

# Wollaston Urban Revitalization District

*An Urban Renewal Plan*  
Quincy, MA



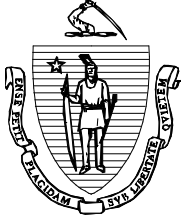
*Submitted to:*  
**Commonwealth of Massachusetts**  
**Department of Housing & Community Development**  
100 Cambridge Street, Suite 300  
Boston, MA 02114

*Prepared for:*  
**City of Quincy, MA**  
**Department of Planning & Community Development**  
1305 Hancock Street  
Quincy, MA 02169

*Prepared by:*  
**BSC Group, Inc.**  
33 Waldo Street, Suite 5  
Worcester, MA 01608

**Woodard & Curran, Inc.**  
250 Royall Street, Suite 200E  
Canton, MA 02021





Commonwealth of Massachusetts  
**DEPARTMENT OF HOUSING &  
COMMUNITY DEVELOPMENT**

Charles D. Baker, Governor ♦ Karyn E. Polito, Lt. Governor ♦ Jennifer D. Maddox, Undersecretary

August 15, 2022

The Honorable Thomas P. Koch  
Office of the Mayor  
City Hall, 1305 Hancock Street  
Quincy, MA 02169

**RE: Wollaston Urban Revitalization District Plan – Approved**

Dear Mayor Koch:

The Department of Housing and Community Development (the Department) received the City of Quincy's urban renewal plan entitled *Wollaston Urban Revitalization District, An Urban Renewal Plan, Quincy, MA* (the Plan). Wollaston Center is a neighborhood center and business district in the City of Quincy. The approximately 51.7-acre urban renewal area is heavily developed and contains a variety of commercial, residential, and civic/institutional uses. Hancock Street and Newport Avenue, connected by Beale Street, are the main commercial streets within the urban renewal area and serve as the primary connectors and activity corridors in Wollaston Center.

This 20-year Urban Renewal Plan integrates the vision to maintain a convenient, walkable, transit-friendly, and diverse neighborhood while adding new housing options and businesses to enliven the atmosphere. Plan implementation is expected to revitalize this neighborhood center and business district by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving circulation for pedestrians, vehicles, and public transit, enhancing visitor experience for business customers, and strengthening the quality of life for residents. To further the vision, public actions, such as strategic acquisition, parcel assemblage, disposition, and public realm improvements, are proposed to address existing conditions and promote private investment.

Pursuant to M.G.L. Chapter 121B, § 48 the Department has reviewed the Urban Renewal Plan submission and makes the following findings:

- The project area would not, by private enterprise alone, and without either government subsidy or the exercise of governmental powers, be made available for urban renewal.
- The proposed land uses and building requirements in the project area will afford maximum opportunity to privately financed urban renewal consistent with the sound needs of the City as a whole.
- The financial plan is sound.
- The project area qualifies as a decadent, substandard or blighted open area.

- The Urban Renewal Plan is sufficiently complete.
- The City of Quincy must request designation of a Relocation Advisory Agency and submit a Relocation Plan for approval to the Bureau of Relocation prior to the commencement of any relocation activities pursuant to M.G.L. Chapter 79A and 760 CMR 27.00.

The Department concurs with the finding of the City of Quincy's Planning Board that the Wollaston Urban Revitalization District Plan is based upon a local survey and conforms to existing planning documents covering the urban renewal area as a whole, including, but not limited to, a comprehensive plan for the locality.

Please be advised that, except as set out in 760 CMR 12.04 (3), pursuant to 760 CMR 12.04, Land Acquisition, two recent, independent appraisals must be submitted to the Department prior to actual land acquisitions.

The Department approves the Wollaston Urban Revitalization District Plan. As a condition to this Plan approval, the City of Quincy must obtain the necessary MEPA approval of the Urban Renewal Plan and any known redevelopment project in accordance with the Massachusetts Environmental Policy Act. Please forward a copy of MEPA's approval to DHCD upon receipt. In addition, implementation of urban renewal activities must comply with all applicable local, state, and federal laws and regulations.

On behalf of Governor Baker and Undersecretary Maddox, the Department looks forward to working with the City of Quincy in the future on the successful implementation of this Urban Renewal Plan.

If you have questions, please contact Maggie Schmitt, Urban Renewal and Relocation Coordinator at [Maggie.Schmitt@mass.gov](mailto:Maggie.Schmitt@mass.gov).

Sincerely,



Louis Martin, Director  
Division of Community Services

cc: James J. Fatseas, Planning Director, City of Quincy  
Robert Stevens, Deputy Planning Director, City of Quincy

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## List of Acronyms

Acronym	Definition
ADA	Americans with Disabilities Act
BSC	BSC Group, Inc.
CITY	City of Quincy, MA
CDBG	Community Development Block Grant
CSPP	Complete Streets Prioritization Plan
DHCD	MA Department of Housing and Community Development
DIF	District Improvement Financing
EEA	MA Executive Office of Energy and Environmental Affairs
EJ	Environmental Justice
ENF	Environmental Notification Form
I/I	Inflow and Infiltration
MAPC	Metropolitan Area Planning Council
MassDEP	MA Department of Environmental Protection
MassDOT	MA Department of Transportation
MBTA	Massachusetts Bay Transportation Authority
MCP	MA Contingency Plan
MGL	Massachusetts General Laws
MHC	MA Historical Commission
MEPA	Massachusetts Environmental Policy Act
NRHP	National Register of Historic Places
PACE	Property Assessed Clean Energy Program
PCD	Quincy Department of Planning and Community Development
RSA	Road Safety Audit
TAP	Technical Assistance Panel
TIF	Tax Increment Financing
ULI	Urban Land Institute
URA	Urban Revitalization Area
URP	Urban Revitalization Plan
WURD	Wollaston Urban Revitalization District

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## 12.02 (1) Executive Summary

### 1.1. Introduction

The Urban Revitalization Plan (URP) for the Wollaston Urban Revitalization District (WURD) 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. Quincy does not have a separately established redevelopment authority. In 1972, through Chapter 898 of the Massachusetts Acts and Resolves of 1973 (Chapter 898), the Massachusetts Legislature authorized the City's PCD to act as the City's redevelopment authority and to carry out the actions authorized in Chapter 121B, with some notable exceptions set forth in section 5 of Chapter 898. A copy of Chapter 898 is included as Appendix F.

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

As large-scale, high density mixed-use development continues to transform Quincy Center, the City has shifted its focus to the revitalization of Wollaston Center. While Wollaston Center has been and continues to be an important neighborhood center and business district, it has experienced pockets of disinvestment, neglect, and missed opportunities. As such, the City is focused on exploring uses and redevelopment options to encourage Wollaston Center to flourish as a vibrant, walkable, affordable, and diverse, mixed-use neighborhood. With recent improvements to the Massachusetts Bay Transportation Authority (MBTA) Wollaston Station, Wollaston Center is poised to benefit from targeted and strategic transit-oriented development.

The URP process involved collaboration with stakeholders, including area property owners, businesses, residents, city officials and an Advisory Committee. Community input helped create a vision for Wollaston Center to guide a robust revitalization strategy. Major themes emerged from the data provided by the public:

- Create opportunities for transit-oriented and mixed-use development that is consistent with the neighborhood character;
- Attract more locally owned small independent businesses for dining, entertainment, and services;
- Develop housing units for all ages and all income levels;
- Weave sustainability, accessibility, and green infrastructure concepts into development and transportation improvements; and
- Achieve a walkable environment that offers enhanced public realm, placemaking, and outdoor community activities.

Information used throughout this document was obtained from a wide range of publicly available resources, studies, and initiatives, as listed below:

- *City of Quincy Small Business Plan, March 2020*, Prepared by Metropolitan Area Planning Council
- *Road Safety Audit - Newport Avenue at Beale Street*, 2019, Prepared by AECOM
- *City of Quincy & South Shore Home Consortium Consolidated Plan 2020-2024*, Prepared by the City of Quincy
- *Housing Production Plan*, 2016, Prepared by Metropolitan Area Planning Council
- *Quincy Multi-Hazard Mitigation Plan 5-Year Update*, 2019, Prepared by Tighe & Bond
- *Re-Envisioning Wollaston*, September 2013, Prepared by Metropolitan Area Planning Council



- *Wollaston Center Parking Analysis*, 2014, Prepared by Metropolitan Area Planning Council
- *City of Quincy Bicycle and Pedestrian Network Plan*, 2014, Prepared by Metropolitan Area Planning Council
- *MetroFuture*, 2008, Prepared by Metropolitan Area Planning Council
- *Municipal Vulnerability Preparedness Summary of Findings*, 2019, Prepared by Tighe & Bond
- *Draft Quincy Open Space and Recreation Plan*, 2019, Prepared by BSC Group, Inc.
- *Transforming Quincy: A Holistic Assessment of the Economic Contributions of the Quincy Center Urban Revitalization District Project*, 2019, Prepared by UMass Dartmouth Public Policy Center
- *Beale Street & Wollaston Center Drainage Study*, 2020, Prepared by Woodard and Curran
- *Quincy Complete Streets Tier 2 Prioritization Plan*, 2018, Prepared by City of Quincy
- *Wollaston Business District Revitalization Study*, 1979, Prepared by Sasaki Associates

The information and recommendations contained in the above-referenced reports are incorporated into this URP, as appropriate. Overall, the URP has a 20-year implementation phase to accommodate the projects which require long-range planning.

Finally, the City has developed the Wollaston Urban Revitalization District Design Guidelines to help promote and ensure consistency with the vision set forth in this URP. These guidelines are intended to influence the design of buildings, sites, circulation, and public spaces in the URA. Elements within the Design Guidelines include district identity, streetscape character and connectivity, public open space, parking and transportation, architectural design, and sustainability.

Urban Renewal projects within the WURD will be reviewed by the Planning Board through the Certificate of Consistency (COC) process, to ensure conformity with the intent of the URP. Projects not subject to the COC, whether through a Land Disposition Agreement or Urban Redevelopment Covenant, will be encouraged to use these Design Guidelines as urban design principles, and this recommendation will be documented within the permitting approval process. With the adoption of these Design Guidelines and the implementation of best practices, the City will have mechanisms in place to promote, encourage, and achieve the goals and vision set forth in this URP.

## **1.2. Urban Revitalization Area Description**

Wollaston Center is a neighborhood center and business district in the city of Quincy. The area contains a variety of commercial, residential, and civic/institutional uses, concentrated in a compact setting that encourages and supports walking. The URA consists of approximately 118 parcels which contain approximately 108 structures within a total land area of approximately 51.7 acres. Approximately 66% of the buildings within the URA pre-date 1940.

Wollaston Center evolved organically over time as a neighborhood center, with existing development consisting of residential uses with pockets of commercial and office development. The commercial corridors of Newport Avenue, Beale Street, and Hancock Street are home to a variety of businesses that serve the surrounding neighborhoods. Just beyond each of these commercial corridors are residential neighborhoods that contain a mix of single family and two- to three-family homes, and some larger scale apartment buildings. Most of the building stock was rated to be in fair to poor condition. In addition, due to the existing zoning, there are areas where existing commercial uses abut residential uses and create conflict and nuisance complaints. There are two large parking lots, one which is privately owned and the other belonging to the MBTA, providing approximately 600 spaces in the URA, along with on- and off-street parking. Parking is a concern for stakeholders in the area, particularly if one or both large parking lots become a development site in the future. Newport Avenue, Beale Street, and Hancock Street are the main thoroughfares in the URA. There is no open space in the URA. The nearest significant open space, Merrymount Park, is approximately 0.4-miles away.

Over the last several decades, segments of Wollaston Center have experienced disinvestment and fallen into disrepair. Moreover, despite benefiting from its location on the MBTA Red Line, the area has largely missed out on more recent investments which are occurring in other parts of Quincy. Development in Quincy Center is concentrating density in the city's urban downtown, and the City seeks to attract new investment and vibrancy in the Wollaston Center section of the city as well. Due to the presence of the MBTA Red Line at Wollaston Station, the WURD has the potential to realize significant future compact, dense, transit-oriented development.

The boundaries for the Wollaston URA are shown in *Figure A-1: Aerial Map with URA Boundaries* in **Chapter 12.02 (2)**.

### 1.3. Statement of Need

This URP evaluates data from a variety of sources to support the recommendation that the URA meets the eligibility standards defined in M.G.L. c.121B for consideration as a “decadent” area and that it is improbable that the area would be redeveloped per the ordinary operations of private enterprise. Data evaluated includes parcel ownership, land and building assessments, parcel size, and current conditions. The finding that the URA is a decadent area is based upon all properties within the URA and is not limited to properties identified for acquisition.

The Wollaston Center area qualifies as an URA under the requirements of M.G.L. c.121B. The area's characteristics are consistent with the definition of a decadent area, as follows:

**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. (M.G.L. c.121B, § 1)

As discussed in **Chapter 12.02 (3) Eligibility**, the URA has many characteristics that contribute to decadent conditions. Specifically, the following elements are contributing factors within the Project Area:

- Structures which are out of repair and physically deteriorated;
- Structures that lack the mechanical and building systems and accessibility necessary to meet contemporary office and commercial space needs;
- Structures which are obsolete and would require major modifications to become suitable for beneficial reuse;
- Majority of structures which are old, indicating the potential for regulated materials common to older buildings;
- Unused or underutilized properties;
- The presence of incompatible uses which are directly adjacent to each other without adequate buffer;
- Inadequate transportation options, roadway conditions, and traffic circulation;
- Infrastructure in need of upgrades to adequately service the area;
- One or more large vacant parcels; and

- A diversity of ownership and irregular lot shapes and sizes that make it unlikely the area will be redeveloped under the normal operation of the private market.

#### 1.4. Project Vision

The URP integrates the vision of the 2013 *Re-Envisioning Wollaston* study along with comments received during the public outreach process for this URP. The *Re-Envisioning Wollaston* study captures the community's aspirations "to maintain a convenient, walkable, transit-friendly, and diverse neighborhood while adding new housing options and businesses to enliven the atmosphere."<sup>1</sup> This vision serves as the foundation on which the URP recommendations were developed. Plan implementation is expected to revitalize this neighborhood center and business district by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving circulation for pedestrians, vehicles, and public transit, enhancing visitor experience for business customers, and strengthening the quality of life for residents. Overall, the City wishes to build upon the current momentum of revitalization in Quincy through strategic public investments in Wollaston Center to cultivate a safe and vibrant neighborhood and a strong, diverse, and sustainable local economy.

#### 1.5. Goals and Objectives

To further the project vision and encourage Wollaston Center to flourish as a vibrant, walkable, affordable, and diverse mixed-use neighborhood, the goals and objectives described in **Chapter 12.02 (4) Objectives** were identified to guide public actions and the selection of specific buildings and properties for redevelopment. The following objectives underlie the specific public actions that will be undertaken as part of the URP, such as strategic acquisition, parcel assemblage, disposition, and public realm improvements, to address decadent conditions in the URA and promote private investment.

- Incorporate the priorities and goals of previous studies and master plans, as appropriate, to identify and prioritize development projects.
- Foster an environment for small businesses to thrive and create sustainable jobs.
- Facilitate land assembly and disposition to advance the goals, objectives, and activities of the WURD by identifying parcels that have high potential for development.
- Encourage and preserve economic diversity and quality of life by creating opportunities for businesses serving a diversity of incomes and skills.
- Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.
- Improve wayfinding, circulation, and pedestrian connections within the URA as well as with key destinations throughout the city.
- Provide necessary public services efficiently and effectively.
- Increase housing opportunities for all ages and all income levels.
- Manage and increase the parking supply with appropriate thought given to shared usage and proximity to high demand areas.
- Improve roadways and sidewalks, as well as traffic circulation, as appropriate.
- Improve infrastructure systems to decrease vulnerability to climate change and support modern development needs.
- Encourage targeted and strategic transit-oriented development.

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<sup>1</sup> *Re-Envisioning Wollaston*, 2013, p. 7

## 1.6. Concept Plan and Proposed Public Actions

*Figure S-4* presents the Concept Plan for the URA. Public improvements are key to the revitalization of Wollaston Center, as physical form is important to the perception and experience of the URA. In addition to public realm improvements on the street level, the URP includes below-ground public infrastructure improvements to provide adequate water, sewer and drain service, as well as address stormwater flooding issues that also impede private redevelopment of the URA.

In addition to the provision of public improvements, the City intends to work in partnership with any interested developers to ensure that the vision set forth in this plan is achieved. Accordingly, implementation of the URP is anticipated to result in the following general changes to land use:

- Increased mixed-use development to revitalize Wollaston Center
- Increased ground floor utilization of buildings that serve the public
- New development directed to areas accessible to public transit
- Increased multifamily housing inventory and affordable housing
- Versatility to accommodate for multiple uses in the limited available public realm

Redevelopment is identified for three primary locations within the URA:

1. Newport Avenue Block – The assemblage of eight (8) parcels on Newport Avenue, Brook Street and Arlington Street into one 1.24-acre (approximately 53,818 SF) parcel supporting a 163,500 SF mixed-use building.
2. Beale Street Block – The assemblage of three parcels to create one .87-acre (approximately 38,067 SF) parcel that supporting a 141,900 SF mixed-use building.
3. 16 Old Colony Avenue – This parcel is proposed for a stormwater pumping station with a building footprint of approximately 750 SF. The remainder of the parcel will be used for parking.

To help ensure that private redevelopment in Wollaston Center furthers the project vision, the City has established a redevelopment approval process to address land use regulations, design standards/guidelines, and other provisions (such as parking) for any project submitted to the City’s Department of Planning and Community Development for approval through the provisions of the Wollaston Urban Revitalization Plan. This approval process is described in *Section 4.6.1 Redevelopment Approval Process*.

## 1.7. Commonwealth’s Sustainable Development Principles

The Commonwealth has established ten smart growth and sustainable development principles. Below is a discussion of how effectively the Wollaston URP promotes these principles using redevelopment, open space, and transportation improvements to attract economic development to the URA.

### Concentrate Development and Mix Uses

*Support the revitalization of city and town centers and neighborhoods by promoting development that is compact, conserves land, protects historic resources, and integrates uses. Encourage remediation and reuse of existing sites, structures, and infrastructure rather than new construction in undeveloped areas. Create pedestrian friendly districts and neighborhoods that mix commercial, civic, cultural, educational, and recreational activities with open spaces and homes.*

The URP advances the principle of concentrating development and integrating uses. In fact, the URP is urbanized and contains residential neighborhoods interspersed with commercial development. The vision for Wollaston Center is to flourish as a vibrant, walkable, affordable, and diverse, mixed-use neighborhood. Wollaston Center is a compact neighborhood business district primed for transit-oriented development.

### **Advance Equity**

*Promote equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning and decision making to ensure social, economic, and environmental justice. Ensure that the interests of future generations are not compromised by today's decisions.*

The City seeks to advance public and private investment with an equitable sharing of the benefits and burdens of development. To facilitate inclusive planning and decision-making, the City of Quincy has undertaken outreach to include residents, stakeholders, and community advocates, and incorporated this input into the URP's goals and objectives. All community outreach has been facilitated with language interpretation services offered. The planned activities of the URP 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. The URP activities promote equity for both current and future generations of Quincy residents.

### **Make Efficient Decisions**

*Make regulatory and permitting processes for development clear, predictable, coordinated, and timely in accordance with smart growth and environmental stewardship.*

The City of Quincy has established a redevelopment approval process that addresses land use regulations, design standards/guidelines, and other provisions, such as parking, for any project submitted to the Quincy Office of Planning and Community Development for approval through the provisions of the Wollaston Urban Revitalization Plan.

### **Protect Land and Ecosystems**

*Protect and restore environmentally sensitive lands, natural resources, agricultural lands, critical habitats, wetlands and water resources, and cultural and historic landscapes. Increase the quantity, quality, and accessibility of open spaces and recreational opportunities.*

As a highly urbanized area, the URA does not contain significant natural resources, critical habitats, or agricultural lands. Therefore, the WURD focuses on the protection and restoration of architectural, cultural, and historic landscapes, and sustainable development practices. In addition, the City is focused on mitigating impacts of climate change and sea level rise on the community. To that end, it understands its vulnerabilities particularly related to major storm events and flooding and has created a capital plan to upgrade storm water infrastructure to not only protect its urban landscape, but also its natural resources and environmentally sensitive lands.

### **Use Natural Resources Wisely**

*Construct and promote developments, buildings, and infrastructure that conserve natural resources by reducing waste and pollution through efficient use of land, energy, water, and materials.*

New construction will be consistent with MassDEP Stormwater Management Standards, incorporate low impact development (LID) techniques, and promote energy efficiency in building construction. The redevelopment of existing structures will increase operating efficiency and reduce carbon footprint. These elements have been incorporated into the WURD Design Guidelines found in Appendix G.

### **Expand Housing Opportunities**

*Support the construction and rehabilitation of homes to meet the needs of people of all abilities, income levels, and household types. Build homes near jobs, transit, and where services are available. Foster the development of housing, particularly multifamily and smaller single-family homes, in a way that is*



*compatible with a community's character and vision and with providing new housing choices for people of all means.*

Existing housing within the URA is of an older stock, consisting generally of two- and three-story and apartment buildings. In general, conditions at many of the residential structures have deteriorated due to deferred or inadequate maintenance. The City's goal is to provide housing opportunities for all residents of all incomes and within all life cycles. Based on this, the URP will foster residential development that is compatible with the URA's character and vision and will provide improved housing choices for people of all means.

### **Provide Transportation Choice**

*Maintain and expand transportation options that maximize mobility, reduce congestion, conserve fuel, and improve air quality. Prioritize rail, bus, boat, rapid and surface transit, shared-vehicle and shared-ride services, bicycling, and walking. Invest strategically in existing and new passenger and freight transportation infrastructure that supports sound economic development consistent with smart growth objectives.*

Despite its many public transportation options, many Quincy residents drive to work. By encouraging transit-oriented mixed-use and residential development – coupled with the complete renovation of the Wollaston MBTA station in 2019 – the URP is anticipated to grow the number of residents that walk, bike, and take public transit to work. Roadway improvements proposed within the URA will incorporate pedestrian amenities, bus accommodations, and bicycle lanes, as appropriate. Therefore, the URP is consistent with the principle of providing transportation choice.

### **Increase Job and Business Opportunities**

*Attract businesses and jobs to locations near housing, infrastructure, and transportation options. Promote economic development in industry clusters. Expand access to education, training, and entrepreneurial opportunities. Support the growth of local businesses, including sustainable natural resource-based businesses, such as agriculture, forestry, clean energy technology, and fisheries.*

The Wollaston URP seeks to support the growth of existing and new local businesses which serve diverse area populations and encourage neighborhood-scale mixed-use development compatible with the residential and retail/commercial scale of the area. The URP advances the principle of increasing job and business opportunities near housing, infrastructure, and transportation options.

### **Promote Clean Energy**

*Maximize energy efficiency and renewable energy by supporting energy conservation strategies, local clean power generation, distributed generation technologies, and innovative industries. Reduce greenhouse gas emissions and consumption of fossil fuels.*

The URP calls for energy conservation to be incorporated in all projects, particularly for commercial renovation and redevelopment. Construction waste material from demolition and new construction will be recycled when possible. The increased presence of retail and restaurant options catering to the diverse populations living in and around Wollaston that are accessible by public transportation will reduce miles traveled, which translates into reduced greenhouse gas emissions and fossil fuel consumption. The WURD Design Guidelines address various considerations for sustainability, including site design, construction management, water management, energy efficiency, renewables, construction design, and construction materials.

### **Plan Regionally**

*Support the development and implementation of local and regional, state, and interstate plans that have broad public support and are consistent with these principles. Foster development projects, land and water conservation, transportation, and housing that have a regional or multi-community benefit. Consider the long-term costs and benefits to the Commonwealth.*

Quincy is part of the planning jurisdiction of the Metropolitan Area Planning Council (MAPC). MAPC is actively involved in regional planning for the metro Boston area and works hand in hand with the City and its neighboring communities on promoting regional collaboration and smart growth regarding housing, transportation, economic development, and land use.

## 12.02 (2) Characteristics

### 2.1. Wollaston Urban Revitalization District Figures

This section presents plans and maps of the proposed Wollaston Urban Revitalization District (WURD) area and the immediate surrounding area. *Section 2.1* of this chapter presents the required and supplemental maps to demonstrate the need for improvements in the City of Quincy. *Section 2.2* provides a narrative explaining these plans and/or maps as well as references to other sections of the URP. Additional information is presented throughout **Chapter 12.02 (3) Eligibility**.

The maps presented herein and listed below adhere to DHCD's requirements for Urban Renewal Plans.

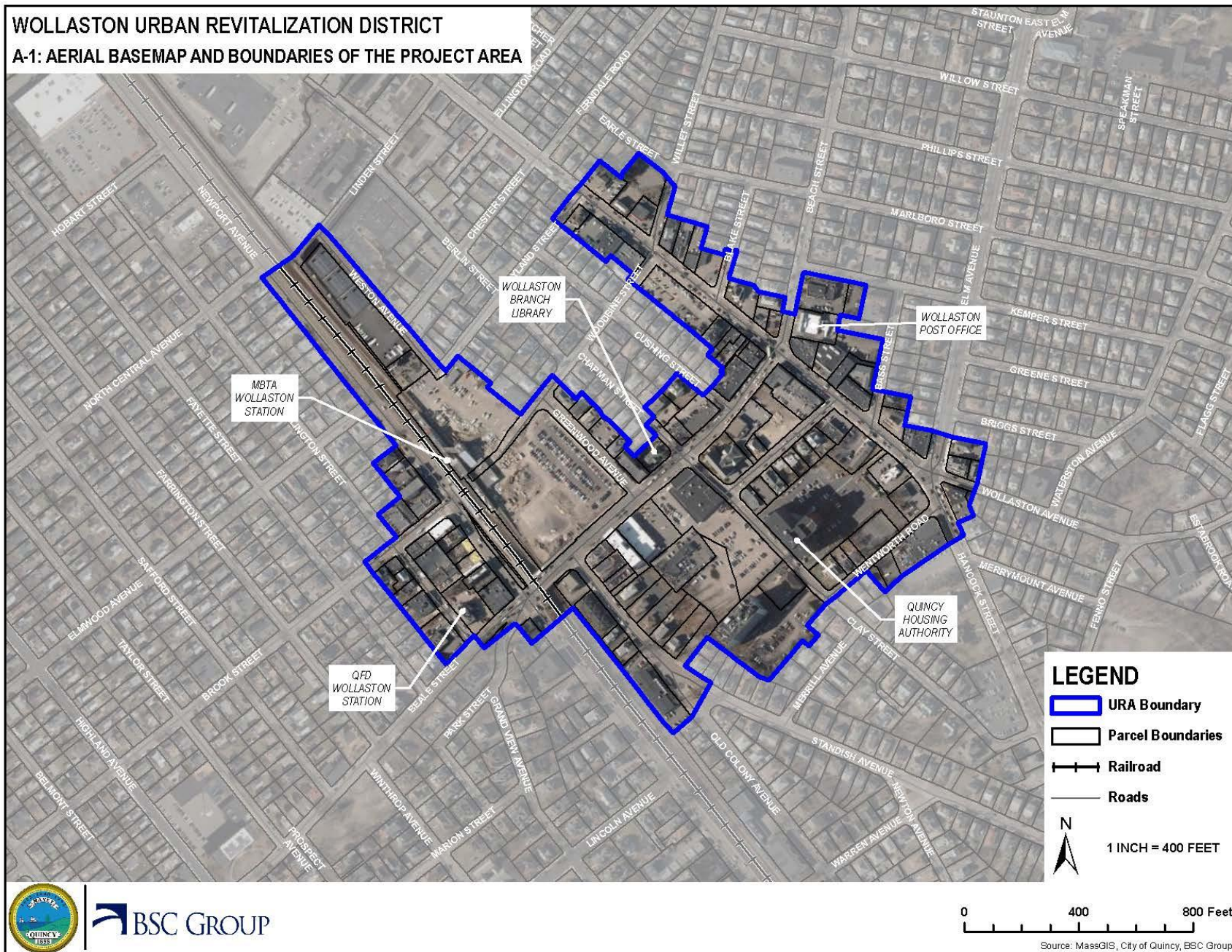
#### Required Maps

- A-1 Aerial Map with URA Boundaries
- B-1 Existing Property Lines and Building Footprints
- B-2 Proposed Property Lines and Building Footprints
- C-1 Existing Land Uses
- C-2 Existing Zoning
- D-1 Proposed Land Uses
- E-1-A Existing Thoroughfares, Public Rights-of-Way, and Easements (Transportation)
- E-1-B Existing Thoroughfares, Public Rights-of-Way, and Easements (Utilities)
- E-2 Proposed Thoroughfares, Public Rights-of-Way, and Easements
- F-1 Acquisition Parcels
- G-1 Disposition Parcels
- H-1 Buildings to be Demolished
- I-1 Buildings to be Rehabilitated
- J-1 Buildings to be Constructed

#### Supplemental Figures

- S-1 Project Area Location - USGS Locus
- S-2 Impervious Surface
- S-3 Public Realm Improvements
- S-4 Wollaston Urban Revitalization District Concept Plan

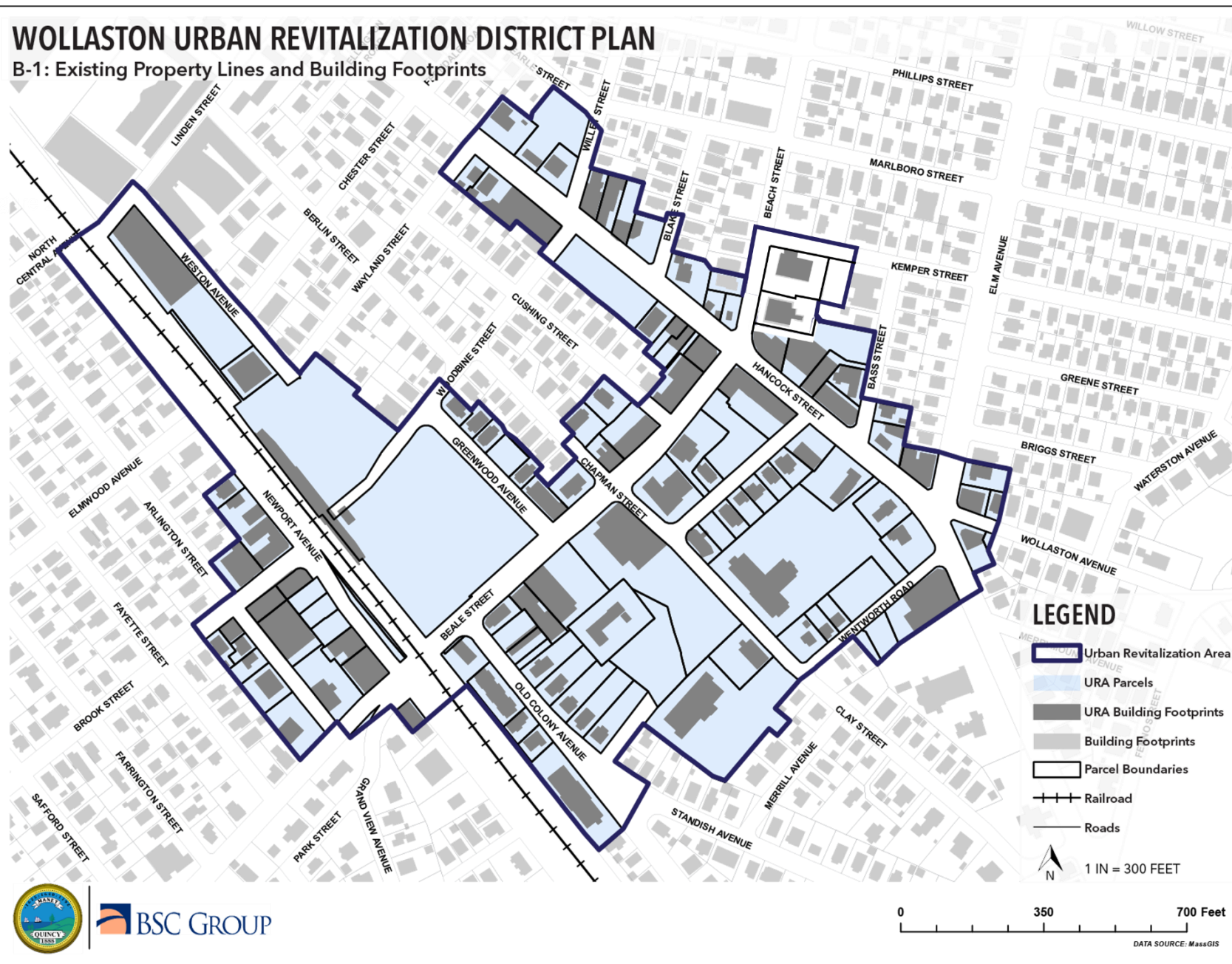






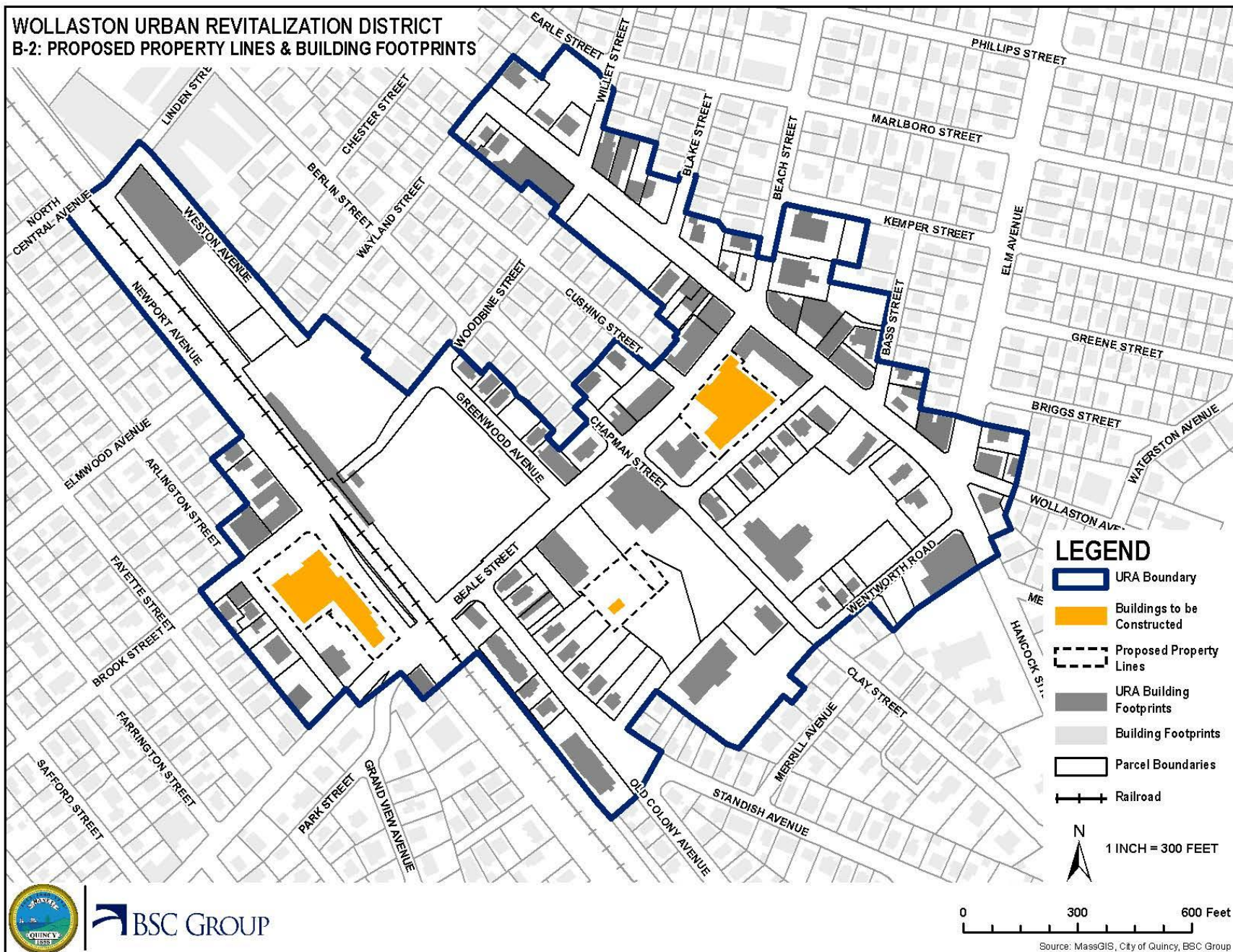
# WOLLASTON URBAN REVITALIZATION DISTRICT PLAN

## B-1: Existing Property Lines and Building Footprints

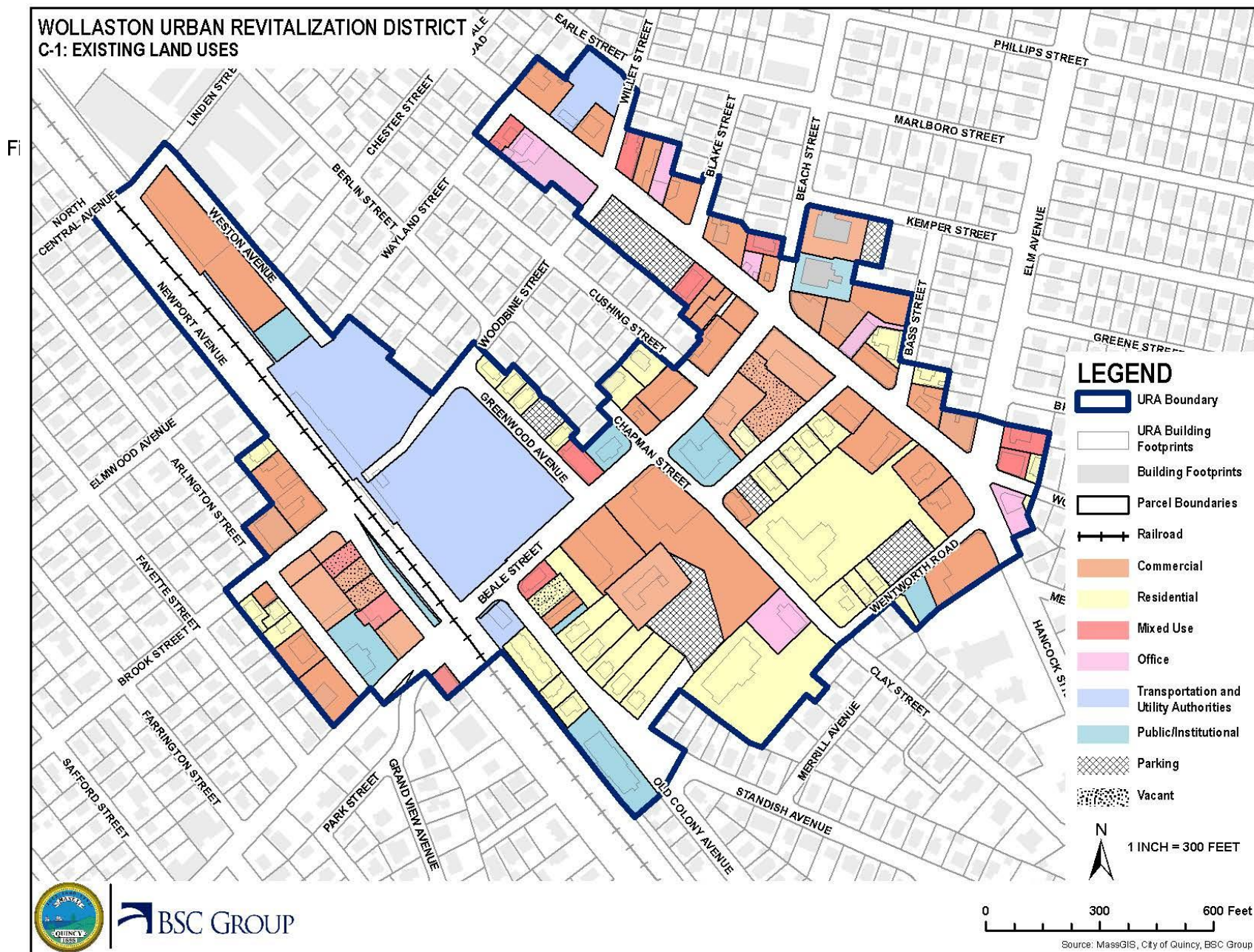


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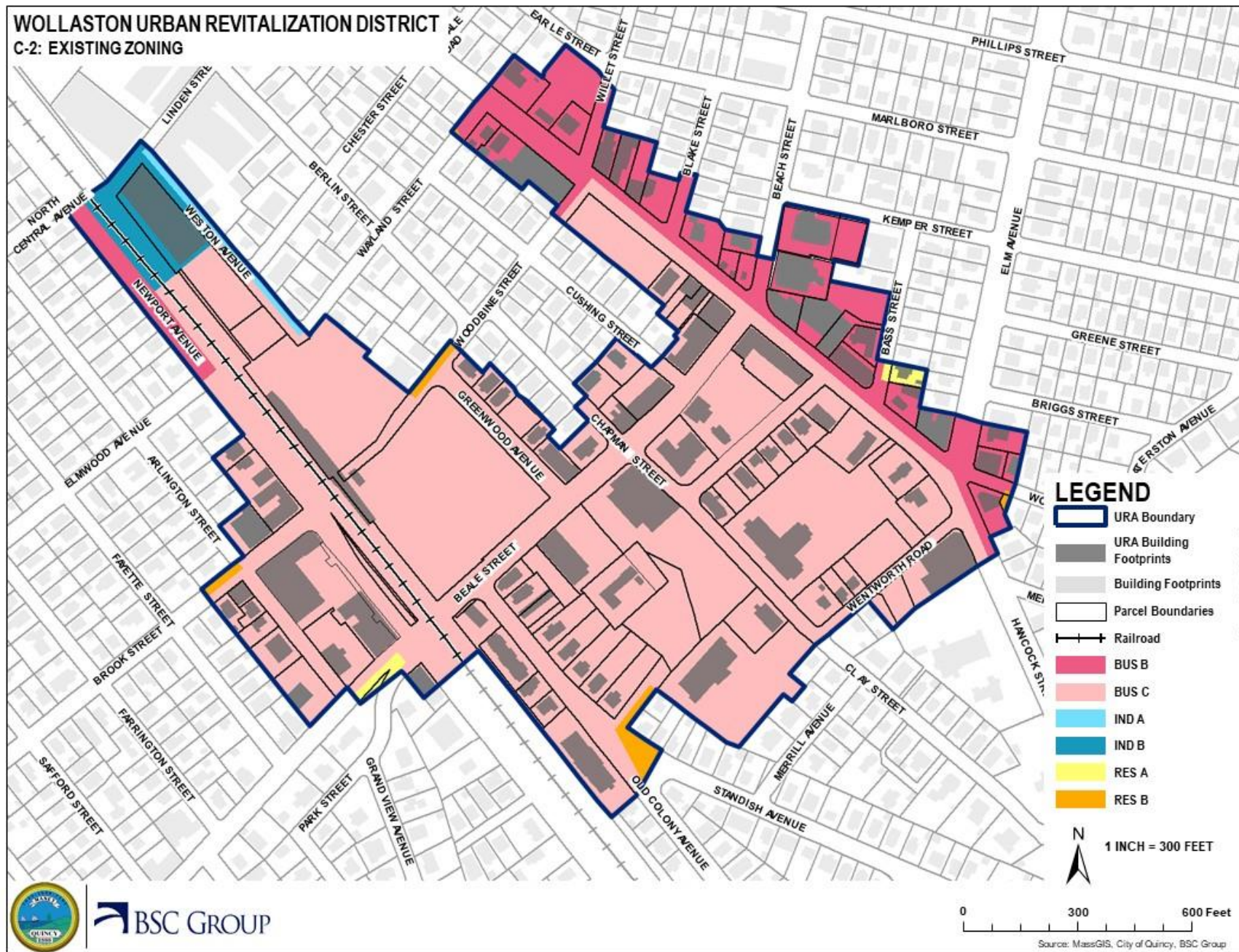




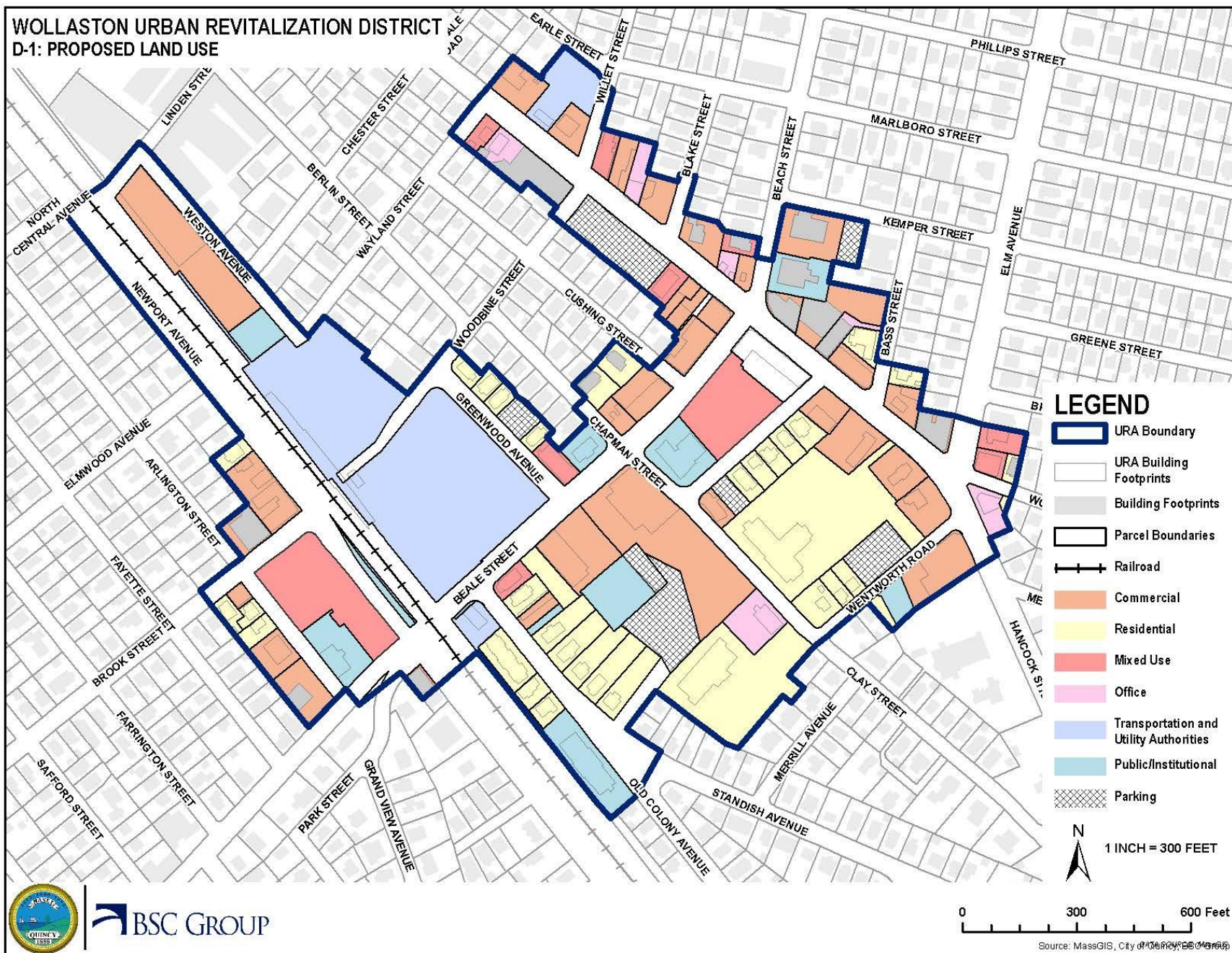






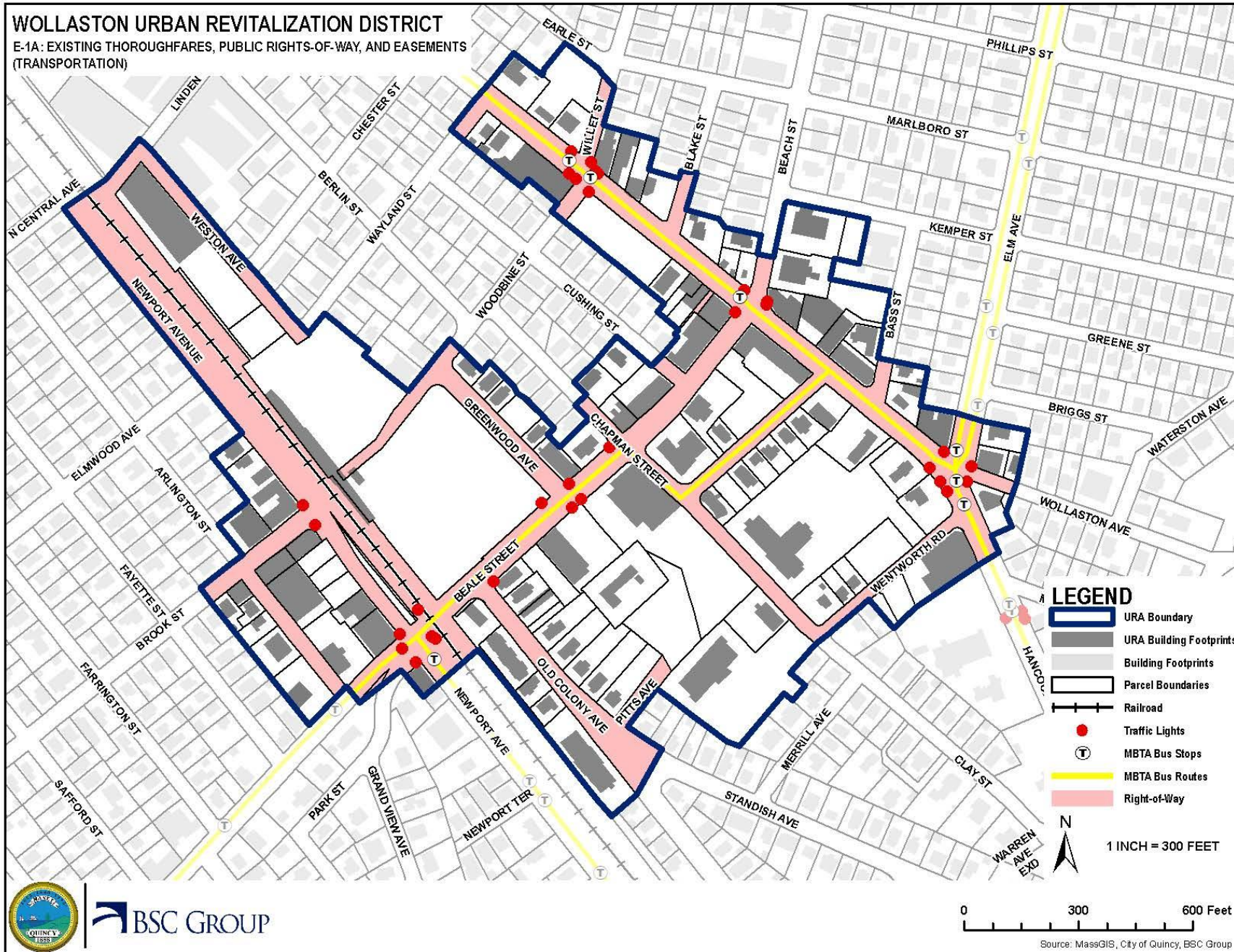




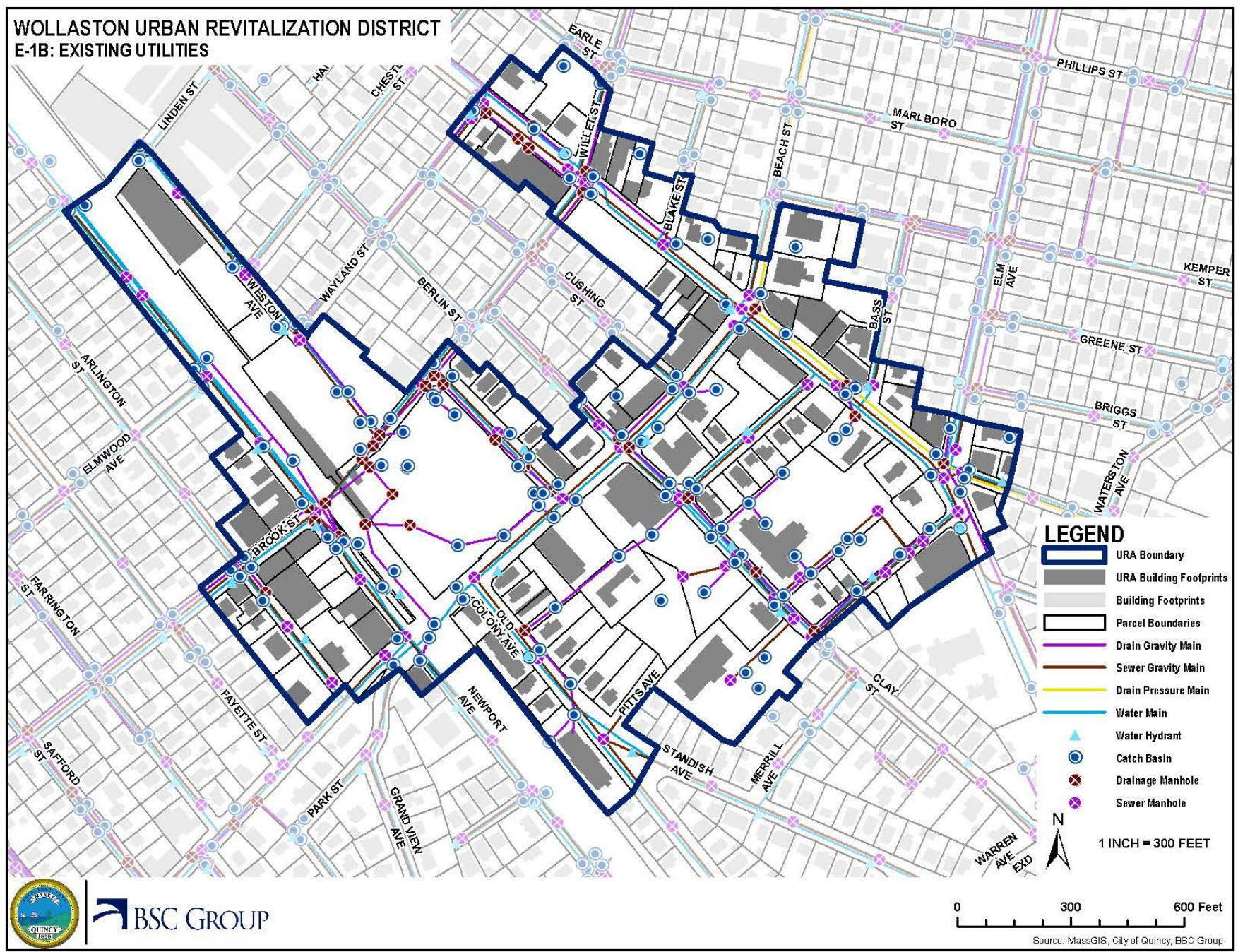


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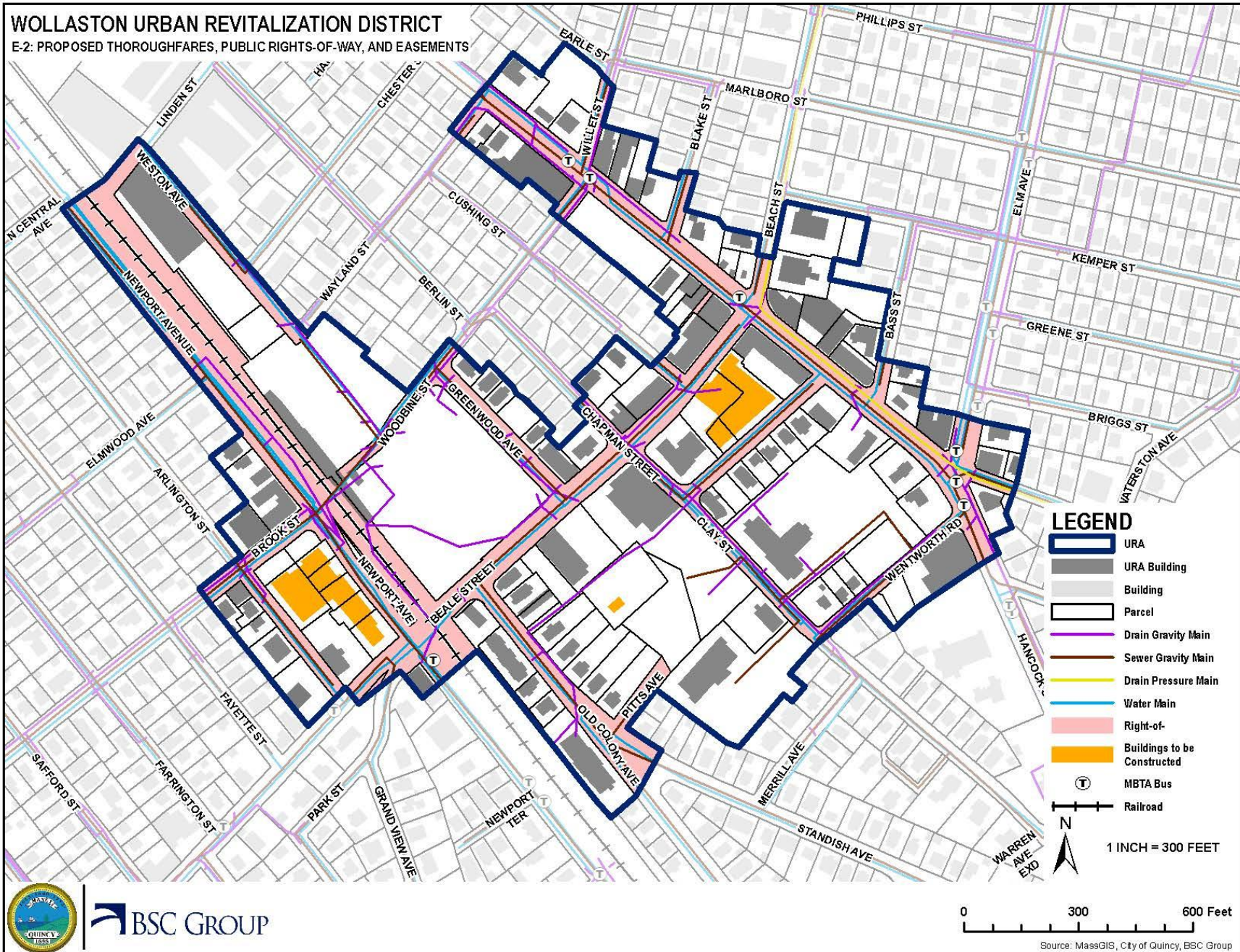




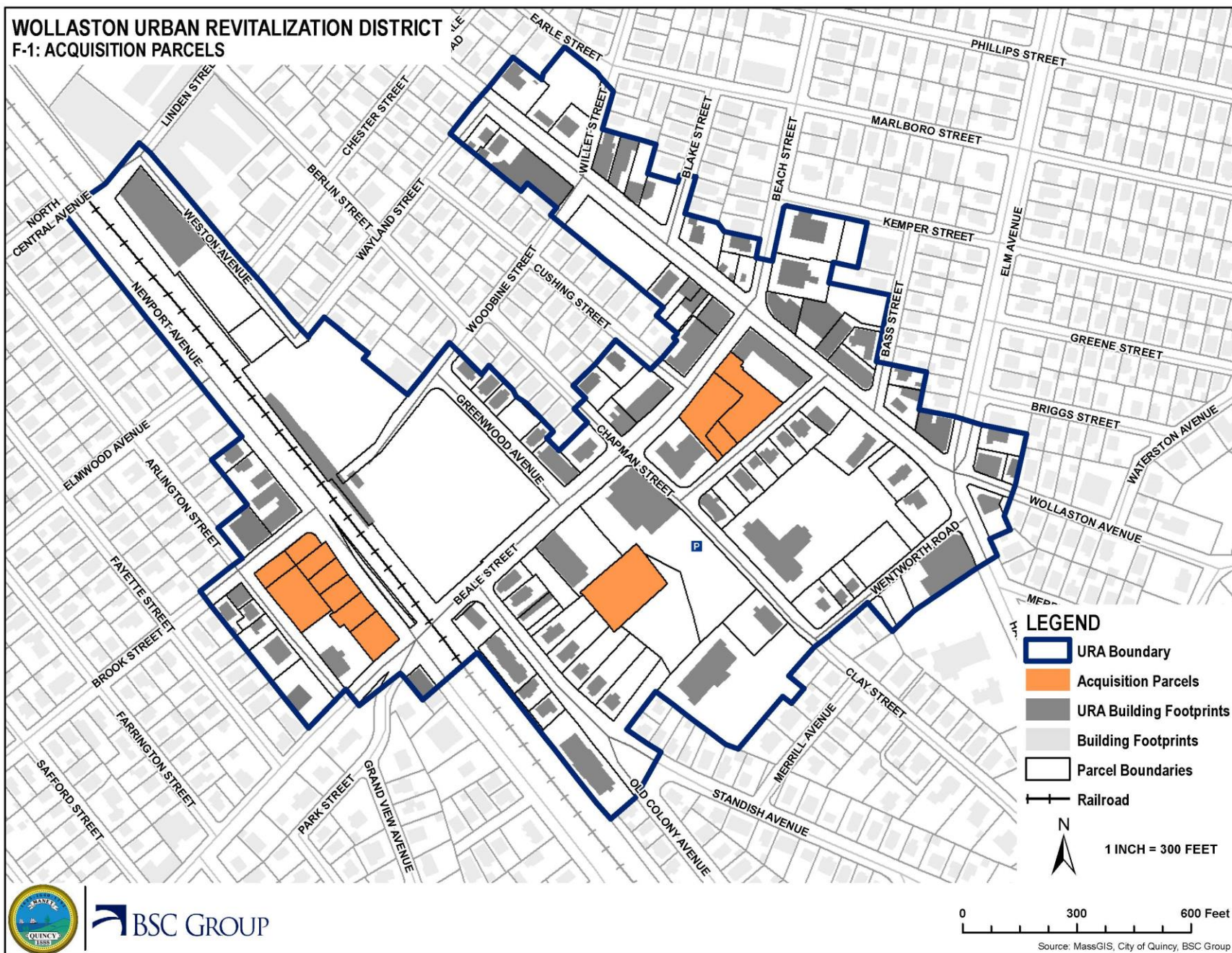


# WOLLASTON URBAN REVITALIZATION DISTRICT

E-2: PROPOSED THOROUGHFARES, PUBLIC RIGHTS-OF-WAY, AND EASEMENTS

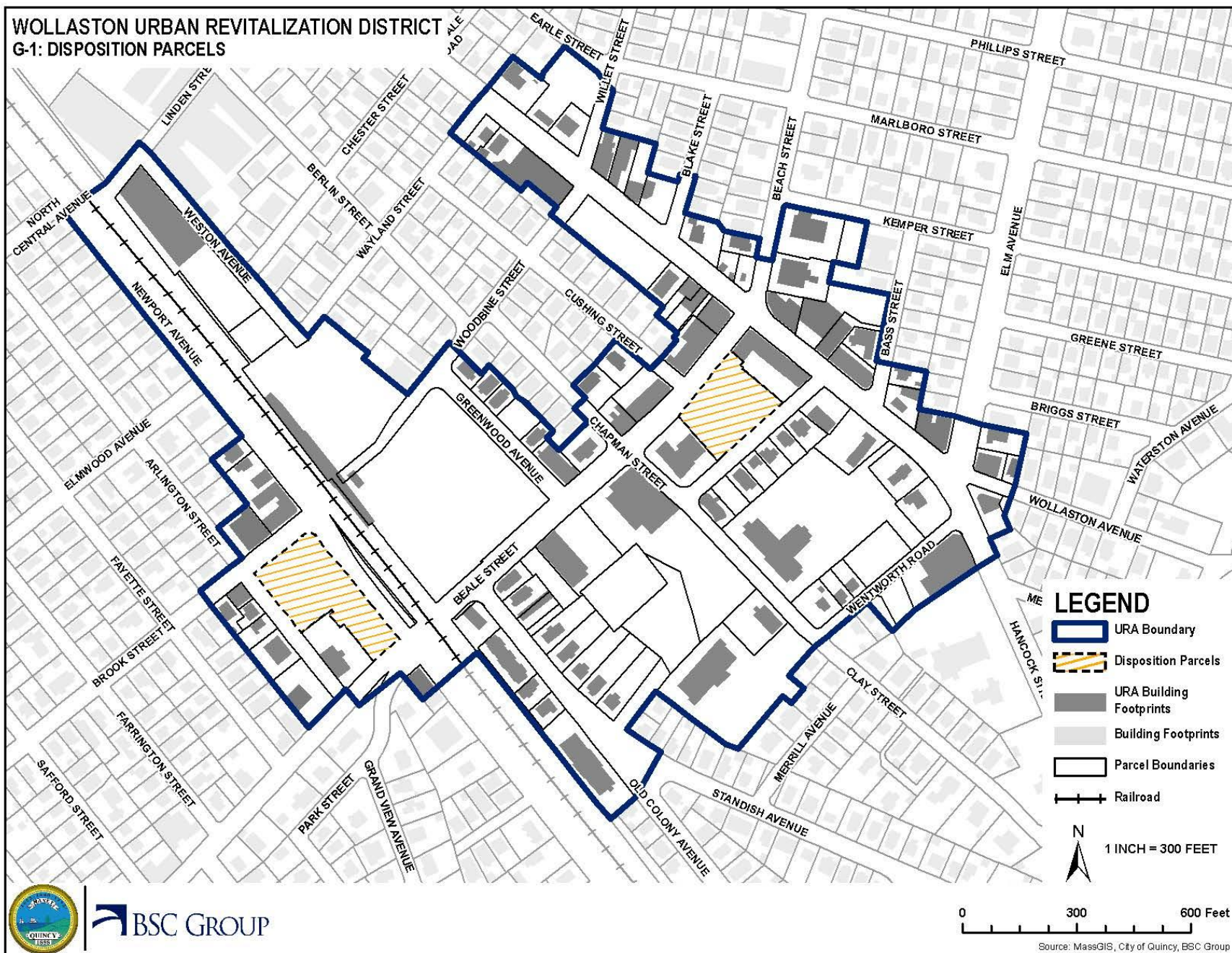






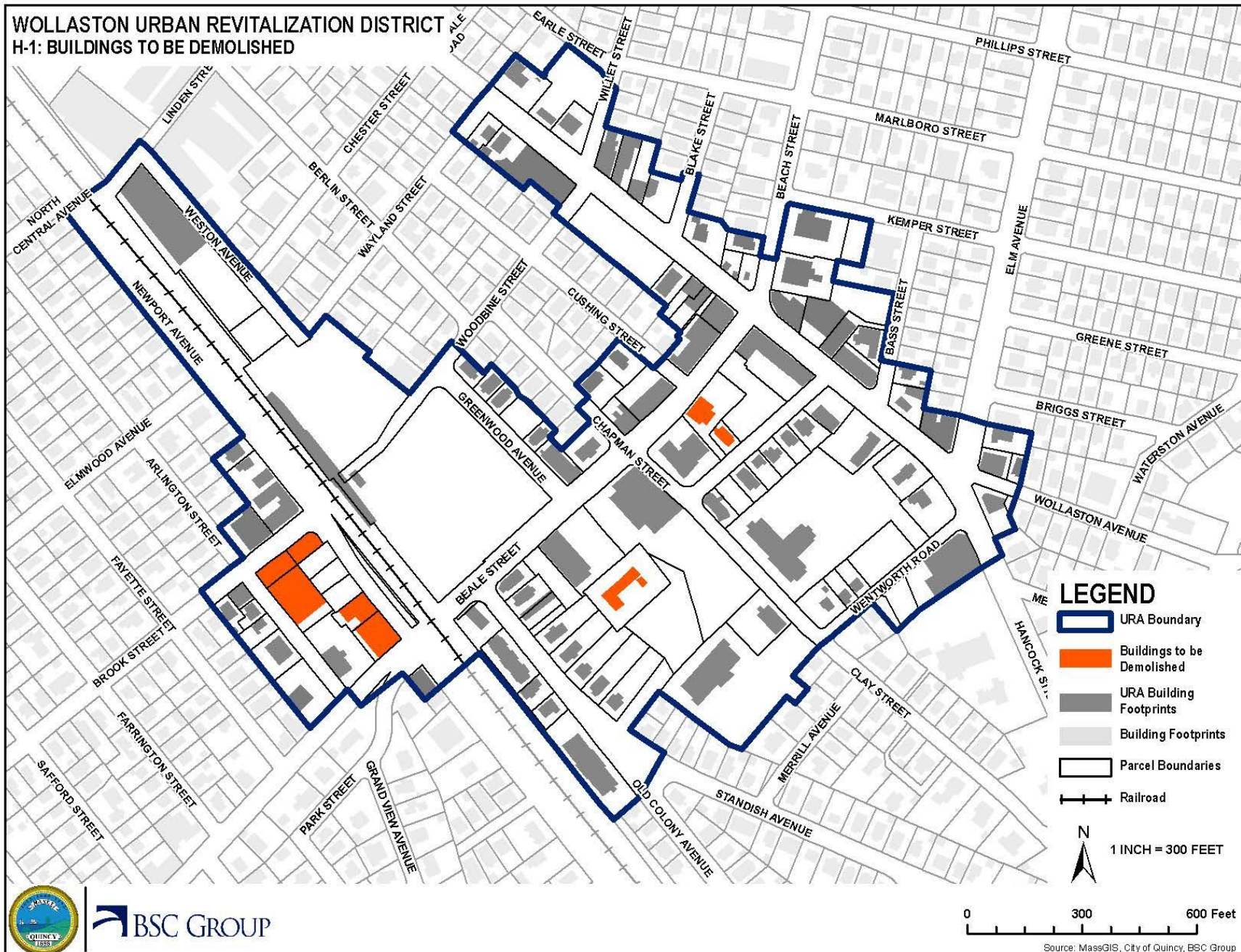
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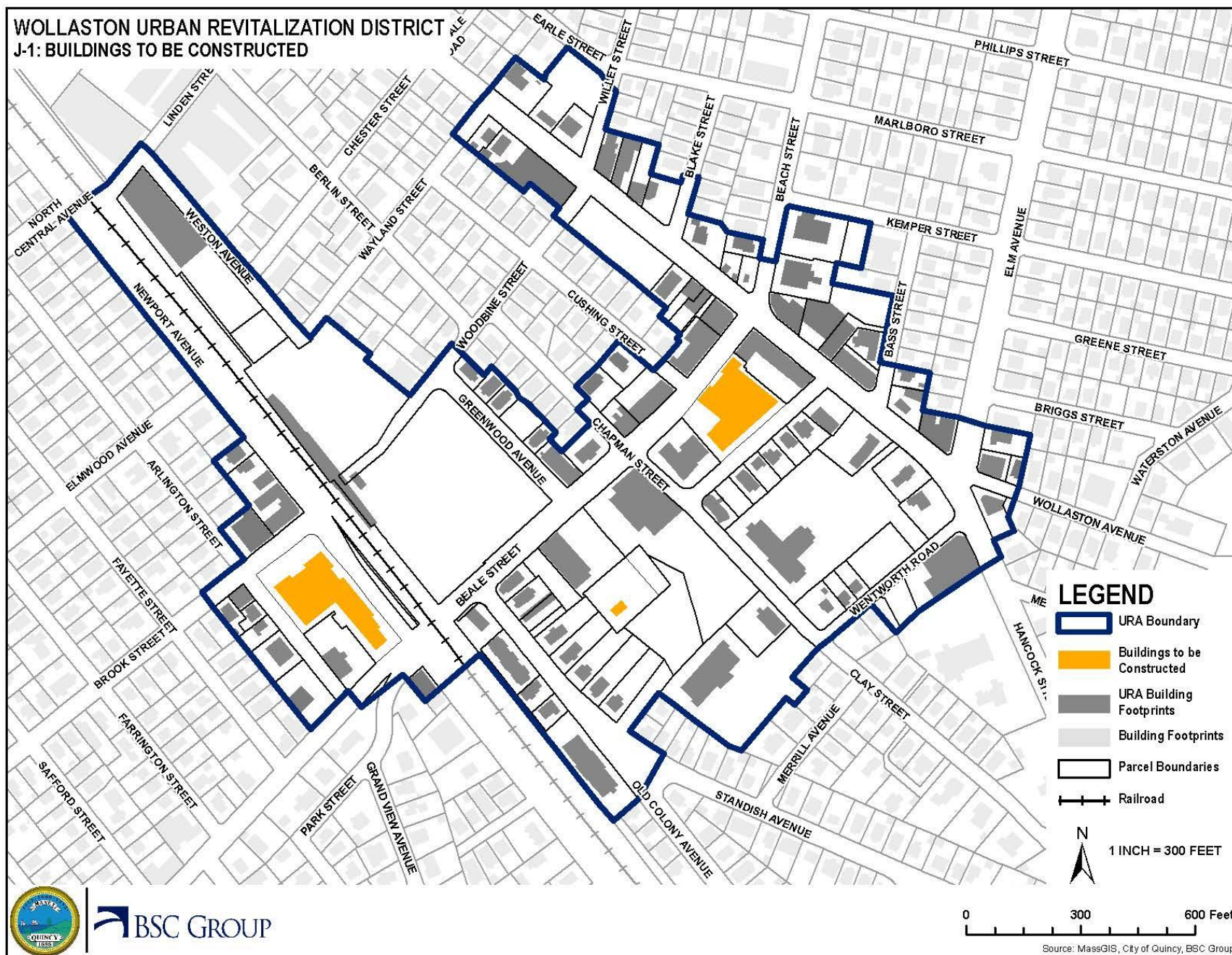


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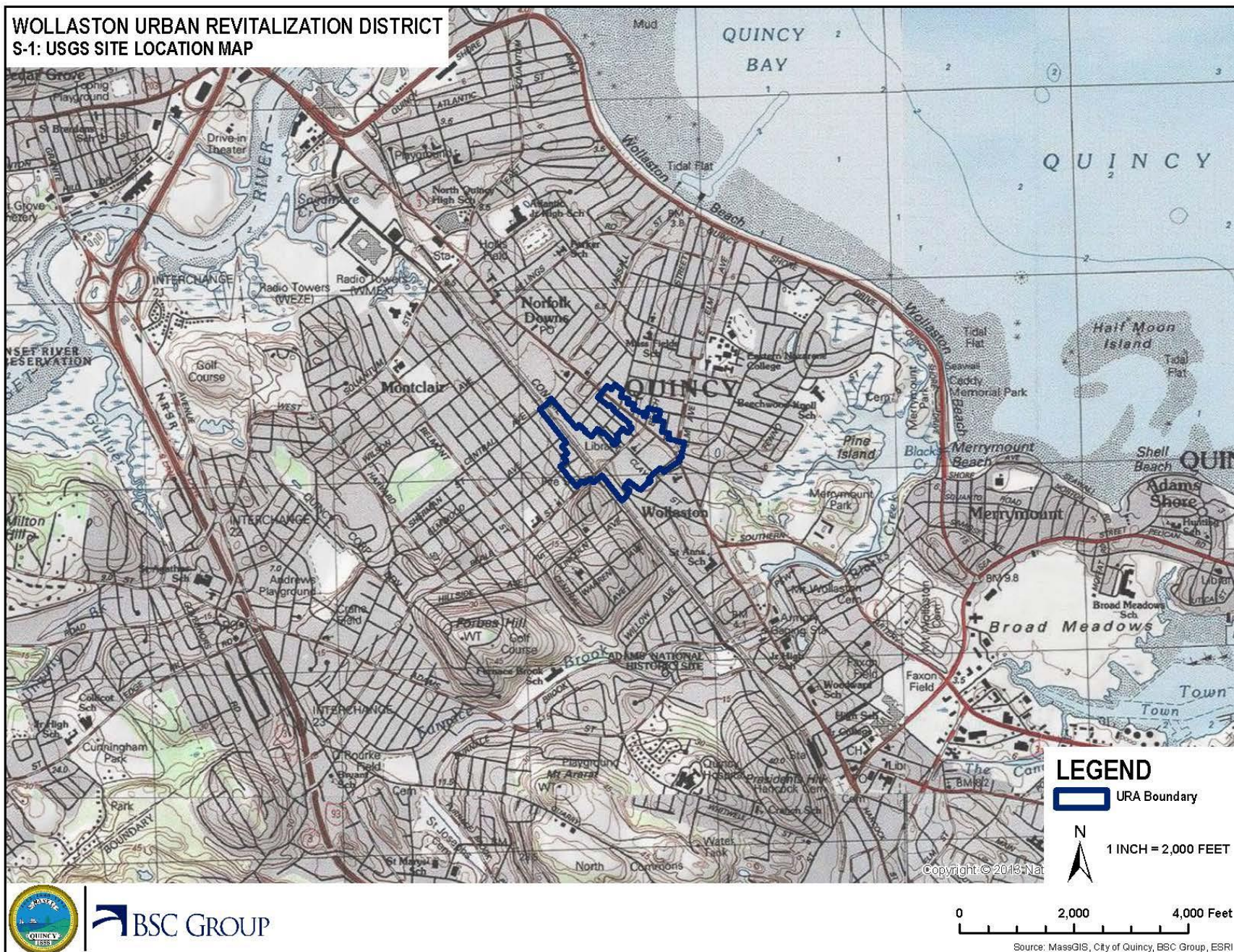






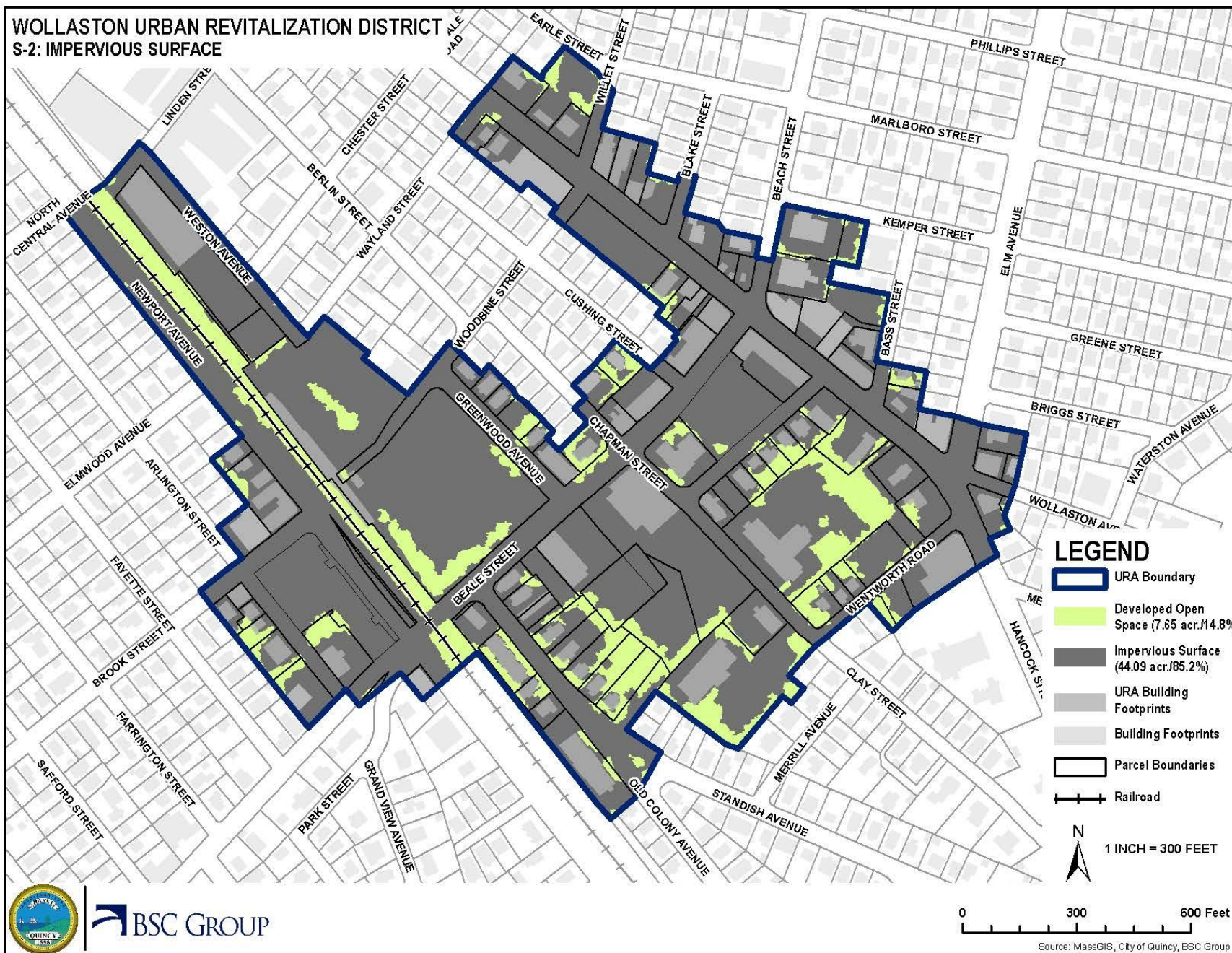


**WOLLASTON URBAN REVITALIZATION DISTRICT  
S-1: USGS SITE LOCATION MAP**



**BSC GROUP**







# WOLLASTON URBAN REVITALIZATION DISTRICT PLAN

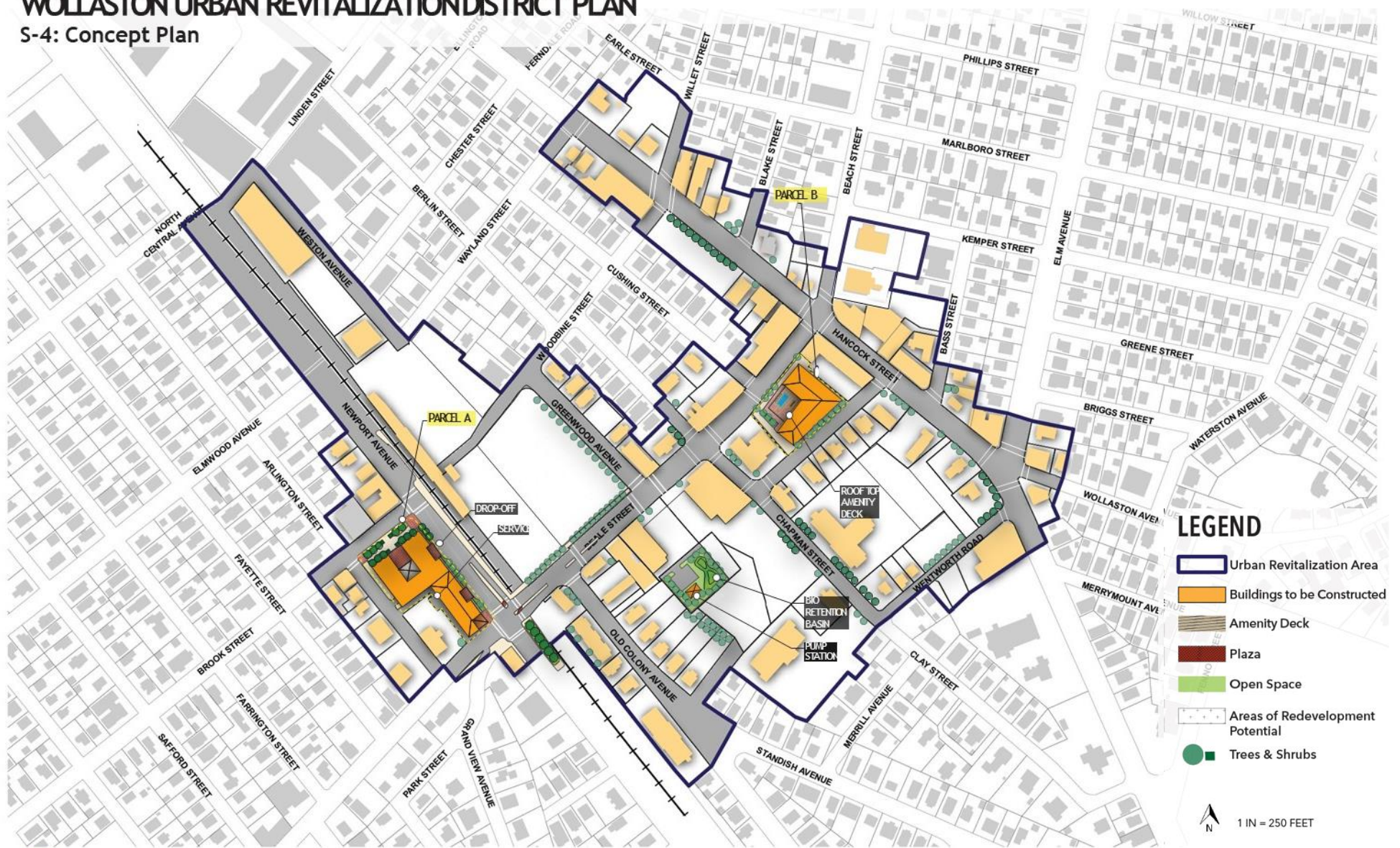
## S-3: Public Realm Improvements





# WOLLASTON URBAN REVITALIZATION DISTRICT PLAN

## S-4: Concept Plan





## 2.2. Supplemental Narrative for URP Maps

Most of the maps presented in *Section 2.1* are self-explanatory, but some warrant a brief narrative to provide insight into the information provided. The following material expands on the information presented in some of the maps, with references to other sections of the URP, as appropriate.

### 2.2.1. Figure A-1: Aerial Map with URA Boundaries

The aerial map provides important context information for the entire URA as well as the surrounding area, which is heavily developed with very little open green space. This boundary represents the core commercial corridors within Wollaston Center, primarily Beal Street, Hancock Street, Newport Avenue, that service the surrounding neighborhoods. The figures also identify landmarks and projects in and around the URA for ease of reference. The aerial view is a snapshot in time, and as a result it does not always include recent changes or development. Despite the potential for minor inaccuracies, an aerial view provides a level of detail that is difficult to convey in a schematic plan.

The URA is irregularly shaped and generally bounded as follows:

- Beginning at the intersection of Newport Avenue and N. Central Avenue extending approximately 275 feet northeast along Linden Street to Weston Avenue;
- Turn southeast onto Weston Avenue, extending approximately 680 feet from Linden Street to Wayland Street and then extending one parcel deep along Weston Avenue to Woodbine Street;
- Turn northeasterly onto Woodbine Street for approximately 180 feet;
- Turn southeasterly behind 44 Woodbine Street (Parcel 5093A-5-1) and then extend one parcel deep along Greenwood Avenue to 43 Beale Street (Parcel 5093A-16);
- Head northeasterly along the side lot line between 43 Beale Street (Parcel 5093A-16) and 62-64 Chapman Street (Parcel 5093A-15-11);
- Follow the front lot line of 62-64 Chapman Street (Parcel 5093A-15-11);
- Turn northeasterly and cross Chapman Street;
- Turn northwesterly, extending across the frontage of 65-67 Chapman Street (Parcel 5093-27-E);
- Turn northeast and follow the side lot lines of 65-67 Chapman Street (Parcel 5093-27-E) and 51-55 Cushing Street (Parcel 5093-4-30);
- Turn southeasterly and follow Cushing Street, extending approximately 63 feet into 21-29 Beale Street (Parcel 5093-2-1);
- Turn northeasterly, extending approximately 190 feet to a point along the rear lot line of 58 Cushing Street (Parcel 5093B-3A);
- Turn northwestward, extending one parcel deep along Hancock Street, crossing Woodbine Street, to the northerly side of Wayland Street;
- Continue northeasterly for approximately 260 feet to the rear of 596 Hancock Street (Parcel 5016H-14-208);
- Follow the rear lot line of 596 Hancock Street (Parcel 5016H-14-208) southeasterly to the rear lot line of the abutting property at 600 Hancock Street (Parcel 5016H-6-199);
- Continue northward along the rear lot line of 600 Hancock Street to Earl Street;
- Turn southeasterly along Earl Street for approximately 175 feet to the eastern side of Willet Street;
- At Willet Street, turn southward for approximately 103 feet;
- Turn eastward, extending one parcel deep along Hancock Street for one block and crossing Blake Street;
- Turn southward along the front lot line of 7 and 11 Blake Street;
- Turn easterly, extending along the northern lot line of 650 Hancock Street and 12 Beach Street;
- Turn southward to follow the front lot line of 12 Beach Street;
- Cross Beach Street and turn northward, extending approximately 80 feet along the front lot line of 17 Beach Street (Parcel 5039-6-22);

- Turn eastward and continue along the northern lot lines of 17 Beach and 15 Kemper Street (Parcel 5039-4-264)
- Turn southward and continue along the easterly lot line of 15 Kemper Street and 11 Beach Street until the northernmost lot line of 676 Hancock Street (5039-10-12A);
- Turn eastward along the rear of 676 Hancock Street to Bass Street;
- Turn southward along Bass Street for approximately 180 feet;
- Turn sharply eastward for approximately 135 feet, crossing Bass Street, to the rear of 7 Bass Street (Parcel 5040-19-255);
- Turn southward for approximately 101 feet to the rear of 4 Elm Avenue (Parcel 5040-2-);
- Turn eastward, extending approximately 290 feet to the rear of 7 Elm Avenue (Parcel 5043-8-52);
- Turn southward, extending approximately 225 feet to a point on the lot line between 730 Hancock Street (Parcel 5042-1-20) and 9-11 Wollaston Avenue (Parcel 5042-4-42C);
- Follow the aforementioned lot line for approximately 40 feet to 736 Hancock Street (Parcel 5042-3-21B);
- Turn westward along the 736 Hancock Street (Parcel 5042-3-21B) lot line to Hancock Street and continue southward along the front lot line for approximately 50 feet;
- Turn southwestward for approximately 340 feet, crossing Hancock Street, to the westernmost corner of 28 Wentworth Road (Parcel 5087-33-A2);
- Turn northward, extending approximately 99 feet to Wentworth Road;
- Continue southwestward along Wentworth Road and the southern side lot line of 91 Clay Street;
- Turn northwestward, extending approximately 265 feet to Pitts Avenue;
- Turn westward along Pitts Avenue for approximately 125 feet to the intersection of Standish Avenue and Old Colony Avenue;
- Turn southeasterly for approximately 108 feet along Standish Avenue;
- Cross the intersection of Standish Avenue and Old Colony Avenue in a southward direction to the rear of 31-53 Old Colony Avenue (Parcel 5090-10-7);
- Turn northward, extending one parcel deep along Old Colony Avenue for approximately 560 feet;
- Turn southwestward for approximately 190 feet, crossing the MBTA railroad tracks and Newport Avenue, to a point along the rear of 343 Newport Avenue (Parcel 5189-15-15);
- Follow the lot line of 343 Newport Avenue (Parcel 5189-15-15) northward for approximately 95 feet to the centerline of Grand View Avenue;
- Turn southwestward for approximately 135 feet to a point in 1 Grand View Avenue (Parcel 5184-1-21);
- Turn northward, extending approximately 56 feet to the northeast corner of Arlington Street and Beale Street;
- Turn southwestward, crossing Arlington Street to the southwest corner of 117 Beale Street (Parcel 5115-1-9);
- Turn northwestward, extending one parcel deep along Arlington Street for approximately 460 feet, crossing Brook Street;
- Turn northeastward for approximately 140 feet, crossing Arlington Street;
- Follow along the west and north lot lines of 9 Brook Street (Parcel 5112-8-7);
- Continue northward one parcel deep along Newport Avenue for approximately 150 feet to the westerly corner of 283 Newport Avenue (Parcel 5112-3-13);
- Continue along the northern lot line of 283 Newport Avenue (Parcel 5112-3-13) to Newport Avenue;
- Traveling along the western edge of Newport Avenue, continue for approximately 750 feet to the starting point at Newport Avenue and N. Central Avenue.

### 2.2.2. Figure B-1: Existing Property Lines and Building Footprints

*Figure B-1* depicts the existing property lines and building footprints within the URA. The nature of historical development patterns in Wollaston have led to a highly developed area consisting of small parcel sizes with varied ownership. Lot sizes range from .012 acres (about 523 SF) to 5.55 acres, with an average parcel size of .32 acres (approximately 13,939 SF).

### 2.2.3. Figure B-2: Proposed Property Lines and Building Footprints

*Figure B-2* shows changes to parcels in three locations within the URA:

4. Newport Avenue Block – The assemblage of eight (8) parcels on Newport Avenue, Brook Street and Arlington Street into one 1.24-acre (approximately 53,818 SF) parcel supporting a 27,250 SF building footprint.
5. Beale Street Block – The assemblage of three parcels to create one .87-acre (approximately 38,067 SF) parcel that would support a 23,650 SF building footprint.
6. 16 Old Colony Avenue – This parcel is proposed for a stormwater pumping station with a building footprint of 750 SF. The remainder of the parcel will be used for parking.

### 2.2.4. Figure C-1: Existing Land Uses

*Figure C-1* depicts the diversity of land uses found within the URA: commercial, residential, office, public/institutional, mixed-use, parking, and transportation. The existing land uses do not incorporate rights-of-way, which total 13.18 acres. Excluding these rights-of-way, approximately one-third of the URA houses commercial uses, particularly along the main commercial corridors of Beale Street, Hancock Street, and Newport Avenue. The URA is interspersed with a variety of residential uses ranging from converted single-family homes to high-rise residential buildings, and these residences surround the commercial corridors. Importantly, there is no greenspace within the URA.

Please note that parking at the MBTA lot is characterized under the “Transportation and Utility Authorities” use. Additional details regarding land uses within the URA are contained in *Section 3.3.3. Existing Land Uses and Zoning*.

### 2.2.5. Figure C-2: Existing Zoning

Zoning information was obtained from the City of Quincy Zoning Ordinance, as Amended through June 2011<sup>2</sup>, and City of Quincy Assessor’s Data. As shown in *Figure C-2*, zoning in the URA consists of six zoning districts: Business B, Business C, Industrial A, Industrial B, Residence A, and Residence B. Business C is the primary zoning district (comprising approximately 70% of the parcels within the URA), with parcels along the eastern boundary (Hancock Street) in the Business B zone (comprising nearly 27% of the parcels within the URA), and very small portions of the URA in the other zones.

No portion of the URA is in a Special District as established and described in Quincy’s Zoning Ordinance (Flood Plain, Open Space, Quincy Center, Planned Unit Development).

Please refer to *Section 3.3.3. Existing Land Uses and Zoning* for an overview of uses, dimensional, and parking requirements for each district.

### 2.2.6. Figure D-1: Proposed Land Use

*Figure D-1* depicts the proposed changes to land use in Wollaston Center. The primary changes in land use are from commercial to mixed-use development. Mixed-use includes all redevelopment with two or more uses. Primarily, this means that the ground floor use is different from its upper floors. Mixed-use

<sup>2</sup> <https://www.quincyma.gov/civica3/filebank/blobdownload.aspx?BlobID=23274>

development might include ground floor retail, restaurant, and/or commercial space with upper floor residential or office space.

Since Wollaston is largely impervious (see *Figure S-2: Impervious Surface*), heavy rains and storm surges have led to recurring flooding. As a result, stormwater management is an obstacle to redeveloping the URA. A stormwater pumping station is proposed to be constructed to alleviate this issue in a location that is a low point within the neighborhood that is currently a location with an existing commercial use. Additional public improvements are depicted in *Figure S-3: Public Realm Improvements* and described in **Chapter 12.02 (1) Public Improvements**.

#### **2.2.7. Figure D-2: Proposed Zoning**

*Figure D-2* is not provided because there are no proposed changes to the official Zoning Map of the City of Quincy at this time. However, the City of Quincy has established a redevelopment approval process, as outlined in *Section 4.7.1 Redevelopment Approval Process*, to address land use regulations, density, design standards/guidelines, and other provisions for any project submitted to the City's Department of Planning and Community Development for approval through the provisions of the Wollaston URP. The Certificate of Consistency process will provide for density/height bonuses, address design guidelines, parking flexibility, and promote the incorporation of additional public spaces and plazas. Currently, the Quincy Zoning Ordinance has language regarding urban renewal projects and approvals. However, this language is specific to the Quincy Center Zoning Districts. The City will need to amend the Zoning Ordinance to incorporate language regarding urban renewal projects and approvals specific to Wollaston Center. Specifically, amending the Zoning Ordinance to incorporate the use of the WURD Design Guidelines into the regulatory process as part of a Certification of Consistency approval for the WURD is an action identified as needed upon the URP approval.

#### **2.2.8. Figure E-1-A: Existing Thoroughfares, Public Rights-of-Way, and Easements (Transportation)**

*Figure E-1-A* depicts the total of 13.18 acres of rights-of-way in the URA, including railroad track. The roadways run in a grid-like fashion within the URA. A major intersection within the URA is Beale Street and Newport Avenue, which serves as a prominent gateway into the URA. The MBTA provides Red Line subway service to the renovated Wollaston Station, which reopened for Red Line service in August 2019 within the URA. The URA is also connected to the larger region by several MBTA bus routes that run along the major roadways, including Hancock Street and Beale Street.

#### **2.2.9. Figure E-1-B: Existing Thoroughfares, Public Rights-of-Way, and Easements (Utilities)**

*Figure E-1-B* depicts water, sewer, and stormwater infrastructure within the URA. Water and sewer service extends throughout the area. Please refer to *Section 3.3.11* for additional information.

#### **2.2.10. Figure E-2: Proposed Thoroughfares, Public Rights-of-Way, and Easements**

*Figure E-2* depicts proposed thoroughfares, public rights-of-way, and easements. Roadway and circulation improvements will focus on increased safety for drivers, pedestrians and bicyclists, improved traffic flow throughout the URA, and the long-term ability to accommodate potential additional traffic volumes associated with URA redevelopment. As part of the effort to increase traffic safety within the URA, traffic calming measures will be implemented and the intersection geometry and operations at Beale Street and Newport Avenue will be improved.

Please refer to *Section 8.1* and *Section 8.2* in **Chapter 12.02 (8) Public Improvements**.

**2.2.11. Figure F-1: Acquisition Parcels**

*Figure F-1* depicts the twelve (12) parcels that have been identified for acquisition. See **Chapter 12.02 (5) Acquisitions** for detailed information regarding the proposed acquisition parcels.

**2.2.12. Figure G-1: Disposition Parcels**

*Figure G-1* identifies the disposition parcels within the URA. These depict the planned approach to parcel assemblage. As shown, two new parcels will be created based on assemblage. Please refer to **Chapter 12.02 (9) Disposition** for detailed information on disposition parcels, including the address, current owner(s), and existing and proposed lot size.

**2.2.13. Figure H-1: Buildings to be Demolished**

Please refer to *Section 7.2. Demolition to Support Redevelopment*.

**2.2.14. Figure I-1: Buildings to be Rehabilitated**

*Figure I-1* is not provided because there are no proposed buildings to be rehabilitated.

**2.2.15. Figure J-1: Buildings to be Constructed**

Please refer to *Section 4.4. Buildings to be Constructed*.

**2.2.16. Figure S-1: Project Area Location - USGS Locus**

*Figure S-1* presents the URA on a USGS map. This standard map is required by the Massachusetts Historical Commission (MHC) and the Massachusetts Environmental Policy Act (MEPA) as part of their review process.

**2.2.17. Figure S-2: Impervious Surface**

*Figure S-2* depicts impervious surfaces within the URA. Impervious surfaces are defined as manmade features such as buildings, parking lots and roads developed from asphalt, concrete or other constructed surfaces which do not allow the infiltration of precipitation. Within the overall URA (51.7 acres), approximately 85.2% of land (44.1 acres) is covered with an impervious surface, and the remaining land is generally developed open space.

**2.2.18. Figure S-3: Public Realm Improvements**

*Figure S-3* depicts the proposed public realm improvements within the URA. Please see **12.02 (1) Public Improvements** for additional details.

**2.2.19. Figure S-4: Wollaston Urban Revitalization District Concept Plan**

The Wollaston Urban Revitalization District Concept Plan presents the conceptual vision for the long-term redevelopment of the URA. It shows public realm improvements as well as anticipated private redevelopment, as discussed throughout this URP.



## 12.02 (3) Eligibility

The Commonwealth's Department of Housing and Community Development (DHCD) must make the following six findings to approve a proposed urban renewal plan:

- Without public involvement, the area would not be (re)developed;
- The proposed projects will enhance/promote private reinvestment;
- The plan for financing the project is sound;
- The designated urban renewal area is a decadent, substandard, or blighted open area;
- The Urban Renewal Plan is complete; and
- The Relocation Plan is approved under M.G.L. c.79A.

This section will provide evidence that the proposed urban renewal area (URA) 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. The current focus of urban renewal is on creating incentives for the private market to invest. These incentives can include regulatory environment changes, public infrastructure investments, and/or financing assistance. The purpose of this plan is to identify the current conditions that prevent such private investment, determine the needs and goals of the smaller community of this area 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 discussion begins with an overview of the City of Quincy and its history, followed by a description of the trends and conditions that are relative to the physical and economic deterioration that has accompanied the URA's decline. The data and other descriptive material demonstrate that the URA is a decadent area, as defined by M.G.L. c.121B. 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 of DHCD.

### 3.1. Background Information

As noted in the Executive Summary, information used throughout this document was obtained from a range of publicly accessible online resources and recent state and local studies, as listed below:

- *City of Quincy Small Business Plan, March 2020*, Prepared by Metropolitan Area Planning Council
- *Road Safety Audit - Newport Avenue at Beale Street, 2019*, Prepared by AECOM
- *City of Quincy & South Shore Home Consortium Consolidated Plan 2020-2024*, Prepared by the City of Quincy
- *Housing Production Plan, 2016*, Prepared by Metropolitan Area Planning Council
- *Quincy Multi-Hazard Mitigation Plan 5-Year Update, 2019*, Prepared by Tighe & Bond
- *Re-Envisioning Wollaston, September 2013*, Prepared by Metropolitan Area Planning Council
- *Wollaston Center Parking Analysis, 2014*, Prepared by Metropolitan Area Planning Council
- *City of Quincy Bicycle and Pedestrian Network Plan, 2014*, Prepared by Metropolitan Area Planning Council
- *MetroFuture, 2008*, Prepared by Metropolitan Area Planning Council
- *Municipal Vulnerability Preparedness Summary of Findings, 2019*, Prepared by Tighe & Bond
- *Draft Quincy Open Space and Recreation Plan, 2019*, Prepared by BSC Group
- *Transforming Quincy: A Holistic Assessment of the Economic Contributions of the Quincy Center Urban Revitalization District Project, 2019*, Prepared by UMass Dartmouth Public Policy Center
- *Beale Street & Wollaston Center Drainage Study, 2020*, Prepared by Woodard and Curran
- *Quincy Complete Streets Tier 2 Prioritization Plan, 2018*, Prepared by City of Quincy

- *Wollaston Business District Revitalization Study*, 1979, Prepared by Sasaki Associates

### 3.2. URA Location and Context

Located on the eastern coast of Massachusetts, the City of Quincy is one of Boston's immediate southern suburbs. It is situated approximately seven miles southeast of downtown Boston; 43 miles from Providence, Rhode Island; and 100 miles from Hartford, Connecticut. As part of Norfolk County, Quincy is bound on the north by the City of Boston (separated by the Neponset River); on the east by Quincy Bay; on the south by the Town of Braintree and the Town of Weymouth (separated by the Fore River); and on the west by the Town of Milton and the Town of Randolph. Interstate 93 runs through the city, as does the MBTA Red Line Subway and Old Colony Commuter Line to Boston. Route 128 passes just to the south.

Occupying 16.57 square miles of land<sup>3</sup> with 93,824 residents, Quincy has a population density of 5,618 people per square mile.<sup>4</sup> Land use is predominately high-density residential, with industrial and commercial uses. The City of Quincy is characterized by an urban-scale downtown core surrounded by residential neighborhoods with a mix of housing. Many neighborhoods are home to sizeable immigrant, low-income, and minority communities.<sup>5</sup>

#### 3.2.1. Quincy History

Quincy's history is closely linked with that of its neighbors, Braintree, and Randolph. Originally, the area was inhabited by the Massachusetts tribe of the Algonquin Indians. In early 1625 an Englishman, Captain Wollaston, made his way to the area with a cargo of indentured servants. Thomas Morton then followed in Wollaston's footsteps from England in search of riches. Quincy was originally a precinct of the Town of Braintree established in 1640. Given their independent nature, Quincy's inhabitants soon became desirous of home rule. As a result, the Massachusetts General Court incorporated the town in honor of Colonel John Quincy, an eminent citizen. In 1789, Quincy's most famous citizens became nationally prominent, with the election of native son John Adams as vice president of the newly formed Union. Eight years later, he became president of the United States. His son, John Quincy Adams, eventually followed in his footsteps and attained the presidency, and following his tenure, he became regarded by many as the finest diplomat in the Foreign Service Corps. The Adams were but one of many prominent and influential families residing in Quincy during the colonial years and thereafter.

Originating as a farm community in colonial times, Quincy made a name for itself as an industry-based town first with granite quarrying followed by shipbuilding. These expanding industries attracted newcomers to Quincy, and a central business district formed alongside several other neighborhood business districts to support the influx of workers. The population of Quincy was a mere 4,300 people by 1845, but during the heyday of industry, 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, and the development of the railroad dramatically increased Quincy's accessibility to craftsmen and laborers.

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

<sup>3</sup> [US Census Bureau, Lnd area in square miles 2010 - Quincy city, Massachusetts. https://www.census.gov/quickfacts/fact/table/quincycitymassachusetts/LND110210#LND110210](https://www.census.gov/quickfacts/fact/table/quincycitymassachusetts/LND110210#LND110210) Accessed 12 January 2021.

<sup>4</sup> 2013-2017 American Community Survey 5-Year Estimates

<sup>5</sup> *Housing Production Plan*, 2016, Prepared by Metropolitan Area Planning Council

World War II as building styles changed and builders chose more affordable materials. The last quarry in Quincy closed in 1963.

Shipbuilding, historically the second most prominent industry in the City, began its rise in a small shop located on the Fore River in present day Braintree in 1883. By 1884, the business had grown so fast that it was forced to move to the Fore River in eastern Quincy. In 1913, the Bethlehem Steel Corporation took possession of the operation and, over the next several decades, the manufacturing facility became one of the most prominent 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 waning of domestic shipbuilding have resulted in the decline of the once prominent industry locally.

Beginning in the early 2000s, Quincy started experiencing an increase in private investment in older urban areas. The City's proximity to Boston, its transportation networks, and quality of life make it very attractive to many who want to live and work in an urban area. Even to this day, Quincy continues to attract foreign-born residents, with the more recent influx of Asian immigrants. In addition, the railroad's current function as a commuter rail line still provides accessibility from Quincy to jobs in and around Boston. The City's three largest commercial areas, Quincy Center, North Quincy, and Wollaston – the latter of which includes the Urban Revitalization Area – are located along this north-south rail line.

### **3.2.2. URA History & Current Conditions**

The Urban Revitalization Area (referred to interchangeably as the URA, Wollaston Urban Revitalization District, or Wollaston Center) is in Wollaston, which was named for Captain Richard Wollaston, the leader of Quincy's original settlers. It began as a village center and was an early rail-accessed commuter home for Boston workers. By the early twentieth century, the basic development patterns were in place, and it is now a densely populated residential and commercial area.

The Wollaston Center neighborhood is near Wollaston Beach and is bordered by the North Quincy neighborhood to the north, Quincy Bay to the east, the Merrymount neighborhood and Quincy Center to the southeast and south, and Milton, Massachusetts to the west. The URA is served by Wollaston Station, which reopened in August 2019 after undergoing a \$36 million renovation, and is located on the MBTA Red Line that runs north-south from Cambridge, Massachusetts to Braintree, Massachusetts.

The URA is a neighborhood center and business district that contains diverse coexisting land uses, including residential, commercial, retail, transportation (rail), and civic uses such as the Wollaston Branch Library and Wollaston Fire Department. The predominate commercial corridors of Newport Avenue, Beale Street, and Hancock Street are home to a variety of businesses that serve the surrounding neighborhoods. Local retailers, bars and restaurants, personal services (pharmacy, coffee shop, banks, nail salons, barber shops, etc.), and professional offices line these corridors and provide goods/services to the neighborhood within a close walking distance. Just beyond each of these commercial corridors are residential neighborhoods that contain a mix of single family and two- to three-family homes, and some larger scale apartment buildings. The sidewalk network within and around Wollaston Center is complete with sidewalks on both sides of almost all major and minor roadways. Most of the major intersections in the area have striped crosswalks and pedestrian signals. Bicycle infrastructure is lacking in Wollaston Center with no striped or signed routes connecting to the train station. There are also few existing bicycle parking locations. The bicycle parking located at the Wollaston station is antiquated and does not protect bikes during inclement weather.

The Wollaston Business District Revitalization Study (1979) provides additional background on the Wollaston neighborhood in the early 1900s: *"In a view of Hancock Street sixty years ago Wollaston appears as a village center where the streetcar stopped on its route between Quincy and Boston. A compact group of shops, with awnings, small signs, and architectural details at the corner of Hancock, Beale, and Beach Streets, contributed to the village-like atmosphere. Streetcars and carriage traffic once enjoyed a dramatic*



*entrance to Wollaston down Hancock Street under the arching canopy of elm trees... The transition to the automobile age overlaid a new scale of roadways, parking, and retail space on the suburban community of the streetcar.”<sup>6</sup>*

The document continues to describe the impact of the auto-oriented development to the district – intimate pedestrian connections that cultivated compact, walkable, neighborhood-based retail storefronts were disrupted by a larger scale of commercial landscape tailored to automobile travel.<sup>7</sup> In addition, the placement of parking surrounding the Wollaston MBTA station greatly impacted the opportunity to link pedestrian activity on Beale Street with the station. As the pedestrian connections disappeared, traffic and congestion became an impediment to the growth and prosperity of the neighborhood.

Wollaston Center has several strengths, including the existing residential and business base, presence of government services, convenient access to public transit, available land and buildings for economic investment, proximity to Boston, and positive community character and diversity. Despite these strengths, it has experienced pockets of disinvestment, neglect, empty storefronts, and missed opportunities. Within the WURD are two large surface parking lots. One is privately owned and supports a CVS Pharmacy, and the other is under MBTA ownership at Wollaston Station. These surface lots provide future development opportunities. In addition, two infill development opportunities exist in the WURD. One is the former home to the Wollaston Theatre on Beale Street and the other is located within the 300 block on Newport Avenue. Both vacant parcels are mid-block and exist as gaps within the building wall detracting from the character of the neighborhood.

### **Newport Avenue – 300 Block**

A five-alarm fire in March 2019 destroyed three buildings on Newport Avenue – the fifth significant fire for this block since 1953.<sup>8</sup> At the time the fire broke out, 307 Newport Avenue<sup>9</sup> was unoccupied and under construction following a three-alarm fire in 2015. The fire spread to and destroyed the two adjacent buildings at 301 and 317 Newport Avenue, and the Quincy Fire Department’s efforts to put out the fire caused water damage to the mixed-use building at 323 Newport Avenue. The demolition of 307 and 317 Newport Avenue has left a void, and the private market has not redeveloped the vacant parcels.

The southeast side of 323 Newport Avenue is abutted by a one-story commercial warehouse structure at 97 Beale Street. It appears that this building is used for storage for a fabric store. The Arlington Street side of this block consists of a parcel with two commercial warehouse structures at 244-256 Arlington Street that were constructed in the 1910s and 1920s, and the Wollaston Fire Station, which is listed in both the State Register Historic Places and the National Register of Historic Places.

### **Theatre Block**

This block consists of various land uses including vacant land (formerly the site of the historic Wollaston Theatre), a multi-tenant commercial building, residential (two-family), and the Quincy Community United Methodist Church. The largest building on the block is the significantly underutilized multi-tenant commercial building, which has store fronts along 663-667 Hancock Street and 4 Beale Street. Constructed in 1920, the two-story, 21,056 square foot building is occupied by commercial office space on the second floor and primarily vacant commercial space on the first floor, apart from the China Sports Bar. The 10 Beale Street parcel, formerly housing the Wollaston Theatre building, has been a vacant parcel since 2016,

<sup>6</sup> *Wollaston Business District Revitalization Study*, 1979, p. 4

<sup>7</sup> *Ibid.*, p. 6

<sup>8</sup> Block in Quincy has been scene of 5 big fires since 1953. *The Metrowest Daily News*. March 13, 2019.

<https://www.metrowestdailynews.com/news/20190313/block-in-quincy-has-been-scene-of-5-big-fires-since-1953>

<sup>9</sup> Purchased by Everbright Properties in December 2019.

when the most recent owner decided to demolish the historic building. The theater had been closed and the building, in an extreme state of disrepair, had been vacant since 2003.

### **CVS Site**

The block of properties bounded by Beale Street, Clay Street, and Old Colony Avenue is significantly underutilized given its proximity to the recently reconstructed MBTA Wollaston Station. It is home to a variety of uses including:

- 68 Beale Street, a 4-story, 22-unit luxury apartment development completed in 2015
- Wollaston Wine and Spirits, a one-story commercial building
- CVS, a one-story retail building
- A large surface parking lot shared by abutting commercial uses
- Multi-tenant commercial building at 70-78 Beale Street with offices and personal services
- Residential stretch along Old Colony Ave

The CVS is housed in a standalone building on a 1.78-acre parcel that abuts a large parking lot that separates it from the Wollaston Wine and Spirits building to the southwest and from a one-story building that houses an Enterprise Rent-A-Car and an auto body shop at the rear of the parking lot. The rear portion of the CVS parcel consists of a large stretch of surface parking that abuts another 28,610-square foot parcel also providing surface parking for CVS. This excess surface parking contributes to a dead zone in the middle of what ought to be a vibrant neighborhood business district. This low-density development surrounded by large parking lot is incompatible with the historic neighborhood business district character.

### **MBTA Parcel**

The MBTA parcel at 99 Woodbine Street consists of a large 400 space surface parking lot to support the MBTA Wollaston Station, which re-opened in 2019 as a brand-new rebuilt station. The \$36 million capital project has provided a station that now meets safety, flooding, accessibility, and operational standards and incorporates new pedestrian paths to, from and inside the station, as well as parking lot upgrades. While the City wishes to work in partnership with the MBTA to explore future opportunities for mixed-use development on the portion of the surface parking lot that is bounded by Beale Street and the tracks adjacent to Newport Avenue, there is no public action presently identified for this parcel.

## **3.3. URA Data and Characteristics**

This section presents available data and statistics to provide an overview of the URA's characteristics and support the characterization of Wollaston as decadent.

### **3.3.1. Land Ownership**

*Table 3-1* indicates the ownership of parcels by type of ownership. As shown, the majority of parcels within the URA (66.0%) are privately owned; importantly, few of these 104 privately owned parcels are held in common ownership (please refer to *Appendix B: Property Ownership* for a listing of all property owners within the URA). Almost one-quarter of the land within the URA is publicly owned, with approximately 15% of the URA parcel area owned by the MBTA for Wollaston Station and the surface parking lot that serves it. Other public uses include a neighborhood library and the Wollaston Fire Station. A smaller portion of the land area – slightly less than 10% – is owned by religious and service nonprofit organizations.

Table 3-1: URA Land Ownership			
Land Distribution	# of Parcels	Area (Acres)	% of Total Area
<b>Publicly Owned Land</b>			
City of Quincy/Municipal	5	.76	-
MBTA	3	5.87	-
Quincy Housing Authority	1	2.42	-
United States Postal Service	1	.36	-
<b>Subtotal</b>	<b>10</b>	<b>9.41</b>	<b>24.8%</b>
<b>Nonprofit Owned Land</b>			
Church	3	2.82	-
Nonprofit	1	0.69	-
<b>Subtotal</b>	<b>4</b>	<b>3.51</b>	<b>9.2%</b>
<b>Privately Owned Land</b>			
Various Owners	104	25.01	66.0%
<b>Total</b>	<b>118</b>	<b>38.02</b>	<b>100%</b>

Table 3-2: Church/Non-Profit/QHA Ownership			
Property Name/Owner	Address	Parcel ID	Current Use
Wollaston Methodist Episcopal	40 Beale Street	5092-10-12	Quincy Community United Methodist Church
Wollaston Evangelical Lutheran Church	47 Weston Avenue	5101-13-B	Wollaston Child Care Center
Roman Catholic Archbishop of Boston	757 Hancock Street	5087-20-A	Saint Ann Parish
The Gavin Foundation Inc.	43 Old Colony Avenue	5090-10-7	Quincy ATS/CSS (Detox)
Quincy Housing Authority	80 Clay Street	5092-77-103	Tobin Towers

### 3.3.1. Parcel Size

Figure B-1 depicts the existing property lines and building footprints within the URA. Lot sizes range from .012 acres (about 523 SF) to 5.5 acres, with an average parcel size of .32 acres (approximately 13,939 SF). Taken as a whole, within the URA approximately 69% of the parcels are ¼-acre or less, and approximately 89% are ½-acre or less. Only 6 (approximately 5%) of the parcels are greater than 1-acre.

Table 3-3: Parcel Size		
Parcel Size (Acres)	# of Parcels	% of Total Parcels
≤1/4	81	69.2%
≤1/2	23	19.7%
≤3/4	7	6.0%
≥1	6	5.1%



### 3.3.2. Existing Land Uses and Zoning

As shown in *Figure C-1*, the URA exhibits a diversity of land uses: commercial, residential, office, public/institutional, mixed-use, parking, and transportation. In addition, there is a well-defined roadway network within Wollaston Center and rights-of-way total 13.18 acres. However, it is important to note that rights-of-way are not calculated in the total land area in *Table 3-4*. Also, there is no green space within the URA. The area depicted in *Table 3-4* shows that the largest existing land use (excluding rights-of-way) is commercial (34.8%).

Table 3-4: Land Uses			
Land Use	# of Parcels	Area (Acres)	% of Total Area
Commercial	43	13.42	34.8%
Residential	38	9.13	23.7%
Mixed Use	11	6.39	3.8%
Public/Institutional	10	4.63	12.0%
Office	6	2.09	3.7%
Parking	6	1.45	5.4%
Transportation and Utility Authorities	4	1.44	16.6%
<b>Grand Total</b>	<b>118</b>	<b>38.55</b>	<b>100%</b>

The Wollaston URA consists of six zoning districts: Business B, Business C, Industrial A, Industrial B, Residence A, and Residence B. Business C is the primary zoning district (comprising approximately 70% of the parcels within the URA), with parcels along the eastern boundary (Hancock Street) located in the Business B zone (comprising nearly 27% of the parcels within the URA), and very small portions of the other zones in the URA.

Impediments to reinvestment within the URA are partially attributable to the zoning requirements that have dictated development. Building heights are restricted to four to six stories (see *Table 3-5*) and relatively excessive off-street parking requirements (see *Table 3-6*) do not take into consideration transit infrastructure in the area. This tends to encourage lower-density developments surrounded by large parking lots, incompatible with the historic character of the neighborhood business district and devoting otherwise developable land to surface parking. The City will work with developers through the Certificate of Consistency process to allow for incentive zoning. This process will provide developers with the opportunity to build projects at a larger and higher density than would be permitted under the existing zoning.

Table 3-5: Business B and Business C Dimensional Requirements									
	Max FAR	Min Lot Area (SF)	Min Lot Area/DU (SF)	Setbacks (LF)			Min Lot Frontage (LF)	Min Open Space/DU (SF)	Max Stories
				Front	Side	Rear			
Business B	1.5	5,000	None	15	15	20	60	None	4
Business C	3.5	5,000	None	None	None	20	60	None	6
Business B – Residential or SP Uses	1	14,000	2,000	½ the Height of the Building but Not Less Than 25			100	400	6
Business C – MF or Mixed-Use	3.5	42,000	500	¼ the Height of the Building			100	100	6

Source: City of Quincy Zoning Ordinance

**Table 3-6: Off-Street Parking Requirements**

	Residence	Assembly	Institution	Retail	Office	Factory & Warehouse
	Min # of Space per DU	# of Seats Requiring One (1) Space	SF of Gross Floor Area Requiring One (1) Space by Type of Use			
Business B	1.5 per 1.0	4	1,000	200	300	-
Business C	1.5 per 1.0	4	2,000	400	600	-
Industrial B	-	10	1,000	500	500	2,000
Residence A	2 per DU with 1-2 bedrooms; 3 per DU with 3-4 bedrooms; 4 per DU with $\geq 5$ bedrooms	5	600	-	-	-
Residence B	1.75 per 1.0	5	600			

Source: City of Quincy Zoning Ordinance

The City's Zoning Ordinance allows multi-family use as of right or by special permit in all zones except Residential A and Industrial A and B. Residential buildings and uses within the Business B district requiring special permits are required to conform to all the requirements of the Residence C district. Multifamily residences and mixed-use buildings are permitted within a Business C district by special permit from the Zoning Board of Appeals, provided that residential buildings and uses meet the dimensional requirements outlined in Table 3-5.

Section 7.1 of the City's Zoning Ordinance governs residential building projects of ten (10) units or more, which are referred to as "Inclusionary Projects." It requires a filing of the project plans with the Affordable Housing Trust Committee (AHTC) concurrently with any special permit, variance or site plan approval application required for the project. The AHTC, in turn, is required to review the proposed project and make recommendations to the permit granting authority within 35 days for potential conditions for any approval granted for the project. If the project is for rental units, a developer can either provide at least 10% of the total units for occupancy by eligible households, donate land or pay a fee in lieu of the creation of the units. In for-sale projects, the Ordinance requires that the developer make a payment in lieu of units.

Mixed-use developments are allowed by special permit from the Board of Appeals in the Business districts with site plan review performed by the Planning Board. In addition, "Major Nonresidential Uses" – defined as any use other than a dwelling, whether allowed by right or by special permit, which will have 10,000 or more gross square feet in floor area – require a special permit from the Planning Board. While the special permit requirement for a Major Nonresidential Use supersedes the requirement for site plan review, it does not supersede the requirement of a variance. The required variances and the long permitting process can serve to discourage developers interested in mixed-use high-density developments.

### **3.3.3. Age of Structures & Property Conditions**

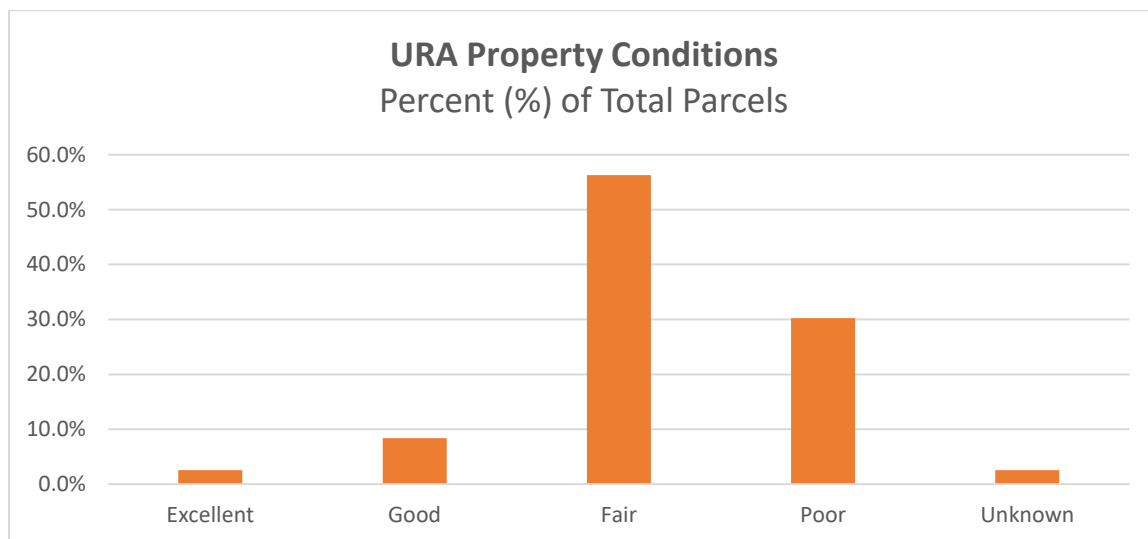
The URA consists of 118 parcels which contain approximately 108 structures. Based on information available from Assessor records, it is reasonable to assert that the many of structures within the URA were constructed prior to 1940. *Table 3-7* summarizes the age of the structures within the URA based on the City Assessor's data, which indicates that approximately 66% of structures were constructed prior to 1940, and approximately 86% were constructed prior to 1970.



Table 3-7: Age of Structures		
Date of Construction	# of Structures	Structures by Age (%)
Pre-1900	17	15.7%
1901 to 1940	54	50.0%
1941-1970	22	20.4%
1971 to Present	12	11.1%
Unknown	3	2.8%

An exterior visual assessment of each parcel within the URA was conducted as part of the URP process. Where a parcel contained a building, the assessment evaluated the structure and the overall property. Of the 118 parcels within the URA, approximately 90% have structures and the remaining parcels are generally used for parking or are vacant. As shown in the table below, 87% of the parcels are categorized as Fair or Poor.

Table 3-8: URA Property Conditions		
Property Condition	# of Parcels	Percent (%) of Total Parcels
Excellent	3	2.5%
Good	10	8.4%
Fair	67	56.3%
Poor	36	30.3%
Unknown	3	2.5%
<b>Total</b>	<b>119<sup>10</sup></b>	<b>100.0%</b>



<sup>10</sup> The discrepancy between the number of parcels in the URA (118) and this figure stems from the property conditions being surveyed in 2019, prior to the consolidation of parcels owned by MBTA.

### 3.3.4. Cultural Resources

The Massachusetts Cultural Resource Information System (MACRIS) lists the following historic buildings within the URA:

Table 3-9: Historic Resources					
Historic Name	MHC Inventory #	Type of Historic District (MHC Inventory, State Register or National Register)	Parcel #	Address (MHC Address / Current Address)	Date
N/A	QUI.482	MHC Inventory	5090-2-2	13-19 Old Colony Ave (11 Old Colony Ave)	c 1890
Wollaston Methodist Church	QUI.488	MHC Inventory	5092-10-12	40 Beale St (32 Beale St)	1924 / 1951
Crane Memorial Public Library, The	QUI.489	MHC Inventory, State Register, National Register	5093A-16	41 Beale St (43 Beale St)	1922
U. S. Post Office - Wollaston Branch	QUI.498	MHC Inventory	5039-15-13	5 Beach St (11 Beach St)	1940
Walker Apartment Building	QUI.507	MHC Inventory	5093A-17-7	32 Greenwood Ave (47 Beale Street)	c 1932
Adams, Boylston House	QUI.558	MHC Inventory	5115-18-15	243 Arlington St	1825
McFarland Hardware Store	QUI.569	MHC Inventory	5112-8-7	9 Brook St	c 1890
Wollaston Fire Station	QUI.577	MHC Inventory, State Register, National Register	5114-12-5	111 Beale St (105 Beale St)	1900
Smith, A. C. and Company Gas Station	QUI.578	MHC Inventory, State Register, National Register	5115-1-9	117 Beale St	1926
Tubular Rivet and Stud Company Complex <sup>11</sup>	QUI.K	MHC Inventory	5101-15-A1	1 Weston Ave	c 1900

Tributes to the history of Wollaston include a historical marker for William Hutchinson's Grant, located on the historic Wollaston Fire Station property at 111 Beale Street.<sup>12</sup> The historic Wollaston Theatre building located at 10 Beale Street was demolished in 2016 and is therefore not included in Table 3-9. No historic properties have been identified for acquisition.

### 3.3.5. Environmental Conditions

The URA is densely developed and contains a highly urbanized mix of uses. There is little vegetation aside from street plantings. There are no wetlands or floodplains within the URA, nor are there any vernal pools, rare species, or Areas of Critical Environmental Concern (ACECs). The site is not proximate to any Outstanding Resource Waters, nor is it within any MassDEP surface or groundwater protection zones for drinking water supplies.

There are three MassDEP Release Tracking Numbers (RTNs) associated with the MBTA Wollaston Station site (RTNs: 3-0031922, 3-0034999, and 3-0034744), two of which are open. The contamination stems from

<sup>11</sup> One (1) Tubular Rivet and Stud Company Complex building is contained within the URA. It is currently the site of an Extra Space Storage facility.

<sup>12</sup> The Historical Marker Database "William Hutchinson's Grant 1630-1930." <https://www.hmdb.org/m.asp?m=48816> Accessed 12 January 2021.



prior industrial uses of the property, which included metal plating, automobile repair, metal engraving, picture molding fabrication, coal yard, granite yard, underground oil and gasoline storage, as well as residential and commercial uses. A Permanent Solution with Conditions Statement was filed in June 2017 (RTN: 3-0031922) for two large portions of the site. In June 2018, light nonaqueous phase liquid (LNAPL) was observed in a monitoring well and reported to MassDEP; RTN 3-34999 was subsequently assigned to the property. According to the July 2019 *Temporary Solution Statement with Substantial Hazard Evaluation*, a Permanent Solution was not feasible under current site conditions, and an amended Activity and Use Limitation (AUL) for the site follow completion of the new Wollaston Station building, parking lot, and associated infrastructure.

There are also two open MassDEP files connected to dry-cleaning operations within the URA. The first is associated with a tenant space located at 6-8 Beale Street (RTN: 3-0029945), which is part of the 663 Hancock Street multi-tenant commercial building. The open file stems from the release of tetrachloroethylene (PCE) identified in relation to the historic dry-cleaning operations associated with Brite Cleaners, which closed and vacated its location at the 663 Hancock Street building in 2014. The Disposal Site includes abutting parcels at 10 and 20 Beale Street. The former Brite Cleaners tenant space shared a common wall with the abutting commercial building at 10 Beale Street, which included the former Wollaston Theatre. The 10 Beale Street parcel has remained vacant since the Wollaston Theatre was demolished in July 2016. The second is associated with Dependable Cleaners, located at 628-630 Hancock Street (RTN: 3-0011316). The property is occupied by a dry-cleaning facility that has used petroleum distillates – not chlorinated volatile organic compounds (VOCs) – to dry clean clothing and other fabrics since January 2004. Prior to January 2004, chlorinated VOCs were used at the property.

**Table 3-10: Summary MassDEP Listed Sites**

Site Name & Address	MassDEP Site Number	Chemical	Category / RAO Class	Status
MBTA Wollaston Station Parking Lot Newport Avenue & Beale Street	3-0034999	Petroleum	72 Hour, RAO TF	TMPS (Temporary Solution)
	3-0034744	Hazardous Material	120 Day, Tier 2	Open, Phase II
	3-0031922	Hazardous Material	120 Day, RAO PA	Closed with AUL
Brite Cleaners 6-8 Beale Street	3-0029945	Hazardous Material	120 Day, None	Open, Phase IV
Dependable Cleaners 628-630 Hancock Street	3-0011316	Hazardous Material	120 Day, None	Open, Phase V
	3-0015561	Hazardous Material	72 Hour, None	Closed
	3-0017385	Hazardous Material	Two Hour, None	Closed
Brigham's Ice Cream Parlor 13 Beale Street	3-0029024	Fuel Oil	Two Hour, RAO A2	Closed
23A Beale Street	3-0022510	Fuel Oil	Two Hour, RAO A2	Closed
54 Beale Street	3-0020969	Hazardous Material	120 Day, RAO B1	Closed
40 Beale Street	3-0019939	Fuel Oil	72 Hour, RAO A2	Closed
Getty Station / Abdon Service Station 117 Beale Street	3-0012583	Fuel Oil	72 Hour, RAO A1	Closed
	3-0002555	Unknown	None, None	Closed
Quincy Fire Station 111 Beale Street	3-0015752	Gasoline	72 Hour, PA	Closed with AUL

	3-0028398	Gasoline, NAPL	72 Hour, None	Closed
665 Hancock Street	3-0029677	Oil and Hazardous Material	72 Hour, RAO A2	Closed
596 Hancock Street	3-0017647	Gasoline	72 Hour, RAO A2	Closed
Cumberland Farms 610 Hancock Street	3-0002359	Unknown	None, None	Closed
636 Hancock Street	3-0023367	Oil	120 Day, RAO A2	Closed
	3-0023765	Oil	120 Day, RAO A2	Closed
Johnsons Filling Station 700 Hancock Street	3-0006023	Unknown	None, RAO A2	Closed
7-Eleven #32451 721 Hancock Street	3-0004808	Oil	None, RAO PN	Closed
150 Newport Avenue	3-0011417	Oil	120 Day, RAO B1	Closed

## Notes:

1. RAO = Response Action Outcome, the classification of Permanent and Temporary Solutions as defined in 310 CMR 40.1000. For pre-2014 closures, Class A RAOs indicate remedial work was completed and a level of "no significant risk" has been achieved. Class B RAOs indicate that "no significant risk" exists, and no remedial work was necessary.
2. For post-2014 closures, PA indicates a Permanent Solution with Conditions and a land use restriction; PN indicates a Permanent Solution with No Conditions; and TF indicates a Temporary Solution at a site where a Permanent Solution is Feasible and response actions are underway to achieve a Permanent Solution.

### 3.3.6. Vehicular, Pedestrian and Bicycle Access

Quincy is strategically located within the Interstate 93 corridor and has abundant access to multiple transportation networks. Major highways, buses, the commuter rail, and the subway all connect to Quincy, making it easy for workers, visitors, and others to travel to and from the city.

Hancock Street and Newport Avenue are two important roadways in Quincy as well as within the URA. Hancock Street (Route 3A), which runs in a northwest-southeast direction along the northern boundary of the URA, is classified as an urban principal arterial. Newport Avenue, a locally owned and maintained roadway, is classified as a minor urban arterial, and runs parallel to Hancock Street along the southern edge of the URA. Together with Beale Street, a local road, these three roadways are the main commercial streets within the URA and serve as the primary connectors and activity corridors in Wollaston Center.

Roadways within the URA were evaluated in 2018 using Roadbotics, which measures the level of distress and assigns a 1-5 condition rating score for roadways.<sup>13</sup> A rating of 1 is a high quality, newer road surface, and a rating of 5 indicates the presence of major surface damage and/or critical surface failures. The average Roadbotics rating across all 23 roadways evaluated in Wollaston Center was 2.9, which translates to a Level 3 "Yellow" rating. Of those roadways, about one quarter (six roadways) had an average rating below 2.5, indicating minor wear and no critical issues. However, almost one-third (seven roadways) were rated 3.5-4.0, which indicates significant damage or emerging critical failures. The remaining ten roadways had an average rating of 2.8-3.0, indicating the appearance of pervasive surface distresses and that important issues on the surface were beginning to show.

### 3.3.7. Traffic Safety

In terms of traffic safety within the URA, MassDOT has identified the intersection of Newport Avenue and Beale Street as a high crash location.<sup>14</sup> In fact, MassDOT identified two Highway Safety Improvement

<sup>13</sup> <https://www.roadbotics.com/2019/01/17/what-do-the-ratings-mean/>

<sup>14</sup> *Road Safety Audit - Newport Avenue at Beale Street*, prepared by AECOM, February 2019.



Program (HSIP) crash clusters between 2013 and 2015 within this area, indicating that it falls within the top 5% of High Crash Locations within the Metropolitan Area Planning Council (MAPC) area. The first cluster is the intersection of Newport Avenue and Beale Street and the second is the section on Newport Avenue between Beale Street and Brook Street. The intersection of Newport Avenue and Beale Street was also identified as 2012-2014 and 2011-2013 HSIP clusters, as well as 2005-2014 and 2004-2013 pedestrian clusters. In 2018, the average weekday traffic on Newport Avenue was approximately 22,400 vehicles per day. In 2017, the average weekday traffic on Beale Street was approximately 10,100 vehicles per day.

In 2019, a Road Safety Audit (RSA) was conducted for the intersection of Beale Street and Newport Avenue, near the MBTA Wollaston Station. The area included the adjacent intersection of Old Colony Avenue and Beale Street as well as the segment of Newport Avenue up to but not including the intersection of Brook Street. The general safety issues identified included:

- Intersection geometry and operations
- Signs, lighting, and pavement markings
- Traffic signal equipment
- Emergency vehicle accommodations
- Bicycle and pedestrian accommodations

The RSA observed that there are no bicycle accommodations along Newport Avenue or Beale Street, and the area also lacks wayfinding signage directing cyclists to points of interest, such as the MBTA Wollaston Station. In addition, Beale Street was identified in the 2014 MAPC Bicycle Network Plan which recommended that a combination of exclusive and shared bike lanes be provided along Beale Street. MassBike also conducted the Wollaston Station Bikeability Assessment in 2014, which recommended conducting a feasibility study on the implementation of bike facilities on Beale Street and along Newport Avenue. Moreover, the RSA notes that the Beale Street an important corridor for cyclists given the Red Line track crossing for cyclists combined with the proximity to Wollaston Station makes. Beale Street is one of only three crossings of the Red Line tracks in a 1.1 mile stretch of Newport Avenue. The other closest crossings of the Red Line tracks are each more than a half mile away.

The City has worked to implement a Complete Streets approach since 2008, with measures to facilitate walking and bicycling. Bicycle and pedestrian priorities for Quincy include connections to its MBTA stations, recreational and historical amenities, and open spaces and public plazas. One of the largest efforts to facilitate bicycling and walking relates to the revitalization of downtown Quincy.

### **3.3.8. Parking**

Parking has been identified as a concern for residents and businesses within Wollaston Center, particularly related to the future of transit-oriented development. MAPC completed a parking study in 2013/2014 with the intent of creating an inventory of existing on- and off-street parking, and to provide recommendations for maximizing efficiency through improvement and new or updated parking policies. Overall, at the time the parking analysis was conducted, it showed an adequate amount of on-street parking in Wollaston Center during the weekday and Saturday peak hours. While the core business area along Hancock, Beale, and Beach Streets experienced a high level of parking demand, there were generally parking spaces available within a short walk to many of the desired destinations.

It is understood that parking is crucial to fostering economic growth. However, managing parking demand that balances the needs of residents and businesses without overwhelming the area with surface parking lots is a challenge. There are two large surface parking lots in Wollaston – the MBTA lot and the lot behind the CVS Pharmacy. In total, these lots provide approximately 600 spaces. However, any new large-scale development or redevelopment at either site could change the parking dynamics within Wollaston Center

and would require new additional parking, most likely in the form of structured parking. While many new developments in Quincy have successfully incorporated structured parking into the building design, smaller lot sizes in Wollaston Center may pose a challenge for such a model, unless assemblage occurs. In some instances, the developer may be encouraged to pursue a shared parking agreement.

### **3.3.9. Bus and Rail Access**

The MBTA provides Red Line subway service to four stops in the City including the newly renovated Wollaston Station which reopened for Red Line service in August 2019. Wollaston Center benefits greatly by being located on the Red Line which provides rapid rail service between Braintree and Alewife Station in Cambridge. Wollaston Center is also connected to the larger region by several MBTA bus routes that run along the major roadways. Several bus routes that run along Hancock Street and Beale Street connect riders north to Fields Corner and Ashmont Station, as well as south to Quincy Center.

### **3.3.10. Existing Infrastructure**

Existing utilities that service the URA include electricity, gas, water, sewer, drain, and telecommunications. Electric and Gas are provided by National Grid of Massachusetts. Telecommunications are provided by various private internet and fiber companies, most commonly but not solely Verizon and Comcast.

The City of Quincy receives its drinking water from the Massachusetts Water Resources Authority (MWRA). Quincy's water system is comprised of 238 miles of water mains with 2,549 hydrants. The City works with the MWRA on the protection of water quality and the operation of the water system. Per the 2017 City-wide Capital Improvement Plan, which forecasts almost \$20 million in capital infrastructure expenditures, the City is concluding its successful efforts to replace all private exterior lead-based water infrastructure in the City. The first phase of this project, funded in FY 2017 at \$1.5 million, assisted in the replacement of 119 lead service lines. This funding was provided by the MWRA through a zero-interest loan payable over ten years. The City is down to the final dozen known lead services for removal. The City followed this Year 1 Lead Program with a multi-year \$17.5 million plan to replace 3-4 miles of aging watermain per year. This water system renewal program is aligned with the City's sewer system and roadway replacement strategy. Within Wollaston Center, recent improvements include the replacement of 160 linear feet of water main connecting Woodbine Street and Newport Avenue through the new MBTA Wollaston Station site.

Quincy has approximately 205 miles of sewer lines, with 75% pre-dating 1929. The City has an aggressive Inflow and Infiltration (I/I) removal program to reduce the amount of ocean and stormwater entering the sewer system and causing increased MWRA treatment costs. The City's continued investment in its I/I removal program has improved the condition of sewer mains most vulnerable to saltwater infiltration. Recently completed projects include rehabilitating the City's two largest sewer pumping stations (Fort Square Pumping Station and Quincy Point Pumping Station on Chubbuck Street), expending \$4 million to \$6 million per year on assessing and repairing leaking sewer pipes to reduce the cost impacts of I/I on rate payers and to protect against water quality violations from leaking sewers, and expanding its sewer and drainage system maintenance and monitoring programs. The City is using over \$8 million in State Revolving Fund loans to improve The Strand stormwater and sewer pumping station and to rehabilitate coastal sewers in 2020-21. Recent discussion with regulatory agencies and Quincy's proactivity with the USEPA's Municipal Separate Storm Sewer System (MS4) program both were drivers for Quincy to expand its current program for sewer repairs, water quality monitoring and improvement projects, and operational improvements for the sewer system in 2015-2016.

The City of Quincy's Hazard Mitigation Plan Update, completed by Tighe & Bond in 2019, notes that the City is vulnerable to coastal and inland flooding due to sea level rise, storm surge, and major precipitation events. Inland areas, such as Wollaston Center, are vulnerable to flooding as the existing drainage infrastructure becomes inundated by a confluence of water at a speed and capacity it cannot handle. In addition, approximately 20% of the developed parcels in Quincy are located within the FEMA 100-year

floodplain. The Wollaston Center district has floodplains to its north, east, and south including areas along the west side of Newport Avenue from North Central Avenue north to West Squantum Road, in and around Merrymount Park, and to the south near Furnace Brook Parkway and Willow Avenue. Between 2000-2016, the City had 148 repetitive loss claims for flooded properties.

The City's 2019 Drainage Assessment and Capital Plan Report identified Wollaston Center as a priority focus area, and a 2020 drainage study was undertaken by Woodard & Curran to identify potential causes for the flooding observed in the roadways and adjacent properties. The evaluation found that inland flood vulnerability stems from undersized storm drains. The area upstream of Chapman and Beale Street is most vulnerable with an anticipated 1.2 feet of flooding in a two-year storm, increasing to significant surface inundation in a 100-year rainfall event. Under low tide conditions, the storm drains upstream of Hamden Circle and Rawson Road are undersized for the design storm runoff, resulting in flooding. Under high tide and surge tide conditions, downstream elevated water levels further limit the ability of the storm drains to drain effectively and exacerbate inland flooding. While tide gates have been installed at over 80 locations in Quincy to help mitigate the backflow from rising tides and storm surge to upland areas via the storm drainage system, continuous efforts are needed to operate, maintain, and expand the flood protection systems. To that end, the City's 2019 Hazard Mitigation Plan includes, as a high and immediate priority, a citywide tide gate management plan. For Wollaston Center, insufficient stormwater drainage capacity along with sea level rise and increases in the intensity and frequency of heavy precipitation is causing recurrent inland flooding, and infrastructure improvements will be needed to facilitate redevelopment of the Wollaston Center neighborhood.

### 3.4. Demographic, Economic, and Market Analysis

The *Quincy Housing Production Plan*, which was completed in 2016, undertook a demographic analysis that compares Quincy to surrounding and nearby communities, including Boston, Braintree, Holbrook, Milton, Randolph and Weymouth. The planning process for this URP draws upon this analysis and additional data to identify certain demographic trends with relevance to this plan.

#### 3.4.1. Municipal Demographic Data

Demographic information discussed in this section and presented below in *Table 3-1*, was obtained from the American Community Survey (ACS) estimates (2017).

Table 3-11: Demographic Data	
Demographic Parameter	City of Quincy
Population Estimates (2013-2017)	93,824
Population Estimates (2010)	92,271
Household Income (2013-2017)	
Median Household Income	\$71,808
Per Capita Income	\$38,631
% Individuals below Poverty Level	10.5%
% of Families below Poverty Level	7.0%
Number of Housing Units	
Occupied	93.7%
Vacant	6.3%
Owner-occupied	47.6%
Renter-occupied	52.4%
Households	
Number of Households	40,658



<b>Table 3-11: Demographic Data</b>	
<b>Demographic Parameter</b>	<b>City of Quincy</b>
Average Household Size	2.24
Family Households	51.9%
Non-Family Households	48.1%
Educational Attainment Level	
Without a High School Diploma (age 25+)	11.2%
High School Graduate or Higher (age 25+)	88.8%
Bachelor's Degree or Higher (age 25+)	43.7%
Foreign Born Persons	31.2%
Age	
Persons under 18 years	15.5%
Persons 19 to 64	69.2%
Persons 65 years and over	15.3%
Median Age	39.3

Source: U.S. Census Bureau, ACS 2013 – 2017 5-Year Estimates

Quincy's population continues to rise as professionals from Metro Boston and immigrants from around the world are attracted by the City's relatively low housing costs, convenient access to Boston and the Atlantic Ocean, excellent public transportation, and its array of amenities. In addition to the increase in population, Quincy has undergone significant changes in its racial composition since 2000. By 2017, the White population had dropped from 78% to 62%. Meanwhile, the Latino population increased from 2.1% to 3.1% and the Black population more than doubled from 2.2% to 5.1%. The Asian population, the largest minority group in Quincy, increased from 15.4% to 29.0% between 2000 and 2017, with a slightly higher (34.1%) Asian population in the three Census Tracts that encompass Wollaston Center.<sup>15</sup>

The median age in Quincy is 39 years; however, the fastest growing age group in Quincy is 50-69 years old<sup>16</sup>, the "Baby Boomer" generation. This group is expected to drive growth and land use development. The median household income was \$71,808; per capita income was \$38,631; and persons in poverty was 10.5%.<sup>17</sup> Households can be divided into families and non-families. Family households are comprised of two or more persons related by blood or marriage persons that are living together, and non-family households are comprised of single individuals as well as pairs or groups of unrelated people living together. When compared with adjacent communities, the *Quincy Housing Production Plan* found that in 2012 Quincy had the second highest number of family households, surpassed only by Boston.

As of the 2020 U.S. Census, 77.8% of block groups in Quincy were designated as environmental justice (EJ) communities.<sup>18</sup> EJ communities are neighborhoods of high-minority, non-English speaking, and low-income populations. The entire URA consists of Census block groups that qualify as an EJ community.

The area bounded by Beale Street to the north, Old Colony Avenue to the west, Hancock Street to the east, and the southern URA boundary is identified as an EJ neighborhood based on minority and low-income populations. This means that households in the area earn 65% or less of the statewide household median income, and 25% or more of the residents identify as minority. "Minority" refers to individuals who identify themselves on federal Census forms as non-white or Hispanic. The remaining portion of the URA is an EJ

<sup>15</sup> 2013-2017 American Community Survey 5-Year Estimates

<sup>16</sup> *Quincy Hazard Mitigation Plan*, 2019

<sup>17</sup> 2013-2017 American Community Survey 5-Year Estimates

<sup>18</sup> MA Executive Office of Energy and Environmental Affairs. "2020 Environmental Justice Populations." <https://www.mass.gov/doc/ej2010communitystatisticspdf/download>. Accessed 21 March 2022.

community based on high minority populations. This is important in the context of revitalizing Wollaston Center, as one of the aims of the 2017 Massachusetts 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.”<sup>19</sup>

### 3.4.2. Economic Data and Market Analysis

Significant household growth is projected for Quincy, with up to 8,100 more households anticipated by 2030.<sup>20</sup> As a result, Quincy expects to comprise a substantial proportion of the South Shore's future commercial, residential, and retail growth.

#### Employment

The 2018 labor market information for the City of Quincy is presented in *Table 3-12*. As shown, the city's top labor markets are:

- Finance and Insurance (21.5%)
- Health Care and Social Assistance (17.4%)
- Retail Trade (8.1%)
- Accommodation and Food Services (7.5%)

Taken together, the above-listed employment sectors comprise approximately 54.5% of Quincy's labor markets.

<b>Industry</b>	<b>No. of Establishments</b>	<b>Average Monthly Employment</b>	<b>% of Employment</b>
Construction	259	2,580	5.1%
Manufacturing	41	551	1.1%
Utilities	3	21	0.0%
Wholesale Trade	87	1,116	2.2%
Retail Trade	220	4,076	8.1%
Transportation and Warehousing	65	784	1.6%
Information	57	2,684	5.3%
Finance and Insurance	137	10,805	21.5%
Real Estate and Rental and Leasing	116	798	1.6%
Professional and Technical Services	369	3,641	7.3%
Management of Companies and Enterprises	20	1,981	3.9%
Administrative and Waste Services	112	1,887	3.8%

<sup>19</sup> Environmental Justice Policy of the Executive Office of Energy and Environmental Affairs (2021). <https://www.mass.gov/doc/environmental-justice-policy6242021-update/download> Accessed 21 March 2022.

<sup>20</sup> *Quincy Housing Production Plan*, 2016, p. 5

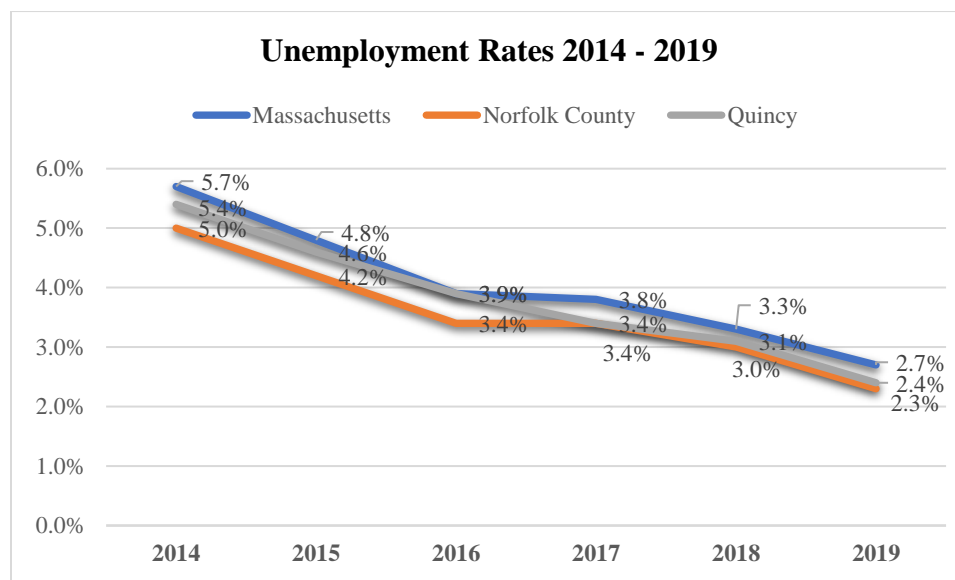
Educational Services	37	2,566	5.1%
Health Care and Social Assistance	1,561	8,747	17.4%
Arts, Entertainment, and Recreation	30	592	1.2%
Accommodation and Food Services	243	3,742	7.5%
Other Services, Except Public Administration	243	1,805	3.6%
Public Administration	31	1,822	3.6%
<b>Total</b>	<b>3,631</b>	<b>50,198</b>	<b>100.0%</b>

Source: Massachusetts Executive Office of Labor and Workforce Development

[http://lmi2.detma.org/lmi/lmi\\_es\\_b.asp?AT=05&A=000401&Y=2018&P=00&O=00&I=LVL\\_1&Iopt=&Dopt=TEXT](http://lmi2.detma.org/lmi/lmi_es_b.asp?AT=05&A=000401&Y=2018&P=00&O=00&I=LVL_1&Iopt=&Dopt=TEXT)

Industry projections for the South Shore workforce development area, which includes Quincy, indicate that region will experience industry employment gains for Nursing and Residential Care Facilities (19.9%), Educational Services (17.2%), Ambulatory Health Care Services (15.5%), Health Care and Social Assistance (14.1%), and Construction (11.8%).<sup>21</sup>

Unemployment data from the MA Executive Office of Labor and Workforce Development indicates that unemployment trends in Quincy are generally consistent with the downward trend of the state and Norfolk County.<sup>22</sup> This information is presented graphically below.



Between 2014 and 2017, employment in Quincy grew by approximately 5.8%, with the largest jump occurring from 2016 to 2017, wherein employment grew by 2.9%, from 51,842 to 53,338.<sup>23</sup> Quincy is a

<sup>21</sup> Massachusetts Bureau of Labor Statistics, Industry Projections for South Shore WDA, 2016-2026

[http://lmi2.detma.org/Lmi/Industry\\_Projection.asp?area=15000012long&cmd=Go](http://lmi2.detma.org/Lmi/Industry_Projection.asp?area=15000012long&cmd=Go)

<sup>22</sup> Before the COVID-19 pandemic

<sup>23</sup> U.S. Census Bureau, ACS 5-Year Estimates for the periods ending 2014, 2015, 2016, and 2017.



city of commuters, with 85 percent of employed residents commuting to workplaces located outside of the city limits daily, and 84 percent of jobs located in the city filled by people who live elsewhere.<sup>24</sup>

### **Economic Development**

At the start of the 21<sup>st</sup> century, Quincy began witnessing an increase in private investment in older urban areas including Quincy Center and North Quincy, where growth has been focused on infill and redevelopment sites near MBTA stations. Newer residential development is focused on Quincy Center, with about one-third of the 3,800 residences that have been built or planned in Quincy since 2015 in this downtown area.<sup>25</sup> Recent projects include West of Chestnut and Mechanic Street Lofts, as well as Cliveden Place Condominiums. Growth in Quincy Center is also being catalyzed through the implementation of the Quincy Center District Urban Revitalization and Development Plan. Through a District Improvement Financing scenario, the City has committed to financing \$200 million in public infrastructure improvements leading to over \$250 million in private investment underway through the construction of several new mixed-use projects.

In North Quincy, the seven-acre parking lot at the MBTA Red Line Station is being redeveloped into The Abby, a mixed-used commercial and residential development. The project broke ground in October 2019 and will result in the construction of more than 600 apartments and 45,000 square feet of retail space. A new 1,314-space parking garage is also being constructed and will provide parking for both the MBTA and The Abby.

Despite the potential for future economic development within the URA, there are challenges that impede the revitalization of Wollaston Center into a vibrant and walkable mixed-use area. Some of the significant constraints stem from the nature of historical development patterns that have led to a highly developed area consisting of small parcel sizes with varied ownership. The age of the buildings poses another constraint, as older buildings typically present accessibility issues and lack the modern amenities needed to attract tenants. Despite the density of the URA, over 40% of the buildings are one story in height, and many of the remaining buildings are two stories, which limits the potential for true mixed-use urban development. Based on these considerations, it is reasonable to assume that redevelopment will be the primary mechanism through which the URA will be revitalized.

According to the *Quincy Small Business Plan* (2020), there are 203 total businesses in the Wollaston small business district, which encompasses an area within a 0.38-mile radius of the MBTA Wollaston Station. The top three business types by NAICS description include Other Services (27%), Retail Trade (20%), and Professional, Scientific, and Technical Services (9%). The *Quincy Small Business Plan* also found that Wollaston contains 904,000 SF of office, retail, and industrial space, with a commercial vacancy rate of 0.9%.<sup>26</sup>

### **Residential Development**

Since the turn of the 21<sup>st</sup> century, there has been a resurgence in urban living. This turnaround is attributable to two factors: an improving economy and changing demographics. As a result, there has been an increased demand for housing alongside an increase in the cost of living – especially in the Boston metropolitan

<sup>24</sup> *Transforming Quincy: A Holistic Assessment of the Economic Contributions of the Quincy Center Urban Revitalization District Project*, 2019, p. 3

<sup>25</sup> “Quincy Center’s overhaul just heating up, officials and developers say.” *The Patriot Ledger*. September 27, 2019. <https://www.patriotledger.com/news/20190927/quincy-centers-overhaul-just-heating-up-officials-and-developers-say>

<sup>26</sup> The 2020 *Quincy Small Business Plan* was finalized in March 2020 as the COVID-19 crisis was unfolding, which has disproportionately impacted retail establishments.

region. In fact, a July 2019 report found that the Boston-Cambridge-Quincy area is the fourth most expensive metropolitan area in the United States for housing, with a \$42.19 wage needed to afford a two-bedroom home without being considered rent-burdened.<sup>27</sup> The *2020-2024 City of Quincy & South Shore Home Consortium Consolidated Plan* (2020-2024 Consolidated Plan) notes that rents and home prices have increased dramatically in the South Shore Consortium, which includes the communities of Quincy, Weymouth, Holbrook, Milton and Braintree. Rents in the Consortium were found to have increased by approximately 13% since 2015, and home prices increased by more than 30% over the same period. The strong regional economy and proximity to Boston has encouraged significant development in areas of the Consortium that are well served by public transportation, in particular the MBTA Red Line stations in Quincy. This growth has resulted on increased pressure in the housing market.

According to NeighborhoodScout, the average rental price for all housing types in Wollaston is \$2,600 per month, which is slightly lower than Quincy Center and North Quincy, both of which have an average rental price of \$2,875 per month.<sup>28</sup> An important factor impacting residential development in the URA is that housing should be profitable to real estate developers. Developers take the initial risk of building in the URA and will not do so if they perceive the return on investment to be lower than elsewhere in the city or that of alternative investment opportunities.

The number and type of households helps dictate demand for housing units, with different types of households having different needs and preferences. In terms of demand, the 2016 *Quincy Housing Production Plan* projected that a total of 4,049 housing units would be needed to meet demand between 2010 and 2020, particularly for householders aged 55 and up. The report also identified a “Demographic Demand” for approximately 2,000 affordable units in Quincy to keep pace with population growth for households earning less than 80% of the area median income, a common maximum income level for participation in HUD programs. Additionally, the *Quincy Housing Production Plan* found that over 40% of households in Quincy are cost-burdened, and many of these households would qualify for affordable units.<sup>29</sup>

The 2020-2024 Consolidated Plan also found that there is significant need for affordable rental housing in the South Shore Consortium to serve the elderly, single-person households, and small families who earn less than 50% of the area median income. The types of housing include new senior housing, special needs housing, and family housing. These challenges are compounded by low vacancy rates in the region. Quincy is part of the South Shore submarket, and HUD’s *2019 Comprehensive Housing Market Analysis* found that the sales housing market in the South Shore submarket is tight, with an estimated 0.9% vacancy rate, down from 1.3% in 2010.<sup>30</sup>

Housing provides not only a market for the goods and services produced in the URA and prospective employees for businesses, but also vital street activity both during and outside of business hours. Properly integrated, it is a critical component of most mixed-use developments.

### 3.5. Area Eligibility Designation

The City of Quincy is required to make a finding that the area contains substandard, decadent, and/or blighted open in accordance with St. 1973, c.898 the Urban Renewal regulations (M.G.L. c.121B). Once the requisite municipal approvals are secured and the urban renewal plan is approved by DHCD, the City will proceed to undertake revitalization activities in accordance with the URP to stimulate economic development within the URA. This report assembles data from a variety of sources to support a

<sup>27</sup> *Out of Reach: The High Cost of Housing*, 2019, Prepared by the National Low Income Housing Coalition

<sup>28</sup> NeighborhoodScout. Quincy, MA Real Estate & Demographic Data.  
<https://www.neighborhoodscout.com/ma/quincy/> Accessed 12 January 2021.

<sup>29</sup> *Quincy Housing Production Plan*, 2016, Prepared by Metropolitan Area Planning Council, p. 10

<sup>30</sup> <https://www.huduser.gov/portal/publications/pdf/BostonMA-CHMA.pdf>

recommendation that the URA meets one or more of the eligibility standards, and that it is improbable that the area will be redeveloped by the ordinary operations of private enterprise.

After extensive and thoughtful review of available data, in conjunction with input from stakeholders and officials from the City of Quincy, the most appropriate finding is that the URA is a “decadent” area. The definition of decadent is summarized below, followed by a discussion of those criteria which are relevant to the conditions of the URA.

### **3.5.1. Decadent Area Criteria**

M.G.L. c 121B § 1 defines a “Decadent Area” as an area which is detrimental to safety, health, morals, welfare, or sound growth of a community because one or more of the following is present:

- ✓ Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair;
- 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;
- Inadequate light, air, or open space;
- ✓ Excessive land coverage; and/or
- ✓ 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.

The conditions which are applicable to the assessment of eligibility for Wollaston Center are indicated by a check mark in the above list.

#### **Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete or in major need of repair.**

*Finding: The URA contains numerous buildings which are out of repair, physically deteriorated, unfit for human habitation or obsolete.*

Buildings and parcels within the Wollaston URA are no longer utilized to their fullest potential. One reason for this situation is that the older buildings are functionally obsolete and lack standard amenities considered necessary in the current business environment.

As noted in *Section 3.3.4 Age of Structures & Property Conditions*, over 85% of Wollaston Center’s buildings were constructed before 1970, and approximately two thirds of the buildings were built before 1940. Building age and size reduces flexibility which can impede redevelopment. Buildings constructed 50 or more years ago often did not consider accessibility and may not be friendly to people of all abilities. In addition, office and commercial space can be considered obsolete because it often cannot accommodate technological changes related to personal computers and new communications equipment. As a result, unimproved buildings in Wollaston do not meet contemporary needs for flexible and accessible office or commercial space.

*Finding: Buildings have been torn down and not replaced and under existing condition is improbable that the buildings will be replaced.*

Wollaston Center has several vacant parcels where buildings once stood, yet they have not been redeveloped by the private market. The commercial building that included the former Wollaston Theater was demolished in July 2016, and no development project has come to fruition in the intervening years.



In addition, as described in Section 3.2.2 above, the demolition of two buildings at 307 and 317 Newport Avenue after a fire in March 2019 has left a hole in the street edge. Redevelopment has been contemplated at this site, but no construction has occurred to date.

*Finding: Facilities that constitute a barrier to development due to scale and parcel configuration.*

The type and scale of existing development and property sizes limits possible uses and constrain expansion potential. The area is highly developed but lacks density. According to Assessor's data, approximately 41% of existing structures are one-story while 84% are two stories or less. Accordingly, building sizes tend to be smaller as well – 46.4% of existing structures contain less than 5,000 square feet, while 18.6% of those structures range between 720 and 2,800 square feet in size. The largest structure in the WURD is a Quincy Housing Authority high-rise residential building providing senior housing. The average parcel size within the WURD is approximately .32 acres, or roughly 14,000 square feet in size. Eighty-nine percent (89%) of parcels are 1/2-acre or less in size while 69% of those parcels are 1/4-acre or less in size. Smaller parcel sizes are a barrier to development as assemblage may be required to facilitate redevelopment within the area.

*Finding: Unused or underutilized parcels*

Underutilized parcels can stunt economic investment from spreading. However, underutilized parcels have the potential to act as a catalyst for redevelopment and allow the City, in conjunction with the community, to pursue a vision of what it desires Wollaston Center to be. Underutilized land in sufficient amounts presents opportunities for substantial new, well-planned development. 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, linking neighborhoods within Quincy, increasing property values, and fostering economic investment.

### **A substantial change in business or economic conditions.**

*Finding: Historic and current economic conditions are relevant to Wollaston Center's future development.*

While economic growth has improved the regional, state, and national economy, the development associated with this growth has been uneven across the Metro Boston region. Despite having many of the same desirable qualities as Boston and Somerville – qualities such as walkability and convenient access to public transit – Wollaston Center has not yet experienced the same levels of significant redevelopment. However, given the growth being experienced in the greater Metro Boston region, Wollaston Center is in a position where future demand could result in significant development pressures. Careful planning and visioning for the future are essential at this juncture; there is a concern that without careful planning, these pressures may have a detrimental effect on the character and sustainability of Wollaston Center as a diverse neighborhood center and business district. As large-scale, high density mixed-use development continues to transform Quincy Center, there is a need to ensure that development in Wollaston Center enhances the area as a convenient, walkable, transit-friendly, and diverse neighborhood while adding new housing options and businesses.

Over the last several decades, sections of Wollaston Center have experienced disinvestment and fallen into disrepair. Moreover, despite benefiting from its location on the Red Line, the area has largely missed out on recent investments in other parts of Quincy. The perception is that the area has lost some of its luster and certain areas are somewhat run-down.

### **Excessive land coverage.**

*Finding: The URA is predominantly covered by impervious surfaces, i.e., features such as buildings, parking lots and roads.*

Impervious surfaces are defined as manmade features such as buildings, parking lots and roads developed from asphalt, concrete or other constructed surfaces which do not allow the infiltration of precipitation. Within the overall URA (51.7 acres), approximately 85.2% of the land (44.1 acres) is covered with an impervious surface, and the remaining land is generally developed open space.<sup>31</sup> Moreover, there are no significant open spaces within the URA to serve current and future residents and employees.

**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.**

*Finding: Parcels within the URA are typically small and have irregular shapes.*

Parcels within the URA are generally small, ranging in size from 0.012 acres to 5.5 acres. The average lot size is approximately 0.32 acres. Approximately 17.5% are 0.10 of an acre or less, 69.2% of the parcels 0.25 acres or less, and 94.9% are 1 acre or less. Ownership is also diverse. The MBTA is the largest landowner in the URA, which owns 3 parcels totaling 5.87 acres of land (Wollaston Station and the parking lot that serves it). Using 2019 Assessor's data, which reflects real estate transfers through the end of 2018, ownership in Wollaston consists of 81 parcels (68.6% of URA parcels) that are individually owned. Other than the MBTA, the landowner with the largest holdings in Wollaston owns two parcels totaling 2.4 acres. One other private landowner holds more than one acre, with ownership of two parcels totaling 1.2 acres. The City of Quincy owns five parcels totaling .76 acres of land.<sup>32</sup> With the high percentage of parcels within the URA individually owned and small, redevelopment by the ordinary operations of private enterprise is highly unlikely.

### 3.5.2. Spot Clearance Eligibility

DHCD requires justification for spot clearance areas. Spot clearance may involve buildings that are in good condition, but whose demolition is necessary to achieve the Plan objectives within the URA.

Table 3-13 includes the eight (8) buildings slated for acquisition and demolition necessary to achieve URP objectives related to parcel assemblage, provision of open space, and infrastructure improvements for stormwater management within the area.

Table 3-13: Spot Clearance			
Parcel ID	Address	Owner	Current Use
5114-17-12	299 Newport Ave	Salomon Hancock LLC	Commercial/Warehouse
5114-21-B	244-256 Arlington St	Hammond Arlington	Commercial/Warehouse
5114-2-A	97 Beale St	Olinto John C Tr	Commercial
5114-3-A	323 Newport Ave	Evergrande Properties LLC	Commercial/Residential
5114-8-1	10 Brook St	10-16 Brook Street LLC	Commercial/Retail - 5
5092-14-31	21 Chapman St	Chau Sok Ieng	Residential - 2
5092-5-30B	20 Beale St	S-Bnk Wollaston LLC	Commercial/Bank
5091-28-128	16 Old Colony Ave	Cox Marjolaine A. Tree B L C	Commercial (Auto) - 2

## 3.6. URP Conformity with Comprehensive Plan

Though the City of Quincy does not have an active comprehensive plan, there are several planning documents and studies that can be considered to assess conformity. This URP integrates the vision of the

<sup>31</sup> Developed open space is defined as areas with a mixture of some constructed materials, but mostly vegetation in the form of lawn grasses (e.g., vegetation planted for erosion control or aesthetic purposes).

<sup>32</sup> This figure also includes the Wollaston Branch Library parcel, which is listed in the City of Quincy's Assessor's database as owned by the Thomas Crane Public Library.

2013 *Re-Envisioning Wollaston* study, which captures the community’s aspirations “to maintain a convenient, walkable, transit-friendly, and diverse neighborhood while adding new housing options and businesses to enliven the atmosphere.”<sup>33</sup> The following are some of the priorities in the *Re-Envisioning Wollaston* study that are relevant to and consistent with this URP:

- Provide financial or zoning incentives for higher-density mixed-income, mixed-use development.
- Improve pedestrian connections and safety in Wollaston Center to create more walking trips to the transit station and to local businesses.
- Reallocate right-of-way to accommodate wider sidewalks and bike facilities in appropriate areas.
- Complete a parking study for Wollaston Center.
- Implement short and long-term improvements to the public realm by way of additional public spaces, neighborhood events, streetscape improvements, and façade improvements.
- Redevelop the MBTA parking lot, which will require a significant amount of coordination between the MBTA, the City, and any future developer for the site.
- Anticipate and address long-term redevelopment opportunities which may require parcel consolidation of properties with multiple owners given the nature of historic development patterns in Wollaston Center.

The *Housing Production Plan* completed in 2016 also includes findings and recommendations that align with this URP. The plan found that 99% of Quincy’s residentially zoned land is developed. With the lack of undeveloped land for new residential development, the City must rely on implementation strategies that promote redevelopment opportunities. To that end, the HPP includes the following goals that support the objectives identified in this URP:

- Create opportunities to develop a diverse and affordable housing stock to meet the needs of a changing demographic profile in the city.
- Identify sites that are most appropriate to accommodate Quincy’s projected growth in housing.
  - Develop and maintain a list of parcels with redevelopment potential that are appropriate for housing development, including City-owned parcels.
  - Assess vacant and blighted structures and properties and identify areas appropriate for infill development.
  - Develop an acquisition plan for developable sites.
- Promote healthy housing and living.

Priority objectives identified in the *City of Quincy & South Shore Home Consortium Consolidated Plan 2020-2024* align with the URP, and include increasing rental housing production and rehabilitation, especially in areas where rents are rising fastest, and targeting infrastructure investment for comprehensive Urban District Revitalization and neighborhood improvements.

Pursuant to M.G.L. c.121B, Section 48, the Planning Board will vote that the urban renewal plan is based (1) on a local survey and (2) conforms to any existing planning documents covering the urban renewal area as a whole, including, but not limited to, a comprehensive plan for the locality.

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<sup>33</sup> *Re-Envisioning Wollaston*, 2013, Prepared by Metropolitan Area Planning Council, p.7



## 12.02 (4) Objectives

### 4.1. Project Vision

Rooted in a belief that planning within transit station areas is critical to ensure housing, jobs, shopping, and recreational opportunities are located within walking distance to transit, this URP integrates the vision of the 2013 *Re-Envisioning Wollaston* study along with comments received during the public outreach process for this URP. The *Re-Envisioning Wollaston* study captures the community's aspirations "to maintain a convenient, walkable, transit-friendly, and diverse neighborhood while adding new housing options and businesses to enliven the atmosphere."<sup>34</sup> This vision serves as the foundation on which the URP recommendations were developed. Plan implementation is expected to revitalize this neighborhood center and business district by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving circulation for pedestrians, vehicles, and public transit, enhancing visitor experience for business customers, and strengthening the quality of life for residents.

### 4.2. Urban Revitalization Goals and Objectives

While Wollaston Center has been and continues to be an important neighborhood center and business district, it has experienced pockets of disinvestment, neglect, and missed opportunities. As such, the City of Quincy is focused on exploring uses and redevelopment options to encourage Wollaston Center to flourish as a vibrant, walkable, affordable, and diverse, mixed-use neighborhood. The plan embraces, and seeks to build upon, the area's history as a neighborhood business district. The following objectives were established to achieve this goal:

- Incorporate the priorities and goals of previous studies and plans, as appropriate, to identify and prioritize development projects.
- Foster an environment for small businesses to thrive and create sustainable jobs.
- Facilitate land assembly and disposition to advance the goals, objectives, and activities of the WURD by identifying parcels that have high potential for development.
- Encourage and preserve economic diversity and quality of life by creating opportunities for businesses serving a diversity of incomes and skills.
- Encourage private sector investment and utilize public funds judiciously and strategically as a catalyst for private investment.
- Improve wayfinding, circulation, and pedestrian connections within the URA as well as with key destinations throughout the city.
- Provide necessary public services efficiently and effectively.
- Increase housing opportunities for all ages and all income levels.
- Manage and increase the parking supply with appropriate thought given to shared usage and proximity to high demand areas.
- Improve roadways and sidewalks, as well as traffic circulation, as appropriate.
- Improve infrastructure systems to decrease vulnerability to climate change and support modern development needs.
- Encourage targeted and strategic transit-oriented development.

### 4.3. Overall Redevelopment Strategy

Figure S-4 presents the general Concept Plan for the URA. Public improvements generally address the public realm – streetscape elements such as sidewalks, roadways, lighting, landscaping, and street trees. The intent of public realm improvements is to make the public space more active and inviting, offering

<sup>34</sup> *Re-Envisioning Wollaston*, 2013, Prepared by Metropolitan Area Planning Council, p.7

wide sidewalks and pedestrian amenities. A secondary focus in public improvements includes upgrades to infrastructure to address issues such as inland flooding and stormwater mitigation measures. The City intends to work in partnership with any interested developers to ensure that the vision set forth in this plan is achieved, and to provide developers with additional opportunities through incentive zoning.

The URP compiles information pertinent to the City's efforts within the URA to guide private investors. The plan will allow the City the ability to negotiate directly with potential developers and provides the mechanism for land assemblage to accomplish redevelopment objectives. Through the COC process, the City will work with developers to encourage the implementation of the WURD Design Guidelines.

The overall development strategy presented in this URP proposes a comprehensive approach to address the needs described in *Section 3.5: Area Eligibility Designation* and furthers the goals and objectives described above.

Implementation of the URP is anticipated to result in the following general changes to land use:

- Increased mixed-use development to revitalize Wollaston Center
- Increased ground floor utilization of buildings that serve the public
- New development directed to areas accessible to public transit
- Increased multifamily housing inventory and affordable housing
- Versatility to accommodate for multiple uses (i.e. passive recreation, public art, outdoor dining, entertainment, community gatherings, etc.) in the limited space available in the public realm
- Potential for future municipal parking

Overall, the proposed land uses are consistent with the character of the area and redevelopment activities are within existing commercial areas.

The City's redevelopment strategy includes focusing on small business attraction/retention efforts, improved transit options and transportation network, increasing housing opportunities for all, and fostering a more supportive development environment. As mentioned above, the vision for Wollaston Center is for it to be a convenient, walkable, enjoyable, safe, transit-friendly, business-friendly, vibrant, and flourishing neighborhood center. To achieve this outcome, the City will apply the following strategies:

- Support and preserve economic and cultural diversity in Wollaston Center by fostering an environment where thriving small businesses provide goods and services to customers with a range of incomes.
  - Encourage local businesses, restaurants, and retail to locate in and populate unused and underutilized spaces and to enhance these as the economic base for Wollaston Center.
  - Promote a "shop local" approach to boost existing businesses and inspire new businesses to open, creating a strong economic base and increasing the number and types of jobs available for Quincy residents.
- Improved transit options and transportation network
  - Develop an integrated and flexible traffic, parking, and transportation network that makes Wollaston Center more accessible, integrates residential and commercial uses, provides improved access to transit options, prioritizes pedestrian and bicycle circulation, and supports reuse, redevelopment, and future growth.
  - Facilitate connections to leverage proximity to Boston and other local employment centers to attract private developers, business owners, residents, and visitors.
  - Promote walking and cycling with a "park-once-and-walk" approach that includes adequate parking and a robust signage and wayfinding program.
  - Provide a more supportive regulatory environment through the COC process that fosters redevelopment, supports the development of attractive places for residents and visitors, serves

populations of all ages, and supports jobs. Direct higher, medium, and lower density development to certain areas:

- 6 stories on Newport Avenue
- 6 stories at the Wollaston Theatre site
- 6-10 stories on CVS parcels
- Green space in key locations
- Compel the assemblage of smaller parcels for higher and better development opportunities.
- Increase housing opportunities for all residents of all ages, incomes, and life cycles. Housing provides not only a market for the goods and services produced in the URA and prospective employees for businesses, but also vital street activity both during and outside of business hours. Properly integrated, it is a critical component of a successful mixed-use district.

#### 4.4. Buildings to be Constructed

As shown in Figure J-1 and Figure S-4, and listed in *Table 4-1* below, two (2) new six-story buildings with residential over commercial and parking are planned in the URA:

- Building A (Disposition Parcel A – See *Table 9-1: Disposition Parcels*)
- Building B (Disposition Parcel B – See *Table 9-1: Disposition Parcels*)

<b>Table 4-1: Mixed-Use Buildings to be Constructed</b>		
	<b>Building A</b>	<b>Building B</b>
Building Footprint SF	27,250	23,650
Total Square Footage (Six stories)	163,500	141,900
Ground Floor Commercial SF	14,550	10,750
Ground Floor Parking Access/Service SF	12,700	12,900
Residential SF	136,250	118,250

It is estimated that between 250 and 300 new housing units could be constructed within the new development contemplated in Table 4-1. Additionally, to mitigate existing flood conditions during large rain and high tide events, an approximately 750 SF stormwater management pump station with associated drainage piping improvements is anticipated to be constructed within the URA.

#### 4.5. Economic Benefits and Jobs Analysis

The redevelopment of the URA will return property that is currently underutilized into places of commerce and productivity, which increases employment for the local workforce. Consistent with the objectives outlined for the URP, economic benefits of the proposed plan include catalyzing private investment; creating temporary jobs during construction, then sustainable and permanent jobs in a variety of fields; increasing housing opportunities; and returning the value of vacant and underutilized land to the city's tax rolls.

Redevelopment within the URA will create temporary jobs during construction and permanent jobs upon completion. This will occur over the course of the 20-year implementation. Construction activity is expected to create approximately 792 temporary jobs (construction-related) and an estimated 148 new permanent full-time equivalent positions. These positions will include office workers and professionals (e.g., accountants and attorneys) associated with commercial development as well as service providers (e.g.,



grocers, restaurant workers/caterers, florists, security, maintenance, etc.) who open or work at small businesses.

## **4.6. Development Considerations**

### **4.6.1. Redevelopment Approval Process**

The City of Quincy has established a redevelopment approval process, as outlined below, to address land use regulations, design standards/guidelines, and other provisions (such as parking) for any urban renewal project submitted to the City's Department of Planning and Community Development for approval through the provisions of the Wollaston Urban Revitalization Plan. Notwithstanding the procedures outlined below, the City and Quincy PCD are subject to the requirements of Chapter 121B regarding DHCD approval of land acquisition and land disposition pursuant to the regulations in 760 CMR 12.00. This includes DHCD's approval of the disposition price and LDA, unless subject to a waiver.

#### *Land Disposition Agreement/Urban Redevelopment Covenant*

Prior to bringing forward any entire or 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 WURD 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 WURD 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 WURD.

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

If at any time the developer elects not to develop its land under the terms of the Land Disposition Agreement or Urban Redevelopment Covenant, the developer shall comply in all respects with the provisions of the Zoning Ordinance including, without limitation, the obligation to secure site plan approval and 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 WURD. As used in this WURD, 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 WURD 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 WURD. 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 WURD. An Urban Redevelopment Covenant may take into consideration public-private partnerships and/or financial incentives.

**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.

#### *Review Process*

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 WURD 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 WURD.

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 (floor plans, elevations, materials, access, etc.) of the proposed buildings developed to the schematic design stage.
7. The proposed location, size, materials, and design of signage.
8. If applicable due to a potential shadow impact on 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.]
9. A narrative describing the proposed Urban Redevelopment Project in sufficient detail to demonstrate consistency with the goals, objectives, and requirements of the WURD.
10. Payment or evidence thereof for required consultant review fees.
11. Upon completion of the Wollaston URP, the Planning Board shall promulgate rules and regulations governing the submission of applications for an urban renewal project.

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 sixty-five (65) 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 acting 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-five (65) days 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 application 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 WURD as reflected in the Design Guidelines as follows:

1. The proposed use or mixture of uses is allowed under the WURD.
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 WURD 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. 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 WURD 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 WURD that actual parking demand in the Project Area be tested for each development project or 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 an urban renewal arrangement or ground lease arrangement with the City or c) other empirical data (such as parking counts from comparable facilities). 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.

<b>Type of Urban Redevelopment Project Use</b>	<b>Number of Parking Spaces/SF (of Gross Floor Area)</b>
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	1/dwelling unit
Hotel	.3/key
Assembly	1/4 seats

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 Director in the case of: i) a change that results in an aggregate increase or decrease in overall gross floor area by ten percent (10%) or less; or ii) a change in use where the Urban Redevelopment Project would continue to be consistent with the mixed-use characteristics expressed in the Design Guidelines. Any changes to an approved Urban Redevelopment Project in excess of the foregoing ten percent (10%) threshold or that are inconsistent with the mixed-use characteristics of the Design Guidelines shall require a properly noticed public hearing and issuance by the Planning Board of a formally amended Certification of Consistency in accordance with the procedures set forth herein. In no event shall any such project changes be deemed an amendment of the WURD.

### **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 the City Clerk of the decision of the Planning Board or the filing of the written notice of the deemed approval based on the failure of the Planning Board to act within the requisite time periods.

## 5. Adoption of Design Guidelines

(The Quincy Department of Planning and Community Development is in the process of preparing WURD Design Guidelines that will be attached to this document prior to final deliberation and vote to approve the WURD by the Planning Board and then City Council.) The guidelines are attached as Appendix G (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 WURD.

### 12.02 (5) Acquisitions

This section presents the privately-owned parcels within the URA to be acquired by the City of Quincy. *Table 5-1-A: Parcels to be Acquired* provides information regarding the address, owner, lot size, and building information. *Table 5-1-B: Parcels to be Acquired – Proposed Uses* provides information regarding present use(s) and the proposed use(s) of each parcel. Most of the parcels are currently used for commercial purposes or are vacant lots, and the strategic acquisition of these parcels is intended to result in mixed-use development that will help revitalize Wollaston Center.

In all, twelve (12) privately-owned parcels have been identified as candidates for acquisition. At the time that the City of Quincy acquires a property, the City must have two appraisals completed in accordance with 760 CMR 12.04, except as set out in 760 CMR 12.04 (3), and DHCD must approve the acquisition price.

**Table 5-1-A: Parcels to be Acquired**

Parcel ID	Address	Owner	Lot Size (Acres)	Building Size (SF)	Stories	Year Built	Acquisition Value*
5114-15-12	301 Newport Ave	M & W Properties LLC	0.111	N/A	N/A	N/A	\$213,900
5114-17-12	299 Newport Ave	Salomon Hancock LLC	0.098	13,000	2	1957	\$928,000
5114-21-B	244-256 Arlington St	Hammond Arlington	0.346	6,895	1	1922	\$911,400
5114-2-A	97 Beale St	Olinto John C Tr	0.197	12,277	1	1920	\$471,900
5114-3-A	323 Newport Ave	Evergrande Properties LLC	0.143	19,239	4	1920	\$1,055,200
5114-5-11	307 Newport Ave	Everbright Properties LLC	0.106	N/A	N/A	N/A	\$210,000
5114-6-9	317 Newport Ave	Massachusetts Lodge No 1	0.120	N/A	N/A	N/A	\$217,900
5114-8-1	10 Brook St	10-16 Brook Street LLC	0.115	9,552	1	1900	\$675,500
5092-14-31	21 Chapman St	Chau Sok Ieng	0.086	4,315	2	1900	\$593,800
5092-5-30B	20 Beale St	S-Bnk Wollaston LLC	0.357	3,092	1	1970	\$890,500
5092-55-85B	10 Beale St	BNW Realty LLC	0.431	N/A	N/A	N/A	\$293,900
5091-28-128	16 Old Colony Ave	Cox Marjolaine A Tree B L C	0.59	3,918	1	1924	\$541,600

\* 2020 City of Quincy Assessor’s data



**Table 5-1-B: Parcels to be Acquired – Proposed Uses**

<b>Parcel ID</b>	<b>Address</b>	<b>Owner</b>	<b>Action</b>	<b>Current Use</b>	<b>Proposed Use</b>
5114-15-12	301 Newport Ave	M & W Properties LLC	Site Prep	Vacant lot	Mixed-use
5114-17-12	299 Newport Ave	Salomon Hancock LLC	Demolition	Commercial/Warehouse	Mixed-use
5114-21-B	244-256 Arlington St	Hammond Arlington	Demolition	Commercial/Warehouse	Mixed-use
5114-2-A	97 Beale St	Olinto John C Tr	Demolition	Commercial/Warehouse	Mixed-use
5114-3-A	323 Newport Ave	Evergrande Properties LLC	Demolition	Commercial/Residential	Mixed-use
5114-5-11	307 Newport Ave	Everbright Properties LLC	Site Prep	Vacant lot	Mixed-use
5114-6-9	317 Newport Ave	Massachusetts Lodge No 1	Site Prep	Vacant lot	Mixed-use
5114-8-1	10 Brook St	10-16 Brook Street LLC	Demolition	Commercial/Retail – 5	Mixed-use
5092-14-31	21 Chapman St	Chau Sok Ieng	Demolition	Residential - 2	Mixed-use
5092-5-30B	20 Beale St	S-Bnk Wollaston LLC	Demolition	Commercial/Bank	Mixed-use
5092-55-85B	10 Beale St	BNW Realty LLC	Site Prep	Vacant lot	Mixed-use
5091-28-128	16 Old Colony Ave	Cox Marjolaine A. Tree BLC	Demolition	Commercial (Auto) - 2	Public Parking & Stormwater Management

## 12.02 (6) Relocation

The URP is to be used as a vehicle to revitalize Wollaston Center, to remove decadent conditions while encouraging sound growth, to support redevelopment efforts, and to undertake public improvements that are necessary to support redevelopment activities. In so doing, the URP will result in public actions that are necessary to stimulate public and private revitalization efforts. The City of Quincy plans to undertake all relocations which may occur in support of the URP in accordance with the applicable relocation assistance requirements in M.G.L. c.79A and the regulations at 760 CMR 27.00 (see Appendix C), and in so doing provide fair and equitable treatment, relocation assistance services, and payments to parties displaced due to public actions associated with the URP.

The City will prepare and submit detailed relocation plans to the Massachusetts Bureau of Relocation at DHCD for review and approval in advance of property acquisition or Project commencement in accordance with state laws and regulations. It is anticipated that the URP will be implemented over a 20-year period, and relocation plans may be submitted in phases, as needed. While the City may have a dedicated staff member to assist with relocation, the City anticipates engaging the services of an experienced relocation consultant to provide assistance, e.g., finding alternative sites, identifying relevant zoning issues, interviewing and determining the needs of businesses and occupants to be relocated, and reviewing moving cost estimates. The City will request designation of a relocation advisory agency from DHCD prior to the City's acquisition of property which involves the displacement of legal occupants.

The City acknowledges that each legal occupant at the time of the acquisition is entitled to remain on the said property for not less than four months from the date of receipt of the notice to vacate. 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.

A list of businesses that may require relocation is presented in Table 6-1 on the next page. This list reflects approximately 19 businesses and 20 residential units, however that may change over time with market conditions. The timeline for acquisitions that may result in the potential displacement of eligible occupants has not yet been determined. It is anticipated that if acquisitions do occur, it will be within the first five (5) years after plan approval. 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 URP. 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 DHCD. 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.

Table 6-1: Relocation					
Parcel ID	Address	Owner	Current Use	Potentially Impacted Uses	Potential Businesses/Tenants to be Relocated (As of 3/16/21)
5114-15-12	301 Newport Ave	M & W Properties LLC	Vacant lot	N/A	N/A
5114-17-12	299 Newport Ave	Salomon Hancock LLC	Commercial / Warehouse	Relocation may include 4 retail and office uses	Ocean Massage Center, Shun Xing Produce, P.E.J. Dry Cleaners, Chinese Apitherapy
5114-21-B	244-256 Arlington St	Hammond Arlington	Commercial / Warehouse	Relocation may include 1 commercial use and 1 warehouse use	Taiyo International Seafood, G & L Laboratories, Boston Distribution
5114-2-A	97 Beale St	Olinto John C Tr	Commercial	Relocation may include 1 warehouse use	Fabric warehouse and distributor
5114-3-A	323 Newport Ave	Evergrande Properties LLC	Commercial / Residential	Relocation may include 1-2 retail and commercial uses and 18 residential rooming units	V & E Realty, Your Turn Trading Co., 18 residential rooming units
5114-5-11	307 Newport Ave	Everbright Properties LLC	Vacant lot	N/A	N/A
5114-6-9	317 Newport Ave	Massachusetts Lodge No 1	Vacant lot	N/A	N/A
5114-8-1	10 Brook St	10-16 Brook Street LLC	Commercial / Retail – 5	Relocation may include 3-4 restaurant uses	Huali Fish House, Fuzhou Gourmet, Asian Express, Fairy Café, Big Fun Café
5092-14-31	21 Chapman St	Chau Sok Ieng	Residential – 2	Relocation may include 2 residential units	Residential occupants
5092-5-30B	20 Beale St	S-Bnk Wollaston LLC	Commercial/Bank	Relocation will include commercial bank	Santander
5092-55-85B	10 Beale St	BNW Realty LLC	Vacant lot	N/A	N/A
5091-28-128	16 Old Colony Ave	Cox Marjolaine A Tree BLC	Commercial	Relocation may include 2 commercial uses	Enterprise Car Rental, C.A. Cox Auto Repair, C.A. Cox Autobody



## 12.02 (7) Site Preparation

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.

This section provides more detail of key activities planned as part of the site preparation process, as required by 760 Code of Massachusetts Regulations (CMR) 12.02 (6). Areas to be affected by site preparation activities are presented in Figure I-1: Buildings to be Demolished (see Chapter 12.02 (2) Characteristics). It is important to note any construction or development is required to comply with the City of Quincy's building code and floodplain and stormwater bylaws. These address additional site specific preparation measures to address stormwater or floodplain management and are upheld by the City's local boards and commissions.

### 7.1. 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.

### 7.2. Demolition to Support Redevelopment

As shown in *Figure H-1: Buildings to be Demolished*, structural demolition is proposed at the locations identified in *Table 7-1: Demolition Parcels*.

<b>Parcel ID</b>	<b>Site Address</b>	<b>Owner Name</b>	<b>Building Size (SF)</b>	<b>Stories</b>	<b>Current Use</b>	<b>Proposed Use</b>
5114-17-12	299 Newport Ave	Salomon Hancock LLC	13,000	2	Commercial/Warehouse	Mixed-use - Newport Ave
5114-21-B	244-256 Arlington St	Hammond Arlington	6,895	1	Commercial/Warehouse	Mixed-use - Newport Ave
5114-2-A	97 Beale St	Olinto John C Tr	12,277	1	Commercial	Mixed-use - Newport Ave
5114-3-A	323 Newport Ave	Evergrande Properties LLC	19,239	4	Commercial/Residential	Mixed-use - Newport Ave
5114-8-1	10 Brook St	10-16 Brook Street LLC	9,552	1	Commercial/Retail - 5	Mixed-use - Newport Ave
5092-14-31	21 Chapman St	Chau Sok Ieng	4,315	2	Residential - 2	Mixed-use - Beale St
5092-5-30B	20 Beale St	S-Bnk Wollaston LLC	3,092	1	Commercial/Bank	Mixed-use - Beale St

5091-28-128	16 Old Colony Ave	Cox Marjolaine A Tree B L C	3,918	1	Commercial - 2	Parking and Stormwater Management
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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 soils 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.

## 12.02 (8) Public Improvements

Public improvements are key to the revitalization of Wollaston Center, as physical form is important to the perception and experience of the URA. In addition to public realm improvements on the street level, the URP includes below-ground public infrastructure improvements to provide adequate water, sewer and drain service, as well as address stormwater flooding issues that are also a barrier to private redevelopment of the URA.

### 8.1. Circulation, Connectivity, and Public Realm Improvements

Connectivity improvements are needed throughout the URA for all modes of circulation, including pedestrian, vehicular and bicycles. Improving pedestrian and bicycle infrastructure will help encourage more people to walk and bike to access businesses in Wollaston Center, as well as to the MBTA Wollaston Station.<sup>35</sup> In addition, enhancements to the streetscape along Beale Street and Newport Avenue will help create a sense of arrival and unification.<sup>36</sup>

Pedestrian circulation improvements will include:

- Update equipment (e.g., pedestrian signals and push buttons).
- Install/replace wheelchair ramps intersections to meet current ADA standards.
- Upgrade crosswalks with high visibility markings.
- Provide an additional mid-block crossing on Beale Street. The only marked crossings of Beale Street are at Newport Avenue and at Greenwood Avenue.

In addition, there will be opportunities for the incorporation of pedestrian green spaces as new development is contemplated. These opportunities, whether considered public or private will be captured in any land disposition agreement or urban renewal covenant between the City and a developer.

The City's 2018 *Complete Streets Prioritization Plan* (CSPP) includes several projects to address pedestrian and bicycle accommodation within the URA. The CSPP includes the Wollaston Station Pedestrian & Bicycle Access Project and the Beale Street Bicycle Corridor Improvement Project, which identify the following bicycle infrastructure improvements:

- Install priority shared lane markings in both directions on Beale Street, between Hancock Street and Cushing Street.
- Install priority shared lane markings in both directions on Beale Street, between Newport Street and Winthrop Street, which is to the west of the URA boundary.
- Install a 10' wide bidirectional bike lane on the westside of Greenwood Avenue, between Beale Street and Woodbine Street (410'), with 3' painted buffer and flexible white delineators.
- Install two-stage bike turn box on west leg of Beale Street and Greenwood Avenue.
- Install bicycle detection equipment and a bike box in each direction of Newport Avenue.

The 2019 Road Safety Audit (RSA) of Newport Avenue at Beale Street also calls for implementing bicycle accommodations along Beale Street to accommodate bicycle traffic across Newport Avenue and to/from Wollaston Station. The report also calls for an evaluation of Newport Avenue to determine the feasibility of bicycle accommodations including bicycle detection, bike boxes, and pavement markings for cyclists at the Beale Street and Newport Avenue intersection. The aforementioned bicycle accommodations will be implemented to the extent that they do not impair traffic flow and safety.

<sup>35</sup> *Re-Envisioning Wollaston*, 2013, Prepared by Metropolitan Area Planning Council

<sup>36</sup> *Ibid.*



Lastly, bicycle and pedestrian wayfinding will be installed along Beale Street and Newport Avenue to direct cyclists and pedestrians to points of interest including Wollaston Station.

### **8.2. Roadway Improvements**

Roadway and circulation improvements will support URP objectives which focus on increased safety for drivers, pedestrians and bicyclists, improved traffic flow throughout the URA, and the long-term ability to accommodate additional traffic volumes associated with URA redevelopment. A traffic study will be implemented to design and implement effective roadway improvements.

As part of the effort to increase traffic safety within the URA, traffic calming measures will be implemented and the intersection geometry and operations at Beale Street and Newport Avenue will be improvement. Improvements will also include updating traffic signs, pavement markings, traffic signal equipment, and street lighting.

Following public and private sub-surface infrastructure improvements it is anticipated that each roadway will receive full-depth pavement improvements including top course and binder course asphalt, concrete sidewalks, granite curb, ADA compliant ramps, painted crosswalks and line striping, light poles, and street trees where applicable.

### **8.3. Parking**

Dedicated off-street parking will need be provided in the URA, either as private parking associated with new development or public parking to be provided should future redevelopment opportunities trigger the need. MAPC conducted a parking study of Wollaston Center in 2014 and found that “if there were to be any new large-scale developments or redevelopments (like the return of the Wollaston Theater or a new mixed-use development), there may be a need for some additional parking resources.”<sup>37</sup> In the short-term, the City understands the need for an updated parking analysis, especially as parcels within the URA are contemplated for redevelopment. Designated redevelopers shall be required to provide a parking demand analysis to the City, and the City shall work to maximize parking for the benefit of the entire WURD.

### **8.4. Public Infrastructure Improvements**

One of the key objectives of this URP is to address the barrier to private redevelopment posed by inadequate public infrastructure, particularly as it relates to stormwater infrastructure. As described in *Section 3.3.11*, the City is vulnerable to coastal and inland flooding due to sea level rise, storm surge, and major precipitation events. Wollaston Center is vulnerable to flooding as the existing drainage infrastructure becomes inundated by a confluence of water at a speed and capacity it cannot handle. Moreover, the 2020 Beale Street and Wollaston Center Drainage Study found that there is insufficient drainage capacity within Wollaston Center. Improvements to the municipal drainage system in the Wollaston Center are therefore needed to address current and future issues related to flooding of roadways as well as both public and private properties.

Areas with known flooding issues include the intersection of Beale Street and Clay Street, where significant surface inundation is likely to occur during a 100-year storm. To mitigate existing flood conditions during large rain and high tide events, a stormwater management pump station with associated drainage piping improvements is anticipated to be constructed within the URA, as outlined in the City’s 2019 Drainage Assessment and Capital Plan. The pump station would provide an outlet for stormwater to be discharged nearly 4,500-feet away to Quincy Bay and greatly reduce flooding depths within Wollaston Center.

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<sup>37</sup> *Wollaston Center Parking Analysis*, 2014, prepared by Metropolitan Area Planning Council, p. 5

Drinking water and sanitary wastewater infrastructure improvements will also be provided within the URA to provide increased service to future redevelopment. As part of the City's long-term Capital Improvement Program (CIP) several roadways have received pipeline upgrades in the recent years. The City has strategically replaced unlined cast iron water mains typically installed in the early 1900's, and clay sewer mains installed as early as the 1890's. These improvements have considered future growth within the City accounting for pipeline upsizing where appropriate. The remaining roadways within the URA will be analyzed and designed to account for and provide water and sewer infrastructure improvements to service and facilitate redevelopment.

### **8.5. Private Infrastructure Improvements**

Similar to public infrastructure improvements, private infrastructure improvements will be required to service and facilitate redevelopment within the URA. Private utility companies currently provide essential services to the residents and businesses within Quincy, including but not limited to, gas, electric, and telecommunications. The City has briefed these private utility companies on the URA and the need to assess existing service capacity and provide future upgrades as necessary to facilitate redevelopment.

The City's gas provider, National Grid Gas, has followed the City's long-term CIP to provide pipeline upgrades to several roadways in the recent years. National Grid Gas strategically replaces unlined cast iron gas mains typically installed in the early 1900's. Similar to public water and sewer, these improvements have considered future growth where appropriate. National Grid Gas has engaged their long-term planning department to prepare for future designs to service the URA as needed.

Existing electric and telecommunication lines vary within the URA, some areas are currently subsurface within duct banks while some areas are serviced by overhead wires along utility poles. As the URA redevelopment takes shape the City will coordinate with the private utility providers to determine whether subsurface or overhead service is appropriate and feasible on a road by road basis. Upgrades to the existing electrical and telecommunications networks will be assessed and implemented as redevelopment progresses.

## 12.02 (9) Disposition

### 9.1. Disposition Information

When redevelopment cannot be accomplished with existing regulatory powers or by the private sector alone, urban renewal agencies have broad powers to plan and implement activities needed to address the conditions contributing to the disinvestment that leads to substandard, decadent, and blighted open areas. Under M.G.L. c.121B and c.30B, the sale or lease of real property by urban renewal agencies engaged in the development and disposition of the real estate in accordance with an approved plan, is exempt from public disposition procedures required of all other local entities. The City of Quincy Planning and Community Development Department, vested with the powers of an urban renewal agency, will exercise this authority, and negotiate directly with any business within the Urban Revitalization Area (URA) who wishes to relocate onto one of the designated redevelopment parcels, provided they meet the requirements of this Plan.

The disposition parcels for redevelopment and the proposed building and parking improvements shown for each new lot on the URP Concept Plan (see *Figure S-4*) are conceptual in nature and depict development which is consistent with the goals of the URP for Wollaston Center. However, the selected redeveloper(s) will be provided with the opportunity to propose alternative building and/or parcel arrangements for the URA, provided they meet the requirements of this Plan, the goals and objectives of the City, and applicable law. All development proposals will be reviewed by the City in accordance with the goals and objectives of the URP and the terms of the Land Disposition Agreement(s) to be negotiated with the developer. The Land Disposition Agreement must also be approved by DHCD along with the disposition price.

*Table 9-1: Disposition Parcels* supplements the information depicted in *Figure G-1: Disposition Parcels*. Where a property will be assembled, the new parcel identification is noted.

Table 9-1: Disposition Parcels				
Parcel ID	Site Address	Owner Name	Lot Size (Ac)	Proposed Use
<b>Parcels to be Combined for Disposition Parcel A</b>				
5114-15-12	301 Newport Ave	M & W Properties LLC	0.1113	Mixed-use A - Newport Ave
5114-17-12	299 Newport Ave	Salomon Hancock LLC	0.0979	Mixed-use A - Newport Ave
5114-21-B	244-256 Arlington St	Hammond Arlington	0.3459	Mixed-use A - Newport Ave
5114-2-A	97 Beale St	Olinto John C Tr	0.1971	Mixed-use A - Newport Ave
5114-3-A	323 Newport Ave	Evergrande Properties LLC	0.1429	Mixed-use A - Newport Ave
5114-5-11	307 Newport Ave	Everbright Properties LLC	0.1058	Mixed-use A - Newport Ave
5114-6-9	317 Newport Ave	Massachusetts Lodge No 1	0.1198	Mixed-use A - Newport Ave
5114-8-1	10 Brook St	10-16 Brook Street LLC	0.1148	Mixed-use A - Newport Ave
<b>Size of new Parcel A</b>			<b>1.2355</b>	<b>Mixed-Use - Residential over Retail and Parking</b>
<b>Parcels to be Combined for Disposition Parcel B</b>				
5092-14-31	21 Chapman St	Chau Sok Ieng	0.0857	Mixed-use Group B
5092-5-30B	20 Beale St	S-Bnk Wollaston LLC	0.3568	Mixed-use Group B
5092-55-85B	10 Beale St	BNW Realty LLC	0.4314	Mixed-use Group B
<b>Size of new Parcel B</b>			<b>0.8739</b>	<b>Mixed-Use - Residential over Retail and Parking</b>



## **12.02 (10)      Redeveloper's Obligation**

To the maximum extent possible, the city seeks to stimulate and leverage private investment and activities within the URA. The City of Quincy Planning and Community Development Department has outlined the desired uses for the parcels in accordance with this URP. For each disposition, potential redevelopers shall be required to provide, 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 and job retention – temporary, permanent and construction jobs;
- Timetable for design, permitting and construction;
- Experience and references; and
- Partners or development team.

When submissions are made by interested developer(s), the City will check each proposal for completeness and adherence to submission requirements. The City will evaluate the proposals, considering issues such as (but not limited to) the following:

- Job creation and retention;
- Acquisition cost of City parcels;
- Commitment to add new commercial, retail, and/or residential activity;
- Advancement of URP goals and objectives; and
- Representation that the developer shares the city's vision for the revitalization of the URA.

A designated redeveloper and the City will enter into a Land Disposition Agreement or an Urban Renewal Covenant, to be approved by the DHCD as required by 760 CMR 12.00, and a Development Agreement. The designated redeveloper will be required to comply with the goals and objectives of this URP, current zoning regulations, and with Design Guidelines as may be promulgated by the City of Quincy. The land disposition agreement or covenant will ensure that the redeveloper carries out the requirements of the approved urban renewal plan and will specify a time period for the performance of obligations.

## 12.02 (11) Time Frame

### 11.1. Implementation

As noted in *Table 11-1*, implementation of the URP is anticipated to be undertaken in phases. Overall, the URP has a 20-year implementation, from the date of approval of the URP by DHCD, to accommodate the projects which require long-range planning and funding. Along these lines, and addressing the issues and challenges described above, there are several near-term and long-term redevelopment options and strategies for Quincy to consider.

This URP reflects current conditions in the City's development priorities, which are dynamic and subject to change. Major changes to the URP will be subject to City Council's approval as well as submitted to DHCD for review. 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 11-1* integrates public improvements and private redevelopments in the short-term (0 to 5 years), medium-term (0 to 10 years) and long-term (0 to 20 years).

Table 11-1: Implementation	
Activity ID	Activity Description
Short-Term (0 to 5 Years)	
1.1	Develop D.I.F. funding district, program and funding for the W.U.R.D. project and project area - City
1.2	Design and construct stormwater mitigation improvements including new pump station - City
1.3	Update City of Quincy Zoning Bylaws to include Certificate of Consistency process for Wollaston. This action requires adoption by the Planning Board. - City
1.4	Prioritize actions to attract investment for the private redevelopment of the "300 Block" on Newport Avenue. City actions may include acquisition, building demolition, site preparation and disposition. Private actions will include land acquisition from City or others, project permitting, and construction.
1.5	Design and construct roadway, infrastructure and utility improvements along Newport Avenue and the Newport Avenue/Beale Street intersection in coordination with private development - City
1.6	Begin discussions with MBTA regarding TOD opportunities adjacent to the Wollaston MBTA Station - City
1.7	Develop a wayfinding and signage program to be implemented in association with private investment and roadway improvements - City
Medium-Term (0 to 10 Years)	
2.1	Undertake actions to attract investment for the private redevelopment of the old Wollaston Theatre area on Beale Street. City actions may include acquisition, building demolition, site preparation and disposition. Private actions will include land acquisition from City or others, project permitting and construction.
2.2	Design and construct roadway, infrastructure and utility improvement along Beale Street and the Beale Street/Hancock Street intersection in coordination with private development - City
2.3	Begin discussion and coordination with the Quincy Housing Authority (QHA) regarding the construction of additional housing on the QHA parcel – City and QHA
2.4	Begin actions for TOD-related improvements associated with the MBTA parcels.
Long-Term (0 to 20 Years)	
3.1	Initiate actions to attract investment for the private redevelopment of underutilized parcels and parking areas adjacent to the CVS parcel. Initial discussion should include a public/private partnership - City
3.2	Implement roadway, infrastructure and utility improvement along Hancock Street - City
3.3	Implement roadway, infrastructure and utility improvements along secondary streets where needed within the project area to support private investment - City

## 12.02 (12) Financial Plan

The Financial Plan for the Wollaston Center URP incorporates cost estimates of the programs and projects proposed to fulfill the previously stated goals and objectives. Implementation of the URP will require expenditures for public improvements, land acquisition, and land assemblage by the City. Other costs, such as new construction, are anticipated to be borne by the private developer. Please refer to *Table 12-2: Revitalization and Development Budget Estimate* (in Section 12.6) for an overview of the estimated costs and potential sources of funding associated with implementing the URP.

### 12.1. Estimated Land Acquisition and Relocation Costs

The acquisition of private parcels may occur either publicly by the City or by a private developer. The estimated costs for parcel acquisitions by the City are based on information obtained from the City of Quincy Assessor's office. Before any action on a prospective acquisition is undertaken by the City, the City will engage professional, licensed appraisers to evaluate the subject property and will comply with all applicable DHCD regulations and policies throughout the acquisition process. The subsequent sale of transferred/assembled parcels to private developers will provide a source of revenue to the City which can be appropriated to accomplish future URA actions.

In total, 12 private parcels, compromised of four (4) vacant parcels and eight (8) with a mix of uses – including, but not limited to, small commercial businesses such as offices, retail, and parking lots – have been identified for acquisition. Acquisitions which will result in relocation include approximately eight (8) parcels with uses including residential, retail, office, warehouse, and parking. Cost estimates for relocation, while preliminary, consider the size and type of businesses to be relocated.

### 12.2. Demolition & Site Preparation Costs

Site preparation costs include building demolition, foundation removal, fence removal, soil erosion control and grading of parcels. Although in some cases the developer may take on these costs, for estimation purposes it is assumed that the City will undertake some demolition and site preparation to make designated areas more appealing for redevelopment.

Site remediation to meet MassDEP requirements for future residential, industrial, and commercial use may include removal of asbestos and lead paint, and/or soil or groundwater remediation. A cost for site remediation will be estimated only after testing is done on any building and parcel being considered for acquisition. Thus, it is important to note that estimated remediation costs have not yet been determined.

### 12.3. Public Improvements

As described in **Chapter 12.02 (8): Public Improvements**, there are a wide variety of public improvements proposed as part of the URP implementation. Estimates for these actions consider design and engineering costs.

Table 12-1: Infrastructure Improvements - Conceptual Cost Estimates			
Roadway	From	To	Cost
Hancock Street	Wayland Street	Wentworth Road	\$5,721,560
Beale Street, including pump station	Arlington Street	Hancock Street	\$12,929,690
Wentworth Road	Clay Street	Hancock Street	\$875,000
Clay Street	Chapman Street	Wentworth Road	\$1,312,500
Chapman Street	Beale Street	Hancock Street	\$1,558,750
Greenwood Avenue	Woodbine Street	Beale Street	\$1,106,250
Old Colony Avenue	Beale Street	Standish Avenue	\$1,293,750



Newport Avenue	Elmwood Avenue	Beale Street	\$3,419,690
Arlington Street	Brook Street	Beale Street	\$803,750
Brook Street	Arlington Street	Newport Avenue	\$862,500
<b>Total</b>			<b>\$29,883,440</b>

#### 12.4. Project Costs

Project costs, as shown in Table 12.2, were estimated using 2020 costs as follows:

- Acquisition costs have been calculated using 2020 assessed values from the Quincy Assessor's records.
- Construction costs for public improvements were based on 2020 construction costs for similar public improvements.
- Relocation costs have been estimated based on relocations costs from other recent urban renewal projects.
- Building demolition and site preparation costs based on costs from similar projects.
- "Soft costs" for the design and permitting of public improvements have used an industry average of 10% of the estimated construction cost.
- Administrative costs for project administration and legal fees have been included assuming a 20-year implementation schedule.

Since all costs are estimated, an overall project contingency of 10% has been included to cover unanticipated costs.

#### 12.5. Financing Approach

The City will rely on a mix of local, state, and federal funding to implement public improvements and spur private investments during the implementation phase of the URP. Below are descriptions of typical sources of funding. The third column in *Table 12-2* references potential funding sources according to the list below.

- A. City Proceeds
- B. City Funding/In-kind Support
- C. MassWorks Infrastructure Funding
- D. CDBG
- E. District Improvement Financing (DIF)
- F. Bonds
- G. Transportation Enhancement Program
- H. Chapter 90 Funding
- I. Massachusetts Parkland Acquisition and Renovations for Communities (PARC) and Massachusetts Local Acquisitions for Natural Diversity (LAND) Grant Programs
- J. Land and Water Conservation Fund (LWCF)
- K. EPA Brownfields Funds
- L. Economic Development Incentive Program (EDIP), including Tax Increment Financing (TIF)
- M. Housing Development Incentive Program (HDIP)
- N. Funding from Massachusetts General Law Chapter 40R
- O. Federal and Massachusetts Historic Rehabilitation Tax Credit
- P. The New Markets Tax Credits Program
- Q. MassDevelopment
  - Q.1 TDI Program
  - Q.2 Brownfields Redevelopment Fund (BRF)
- R. U.S. Department of Housing and Urban Development (HUD) Section 108 Loan

- S. Gateway Cities Program
- T. HOME Investment Partnership Program (HOME)

## 12.6. Project Budget

Table 12-2 on the following page presents cost estimates of the URP projects and activities in addition to other support and administrative costs. As noted previously, the private properties to be acquired and town-owned parcels to be transferred will eventually be sold to private developers.

In the short-term, the initial costs associated with Phase 1 are anticipated to be funded by appropriations from the City. If necessary, the City may issue bonds. Eventually, the City will be able to roll proceeds into subsequent projects.

Table 12-2: Revitalization and Development Budget			
URP Public Action	Estimated Cost (City)	Potential Funding Source	Notes
Land Acquisition/Private-Owned	\$7,007,800	A, B, D, E, F	
Property Transfers/City-Owned	NA		No Transfers Included
Appraisals	\$120,000	A, B, E	
Legal Costs	\$500,000	A, B, E	
<b>Relocation Costs</b>			
Relocation Plan	\$35,000	A, B, E	
Relocation Consultant	\$225,000	A, B, E	
Relocation Payments ( <i>Estimated</i> )	\$1,500,000	A, B, E	
<b>Demolition and Site Preparation</b>			
Demolition	\$685,000	A, B, D, E, F, K, Q1, Q2, R	
Site Preparation	\$185,000	A, B, D, E, F, K, P, Q1, Q2, R	
Remediation	TBD	A, C, D, E, F, K, Q2	Actions not yet known
<b>Public Realm Improvements</b>			
Roadways and Infrastructure	\$26,883,440	A, B, C, D, E, F, G, H, R, S	
New Pedestrian Green Spaces	\$2,000,000	A, B, D, E, F, I, J, S	
Stormwater Flood Control Pump Station	\$3,000,000	A, B, C, D, E, F,	
Wayfinding and Signage	\$150,000	A, B, C, D, E, F, G, H, Q1, S	
<b>Public Realm Improvements Total</b>	<b>\$32,033,440</b>		
<b>Consultants</b>			
Engineering Design Services for Public Realm Improvements	\$3,200,000	A, B, C, D, E, F, H,	
Environmental Assessments	\$100,000	A, B, D, E, F, K, Q2	
Permitting (MEPA)	\$150,000	A, B, E,	
<b>Administrative</b>			
Legal	\$100,000	A, B, E	
Administration/Staff	\$200,000	A, B, D, E	
Fees (Bond Fees, Misc. Fees)	\$100,000	A, B, E	
Contingency 10%	\$4,614,240		
<b>Total Estimated Project Costs</b>	<b>\$50,755,364</b>		
Income from Sale or Lease ( <i>Estimated</i> ) of Acquired and transferred properties	\$7,500,000		
<b>Net Project Cost</b>	<b>\$43,255,364</b>		
Funding/Resources in Place	\$300,000		
<b>Total Estimated Funding Required</b>	<b>\$42,955,364</b>		

## 12.02 (13) Citizen Participation

This URP incorporates input received from public outreach efforts undertaken during the urban renewal planning process for the Wollaston Center area. Advisory Committee meetings were all open to the public.

Citizen involvement was initiated in December 2018 with the first community planning session. The URP Advisory Committee was formed in December 2020, comprised of a dedicated group of stakeholders, including Quincy residents, business owners and municipal officials who are committed to the development and implementation of the URP. The committee has approved the URA boundary and defined the framework of this URP. The City of Quincy is grateful for the commitment of the committee (see Member List in Appendix D: Public Participation Material).

### Public Participation Process

The City of Quincy Department of Planning and Community Development held two community meetings for the Wollaston area to gauge the community's interest in a City-led revitalization initiative. The first community meeting was meant to gather feedback on what types of improvements the community would like to see occur in the Wollaston area. The second community meeting was meant to further the conversation that had already started – focusing on preferred land use, density, and design guidelines.

The first Wollaston community planning session brought approximately 250 neighborhood and community stakeholders (including residents, property owners, business managers, and other representatives) together on December 4, 2018. Feedback was obtained through a variety of “small group” exercises and general feedback from dot voting and post-it boards. As a result of the remarkable public attendance, significant and valuable input was gathered. The second community meeting was held on October 15, 2019, and the session provided an overview of the Wollaston Neighborhood Revitalization Project and a summary of the first community planning session. It also gathered input from community members regarding their vision for Wollaston Center. The intent of the meeting was to capture how community members thought Wollaston Center should “look” and “feel” to inform the development of density and design guidelines for Wollaston Center. This second meeting was held as an “open house” and participants had the opportunity to move freely around the room, writing down comments on post-it notes, using dot voting to make design preferences known, and working with a 3D computer modeling tool to visualize density of various development concepts on key parcels within the WURD. A more detailed summary of these community meetings can be found in Appendix D.

Attendees at public events have included Quincy residents, business owners, Advisory Committee members, public officials, and elected officials. Comments and concerns expressed at public forums regarding such matters as traffic volume and circulation, recreation/open space, public infrastructure improvements, and private property physical improvements are reflected in the goals and objectives of this URP. Additional information is presented in Appendix D: Public Participation Material.

In addition, an online *Wollaston Design Guidelines Survey* was conducted in late 2019, with 434 respondents from the community completing the survey. The survey focused on design guidelines and was created to capture how Wollaston residents and other stakeholders think Wollaston Center should “look” in the future to help create a framework for setting certain expectations for developers and property owners that propose demolition, rehabilitation, and new construction within the URA.

Most of the respondents generally preferred small-scale development for Wollaston Center, and survey results indicate a preference for buildings with fewer than four stories, even with larger footprints. In terms of storefront elements, respondents generally preferred the more traditional and subdued Main Street style storefront designs and elements that allow activity to spill into the public realm. Additionally, survey results indicate a desire for more active and green spaces for the public realm.



## **12.02 (14) Requisite Municipal Approvals**

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 E* for the following documentation:

- Declaration of Necessity
- 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**

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 DHCD, per 301 CMR 121.03 (1)(b)(7). Specifically, the Project requires the City of Quincy to file an Environmental Notification Form (ENF) with the MEPA Unit for review.

The City of Quincy has not yet filed the ENF for the URP but expects to do so in the near future. A copy will be sent to DHCD when the ENF is submitted to the Secretary. The City of Quincy anticipates that any DHCD approval of the URP will be conditional upon obtaining necessary MEPA approvals and understands that implementation will not commence until the Secretary's Certificate is received.

**Appendix A: 1979 Wollaston *Business District Revitalization*  
Study, Prepared by Sasaki Associates**



## **Appendix B: Property Ownership**

## **Appendix C: 760 CMR 27.00**

## **Appendix D: Public Participation Materials**

## **Appendix E: Municipal Approvals**



## **Appendix F: Chapter 898 of the Massachusetts Acts and Resolves of 1973**

## **Appendix G: Wollaston Urban Revitalization District Design Guidelines**

## **Appendix H: Description of Funding Sources**