



QUINCY CENTER DISTRICT

URBAN
REVITALIZATION &
DEVELOPMENT
PLAN



AN URBAN
RENEWAL PLAN
FOR THE
QUINCY CENTER
URBAN
REVITALIZATION
DISTRICT



AMENDMENT #6

APRIL 1, 2024
CITY OF QUINCY

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12.02 (1) EXECUTIVE SUMMARY

The Massachusetts Legislature established the Urban Renewal Program under M.G.L. c. 121B to assist communities to revitalize substandard, decadent, and blighted open areas for residential, commercial, industrial, business, governmental, recreational, educational, hospital, or other uses. Under M.G.L. c. 121B, urban renewal agencies are authorized to undertake a range of public actions to address these conditions to create the environment needed to promote sound growth and attract and support private investment in designated urban renewal areas.¹ The Quincy Center District Urban Revitalization and Development Plan (“Plan” or “URDP”) was initiated by the City of Quincy Department of Planning and Community Development (PCD) and has been prepared pursuant to M.G.L. Chapter 121B.

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. As such, the City does not have a separately established redevelopment authority. A copy of Chapter 898 is included as **Appendix A**. While the 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. The PCD is authorized under Chapter 898 to recommend to the Mayor and City Council areas of the City which constitute decadent, substandard or blighted open areas, to prepare plans for the clearance, conservation, and rehabilitation of, and to prepare, seek approval of, and thereafter enforce urban renewal plans within the limits of the City of Quincy.

Under the state legislation, the PCD is granted the powers and permissions of a planning department, planning board, and urban renewal agency. Under M.G.L. c. 30B, Section 1(b) (25), when utilizing a contract to sell, lease, or acquire residential, institutional, industrial, or commercial real property by the City, as an urban renewal agency engaged in the development or disposition of said real property in accordance with a plan approved by the Executive Office of Housing and Livable Communities (EOHLC), the City is exempt from public disposition procedures.

Quincy Center District Urban Revitalization and Development Plan (URDP)

The Quincy Center District Urban Revitalization and Development Plan – An Urban Renewal Plan for the Quincy Center Urban Revitalization District, dated May 7, 2007 (“Plan” or “URDP”) was prepared for the Quincy Center Urban Revitalization and Development Area. Since then, the Plan has been amended several times:

- 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;

¹ <https://www.mass.gov/doc/updated-what-is-urban-renewal/download>

- A Third Amendment to Quincy Center District Urban Revitalization and Development Plan (the “Third Amendment”) dated February 10, 2016;
- A Fourth Amendment to Quincy Center District Urban Revitalization and Development Plan (the “Fourth Amendment”) dated June 6, 2016; and;
- A Fifth Amendment to Quincy Center District Urban Revitalization and Development Plan (the “Fifth Amendment”) dated May 7, 2019.

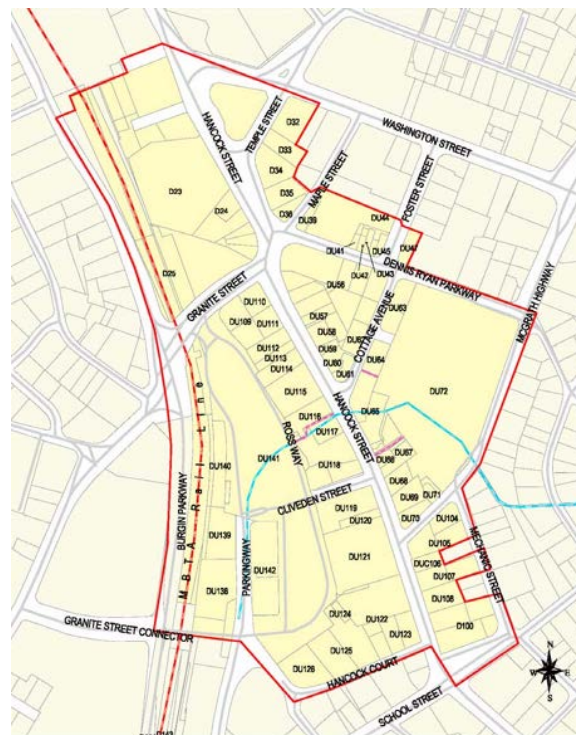
Per 760 CMR 12.00, Urban Renewal Implementation Regulations, a major plan change is a significant change in any of the basic elements (acquisitions, characteristics, objectives, public improvements, redeveloper’s obligations, or disposition) of a previously approved Urban Renewal Plan. Changes to the plan boundaries, changing the allowable uses within the plan area, and changing the designation of parcels from “not to be acquired” are examples of a Major Plan Change. A Major Plan Change request requires evidence of public outreach, a public hearing, a Planning Board Determination that the proposed change is in conformance with the general plan for the community, and City Council approval.

This Sixth Amendment to the Quincy Center District Urban Revitalization and Development Plan – An Urban Renewal Plan for the Quincy Center Urban Revitalization District (the “URDP”) – dated April 1, 2024 incorporates new additions to the consolidated URDP, including boundary changes, changes to the acquisition and disposition maps, and public improvements. In addition, this major plan change extends the Plan for an additional twenty (20) years.

History of Quincy Urban Renewal

The City of Quincy originally adopted the 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. In the early 2000s, new development occurred in portions of the larger Quincy Center, but very little of this new development had occurred in the Quincy Center Urban Redevelopment District (URD) portion of downtown. Therefore, the City concluded that the ordinary operations of private enterprise, without public investment, would not redevelop the URD and make the area a significant destination. The

Original URDP Boundary



purpose of the original URDP was to present a series of City initiatives intended to stimulate private investment and enhance Quincy Center as a vibrant downtown area.

From 1972–2007, the City undertook numerous efforts, including the 1973 “Quincy Center Development Plan,” seeking to revitalize this area and return its historic vitality as a commercial center. But antiquated zoning laws and a lacking market made those efforts only partially successful. Though recent urban renewal activities have addressed some of the problems identified in the 1973 plan, many of them still exist today. For example, the 1973 plan identified the need for pedestrian amenities to attract new residents and businesses, parcel assembly, preservation of historic resources, and public infrastructure improvements. Many of the recommendations are still relevant today. Unfortunately, from 1972–2007, only three new developments – the Shop & Stop office building and garage, the Presidents Place development and the Quincy Fire and Mutual Building expansion, occurred in or adjacent to the 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 was needed to effect genuine change in the URD.

Efforts to revitalize Quincy Center were initiated in January 2003. In May of that same year the “Quincy Downtown Redevelopment Committee” was created which 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 Quincy Center zoning districts in 2005, as described in detail below. The City also became one of the first communities in Massachusetts to adopt a District Improvement Financing (DIF) Plan as a financing mechanism to fund major public infrastructure projects in Quincy Center. The presence of a DIF District is vital to the City’s current downtown revitalization strategy as an established funding mechanism.

Building on the success of rezoning the downtown and enacting a DIF District, the public participation process continued in 2005 when the City held a second community workshop aimed at building a public consensus on downtown revitalization. Goody Clancy & Associates used the input from community workshops on downtown revitalization to produce the “Quincy Downtown Vision, Framework, and Strategy” plan (Downtown Vision Plan) completed in August 2006. The Downtown Vision Plan identified a series of critical redevelopment opportunities throughout Quincy Center and pivotal initiatives as crucial to unlocking Quincy Center’s revitalization potential.

The ‘Civic Strategy’ described in the Downtown Vision Plan called for the City to:

- Consider enacting an Urban Redevelopment District.
- Revise downtown zoning with the incorporation of downtown 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 Downtown Vision Plan as a guide, the City 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, coupled with private investment, will transform Quincy Center into a thriving twenty-first century city. Early key policy and regulatory initiatives included:

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 on underutilized sites within the downtown. This new zoning created two new zoning districts (the “Quincy Center Districts” or “QCD”) that allow for mixed-use development by-right, encouraging first floor retail with higher density development on larger lots and increased building height limits (10-15 stories) with more flexible parking and setback requirements. The Quincy Center Districts zoning ordinance also required 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. Additionally, the City adopted “Quincy Center District Design Guidelines” prepared by Goody Clancy in November 2005, to support the QCD and ensure that new development is compatible with existing buildings, respecting 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 detailed 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 Massachusetts and around the country, Quincy did 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 examined the development scenarios identified in the Downtown Vision Plan to reach consensus on the likely initial redevelopment projects in Quincy Center and the public improvement investments needed to support that private investment. The actions and analysis identified in the 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 attract private investment.

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

The URDP is the most recent component of the City’s downtown revitalization efforts. The URDP complements the DIF Plan by further examining the condition of the traditional commercial zone most likely to see the greatest private investment, referred to in this plan as the “Project Area,” and to set forth a public strategy that will lead to private redevelopment. In the original URDP, the cornerstone of the City’s plan was the disposition of two City-owned sites, originally used for parking, to private entities for the larger redevelopment of assembled, underperforming 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(s).

In 2007, the City established 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 identified two large City-owned parcels, the Hancock Parking Lot and the Ross Garage, for the City to dispose of to stimulate private redevelopment. Using urban renewal as a tool afforded the City the ability to negotiate directly with potential developers for the redevelopment of these parcels and provided a mechanism for acquiring select parcels necessary to accomplish redevelopment objectives. The original URDP identified certain public actions necessary to make the Project Area more pedestrian-friendly, with streetscape improvements, new open space elements, and traffic calming measures at key intersections. The Plan embodied the principles of the Downtown Vision Plan and 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, was carried through the proposed development program.

Need for Public Action

As described in the original URDP from 2007, Quincy Center had steadily declined from a thriving hub of commerce to a struggling commercial center 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, a proven financing mechanism in place, and a huge appetite for change, the City is in an excellent position to concentrate on an overall area-wide public strategy. This approach has led to considerable private investment downtown since 2007, but the City’s work is not complete. The City’s urban renewal approach is not a step back to the 1950’s “Shoppers Town USA,” but rather a look forward to a new 21st Century urban renaissance.

URDP Goals and Objectives

The overarching goal of the URDP, from the initial plan conception to today, is to revitalize Quincy Center and attract high-quality residential and commercial development. Additional goals include making Quincy Center:

- 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.

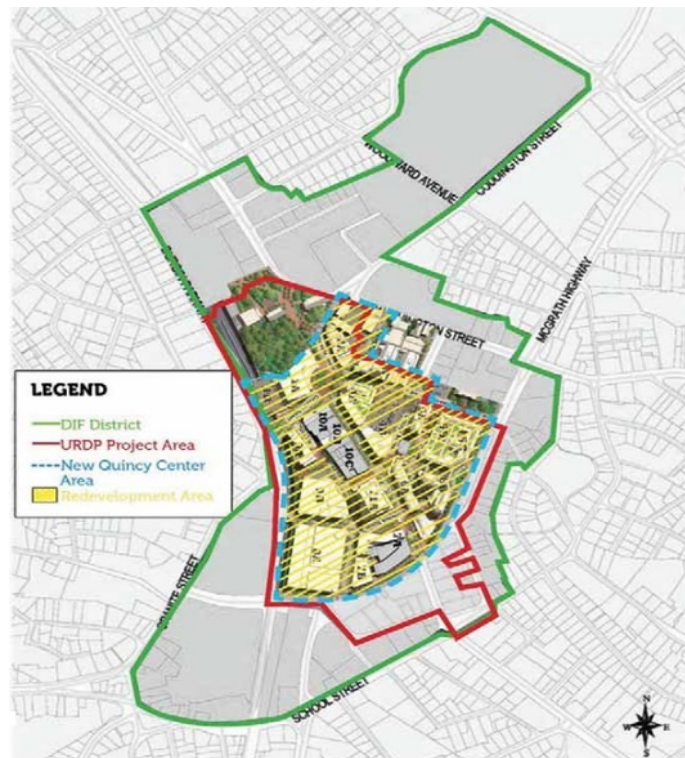
- A place of sustainable development and enterprise – a district that invites investment, creates jobs, and provides entrepreneurial opportunities to benefit the City and community.
- A multi-modal destination – a downtown that encourages transit usage and provides a safe environment for pedestrians, bicyclists, and vehicles.

This URDP Amendment 6 continues to incorporate recommendations for new development, open space, and infrastructure improvements. These actions are aimed at initiating economic development on City-owned sites, thereby prompting private investment and growth in the surrounding downtown area. It focuses on strategic areas that will serve as the catalyst for a higher density mixed-use revitalization of the Quincy Center URD, as they will provide significant value to a developer interested in bringing first class retail/housing/office space to downtown Quincy.

Reason for Prior URDP Amendments

First Amendment (2009)

In the course of these initiatives and activities, the City recognized 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 was important to adopt a more appropriate and comprehensive set of design guidelines and flexible parking standards, and provide for a phased development approach and a special, more efficient, review process to assure the implementation of the goals outlined in the URDP. This Amendment was necessary to maximize the development potential of the City Parcels and the Project Area generally, and to better accomplish the goals of the URDP as initially enacted.



Second Amendment – Approved Development Program

Second Amendment (2010)

Following the master developer approach, the City established a formal redevelopment agreement with Hancock Adams, LLC, (known as Street-Works) through the “New Quincy Center” Land Disposition Agreement (LDA). Through the LDA, a master 10-block redevelopment program was proposed and approved. This amendment formally updated the development program and figures to conform to the New Quincy Center LDA.

Third Amendment (2016)

As a result of changes to the property conditions abutting the original URDP Project Area, the third amendment expanded the Project Area to the north, adding distressed properties like the Quincy Center MBTA Station, that would benefit from URDP actions and tools. This property was 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. Since the garage needed to be redeveloped, the City performed an engineering study and urban design analysis with the Massachusetts Bay Transportation Authority, the Massachusetts Department of Transportation, and the Commonwealth’s Division of Capital Asset Management & Maintenance to determine the best economic reuse of this property consistent with the goals and objectives of the URDP.

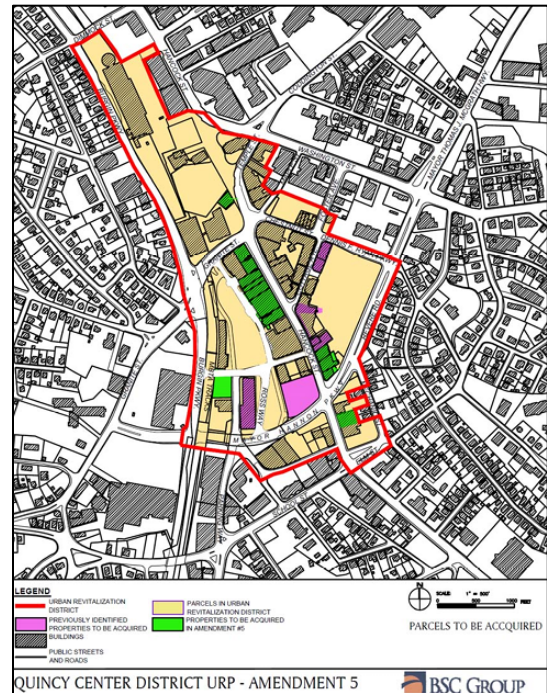


Amendment 3 - Boundary Expansion

Fourth Amendment (2016)

Amendment #4 to the URDP was initiated due to the termination of the New Quincy Center LDA in March 2014. That LDA designated a single master developer of the Quincy Center Urban Revitalization District. Through Amendment #4, the City proposed redevelopment activities be accomplished by multiple developers and property owners, under the supervision of the City of Quincy as the Coordinating Master Developer.

The City continued to approach redevelopment in phases based on areas within the URDP Project Area. Instead of partnering with one master developer, the City planned to engage property owners, developers, and proposed redevelopment projects early in the process to ensure all parties were aware of the opportunities and constraints of the URDP District. In the case of the Hancock Lot and Ross Garage Areas, the City took a lead role in preparing both city-owned sites for redevelopment. Hancock Lot was the focus first since it was a surface lot and not encumbered by a structure.



Amendment 5 – Acquisition Parcels

Fifth Amendment (2019)

Amendment #5 to the URDP was initiated to facilitate the development of land pursuant to the URDP goals and objectives. This amendment incorporated the changes from all prior amendments into one consolidated document. Amendment #5 advanced the goals and objectives for the revitalization of Quincy Center through the completion of a new public roadway and plaza network constructed in proximity to the Hancock Lot and Ross Lot areas, unlocking new private development opportunities. It included the planned acquisition of thirteen (13) new properties and investment in public improvements, including the creation of improved public space at Hancock Adams Common.

Sixth Amendment (2024)

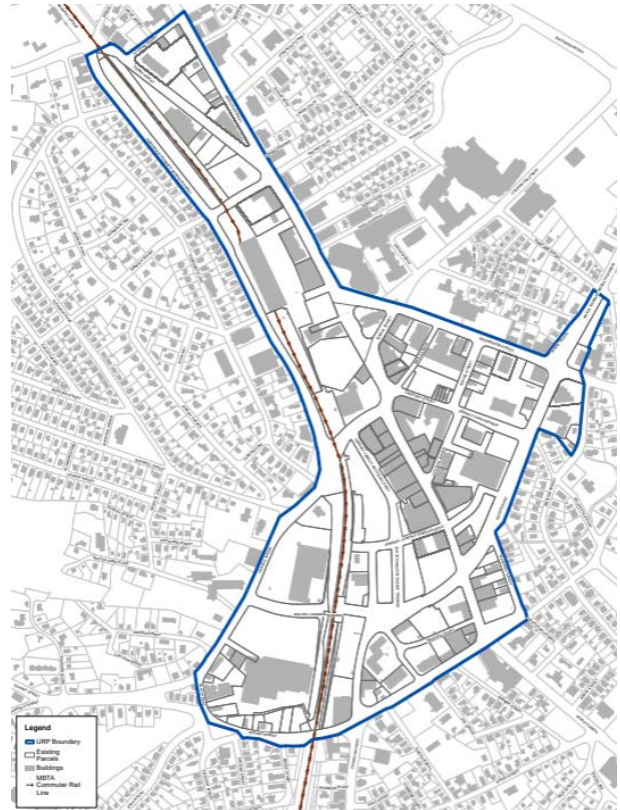
Amendment #6 includes a boundary expansion north of Dimmock Street, west to Granite Street, and south to School Street. It contemplates changes to the acquisition and disposition activities. It also identifies new public infrastructure improvements such as a pedestrian bridge, new public space, and flood control. Finally, it extends the Plan for an additional twenty (20) years.

Completed Actions and New Initiatives

The following accomplishments occurred within the timeframes of the previous amendments as noted.

May 2007 – May 2009 (First Amendment)

- Approved the Quincy Center District Improvement Financing (DIF) Development and Invested Revenue Plan.
- Received a survey and planning grant (\$9,000) from the Commonwealth of Massachusetts Historical Commission to support a historic building survey update.
- 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.



Amendment 6 - URDP Boundary

- Initiated the process for additional amendments to the Zoning Ordinance to facilitate development in the Project Area.

May 2009 (First Amendment) to October 2010 (Second Amendment)

- Received \$8.1 million in American Recovery and Reinvestment Act (ARRA) funding through MassDOT for building demolition and the construction of the Concourse Roadway Project Phase II (Hancock Street Crossing).
- Selected a contractor in 2010 through MassDOT and commenced with building demolition and the construction of the Concourse Roadway Project Phase II (Hancock Street Crossing).
- Constructed more than 85% of the Concourse Roadway Project Phase III (McGrath Highway portion).
- 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 for Hancock Common in July 2010, prepared by a renowned landscape architectural firm (formerly referred to as Adams Green) as a world class public space.
- Accepted a refined redevelopment program for the Project Area from the Designated Developer.
- Incorporated a Land Disposition Agreement (the “Land Disposition Agreement”) for the Quincy Center Redevelopment Project with the designated Developer.
- 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 in 2009.
- Continued with public outreach efforts through the City including the production of “New Quincy Center: Past-Present-Future,” a documentary that explored the infrastructure systems in the downtown, that was regularly scheduled on local access television.
- Amended the Quincy Center District Design Guidelines in October 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.

October 2010 (Second Amendment) to June 2016 (Fourth Amendment)

- Completed the Concourse Roadway Construction Project in 2011.
- Received a MEPA-FEIR Certificate for the Quincy Center URDP Project in December 2012.
- Received preliminary approval from the State for a \$40 million grant for the Quincy Center I-Cubed Economic Development Proposal.
- Completed construction of the Town Brook Enhancement and Relocation project in 2013.
- Initiated construction of the Adams/Hancock Green Transportation Project.
- Completed Phase I of the Adams/Hancock Green Park Design in 2016.
- MassDOT began the design of the new Cliveden Street bridge (now known as Generals Bridge).

- The Planning Board issued the Merchants Row Certificate of Consistency in December 2012. (This project is now referred to as West of Chestnut.)
- The City withdrew the designation of Hancock Adams Associates, LLC as the Master Developer in March 2014, therefore terminating the New Quincy Center Land Disposition Agreement.
- The Planning Board issued the West of Chestnut Certificate of Consistency in February 2015. This Certificate of Consistency replaced the one issued to the Merchants Row project. Construction commenced with the first and second buildings reaching occupancy in 2016.
- Commenced the Quincy Center MBTA Station Engineering & Permitting Analysis in 2014.
- Engaged Redgate LLC in 2014 as Strategic Redevelopment Consultants. Redgate LLC prepared a roadmap in 2015 for moving the URDP forward.
- The Massachusetts Acts of 2014 Chapter 79, Section 27 designated the City of Quincy as the principal planning entity for the Quincy Center Station Redevelopment Program and contributed \$10 million of State transportation bond funds for the effort.
- Completed the restoration of the 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 awarded Quincy \$4.2 million for a Gateway Cities Park grant for the Adams/Hancock Green Park project.
- In 2015, the Executive Office of Housing and Economic Development awarded 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 was completed in 2015.
- The Planning Board issued the Cliveden Place Certificate of Consistency in September 2015. Construction started in 2016.
- URDP Amendment #3 expanded the URDP boundary to include the Quincy Center MBTA Station. It was approved by City Council in March 2016 and by DHCD in April 2016.
- DHCD approved *Amendment #4*, designating the City of Quincy as the Master Developer for the Hancock Lot and Ross Garage areas.

June 2016 (Fourth Amendment) to February 2019

- The City approved two separate Land Development Agreements (LDAs) for the first wave of development on the Hancock lot: Chestnut Place, a 15-story, 124-unit apartment complex and Nova Residences, a seven-story, 171-unit apartment complex, and a 700+ space parking garage.
- The Adams/Hancock Green Phase II design was completed in 2017.
- Commenced construction on the Hancock Adams Green.
- LBC Boston's Nova Residences received approval from the Planning Board and construction commenced soon after.
- The Chestnut Place project received final local approval from the Planning Board.
- The \$80 million DIF Phase II Bond Authorization was passed by the City Council to support

infrastructure work in and around the Hancock lot.

- The 22 Mechanic Street apartment complex opened (34 residences).
- The City Council approved a request for the MBTA to enter into a development agreement with developers for the Quincy Center station.

May 2019 (Fifth Amendment) to February 2024

- The award-winning Hancock Adams Common, a world class public space, was completed and opened in fall of 2018.
- The \$61 million DIF Phase III Bond Authorization was passed by the City Council to support infrastructure work in and around the Ross Redevelopment Area, as contemplated in Quincy Center URDP *Amendment #5*.
- The 28 Mechanic Street apartment complex opened (23 residential units).
- DHCD approved Quincy Center URDP *Amendment 5*, enabling the completion of the new public roadways constructed in both the Hancock and Ross Redevelopment areas and unlocking redevelopment opportunities.
- The City approved a Land Disposition Agreement (LDA) with FRP Quincy Development LLC for mixed-use development on the northern area of the Ross Redevelopment Area consisting of large-scale medical office and retail uses in August 2019.
- The new Kilroy public garage and civic space opened in December 2019.
- Chestnut Place, a 15-story mixed-use development including 124 residential units and two commercial spaces, opened in August 2020.
- Completed General Dunford Drive extension connecting Hancock Street to the Kilroy garage.
- The Planning Board issued Certificates of Consistency for two mixed-used developments, including 201 residential units, at 1170 & 1200 Hancock Street on March 10, 2021.
- Completed General McConville Way construction and utility work summer of 2021.
- Generals Bridge and Generals Park completed and opened fall of 2021.
- The City received a \$2.3 million Massworks grant for the Walter Hannon Parkway/ General McConville Way intersection improvement project in 2021. Design and initial construction activities begin November 2023.
- The Planning Board issued a Certificate of Consistency for a mixed-use development, including a medical office building and retail space on the northern portion of the Ross Redevelopment Area on February 9, 2022.
- The \$53 million DIF Phase IV Bond Authorization was passed by the City Council to further support infrastructure work and enable development in the Ross Redevelopment Area, as contemplated in Quincy Center URDP *Amendment #5*.
- The Joe Finn building, a renovation project that converted office space into 22 affordable housing units, opened in September 2022.
- The Thomas Kiley, a redevelopment project providing 32 new affordable housing units for veterans, opened in November 2022.
- Hancock Street surface improvements between Granite Street and Mayor Hannon Parkway were completed.

- The City approved a Land Disposition Agreement (LDA) with Atlantic Burgin Hannon LLC for mixed-use development on southern area of the Ross Lot including a specialty grocer and 300 residential units in December 2023. The Planning Board issued a Certificate of Consistency for the mixed-used development on February 21, 2024.

Conformance with the Commonwealth’s Sustainable Development Principles

The Commonwealth has established ten smart growth and sustainable development principles. Below is a brief discussion of how effectively the Quincy URDP promotes these principles using development, open space, and transportation improvements to attract economic development to the downtown area.

Concentrate Development and Mix Uses: The URDP area encourages higher-density mixed use development that attracts ground floor commercial development combined with upper story multifamily housing opportunities within the primarily commercial Quincy Center district. A combination of uses is proposed that will increase housing opportunities and density while creating a more pedestrian-friendly area.

Advance Equity: Quincy is an environmental justice community and engaged in an intensive community planning process with public outreach and participation from a citizen advisory committee. The City seeks to advance public and private investment with an equitable sharing of the benefits and burdens of development. The planned activities of the URDP include preserving the commercial base and providing expansion potential for existing businesses, job opportunities for residents, and expanded housing options, particularly for those currently housing burdened. In addition, there is a focus on improving access to jobs, goods, services, and recreation for residents, particularly since Quincy Center is wholly comprised of environmental justice populations.

Make Efficient Decisions: The City has ensured that the regulatory and permitting processes for development within Quincy Center are clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.

Protect Land and Ecosystems: The URDP area is a developed and built environment without any environmentally sensitive areas. The City is focused on enhancing natural resources within the URDP area by creating additional green space areas, pocket parks, and natural flood solutions.

Use Natural Resources Wisely: Properties identified for acquisition in the URDP include the redevelopment and rehabilitation of existing structures as well as new development. The area has strong design guidelines that incorporate sustainable development principles into the planning and design criteria. Recommendations include low impact site design, renewable energy sources, sustainable building materials and landscaping.

Expand Housing Opportunities: Central to the URDP is the location of the Quincy Center MBTA Station. Key priorities of the URDP are transit-oriented development and to increase multi-family housing opportunities close to transportation networks. Multi-family housing will complement

recent housing development in the area and continue to expand housing opportunities for people of all means.

Provide Transportation Choice: Roadway improvements combined with bus, pedestrian, and bicycle amenities will encourage multi-modal transportation within the URDP area. The proximity to the MBTA Station and bus route creates convenience and ease for residents to travel locally and regionally. By encouraging transit-oriented mixed-use and residential development, Quincy Center is anticipated to grow the number of residents that walk, bike, and take public transit to work. In addition, there is an emphasis on connecting open spaces with multimodal opportunities.

Increase Job and Business Opportunities: One important objective of the URDP is to stimulate economic development through new office, retail, and housing development. Economic growth and investment will provide new employment opportunities to support the City’s local economy and generate additional demand for new housing in Quincy Center. The URDP supports the growth of existing and new local businesses by encouraging mixed-use development.

Promote Clean Energy: The URDP calls for energy conservation to be incorporated into all projects, including new commercial and residential development. Any construction waste or materials from demolition will be recycled when possible. The Quincy Center Design Guidelines call for low emitting materials and sustainable building practices, as well as high efficiency building systems, lighting, and renewable energy sources. New parking structures will incorporate electric vehicle fueling stations. The increased presence of retail and restaurant options catering to the diverse populations living in and around downtown that are accessible by multimodal options will reduce miles traveled, which translates into reduced greenhouse gas emissions and fossil fuel consumption.

Plan Regionally: Quincy’s URDP 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. Quincy’s URDP works to advance the goals and legislative priorities identified through the MAPC MetroFuture Regional Plan.

Overall, the Quincy Center URDP has a 20-year implementation program to accommodate projects which require long-range planning. If there is an inconsistency between this current amendment and the provisions of the original URDP or prior amendments, the provisions of Amendment 6 will take precedence, unless otherwise approved by the Quincy City Council.

12.02(2) CHARACTERISTICS

This section presents plans and maps for Amendment 6 of the Quincy Center URDP. It is important to note that maps have been updated from those presented in the Original 2007 Plan and prior Amendments. The maps presented herein and listed below adhere to EOHLC’s requirements for Urban Renewal Plans.

Required Maps

Figure 1	A-1: Project Area Boundaries and Existing Property Lines and Building Footprints
Figure 2	B-1: Existing Land Uses
Figure 3	B-2: Proposed Land Uses
Figure 4	C-1: Existing Zoning
Figure 5	D-1: Existing Thoroughfares, Public Rights-of-Way, and Easements
Figure 6	E-1: Potential Acquisition Parcels
Figure 7	F-1: Disposition Parcels
Figure 8	G-1: Buildings to be Demolished
Figure 9	H-1: Buildings to be Rehabilitated
Figure 10	I-1: Buildings to be Constructed

Supplemental Figures

Figure 11	S-1: Environmental Justice Populations
Figure 12	S-2: MassDEP 21E Sites
Figure 13	S-3: Quincy Center Recent Investment & Conceptual Development
Figure 14	S-4: Proposed Public Improvements Map

Supplemental Narrative for URDP Maps

Figure 1, A-1: Project Area Boundaries and Existing Property Lines and Building Footprints – This base map depicts the amended URDP boundaries for Amendment #6. A description of the additional areas incorporated into the expanded boundaries is provided in Section 12.02(4) – Objectives. This map also depicts the existing property lines and building footprints within the URA.

Figure 2, B-1: Existing Land Uses – This map identifies existing land uses.

Figure 3, B-2: Proposed Land Uses – This map identifies changes in proposed land uses.

Figure 4, C-1: Current Zoning – The Existing Uses map depicts the land uses found within the URDP: Residential, Multi-Use Property, Commercial, Industrial, and Exempt Property. The Existing Zoning map shows the zoning districts within the URDP boundaries and adjacent to the URDP. There are nine zoning districts within and surrounding the URDP, including BUS B (General Business), Business C (Central Business), RES A (Single-Family), RES B (Multifamily, low-density), RES C (Multifamily, medium-density), OS (Open Space District), PUD (Planned Unit Development District), and QCZD-10 and QCZD-15 (Quincy Center Districts). There are no changes proposed to the current zoning.

Figure 5, D-1: Existing Thoroughfares, Public Rights-of-Way, and Easements – This map shows thoroughfares, public rights-of-way, MBTA infrastructure, and easements throughout the area. There are currently no proposed new thoroughfares, public rights-of-way, or easements.

Figure 6, E-1: Parcels to be Acquired – This map identifies parcels for acquisition. See Section 12.02 (5) for detailed information regarding proposed acquisition parcels.

Figure 7, F-1: Lots to be Created for Disposition – This map identifies the proposed disposition parcels within the URDP. See Section 12.02(9) for detailed information regarding disposition parcels, including address, current owner(s), and existing and proposed lot size.

Figure 8, G-1: Buildings to be Demolished – This map identifies the proposed buildings to be demolished within the URDP. Information on these properties can be found in Section 12.02 (3).

Figure 9, H-1: Buildings to be Rehabilitated – This map identifies five (5) buildings to be rehabilitated within the URDP. Information on these properties can be found in Section 12.02 (3).

Figure 10, I-1: Buildings to be Constructed – Buildings to be constructed are shown in Figure 13, S-3: Quincy Center Recent Investment and Conceptual Development. This map contemplates new buildings to be constructed in specific redevelopment areas.

In addition to the above required maps, the City of Quincy has incorporated the following supplemental maps into the discussion of the URDP characteristics.

Figure 11, S-1: Environmental Justice Populations – Using population data from the 2020 Census, Census Blocks classified as EJ populations comprise the entirety of the URDP. Please see Section 12.02 (3) for this discussion and additional information and Figure 11, S-1: Environmental Justice Populations.

Figure 12, S-2: MassDEP Tier Classified 21E Sites – This map is supplemented by descriptive text within Section 12.02 (3) Eligibility.

Figure 13, S-3: Quincy Center Recent Investment & Conceptual Development – Proposed Property Lines and Building footprints are shown in this map. The building footprints for redevelopment plans that have been recently approved by the Quincy Planning Board/City Council have been incorporated into this map. It is important to note that the description of the redevelopment strategy included in Section 12.02 (4) contemplates new property lines and building footprints in specific redevelopment areas, however, since these are longer-term actions, it is hard to predict with accuracy, proposed property lines and building footprints for future redevelopment plans. This map intends to convey the progress made to date within the URDP, as well as identify key proposed public and private investment throughout the additional twenty-year term of the URDP.

Figure 14, S-4 Proposed Public Improvements – This map shows the proposed public improvements within the URDP and as described in Section 12.02 (8) Public Improvements.

12.02 (3) ELIGIBILITY

This section will provide evidence that the URDP is a decadent area, that the activities proposed by this plan are justified by the conditions, and that the recommendations of this plan are consistent with previous planning efforts at the local, regional, and state levels.

Eligibility Determination

The current focus of urban renewal in Quincy is on creating public incentives for the private market to invest. The purpose of this plan is to identify the current conditions that prevent such private investment, determine the needs and goals of the URDP and the anticipated impacts for the larger community, and define those actions that will create incentives for the private market, over time, to address the existing conditions. The data and other descriptive material demonstrate that the URDP is a decadent area. The content of this section supports this finding with evidence that meets the requirements of M.G.L. c. 121B and 760 CMR 12.00, the regulatory requirements for urban renewal in Massachusetts. The Project Area meets several requirements necessary to qualify as an urban renewal area due to deficiencies that have deterred new development over the past few decades. Undertaking urban renewal actions requires that a Project Area be determined to be a substandard, decadent, or blighted open area. The most appropriate finding for the URDP is that it is a decadent area:

"Decadent area", an area which is detrimental to safety, health, morals, welfare or sound growth of a community because of the existence of buildings which are out of repair, physically deteriorated, unfit for human habitation, or 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 or 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 City 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. The ordinary operations of private enterprise acting alone are unlikely to reverse these trends. Many parcels within the Project Area are narrow and irregularly shaped, reflecting old development patterns. These parcels must be assembled to construct larger viable development sites. 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 require and certainly prefer larger floor spaces, which would be infeasible on these properties. While housing is a permitted and encouraged use, it cannot be developed on these small lots with the units necessary to make the numbers work, without a public subsidy. The City has

committed to using urban renewal as a tool to facilitate larger-scale, transformative private development.

Consequently, this Plan assembles data from a variety of sources to support its recommendation that the Project Area is a decadent area and that it is improbable that the URDP will be redeveloped by the ordinary operations of private enterprise. This data includes City records identifying parcel ownership, environmental contamination, code violations, square footage of land and buildings, building usage, and utility or other types of easements. While an official building condition survey was not completed for this amendment, other information provides justification for the URDP boundary expansion. Demographic and socio-economic data were compiled to support this eligibility determination.

Applicability to the URDP	Decadent Area Conditions	Summary of Conditions
✓	Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair.	Approximately 61% of the building stock predates 1970, and the presence of lead paint or other environmental contaminants is likely. The URDP contains many underused or underutilized properties, particularly along Hancock Street.
	Much of the real estate has been sold or taken for nonpayment of taxes upon foreclosure of mortgages.	
	Buildings have been torn down and not replaced and under existing condition is improbable that the buildings will be replaced.	
✓	A substantial change in business or economic conditions.	Mixed-use and multi-family residential developments have been proposed or constructed in areas surrounding the URDP.
✓	Inadequate light, air, or open space.	Insufficient open space within the URA to support existing and proposed uses.
✓	Excessive land coverage.	The URA has excessive underutilized land coverage and is covered by impervious surfaces, i.e., features such as buildings, parking lots, and roads.
✓	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.	Parcels within the URA are typically small, irregularly shaped, and have a diversity of ownership.

Boundaries of the Project Area

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, Hannon Parkway, Washington Street, and Hancock Street are the main thoroughfares in the Project Area. The Downtown District is bisected by Hancock Street,

which serves as an important commercial spine. The proposed Urban Revitalization Project Area boundaries are as follows:

- Fort Street from the intersection with Granite Street;
- Granite Street to the Burgin Parkway, including Freedom Park;
- Adams Street turning up Alleyne Street;
- Alleyne Street to Hancock Street to Washington Street;
- Washington Street to McGrath Highway, two parcels up before turning down the outer boundary of the parcels;
- McGrath Highway to Bigelow Street encompassing four parcels;
- McGrath Highway to Revere Road to Mechanic Street; and
- Mechanic Street to School Street to Fort Street.

Study Area Narrative Description

Beginning at the crossroads of Granite Street and Burgin Parkway, the expanded URDP boundary heads northwest along the western boundary of the Parkway and Freedom Park until meeting Adams Street. The boundary heads northeast onto Adams Street before turning sharply following the northern boundary of Alleyne Street. At the end of Alleyne Street, the boundary turns south down the eastern side of Hancock Street, and turns east onto Washington Street, meeting McGrath Highway. The expanded area boundary turns north onto McGrath Highway, looping south down the opposite side of McGrath and includes the two parcels directly along the Highway. Once it meets Washington Street, the boundary heads down the western side of Bigelow Street, cutting back west towards McGrath Highway after four parcels then meeting the original URP boundary area and heading down the eastern side of Revere Road. The boundary turns down Mechanic Street until meeting Elm Street. Crossing over Elm Street the boundary travels down the southerly border of School Street, circling around in a southwest direction, meeting Fort Street and turning north up the western side of Granite Street and meeting the beginning of the URA.

Project Area Context

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 in the Project Area 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, 222), Hancock Street (Routes 210, 215, 217, 225, 230, 236, 238), and throughout the neighborhoods (Routes 211, 216, 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 primary roads in the Downtown District. Major landmarks, destinations, civic institutions, and historic sites are within or 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. 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 within the Project Area. Though mostly comprised of commercial and institutional uses, Quincy Center is surrounded by strong residential neighborhoods.

Quincy's History

Quincy's history is intricately linked with that of its neighbors Braintree and Randolph. Originally, the Massachusetts tribe of the Algonquin Indians inhabited the area. In early 1625, an Englishman, Captain Wollaston, made his way to the area with a cargo of indentured servants. Thomas Morton from England then followed in Wollaston's footsteps 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 attained the presidency. The Adams were but one of the 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 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 Hancock Adams Common. 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. Historically, shipbuilding was the second most prominent industry in the city. In 1883, the owners of a small machine shop 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 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 residents, tourists, and the region's 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, neighborhoods that had previously only attracted the Boston region's 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. Today, Quincy continues to attract professionals from metro Boston and immigrants from around the world, particularly from Asian countries, thereby adding to the cultural diversity of the community. Quincy expects to account for a sizable proportion of the region's future commercial, residential, and retail growth. However, since the Quincy Center area has remained stagnant of significant private development activity, public actions intended to stimulate and impact significant new development is warranted.

Existing Properties within the URDP

The City of Quincy is the largest property owner within the URDP Area, with approximately 26 acres of land, or about 20% of the total URDP area. Equity One Quincy is another prominent landowner with approximately 8 acres of land. The Massachusetts Bay Transportation Authority owns approximately 7 acres of land, and Grossman Companies owns about 5 acres. The remainder of the URDP Area is otherwise comprised of smaller lots with different landowners. There are 143 parcels within the amended URDP boundaries. Sixty-six percent (66%) of the properties in the URDP are less than a half an acre in size (95 properties). In addition, 51% of buildings are less than 20,000 square feet in size. These small lots and buildings are dispersed throughout the Project Area. In addition to size limitations, parcels within the Project Area are irregularly shaped. Such sites are difficult to develop based on current zoning requirements for parcel size, setbacks, and building footprint location. These small and irregularly shaped parcels are part of the reason there has been little new development within the Project Area over the past 35 years, and the City of Quincy has been

strategically acquiring parcels within the URDP for assemblage purposes to promote larger, higher density mixed-use development projects.

There are a limited number of large parcels of land that can accommodate major redevelopment or expansion within the URDP. As a result, developers and businesses that wish to relocate or expand into the area must assemble land, which is a major challenge. Public action to assemble large parcels for redevelopment within the URDP has been necessary.

Major Property Owners		
Primary Ownership	Properties (#)	Area (Ac.)
City of Quincy	29	25.64
Equity One Quincy	1	8.07
MBTA	14	7.37
Grossman’s	2	5.5
Parkway Q Business	3	3.07
Quincy Mutual Fire	8	2.56

Buildings and parcels within Quincy Center are no longer utilized to their fullest potential. One reason for this is that older multi-story commercial buildings in the downtown are functionally obsolete and lack standard amenities considered necessary in the current business environment. Eighty-three percent (83%) of the buildings in the Project Area were built prior to 1980.

Building Size		
Size (SF)	Structures (#)	Structures by Size (%)
≤ 10,000	32	33.3%
≤ 20,000 but > 10,000	20	20.8%
≤ 40,000 but > 20,000	14	14.6%
≤ 60,000 but > 40,000	11	11.4%
≤ 100,000 but > 60,000	8	8.3%

In addition, many buildings are not up to current code regulations, and to rehabilitate a building to meet the building code would be costly and outweigh any return on investment. There are blighting influences within the Project Area. A review of code violations found that 7-15 School Street had six code violations for general blight conditions and trash accumulation since 2020. Building age and size reduces flexibility of reuse, which can impede redevelopment. Buildings constructed more than 50 years ago did not often incorporate accessible principles into design and may not be friendly to people of all abilities. Smaller isolated sites that are underutilized can also have dramatic impacts on the community if repurposed into a higher and better use – by reinforcing connections, increasing property values, and fostering economic investment.

Historic Properties

The Project Area also contains 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. 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. There is one historic district, the Quincy Center Local Historic District, and two inventoried areas, the Revere Road and Mechanic Street Area and the Central Business District within the URDP boundaries. In total, there are 103 historic points within the URDP Area, of

which 11 have been demolished in the past and are no longer standing. The table below identifies historic structures that may be affected by activities recommended in the URP, including acquisitions for rehabilitation or demolition. Refer to **Appendix C** for a complete listing of the historic resources found in the URDP.

Table 1. Historic Resources

MHC #	Historic / Common Name	Parcel ID #	Address	Designations
QUI.149	Dimmock Building	1151-2-MGMT	1143-1163 Hancock St Quincy	LHD (1975)
QUI.161	Quincy Station - MBTA Station and Garage	1151-13-A	Hancock St Quincy	LHD (1975)
QUI.1468	Pactovis, Bertha House	1145-12-5	15 Mechanic St Quincy	
QUI.1478	Sherman Block	1142-1	1570-1576 Hancock St + 6 Revere Rd	LHD (1989)
QUI.1441	Asper, Morris Building / Baker Clothing Store – Miller Shoe Store	1142-52-R3	1546 Hancock St Quincy	LHD (1989)
QUI.1442	Sherman Block / Community Dentists - Opticians	1142-2	1562 Hancock St Quincy	LHD (1989)
QUI.1435	Guay's System Bakery	1148-18-B	1455 Hancock St Quincy	LHD (1989)
QUI.1436	Kincaide, Henry L. Building / Sheridan's Department Store	1148-21-3	1495-1497 Hancock St Quincy	LHD (1989)
QUI.1413	Miller, Charles W. House	1138-13-A	25 Bigelow St Quincy	
QUI.1414	Chase, Richard D. House / Coyle, John T. – Looby, John House	1138-9-8	33-35 Bigelow St Quincy	
QUI.185	McAnarney, Jeremiah J. House	1152-7	36 Adams St Quincy	LHD (1975)
QUI.186	South Shore Buick Auto Showroom		40-64 Adams St Quincy	LHD (1975)
QUI.168	The High Rise		1384-1388 Hancock St Quincy	LHD (1975)
QUI.173	Adams Arcade		1469-1489 Hancock St Quincy	LHD (1975)

Business and Economic Conditions

Quincy Center has the same struggles as other communities of similar size and scale. However, given the growth being experienced in the greater Metro Boston region, Quincy, as a Gateway City, is in a position where future demand (particularly residential) could result in significant development pressures. Careful planning and visioning for the future are essential; there is a concern that without careful planning, these pressures may have a detrimental effect on the character and sustainability of the downtown as a diverse mixed-use business district. With any future development, there is a need to ensure that it enhances the URD as a convenient, walkable, transit-friendly, and diverse district while adding new housing options and business opportunities.

The median household income in Quincy from 2018-2022 was \$90,668, just slightly below the state median household income of \$96,505 (U.S. Census Bureau). The poverty rate for the city was 11.2%, approximately 0.8% higher than the statewide poverty rate. The City of Quincy had a 3.2%

unemployment rate in February 2024. The largest component of jobs by industry sector within Quincy includes finance and insurance with 10,611 jobs (21.7%), health care with 8,322 jobs (17%), and information with 4,675 jobs (9.5%). Retail trade lands 4th on this list with 4,206 jobs (8.6%).

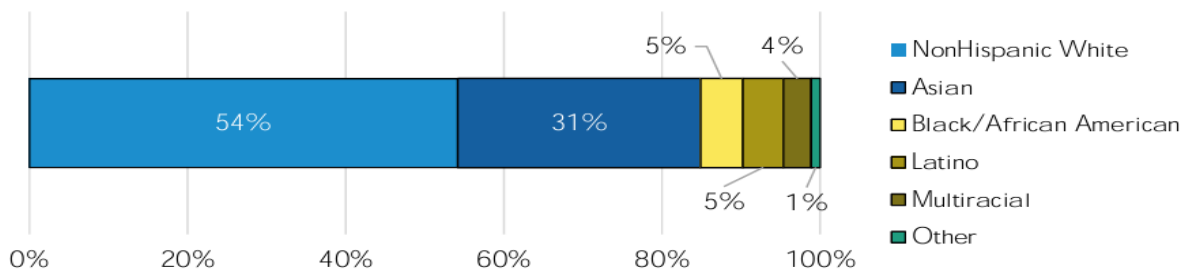
Table 2. Jobs by NAICS Industry Sector

NAICS Industry Sector	Count	Share
Utilities	15	0.0%
Construction	2,115	4.3%
Manufacturing	389	0.8%
Wholesale Trade	1,624	3.3%
Retail Trade	4,206	8.6%
Transportation and Warehousing	397	0.8%
Information	4,675	9.5%
Finance and Insurance	10,611	21.7%
Real Estate and Rental Leasing	817	1.7%
Professional, Scientific, and Technical Serv.	3,621	7.4%
Management	1,247	2.5%
Administration & Support, Waste Management	1,885	3.8%
Educational Services	2,440	5.0%
Health Care	8,322	17.0%
Arts, Entertainment, Recreation	495	1.0%
Accommodation and Food Services	2,870	5.9%
Public Administration	1,414	3.8%
Other	1,868	2.9%

Source: U.S. Census Bureau, OnTheMap Application (2021)

Key Housing Demographics

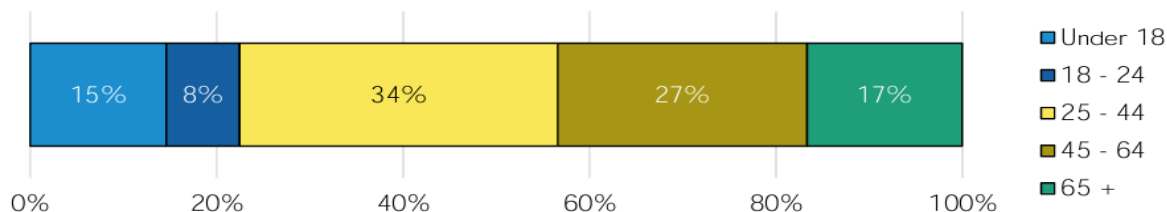
Quincy’s population is the highest it has even been reaching 101,636 people at the time of the 2020 U.S. Census. “Quincy’s population continues to become more racially diverse. The proportion of residents who identify as Non-Hispanic White is down from 67% in 2010 to 54% as of 2020. Residents who are Asian make up 31% of the total population.”² The graph below shows the proportion of population by race in Quincy as of 2020:



Source: HOUSING QUINCY, A Housing Production Plan for the City of Quincy, 2022-2027 (MAPC)

² HOUSING QUINCY, A Housing Production Plan for the City of Quincy, 2022-2027 – page 23.

In addition, Quincy’s population is getting older. From 2013 to 2019, the number of residents in the 65+ age demographic grew 11% while the number of residents in the 18-24 demographic decreased by 15%. Residents aged 25-44 and 45-64 make up the largest segment of Quincy’s population, comprising 34% and 27% respectively. The median age is 41 years old. The median household income for Quincy is approximately \$90,205. This graph shows the proportion of Quincy’s population by age in 2020:



Source: *Source: HOUSING QUINCY, A Housing Production Plan for the City of Quincy, 2022-2027*

This translates into the City’s urban renewal efforts because it relates to the types of mixed-use development that the PCD is seeking to attract. The age of household members directly impacts the size, type, and accessibility of the housing stock needed. Young adults may want to live alone in a smaller unit close to public transit and retail services, and empty nesters and older adults may choose to downsize into smaller housing options in more walkable areas of the city with nearby amenities, such as Quincy Center. A significant finding of the Housing Quincy plan is that “despite significant housing production in recent years, the cost and scale of the current housing stock does not meet the needs of many households in the community, in particular, those with lower incomes.” Rents and sales prices are still much higher than many in Quincy can afford.

Quincy as a CDBG Community

Quincy is eligible for direct Community Development Block Grant (CDBG) funding, designed to create more suitable living environments and housing and expand economic opportunity. Housing cost burden is the most common housing problem in Quincy. Related challenges identified are high land costs for new housing production, overcrowding that leads to increased risk of homelessness, food insecurity, dwindling public resources and affordably aging in place, among others. Age of housing stock, where 75% of low- or moderate-income households live in units constructed before 1980, impacts accessibility and quality standards, including lead paint.³ Per the City’s most recent Consolidated Plan, the production and preservation of rental housing for families, seniors, and non-senior single family households are priority needs for renters. Quincy Center is one location where additional housing production can meet those needs. Approximately 37% of housing in Quincy was built prior to 1940 and 47% was built between 1940 and 1989. In comparison, only about 3% of housing units were built in 2010 or later.⁴ There are many older units which may lack heating and

³ FFY 2020-2024 Consolidated Plan, City of Quincy, MA; Department of Planning & Community Development.

⁴ HOUSING QUINCY, A Housing Production Plan for the City of Quincy, 2022-2027 – page 30.

energy efficiencies, may not be up to building code, are unlikely to be accessible for people with disabilities, and may contain lead paint. Infrastructure is listed as a high need priority: "The needs analysis revealed that infrastructure improvements, such as neighborhood public improvements and urban district revitalization projects, should be a high priority."

Quincy as an Environmental Justice Community

One goal of the URDP is to create higher density development, particularly mixed-use, with a residential component. According to *Housing Quincy*, a Housing Production Plan for the City of Quincy, 2022-2027, Quincy's population is growing and changing, and with it, the demand for housing. Despite significant housing production in recent years, the cost and scale of the current housing stock does not meet the needs of many households in the community, particularly those with lower incomes. The entire URDP area is within U.S. Census block groups designated with environmental justice populations. The Massachusetts Environmental Justice (EJ) Policy (2021) administered through the Executive Office of Energy and Environmental Affairs (EEA), states:

"Environmental justice is based on the principle that all people have a right to be protected from environmental hazards and to live in and enjoy a clean and healthful environment regardless of race, color, national origin, income, or English language proficiency. Environmental justice is the equal protection and meaningful involvement of all people and communities with respect to the development, implementation, and enforcement of energy, climate change, and environmental laws, regulations, and policies and the equitable distribution of energy and environmental benefits and burdens."

Per the EEA EJ policy, a neighborhood is defined as an EJ population if any of the following is true:

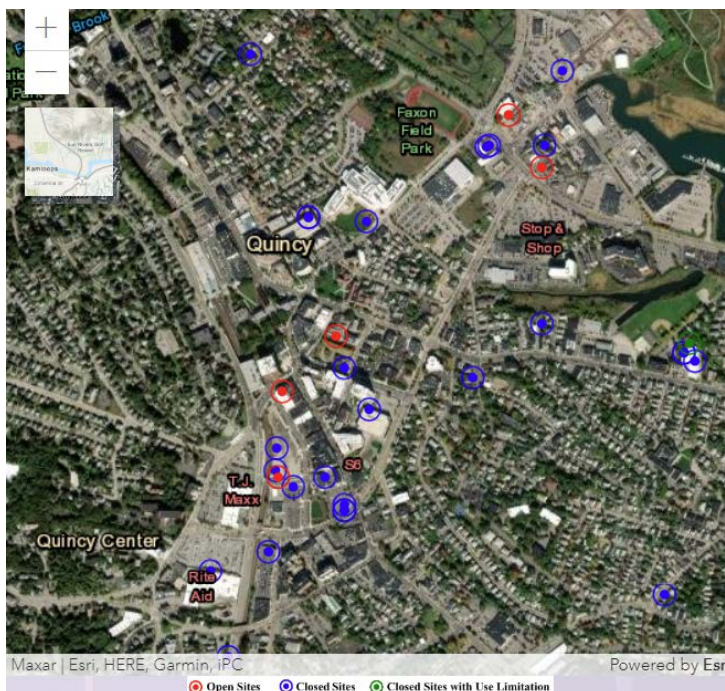
1. The annual median household income is not more than 65% of the statewide annual median household income;
2. Minorities comprise 40% or more of the population;
3. 25% or more of households lack English language proficiency; or
4. Minorities comprise 25% or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150% of the statewide annual median household income.

Using population data from the 2020 Census, 86% of block groups in Quincy are designated EJ communities and 90% of the city's population resides in an EJ Census tract block group. Census tracts that meet EJ criteria, including minority, income, and English isolation, are found in Quincy Center within the URDP.

One of the objectives of the Commonwealth's Environmental Justice Policy is to encourage "investment in responsible economic growth in these neighborhoods where there is existing infrastructure, in particular where an opportunity exists to restore a degraded or contaminated site and encourage its clean, productive and sustainable use." This objective is consistent with the City's overall approach to the revitalization of Quincy Center, and more specifically relative to encouraging the clean, productive, and sustainable reuse of degraded or contaminated sites.

Brownfield Sites

There are identified brownfield sites within Quincy Center, particularly focused within the Ross Development and Hancock Street areas. The image to the right – a snapshot from the Energy & Environmental Affairs Data Portal, Waste Site & Reportable Release Results – displays both open and closed waste sites within the Project Area.



Due to the cost to remediate subsurface contamination, the City has prioritized efforts to eliminate subsurface contamination concerns in order to make key sites pad-ready for private development. The City anticipates that it will have to undertake additional subsurface remediation in public-private partnerships with developers in future phases of the URDP.

MassDEP “Active” Sites

95 Parking Way - Site Number 3-0035903, Parking Way Parking Lot

MassDEP Closed Sites within the URA	
Location	RTN
Loading Dock Area of Star Market, 130 Granite St	3-0032748
169 Parking Way	3-0032126
Quincy Concourse Project, 1601 Hancock St	3-0029717
100 Parking Way	3-0036541
1601 Hancock St	3-0030899
Messina Lot, 62 Ross Way	3-0036489
Commonwealth Parking Lot, 95 Parking Way	3-0034957
79 Parking Way	3-0032623
Central & West Parking Lot, 49 Dennis Ryan Parkway	3-003385
Block 4, Chestnut St and Cottage Ave	3-0031192

In 2019, a Release Notification Form was filed noting oils and hazardous materials were being released on site. This included barium, lead, petroleum hydrocarbons, and benzo(a)anthracene. The cited sources of the release are from historic site uses and building demolition. The response action includes excavation of contaminated soils and disposal in a landfill. A Delay of Response Action Deadlines Form was filed in September 2023. The cited reason for the delay in compliance with Phase II is that the property is part of the larger redevelopment initiative, which is expected to commence in 2024.

10 Granite Street – Site Number 3-005723

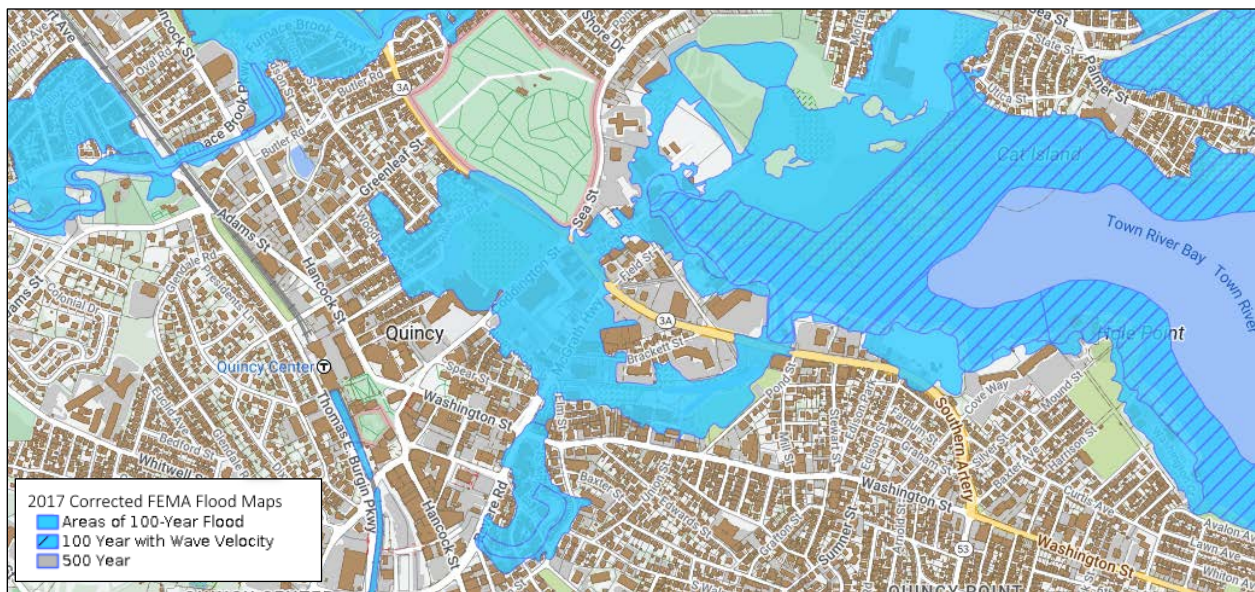
In 2019, a Release Notification Form reported that a pad mounted electrical transformer was leaking oil into soil, exceeding reportable concentrations. A Phase I Initial Site Investigation was completed in 2020 followed by Phase II Comprehensive Site Assessment Report in 2023. The response action was excavation of the contaminated soils which were disposed of at a Clean Harbors landfill. A Response Abatement Completion Report was completed in December 2023.

West of Chestnut Street/ Parcel 1136/ 35/ A – Site Number 3-0036290

A Release Notification Form was filed in 2020. The release log identifies the release of hazardous materials to soil or groundwater exceeding reportable concentrations attributed to an unknown source. A Phase I Initial Site Investigation was performed in 2021, and the site was determined a Tier II Site.

Existing Drainage

Portions of Quincy’s drainage system are old and need to be updated to meet current stormwater management guidelines and regulations. Some necessary improvements have occurred – such as the federal and state government investment of a \$55 million project to divert floodwater from Town Brook into a deep rock tunnel running under the Project Area and discharging to Town River Bay. This project has significantly reduced flooding from the open portion of Town Brook within and just outside the Project Area.



As shown in the image above, the Bigelow Street area (just off Revere Road) is identified as a FEMA flood zone. As flooding worsens with climate change, the City is aware of the need to plan for these future weather impacts. The City has additional stormwater management upgrades planned, including adding green infrastructure at the corner of Mayor Hannon Parkway and Mechanic Street and the acquisition of four parcels at the northeast end of the URDP boundaries for flood control purposes where the Town Brook daylights and where there is a mapped area of the 100-year flood zone.

The City of Quincy Department of Public Works completed a city-wide drainage modeling program focused on Quincy’s major drainage basins to analyze the City’s existing drainage infrastructure. One study area was Bigelow Street, within the expanded URDP boundaries.

Spot Clearance

Proposed spot clearance may involve buildings that are in good condition, but whose demolition is necessary to achieve the Plan objectives within the URDP. There are 14 parcels slated for acquisition and demolition necessary to achieve URDP objectives related to parcel assemblage, redevelopment, flood control, and provision of open space.

A developer recently received an Urban Renewal Covenant Agreement and Certificate of Consistency to construct a new 7-story mixed-use building at 1445 Hancock Street. It will consist of a 2-floor restaurant and 5 floors of residential development with 43 total units. Demolition offers an opportunity for several parcels to be assembled with other parcels to create larger disposition parcels to attract uses consistent with revitalizing Quincy Center, improving the downtown business environment, and improving the quality of life of the downtown.

Table 3. Buildings to be Demolished

Parcel ID#	Address	Owner	Parcel Size (Ac.)	Building Area (SF)	Current Use	Proposed Use
1148 20 2	1469 HANCOCK ST	TREMONT QUINCY 2 LLC	0.52	67,938	Commercial	Mixed Use
1138-13-A	25 BIGELOW ST	KUNPENG PROPERTIES LLC	0.18	35,252	Residential	Flood Protection
1138-9-8	33 BIGELOW ST	KUNPENG PROPERTIES LLC	0.14	7,684	Residential	Flood Protection
1134-15-C	128 WASHINGTON ST	OVERSTREAM INC	0.36	178,814	Commercial	Flood Protection
1145-12-5	15 MECHANIC ST	BEDORE THOMAS J	0.14	15,912	Residential	Residential
1145-13-A	25 MECHANIC ST	ALBAYRAKE SULE	0.09	25,564	Residential	Residential
1145-14-B	29 MECHANIC ST	DUNPHY BRENDAN	0.09	22,600	Residential	Residential
1152-2	40 ADAMS ST	COSTELLO LEE ETAL TREES	1.28	64,769	Commercial	Government/ Institutional
1152-7-	36 ADAMS ST	ADAMS STREET REALTY LLC	0.31	7,684	Commercial	Government/ Institutional
1136-25-	25 BIGELOW ST	KUNPENG PROPERTIES LLC	0.18	12,400	Commercial	Pocket Park
1166-26-4	148 GRANITE ST	MIGNOSA WILLIAM P	0.16	11,640	Commercial	Residential
1166-20-3	150 GRANITE ST	MIGNOSA WILLIAM P	0.13	2,160	Commercial	Residential
1148 18 B	1455 HANCOCK ST	CITY OF QUINCY	0.12	16,422	Commercial	Green Space
1148 23 1	1459 HANCOCK ST	CITY OF QUINCY	0.23	28,014	Commercial	Green Space

Rehabilitation

Table 4. Buildings to be Rehabilitated, as shown on corresponding map, Figure H-1 *Buildings to be Rehabilitated*, includes five (5) buildings, primarily along Hancock Street, slated for rehabilitation. Redevelopment currently underway along Hancock Street demonstrates that the area has desirable qualities that are conducive to achieving the City’s objective to foster redevelopment throughout the Project Area, improve quality of life, attract uses consistent with revitalizing Quincy Center, and improve the downtown business environment.

The Hancock Street properties chosen for rehabilitation in this URDP will preserve the historic character of Quincy Center while connecting various development projects in a way that encourages nearby and adjacent property owners to make investments in their properties. When properties are maintained, the surrounding public spaces are perceived as safer and more vibrant. This sort of investment shows promise and opportunity, and attracts more investment. Similarly, when a property is allowed to fall into a state of disrepair, the perception of safety and disorder negatively impacts investment. Developers are less likely to want to invest in an area that does not show promise or any return on investment.

One property along this same stretch of Hancock Street – 1433 Hancock – was recently renovated from office spaces into ground floor retail and 22 units of affordable housing. This project represents a \$5 million investment, with the Quincy Affordable Housing Trust contributing approximately \$2 million to the development.

Table 4. Buildings to be Rehabilitated

Parcel ID#	Address	Owner	Current Use	Parcel Size (acres)	Building Area (SF)
1149 4 C1	1355-1356 HANCOCK	QUINCY CENTER REALTY LLP	Commercial	0.15	15,046
1148 60 1A	1415 HANCOCK	M & J REALTY LLP	Commercial	0.20	31,072
1148 12	1505 HANCOCK	QUINCY COMMUNITY ACTION	Commercial	0.19	38,550
1148 21 3	1495 HANCOCK	HANCOCK FLAG REALTY LLC	Commercial	0.26	42,802
1151 2 MGMT	12 DIMMOCK // 1143-1163 HANCOCK	MULTIPLE OWNERS	Mixed Use	0.75	41,123

Financial Incentives

There are incentives within the URDP program available to developers. To ensure private development is successful, particularly at the Ross Development Area, Parkway area, and Kilroy Square area, the City has worked with private developers to ensure that the surface parking lots spaces lost to this new development are replaced with public parking facilities at a ratio that provides ample parking for residents, employees, and businesses.

The parking garages are paid for and maintained by the City and of direct benefit to the end users at each of the redevelopment sites. This has been funded by a District Improvement Financing (DIF) program. In addition, the DIF is also the funding mechanism for other planned public improvements within the URDP.

As a means of paying for the public urban renewal activities and to supplement the DIF funding, the City will continue to seek federal and state grants specifically targeted for redevelopment activities in the downtown area. In the event the DIF Program is not available, the City will employ traditional borrowing techniques and will seek other grants to finance the actions called for in the URDP. For example, the redevelopment of 1433 Hancock Street could not have happened without the support of the Quincy Affordable Housing Trust. Other funding sources include:

- The Commonwealth’s One-Stop for Growth Program
- MassDevelopment Funding Programs
- MassDOT Funding Programs
- EEA Municipal Vulnerability Preparedness Program
- Federal/State Brownfields Funding Programs

URP Conformity with Comprehensive Plan

This URDP is 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, excluding the original Quincy Center URDP and its amendments. The following are key elements of the Quincy Downtown Vision Plan:

- Increases City’s Tax Base - The comprehensive plan recommends undertaking actions that contribute toward increasing the tax base.
- 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 Aid 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 URDP 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) encourages developers to invest in the Project 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 the 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:

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;

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

2. Recommended 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.

It is fair to conclude that based on the information provided in this section and on past urban renewal history in Quincy, that the Project Area will not be redeveloped by private enterprise alone and without either government subsidy and/or the exercise of governmental powers.

In addition, the URDP continues to explicitly follow the original premise of the 2007 Plan and its subsequent amendments. While the URDP area has been expanded in this Amendment #6, much of the original justification for eligibility remains applicable to the Project Area.

12.02 (4) OBJECTIVES

URDP Goals and Objectives

This excerpt, taken from the original Quincy Center Urban Revitalization and Development Plan (2007), specified the following goals and objectives about Quincy Center. It is important to note that while some of the objectives have been achieved since the original plan approval, the goals are still applicable to this Amendment #6 and remain the same. The overall redevelopment strategy discusses the City's approach to achieving the Plan goals and identifies actions to complete in the next twenty years.

"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 redevelopment⁵ 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 project⁶ 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.

⁵ Hancock Parking Lot is now Kilroy Square and Kilroy Parking Garage.

⁶ Adams Green project is now known as Hancock Adams Common.

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 resources.*
- *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 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.*

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

Objectives:

- *To offer tax incentives (Quincy Center Master Tax Increment Financing) to encourage new business growth and to reward existing businesses that substantially expand their 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 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.*

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

Objectives:

- *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 ensuring 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.”*

Overall Redevelopment Strategy

This URDP Amendment #6 updates the Redevelopment Strategy for the Quincy Center Urban Revitalization District (the “Project Area”). As with the original Plan, the current redevelopment strategy continues to prioritize the redevelopment of underutilized parcels and outdated buildings for new mixed-use development.

Priority uses include ground floor retail, upper-story residential, commercial, medical, and institutional uses. In addition, the updated Plan identifies strategic public infrastructure improvements to support new and existing uses, focusing on transit-oriented development close to the Quincy Center MBTA Station; denser development consistent with recently built projects; enhancing Quincy’s history and heritage related to the Adams presidential family; improving and enhancing multi-modal circulation; introducing more public spaces; and minimizing the number of large surface parking lots by incorporating parking within the footprint of new development projects or in parking structures. This overall redevelopment strategy has proven to be successful in Quincy Center over the last 15 years, and market demand and City priorities support the continuance and expansion of this approach.

With this URDP Amendment #6, the URDP project area is being expanded from 62 acres to 130 acres. This amendment identifies key City-owned parcels for redevelopment and public infrastructure improvements. It also identifies privately-owned parcels for redevelopment, consistent with the long-term vision for Quincy Center. In addition, this updated URDP compiles information to assist private investors and developers in understanding the project goals and objectives, public and private investments to date, and requirements for development in the Plan Area. This information enables potential developers to understand the City’s vision for Quincy Center and helps them assess if their proposed project is consistent with the City’s overall goals.

This updated Plan, which is an approved Urban Renewal Plan consistent with M.G.L. Chapter 121B, gives the City the ability to negotiate directly with potential developers for the redevelopment of key City-owned parcels within the URDP and enter into Land Disposition Agreements (“LDAs”) for the redevelopment of these parcels. Also, if necessary, the Plan provides a mechanism for the City to acquire select parcels for redevelopment consistent with the Plan’s vision. Also, if deemed appropriate, through this urban renewal designation, the City will have the ability to enter into a

public/private partnership to advance redevelopment projects within the Plan area. Such partnerships are typically incorporated into an LDA. In addition, the Plan identifies actions, such as acquisition and funding, to accomplish public works objectives for improving vehicular access and circulation, and improvements to water, wastewater, drainage, flooding, and sewer relocation/upgrades. Finally, the Plan identifies other public actions necessary to make the Quincy Center URD a more pedestrian friendly and walkable area, with streetscape improvements, new public space elements, and traffic calming measures at key intersections.

Quincy Center Redevelopment Vision

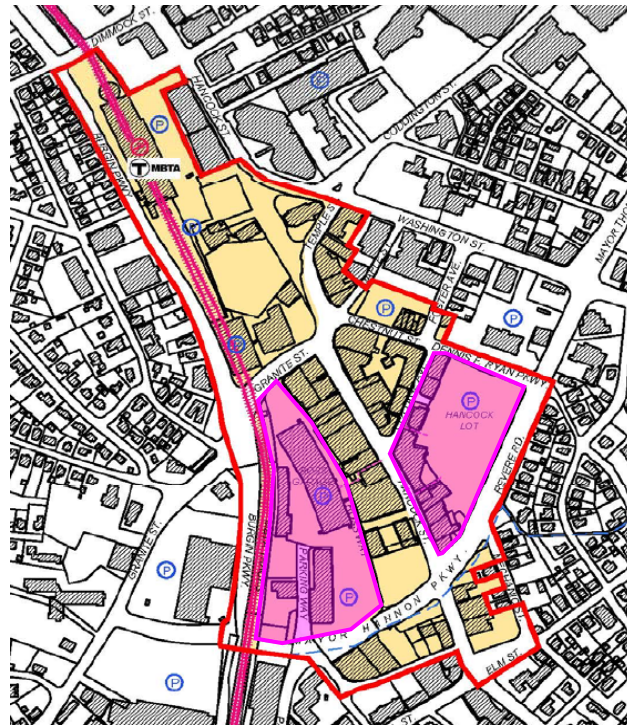
In the original Plan and subsequent amendments, the City focused on two major City-owned assets, the Hancock Parking Lot Area and the Ross Garage Area, shown in pink in the image to the right. The successful redevelopment of these two areas has been a catalyst for the revitalization of the larger Quincy Center URD, providing significant value to developers interested in bringing first class retail, housing, and office space to downtown Quincy.

The Hancock Parking Lot

The Hancock Lot Area has seen transformation consistent with the Quincy Center Redevelopment Vision.

The redevelopment of the Hancock Lot Area has attracted a mix of residential, commercial, and retail uses, improved traffic circulation, and created new public open spaces. Once an underutilized surface public parking lot, there have been several recently completed developments: (i) One Chestnut Place, a 15-story residential tower with ground floor retail; (ii) Nova Quincy, a 7-story residential building with ground floor retail; and (iii) the Kilroy Square Garage, a 712-space city parking garage with a public courtyard. These projects have all been constructed since URDP Amendment #5. In addition to the development on the Hancock Lot site, two parcels were acquired to improve vehicular access and circulation along Cottage Street and increase visibility to the site. This strategic acquisition was necessary for the City to relocate and upgrade a sewer line.

Amendment #5 authorized new actions to support the redevelopment of two new additional projects on the Hancock Lot. The City has an executed LDA with LBC Partners (“LBC Boston”), the developer of Nova Quincy, for a new mixed-use building proposed on an assemblage site created at the corner of Hancock Street and Walter J. Hannon Parkway referred to as R-3. The LDA with LBC Boston



Boundary Area URDP Amendment #5 (red line) with the two redevelopment focus areas of prior URP actions – Ross Garage and Hancock Lot – in pink.

contained a second redevelopment site at the corner of McGrath Highway and Dennis Ryan Parkway. At the time of this Amendment #6, LBC Boston continues to work through R3 foundation permit and building permit final obstacles requiring plan modifications. A Certificate of Consistency application has not been filed for the R-2 site.



Overall Redevelopment Strategy Conceptual Plan – Hancock Parking Lot Redevelopment Area

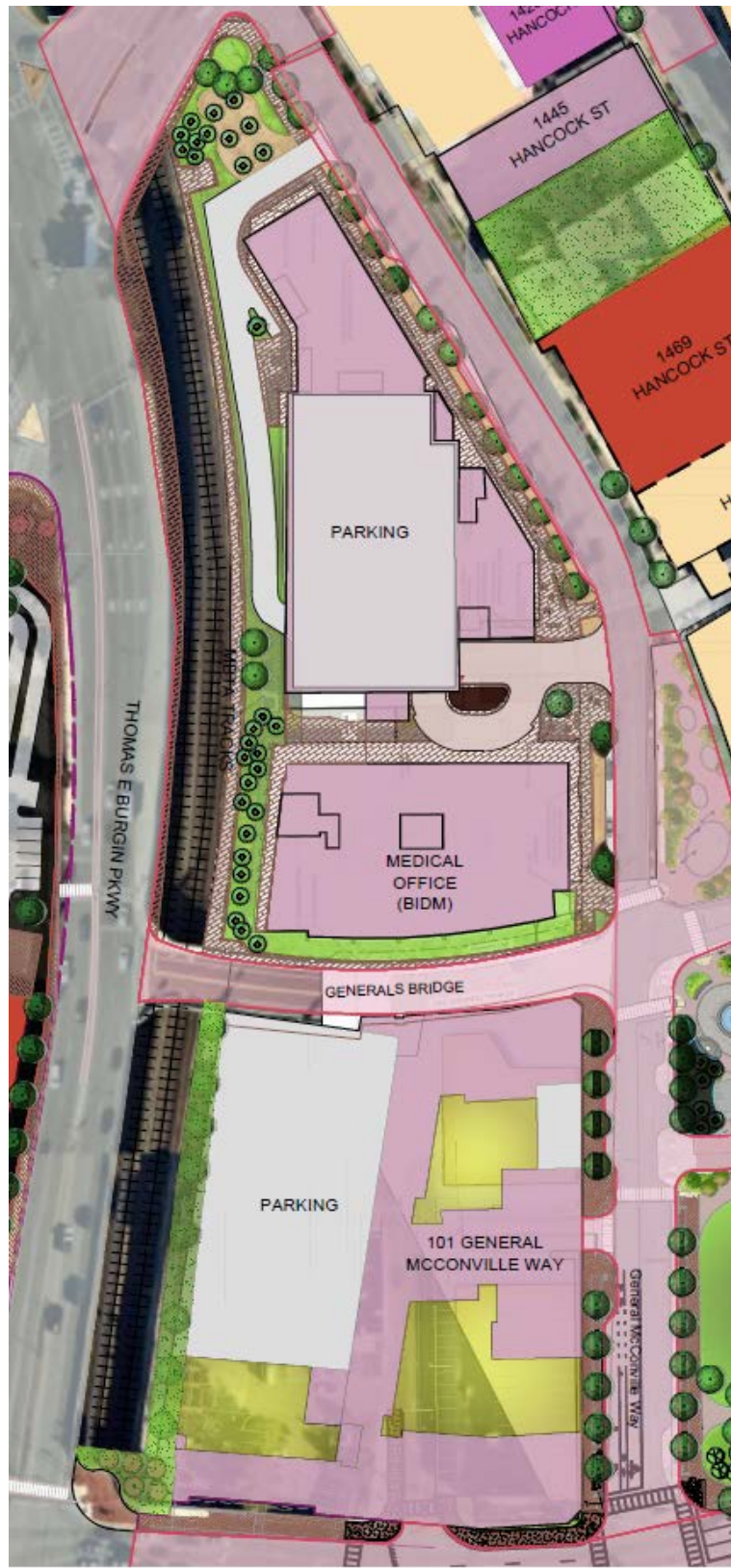
The Ross Garage Area

Building upon the success of the Hancock Lot Area, the City turned its efforts to the Ross Garage Area. The Ross Garage, with its original 843 parking spaces, was located on a 5.3-acre site behind buildings fronting Hancock Street and Walter J. Hannon Parkway. The public garage was underutilized and in need of significant repairs due to its age. The original URDP identified this site as a prime redevelopment site. The Ross Garage was demolished, soil remediated, and a temporary surface parking lot was constructed. The demolition of the garage afforded the City the opportunity to create a new roadway, General McConville Way, running parallel to Hancock Street from Walter J. Hannon Parkway to Granite Street. General McConville Way is now the primary access for proposed retail and office destinations within the Ross Garage Area.

In addition, a new bridge roadway connection was constructed over the MBTA tracks allowing vehicular and pedestrian access from General Dunford Drive to Thomas E. Burgin Parkway. Named Generals Bridge, this bridge roadway connection was paired with a new linear park known as Generals Park.

The construction of the Generals Bridge bifurcated the Ross Garage Lot into northern and southern halves. The City executed an LDA with FRP Quincy Development LLC (“FoxRock

Ross Garage Redevelopment Area



Properties”), for a mixed-use development on the northern portion of the Ross Garage site. This development will create a four-story building with at least 100,000 square feet of medical office space for a healthcare tenant to provide healthcare services which are currently lacking in Quincy since the closure of Quincy Hospital. Parking for the medical office building will be in an adjacent new city parking garage with approximately 500 parking spaces. There is also retail planned in two separate buildings adjacent to the parking garage. This vacant site will be revitalized with an active streetscape, public space, and future retail offerings along General McConville Way.

At the time of Amendment #5, specific development plans had not yet been proposed for the remainder of the Ross Garage site south of Generals Bridge. A potential development program was estimated based on market conditions and the Strategic Redevelopment Roadmap prepared by Redgate, LLC in 2015. However, the City recently signed an LDA with Atlantic Burgin Hannon LLC for the construction of a 7-story mixed-use retail/residential development at the site. The ground floor will contain three retail spaces totaling over 20,000 square feet with six floors consisting of three hundred (300) apartments above. The project includes an 800 space City-owned parking garage for new residents as well as for general public parking. The facility will be designed to fit in with the character and context of the surrounding neighborhood. Active uses, broad sidewalks, and street trees will create a pleasant and safe pedestrian experience. The Quincy Planning Board approved this proposed mixed-use development at 101 General McConville Way in February 2024.

To support the overall mixed-use development being proposed for the Ross Garage site, four parcels were approved for acquisition in prior URDP Amendments. These acquisitions were needed to improve access and visibility to the site and assemble sites of insufficient size to support denser, new, mixed-use development, provide for new public parking, and provide surface parking on an interim basis during construction activities. Other privately-owned parcels within the Ross Garage Area may be needed for future access improvements; however, this Amendment #6 does not identify any new acquisition parcels in the larger Ross Lot Area.

Hancock Street

Hancock Street is a prime circulation corridor within the URD and is a critical link between the Hancock Lot and Ross Garage areas. Public improvements along Hancock Street have included newer and wider sidewalks, where possible, with streetscape elements to enhance and expand the pedestrian experience. The City encourages new redevelopment proposals that have buildings set back from the current sidewalk width to allow more sidewalk area for circulation and other streetscape enhancements, such as outdoor dining and street trees, where appropriate.

Amendment #5 identified seven (7) buildings along the west side of Hancock Street for acquisition. Six of the seven buildings were constructed between 1900 and 1933. These buildings were identified for acquisition because they have historically been underutilized, need rehabilitation, and/or no longer meet the needs of current market demands and uses. Lack of ADA access to upper floors, older mechanical and electrical systems, and building materials that are out-of-repair have hindered the reuse of these buildings and are a limitation to achieving the City’s vision for Quincy Center.

To date, the City has acquired two of the properties, 1455 & 1459 Hancock Street, to create a new civic space. The vision for this interstitial space includes a public walkway, open hardscape area, water wall, amphitheater, and restaurant seating. This plaza will also create a new pedestrian connection between Hancock Street and General McConville Way.

Two properties have been removed from the acquisition map in this Amendment #6.



Hancock Street Redevelopment Area

The Finn Building at 1433 Hancock Street has undergone complete rehabilitation. This mixed-use building includes ground floor retail and the conversion of the upper stories to 22 affordable housing units.

The building at 1445 Hancock Street has a signed Urban Renewal Covenant Agreement and a Certificate of Consistency approval to construct a new 7-story mixed-use building with a 2-floor restaurant and 5 stories of residential (43 units).

The actions proposed for this stretch of Hancock Street include acquisition, the rehabilitation of one structure, the demolition of other existing structures, and the construction of new multi-use buildings with first floor retail, commercial office and residential on upper floors, and limited parking beneath the retail space.

These new buildings will activate the ground level frontage on Hancock Street as well as General McConville Way with retail and commercial uses.

MBTA Intermodal Station Area

The Quincy Center Intermodal Station is a critical element of the City’s vision to redevelop and revitalize the URD by enhancing intermodal connections within downtown Quincy to the greater MBTA network making Quincy more accessible to Boston and the overall region. The original MBTA station, served by the MBTA Red Line since 1971, included an 863-space parking structure (closed in 2012) above the Red Line and commuter rail tracks. This structure was demolished in 2020. The MBTA has issued a redeveloper RFP and continues to perform structural review of the structure.

As a gateway to the City’s many historic and cultural landmarks, Quincy Center Station is a vital transportation hub, serving 7,740 average weekday boardings for rapid transit and bus services.



MBTA Intermodal Station Redevelopment Area

The anticipated Quincy Center Intermodal Station redevelopment project, an MBTA initiative, 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.

While the MBTA issued a Request for Proposals for transit-oriented mixed-use development at this site, it has yet to approve any plans for redevelopment. However, the project will include the creation of developable air rights to promote TOD over and adjacent to the MBTA station. Project proponents

are contemplating up to 300,000 square feet of mixed-use development. The revitalized Intermodal Station will also spur private investment for additional economic development in Quincy Center.

Extension of the URD Boundaries for Future Development Opportunities

The City has extended the URD boundaries north of the MBTA Intermodal Station to a triangular area bounded by Adams Street, Thomas E. Burgin Parkway, and Dimmock Street. This area includes Freedom Park and the Adams Academy. Within this area, Quincy envisions the future home of the Adams Presidential Center. Run by a non-profit organization, the Adams Presidential Center will share the history of the Adams family and highlight its contributions to the nation’s founding, while also promoting citizenship and public service. Also, within this area, Freedom Park will be rehabilitated to include open space enhancements and serve as a new location for much needed electrical system upgrades. Signalized Intersection enhancements, roadway, and streetscape enhancements will be pursued.

Granite Street Redevelopment Area

Granite Street Redevelopment Area

Amendment #6 extends the URD boundary south of Walter J. Hannon Parkway to School Street and west to Granite Street. The redevelopment strategy and conceptual build-out plan for this amended URD includes the redevelopment of two large key car-centric commercial parcels. The current use of these parcels includes large surface parking lots supporting a commercial shopping plaza of retail uses such as a grocery store, pharmacy, fast food establishments, and other lifestyle services. Private sector interest in this “Granite Street Redevelopment Area” proposes commercial retail and residential uses in a denser development than exists today. In addition, a pedestrian bridge is being proposed over the MBTA tracks and Burgin Parkway to connect this Granite Street Redevelopment Area to the proposed redevelopment projects along General McConville Way. The depressed rail right-of-way presents unique challenges to unlocking redevelopment. The City will participate in the analysis and provide design recommendations for water, wastewater,



and drainage utility systems. Signalized Intersection enhancements, roadway, and streetscape enhancements will also be pursued.

School Street Redevelopment Area

The School Street Redevelopment Area is the area south of Walter J. Hannon Parkway bounded by Parkingway, School Street, and Mechanic Street. This extended area proposes private investment in the mid- to longer-term phases of the Plan and features new construction of mixed-use buildings including ground floor retail and upper story residential as well as full rehabilitation of existing buildings.

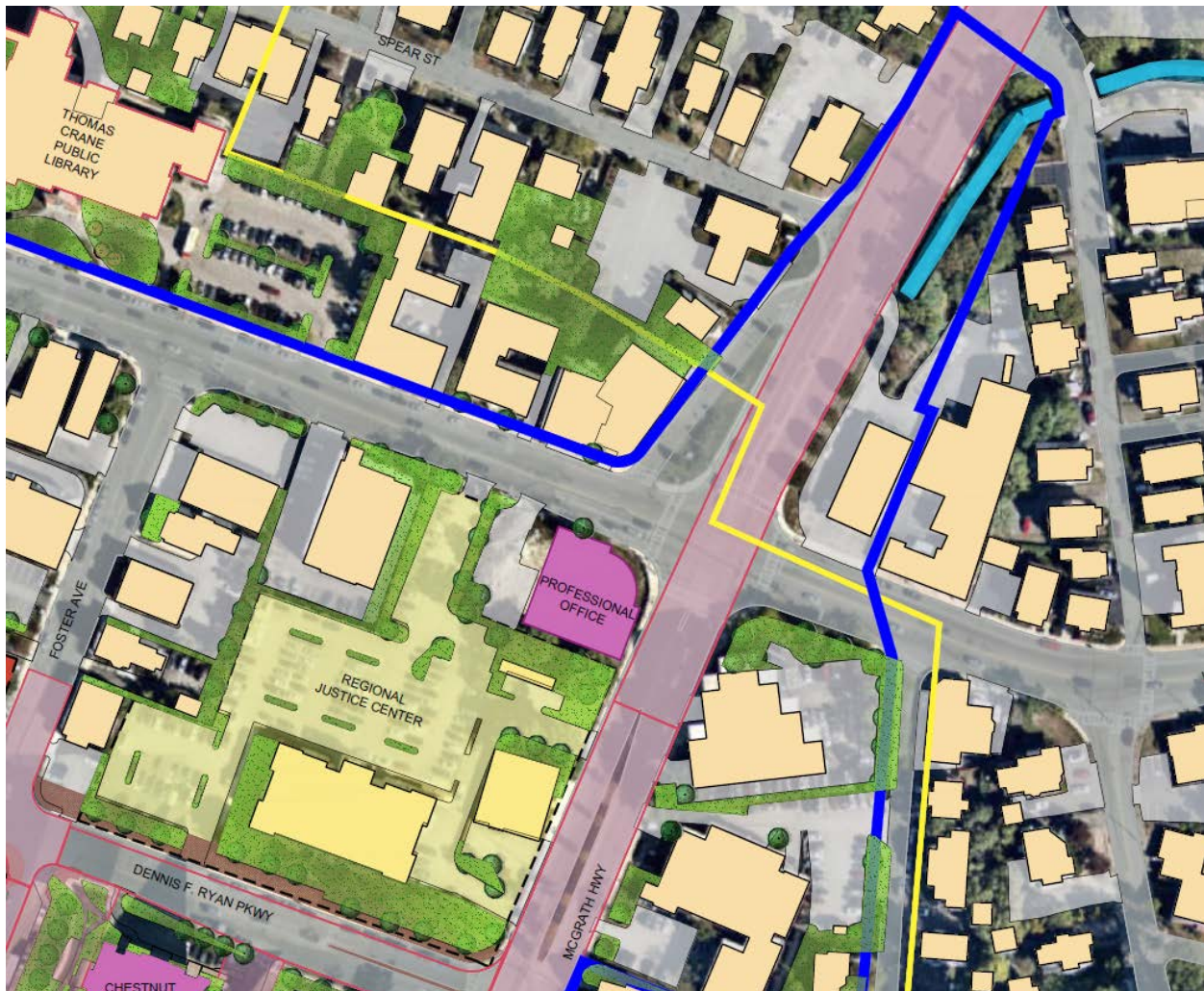
School Street Redevelopment Area



Regional Justice Center & Town Brook Flood Control

The Commonwealth’s Division of Capital Asset Management and Maintenance (“DCAMM”) is currently planning to redevelop the Norfolk County District Courthouse into a new Regional Justice Center. The new courthouse will allow for the consolidation of disparate court functions at the downtown Quincy location.

Regional Justice Center & Town Brook Flood Control Redevelopment Area



Finally, the City has identified four parcels along the amended URD on Bigelow Street and McGrath Highway for acquisition for Town Brook flood control purposes.

Job Analysis

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 several major areas in Quincy Center: the Ross Development Area North, Ross Development Area South, Hancock Street, MBTA Intermodal Area, Granite Street Redevelopment Area, School Street Redevelopment Area, and the remainder of the URD where significant new development has begun, or is anticipated to occur, in the foreseeable future.

These development areas include a variety of land uses including:

- Commercial: Jobs to support retail and restaurants.
- Office: Jobs to support office space including medical offices.
- Residential: Jobs to manage multi-family housing building. Includes one property manager per building and maintenance staff depending on the number of units per building.
- Institutional: Jobs for uses such as the Adams Presidential Library, Quincy College, Courthouse, City Hall, and national Park Service.
- Hotel: Jobs to run and maintain hotels.

Using national statistics, employment has been estimated for the following land uses.

Table 5. Quincy Center Potential Employment

Commercial Jobs	Office Jobs	Jobs to Manage Multi-family Residential	Institutional Jobs	Hotel Jobs	Total Jobs
2,281	1,387	50	200	73	3,991

Amendment #6 extends the URDP timeline for the next twenty (20) years with an expiration of June 30, 2044. Proposed development will occur in phases, with the Ross Redevelopment Area – North, Ross Redevelopment Area – South, and Hancock Street redevelopments being constructed within years 0-5.

The MBTA Intermodal Area and Granite Street Redevelopment Area will likely be completed during the next five to ten years. Finally, the School Street Area is projected out to occur within ten to twenty years. This new development is expected to displace few if any existing jobs, as most of the property under development is vacant, used for parking, or underutilized.

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 within the URDP.

Elsewhere in the downtown, other developments are occurring or have recently been completed that will also generate new employment opportunities. Within the URD, eleven (11) projects have been approved or constructed consisting of 1,174 residential units and over 200,000 SF of commercial space. Just outside of the URD, several other projects have been approved or constructed consisting of 846 residential units and over 17,000 SF of commercial space.

Redevelopment Approval Process

The City of Quincy’s redevelopment approval process addresses zoning, design standards/guidelines, and other provisions, such as parking. It includes land disposition agreements, urban redevelopment covenants, an administrative review process, evaluation of parking requirements, and design review.

Land Disposition Agreement/Urban Redevelopment Covenant

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 the goal for a phased redevelopment by a designated developer. The designation of a developer, through Urban Renewal, to acquire City Parcels and to redevelop them, assembled 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, this 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 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 of 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 have been met for the phase in question.

If 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 any applicable special permits from the Planning Board as well as to comply with the parking standards under the Zoning Ordinance.

1. Administrative Review Process

This section sets out the process and standards for Planning Board review of a 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. 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. An Urban Redevelopment Covenant may take the form of a regulatory agreement pursuant to chapter 121A of the Massachusetts General Laws.

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.

Planning Board

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. If applicable due to a potential shadow impact on a 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.]
 8. Materials describing the public art component of the Urban Redevelopment Project.
 9. A narrative describing the proposed Urban Redevelopment Project in sufficient detail to demonstrate consistency with the goals, objectives, and requirements of the URDP.
 10. 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 sixty (60) days (changed per Amendment #2) following the conclusion of the public hearing and shall be filed promptly thereafter with the City Clerk.

A Certificate 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 that 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.

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:

1. The proposed use or mixture of uses is allowed under the URDP.
2. The design of the buildings and related elements is consistent with the Design Guidelines.
3. The proposed number of parking spaces conforms 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 the Urban Redevelopment Project shall conform to the foregoing requirements.

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:

1. 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;
2. Municipal parking garage;
3. Sales places for flowers, plants, garden supplies, agricultural produce conducted partly

or wholly outdoors;

4. 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.

2. Evaluation of 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 evaluated at each phase of development activity 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.

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 committed 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 per Square Foot (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	0.5/dwelling unit
Residential – rental apartment	0.5/dwelling unit
Hotel	.3/key
Movie	.14/seat

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 consider any such anticipatory increase in parking demand when reviewing an applicant’s application hereunder.

3. 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 more than 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.

4. 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 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 within the requisite time periods.

5. 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.

12.02 (5) ACQUISITIONS

Several properties have been identified for acquisition in the original URDP and subsequent amendments. Some of the previously proposed acquisitions have been acquired, some acquisitions are no longer needed, and this Amendment #6 includes new proposed acquisitions. This section summarizes previous acquisitions and lists the new Amendment #6 acquisitions.

The original URDP included acquisitions for the Hancock Lot area, and the Ross Redevelopment area to enhance the redevelopment of city-owned parcels in these two areas.

Hancock Lot/Hancock Street

The original URDP identified three properties for acquisition for the redevelopment of the Hancock Lot area: 1500 Hancock Street, 23-31 Cottage Avenue, and 31 Chestnut Street. The City acquired two of those parcels, the Chestnut Street and Cottage Avenue properties, for a necessary sewer relocation associated with the new Kilroy Garage construction, and construction of new open space along Cottage Avenue.

In addition, the City completed land swaps with the property owner at 1510 Hancock Street to create permanent pedestrian access to Kilroy Square and the Kilroy Garage and to widen the sidewalk in front of the property with an address now known as 1 Chestnut Place.

Ultimately, the Hancock Lot Area has seen revitalization with the 1 Chestnut Place high rise residential property, the Kilroy Square Plaza and garage, and Nova Quincy (1500 Hancock Street), a 5-story residential building with ground floor retail.

Amendment #4 added 1546 and 1565 Hancock Street to the acquisition list. The City acquired 1565 Hancock Street in 2019. It is currently being used as a surface parking lot and has the potential to become a future mixed-use development site.

Ross Redevelopment Area

For the Ross Redevelopment Area, 100 Parkingway was identified for acquisition in the original URDP and 1563 Hancock Street was identified in Amendment #4. Amendment #5 identified 95 Parkingway and several properties along Hancock Street. The City acquired 100 Parkingway in 2019 which is currently used as a temporary surface parking lot. The 101 McConville Way mixed-use (retail/apartment) development has been proposed at this site.

Previous Acquisition Parcels

The following tables show the properties identified for acquisition as part of the URDP from its inception. This information has been excerpted from Amendment #5.

Properties Identified for Acquisition, Original URDP to Amendment #4

Address	Parcel ID	Owner	Size (Acres)	Current Uses	Proposed Use
25 Cottage Ave	1141-10-A	City of Quincy	3.84	Commercial/Pkg	Mixed-Use
1492 Hancock St	1142-49-A2	City of Quincy	0.07	Alleyway	Public Access
Hancock St	1142-48-A1	City of Quincy	0.06	Sidewalk	Public Access
1546 Hancock St	1142-38	American Eagle Investment LLC	0.18	Commercial	Mixed-Use
1534 Hancock St	1142-22-2	Hancock Business Center LLC	0.06	Commercial	Mixed-Use
1565 Hancock St	1147-15-1	Messina Quincy Fair Ltd. Part.	1.11	Surface Lot	MU/Pub. Pkg.
100 Parkingway	1148-37-A	Place at Parkingway	0.79	Commercial	Mixed-Use

**The highlighted properties are properties the City had acquired or was in the process of acquiring at the time the URDP Amendment #5 was approved.*

Amendment #5 – Additional Properties Identified for Acquisition

MAP ID#	Address	Parcel ID	Owner	Parcel Size (Acres)	Current Uses	Proposed Use
1	1550 Hancock Street	1142-25A	Hancock Business Center LLC	0.15	Commercial	Mixed-Use
2	1562 Hancock Street	1142-2	Eileen Frances Robertson Tr	0.23	Commercial	Mixed-Use
3	1570 Hancock Street	1142-1	Joseph Consoli Trust	0.12	Commercial	Mixed-Use
4	1620 Hancock Street	1145-15-C	C & L Hancock LLC	0.26	Commercial	Mixed-Use
5	1495 Hancock Street	1148-21-3	Hancock Flag Realty LLC	0.26	Commercial	Mixed-Use
6	1469 Hancock Street	1148-20-2	Walcott Corp	0.52	Commercial	Mixed-Use
7	1459 Hancock Street	1148-23-1	Demetrios Vardakostas c/o Bostonia Nominee Trust	0.23	Commercial	Mixed-Use
8	1455 Hancock Street	1148-18-B	Eddie Sitt Et Al Trustees	0.12	Commercial	Mixed-Use
9	1445 Hancock Street	1148-4	Demetrios Vardakostas c/o Bostonia Nominee Trust	0.23	Commercial	Mixed-Use
10	1433 Hancock Street	1148-58-2A	Salomon Hancock LLC	0.17	Commercial	Mixed-Use
11	1415 Hancock Street	1148-60-1A	M & J Realty LLC	0.20	Commercial	Mixed-Use
12	1355-1365 Hancock St.	1149-4-C1	Quincy Center Realty LLP	0.15	Commercial	Mixed-Use
13	95 Parkingway	1148-35	Parkingway CM LLC	0.31	Surface Lot	Mixed-Use

All 13 properties added in Amendment #6 were identified for mixed-use opportunities. The existing building stock consisted of ground floor retail/restaurant with underutilized or vacant upper floors. Most of the buildings were identified for demolition as required improvements to bring the buildings up to the current building code regulations would be costlier than demolition and new construction.

However, rehabilitation was proposed for two buildings – 1355-1365 Hancock Street and 1415 Hancock Street – due to their historic nature.

Amendment #6 – Updated Acquisition Tables

It is important to document past acquisitions and the progress the City has made to date in carrying out urban renewal acquisition actions. For example, some parcels have been acquired by the City, some have been redeveloped by private means, and some acquisitions are no longer considered necessary for URDP goals. Therefore, only the parcels listed below are to be considered for any future urban renewal acquisition. Those parcels listed as acquisition in previous amendments but not listed below shall no longer be considered as acquisition parcels. Six (6) acquisitions identified in Amendment #5 are still included in this amended URDP:

Table 6. Acquisition Parcels (Amendment #5)

Parcel ID#	Address	Owner	Parcel Size	Current Uses	Proposed Use
1142 52 R3	1546-1550 HANCOCK ST	R3 PROJECT COMPANY LLC	0.68	Vacant Land	Mixed-Use
1142 1	1570 HANCOCK ST	R3 PROJECT COMPANY LLC	0.12	Commercial	Mixed-Use
1142 2	1562 HANCOCK ST	R3 PROJECT COMPANY LLC	0.23	Commercial	Mixed-Use
1148 20 2	1469 HANCOCK ST	TREMONT QUINCY 2 LLC	0.52	Commercial	Mixed-Use
1149 4 C1	1355-1365 HANCOCK ST	QUINCY CENTER REALTY LLP	0.15	Commercial	Rehabilitation
1148 60 1A	1415 HANCOCK ST	M&J REALTY	0.2	Commercial	Rehabilitation

In addition to the previously identified “carry-over” acquisitions from Amendment 5, the City has identified fourteen (14) properties to add for acquisition under Amendment 6 as identified in Table 7. In November of 2023, the City acquired the parcel at 119 Parkway by eminent domain principally for the construction of a municipal parking garage. An existing IHOP restaurant was included in the land acquired for the parking garage and is being relocated. The remainder of the parcel is included with other City-owned parcels being disposed of for redevelopment under the Land Disposition Agreement (LDA) with Atlantic Burgin Hannon, LLC.

Table 7. New Acquisition Parcels - Amendment #6

Parcel ID#	Address	Owner	Parcel Size	Current Uses	Proposed Use
1138 13 A	25 BIGELOW ST	KUNPENG PROPERTIES LLC	0.18	Residential	Flood Protection
1138 9 8	33 BIGELOW ST	KUNPENG PROPERTIES LLC	0.14	Residential	Flood Protection
1143 15 C	128 WASHINGTON ST	OVERSTREAM INC	0.36	Commercial	Flood Protection
1143 22	51 MYR MCGRATH HWY	PECCE ALFRED & ADELIN PECCE	0.45	Vacant Land	Flood Protection
1145 12-5	15 MECHANIC ST	BEDORE THOMAS J	0.14	Three Family	Res. Apt. Bldg.

1145 13 A	25 MECHANIC ST	ALBAYRAKA SULE	0.09	Two Family	Res. Apt. Bldg.
1145 14 B	29 MECHANIC ST	DUNPHY BRENDAN	0.09	Two Family	Res. Apt. Bldg.
1148 12	1505 HANCOCK ST	QUINCY COMMUNITY ACTION	0.19	Commercial	Mixed-Use
1152 2	40 ADAMS ST	COSTELLO LEE ETAL TREES	1.28	Commercial	Government/ Institutional
1153 25 3	45 ADAMS ST	COSTELLE LEE ETAL TREES	0.77	Vacant Land	Parking Structure
1152 7	36 ADAMS ST	ADAMS STREET REALTY LLC	0.31	Commercial	Government/ Institutional
1136 25	1384 HANCOCK ST	FRESH TOMATO ENTERPRISES	0.12	Commercial	Pocket Park
1166 26 4	148 GRANITE ST	MIGNOSA WILLIAM P	0.16	Commercial	Res. Apt. Bldg.
1166 20 3	150 GRANITE ST	MIGNOSA WILLIAM P	0.13	Commercial	Res. Apt. Bldg.

Finally, there is one building with thirty-four (34) condominium office units. This property has been identified for acquisition as the City may need to acquire a portion of the parcel's land along Dimmock Street for roadway improvements related to the MBTA Quincy Center Station.

Table 8. New Acquisition for Roadway Improvements Relating to MBTA Station off Dimmock Street and Condominium Rehabilitation

Parcel ID#	Address	Owner	Current Uses
1151 2 103/104	12 DIMMOCK ST #103/104	MICHAEL T LYNN	Condo Office
1151 2 205/209	12 DIMMOCK ST #205/209	KALELI ADNAN	Condo Office
1151 2 101/102	12 DIMMOCK ST #101/102	ENG-WU SUSANA	Condo Office
1151 2 MGMT	1143 HANCOCK ST	EVANS FRANCIS A ETAL TREES	Condo Office
1151 2 5A	1145 HANCOCK ST #A	MELENDEZ ANGEL	Condo Office
1151 2 5B	1145 HANCOCK ST #B	TRIVEDI LLC	Condo Office
1151 2 C	1145 HANCOCK ST #C	HAPPY DIAMOND LLC	Condo Office
1151 2 5D	1145 HANCOCK ST #D	SO ANDREA	Retail Condo
1151 2 5E	1145 HANCOCK ST #E	BENSON DAVID C TR 1145E	Condo Office
1151 2 1143	1147 HANCOCK ST #1143	TRIVEDI LLC	Retail Condo
1151 2 213	1147 HANCOCK ST #213	LYNN MICHAEL T ETAL TREES	Condo Office
1151 2 7A	1147 HANCOCK ST #A	BIRCH HILLARY TREE	Retail Condo
1151 2 7D	1147 HANCOCK ST #D	ICTECH-CASSIS JOHN	Condo Office
1151 2 7E	1147 HANCOCK ST #E	ICTECH-CASSIS JOHN DDS	Condo Office
1151 2 F	1147 HANCOCK ST #F	ICTECH-CASSIS JOHN DDS	Condo Office
1151 2 L1	1147 HANCOCK ST #L1	LEUNG JIMMY C	Condo Office
1151 2 L2	1147 HANCOCK ST #L2	TIERNEY PAUL R ETALS TREES	Condo Office

1151 2 105/106	1147 HANCOCK ST #105/106	LYNN MICHAEL T	Condo Office
1151 2 215/216	1147 HANCOCK ST #215/216	TRIVEDI LLC	Condo Office
1151 2 7B	1147 HANCOCK ST #B	ICTECH-CASSIS JOHN	Condo Office
1151 2 221/222	1147 HANCOCK ST #221/222	KERR BRIAN D TRS	Condo Office
1151 2 201	1147 HANCOCK ST #201	BARRETT EDWARD L JR ETAL TREES	Condo Office
1151 2 202	1147 HANCOCK ST #202	BARRETT EDWARD L JR ETAL TREES	Condo Office
1151 2 203	1147 HANCOCK ST #203	TRIVEDI LLC	Condo Office
1151 2 204	1147 HANCOCK ST #204	TRIVEDI LLC	Condo Office
1151 2 210/2	1147 HANCOCK ST #210/2	DELAHUNT ROBERT M JR TREE	Condo Office
1151 2 214	1147 HANCOCK ST #214	TENNEY ROBERT L	Condo Office
1151 2 217	1147 HANCOCK ST #217	TRIVEDI LLC	Condo Office
1151 2 218/219	1147 HANCOCK ST #218/219	LYNN MICHAEL T ETAL TREES	Condo Office
1151 2 220	1147 HANCOCK ST #220	KERR BRIAN D TRS	Condo Office
1151 2 223	1147 HANCOCK ST #223	TRIVEDI LLC	Condo Office
1151 2 1155	1155 HANCOCK ST	CANAVAN JOSEPH J	Retail Condo
1151 2 1157	1157 HANCOCK ST	DIMMOCK HANCOCK LLC	Condo Office
1151 2 1163	1163 HANCOCK ST	JACOBS HOWARD TR	Retail Condo

Property acquisitions identified in the northern portion of the URA will be developed for the proposed Adams Presidential Center. Properties located along Hancock Street are acquisitions being carried over from Amendment #5 for residential and commercial redevelopment. Property located along the Town Brook will aid in developing additional flood protection for Quincy Center.

The transformation of underutilized parcels and additional mixed-uses in Quincy Center will attract residents and workers and create an active streetscape. Dense residential housing coupled with commercial opportunities being brought into Quincy Center will help to create a walkable and vibrant area.

Of the parcels identified as acquisitions, several have existing structures that are proposed for demolition. There are four parcels identified for rehabilitation. Increased public greenspace will be created surrounding the MBTA, Adams Presidential Center and a pocket park on Hancock Street. When the City acquires a property, it must have two appraisals completed in accordance with 760 CMR 12.04, except as set out in 760 CMR 12.04 (3), and EOHLC must approve the acquisition price determined.

Overall, there are 54 total properties identified for acquisition in this Amendment #6. The 12 Dimmock Street/1143-1163 Hancock Street is a condominium building with 34 units, and there are 20 additional properties as shown in the tables above.

12.02 (6) RELOCATION

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 760 CMR 27.00 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.

URDP Relocation Efforts

In 2017, the City prepared a Relocation Plan, under the guidance of a designated Relocation Advisory Agency and approved by the Bureau of Relocation (BOR), for the displacement of fourteen commercial occupants of the two properties acquired for the initial phase of acquisitions associated with the URDP.

It is anticipated that the URP will be implemented over a 20-year period, and relocation plans may be submitted in phases, as needed. No additional detailed property inspections have been conducted so far to estimate the exact cost of any new necessary relocations. The relocation cost estimated in Section 12.02 (4): Financial Plan is based on the City’s recent experience with similar projects requiring land taking. The City will retain the services of a relocation firm qualified as a Relocation Advisory Agency by EOHLC and experienced in relocation matters to directly assist the City, including assistance in finding alternative sites, identifying relevant zoning issues, conducting interviews, and reviewing moving cost estimates, etc.

The City plans to undertake all relocation which may occur in support of the URDP in accordance with the applicable relocation assistance requirements in M.G.L. c. 79A and the regulations at 760 CMR 27.00, and in doing so provide fair and equitable treatment, relocation assistance services, and payments to parties displaced due to public actions associated with the URDP.

The City will submit a Relocation Plan to the BOR at EOHLC prior to any acquisitions identified in this Amendment #6 and prior to commencement of any relocation activities, in accordance with state laws and regulations. The City acknowledges that each occupant in legal occupancy at the time of the acquisition will be allowed to remain on the 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. c.79, S.8B). The City will consult with the Bureau of Relocation in advance of property acquisition to ensure that 760 CMR 27, M.G.L. c. 79A and 49 Code of Federal Regulations (CFR) Part 24 are met. The City requests EOHLC’s approval that if any tenant wishes to relocate prior to the approval of the Relocation Plan or property acquisition, it can receive all relocation assistance and payments.

The City’s strategy is to work to address Hancock Street and the Ross Lot Area as its highest priority. The properties in Table 9. Relocation are primarily located within the expanded areas of the URDP boundaries, falling into the medium-term (0-10 year) and long-term (0-20 year) timeframe.

Table 9: Relocation

Parcel ID#	Address	Owner	Current Use	Potential Businesses / Tenants to be Relocated
1148 20 2	1469 HANCOCK ST	TREMONT QUINCY 2 LLC	Commercial	Vacant commercial space
1138-13-A	25 BIGELOW ST	KUNPENG PROPERTIES LLC	Residential	8 single residential units
1138-9-8	33 BIGELOW ST	KUNGPENG PROPERTIES LLC	Residential	Two family residential
1134-15-C	128 WASHINGTON ST	OVERSTREAM INC	Commercial	Bagnell Auto Parts
1145-12-5	15 MECHANIC ST	BEDORE THOMAS J	Residential	Three-family residential
1145-13-A	25 MECHANIC ST	ALBAYRAKE SULE	Residential	Two-family residential
1145-14-B	29 MECHANIC ST	DUNPHY BRENDAN	Residential	Two-family residential
1152-2	40 ADAMS ST	COSTELLO LEE ETAL TREES	Commercial	Planet Fitness
1152-7-	36 ADAMS ST	ADAMS STREET REALTY LLC	Commercial	Adams Street Dermatology
1136-25-	25 BIGELOW ST	KUNPENG PROPERTIES LLC	Commercial	Two-family residential
1166-26-4	148 GRANITE ST	MIGNOSA WILLIAM P	Commercial	Mignosa's Fruit Basket & Deli
1166-20-3	150 GRANITE ST	MIGNOSA WILLIAM P	Commercial	Five Star Pizza, China Chopsticks
1148 21 3	1495 HANCOCK	HANCOCK FLAG REALTY LLC	Commercial	Southshore Health, Fox Rock Properties, vacant restaurant
1149 4 C1	1355-1356 HANCOCK ST	QUINCY CENTER REALTY LLP	Commercial	Metro by T-Mobile, Coco Nails, Gino's Barber Shop
1148 60 1A	1415 HANCOCK ST	M & J REALTY LLP	Commercial	Hamill Galleries
1136 25	1384 HANCOCK ST	FRESH TOMATO ENTERPRISES	Commercial	Acapulco's Restaurant, vacant office space
1142 1	1570 HANCOCK ST	R3 PROJECT COMPANY LLC	Commercial	Napoli Pizza, Paddy's Barry
1148 12	1505 HANCOCK ST	QUINCY COMMUNITY ACTION PROGRAMS INC	Commercial	Quincy Community Action Programs, QCAP Resource Center, New England Comics
1148 12 E	1505E HANCOCK ST	QUINCY COMMUNITY ACTION PROGRAMS INC	Commercial	Quincy Community Action Programs
1151 2 103/104	12 DIMMOCK ST #103/104	MICHAEL T LYNN	Condo Office	Michael Lynn Attorney at Law/ Lynn & Lynn Public Insurance Adjusters Inc.
1151 2 205/209	12 DIMMOCK ST #205/209	KALELI ADNAN	Condo Office	Medical Office of Adnan Kaleli

1151 2 101/102	12 DIMMOCK ST #101/102	ENG-WU SUSANA	Condo Office	EW Realty
1151 2 5A	1145 HANCOCK ST #A	MELLENDEZ ANGEL	Condo Office	Angel Melendez
1151 2 5B	1145 HANCOCK ST #B	TRIVEDI LLC	Condo Office	Quincy Printing
1151 2 C	1145 HANCOCK ST #C	HAPPY DIAMOND LLC	Condo Office	Knotaway Spa
1151 2 5D	1145 HANCOCK ST #D	SO ANDREA	Retail Condo	Wah Lum Kung Fu & Tai Chi Academy
1151 2 5E	1145 HANCOCK ST #E	BENSON DAVID C TR 1145E	Condo Office	Better Sight Vision
1151 2 1143	1147 HANCOCK ST #1143	TRIVEDI LLC	Retail Condo	Quincy Printing
1151 2 213	1147 HANCOCK ST #213	LYNN MICHAEL T ETAL TREES	Condo Office	Michael Lynn
1151 2 7A	1147 HANCOCK ST #A	BIRCH HILLARY TREE	Retail Condo	Compass Realty
1151 2 7D	1147 HANCOCK ST #D	ICTECH-CASSIS JOHN	Condo Office	John Ictech Cassis
1151 2 7E	1147 HANCOCK ST #E	ICTECH-CASSIS JOHN DDS	Condo Office	David Benson and William Keener
1151 2 F	1147 HANCOCK ST #F	ICTECH-CASSIS JOHN DDS	Condo Office	Second Sight Eyewear
1151 2 L1	1147 HANCOCK ST #L1	LEUNG JIMMY C	Condo Office	Jimmy C. Leung C.P.A.
1151 2 L2	1147 HANCOCK ST #L2	TIERNEY PAUL R ETALS TREES	Condo Office	Connolly & Tierney, LLP (CPA)
1151 2 105/106	1147 HANCOCK ST #105/106	LYNN MICHAEL T	Condo Office	Michael Lynn, Terrence Lynn
1151 2 215/216	1147 HANCOCK ST #215/216	TRIVEDI LLC	Condo Office	Schatzel Counseling Services
1151 2 7B	1147 HANCOCK ST #B	ICTECH-CASSIS JOHN	Condo Office	John Ictech-Cassis
1151 2 221/222	1147 HANCOCK ST #221/222	KERR BRIAN D TRS	Condo Office	Brian Kerr
1151 2 201	1147 HANCOCK ST #201	BARRETT EDWARD L JR ETAL TREES	Condo Office	E.L. Barrett Co., Inc. / Hancock View Realty Trust
1151 2 202	1147 HANCOCK ST #202	BARRETT EDWARD L JR ETAL TREES	Condo Office	Long & Gordon
1151 2 203	1147 HANCOCK ST #203	TRIVEDI LLC	Condo Office	T & J Consulting, LLC
1151 2 204	1147 HANCOCK ST #204	TRIVEDI LLC	Condo Office	T & J Consulting, LLC
1151 2 210/2	1147 HANCOCK ST #210/212	DELAHUNT ROBERT M JR TREE	Condo Office	The Delahunt Group LLC/ Riccio Law
1151 2 214	1147 HANCOCK ST #214	TENNEY ROBERT L	Condo Office	Uplift with Maria (spa)
1151 2 217	1147 HANCOCK ST #217	TRIVEDI LLC	Condo Office	Theo Tax Services LLC
1151 2 218/219	1147 HANCOCK ST #218/219	LYNN MICHAEL T ETAL TREES	Condo Office	Michael Lynn. Attorney at Law/ Lynn & Lynn Public Insurance Adjusters, Inc.

1151 2 220	1147 HANCOCK ST #220	KERR BRIAN D TRS	Condo Office	Aylward Law Offices
1151 2 223	1147 HANCOCK ST #223	TRIVEDI LLC	Condo Office	CBS Acupuncture
1151 2 1155	1155 HANCOCK ST	CANAVAN JOSEPH J	Retail Condo	Aura Salon
1151 2 1157	1157 HANCOCK ST	DIMMOCK HANCOCK LLC	Condo Office	Simon S. Ho MD
1151 2 1163	1163 HANCOCK ST	JACOBS HOWARD TR	Retail Condo	Toodie's Fine Jewelry
1145 11 3	1604 HANCOCK ST	IMBRIANI JOSEPH G	Commercial	Leonardo's Salon & Spa, Nailbar by Jessica, Brothers Roast Beef & Pizza
1147 14 C	1637 HANCOCK ST	BONCALDO PROPERTIES INC	Commercial	Pho So 1 Restaurant, Elysian Nails & Lash, Monica's Point clothing store
1165 70	119 PARKINGWAY	PARKINGWAY Q BUSINESS	Commercial	IHOP

This is a draft list of potential relocations because many of the properties have tenants that are subject to change for reasons outside of the purview of this URDP. Business information will be verified/updated as part of a Relocation Plan prepared in accordance with the requirements in 760 CMR 27.03 (6) and submitted for approval to the Bureau of Relocation at EOHL. The Relocation Plan will consider several factors, including the size of the existing business, the need for visibility, proximity to public transportation, customer access, and any necessary special equipment. For Amendment #6, and based on an exterior windshield survey, there are approximately 56 businesses and 19 residential units identified for relocation. One business, highlighted in blue in the table above, is within the short-term time frame for the implementation timeline presented in **12.02 (11) Time Frame**.

12.02 (7) SITE PREPARATION

As required by 760 CMR 12.02 (7), this section describes site preparation actions necessary to prepare URDP sites for redevelopment and/or public improvement, including components such as land protection and measures to address environmental, topographic, subsoil, or flood problems for the Project Area.

Site preparation activities will address the existing conditions on sites acquired by the City that will be developed for public use, as well as sites that will be prepared for disposition and private development. Activities include stabilizing parcels after buildings are demolished, securing sites, assessment and management of any hazardous material, and other measures to provide a safe and secure site until redevelopment starts. Additional steps for preparing the sites for redevelopment may be undertaken as required.

Site and Building Assessment

Based on the ages of structures and observed conditions, there is the potential of encountering unknown hazardous materials, either in subsurface conditions in areas to be redeveloped or within

various buildings to be demolished. Initial site and building assessments will be conducted to identify potential areas or sources of contamination. Once this evaluation is completed, actions and costs for remediation can be estimated, if necessary.

Demolition to Support Redevelopment

As discussed in Section 12.02 (3), structural demolition is proposed at fourteen (14) locations within the URDP Area. Where demolition will occur, all utility services to the structures will be cut and capped within ten feet of the existing building foundations. All building materials, floor slabs and foundations of the demolished buildings will be removed and disposed of off-site, as appropriate. To the extent feasible, the contractor will recycle demolition debris. Any open excavations will be backfilled with on-site soil or imported clean fill and then graded. Public access to construction sites will be restricted by appropriate fencing materials and signage. Erosion and sediment controls will be implemented to control stormwater, as necessary. Where contamination or regulated materials are known or suspected to be present, a Licensed Site Professional will be present to ensure that all applicable MCP standards and procedures are followed.

Building Rehabilitation

Building rehabilitation is proposed for five (5) buildings, primarily along Hancock Street. It is important to note that one building, 12 Dimmock Street/1147 Hancock Street, is a building with 34 condominium units. Refer to 12.02 (3) for information on properties proposed for rehabilitation. Information gathered during the initial site and building assessment will be used to identify the appropriate measures for addressing materials requiring special handling and disposal. All work will be conducted under the supervision of qualified professionals who are knowledgeable and licensed, as appropriate. Where feasible, rehabilitation will be completed such that existing materials will be reused, or if replaced, the character and ornamental details will remain consistent with original features.

12.02 (8) PUBLIC IMPROVEMENTS

As required by 760 CMR 12.02 (8), 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.

INSERT PUBLIC IMPROVEMENTS MAP

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 to bring more people downtown and providing safe and comfortable pedestrian circulation. Previous analysis indicated that traffic congestion along Hancock Street and Granite Street made 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 was 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 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.

Burgin Parkway at Granite Street Intersection Improvements

The intersection of Burgin Parkway and Granite Street ranks in the top 5% in the state for high crash experiences (2018 – 2020) and had two fatal crashes in the last 5 years. The intersection is listed as a high priority in the City of Quincy’s Transportation Safety Action Plan as it provides a barrier for neighborhoods to the west to walk or bike to Quincy Center and has proven dangerous to those who may travel by these modes. With the introduction of more transit-oriented development, this is a critical time to address the safety issues at this intersection. A budget estimate has been developed for the design and construction of this intersection, including the full reconstruction of the traffic signal, significant changes to curb and associated drainage, and changes to lane arrangement to minimize the footprint of the intersection while maintaining adequate traffic operations.

Granite Street Corridor Improvements

This project reviews the corridor along Granite Street between Hannon Parkway Extension and Burgin Parkway for improvements, most notably including reconstruction at the intersection of Granite Street and Whitwell Street to reduce curb radii and improve walkability by adding an island for pedestrian refuge on the easterly crossing. As the corridor presently exists, there is ability to reduce the profile of the roadway and reallocate space to calm traffic, provide facilities for other modes of transportation, and to modify lane arrangements to facilitate travel most efficiently. There will be significant development in the immediate area and an opportunity for improvement in this corridor that is “right fitted” for changes in traffic volumes while also providing multi-modal facilities for these future developments.

A budget estimate has been provided for the reconstruction of this corridor including traffic signal reconstruction at Granite Street and Whitwell Street, including curb realignment for pedestrian safety improvements and associated drainage impacts. The remainder of the corridor is expected to be reconstructed in the existing curb to curb roadway.

Burgin Parkway at Dimmock Street Intersection Improvements

The key issues at the intersection of Burgin Parkway and Dimmock Street are not congestion or lack of capacity, but that the infrastructure there is aging beyond its serviceable life and is in immediate need of replacement. The traffic signal was designed several decades ago and as a result is not consistent with current standards for overhead signal indications which impacts visibility, and additional equipment cannot be added due to the substandard mast arm foundations that already do not meet current wind loading standards. The traffic signal controller itself is one of the oldest in

the City and does not have the functionality the most recent City standards require.

The intersection is also positioned next to the Quincy Center MBTA station and will be directly impacted by its redevelopment. Current design concepts contemplate a relocated busway with an entrance off of Burgin Parkway and exit on to Dimmock Street. A budget estimate has been provided for the design and reconstruction of the Burgin Parkway at Dimmock Street intersection, including traffic signal reconstruction and limited sidewalk and curb alignment related directly to the operations of the intersection.

Mechanic Street Crossing Improvements

During the planning process for the Hancock Lot Area, discussions have focused on the Mechanic Street crossing of the 4-lane Walter Hannon Parkway, which will require a temporary closure and relocation during construction of the R3 mixed-use project. This is an opportunity to review the crossing and determine what additional future treatments are needed, what are pedestrian desire lines for people crossing at this location and does the location of the crossing best serve its users. A budget estimate has been provided to improve the crossing at Mechanic Street at Revere Road to improve pedestrian safety as well as reduce pedestrian and vehicle wait times.

Adams Street at Hancock Street Intersection Design

As the Adams Presidential Center takes shape, so should the immediate surrounding area. The intersection of Adams Street and Hancock Street is a 6-legged intersection with significant deficiencies due to its size and the volume of traffic directed through it to access the downtown. As the area progresses, work towards the design of the intersection needs to progress in parallel to provide not only an efficient, multi-modal intersection that is safe for all road users in the downtown, but also to provide an appealing and stately connection between the Adams Presidential Center and the rest of the downtown.

Downtown Wide Traffic Signal Improvements

The signaling equipment throughout the downtown has been replaced over time to bring traffic signals to the City's current standard. While significant progress has been made, there are still locations where minor revisions to signal operations or replacements are needed. Budget has been provided to update the signaling equipment across the downtown to include adaptive traffic control systems at key intersections.

Traffic & Parking and Lights Improvements / Maintenance

A budget estimate has been identified for improving the street lighting within the downtown including the replacement of failing infrastructure and the maintenance of already installed double acorn lighting.

PARKING

Since the adoption of the Quincy Center URDP in 2007, the Plan has called for new parking facilities to be constructed on both the Hancock Lot and the Ross Garage areas, in addition to on-site parking to be provided in association with private development. 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 or negotiate directly with a parking garage developer.

The city-owned Hancock Parking Lot (Hancock Lot), a five-acre site previously used for surface parking with a capacity of approximately 525 cars, was greatly underutilized and provided an opportunity for significant new development in the downtown. With the construction of the new concourse roadway (now the Mayor Hannon Parkway), the Hancock Lot has improved access and frontage on a major new thoroughfare. URDP #4 allowed the City to site the location of a new public parking garage as well as create four new redevelopment sites to be supported, in part, by the new garage. Development projects included a 15-story 141-unit residential tower and a 7-story mixed-use building with 171 residential units over first-floor retail with new civic space enhancements. These projects are served by the new 712-space parking garage which also provides parking capacity to existing downtown uses that relied upon the former surface lot.

The new garage opened in December of 2019 and was named the “Kilroy Garage” in honor of Quincy’s shipbuilding legacy.

The Ross Garage Area

Building upon the success of the Hancock Lot Area, the City turned its efforts to the Ross Garage Area. The Ross Garage, with its original 843 parking spaces, was located on a 5.3-acre site behind buildings fronting Hancock Street and Walter J. Hannon Parkway. The public garage was underutilized and in need of significant repairs due to its age. The original URDP identified this site as a prime redevelopment site.

The Ross Garage was demolished, soil remediated, and a temporary surface parking lot was constructed. The demolition of the garage afforded the City the opportunity to create a new roadway,

General McConville Way, running parallel to Hancock Street from Walter J. Hannon Parkway to Granite Street. General McConville Way is now the primary access for proposed retail and office destinations within the Ross Garage Area. In addition, a new roadway bridge connection was constructed over the MBTA tracks allowing vehicular and pedestrian access from General Dunford Drive to Thomas E. Burgin Parkway. Named Generals Bridge, this bridge roadway connection was paired with a new linear park known as Generals Park.

The construction of the Generals Bridge bifurcated the Ross Garage Lot into northern and southern halves. The City executed an LDA for a medical office development on the northern portion of the Ross Garage site. This development will create a four-story building with at least 100,000 square feet of medical office space for a healthcare tenant to provide healthcare services which are currently lacking in Quincy since the closure of the Quincy Hospital. Parking for the medical office building will be in an adjacent new city parking garage with approximately 500 parking spaces. The medical provider operations will allow for the shared use of parking spaces during off-peak hours, nights, and weekends.

At the time of the Amendment #5 approval in 2019, specific development plans had not yet been proposed for the remainder of the Ross Garage site south of Generals Bridge. A potential development program was estimated based on market conditions. However, the City recently signed an LDA for the construction of a 7-story mixed-use retail/residential development at the site. The ground floor will contain three retail spaces totaling over 20,000 square feet with six floors consisting of three hundred (300) apartments above. The project includes 150 surface parking spaces for use by retail users with an 800 space City-owned parking garage for new residents as well as for public parking in the downtown.

PUBLIC SPACE

John Quincy Adams Park

The parcel located at 1384 Hancock Street that is planned for City acquisition will create space for the construction of a park honoring former president and statesman John Quincy Adams. The park will be located at the corner of Hancock Street and Maple Street, placing the park along the Presidents Trail which starts at Peacefield and ends at the Abigail Adams Cairn. The use of space will enhance the historic experience within Quincy Center and provide a passive open space amenity within the area. For budgetary planning purposes, an order of magnitude cost estimate was developed utilizing typical unit costs per square foot of the parcel.

Hancock Street Civic Space

The two parcels located at 1455 & 1459 Hancock Street that have been acquired by the City will enable the installation of civic space public improvements and provide a new pedestrian linkage between Hancock Street and the General McConville Way streetscape and Generals Parks, adjacent to future redevelopments including but not limited to the Medical Office Building and public parking

garage identified for the Ross Garage Area-North. On each side of the proposed civic space are parcels where private developers are currently preparing redevelopment programs, including the recently approved mixed used residential and restaurant space at 1445 Hancock Street. The civic space will complement and activate these new development opportunities and continue to promote the work-live-play atmosphere of Quincy Center’s revitalization. For budgetary planning purposes, an order of magnitude design and construction cost estimate were developed utilizing typical unit costs per square foot of the combined parcels.

SUBSURFACE IMPROVEMENTS

The Quincy Center URDP utility improvements continue to enable and incite revitalization and redevelopment opportunities.

Undergrounding Utilities

A budget estimate has been provided to underground and replace power, telecommunication and fire alarm duct banks and wiring; upgrading street lighting architectural poles and fixtures; street lighting wiring; inclusive of required ancillary construction activities; engineering, survey, design & permitting; construction administration traffic controls allowance police details. Undergrounding these power, telecommunication and fire alarm assets provides protection for these public and private utilities to extend their life span while also providing additional space along the sidewalk for a better pedestrian experience. Undergrounding is proposed for the following locations:

- Maple Street, Foster Street and Chestnut Street
- Coddington Street
- Washington Street from Temple Street to Revere Road
- Granite Street

Adams Street from Burgin Parkway to Dimmock / Hancock Street

Adams Street is the northern boundary of the Quincy Center Urban Revitalization District. This City-owned street is a primary traffic contributor to Quincy Center from Newport Avenue and Burgin Parkway. As development increases in this area, the aging subsurface infrastructure, roadway, and sidewalks need improvement. The existing 1940s concrete drain pipes, the 1987 vitrified clay sewers, and the 1935 cast iron watermains have all reached the end of their life cycle. A budget estimate has been provided for these subsurface utilities to be replaced to support the next century of use by the City. The existing roadway and sidewalks are proposed to be replaced in order to improve the vehicular flow and pedestrian linkage to Quincy Center.

Hancock Street from Elm Street to Cliveden Street

As development activities and revitalization continue along the Hancock Street corridor, specifically between Elm Street and Cliveden Street, the aging subsurface utilities need improvement. The cast

iron watermain was constructed in the 1950s and the stormwater system was installed as early as 1930. The sewer infrastructure is vitrified clay pipe and is well beyond its lifespan as it was constructed in 1897. A budget estimate has been provided to replace all three subsurface utilities to serve existing and future development. With the replacement of the subsurface utilities, a budget estimate has been provided to improve the existing roadway. The pedestrian connectivity and linkage to the existing businesses and new developments along Hancock Street between Elm Street and Hannon Parkway also need improvement. New curbs and sidewalks are proposed to mirror the Hancock corridor north of Hannon Parkway.

Mechanic Street from Elm Street to Revere Road

Mechanic Street is the southeastern boundary of the Quincy Center Urban Revitalization District. The east side of Mechanic Street, which is outside of the District, has undergone significant development over the last decade. As the focus of the development shifts to the west side of Mechanic Street, it is apparent that the existing aging infrastructure needs improvements. The sewer and drainage infrastructure are both 50+ years old and have reached the end of their lifespan. A budget estimate has been provided to replace the sewer and drainage infrastructure.

DRAINAGE IMPROVEMENTS

Town Brook Improvements

Town Brook serves as the Downtown's primary stormwater drainage system. The City has undertaken significant efforts to reconstruct and re-direct areas of Town Brook throughout the downtown from Burgin Parkway through to the Revere Road and the Mechanic Street daylighting. A budget estimate has been provided to restore and widen the Town Brook from the area of 35 Bigelow Street through to its discharge into Town River. This project is intended to improve the ecological health of the brook and increase the flood flow capacity. The project will involve daylighting some sections of culverted portions of the brook, replacing granite-wall banks with vegetated and/or bioengineered slopes. The project will build upon recent efforts by local and state agencies to enhance the rainbow smelt habitat using low flow channels and creating additional spawning habitat.

Culverted roadway crossings will be widened with natural-substrate bottomed structures. These improvements will provide a considerable enhancement to the water quality in the brook. The remaining portions of the brook, where physical constraints prevent sloped natural streambanks will be widened with vertical walls, while maintaining the natural streambed. The increased flood flow capacity will result in the reduction of flood vulnerability of several commercial and residential properties in the Bigelow Street area, increase the resiliency of the existing roadway and utility infrastructure presently vulnerable to damage/loss results from flooding impacts.

ENVIRONMENTAL IMPROVEMENTS

Fifteen years of urban renewal actions has informed the City to expect to encounter soil contamination from historic urban fill practices. As a result, budget estimates have been identified to support ground improvements including soil remediation and stabilization to support both public and private development.

12.02 (9) DISPOSITION

Under M.G.L. 30B, Section 1(b) (25), a contract to sell, lease, or acquire residential, institutional, industrial, or commercial real property by the City, as an urban renewal agency engaged in the development or disposition of said real property in accordance with a plan approved by EOHL, 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 businesses that wish to relocate onto the Hancock Parking Lot and/or land made available after the redesign of the Ross Garage, and/or other identified redevelopment parcels provided it is in the best interest of the City to do so and further provided they meet the requirements of this amended Plan.

The City will work with the developer(s) on establishing a site plan that is consistent with the URDP vision and 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.

Currently, there are sixteen (16) proposed disposition sites listed in Table 10. Proposed Disposition Parcels by Site Number, and identified on Figure 7, G-1 Disposition Parcels. Some of these sites are individual parcels, while others are sites with multiple assembled parcels.

Identity of Known Developers

Of these disposition sites, the City has executed three (3) agreements with developers. Those sites are highlighted in blue in the Disposition Table and include:

1. 1546-1570 Hancock Street: The City sold this property in 2022 to R3 Project Company LLC and executed a Land Disposition Agreement (LDA) with the developer, LBC Partners, for this redevelopment. However, foundation permit issues have materialized, and development has not commenced.
2. 86 Parkingway + 37R Parkingway: The City has an executed LDA with FRP Quincy Development, LLC for the construction of a medical office building with a public parking garage and retail.

3. 119 Parkingway: The City has an executed LDA with Atlantic Burgin Hannon, LLC for a mixed-use development to include retail and a multi-family residential building.

Table 10. Proposed Disposition Parcels by Site Number

Map ID #	Address	Property ID	Owner	Parcel Size (Ac.)	Current Uses	Proposed Use
1	12 DIMMOCK / 1147 HANCOCK ST	MULTIPLE	MULTIPLE	0.48	Office/Condo	Improved MBTA Site Access ⁷
2	43 DENNIS F RYAN PKWY	1141 18 R	CITY OF QUINCY	0.63	Vacant Land	Mixed Use
3	1415 HANCOCK ST	1148-16-1A	M & J REALTY LLP	0.20	Commercial	Mixed Use
4	1469 HANCOCK ST	1148 20 2	Tremont Quincy LLC	0.52	Commercial	Mixed Use
5	1495 HANCOCK ST	1148 21 3	Hancock Flag Realty	0.26	Commercial	Mixed Use
6	1505 HANCOCK ST	1148 12	Quincy Community Action	0.19	Commercial	Mixed Use
7	1546 -1550 HANCOCK ST	1142 52 R3	R3 Project Company LLC	0.58	Vacant Land	Mixed Use
8	1562 HANCOCK ST	1142 2	R3 Project Company LLC	0.23	Commercial	
9	1570 HANCOCK ST	1142 1	R3 Project Company LLC	0.12	Commercial	
10	15 MECHANIC ST	1145 12 5	BEDORE THOMAS J	0.14	Residential	Mixed Use
	HANCOCK ST	1145 10 2	CITY OF QUINCY	0.13	Vacant Land	
	1604 HANCOCK	1145 11 3	IMBRIANI JOSEPH G	0.33	Commercial	
11	1620 HANCOCK ST	1145 15 C	CITY OF QUINCY	0.26	Vacant Land	Mixed Use
	25 MECHANIC ST	1145 13 A	ALBAYRAKA SULE	0.09	Residential	
	29 MECHANIC ST	1145 14 B	DUNPHY BRENDAN	0.09	Residential	
12	1637 HANCOCK	1147 14 C	CITY OF QUINCY	0.91	Parking Lot	Mixed Use
	1637 HANCOCK	1146-5-A	BONCALDO PROPERTIES INC	0.36	Commercial	
13	1565 HANCOCK	1147 15 1	CITY OF QUINCY	1.11	Parking Lot	Mixed Use
14	150 GRANITE ST	1166 20 3	MIGNOSA WILLIAM P	0.13	Commercial	Residential
	148 GRANITE ST	1166 26 4	MIGNOSA WILLIAM P	0.16	Commercial	
15	86 PARKINGWAY	1148 66	PARKINGWAY CM LLC	2.27	Vacant Land	Mixed Use
	37R PARKINGWAY	1148 58	PARKINGWAY CM LLC	0.40	Vacant Land	
16	119 PARKINGWAY	1165 70	PARKINGWAY Q BUSINESS	0.65	Commercial	Mixed Use
	95 PARKINGWAY	1148 35	CITY OF QUINCY	0.31	Vacant Land	
	100 PARKINGWAY	1148 67	CITY OF QUINCY	0.79	Vacant Land	

⁷ This property consists of 34 condominium units. It is not the City's intention to acquire the building, but rather to acquire a portion of land (if necessary) for improved access and egress from the MBTA Quincy Center Station site from Dimmock Street.

12.02 (10) REDEVELOPER’S OBLIGATION

Each potential redeveloper shall be required to provide to the City, at a minimum, the following information:

- 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,
- Experience and references, and
- Partners or development team

When submissions are made by interested developer(s), the 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 and retention; the proposed acquisition cost for City parcels; commitment to add new commercial, retail, and residential 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 of a disposition site. The selected development entity and the PCD will be required to enter into a Land Disposition Agreement (LDA) to be approved by the EOHLC, as required by 760 CMR 12.00. Designated developers must comply with the goals of this updated Plan, current zoning regulations, and the Design Guidelines.

It is noted that EOHLC will review the proposed Land Disposition Agreement for a time frame for completion of the redevelopment prior to execution of any such agreement. The redevelopment will comply with the Urban Renewal Plan Regulations, M.G.L. c. 121B and 760 CMR 12.00, and the redeveloper, in accordance with M.G.L. c. 151B, will not discriminate.

As referenced in 12.02 (9) Disposition, the City has executed an LDA for three developers within the Project Area. A copy of each signed LDA is included in **Appendix D**.

12.02 (11) TIME FRAME

Implementation

As noted in *Table 11. Implementation*, the continued implementation of the URDP is anticipated to be undertaken in phases. This URDP Amendment 6 has extended the timeline of the URDP an additional 20-years to implement those projects which require long-range planning and funding. Along these lines, and addressing the issues and challenges described above, there are several near-term, mid-term and long-term redevelopment options and strategies which the City will implement. As such, the intention is for the plan to be effective in 2024 and remain an active plan through 2044.

Table 11. Implementation

Activity ID	Activity Description
Short-Term (0 to 5 Years)	
1.1	Prepare and submit a Notice of Project Change to the state’s MEPA office to obtain a Certificate for URDP Amendment 6.
1.2	Sell bonds to secure initial DIF funding for implementation of priority redevelopment actions and public realm/infrastructure improvements.
1.3	Complete the design for a new civic space on City-owned parcels at 1455 + 1459 Hancock Street to provide a pedestrian connection between Hancock Street and General McConville Way. Secure funding to construct this new civic space with a public walkway, open hardscape area, water wall, amphitheater, and restaurant seating.
1.4	Acquire parcel at 1384 Hancock Street for demolition of existing structure and construction of a new park honoring former president and statesman John Quincy Adams. Secure funding to construct this new civic space which will provide a passive open space amenity within the area.
1.5	Coordinate with private sector interest in the “Granite Street Redevelopment Area” for new and denser commercial, retail, and residential development in this area. Identify potential public realm and infrastructure improvements needed to support redevelopment in this area.
1.6	Work with the identified developer for projects along General McConville Way to design a pedestrian bridge over the MBTA tracks and Burgin Parkway to connect the General McConville Way redevelopment area to the Granite Street Redevelopment Area.
1.7	Identify the need for roadway upgrades throughout the expanded URDP area including signalized intersection enhancements, roadway pavement improvements, stormwater, and streetscape elements. Prioritize improvements and secure funding for high priority projects.
1.8	Coordinate with the non-profit organization proposing the development of the future home of the Adams Presidential Center in a triangular area bounded by Adams Street, Thomas E. Burgin Parkway, and Dimmock Street. Initial steps will include development of a concept plan for the new Center and identification of potential public realm and infrastructure improvements needed to support redevelopment in this area.
1.9	Secure funding and begin the evaluation of improvements adjacent to Bigelow Street and McGrath Highway for Town Brook flood control improvements. Identify acquisition needs to construct the Flood Control Improvements.
1.10	Identify the need for roadway upgrades throughout the expanded URDP area including signalized intersection enhancements, roadway pavement improvements, stormwater,

	and streetscape elements. Prioritize improvements and secure funding for high priority projects.
Medium-Term (0 to 10 Years)	
2.1	Acquire parcels at 1469, 1495, and 1505 Hancock Street for the rehabilitation of two structures and the demolition of other existing structures and construction of new multi-use buildings with first floor retail, commercial office/residential on upper floors, and limited parking beneath the retail space.
2.2	Continue to coordinate with the non-profit organization proposing to develop the Adams Presidential Center. Identify public realm and infrastructure improvements and secure funding for the design and construction of needed public improvements in this area.
2.3	Complete the design of prioritized roadway upgrades and start construction on prioritized intersection enhancements, roadway pavement improvements, stormwater, and streetscape elements.
2.4	Coordinate with the MBTA on the redevelopment of the Quincy Center Station area. The station improvements will upgrade the subway, commuter rail, and bus facilities. The redevelopment project will include the creation of developable air rights to promote TOD over and adjacent to the MBTA station. Project proponents are contemplating up to 300,000 square feet of mixed-use development.
Long-Term (0 to 20 Years)	
3.1	Advance actions in the School Street Redevelopment Area located south of Walter J. Hannon Parkway and bounded by Parkingway, School Street, and Mechanic Street. Proposed redevelopment includes new construction of mixed-use buildings including ground floor retail and upper story residential and full rehabilitation of existing buildings.
3.2	Coordinate with DCAMM regarding their plans to redevelop the Norfolk County District Courthouse into a new Regional Justice Center. The City will coordinate with the state on key actions including parcel acquisitions, Justice Center design for consistency with the City’s vision for the Project Area, access, parking needs, and interface with adjacent parcels.
3.3	The City will participate in the analysis of the depressed rail right-of-way corridor to identify recommendations for water, wastewater, and drainage utility system improvements to unlock new redevelopment opportunities. Once feasible improvements are identified, proceed in coordination with the MBTA to proceed with design and construction of improvements.

This URDP reflects City of Quincy’s current development priorities, which are dynamic and subject to change over the next 20 years. Major Plan Changes to the URDP will be subject to local approvals and submitted to EOHLC for review and approval. Any submittal will include a detailed description of the change, the purpose and effect of the plan change on Project activities, and pertinent revisions

of the original application to reflect the change. The timeframe presented in *Table 11* integrates private redevelopments and public improvements in the short-term (0 to 5 years), medium-term (0 to 10 years) and long-term (0 to 20 years). Of those actions in the short-term, the focus will be on completing various green space and pedestrian improvements along Hancock Street and General McConville Way. The City will look to upgrade utilities as needed and advance the Town Brook flood control improvements as well.

12.02 (12) FINANCIAL PLAN

The cost estimates 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 (12) Section 6: Project Budget.

Acquisition costs are for the acquisitions contemplated in this Amendment #6. As per the EOHLC guidelines, acquisition costs are based on the most recent assessed values from the City of Quincy Assessor's Office.

Relocation costs include the cost to relocate any businesses impacted by an acquisition; and are based on the City's experience with other recent relocations and updated with current anticipated expense factors. No residential relocations are anticipated.

Building Remediation & Demolition costs consist of anticipated costs to demolish existing structures and to prepare the sites for redevelopment. 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. 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.

Public/Private Utility Improvements and Public Spaces and Roadway Surface Improvements cost estimates in the URD have been developed and include the following activities:

- Relocated and upgraded utilities, including water, sewer, stormwater, and some private utilities
- Streetscape improvements
- Parking garages
- Town Brook Improvements
- John Quincy Adams Park
- Civic Spaces
- Burgin Parkway at Granite Street Intersection Improvements
- Granite Street Corridor Improvements

- Burgin Parkway at Dimmock Street Intersection Improvements
- Mechanic Street Crossing Improvements
- Downtown Wide Traffic Signal Improvements
- Traffic & Parking and Lights Improvements / Maintenance

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 legal and financing, administrative, and soft costs.

The net project costs shall be the gross project cost less revenue anticipated from disposition of land, DIF Bonds, and Federal or State Grants. It is anticipated that as the final design and planning for the redevelopment of the Project Area occurs, further adjustments to costs will be made.

Table 12. Revitalization and Development Budget

	URDP Cost	Potential Funding Sources
Item 1.0 Parking Garages		
Ross North Garage	\$50,000,000	DIF, Federal & State Grants
Ross South Garage	\$78,000,000	DIF, Federal & State Grants
Garage Operations & Maintenance	\$3,500,000	City and Parking Revenue
Subtotal	\$131,500,000	
Item 2.0 Acquisitions		
Subtotal	\$30,654,400	DIF
Item 3.0 Relocation		
Subtotal	\$5,250,000	DIF
Item 4.0 Building Remediation & Demolition		
Subtotal	\$4,911,475	DIF, Federal & State Grants
Item 5.0 Environmental Remediation		
Subtotal	\$5,524,000	DIF, Federal & State Grants
Item 6.0 Utility Improvements		
Subtotal	\$42,155,800	DIF, Federal & State Grants
Item 7.0 Surface Improvements		

John Quincy Adams Park	\$2,605,800	DIF, Federal & State Grants
Civic Space Cost Estimate	\$5,850,000	DIF, Federal & State Grants
Burgin Parkway at Granite Street Intersection Improvements	\$ 4,000,000	DIF, Federal & State Grants
Granite Street Corridor Improvements	\$2,500,000	DIF, Federal & State Grants
Burgin Parkway at Dimmock Street Intersection Improvements	\$1,500,000	DIF, Federal & State Grants
Mechanic Street Crossing Improvements	\$500,000	DIF, Federal & State Grants
Downtown Wide Traffic Signal Improvements	\$500,000	DIF, Federal & State Grants
Traffic & Parking and Lights Improvements / Maintenance	\$1,620,000	DIF, Federal & State Grants
Adams Street at Hancock Street Intersection Design	\$750,000	DIF, Federal & State Grants
Subtotal	\$19,825,800	
Item 8.0 Consultant Services		
MEPA FEIR Technical Updates	\$1,200,000	DIF, Federal & State Grants
Civil / Remediation Consultants	\$3,050,000	DIF, Federal & State Grants
Subtotal	\$4,250 ,000	
Item 9.0 Legal Services		
Subtotal	\$2,875,000	DIF
Item 10.0 Administration		
Downtown Field Representative	\$350,000	DIF
Director of Downtown Engineering	\$375,000	DIF
Subtotal	\$725,000	
Total	\$247,671,475	
Potential Project Sources		
Federal and State Grants/ Appropriation	TBD	
I-Cubed (Authorized)	\$40,000,000	
Proceeds from Sale of Assets (Disposition Parcels Assessed Value of 2023)	\$45,000,000	
Bond Financing DIF Bond Request	\$45,000,000	
Total Project Revenues	\$242,000,000	

DIF Funding

Some of the project costs will be paid from DIF Bonds as follows:

Item 1.0 Parking Garages	\$ 131,500,000
Item 2.0 Building Remediation & Demolition	\$ 761,000
Item 3.0 Environmental Remediation	\$ 5,524,000
Item 4.0 Utility Improvements	\$ 8,715,000
Item 5.0 Surface Improvements	\$ 2,605,800
Item 6.0 Consultant Services	\$ 3,450,000
Item 7.0 Legal Services	\$ 2,875,000
Item 8.0 Operations	\$ 750,000
Total DIF Requested Amount	\$ 157,000,000

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, DIF 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). 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 completed construction of the West of Chestnut project. 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 Hancock Adams Common, construction of the Mayor Hannon Parkway, and on-going street improvements. The public actions 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 used based on the timing of expenditures and development to maintain a positive DIF account balance and sufficient debt service coverage as required by bond holders. A comprehensive financial model has been developed to evaluate and manage the bonding process.

12.02 (13) CITIZEN PARTICIPATION

The original URDP incorporated input received during an extensive public outreach process that occurred during the preparation of the Quincy Center Vision Plan. All property owners and their tenants were invited regularly to discuss the Project and its objectives with the PCD. During the development of the original Plan, conversations with affected property owners occurred and changes to the development program were made, where appropriate.

Furthermore, this Amendment #6 to the URDP resulted from a public participation process in compliance with 760 CMR 12.02 (13). The key component of the City's approach was the active participation of a Citizens Advisory Committee (CAC). The CAC is comprised of individuals representing 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 the original URDP and all its subsequent amendments. At CAC meetings, presentations were made on site conditions, redevelopment options, the elements of the development program, infrastructure improvements, and implementation strategies and funding initiatives. This Plan was crafted and modified based on the discussions and the guidance of the CAC. Meeting minutes were written and distributed to all committee members and are included in **Appendix E**.

It is the intention of the PCD to continue to meet with the CAC periodically as the various stages of the URDP implementation occur. In addition, if amendments to this URDP are proposed, they will be presented by PCD to the CAC for review and comment. It is important to note that since the inception of the URDP, the Advisory Committee has had changes in membership. The City has updated its membership and educated new members on the plan, process, and actions proposed moving forward. A brief report from the CAC outlining their involvement and opinion regarding this plan is attached to this document.

12.02 (14) REQUISITE MUNICIPAL APPROVALS

This section is forthcoming upon completion of the URDP local Approval Process.

As required by M.G.L. c. 121B, Section 48, a copy of each required municipal approval and evidence of a Public Hearing by the City Council is included in the final URP. Please refer to **Appendix F** for the following documentation:

- Planning Board Consistency Finding
- City Council Approval of URP
- City Council Public Hearing (with MHC Notification)
- Certification by Legal Counsel

12.02 (15) MASSACHUSETTS ENVIRONMENTAL POLICY ACT (MEPA)

The Massachusetts Environmental Policy Act (MEPA), as administered by the Secretary of Energy and Environmental Affairs (EEA), has jurisdiction when a new urban renewal plan or a major modification of an existing urban renewal plan requires review and approval by EOHLIC, per 301 CMR 121.03 (1)(b)(7).

The URDP has received MEPA review in the past (EEA No. 14780). On July 25, 2011, an Expanded Environmental Notification Form (EENF) was submitted to the Secretary of EEA for the Quincy Center Urban Revitalization District. The Secretary issued a certificate on September 16, 2011, with the determination that the Project was required to prepare an Environmental Impact Report (EIR). The 2011 EENF summarizes the project area as 55-acres with a phased redevelopment of a 30.8-acre area. The Secretary issued a Final Record of Decision with a Phase I Waiver, allowing a portion of the project to proceed to state permitting prior to the completion of the EIR. The project was subject to the preparation of an EIR pursuant to 301 CMR 11.03(6)(a)(6) and 11.03(6)(a)(7). The Draft EIR (DEIR) was posted in the Environmental Monitor on May 9, 2012, and was followed by a Final EIR (FEIR) posted November 7, 2012.

A Notice of Project Change (NPC) was completed in 2017 to reflect changes to the URDP made in Amendment #3 (2/10/2016). The Amendment proposed expanding the project area from the initial 30.8-acres to 62-acres. The NPC certificate states, *“As project elements advance, the City should contact the MEPA Office to determine whether an NPC or other review is necessary to ensure compliance with MEPA regulations.”* The NPC received several comments from state agencies, including MassDEP, MassDOT, DOER, DMF and MHC. These considerations and recommendations have been incorporated throughout Amendment #6, as applicable.

The City met with the MEPA Office upon completion of Amendment #5. Amendment #4 and #5 did not undergo MEPA review because the extent of the project scope did not trigger additional review. The City provided the MEPA Office with a status update in 2020 which outlines the area’s MEPA permitting history and project description over time. To review the MEPA Status Update, see **Appendix G**.

The City understands and acknowledges its responsibilities relative to the MEPA process. The City is aware of the changes to the regulations at 301 CMR 11.00 et seq., and will abide by them, including

the new MEPA EJ protocols, effective January 1, 2022. The EJ Protocols require enhanced outreach to EJ populations, including compliance with the 45-day advance notification requirement. Once the URDP Amendment #6 is approved by the Quincy City Council, the City will proceed with a MEPA submission. The City understands that if MEPA review is not complete at the time of the final submission of this Amendment #6, EOHLC approval will be conditional upon completion of MEPA review.