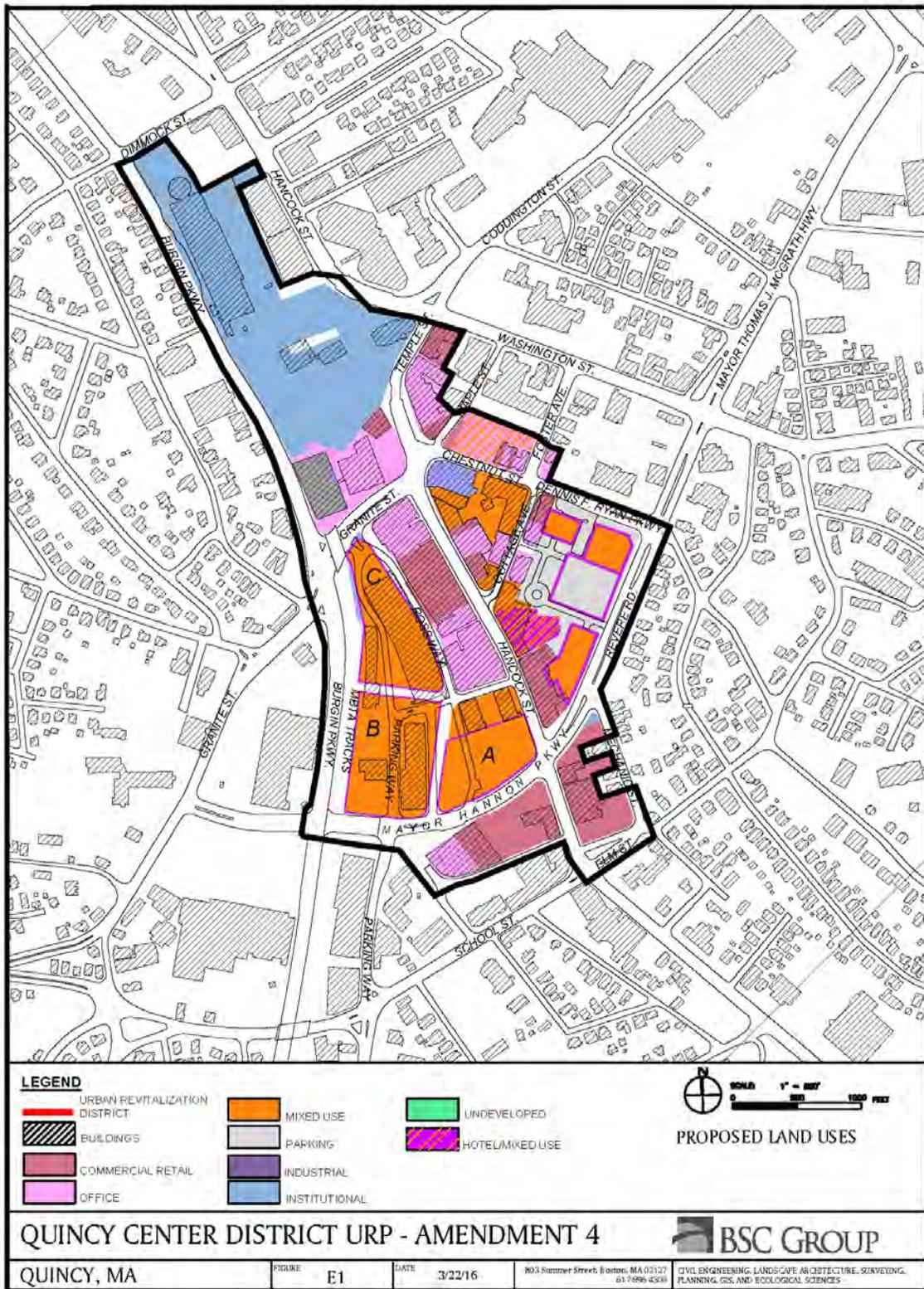
Map 12.02 (1) (D1) Existing Land Uses



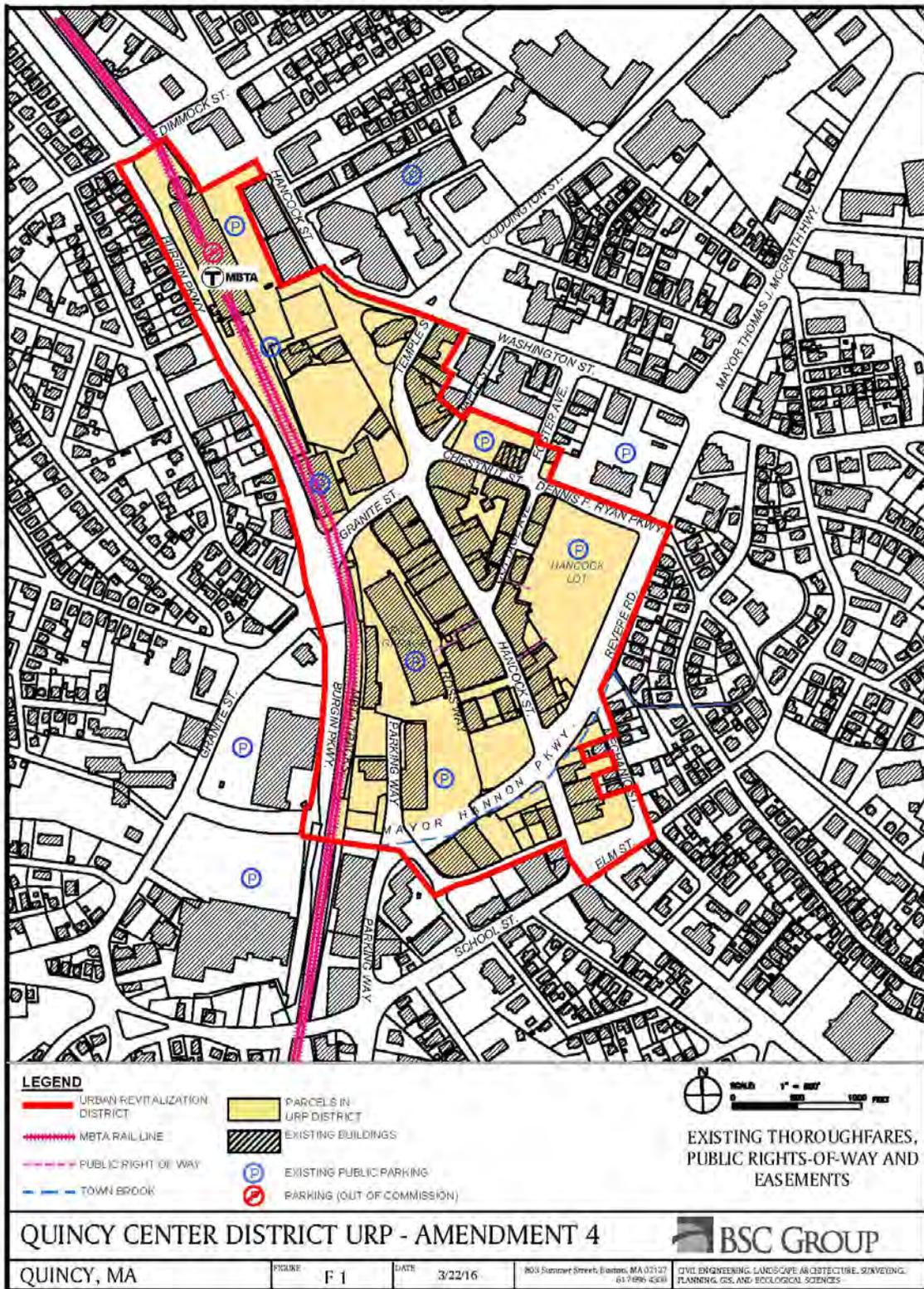
Map 12.02 (1) (D2) Existing Zoning (adopted June 2005)



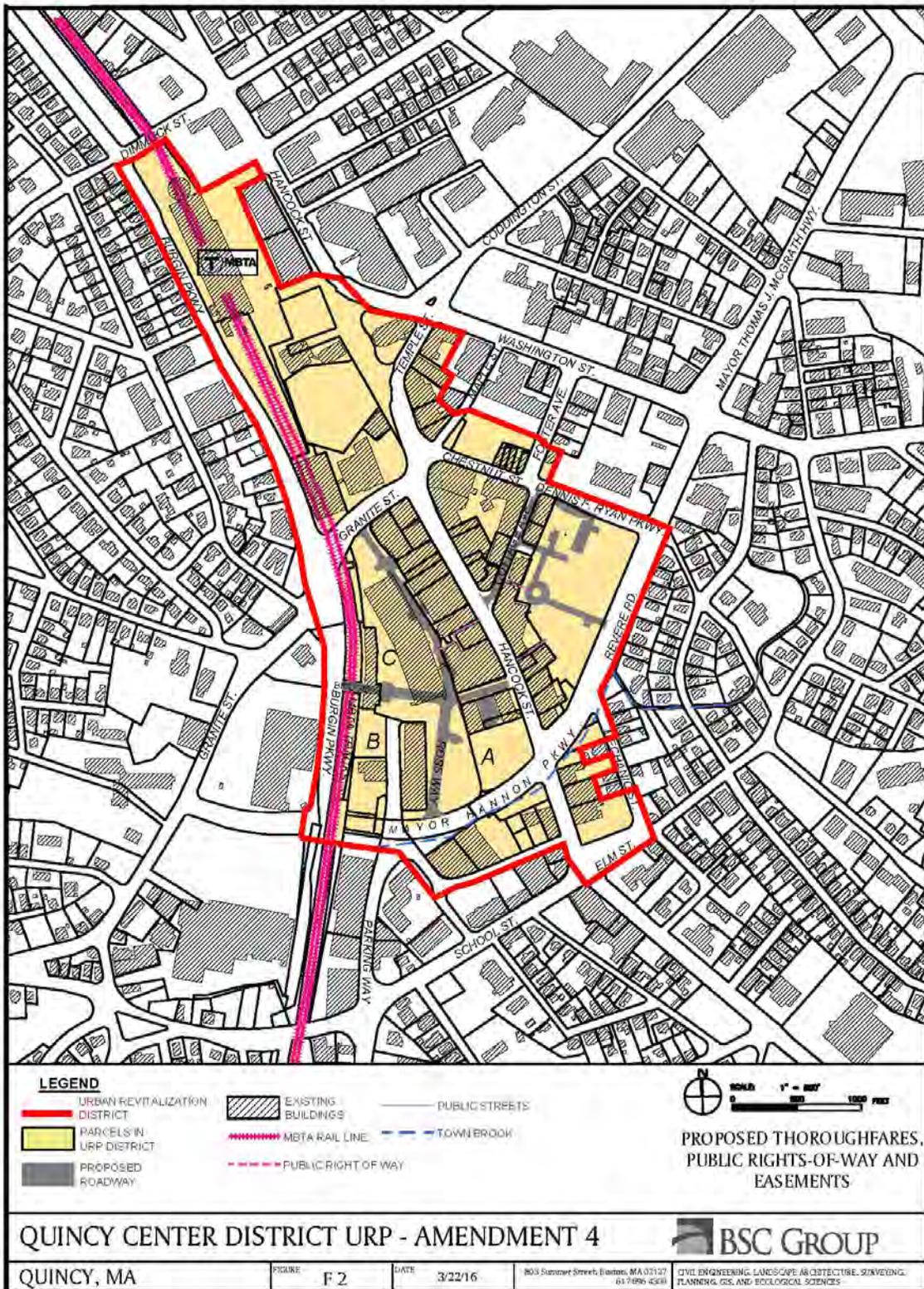
12.02 (1) (E1) Proposed Land Uses



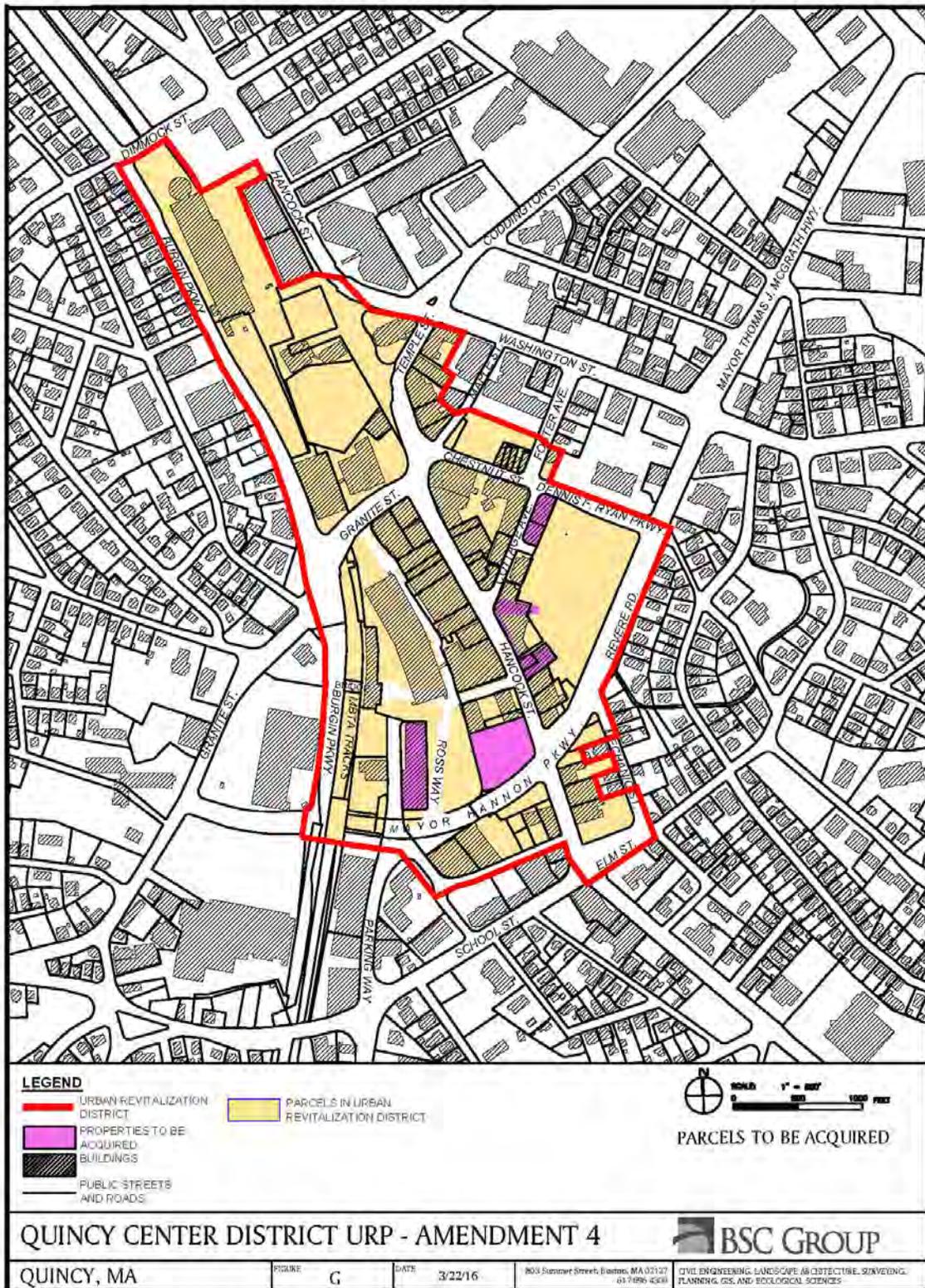
Map 12.02 (1) (F1) Existing Thoroughfares, Public Rights-of-Way, and Easements



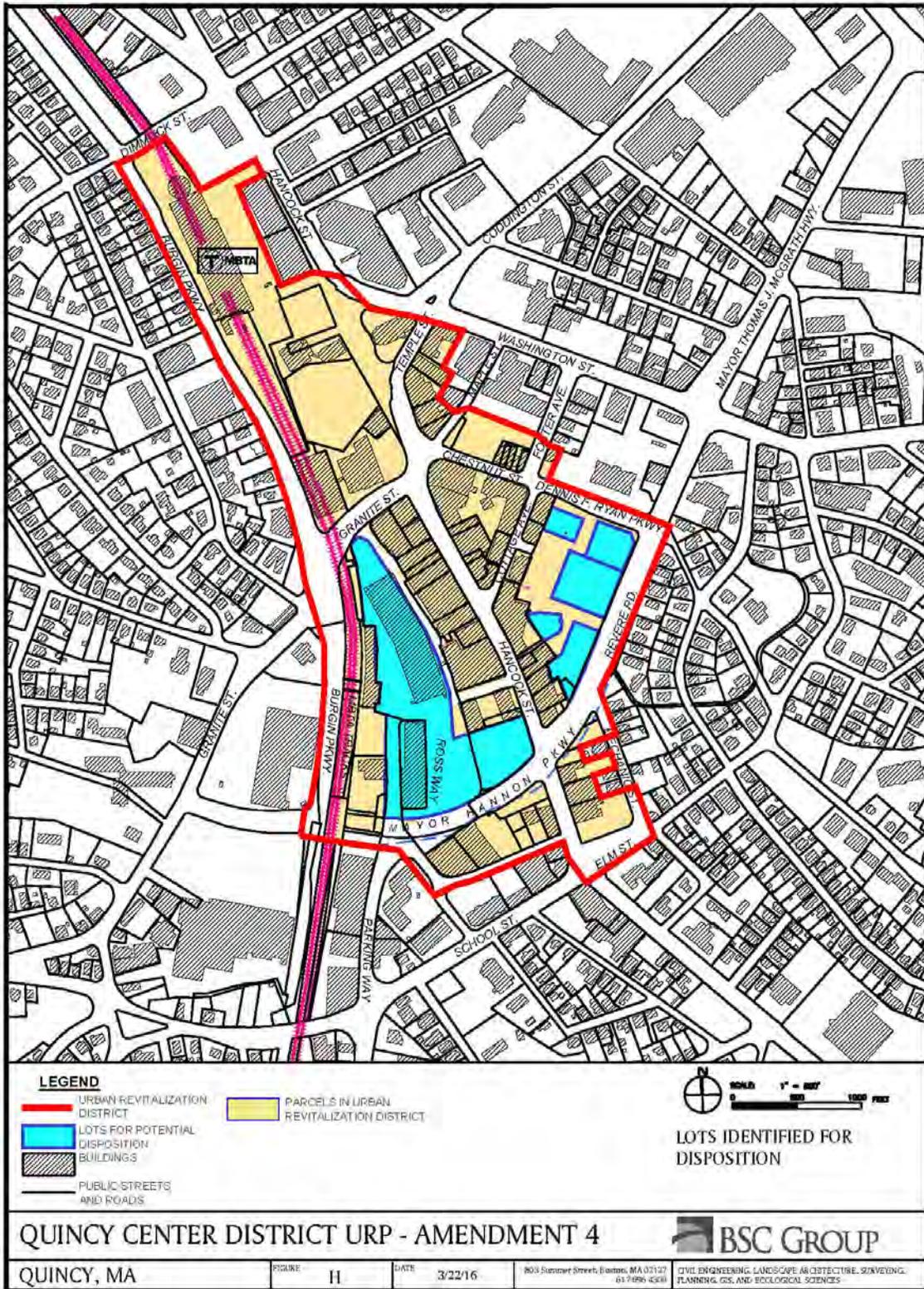
Map 12.02 (1) (F2) Proposed Thoroughfare, Public Rights-of-Way, and Easements



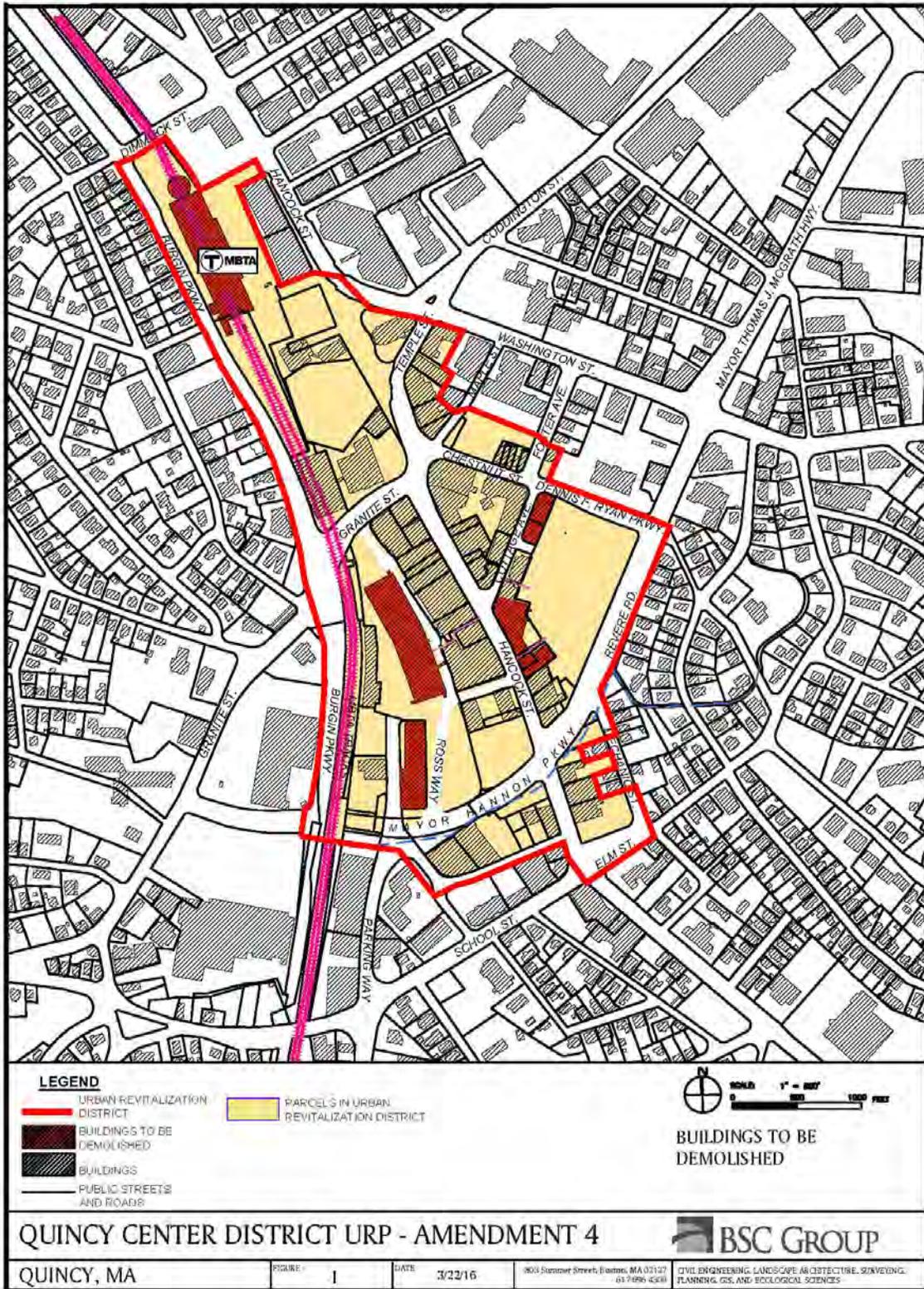
Map 12.02 (1) (G) Parcels to be Acquired



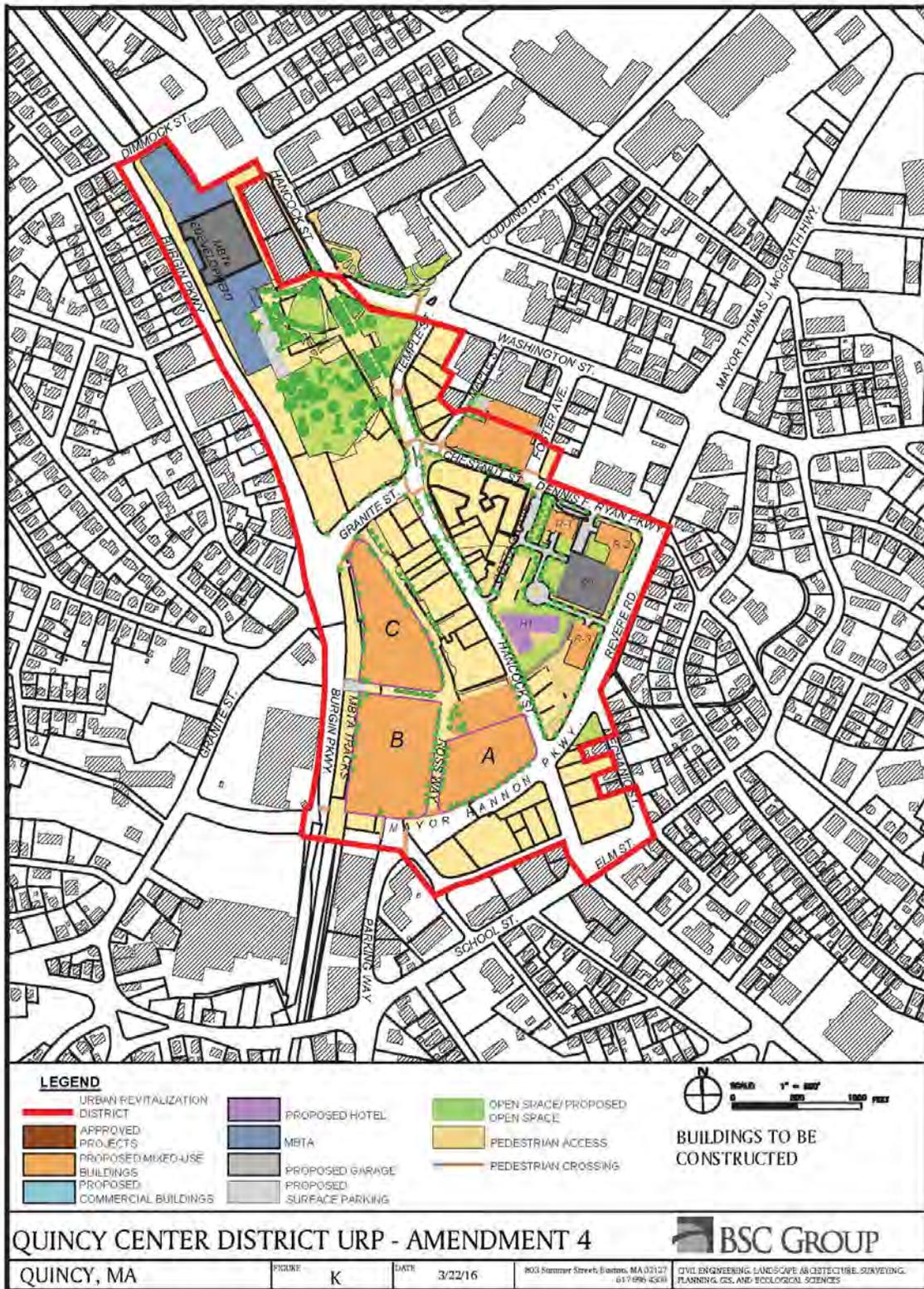
Map 12.02 (1) (H) Lots Identified for Disposition



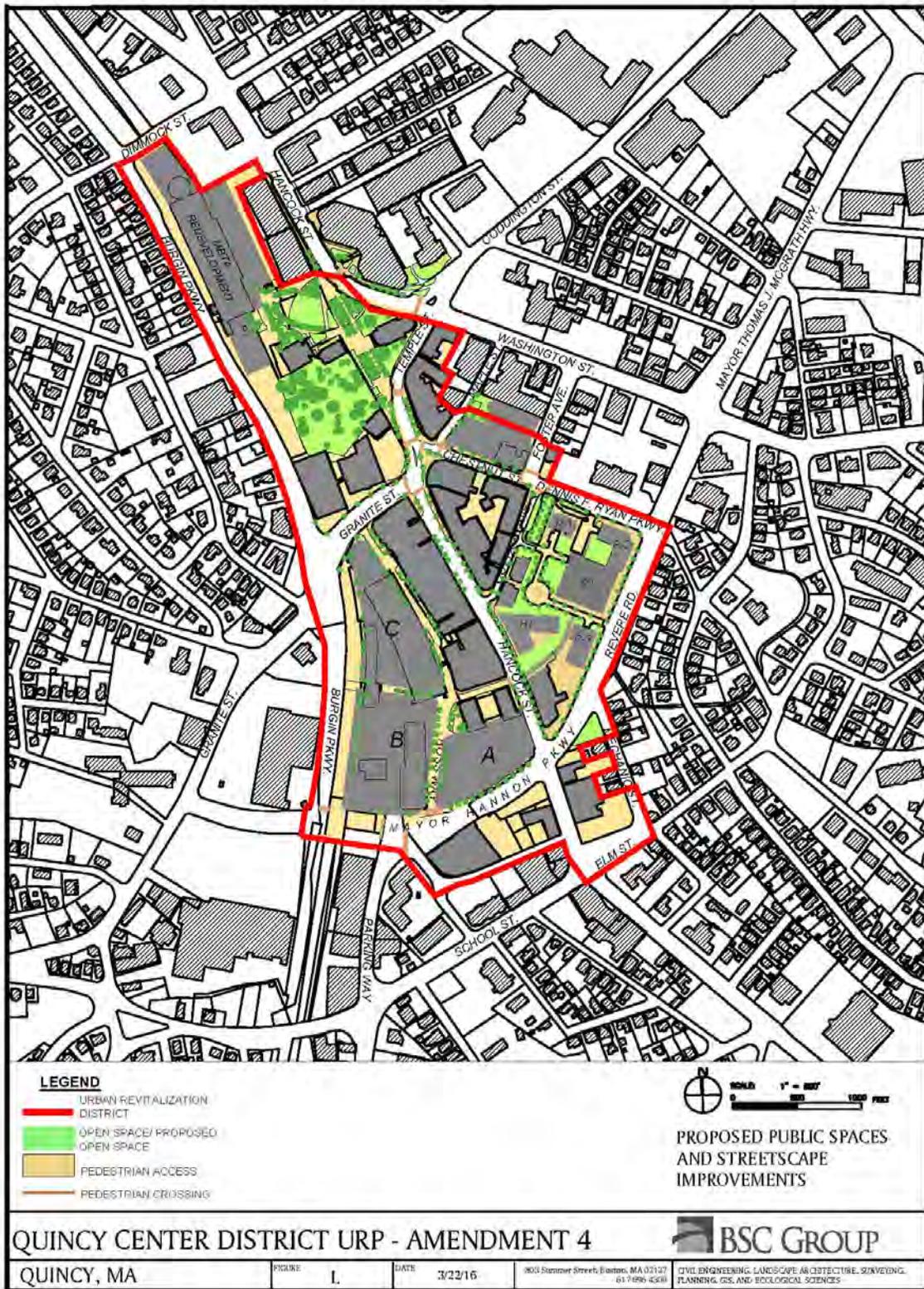
Map 12.02 (1) (I) Buildings to be Demolished



12.02 (1) (K) Buildings to be Constructed



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



12.02 (3) SECTION 2: OVERALL REDEVELOPMENT STRATEGY

The text, from this point to Item A in the original URDP and as amended, is to be replaced with the following text.

This URDP Amendment #4 updates the Redevelopment Strategy for the Quincy Center Urban Revitalization District (the “Project Area”), a 62.1-acre urban renewal area. This URDP identifies two key City-owned parcels for redevelopment, the Hancock Lot Area and the Ross Garage Area, and describes the redevelopment strategy that is being prepared for the Quincy Center MBTA Station Area.

In addition, this URDP compiles information necessary to assist private investors in understanding the City’s work with the community and the goals, objectives and requirements for development in the Project Area. This plan will 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 Area. 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 developers 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.

The Hancock Parking Lot

The Hancock Parking Lot (Hancock 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 (now the Walter Hannon Parkway), the Hancock Lot has improved access and frontage on a major new thoroughfare. Future development on the Hancock Lot will include a mix of residential, commercial and retail uses, improved traffic circulation and new open spaces. As illustrated in Map 12.02 (1) (K), five to seven stories of residential, mixed-use buildings will front the Walter Hannon Parkway/Revere Road, defining a solid edge for the roadway. A new residential tower will front Dennis Ryan Parkway. A new hotel will be built fronting on Hancock Street on privately-owned land and a small portion of the Hancock Lot. These projects will be accompanied by a new 600-space parking garage, which will serve the development and replace the existing surface lot.

In addition to the Hancock Lot, two parcels that were originally identified in 2007 will be acquired to improve vehicular access and circulation along Cottage Avenue to the new parking garage. The City will also use this same area to relocate an existing sewer line that bisects the Hancock Lot in order to site the new parking garage. Two additional parcels have been identified for acquisition along Hancock Street to improve vehicular and pedestrian access as well as visibility into the development area, and the creation of open space. This urban design concept is a holdover from the New Quincy Center LDA and will allow the proposed Burgin Parkway Access Bridge to connect to Hancock Street and then

penetrate into the Hancock Lot providing a vital linkage point between the Hancock Lot and Ross Garage redevelopment areas.

The City anticipates that the new development will need internal drives to provide additional access from Cottage Avenue, Walter Hannon Parkway, and Hancock Street. Relocation and/or rehabilitation of subsurface utilities are also needed to unlock the new development sites. New buildings will be multi-use, with commercial uses (retail/office) on the first level and residential above. Overall the redevelopment of the Hancock Lot and abutting properties is anticipated to add 536 residential units, about 77,000 square feet of retail/commercial uses, a combined hotel/residential complex and 600 new parking spaces. Although the new 47-unit condominium Cliveden Place project is located in the Ross Garage Area, for Amendment #4 the development program for this project is included in the Hancock Lot redevelopment program financial analysis due to the concurrent timing.

Accordingly, the City intends to identify developers that share 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 Hancock Street and the Walter Hannon Parkway. The garage area is currently underutilized and planned for redevelopment as part of the URDP. A portion of the garage has been demolished, and the remaining structure will be demolished the summer of 2016. The Walter Hannon Parkway, a realigned Ross Way, and an extended Cliveden Street will also improve site frontage and access, opening up the area in and around the garage for private development. Though specific development plans have not yet been proposed for this area, three large Development Areas A, B, and C have been identified, and a potential development program has been estimated based on current market conditions, and the Strategic Redevelopment Roadmap prepared by Redgate, LLC, in 2015.

Overall the development of the Ross Garage Area is anticipated to add 327 residential units, about 96,000 square feet of retail/commercial uses, 300,000 square feet of office space, 90 hotel rooms and one or more parking garages with over 1,000 new parking spaces. Ross Way, 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 for retail and office destinations.

In addition to the Ross Garage site, two parcels, will be acquired to improve access and visibility to the site and support development and the creation of new open space. One vacant parcel will be acquired to provide surface parking on an interim basis during construction of the parking facilities. Once interim parking is no longer needed this site will be available for redevelopment. The second parcel will be acquired for demolition and assembly with the adjacent City-owned parcels to create a larger redevelopment parcel. Other privately-owned parcels within the Ross Garage area may be needed for future access improvements, but until a redevelopment plan for the Ross garage area is finalized, additional needed acquisitions cannot yet be identified.

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

Quincy Center Intermodal Station Area

The Quincy Center Intermodal Station is a critical element of the City’s vision to redevelop and revitalize the Project Area by enhancing connections from Quincy to the MBTA network of greater Boston, and making Quincy more accessible. The original MBTA station, which has been served by the MBTA Red Line since 1971, includes an 863-space parking structure (closed in 2012) above the Red Line and commuter rail tracks.

As a gateway to City’s many historic and cultural landmarks, Quincy Center Station is a vital transportation hub, serving nearly 5.3 million commuter rail and subway passengers and more than 2.8 million bus passengers annually. The anticipated Quincy Center Intermodal Station redevelopment project will advance the development of this multimodal transit center to meet bus and rail transportation needs for future generations. The project is expected to bring the following benefits to the City of Quincy:

- Enhanced MBTA bus, subway, and commuter rail connectivity
- Safe and convenient access to transit for all users
- Creation of a \$220 million opportunity for air rights development above the station, resulting in a critical increase in economic development potential for Quincy Center
- Improved station life safety and security systems
- Enhanced walkable connections to local destinations and major historic sites
- Creation of jobs and improved access to employment for disadvantaged populations

The creation of developable air rights will allow for Transit Oriented Development (TOD) over and adjacent to the Center. The TOD program is still being prepared, but may include 100,000 square feet of office space, and a new dedicated Adams National Park Service (NPS) Visitor Center. The NPS Visitor Center is an important destination in and of itself, further enhancing the experience of those who work in, live in, or visit Quincy, and creating significant foot traffic that will increase the value of commercial real estate in the immediate area. The revitalized Intermodal Station will also spur private investment for additional economic development in Quincy Center.

D. Administrative Review Process

Section 12.02(3) Section 2D is amended by adding new language to the end of the Land Disposition Agreement and Urban Redevelopment Covenant definitions, and shall now read:

Land Disposition Agreement: The agreement by and between the City of Quincy and a designated developer that governs the conveyance of the City Parcels to the designated developer and the development activities thereon in accordance with the URDP. *Any Land Disposition Agreement must be approved by the Director of the Department of Planning and Community Development, the Mayor and the City Council.*

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. *All Urban Redevelopment Covenants shall be submitted to the City Council for the Council's review and recommendations. The City Council shall*

have 30 calendar days from the date that the proposed Covenant is filed with the City Clerk to provide any recommendations by the Council to the Mayor regarding the developer's proposed contributions to infrastructure, contributions to parking costs and compliance with the Downtown Public Art Program before the Mayor finalizes the Covenant. Funding for any expenditure of City funds to meet an obligation of the City undertaken pursuant to an Urban Redevelopment Covenant must be authorized by the City Council in accordance with applicable municipal finance law.

12.02 (3) SECTION 3: PROPOSED PUBLIC SPACES AND STREETSCAPE IMPROVEMENTS

The text in the original URDP, as amended, which describes the Proposed Public Space and Streetscape Improvements is to be replaced with the following text.

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 URDP:

The Adams/Hancock Green Project

The Goody Clancy Plan, which served as the basis for the 2007 URDP, 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 the intersection. Adams/Hancock Green, a new “Town Green”, has been designed and 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 Adams/Hancock Green Transportation Improvement Project Phase that includes closing Hancock Street to vehicular traffic will be completed in 2016. Adams/Hancock Green Park construction will begin in 2017 and continue for approximately 24 months.

Pedestrian Plazas

The urban design plan for the Hancock Lot includes the creation of two key pedestrian access points as well as an internal pedestrian space. The first will be a new pedestrian access plaza at the corner of Cottage and Chestnut streets. Cottage Street is to be widened in this area, and converted to a two-way street. Widened sidewalks will be constructed on both sides of Cottage Street. In addition, a small pedestrian plaza will be installed on the south-east side of Cottage Street to serve as a major view shed and pedestrian access point into the new Hancock Plaza, a pedestrian space that will be central to the new development proposed for the Hancock Lot. A second pedestrian access point will make the Hancock Plaza accessible from Hancock Street, close to the intersection with Cottage Street. This will be a pedestrian corridor lined with retail and restaurants with space for vending carts as appropriate.

The proposed new Hancock Plaza will be constructed central to the new development in the Hancock Lot. This plaza will provide for pedestrian circulation, outdoor café and sitting areas, and paved areas for special events and pop-up markets (farmers, artists, etc.).

Though not designed yet, the redevelopment of the Ross Garage Area will also include pedestrian spaces and plazas in accordance with the recommendations found in the Quincy Center Design Guidelines as amended.

Roadway and Sidewalk Improvements

An important component of the URDP is the investment in roadway and sidewalk improvements to address aging roadways and enhance the pedestrian environment within the Project Area. Lack of good pedestrian connectivity has hampered economic development and detracted from the downtown environment. The City will focus on streets that directly serve new development and improve connections to transit.

These will include:

Roadway/Sidewalk Improvements*	
Hancock Street	From Granite Street to School Street
Granite Street	From Burgin Parkway to Hancock Street
Dennis Ryan Pkwy	From Cottage Avenue to Revere Road
Cottage Avenue	From Chestnut Street to Hancock Street
Cliveden Street	From Hancock Street with an extension to Burgin Parkway
Rossway	From Granite Street to Walter Hannon Parkway
Walter Hannon Parkway	From Burgin Parkway to Washington Street
Hancock Court	From Hancock Street to School Street
Washington Street	From Elm Street to Hancock Street

*Recommended roadway profiles can be found in the Quincy Center Design Guidelines as amended.

Intersection Improvements: Enhancements at strategic intersections will improve flow of both vehicles and people and tie into 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
Granite Street	At Burgin Parkway
Cliveden Street Extension	At Burgin Parkway
Chestnut Street	At Cottage Avenue

Walter Hannon Parkway	At Mechanic Street
Walter Hannon Parkway	At Dennis Ryan Parkway
Hancock Court	At Parkingway

Infrastructure Improvements: A number of utility infrastructure improvements will be necessary to both relocate utilities out of development parcel areas and to upgrade utilities to provide the capacity needed for the proposed new development. Public infrastructure improvements include sewer relocation, stormwater system relocation and expansion, and water service connection. A major expense will be the relocation of the city sewer line running through the Hancock Lot, which is necessary to open up the lot for the construction of a new parking garage. Final discontinuance of the old Town Brook Culvert and the construction of a new stormwater system in its place will be required. Private utility improvements will be handled on a case-by-case basis for each development as necessary.

12.02 (3) SECTION 5: JOB ANALYSIS

The text in the original URDP for Section 12.02 (3) Section 5: Job Analysis is to be replaced in its entirety with the following text.

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 help to strengthen the retail base. The redevelopment plan consists of proposals for three major areas in Quincy Center, which include the Hancock Lot, the Ross Garage Area and the remainder of the URD where significant new development has begun, or is anticipated to occur, in the foreseeable future.

As discussed in Section 12.02 (3) Section 2, the Hancock Lot is expected to be developed with a total of approximately 536 residential units, over 77,000 square feet of commercial space and a combined hotel/residential complex. This includes 20,400 square feet of first floor retail/commercial and 250 residential units in the West of Chestnut and Cliveden Place projects, along with 36,000 square feet of ground floor retail and over 300 units planned for the City-owned Hancock Lot. These uses will support a total of approximately 290 new jobs.

On the Ross Garage site (including the additional property not owned by the City), a total of 96,000 square feet of retail/commercial uses, 300,000 square feet of office, 327 residential units, and a 90 room hotel are conceptually planned for the 3 sub-parcels, along with sufficient structured parking to accommodate these uses and additional demand from downtown businesses. This development will support approximately 1,350 new jobs, more than one half of which will be office related.

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

Site	Uses	Comm. (SF)	Units	Jobs
Hancock Lot				
D-1	Condominiums	8,400	47	29
D-2	Apartments	12,000	205	49
H-1	Hotel, Retail	20,500	125	80

R-1	Apartments, Retail	8,140	126	33
R-2	Apartments, Retail	15,300	85	54
R-3	Apartments, Retail	12,850	72	45
Totals:		77,190	536*	289
Ross Garage Site				
	Residential, Retail,			
A	Hotel	24,219	123	142
B	Retail, Office	128,484	204	424
C	Retail Office	245,157	0	790
Totals:		397,860	327	1,356

**Note: Total unit count does not include hotel rooms*

All of the proposed development would occur within the URD, and would likely be completed during the next ten to fifteen years. The new development is expected to displace few if any existing jobs, as most of the property under development is vacant, used for parking, or underdeveloped. As shown in Table 12.02(3) 1, no net change in jobs is anticipated for the redevelopment of the Hancock Lot, since the proposed commercial space would be equivalent to what would be assembled and razed on the existing parcels.

Not included in the employment totals above is the creation of hundreds of construction jobs in Quincy. These will include jobs related to infrastructure development as well as new public and private construction for the projects identified here on the Hancock Lot, Ross Garage Area, and elsewhere in the downtown.

Elsewhere in the downtown, other development is occurring, or is anticipated to occur, that will also generate new employment opportunities. This includes projects such as East of Chestnut (mixed-use residential) and the remainder of the Hancock Lot block, which is today under-developed and may be replaced with higher value uses in the near future. Outside of the URD, but within the downtown District Improvement Financing (DIF) district, several other projects have been proposed or are under development. These include a 34-unit apartment project on Mechanic Street (underway), a 27,000 square foot office building on Washington Street, redevelopment of the former Masonic Hall on Hancock Street, a proposal for a 475-unit residential project plus additional retail on the existing Star Market site on Burgin Parkway, and redevelopment of the MBTA garage at the Quincy Center Station.

12.02 (4): FINANCIAL PLAN

The text in the original URDP, as amended, for Section 12.02 (4): Financial Plan is to be replaced in its entirety with the following text.

The costs and revenues presented in this section have been estimated for the implementation of the urban renewal activities described in this plan. The following narrative summarizes the elements included in the cost estimates in the table in Section 12.02 (4) Section 7: Project Budget.

12.02 (4) SECTION 1: ESTIMATED LAND ACQUISITION COSTS

The redevelopment of the Hancock Lot and the Ross Garage will require the acquisition of six properties, four for Hancock (23-31 Cottage Street and 1546/1565 Hancock Street), and two for the Ross Garage site (100 Parkingway and 1563 Hancock Street). The estimated cost for proposed acquisitions is shown in 12.02 (4) Section 7.1 and is based on fiscal year 2016 assessed values of the properties to be acquired, plus an additional premium based on the past experience of the City. A detailed appraisal will be conducted to evaluate the current property values before any formal actions for acquisition are undertaken. The City will acquire property at 1565 Hancock Street for use as a public parking lot on an interim basis, likely through a license arrangement.

Acquisition costs also include payments to existing businesses for relocation. There are approximately 19 separate businesses in the buildings scheduled to be acquired, although at least four of these storefronts are currently vacant. Relocation costs are based on the City's experience in the construction of the Mayor Hannon Parkway and updated with current anticipated expense factors. No residential relocations are anticipated.

12.02 (4) SECTION 2: SITE PREPARATION COSTS

Detailed costs for site preparation are described in 12.02 (4) Section 7.1 and consist of anticipated costs to demolish existing structures and to prepare the sites for redevelopment. The costs are based on similar projects within the Quincy Center area and on detailed studies that have been conducted as part of the on-going planning process.

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 site preparation will include building demolition, foundation removal, geotechnical preparation and clearance of any hazardous materials on the site.

12.02 (4) SECTION 3: PUBLIC IMPROVEMENT COSTS

Detailed cost estimates for proposed public improvements in the URD have been developed and include the following activities:

- New and improved roadways
- Relocated and upgraded utilities, including water, sewer, stormwater, and some private utilities.
- Streetscape improvements
- Sidewalks and plantings
- Pedestrian passageways
- MBTA Pump Station
- Parking garages

Approximately 3,800 linear feet of roadway and related infrastructure is planned for the Hancock Lot, while approximately 4,400 linear feet is planned for the Ross Garage site. The Hancock Lot work includes creation of new streets and internal roadways to provide access to the proposed parking

garage, as well as entrances onto Hancock and Chestnut streets. Streetscape improvements on all abutting streets, including widening of sidewalks on Hancock to allow for streetside retail services (e.g. outdoor dining) is also included. On the Ross Garage site, in addition to rebuilding adjacent streets, Ross Way will be realigned and Cliveden Street extended through to Burgin Parkway.

The URDP assumes that the City will construct parking facilities to support the new development as well as existing parking demand in the downtown now utilizing the Hancock Lot and Ross Garage. A 600 space garage is planned for the center of the Hancock Lot parcel, while one or two similar size parking structures are anticipated to be needed for the Ross Garage Area. These structures will be developed in concert with the surrounding projects, with the Hancock Lot anticipated to begin in 2017.

12.02 (4) SECTION 5: PROJECT COSTS

Detailed cost estimates for the proposed redevelopment of the Project Area are provided in the Section 12.02 (4) Section 7: Project Budget. For the 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; and financing, 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 occurs, further adjustments to costs will be made.

12.02 (4) SECTION 6: FINANCING APPROACH

The City has successfully used a variety of financing sources and methodologies to promote and implement economic development in its downtown. These include state and federal grants, revenue and general obligation bonds, and tax revenues. For this URDP 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 municipal bonds that will be required to finance these costs. Under the Commonwealth's Chapter 40Q - District Improvement Financing program, or DIF, the City can capture a share of future property tax revenues and apply them to debt service on bonds to pay for a wide range of public infrastructure improvements. The City created a DIF district covering the downtown core area, including the URD, in 2007.

In 2012, RKG Associates updated the prior DIF plan based on a development program prepared by Hancock Adams Associates LLC (HAA) in association with Street-Works (S-W) at the time. However, that program is no longer in effect since the City of Quincy severed their relationship with HAA/S-W. As a result, a new entity headed by Quincy Mutual took control of the previous development proposal for Block 4 in the DIF district and has started construction.

In late 2014, the City retained Redgate Real Estate Advisors (Redgate), who completed a revised master plan within the Urban Revitalization Area in the Quincy Center DIF district, and identified public infrastructure costs (\$146 million) needed to effectuate the plan. Redgate focused primarily on the development potential and disposition of two key city-owned parcels (the Hancock Lot and Ross Garage). More recently, three private-development entities have proposed major mixed-use projects in the DIF district, including one on a portion of the Hancock Lot, as designated by Redgate, substantiating the updated master plan. The DIF plan was revised in early 2016 to reflect refinements

to the downtown plan including on-going investments by private developers and property owners as well as further planning by the City which has resulted in this URDP.

The DIF fund currently supports interest payments on \$40 million in Bond Anticipation Notes (BANs), the principle from which has been spent on implementing public investments in the downtown, such as the planning, design and construction of the Adams/Hancock Green Project, construction of the Hannon Parkway, and on-going street improvements.

The needed public infrastructure improvements listed above will be funded from additional DIF bonding based on enhanced property tax revenues from new investment and projects in the URD and elsewhere in the DIF District. DIF bonds will be utilized based on the timing of expenditures and development, in order to maintain a positive DIF account balance at all times, along with sufficient debt service coverage as required by bond holders. A comprehensive financial model has been developed to evaluate and manage the bonding process.

In addition to DIF bonds, the City will continue to seek and utilize other sources of financing include state grants (e.g. MassWorks), the Commonwealth’s Infrastructure Incentive Initiative bond funds (I-Cubed), Federal grants and, as necessary, general obligation bonds to fund shortfalls until new tax revenues are sufficient to cover debt service. The City will reinvest any proceeds from the sale of the Hancock Lot and Ross Garage sites into the URDP program. The City recently received a \$5.8 million MassWorks grant for the demolition of the Ross Garage and creation of new interim surface parking, which is planned to begin in June 2016.

12.02 (4) SECTION 7: PROJECT BUDGET

Potential Expenses	Estimated Cost
A. Acquisition	
Hancock Lot	\$4,131,000
Cottage Ave.	\$2,296,875
Hancock St.	\$1,834,125
Messina lot	\$1,272,250
Ross Garage Site	
100 Parkingway	\$508,900
	\$10,043,150
B. Relocation	
Hancock Lot	\$2,420,000
Ross Garage Site	\$100,000
	\$2,520,000
C. Demolition	
Hancock Lot	\$375,000
Ross Garage Site	
Garage Demolition	\$5,800,000*
Other Demolition	\$100,000**
	\$6,275,000
D. Public Infrastructure	
Hancock Lot	\$20,478,400

	Ross Garage Site	\$21,417,200
		\$41,895,600
E.	Public Parking Structures	
	Hancock Lot	\$18,000,000
	Ross Garage Site (1 or 2 facilities)	\$36,000,000
		\$54,000,000
F.	Other Costs	
	Planning/Evaluation	\$175,000
	Administration	\$11,500,000
	Legal	\$2,300,000
		\$13,975,000
	Total Project Costs	\$128,708,750

**Includes creation of a surface lot*

Table 12.02 (4) Section 7: URDP Funding Sources

	Potential Sources	Estimated Cost
A.	Grants	
	Federal Transportation Appropriations	
	State Grants	
	MassWorks - Ross Garage	\$5,800,000
	I-Cubed (Authorized)	\$40,000,000
B.	Proceeds from Sale of Assets	
	Hancock Lot	\$9,850,000
	Ross Garage	\$12,000,000
C.	Bond Financing	
	District Improvement Financing (DIF)	
	1 - Refund BANS/DIF Bond 1	\$40,000,000
	2 - DIF Bond 2	\$40,000,000
	3 - DIF Bond 3	\$15,000,000
	General Obligation Bonds	\$0
D.	Parking Revenue	\$0
E.	Other Revenues	\$0
	TOTAL	\$162,650,000

12.02 (5): REQUISITE MUNICIPAL APPROVALS

The text in the original URDP, as amended, for Section 12.02 (5): Requisite Municipal Approvals is to be replaced in its entirety with the following text.

Evidence of the required public hearing is included as a part of this URDP. The findings of Quincy's CAC and Planning Board is attached as well as a copy of the City Council's approval of each of the four URDP Amendments completed to-date. An opinion of the City Solicitor that this and other URDP Amendments are in compliance with applicable laws is documented in Attachment F.

12.02 (6): SITE PREPARATION

The text in the original URDP, as amended, for Section 12.02 (6): Site Preparation is to be replaced in its entirety with the following text.

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:

12.02 (6) SECTION 1: DEMOLITION OF BUILDINGS TO SUPPORT REDEVELOPMENT

As described in the Project Overview, the Ross Garage is a City-owned property within the Project Area. This Plan recognizes that the Garage was in substandard condition, with several circulation issues. A portion of the garage has been demolished, and the remaining garage structure will also be demolished in the summer of 2016. A new garage(s) will be built to support new private development in the Ross Way/Parking Way area. In addition to the Ross Garage, one building located on the parcels to be acquired as part of the URDP will also be demolished. The parcel, and building, as shown in Map 12.02 (1) (I), includes 100 Parkingway.

The Hancock Parking Lot is also a City-owned property identified for redevelopment as part of the URDP. The Plan recommends the acquisition of four 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 include 1500 Hancock Street, 23 Cottage Avenue and 31 Chestnut Street.

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 of. Additional steps for preparing the sites for redevelopment may be undertaken as required.

12.02 (7): PUBLIC IMPROVEMENTS

The text in the original URDP, as amended, for Section 12.02 (7): Public Improvements is to be replaced in its entirety with the following text.

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.

12.02 (7) SECTION 1: ROADWAY IMPROVEMENTS

➤ Vehicular and Pedestrian Access to Parking Facilities, Transit and Open Space.

Roadway improvements, including improved sidewalks, are essential to creating better access to key parking areas in order to bring more people downtown and providing safe and comfortable pedestrian circulation. 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 areas. As part of the Adams/Hancock Green Project, the intersection of Granite Street and Hancock Street is being realigned to allow a better flow of vehicular and traffic movement. This realignment is expected to be completed in 2016. Additionally, as an urban renewal activity, in conjunction with redevelopment plans for the Hancock Parking Lot and Ross Garage areas, the City will evaluate and construct roadway alterations to provide better access to building service areas, parking facilities and open space constructed on these parcels. A listing of the expected improvements can be found in 12.02 (3) Section 3 of this Plan.

➤ Completion of the Concourse Roadway Construction Project (*Non-Urban Renewal activity*).

The City completed the Concourse Roadway Construction Project in fall 2011 independently of this URDP. Phase I of the Project included the construction of the Paul Harold Bridge. Phase II involved the acquisition of private right of way. Phase III connected the Paul Harold Bridge to the private right away.

As illustrated in Map 12.02 (1) (F2), the Concourse provides efficient access into the Project Area and to key redevelopment sites in the Project Area. Concourse Phase II (the Hancock Street crossing section) provided access between the Project Area and Burgin Parkway, which creates an efficient connection to Route 3. The Concourse diverts some traffic away from the Hancock and Granite Street intersection, which is heavily traveled and has conflicts with heavy pedestrian use.

12.02 (7) SECTION 2: PARKING

A prior parking study prepared by Rizzo Associates identified existing and anticipated issues related to the quantity and location of parking in downtown. It also recommended numerous improvements to the parking infrastructure.

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 program outlined in the former New Quincy Center LDA. That analysis reflected a need for over 3,000 spaces to be constructed or put in service through a combination of replacement and expansion of the facilities located in the Ross Garage and on the Hancock Street Lot, on-street parking and on-site parking for future development parcels.

Currently, the URDP plan calls for parking garages to be built on both the Hancock Lot and the Ross Garage Area, in addition to on-site parking to be provided in association with private development. The City is developing a Parking Strategies and Implementation Plan in connection with the design and construction of the Hancock Lot for the downtown area.

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

- Regulated on-street parking on all major roads to encourage retail usage;
- 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.

One of the benefits of urban renewal designation is that the City has multiple options for funding and operating parking facilities in the URDP. These options include public ownership and operation, negotiations with a private entity to develop and operate the garage, or other hybrid solutions. If the garage is developed and managed by a private entity, the City may either issue an RFP for or negotiate directly with a parking garage developer. Because of the uncertainty in how future parking will be handled, no net parking revenue is included in the URDP financial analysis.

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

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 for residents, shoppers, tourists and businesses.

Streetscape

Throughout the downtown, the goal is to provide pedestrian amenities to foster walking. Streetscape improvements will be extended along most streets in the Project Area. Some improvements have been identified as part of the City’s urban design plan for the Hancock Lot, and include:

- Streetscape improvements extending from Chestnut Street along Dennis Ryan Parkway to the Walter Hannon Parkway;
- The portion of Cottage Avenue closest to Chestnut Street will be widened to allow two-way traffic with widened sidewalks on both sides, to improve both pedestrian and vehicular access to the redeveloped Hancock Lot;
- Hancock Street sidewalk will be widened as part of any development project that fronts on Granite Street; and
- A pedestrian mall will provide access from Hancock Street at Cottage Avenue into the redeveloped Hancock Lot.

Additional improvements will be identified for streetscape and landscape improvements when development plans for the Hancock Lot and Ross Garage Area are developed. 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. Existing and planned streets in the Ross Garage Area will also receive pedestrian amenities in connection with roadway improvements and development projects.

As part of the City's new zoning provisions for the downtown, Design Guidelines were developed. Under these Guidelines, the width of new sidewalks will reflect a well thought-out hierarchy. For example, the Walter Hannon Parkway, a new primary road, has 10-16-foot-wide sidewalks 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 other improvements.

12.02 (7) SECTION 4: PUBLIC SPACE

Creation of Adams/Hancock 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 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/Hancock Green Project involves the removal of Hancock Street as a major roadway between these locations, rerouting through traffic along Washington Street. These traffic improvements are expected to be completed in 2016. Rerouted traffic from Washington Street will intersect the Walter Hannon Parkway. A landscaped park, with limited access for local traffic, will be created, with construction starting in 2017.

Adams/Hancock Green will also strengthen the existing pedestrian connections between the Quincy Center MBTA Red Line Station and the Project Area. Appropriate landscape elements such as pathways, plantings and signage will further enhance the public's appreciation for these historic locations.

Creation of Public Spaces

In addition to the Adams/Hancock Green Project, the City is also committed to creating a new network of small and medium sized public gathering places in the heart of downtown. Such spaces have been planned for the Hancock Lot, and will be part of the urban design for Ross Garage Area.

The urban design plan for the Hancock Lot includes the creation of two key pedestrian access points as well as an internal pedestrian space. The first will be a new pedestrian access plaza to be installed at the corner of Cottage and Chestnut streets to serve as a major view shed and pedestrian access point into the new Hancock Plaza – a pedestrian space that will be central to the new development proposed for the Hancock Lot. A second pedestrian access point will provide access into the Hancock Plaza from Hancock Street, close to its intersection with Cottage Street. This will be a pedestrian corridor lined with retail and restaurants with space for vending carts as appropriate.

The proposed new Hancock Plaza will be constructed central to the new development in the Hancock Lot. This plaza will provide for pedestrian circulation, outdoor café and sitting areas, and paved areas for special events and pop-up markets (farmers, artists, etc.).

Though not designed yet, the redevelopment of the Ross Garage Area will also include pedestrian spaces and plazas in accordance with the recommendations found in the Quincy Center Design Guidelines as amended. Further development of these amenities depends upon the overall urban design that emerges from the redevelopment plans for the Ross Garage area.

12.02 (8): RELOCATION

Changes to Section 12.02 (8): Relocation, include deletion of the sentence: The total relocation cost estimate is \$850,000 for businesses located on the four parcels.

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 six parcels identified in Map 12.02 (1) (I). The City will prepare a detailed relocation strategy using the “Business Relocation Handbook” as a guide. This handbook will be provided to all occupants impacted by the project. No residential relocations are anticipated.

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): Financial Plan are based on similar projects requiring land taking. 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.

Exhibits to be included in the final plan submission to DHCD include:

- Evidence of Public Hearing
- Planning Board Findings
- City Council Approval
- Citizen Participation