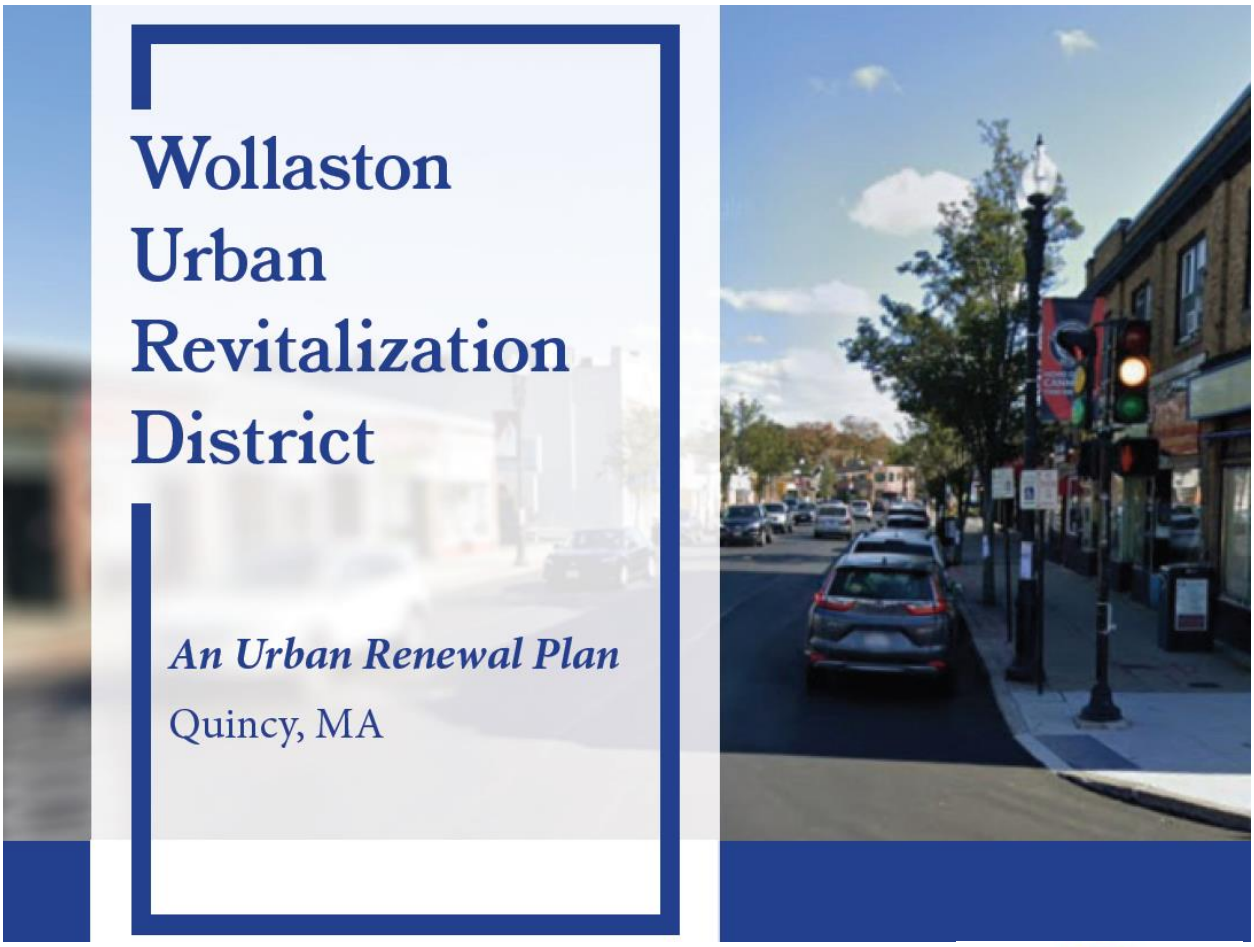
May 2024

Single Environmental Impact Report



EEA No. 16670

PROPONENT

The City of Quincy, Office of Community Development and Planning

SUBMITTED TO

Executive Office of Energy and Environmental Affairs
MEPA Office 100 Cambridge Street Suite 900
Boston, MA 02114

PREPARED BY

BSC GROUP

1 Mercantile Street
Worcester, MA 01608

May 15, 2024

Secretary Rebecca Tepper
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Re: Request for Review of SEIR
City of Quincy, Wollaston Urban Revitalization District
EEA No. 16670

Dear Secretary Tepper,

On behalf of the City of Quincy, BSC Group is pleased to submit the enclosed Single Environmental Impact Report (SEIR) in accordance with the Secretary's Certificate on the Expanded Environmental Notification Form.

This project is subject to MEPA jurisdiction because it requires approval by the Massachusetts Department of Housing and Community Development (DHCD) in accordance with Massachusetts General Legislation (M.G.L.) c.121B and meets the MEPA review threshold 301 CMR 11.03(1)(b)(7): Approval in accordance with M.G.L. c. 121B of a New Urban Revitalization Plan or a major modification of an existing urban Revitalization plan. DHCD conditionally approved the URP on November 30, 2021, subject to MEPA review.

This document has been distributed in accordance with circulation requirements (301 CMR 11.05(1)). The circulation list is presented in Appendix H of this SEIR.

Additional agencies or individuals who would like to obtain a copy of the ENF should email Joseph King at jking@quincyma.gov. Thank you for your review and consideration.

Sincerely,
BSC Group

Olivia Knightly
Planner, *BSC Group*

cc.
Robert Stevens – Deputy Planning Director – City of Quincy

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Appendix B. Conceptual Build Out Table (see excel spreadsheet for additional information)

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1.0 – Project Summary

1.1. Background

This Single Environmental Impact Report (EIR) for the Wollaston Urban Revitalization District (WURD) is submitted by BSC Group on behalf of the City of Quincy Department of Planning and Community Development (Proponent). The Proponent previously submitted an Expanded Environmental Notification Form for the WURD, which is an urban renewal project, to the Massachusetts Environmental Policy Act (MEPA) Office and was published in the Environmental Monitor on March 27, 2023.

The WURD, an Urban Renewal Plan (URP), is subject to MEPA review because it requires Agency Action and exceeds an ENF review threshold pursuant to 301 CMR 11.03(1)(b)(7) for approval in accordance with M.G.L c. 121B of a new Urban Renewal Plan. This project requires the preparation of an EIR pursuant to 301 CMR 11.06(7)(b) because the project is within a Designated Geographic Area (DGA) which is within 1-mile of an Environmental Justice (EJ) Community.

No other MEPA threshold was triggered that would require a mandatory EIR. The Secretary of the Executive Office of Energy and Environmental Affairs (EEA) issued a Certificate for the WURD EENF on April 3, 2023, granting approval to pursue the preparation of a Single Environmental Impact Report (SEIR) in lieu of the traditional two-stage Draft and Final EIR review.

This SEIR is being submitted in response to the Secretary's Certificate and contains required information as noted in 301 CMR 11.07 (6) and the EENF Certificate.

1.2 Summary

Project Name: Wollaston Urban Revitalization District Plan

Project Location: Within the Wollaston neighborhood of the City of Quincy, and bordered by Hancock Street to the north, Newport Avenue to the southwest, Beale Street to the northwest, and Wentworth Road to the southeast.

EEA Number: 16670

Project Proponent: City of Quincy – Department of Planning and Community Development

Changes to the Project Since Previous Review:

Since the previous MEPA review of the project in the WURD EENF, the Proponent has prepared a draft update of its WURD Design Guidelines to include considerations for Transit Oriented Development, climate resilient design, and related design standards. The guidelines will receive a final review and approval by the Planning Board once the SEIR certificate is received. In addition, this SEIR presents a conceptual build-out for the URP area to include potential full-build opportunities in the area, over and above the proposed redevelopment opportunities identified as WURD urban renewal actions in the EENF.

The table below provides an updated analysis of project environmental impacts and incorporates all parcels within the Urban Revitalization District Area. Traffic estimates create net

new adjusted daily trips of an estimated 3,641 trips within the entire URA. TDM efforts within individual parcel development may contribute to a reduction in area daily trips.

Table 1. Updated EENF Summary of Environmental Impacts

	Existing	Proposed	Net New
LAND			
Total Site Acreage	51.7	0	51.7
New Acres Land Altered	N/A	0	N/A
Acres of Impervious Area	44.1	0	0
Square feet of new bordering vegetated wetlands alteration	N/A	0	N/A
Square feet of new other wetland alteration	N/A	0	N/A
Acres of new non-water dependent use of tidelands or waterways	N/A	0	N/A
STRUCTURES			
Gross Square Footage	26.31 acres	+30.5 acres	~23.9***
Number of Housing Units	~532 units	+810	~278
Maximum Height (ft)	60	60	N/A
TRANSPORTATION*			
Unadjusted vehicle trips per day	~3,832	~8,549	~4,717
Adjusted vehicle trips per day	~3,386	~7,026	~3,641
Parking spaces	~600	~1666	~1,066
WASTEWATER**			
Water use (GPD)	134,400	328,100	~193,700
Water Withdrawal (GPD)	N/A	N/A	N/A
Wastewater generation (GPD)	122,182	310,940	~188,758
Length of water mains (miles)	2.59	0	N/A
Length of sewer mains (miles)	2.21	0	N/a

**Traffic methodology can be read in section 5*
**Parking estimate, traffic generation, and wastewater estimates all reflect a conceptual full build out for the entire WURD area.*
***Wastewater and Water estimates were calculated for the entire URA, proposed and net new reflect demolition of parcels and new conceptual build out on parcels.*
****Gross square foot is calculated based on anticipated demolition or construction. See Conceptual Development Build Out Analysis in Appendix B.*

1.3 Project Description

The Wollaston Urban Revitalization District (WURD) is an urban renewal plan initiated by the City of Quincy Department of Planning and Community Development. An Expanded Environmental Notification Form (EENF) requesting a scope for a Single EIR was submitted February 15, 2023, and was published in the Environmental Monitor on February 24, 2023. The Certificate from the Secretary of Energy and Environmental Affairs (EEA) was issued on April 3, 2023, requiring a Single EIR.

The City of Quincy is developing strategies and undertaking actions to stimulate urban revitalization in many neighborhoods. As large-scale, high density mixed-use development

continues to transform Quincy Center, the city has also prepared an urban renewal strategy for the revitalization of Wollaston Center. The Wollaston Center area is a highly urbanized neighborhood and business district. The main roadways within the urban renewal are the main commercial corridors, Newport Avenue, Beale Street, and Hancock Street. Beyond these corridors are residential neighborhoods that contain a variety of single family, two- and three-family homes and a few large apartment buildings. The area was historically densely developed with predominantly low-rise buildings. Civic uses within the boundary are the Wollaston Branch Library and the Wollaston Fire Department. Other major sites are the Wollaston Red Line MBTA Station.

Roadways within the WURD include portions of Newport Avenue, Brook Street, Beale Street, Old Colony Avenue, Woodbine Street, Greenwood Avenue, Chapman Street, Wentworth Road, Cushing Street, Willett Street, Blake Street, Beach Street, Bass Street, Elm Avenue, and Hancock Street. See Figure 1: USGS Locus Map.

The URA is approximately 51.7 areas and is comprised of 118 parcels containing 108 structures. The Quincy Assessors Database reports that approximately 66% of the buildings within the URA pre-date 1940. Land use in the area is predominantly commercial (34.8%), residential (23.7%) and transportation / utilities (16.6%). There is currently no green space within the URA. The URA consists of six zoning districts, but Business C is the primary zoning district comprising about 70% of the parcels.

The plan identifies strategic actions to facilitate overall redevelopment of the area in accordance with M.G.L.c. 121B. Wollaston Center is a neighborhood center and business district containing commercial, residential, and civic/industrial uses. The primary goals of the WURD plan are to create opportunities for transit-oriented mixed-use development; attract small businesses; develop housing for all ages and income levels; weave sustainability, accessibility, and green infrastructure into development and transportation improvements; and achieve a walkable environment and placemaking. Proposed urban renewal actions to achieve these development goals are:

- Increased mixed-use development to revitalize Wollaston Center.
- Increased ground floor utilization of buildings that serve the public.
- Direct new development to areas that are accessible by public transit.
- Increase multifamily housing inventory and affordable housing.
- Establish versatility to accommodate multiple uses in the area.

The WURD plan identifies two infill development opportunities as urban renewal projects - one is the former home of the Wollaston Theatre on Beale Street, and the other is within the 300 block on Newport Avenue. Both sites are vacant and exist as mid-block gaps detracting from the character of the neighborhood. The URP identifies these as priority development opportunities, and the WURD proposes redevelopment options intended to illustrate how WURD redevelopment goals can be applied to these sites.

In addition, this SEIR presents potential full build-out opportunities on other parcels within the WURD area. Two of the larger potential future redevelopment opportunities include large surface parking lots. One lot is privately owned and currently supports a CVS Pharmacy, and the other is under MBTA ownership for Wollaston MBTA Station. For these parcels and others, this SEIR presents potential future development projects because it is a long-term conceptual

plan. The full conceptual build-out described in this document was prepared for the purposes of this SEIR filing and to anticipate impacts that may arise from future development in the URA.

Project Location/ Area Description

The Urban Revitalization Area is located in the Wollaston neighborhood, consisting of approximately 118 parcels containing 108 structures within a total land area of 51.7 acres. The boundary surrounds the core commercial corridor within Wollaston Center, primarily Beale Street, Hancock Street, and Newport Avenue. The nature of historical development patterns in Wollaston has led to a highly developed area consisting of small parcels sizes with varied ownership. Lot sizes range from 0.12 acres to 5.55 acres. A table containing the address, Parcel ID number, and details of every parcel is included as Appendix A.

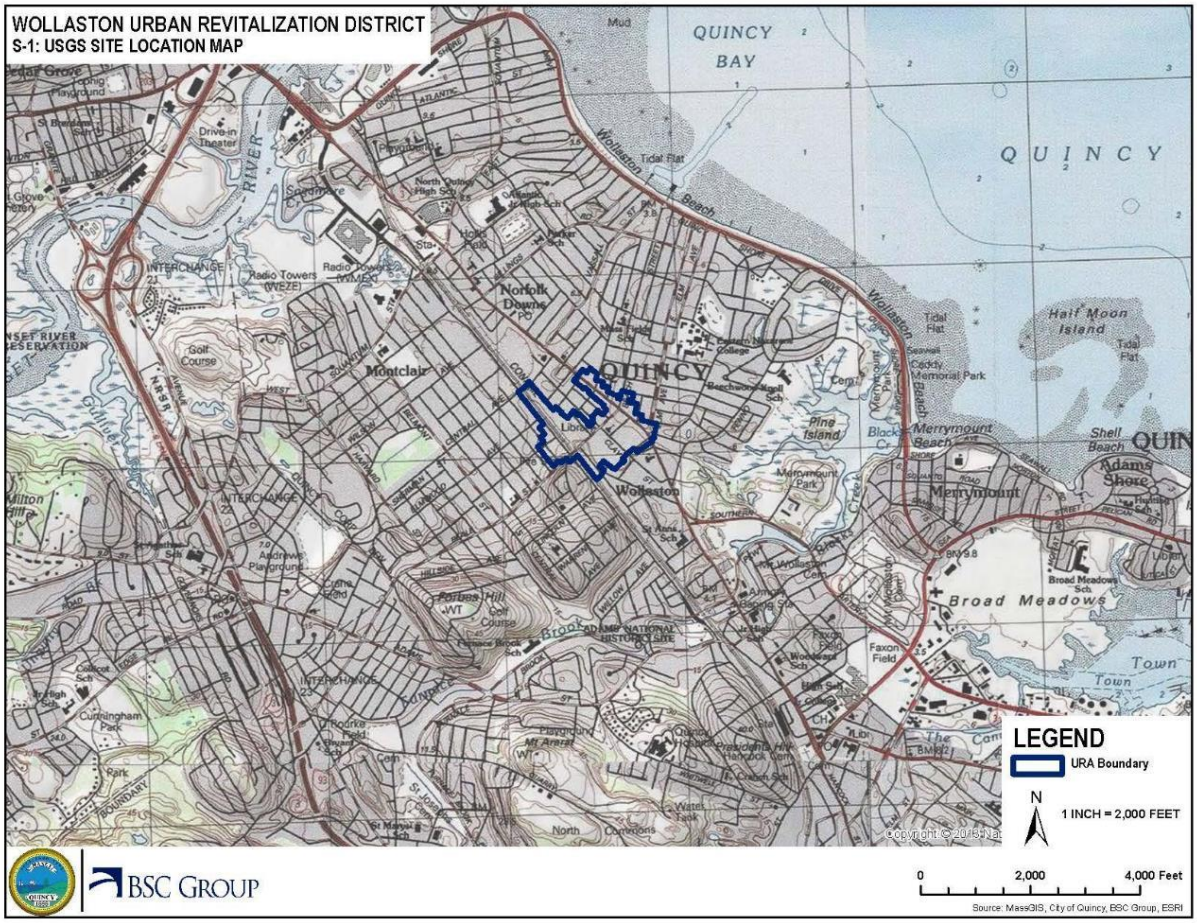


Figure 1. USGS Locus Map

1.4 Summary of Potential Environmental Impacts

The project does not anticipate causing any environmental impacts that would harm the local environment or cause negative impacts to residents or EJ populations. The URP aims to create more benefits than detriments to the City of Quincy and Wollaston area.

The project has the potential to result in the following environmental and public health impacts:

- It is expected that initial environmental and public health impacts may occur from construction related activities that are pursued on individual parcels. This may include truck trips through the project area, noise generation, particulate matter and debris, as well as waste generation from site specific activities.
    - Construction period mitigation measures will be utilized during construction.
- There are currently areas with known flooding issues. Those areas are 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, stormwater solutions options have been explored for the city, and the city plans to identify and pursue a preferred solution in the near future. These solutions have been outlined in the City's 2019 Drainage Assessment and Capital Plan, as well as the Wollaston Inundation Report.
    - A potential solution for the area is to install a pump station, providing an outlet for stormwater to be discharged nearly 4,500-feet away to Quincy Bay. This would greatly reduce flooding depths within Wollaston Center. Stormwater solutions are not an urban renewal action and are currently being further explored in the City's Hazard Mitigation Plan Update.
- Under the full build conceptual redevelopment of the area, traffic analysis estimates a net addition of 3,641 new vehicle trips daily in the project area.
- There is an anticipated increase in gross square footage of structures in the area, attributed to development. An additional net new 23.9 acres under a full build development concept.
- An additional net new 278 housing units are estimated under a full build development concept.
- An overall increase in area vehicle trips, up to 3,641 adjust vehicle trips per day and 1,066 additional parking spaces are estimated under a full build concept.
- An overall increase in 193,700 gallons per day in water use and 188,758 gallons per day in wastewater generation is estimated under a full build concept.

2.0 – Project Description

2.1 Statement of Need

During initial planning, data from a variety of sources was compiled 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 WURD area meets the requirements of M.G.L. c.121B and was approved as an Urban Renewal Plan by the Massachusetts Department of Housing and Urban Development.

URP findings which led to the designation of the WURD as an URP include most of the building stock was rated to be in fair to poor condition; vacant parcels; underutilized parcels; areas where existing commercial uses abut residential uses and create conflict and nuisance complaints; lack of open space; and related conditions. The document highlights that there is no open space in the URP area, and the nearest significant open space area is Merrymount Park, approximately 0.4-miles away from the center of the WURD area.

Wollaston Center is an important neighborhood center and business district. Over the last several decades, segments of Wollaston Center have experienced disinvestment and fallen into disrepair. 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. Many structures have been deemed physically deteriorated, and office and commercial spaces require modernization to meet present needs and be considered for reuse. 56% of properties have been deemed in "fair" condition, while 30% are in "poor" condition.

The Urban Revitalization Plan has been informed by the vision of the 2013 *Re-Envisioning Wollaston* study along with comments received during the public outreach process for the URP. The community expressed aspirations "to maintain a convenient, walkable, transit-friendly, and diverse neighborhood while adding new housing options and businesses to enliven the atmosphere." Implementation of the plan is expected to revitalize the neighborhood center and business district by attracting new or expanding existing businesses, encouraging mixed-use residential development, improving vehicle, public transit, and pedestrian mobility and expanding overall quality of life for existing residents.

The WURD is a 20-year urban revitalization plan, and the following timeline was included in the WURD document to outline the proposed URP actions to meet the goals of the WURD plan.

Table 2. Implementation Timeline

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 – 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

2.2 Permits

Table 3. List of Anticipated Permits

Project	Potential Permits/Consultations	Agency	Status
State Permits/Consultations			
Urban Renewal Plan	Plan approval (M.G.L.C., 121B and 760 CMR 12.00)	Department of Housing and Community Development	Conditional Approval Granted
Urban Renewal Plan	MEPA Certificate of Compliance	Executive Office of Energy and Environmental Affairs	Pending
Federal Permits/Consultations			
Potential – Projects > 1 acre	National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP)	US Environmental Protection Agency	--
	Construction Dewatering Activities/Stormwater Pollution Prevention Plan (SWPPP)		--
Local Permits/Consultations			
Redevelopment Projects*	Special Permit/Major Site Plan Review	Quincy Planning Board/Zoning Board of Appeals Review	--
Redevelopment Projects*	Building Permits	City of Quincy – Inspectional Services Department	--
Redevelopment Projects	Phase I & Potentially Phase II Environmental Site Assessment	MassDEP	--
Redevelopment Projects with Site Improvements	Stormwater Management Plan	Conservation Commission	

*Anticipated as part of project undertaken by private redevelopers. Additional permits may also be required.

Any property proposed for redevelopment by developers, or to be acquired by the City of Quincy, would have to complete the necessary Phase I or Phase II Environmental Site Assessment review process, as applicable. If contamination is identified and a Reportable Condition is found, then the Owner would be required to Notify MassDEP, and MassDEP would designate a Release Tracking Number (RTN). If an RTN is issued, a Licensed Site Professional would then guide the property owner through the Massachusetts Contingency Plan (MCP) regulations (310 CMR 40.0000) that govern the assessment and cleanup of the site to the degree required for the proposed use.

The URA contains several architecturally significant structures. Nine buildings are listed on the Massachusetts Cultural Resources Information System (MACRIS) and three properties are listed in the State and National Register of Historic Places. No acquisition or future development is planned for any historic properties. However, future actions in the URA may require review by the Massachusetts Historical Commission (MHC) under Section 106 of the National Historic Preservation Act (36 CFR 800). The only historic building identified in the conceptual build-out is 9 Brook Street (MHC ID: QUI.569) site of the historic McFarland hardware Store.

The city does not anticipate any transfers of land currently owned by the city. As an urban renewal action, the city may acquire parcels identified as acquisition parcels in the WURD and then transfer them for redevelopment as per WURD goals. Site plans for non-URP projects that have been approved by the Planning Board for development can be found in Appendix C of this filing.

2.3 Review and Redevelopment Approval Process

The City of Quincy has established a redevelopment approval process for any urban renewal project submitted to the City's Department of Planning and Community Development for approval through the WURD Plan. The City and Planning/ Community Development (PCD) are subject to the regulations of Chapter 121B regarding DHCD approval of land acquisition and land disposition pursuant to 760 CMR 12.00.

If a developer is proposing an Urban Redevelopment Project , the developer shall enter into a Land Disposition Agreement and/or an Urban Redevelopment Covenant with the City that will impose development obligations with respect to the land in the Project Area. Plans will be reviewed by the Planning Board for consistency with the WURD Design Guidelines in addition to any site plan or special permit approval process under the Zoning Ordinance. For a full outline of the redevelopment approval process, please see section 4.6.1 in the Wollaston Urban Revitalization District Plan.

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 condition 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.
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 review all proposed Urban Redevelopment Projects and if it determines that the proposed 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. No building permit will be issued for any project unless a Certification of Consistency has been granted.

The redevelopment approval process has been established to address land use regulations, design standards, and other provisions for any urban renewal projects that are submitted to the City's Department of Planning and Community Development. 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.

2.4 Summary of Anticipated Benefits

- Economic Benefits
  - Create Mixed-Use Development, attracting more opportunity to the area. Providing housing units for all ages and income levels.
  - The return of property that is currently underutilized into places of commerce and productivity will increase employment for the local workforce. Economic benefits include catalyzing private investment; creating temporary jobs during construction; permanent jobs in commercial storefronts; increased housing opportunities; and returning the value of vacant and underutilized land to the city's tax rolls.
  - Construction activity is estimated to produce approximately 792 temporary jobs and an estimated 148 new permanent full-time positions. Positions are expected to include office workers, professionals, and service industry workers.
- Circulation, Connectivity, Public Realm Improvements

    - Improved pedestrian and bicycles infrastructure to create a safer environment and encourage more people to walk, bike, and access Wollaston Center and the MBTA station. Improved wayfinding will be installed along Beale Street and Newport Avenue.
    - Roadway and circulation improvements will support focuses on safety for drivers, pedestrians and bicyclists, improve traffic flow through the URA and accommodate additional traffic volumes that may occur from development. This will include traffic signs, pavement markings, traffic signal equipment, and street lighting.
    - Public and private subsurface infrastructure improvements will be made followed by pavement improvements including top course and binder asphalt, concrete sidewalks, granite curbs, ADA compliant ramps, painted crosswalks and line striping, light poles, and street trees.
- Transportation and TOD
    - Prioritize roadway improvements and alternative modes of transportation.
    - Create opportunities and maximize mobility through transit-oriented development.
    - Achieve a walkable environment and enhances public realm.
    - Reduction in roadway congestion and overall miles traveled via car.
    - Improved access to transit options, prioritizing pedestrian and bicycle circulation.
- Sustainability and Climate Resiliency
    - Energy conservation and ecologically smart design.
    - Support reuse of existing properties when feasible.
- Stormwater Improvements
    - Not associated with the URP itself but identified and considered in URA design.
    - A stormwater management pump station and associated drainage piping improvements are anticipated to be constructed within the URA.
    - Drinking water and sanitary wastewater infrastructure improvements will also be provided to service further redevelopment.
- Green Space Creation
    - Create permeable ground areas to improve natural drainage and urban heat island effect.
    - Create pedestrian green spaces in the URA, as there are currently none.
    - Increased greenery, tree canopy and local biodiversity.
    - Social spaces for children and residents to convene, contributing to improved physical health and social wellbeing.
    - Provide community destinations within the URA that do not have cost barriers.
- Private Benefits
    - National Grid Gas to provide pipeline upgrades to several roadways. They have engaged their long-term planning department to prepare for future designs to service the URA as needed.
    - Subsurface electrical and telecommunications lines will be assessed, and improvements will be implemented as redevelopment progresses.

2.5 Financial Plan

The financial plan for the WURD incorporates cost estimates of the programs and projects proposed to fulfill identified 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 building rehabilitation and new construction, are anticipated to be borne by the private developer. The city may pursue acquisition of private parcels, and will engage professional, licensed appraisers to evaluate the project and will comply with all applicable DHCD regulations and policies. The subsequent sale of transferred/assembled parcels to private developments will provide a source of revenue to the city which can be appropriated to accomplish future URP actions.

It is assumed that the city will undertake some demolition and site preparation. Site remediation to meet MassDEP requirements and estimated remediation costs will not be determined until a parcel is considered for acquisition.

The following table includes cost estimated for the wide array of public improvements proposed within the URP. Estimates consider design and engineering costs.

Project costs, as shown in Table 4. Infrastructure Improvements – Conceptual Cost Estimates 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.

Table 4. Infrastructure Improvements – Conceptual Cost Estimates (From Wollaston URDP)

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
Total			**$29,883,440**

Quincy PCD acknowledges that to the extent future projects meet/exceed MEPA review thresholds; these forms of funding could confer MEPA jurisdiction. If PCD acts as landowner to develop specific parcels through LDAs this would also qualify as Agency Action for MEPA purposes.

Financing Approach

A combination of local, state, and federal funding will likely be used to implement public improvements and spur private investment during implementation of the URP. The alphabetized list below includes sources of funding that the city is likely to pursue. The following table includes cost estimates of URP projects in addition to other support and administrative costs. Phase 1 is anticipated to be funded by appropriations from the city.

A. City Proceeds (revenue from the sale of city-owned parcels)
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.1TDI Program
    Q.2Brownfields 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)

Table 5. Revitalization and Development Budget (From Wollaston URDP)

URP Public Action	Estimated Cost (City)	Potential Funding Source	Notes
Land Acquisition/Privately-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	
Relocation Costs			
Relocation Plan	$35,000	A, B, E	
Relocation Consultant	$225,000	A, B, E	
Relocation Payments (*Estimated)*	$1,500,000	A, B, E	
Demolition and Site Preparation			
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
Public Realm Improvements			
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	
Public Realm Improvements Total	*$32,033,440*		
Consultants			
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,	
Administrative			
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		
Total Estimated Project Costs	$50,755,364		
Income from Sale or Lease *(Estimated)* of Acquired and transferred properties	$7,500,000		
Net Project Cost	$43,255,364		
Funding/Resources in Place	$300,000		
Total Estimated Funding	$42,955,364		

3.0 – Alternative Analysis

3.1 Project Alternatives

Alternative #1 No Build Scenario

The Wollaston URP area was strategically identified due to the disinvestment and disrepair that the area has experienced. Many buildings and parcels are no longer used to their full potential. Under a no-build alternative, the area would remain in its current condition, and it is anticipated that the WURD area would remain economically stagnant, continuing to see piecemeal development that is not inclusive or consistent. The city would not acquire any of the vacant or underutilized parcels that are proposed for assemblage or demolition. The WURD makes the case that without public involvement in these parcels, private investment has been stagnant.

Alternative #2 Low-Scale Conceptual Development

An initial conceptual development was identified in the WURD plan and includes multiples areas within the URA that have been selected for redevelopment.

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.
    a. Three buildings were destroyed by a fire in March 2019. At the time the buildings were unoccupied and under construction following a prior fire in 2015. Two adjacent buildings were destroyed when the fire spread- 301 and 317 Newport Ave. The demolition of these buildings has left a void and private development has not expressed interest.
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.
    a. The southeast side of Beale Street contains a vacant lot that was once home to the Wollaston Theatre. This lot is abutted by a lot containing a one-story bank with surface parking lot, and a lot fronting Chapman Street containing an older 2-unit residential structure. Parcels are to be combined to create one lot of a suitable size for multi-story mixed-use building facing Beale Street with ground level pedestrian space connecting Beale Street to Chapman Street.
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.
    ***At this time the city has not determined which stormwater solution they are going to pursue or where this will be located in the WURD.*

Alternative #2 Program – Low-Development Concept

Number of Proposed Buildings: 2

Retail: 25,309 sf

Parking: 50,549 sf 312 spaces

Residential: 254,500 sf (269 units)

Alternative #3 Program – Full Build Concept

During the EENF review of the WURD Plan and its proposed conceptual build out, MEPA requested that a more robust conceptual build out be completed. The full-build out identifies the initial parcels identified for redevelopment in Alternative #2, with additional parcels that have existing site-plans proposed or approved by the Planning Board, and parcels identified by the Office of Planning and Community Development that could be redeveloped in the future within the WURD area.

Program Details – Full-Build Development Concept

Number of Proposed Parcels: 17

Retail/ Commercial: 135,305 sf retail and 26,000 sf office

Parking: 1,361 spaces

Residential: 991,617 sf (830 units)

3.2 Preferred Scenario

Alternative #1, a "no build scenario", has been deemed unacceptable by the proponent (the City of Quincy), who has identified the WURD as the appropriate way to provide guidance for land use and development in Wollaston. The alternative to leaving the area in its current condition would be harmful to the long-term economic wellbeing and resiliency of the city. Parcels were strategically selected for the URP and guided by previous studies and input received during public engagement. The no-build alternative is not under consideration.

Alternative #2 was the initial low-development program presented in the Urban Renewal Plan and EENF. It identifies 3 development parcels that were identified by the city. Specific parcels were selected because of their development opportunity. 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.

Alternative #3 is a full-build concept that identifies additional private development projects not included in the WURD that have been approved by the Planning Board, or parcels that could be anticipated for future private redevelopment. This alternative is a potential build-out which has

been prepared solely for the purposes of this SEIR to estimate impacts because it is a high-level development concept and represents the long-term potential investment within Wollaston. Pedestrian and public realm improvements are highlighted in this concept.

See Appendix B for a numbered map of parcels identified under the full-development concept and corresponding table.

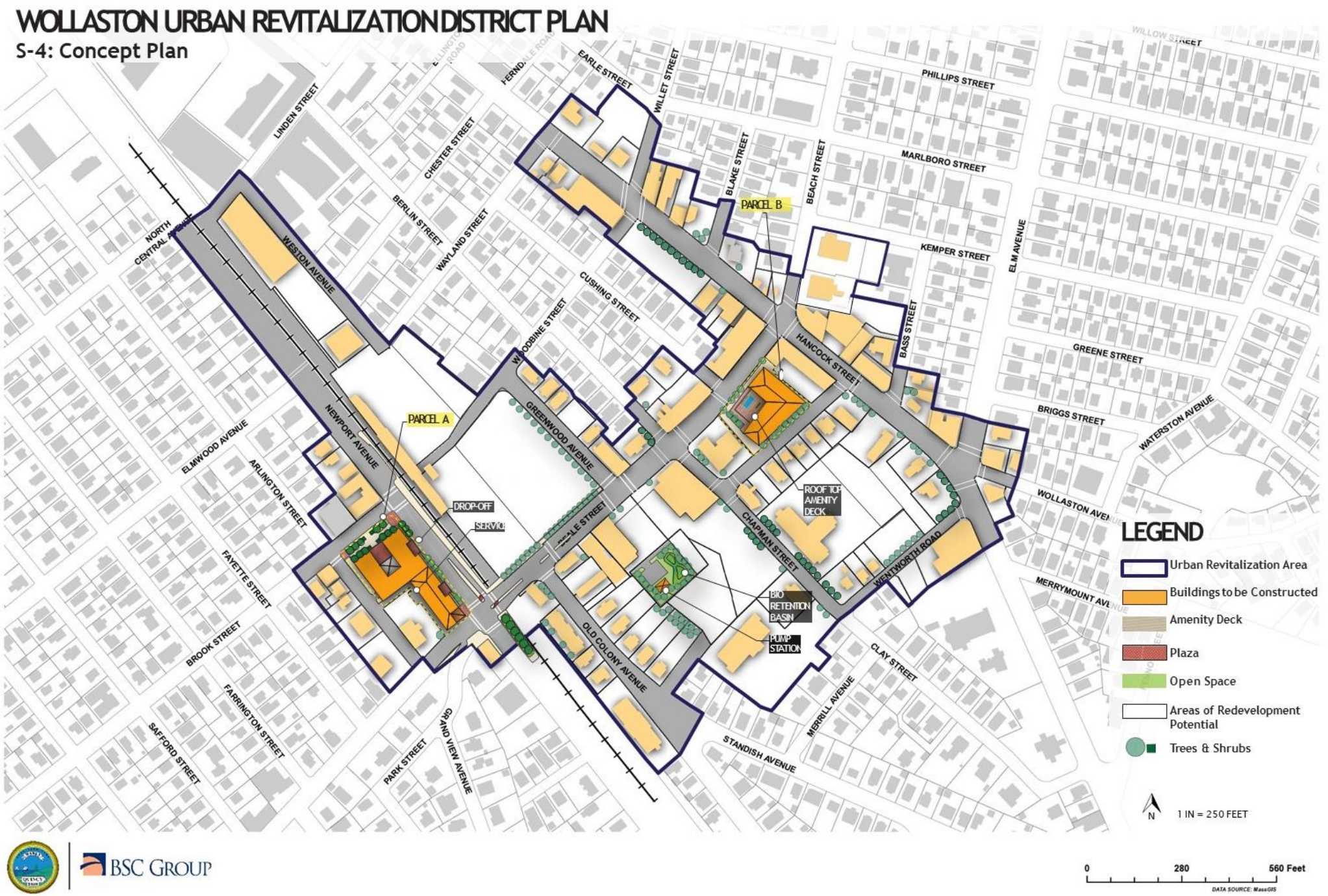


Figure 2. WURD low development concept

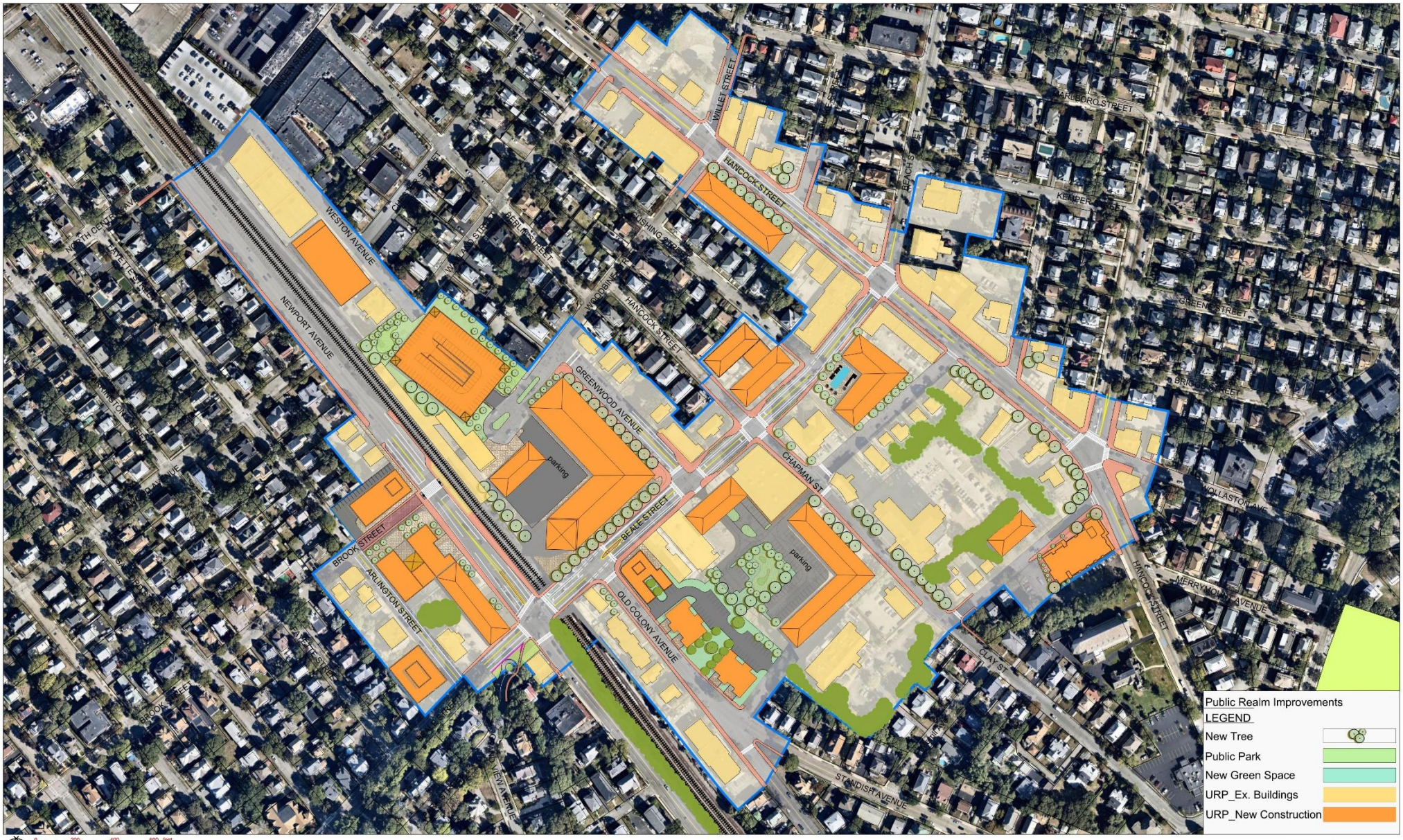


Figure 3. WURD full development concept

Table 6. Conceptual Full Build Out Parcels

Parcel ID	Address	Current Use	Proposed Use
5114-21-B	244-256 Arlington Street	Warehouse	Mixed use (residential over commercial and parking)
5114-17-12	299 Newport Ave	Mixed use (office over retail)	
5114-15-12	301 Newport	Vacant land	
5114-5-11	307 Newport	Vacant land	
5114-6-9	317 Newport Ave	Vacant land	
5114-8-1	10 Brook Street	Commercial	
5114-2-A	97 Beale St	Storage/ commercial	
5114-3-A	323 Newport Avenue	Mixed use/ Apartments and commercial	
5092-55-85B	10 Beale Street	Vacant land	Mixed-Use (residential over commercial and parking)
5092-14-31	21 Chapman Street	two family residential	
5092-5-30B	20 Beale Street	Commercial Bank	
5101-15-A1	16 Old Colony Avenue	Wollaston MBTA Parking	Potential Pump station and parking
5092-38-B9	42 Beale Street	CVS Commercial	residential
5091-10-131	CVS parking lot (Pitts Ave)	Parking lot/ Vacant land	
5093B-15-48	621 Hancock Street	Vacant land	mixed use
5091-23-3	54 Beale Street	Commercial - Wine store	commercial office spaces
no code	99 Woodbine Street	parking lot MBTA	commercial
			residential
5101-15-A1	21 Weston Ave	Industrial Self Storage	Expansion of self-storage
no code	99 Woodbine Street	Parking lot and MBTA station	parking structure + commercial
5091-1-125	72 Beale Street	Mixed Use	Mixed Use
5091-3-124	6 Old Colony Ave	Vacant lot	
5091-18-123	12 Old Colony Ave	Industrial Warehouse	
5091-20-123	Old Colony Ave	Vacant Lot	Residential
5091-5-122	18 Old Colony Ave	Apartments	
5091-6-121	24 Old Colony Ave	Apartments	
5091-7-120	28 Old Colony Ave	Apartments	Residential
5091-8-119	30 Old Colony Ave	Residential	
5091-9-118	38 Old Colony Ave	Residential	
5112-8-7	9-13 Brook Street	Commercial	Mixed Use
5112-8-8			
5112-4-2	285 Newport Ave #2	Mixed Use	
5093-2-1	21-31 Beale Street	Commercial	Mixed Use
5115-1-9	117 Beale Street	Auto repair and used car sales	Residential
5087-24-A	731 Hancock	commercial, supermarket	Residential
5092-75-102	13 Wentworth Road	Parking Lot	Residential

4.0 – Existing Environment

4.1 Environmental Characteristics

4.1.1 Topography, geology, soil

Due to the coastal nature of Quincy, elevation remains between -7 feet at the lowest and 80 feet at the highest near Wollaston Heights leading toward Mount Wollaston – South of Newport and Beale Street. The urban renewal area is primarily developed and impervious surface, largely classified as urban land (602). The geology of the area is primarily sand and gravel, as well as a portion of the URA near the corner of Beale Street and Newport Avenue identified as till or bedrock material.

4.1.2 Surface and Groundwater Hydrology and Quality

There are no bodies of water, streams, rivers, or wetlands within the urban renewal area. However, Wollaston Beach is close to the URA, approximately 0.7 miles away. The area is not proximate to any outstanding resource waters, nor is it within any MassDEP surface groundwater protection zones for drinking water supply. There are no wetlands, vernal pools, rare species, or Areas of Critical Environmental Concern (ACEC). Also, there are no ground water discharge locations or Chapter 91 land in the URA.

The URA lies partially within a topographic depression that drains to the city's underground drainage network and to outfall OF-00871 which discharges into Quincy Bay (Source: Wollaston Inundation Study). The downstream boundary condition is represented by the tidal water level within Quincy Bay, which fluctuates through normal tides and storm surges. The site contains no jurisdictional areas under Chapter 91.

The northern portion of the URA, north of Hancock Street toward Willet and Earle Street, are included in the FEMA National Flood Hazard Layer "X: 0.2 percent annual flood hazard" zone. To the northwest just past the URA boundary of Linden Street a significant portion of Quincy is included in the "X: 0.2 percent annual flood hazard", and the "AE: 1% Annual Chance of Flooding, with BFE" zone.

4.1.3 Air Quality, GHG Emissions and Noise

As identified in the EENF, the environmental indicators and percentiles shown in *Table 7. EJ Indexes for WURD Compared to MA State Levels* are relevant for assessing potential environmental exposures in census block groups compared to statewide averages and represent any environmental burden or unfair conditions that EJ populations within the Wollaston URA may be subject to. For this analysis, the "compare to state" function was selected and the "EJ Index Layer" was turned off.

The indicators that meet or exceed state averages are highlighted in yellow. The environmental hazards exceeded indicate a higher rate of air pollution, which may be attributed to proximity to vehicle traffic and transit. There is a higher particulate matter than the state average, as well as Diesel particulate matter, NATA air toxics cancer risk and NATA respiratory hazard index ratio.

The only environmental indicators that exceed the 85th percentile for Massachusetts are NATA air toxics cancer risk and Particulate matter. Major increases in vehicle pollution to this area may contribute negative health outcomes for these EJ populations. Guidance toward transit-oriented

development, as outlined in the WURD Plan and Design Guidelines could lead to a less car dependent Quincy. Sustainability strategies are incorporated in the project Design Guidelines document to guide future development with recommended practices. These include maximizing open space, reducing the heat island effect through inclusion of green space, managing stormwater runoff, installing energy efficient building systems, using sustainable building materials and other site design practices. See Appendix F for the Updated WURD Design Guidelines.

As an urban area, there are levels of noise that can be attributed to transportation traffic including cars, buses, and rail transit at the Wollaston Avenue MBTA Station.

Table 7. EJ Indexes for WURD Compared to MA State Levels

Indicator	Value	State	
		Avg.	Percentile
NATA Air Toxics Cancer Risk	30	24	99
NATA Respiratory Hazard Index Ratio	0.3	0.3	79
NATA Diesel PM (DPM)	0.456	0.307	81
Particulate Matter (PM2.5) (annual average)	7.55	6.79	85
Ozone	39.4	39.5	53
Lead Paint	0.4	0.49	35
Traffic Proximity and Volume Count of Vehicles	3400	2400	83
Proximity to RMP	0.37	0.74	53
Proximity to TSDFs	1	-	-
Proximity to NPLs	0	-	-
Wastewater Discharge Toxicity	0.00014	0.21	29

4.1.4 Plant and Animal Species and Habitat

The URA is densely developed and contains a highly urbanized mix of uses. Very little vegetation or green space exists aside from street plantings and occasional trees. When viewing the Quincy Urban Forestry Management System ArcGIS tool, it is evident that not only are there fewer trees within the boundary of the URA, but there is also less variety and diversity of trees than the areas immediately outside the URA. Primarily, the tree type in the URA have been identified as “Other”, but several trees are identified as Sweetgum, Lilac, Pear and Maple.

There are no NHESP estimated habitats of rare wildlife or NHESP priority habitats of rare species. There are also no core habitats or critical natural landscapes in the URA, however to the east, Black Creeks Marshes are identified as a critical natural landscape, and in the northwest the Neponset River State Reservation is identified as a core habitat and CNL – however these areas are outside of the urban renewal area.

4.1.5 Scenic Qualities, Open Space and Recreational Resources

There are no open spaces, green spaces, parks, or inherently natural scenic qualities to the Wollaston Urban Revitalization District area. From the external boundary of the URA beginning at the corner of Wollaston Avenue and Hancock Street, it is approximately 0.2 miles to Merrymount Park, an 80-acre community park with scenic views of Blacks Creek.

4.1.6 Historic Structures or Districts, and Archaeological Sites

The URA contains several architecturally significant structures and nine buildings listed on the MA Cultural Resource Information System (MACRIS). Some of the structures retain original features which have deteriorated over time, while others have experienced significant alteration or covered facades. Three properties are listed in both the State Register of Historic Places and National Register of Historic Places.

In total, the URA consists of 118 parcels which contain approximately 108 structures. Approximately 66% of structures were constructed prior to 1940 and approximately 86% were constructed prior to 1970. Many older properties have fallen into disrepair, and some even abandoned. Exterior visual assessments were conducted to evaluate overall conditions, with about 10% being identified as in good or excellent conditions, 57% in fair conditions, and nearly 31% categorized as poor condition. The URA includes approximately nine existing buildings listed on the Massachusetts Cultural Resource Information System (MACRIS). There are three properties listed in both the State Register of Historic Places (SR) and National Register of Historic Places (NR). Structure conditions and integrity of architectural features vary widely within the URA. The nine historic properties within the URA are noted below and shown in Table 7. The only historic property identified for redevelopment is the McFarland Hardware Store located at 9 Brook Street.

Table 8. 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	QUI.489	MHC Inventory, State Register, National Register	5093A-16	41 Beale St (aka 43 Beale St)	1922
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[1]	QUI.K	MHC Inventory	5101-15-A1	1 Weston Ave	c 1900

[1] 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.

4.1.7 Surrounding Built Environment – Characteristics and Impacts

Existing land uses include commercial, residential, office, mixed-use, parking, transportation, and civic uses such as the Wollaston Branch Library and Wollaston Fire Department. Currently, three types of land use are predominant: commercial (34.8%), residential (23.7%), and transportation/ utility authorities (16.6%). Existing land uses do not take into account rights-of-ways, which total 13.18 acres. Excluding roads, the URA is about one-third commercial uses, particularly along the main commercial corridors of Beale Street, Hancock Street, and Newport Avenue. Residential uses range from single family homes to high rise apartments.

Table 9. Existing 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%
Total	118	38.55	100%

There are no proposed zoning changes for Urban Renewal Area. Zoning information was obtained from the City of Quincy Zoning Ordinance, Amended June 2011. 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. Parcels along the eastern boundary of the URA toward Hancock Street are located in the Business B zone, approximately 25% of the parcels are within URA. The city will need to amend the zoning ordinance in the future to incorporate the use of the WURD Design Guidelines specific to Wollaston Center.

The majority of parcels are privately owned within the URA (66.0%) and almost one-quarter of the land within the URA is publicly owned. Approximately 15% of the URA parcel area is owned by the MBTA for the Wollaston Station and surface parking lot. Other landmark public parcels are the neighborhood library and Fire Station. About 9% of the land area is owned by religious and service nonprofit organizations.

Table 10. URA Land Ownership

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

Table 11. Church, Non-Profit and 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 Childcare 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

4.1.8 Economic and Social Characteristics

The median household income within the URA is $54,972. In comparison to Norfolk County, the URA has a greater population making below $35,000 annually. The middle-income population is consistent with regional income levels, and 31.7% of the population in the URA make more than $100,000 per year while 58.8% of the population in the county make more than $100,000. 74 households are identified as living below the poverty level in the WURD, and the overall housing affordability index (HAI) level is 44.

Table 12. Demographic Data - Quincy

Population Estimates (2020)	101,727
Median Household Income	$85,014
Number of Housing Units	46,911
Households	44,515
Housing Density	2,823.8 houses per sq. mile
Average Household Size	2.23 people
Age	
Persons under 18 years	16%
Persons 19 to 64	69%
Persons 65 years and over	15%
Median Age	37.6 years old

Table 13. Household by Income

Income	URA	Norfolk County
<$15,000	20.5%	5.7%
$15,000 - $24,999	12.7%	4.4%
$25,000 - $34,999	6.8%	3.4%
$35,000 - $49,999	7.3%	6.5%
$50,000 - $74,999	10.4%	10.4%
$75,000 - $99,999	10.6%	10.8%
$100,000 - $149,999	11.3%	21.1%
$150,000 - $199,999	17.9%	14.6%
$200,000+	2.5%	23.1%

According to Census data, within the URA13.2% of the population spends 50% or more of their income on rent, 17.2% spend between 30 to 49.9% of their income on rent, and 64.7% of the population spend less than 30% of their income on rent. About 6.4% of households in the URA receive public assistance income and 21.1% have food stamps/SNAP status. Approximately 33.6% of households have disability status with 1 or more persons with a disability.[2] Approximately 67.3% of the population is employed in a white-collar job, 15.0% are employed in blue collar jobs, and 17.7% are employed in the service industry.

Home ownership rates are lower in the URA, with 34.4% owning homes and 65.7% renting. Most households in the URA are nonfamily households (56.2%). Of the family households, 17.5% are two-person households and 12.3% are 3-person households.

The total population in Wollaston is estimated to be 11,039 people, comprised of 5,646 men and 5,394 women. 63% of the population is a citizen born in the U.S., 22% are citizens not U.S. born, and 14.21% are not citizens. In the immediate URA the median age is 47.2. Approximately 12.2% of the population is under the age of 18, while 60% of the population is aged 18 to 64, and 27.3% of the population is ages 65+.

2 Source: U.S. Census Bureau, 2017-2021 American Community Survey

In Quincy, there are 35 environmental justice (EJ) census block groups within the 1-mile designated geographic. The majority of the EJ criteria are “minority”, followed by “minority and English isolation” and “minority and income”. 7 block group are included in the URA, and they include all EJ criteria. The total percent minority population for each census brock group ranges between 53% to 74%.

There are a number of businesses located within the URA boundary, including CVS and Wollaston Wine and Spirits on Beale Street. There are a number of restaurants and fast-food chain storefronts including Dunkin Donuts and Taco Bell. A Santander Bank Branch, Colonial Federal Savings Bank, South Shore Bank, Eastern Bank, and Chase ATM also are present. A large storage facility company is located on Weston Ave in the northwest corner. Other small businesses are present throughout the URA as well.

4.1.9 Utilities

Existing infrastructure and utilities that service the URA include electricity, gas, water, sewer, drain, and telecommunications. Electric and gas are provided by the National Grid of Massachusetts. Telecommunications are provided by a variety of private internet and fiber companies, most commonly Verizon and Comcast. The WURD is served by a sanitary sewer owned and operated by the City of Quincy that conveys flows to MWRA’s High Level Sewer and Deer Island wastewater treatment plant. The City of Quincy receives their 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.

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. 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 invests around $8 Million annually to rehabilitate coastal sewers across the city, including Wollaston. This is an ongoing initiative. 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) to protect against water quality violations from leaking sewers and expanding its sewer and drainage system maintenance and monitoring programs.

The Strand pump station was completed in 2020 and is deemed effective. The Strand Pump Station Improvement Project increases resiliency and capacity beyond what the prior pump station provided and includes a new control building elevated above the 100-year flood level, a new wastewater pump station, new wastewater and stormwater force mains, and stormwater quality improvement features.

The EPA regulates stormwater runoff that is transported through municipal drainage systems through the National Pollutant Discharge Elimination System (NPDES). Under this program, the city must address the EPA's minimum control measures to help reduce pollution in local waterbodies. The city participates in the Neponset Stormwater Partnership (NSP) which aims to reduce the cost and increase the effectiveness of municipal stormwater programs.

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 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. 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.

4.1.10 Traffic and Transportation

Existing and proposed traffic conditions are documented in section 5 where a detailed assessment of existing traffic, public transportation, and program improvements is detailed.

Hancock Street and Newport Avenue are the two primary roadways in Quincy that intersect the URA. Hancock Street (Route 3A) is a principal arterial road that runs in a northwest-southwest direction along the northern URA boundary. Newport Avenue is a minor urban arterial that runs parallel to Hancock Street along the Southern edge of the URA. Beale Street connects the two roadways and forms the primary commercial area and activity corridors in Wollaston.

Currently within the URA the existing transportation options, roadway conditions and traffic circulation have been deemed inadequate. A 2018 Roadway Assessment using Roadbotics measured the level of distress on a scale of 1 to 5. 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.

Adopted in 2018, the Complete Streets Policy and Prioritization plan include several projects to address pedestrian and bicycles accommodation within the URA. This includes the Wollaston

Station Pedestrian & Bicycle Access Project and the Beale Street Bicycle Corridor Improvement Project.

The 2019 Road Safety Audit prepared for MassDOT identifies issues and possible short and long-term improvements to increase safety measures at the intersection of Newport Avenue and Beale Street based on safety issues. The URP states that traffic calming will be implemented along with intersection geometry at Beale & Newport. Following the audit, a "wish list' was created by the city's traffic and transportation department. Included in the visual list is green space creation, pedestrian only areas, sidewalk and bike lane installations and other TOD measures. See Appendix C.

In 2022, the city completed a Transportation Safety Action plan that characterizes the City's current state of transportation safety and outlines potential strategies to address safety concerns. The study is comprehensive for the entire city; however, area specific concerns are identified for Wollaston and countermeasures are provided to improve conditions.

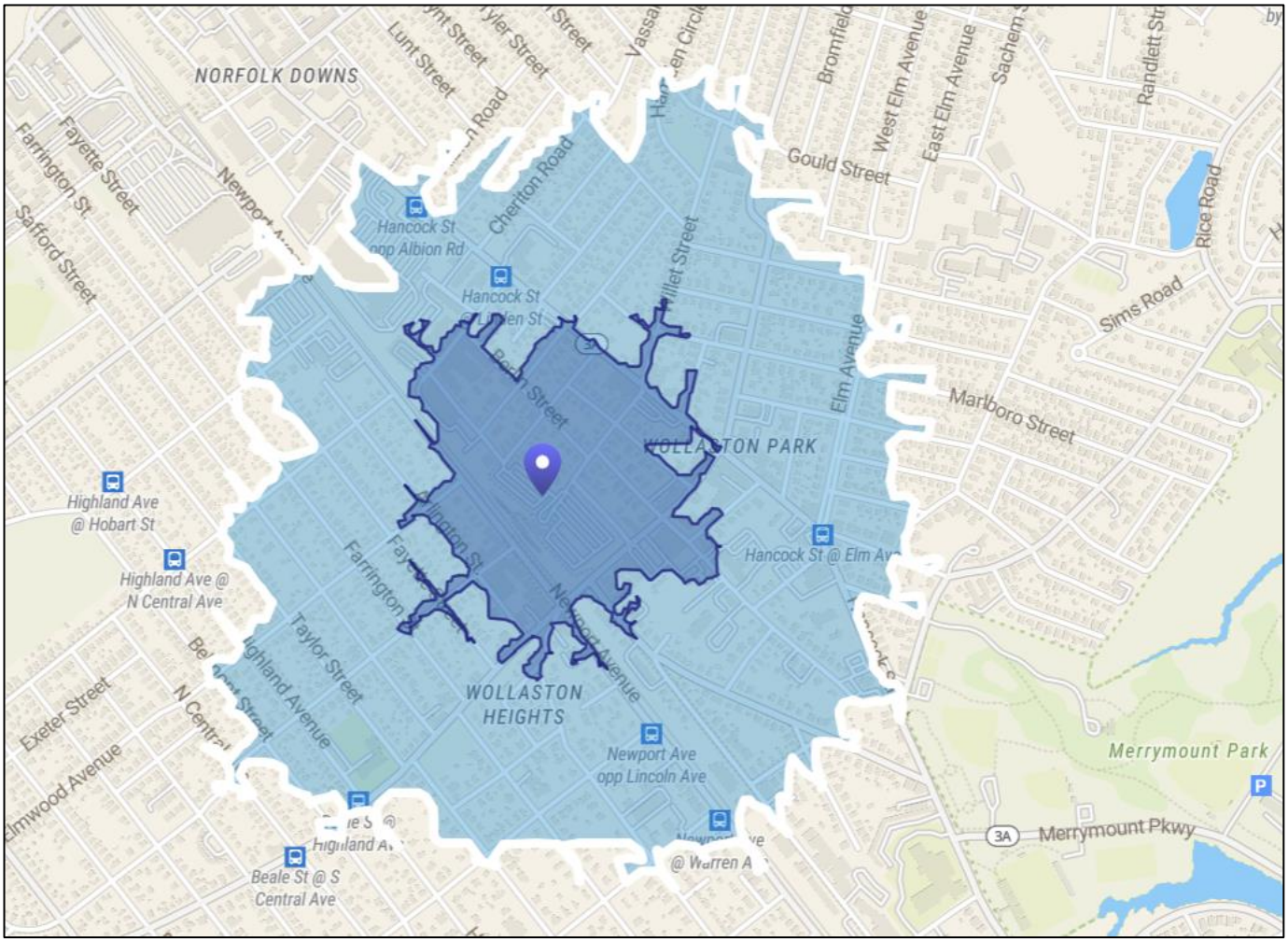
The report further calls for implementing bicycle accommodation along Beale Street to accommodate bicycle traffic across Newport Avenue and to/from Wollaston Station. Along Newport Avenue there is potential feasibility for bicycle accommodations including bicycle detection, bike boxes, and pavement markings 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. 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.

Within the URA there is access to MBTA public transportation via bus lines and the Red Line at the newly renovated Wollaston Station. However, despite public transportation options, many Quincy residents drive to work. By further encouraging transit-oriented mixed-use and residential development the area can begin to see mode splits of residents choosing to use pedestrian amenities, bus accommodations, and bicycle lanes as alternative transportation methods.

Comments received from MassDOT identify that the intersection of Newport Avenue and Beale Street represents a 2017-2019 Highway Safety Improvement Plan crash cluster, and the broader Hancock Street/Beale Street corridor within the proposed URP is identified as a 2010-2019 pedestrian crash cluster. In order to address these observed safety issues, the city plans to pursue a number of improvements that have been identified by City engineers. Communication will continue with MassDOT and the MBTA to coordinate development efforts near the MBTA Wollaston Station, discussing the potential for structured parking, and identifying a location for stormwater collection.

Under the full build conceptual redevelopment of the area, traffic analysis estimates a net addition of 3,641 new vehicle trips daily in the project area. A full description of methodology can be reviewed in Section 5.

Figure 4. 5- and 10-Minute Walk Radius from Wollaston MBTA Station



5.0 – Assessment of Impacts

5.1 Construction and Environmental Impacts

All construction and demolition activities will be managed in accordance with MassDEP's regulations regarding Air Pollution Control (310 CMR 7.01) and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00). The city would encourage best practices for developers and construction projects to reduce impacts that include noise, dust, odor, solid waste, and emissions from construction equipment. Contractors and developers will be required to use equipment with engines manufactured to Tier 4 federal emission standards in an effort to reduce CO2 and PM generation. Anti-idling measures will be enforced in accordance with Air Quality regulations (310 CMR 7.11).

The City of Quincy is committed to developing an enhanced communication plan and Environmental Justice protocol that will inform the public of project specific and enhanced notifications or any road detours, construction, or associated urban renewal activities.

5.2 Environmental Justice

The URA is located within 1 mile of EJ populations characterized by Minority; Minority and English Isolation; Minority and Income; and Minority, Income, and English Isolation. The following languages are identified as being spoken by 5% or more of residents who also identify as not speaking English very well: Chinese (Mandarin, Cantonese). There are also populations within 5 miles that speak Spanish or Spanish Creole, French Creole, and Vietnamese.

The EENF included a complete analysis of the EJ populations surrounding the designated geographic area. This analysis included analyzing vulnerable health criteria, potential sources of pollution, and climate adaptation to comply with the MEPA Public Involvement Protocol for EJ Populations, effective January 1, 2022.

Table 14. 1-Mile EJ Population

Geographic ID	% Minority	Total HH	BG Median Household Income	EJ Criteria Description
Block Group 1, Census Tract 4171	61.85	280	$ 187,625.00	Minority
Block Group 4, Census Tract 4171	29.15	355	$ 128,412.00	Minority
Block Group 2, Census Tract 4172.01	64.42	158	-	Minority and English isolation
Block Group 3, Census Tract 4172.01	67.7	802	$ 79,375.00	Minority and English isolation
Block Group 3, Census Tract 4172.02	58.09	444	$ 110,591.00	Minority
Block Group 3, Census Tract 4175.01	51.79	840	$ 66,795.00	Minority
Block Group 1, Census Tract 4175.02	60.66	533	$ 49,476.00	Minority and income
Block Group 3, Census Tract 4176.01	57.54	670	$ 49,255.00	Minority, income and English isolation
Block Group 1, Census Tract 4181.01	35.76	734	$ 120,000.00	Minority
Block Group 2, Census Tract 4181.02	45.9	258	$ 71,563	Minority
Block Group 3, Census Tract 4181.01	33.1	586	$ 31,912	Minority and Income
Block Group 4, Census Tract 4181.01	50.9	709	$ 102,313	Minority
Block Group 1, Census Tract 4181.02	37.2	363	$ 43,199	Minority and Income
Block Group 6, Census Tract 4171	30.7	705	$ 52,827	Minority and Income
Block Group 5, Census Tract 4171	47.46	314	$ 98,750.00	Minority
Block Group 2, Census Tract 4172.02	65.466	285	$ 64,119.00	Minority
Block Group 1, Census Tract 4177.04	40.65	821	$ 86,058.00	Minority
Block Group 2, Census Tract 4177.04	51.5	880	$ 91,395	Minority
Block Group 3, Census Tract 4176.02	53.19	921	$ 46,250.00	Minority and income
Block Group 1, Census Tract 4172.02	74.74	237	$ 105,688.00	Minority

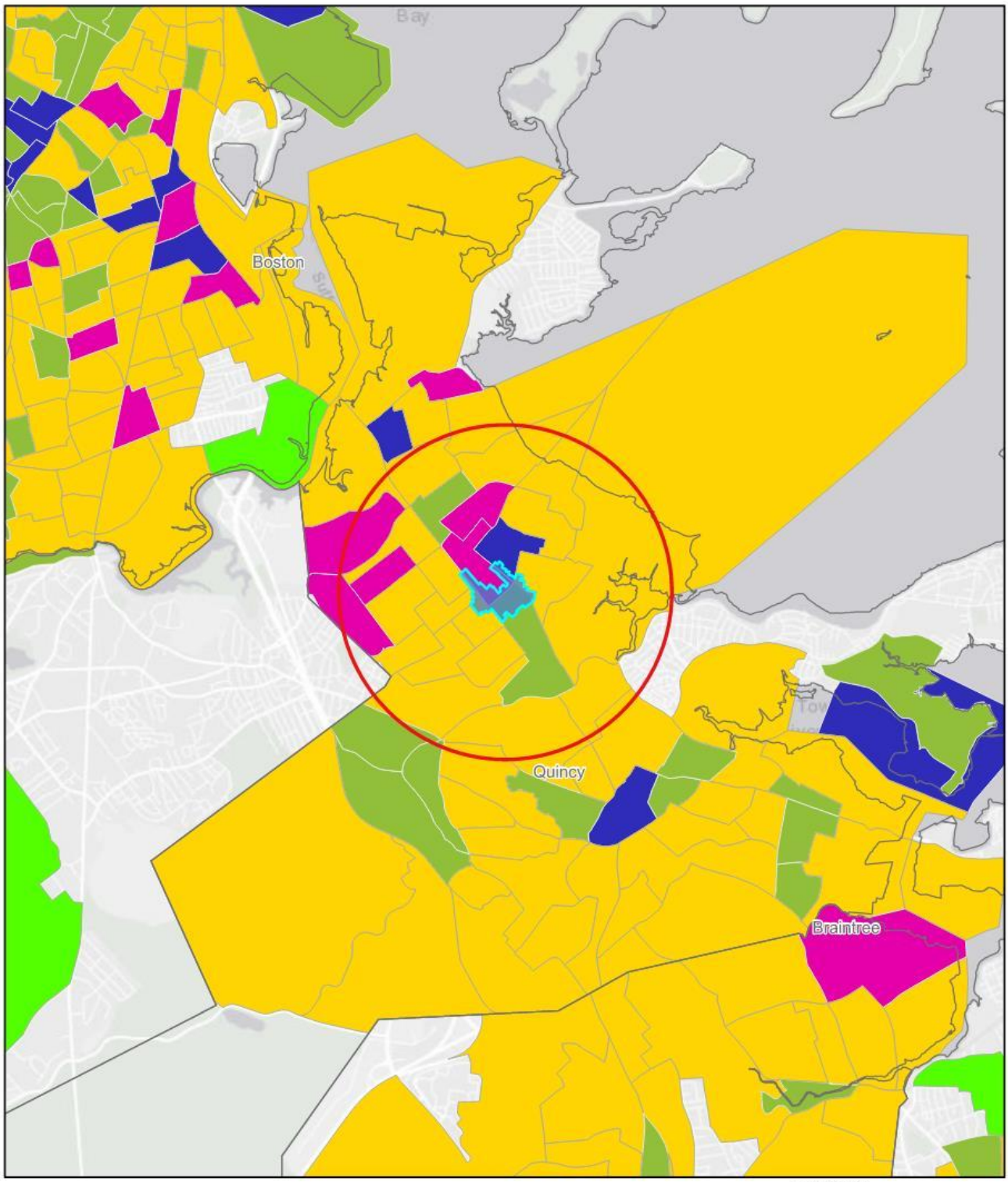
Block Group 3, Census Tract 4171	54.23	409	$ 72,485.00	Minority
Block Group 4, Census Tract 4172.02	40.08	519	$ 60,304.00	Minority and English isolation
Block Group 2, Census Tract 4171	38.25	318	$ 111,250.00	Minority
Block Group 1, Census Tract 4172.01	69.06	372	$ 59,472.00	Minority
Block Group 4, Census Tract 4175.01	72.38	334	$ 109,063.00	Minority and English isolation
Block Group 2, Census Tract 4175.02	65.53	439	$ 61,422.00	Minority
Block Group 1, Census Tract 4176.01	35.31	275	$ 99,054.00	Minority
Block Group 2, Census Tract 4176.01	44.85	354	$ 117,143.00	Minority
Block Group 4, Census Tract 4176.01	63.60	671	$ 60,108.00	Minority and English isolation
Block Group 2, Census Tract 4176.02	59.28	728	$ 96,264.00	Minority

Table 15. Languages at Census Tract Level 1-Mile

*Please note: The Updated MA EEA Mapping tool does not allow users to buffer from a polygon. A central point was selected for the purpose of including the map below. Further analysis was completed in ArcGIS to ensure language and vulnerable health criteria was included from the external-most points of the Urban Revitalization District area.

Tract	Census Tract
4175.01	23.4% Chinese
4175.02	36.5% Chinese
4176.01	19.1% Chinese
4172	19.6% Chinese
4171	15% Chinese
4176.02	21.8% Chinese
4181.01	11.2% Chinese
4177.01	11.6% Chinese
4181.01	11.2% Chinese
4182	6.2% Chinese
4177.01	11.6% Chinese
4181.02	5.9% Chinese

2020 Environmental Justice Neighborhoods



2/2/2023, 5:26:08 PM

URA - WollastonURA_Boundary_20201216

1:72,224

0 0.45 0.9 1.8 mi

0 0.75 1.5 3 km

5.3 Public Engagement

The City of Quincy Department of Planning and Community Development conducted robust and inclusive public engagement during the initial planning phase of the URP. This was initiated in December of 2018 when the first community planning session occurred. In December of 2020 the URP Advisory Committee was formed, who worked to approve the URA boundary and define the framework of the URP. Two community meetings were held to ensure that residents and stakeholders had multiple opportunities to be involved and participate in the planning process. The first event saw around 250 individuals and was intended to identify community interests and gather feedback, comments, and hear concerns. The second meeting in October 2019 focused on land use, density, and Design Guidelines. A Design Guidelines survey was conducted and received 434 responses from community members. A full summary and documentation of these events was provided in the EENF Appendix.

During all outreach events, including the initial MEPA review period, the City of Quincy translated project review notices and public meeting notices into Chinese (Mandarin and Cantonese) and offered oral interpretation services during public meetings and MEPA's remote site visit. All project information, updates, and resources have periodically been posted on the City of Quincy Community Development and Planning website. This level of involvement and information sharing has continued throughout the SEIR process by the city.

The Proponent obtained an EJ reference list of applicable statewide community-based organizations, tribes, and local community organization who may have an interest in the project. The city further developed this list by including additional contacts and stakeholders within the Wollaston community. The EENF was submitted in January 2023 and posted in the Environmental Monitor on February 24, 2023. CBO's and tribes identified were notified of the MEPA process on November 21, 2022, when the EJ Screening Form was distributed. No comments were directly received by the proponent regarding the notification. A remote site visit was held on March 15, 2023, and had interpretation services available for Vietnamese, Mandarin, and Cantonese although these services were not requested at the meeting. Two members of the public attended the meeting.

The Proponent remains committed to a transparent public review process and is dedicated to engaging the community and EJ population throughout the MEPA review process and urban revitalization implementation. The SEIR will be distributed to the expanded EJ reference list produced by the city and to those who attended the remote site visit meeting. If there is a URP amendment in the future the city will hold a public meeting as required by Mass. General Laws c.121B § 48.

The proponent has continued to meaningfully engage EJ populations for the project activities in the URA during the SEIR MEPA review process. All documents and project information have been posted to the City of Quincy Planning and Community Development website. Translation of documents has been provided in Mandarin and Cantonese and translators were present during in-person meetings.

A public open house was held before the filing of this EIR to inform the community of the MEPA review process and findings of the EIR. The open house was held on February 27 from 5 to 7

pm at the Quincy Parks and Recreation Building and had approximately 20 attendees. Prior to the event, sufficient notice was circulated, including a legal notice in the Quincy Sun on February 22 (see Appendix I). At this event, a project overview and presentation was given at the start of the meeting to provide background information and a timeline of the project and MEPA process. Conceptual build out maps, public improvements, environmental justice information, and anticipated project impacts were presented to attendees in an open house format, with city staff and project consultants present to answer questions. Translation services were provided for Mandarin, Cantonese, and Vietnamese speakers.

A legal notice is scheduled to be published in the Quincy Sun for May 16 to notify the public of the SEIR filing and publication of the Environmental Monitor scheduled for May 22. Additionally, the filing is being distributed to contacts identified on the EJ Distribution List (See Appendix E).

5.4 Potential Pollutants

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. There is the potential to encounter 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.

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

Any environmental hazards that are discovered during construction must be reported to MassDEP in accordance with the Massachusetts Contingency Plan (310 CMR 40.00).

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 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.

5.4.1 MassDEP AUL Updates:

In the initial EENF submitted, an AUL was recorded for the MBTA Wollaston Station parking Lot at 90 Woodbine Street (Norfolk Registry of Deeds Book 35045 Pg 525). In September of 2022 a Termination of Notice of Activity and Use Limitation was filed (Book 40823 Pg 266). The MassDEP site number for the AUL is 3-0031922. Contamination of the site stems from prior industrial use.

Only two sites with known environmental hazards have approved development plans:

Brite Cleaners at 6-8 Beale Street – 21E Site, Closed with AUL
Fire Department 111 Beale Street – Closed with AUL

6-8 Beale Street:

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.

111 Beale Street:

Release was issued during the excavation of a 500-gallon gasoline underground storage tank which contaminated area soils. Light Non-Aqueous Phase Liquid was removed from the site to the extent feasible. MassDEP Policy WSC-16-450 indicates that if thickness of a visible LNAPL exceeds one-half inch then an AUL is required. A soil management plan, LNAPL Management Plan and Health and Safety Plan must be prepared prior to any construction or excavation that involves soil disturbance and/or off-site disposal of soils located 22-34 feet below ground surface.

Property proposed for redevelopment by developers, or to be acquired by the City of Quincy, would have to complete the necessary Phase I or Phase II Environmental Site Assessment review process, as applicable. If contamination is identified and a Reportable Condition is found, then the Owner would be required to Notify MassDEP, and MassDEP would be designated a Release Tracking Number (RTN). If an RTN is issued, an LSP would then guide the Owner through the Massachusetts Contingency Plan (MCP) regulations (310 CMR 40.0000) that govern the assessment and cleanup of the site to the degree required for the proposed use.

Table 16. Summary of MassDEP Listed Sites

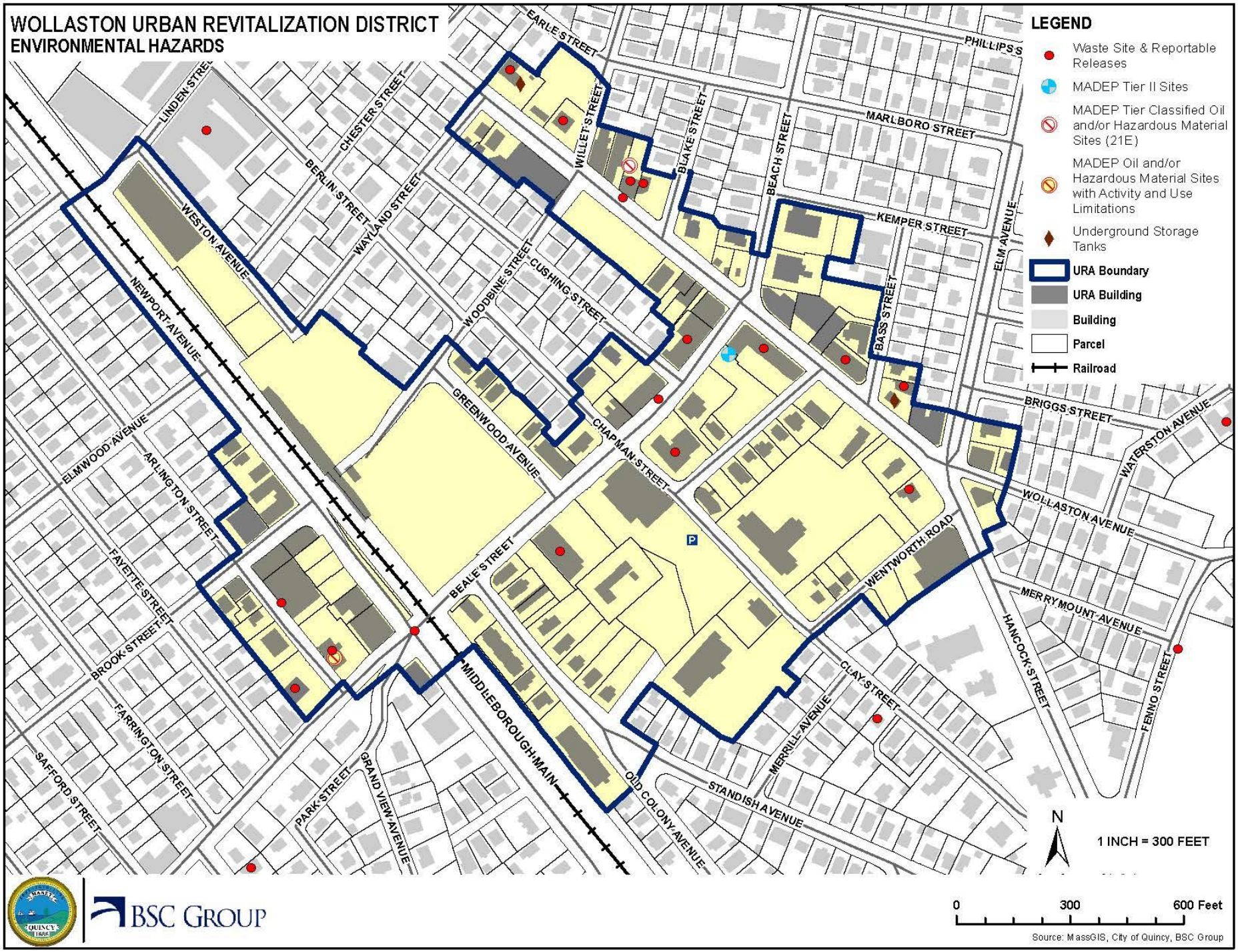
Site Name & Address	MassDEP Site Number	Chemical	Category / RAO Class	Status
MBTA Wollaston Station Parking Lot Newport Avenue & Beale Street	3-0034999	Petroleum	72 Hour, PA	TSAUD Level I
	3-0034744	Hazardous Material	120 Day, PA	Open
	3-0031922	Hazardous Material	120 Day, RAO PA	Closed with AUL
Brite 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	3-0002359	Unknown	None, None	Closed

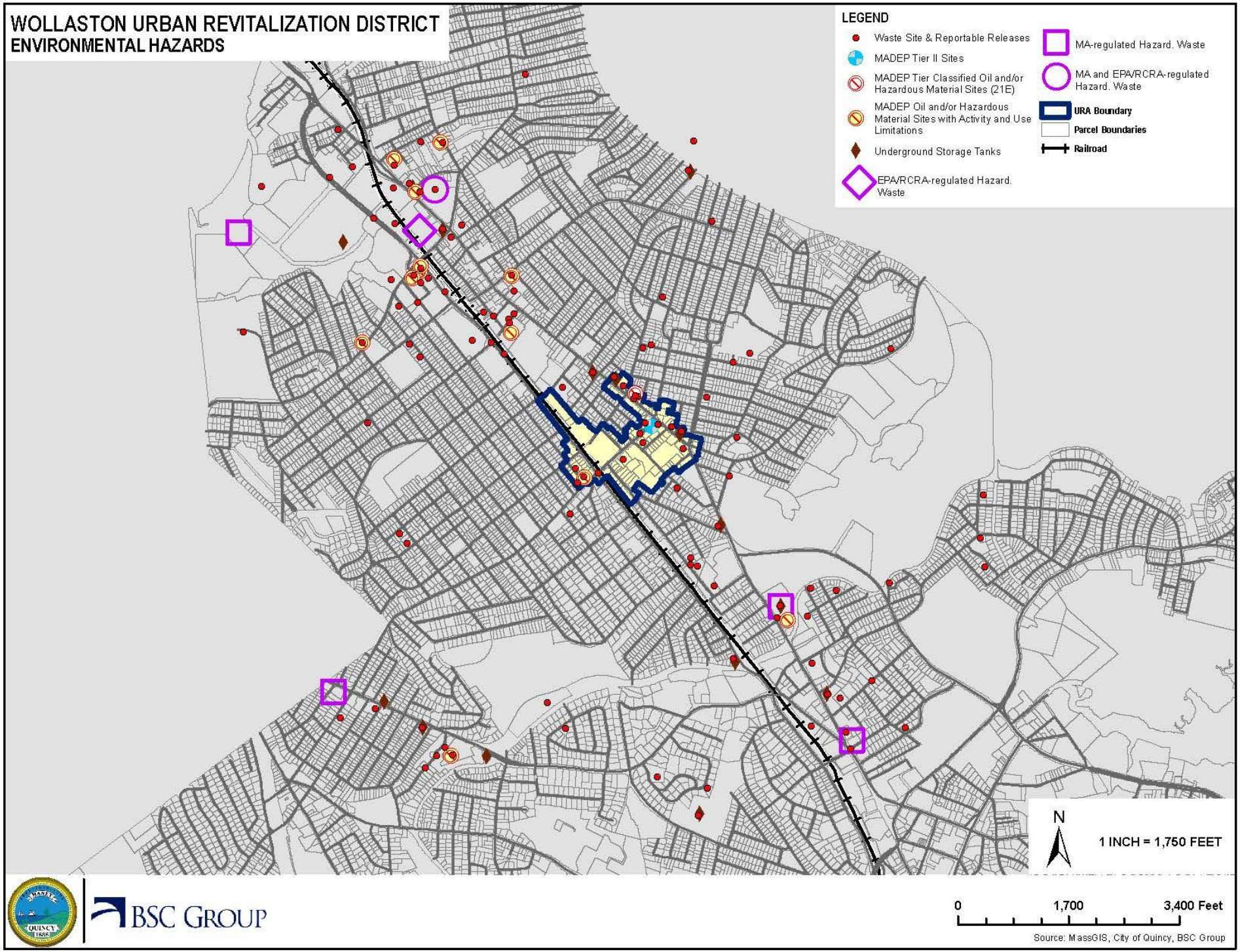
610 Hancock Street				
636 Hancock Street	3-0023367	Oil	120 Day, RAO A2	Closed
	3-0023765	Oil	120 Day, RAO A2	Closed
Johnsons Filling Station 700 Hancock Street	3-0006023	Unknown	None, RAO A2	Closed
7-Eleven #32451 721 Hancock Street	3-0004808	Oil	None, RAO PN	Closed
150 Newport Avenue	3-0011417	Oil	120 Day, RAO B1	Closed

Source: https://eeaonline.eea.state.ma.us/portal#!/search/wastesite

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.


WOLLASTON URBAN REVITALIZATION DISTRICT
ENVIRONMENTAL HAZARDS
LEGEND
Waste Site & Reportable Releases
MADEP Tier II Sites
MADEP Tier Classified Oil and/or Hazardous Material Sites (21E)
MADEP Oil and/or Hazardous Material Sites with Activity and Use Limitations
Underground Storage Tanks
URA Boundary
URA Building
Building
Parcel
Railroad
EARLE STREET
PHILLIPS S
WILLET STREET
BLAKE STREET
BEACH STREET
MARLBORO STREET
KEMPER STREET
ELM AVENUE
BASS STREET
LINDEN STREET
CHESTER STREET
BERLIN STREET
WAYLAND STREET
WESTON AVENUE
NEWPORT AVENUE
WOODBINE STREET
CUSHING STREET
GREENWOOD AVENUE
CHAPMAN STREET
BRIGGS STREET
WATERSTON AVENUE
WOLLASTON AVENUE
WENTWORTH ROAD
ELMWOOD AVENUE
ARLINGTON STREET
FAYETTE STREET
BROOK STREET
BEALE STREET
MIDDLEBOROUGH-MAIN
FARRINGTON STREET
SAFFORD STREET
PARK STREET
GRAND VIEW AVENUE
OLD COLONY AVENUE
STANDISH AVENUE
MERRILL AVENUE
CLAY STREET
HANCOCK STREET
MERRY MOUNT AVENUE
FENNO STREET
N
1 INCH = 300 FEET
BSC GROUP
0
300
600 Feet
Source: MassGIS, City of Quincy, BSC Group


WOLLASTON URBAN REVITALIZATION DISTRICT
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MADEP Tier Classified Oil and/or Hazardous Material Sites (21E)
MADEP Oil and/or Hazardous Material Sites with Activity and Use Limitations
Underground Storage Tanks
EPA/RCRA-regulated Hazard. Waste
MA-regulated Hazard. Waste
MA and EPA/RCRA-regulated Hazard. Waste
URA Boundary
Parcel Boundaries
Railroad
N
1 INCH = 1,750 FEET
BSC GROUP
0
1,700
3,400 Feet
Source: MassGIS, City of Quincy, BSC Group

A baseline assessment of existing unfair or inequitable environmental burdens and related public health consequences was completed for the EENF. Multiple sources of pollution were identified in the designated geographic area that may have current impacts on EJ populations. EJ Communitieis within these vulnerable health areas may exhibit vulnerable health criteria and bear the burden of inequitable environmental conditions and related health consequences. The DPH EJ Tool was used to identify pollution sources that exist within the identified EJ populations. Two census tracts within the DGA meet vulnerable Health EJ Criteria low birth weight.

Table 17. MassDEP Major Air Operating Permits

Facility	Address	EJ Location
Rite Aid Pharmacy	475 Hancock Street	BG1, CT 4176.01
CVS Pharmacy	42 Beale Street	BG3, CT 4176.02
MBTA	954 Hancock Street	BG1, CT 4176.02
CVS 1263	10 Bassett Street (just outside 1 mi)	--

Table 18. MassDEP Tier Classified 21E Sites

RTN#	Address	EJ Location
3-0034468	Adjacent to 200 Newport Ave	BG 4, CT 4176.01
3-0029945	6-8 Beale Street	BG3, CT 4176.02
3-0034744	Beale Street & Newport Ave	BG 3, CT 4176.02
3-0032633	200 Newport Ave Extension	BG4, CT 4172.01
3-0034027	200 Newport Ave Extension	BG4, CT 4172.01
3-0013889	22-26 Densmore Street	BG4, CT 4172.01

Table 19. Tier II Facilities

Facility	Address	EJ Location	EHS above TPQ?
Natl. Grid North Quincy 11	24 Spruce Street	BG4, CT 4172.01	No
National Grid Atlantic #4	118 Sagamore Street	BG4, CT 4175.02	No
State Street	1 Heritage Drive	BG4, CT 4172.01	No
State Street Bank – Quincy Data Center	1776 Heritage Drive	BG4, CT 4172.01	Yes
Verizon Wireless	100 Hancock Street	BG4, CT 4172.01	No
Verizon Quincy	1070 Hancock St	BG1, CT 4177.04	Yes

Table 20. MassDEP Sites with AUL

Facility Address	Name	RTN	Status	RAO Class
3-0015752	FIRE DEPT	111 BEALE ST	PSC	PA
3-0003783	NAVAL RESERVE CENTER	85 SEA ST	RAO	B2
3-0012936	NO LOCATION AID	260-270 HANCOCK ST	RAO	A3
3-0000769	MORSE RADIATOR	179 WEST SQUANTUM ST	RAO	A2

3-0001333	BOSTON GEAR	14 HAYWARD ST	RAO	A3
3-0002907	PROPERTY	200 HANCOCK ST	RAO	A3
3-0031997	COMMERCIAL PROPERTY	63 BILLINGS ROAD	PSC	PA
3-0028022	NO LOCATION AID	3 ARLINGTON ST	PSC	PA
3-0034999	MBTA Wollaston Station	90 WOODBINE ST	TMPS	RAO TF
3-0034744	MBTA Wollaston Station	90 WOODBINE ST	Open, Phase II	120 Day, Tier II

5.4.2 Greenhouse Gas Emissions

The URP is consistent with the Commonwealth's Sustainable Development Principles, including promoting clean energy. The URP calls for energy conservation to be incorporated in all projects, particularly commercial renovation, and redevelopment. In addition, the City of Quincy is a Green Community and has adopted the Board of Building Regulations and Standards (BBRS) Stretch Code. However, while the ongoing update of the WURD Design Guidelines will reflect the 2023 Stretch Energy Code Update, the city is not adopting the opt-in code at this time.

Environmental protection measures such as using specific design/landscaping measures to reduce urban heat effect (i.e. planting shade trees and native vegetation, using light-colored paving, and sourcing materials that are recycled and non-toxic), building Low Impact Site Design (LID) facilities, and improving indoor environmental quality for occupants in the area are being included as part of the Design Guidelines update. These guidelines set broad recommendations for future development and are intended to recommend design principles, goals, and values that help to shape buildings, streets parks, transportation, and other character defining elements. Specific recommendations will be detailed in the Design Guidelines update.

The City will encourage the following practices and incorporate them in the Design Guidelines update currently underway.

- Green roof and cool roof practices as well as light-colored paving on structed parking to help mitigate the urban heat island effect and enhance energy efficiency.
- Incorporate renewable energy resources like solar panels. Invest in high performance building insulation and windows.
- Encourage waste reduction, anti-idling, and recycling of materials during construction.
- Create direct connections to existing public services.
- The city encourages the use of renewable thermal technologies in buildings.
- Economically viable, low carbon alternative heating options including cold-climate air source heat pumps, geo-thermal and solar thermal systems.
- Encourage the installation of conduits and infrastructure for EV charging to meet electric vehicle parking minimums required through the stretch code.
- TDM recommendations to reduce vehicle emissions. See Transportation Section.
- Recycling of materials during construction.
- High performance lighting.

- Low flow fixtures to conserve water.
- Native landscaping and planting shade trees, drought resistant varieties.
- Additional TDM and improving bike infrastructure will create safe multi-modal opportunities and ease in access to public transportation, contributing to an overall reduction in vehicle trips.

Development projects submitted as an Urban Renewal Project within the WURD are to be reviewed by the Planning Board through the Certificate of Consistency (COC) process for consistency with the requirements of the WURD Urban Renewal Plan. This process guarantees that proposals are reviewed for consistency with the intended district vision. Development projects not subject to the COC will be asked to use the design guidelines as urban design principles. The Design Guidelines were previously approved by the Quincy Planning Board and are currently in the process of being updated to comply with MEPA recommendations identified in the EENF Certificate and SEIR scope. After the final MEPA certificate is received, additional recommendations will be introduced to the Design Guidelines to embed more resilient criteria into the Design Guidelines which will be presented to the Planning Board for approval.

Table 21. Greenhouse Gas Analysis Estimate

Conducted using the MEPA GHG Emissions Footprint Estimation Excel Tool, based on total square feet of proposed uses in Wollaston URA.

Development Level	Greenhouse Gas Estimate
Existing area GHG Emissions (all URA buildings)	962 Tons CO2 per year
Low-Build Development Concept (proposed buildings only)	+1,593 tons CO2 per year
Full-Build Development Concept (proposed buildings only)	+5,317 tons CO2 per year

The Full-Build estimate is based on the highest conceptual level of development that the city could anticipate seeing in the future. The project will likely replace a significant number of energy inefficient commercial and residential buildings in Wollaston with new development that utilizes low-energy and efficient design consistent with the Massachusetts Stretch Energy Code. The project will adhere to and be consistent with all ten of the Commonwealth's Sustainable Development Principles and seek to encourage low emission development and facilities through the Wollaston Design Guidelines.

5.5 Land Alteration and Stormwater

5.5.1 Impervious Area, Open Space and Tree Cover

The Wollaston URA is 85.2% (44.1 acres) impervious surface, comprised of buildings, parking lots, asphalt roads, concrete, or other constructed surfaces. The remaining land in the URA is generally developed open space, however, there are no significant open spaces/ green spaces within the URA. The updated Wollaston Design Guidelines discuss that social, economic, and ecological health are an essential part of a commitment to the lasting success of Quincy. Strategies identified in the Sustainability section include preserving healthy, non-invasive, existing vegetation; preserve and restore wetlands; plant native vegetation; work with existing natural landscape conditions, hydrology and soils when designing; reduce, minimize, and disconnect impervious surface; manage stormwater runoff; and maximize open space.

Relative to water management, the Design Guidelines recommend the following strategies:

- Erosion and sedimentation control to reduce sediment runoff and maintain water quality.
- Stormwater management through the use of green or blue roofs and stormwater systems like bioswales and bioretention areas.
- Sustainable landscaping of native plants that do not require supplemental irrigation.

The WURD Design Guidelines identify providing street trees and additional landscape planting as a priority. The guidelines state that tree planting can occur in 3 schemes depending on the location in the WURD area. Additional landscaping should be implemented wherever possible and include trees, shrubs, groundcover, grasses, lighting, signage, sitting areas, bike racks, and bus shelters. Trees should be planted to provide a canopy above the sidewalk and to buffer the walkway from vehicular traffic. Two species of shrubs or groundcover should be planted to create a hierarchy of heights and textures. See the Design Guidelines attached for more detail.

Most of the publicly owned rights-of-way along the streets within the Project Area are paved for use as roadways and sidewalks. As the City undertakes projects within their ROW, they will make efforts to reduce the amount of impervious area by adding tree pits, planters, and pocket parks.

To a reasonable extent, future developers are recommended through the Design Guidelines to include green space in their concepts and will not contribute excessive impervious area to Wollaston. Furthermore, for any project undertaken as a WURD Urban Renewal Project, the City will not allow an increase in impervious areas. Since an Urban Renewal Project will most likely require an LDA or URC between the developer and City, the City will be able to include requirements to not increase imperious areas as part of those agreements. In cases where a development proponent may ask for relief from this impervious requirement due to unique site conditions or building requirements, the proponent must propose other methods to reduce runoff, such as on-site detention or additional plantings, which are acceptable to the City.

The WURD also proposes that any Urban Renewal Project must include the addition of street-level open space that is accessible to the public. The open space is to include pervious elements as well as hardscape which may be needed for safe, stable pedestrian movement and gathering.

For non-Urban Renewal Projects, the City permitting entity - the Planning Board, will strongly encourage the incorporation of all Design Guideline recommendations into the design of a new development. As part of its project review processes, the Planning Board looks for advice from DPW, the Planning Department, and independent engineering peer reviewers. All reviewers will be instructed to confirm no additional impervious cover is being proposed as part of the proposed development and recommend ways to reduce impervious cover where possible.

The City of Quincy has established a redevelopment approval process to address land use regulations, design standards/ guidelines, and other provisions 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. Prior to bringing forward any entire of phase of an Urban Redevelopment Project for review and approval, a developer shall enter into a Land Disposition Agreement (LDA) and/ or Urban Renewal Covenant (URC) with the

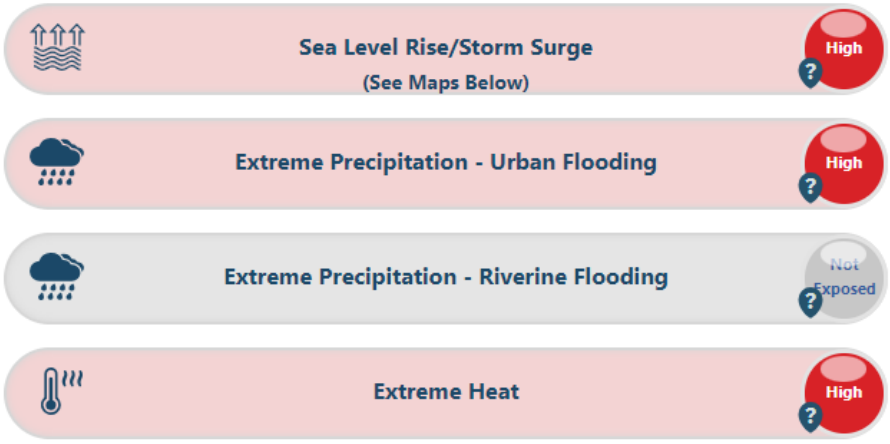
city that will impose development obligations with respect to the land in the project area, including participating in the costs for infrastructure and parking facilities serving the project area.

The city is a member of the MA Department of Conservation and Recreation's Greening the Gateway Cities Program and has two arborists who work closely with DCR to plant trees within the urban forest. The Wollaston Urban Revitalization District is within one of the designated urban planting zones in the city. In any project with significant tree displacement which requires a variance or special permit, a tree study is submitted to the city arborist. City legislation (Chapter 311-5) contains a tree replacement policy that states:

"if significant trees are to be removes from a lot in connection with the development of a project subject to the provisions of this chapter… , the owner of the lot shall either plant replacement trees on the same lot in accordance with the schedule set forth in the tree study or he shall pay the estimated cost of replacement trees and associated costs for the maintenance of said trees pursuant to the mitigation plan, if applicable, to the City to be deposited into the Tree Replacement Fund. In addition, the owner of the lot shall, prior to the issuance of a building permit, post and file a bond with the City Clerk in the amount of the total costs set forth in the mitigation plan with one or more sureties conditioned to the faithful observance of the conditions and specifications of the tree protection plan and, if applicable, the mitigation plan."

5.5.2 RMAT Report

A project report using the Climate Resilience Design Standards Tool was submitted with the 2023 EENF. As summarized in the EENF certificate issued, the RMAT report output identified the project area as a "High" exposure rating for SLR/storm surge; extreme precipitation (urban flooding); and extreme heat.



Sea Level Rise/Storm Surge

This project received a "High Exposure" because of the following:

- Exposed to the 1% annual coastal flood event as early as 2030.
- Historic coastal flooding at project site
- Located within the 0.1% annual coastal flood event within the project's useful life.

Extreme Precipitation – Urban Flooding

This project received a "High Exposure" because of the following:

- Historic flooding at the project site
- Maximum annual daily rainfall exceeds 10 inches within the overall project's useful life.
- Existing impervious area of the project site is greater than 50%.
- No increase to impervious area

Extreme Precipitation – Riverine Flooding

This project received a "Not Exposed" because of the following:

- No historic riverine flooding at project site
- The project is not within a mapped FEMA floodplain [outside of the Massachusetts Coast Flood Risk Model (MC-FRM)]
- Project is more than 500ft from a waterbody.
- Project is not likely susceptible to riverine erosion.

Extreme Heat

This project received a "High Exposure" because of the following:

- 30+ days increase in days over 90 deg. F within project's useful life.
- Not located within 100 ft of existing water body
- Existing impervious area of the project site is greater than 50%.
- No increase to the impervious area of the project site
- No tree removal

5.5.3 Proposed Stormwater Improvements

The Wollaston URDP recognizes that a key objective of the Plan is to address the barrier to private redevelopment posed by inadequate public infrastructure – specifically stormwater infrastructure. Because of the area's vulnerability to flooding and insufficient drainage capacity, improvements to the municipal drainage system are needed.

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 4.4 feet of flooding in a two-year storm, increasing to significant surface inundation in a 100-year rainfall event. Overall, flooding in the URA is a result of a combination of factors, including upstream and downstream:

1. Insufficient inlet capacity.
2. Insufficient pipe capacity in the drainage network in the areas of Beale Street, Clay Street, Greenwood Avenue, Cushing Street, and Woodbine Street.
3. Severely limited pipe capacity from the intersection of Hancock and Willet Street to Rawson Road.
4. Limited pipe capacity from Rawson Road to OF-00871.

5. An ultimate tidal tailwater limitation which provides little elevation difference between the ground surface un the URA and Quincy Bay during astronomical high tides or storm surge events.

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.

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. A 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. See Figure 7. Map of 100 and 500-Year Flood Hazards to see predicted areas vulnerable to future flooding. The future of stormwater management in Wollaston will include structural and non-structural best management practices (BMPs) which will include street sweeping and improved catch basins, water quality structures, low impact development features and infiltration, where subsurface conditions allow.

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.

The 2022 Wollaston Center Subbasin Inundation Study Identifies, evaluates, and recommends mitigation measures to reduce future flooding in roadways and adjacent public and private properties. The 2022 model was updated to better represent the existing area conditions. Alternatives utilized one of more of the following strategies to relieve flooding in the URA:

1. Increased pipe capacity from the MBTA Wollaston Station
2. Increased inlet capacity within the URA, specifically in the vicinity of Greenwood Avenue, Clay Street, Woodbine Street, and Beale Street.
3. A pump station at MBTA Station to lift water into Quincy Bay
4. Diversion of contributing flow from the northeast and southwest at Rawson Street to new outfalls in Quincy Bay

5. Underground flood storage in Wollaston Center
6. Underground flood storage and pump station in Wollaston Center with a force main discharge to Quincy Bay or Blacks Creek Marsh

The proposed stormwater improvements are a long-range planning goal identified by the city based on the 2019 Hazard Mitigation Plan (HMP) and current HMP update underway, the 2019 Drainage Assessment and Capital Plan Report, and the 2022 Wollaston Center Subbasin Inundation Study. The city-wide drainage program is its own independent utility improvement project intended to create a more resilient Wollaston Center and supplement future development improvements. A preferred alternative for the design and location for new stormwater utilities has not yet been determined by the city, but the Inundation Report proposes areas that may be most suitable.

Alternative 5 includes construction of 3.0 million gallons (MG) of storage within the URA. The recommended location of any storage facility will be determined in subsequent phases of work and will ultimately be determined by the availability of land space through collaboration between the Department of Planning and Community Development, the Department of Public Works, and private landowners. This alternative has an estimated cost of $25.6 Million.

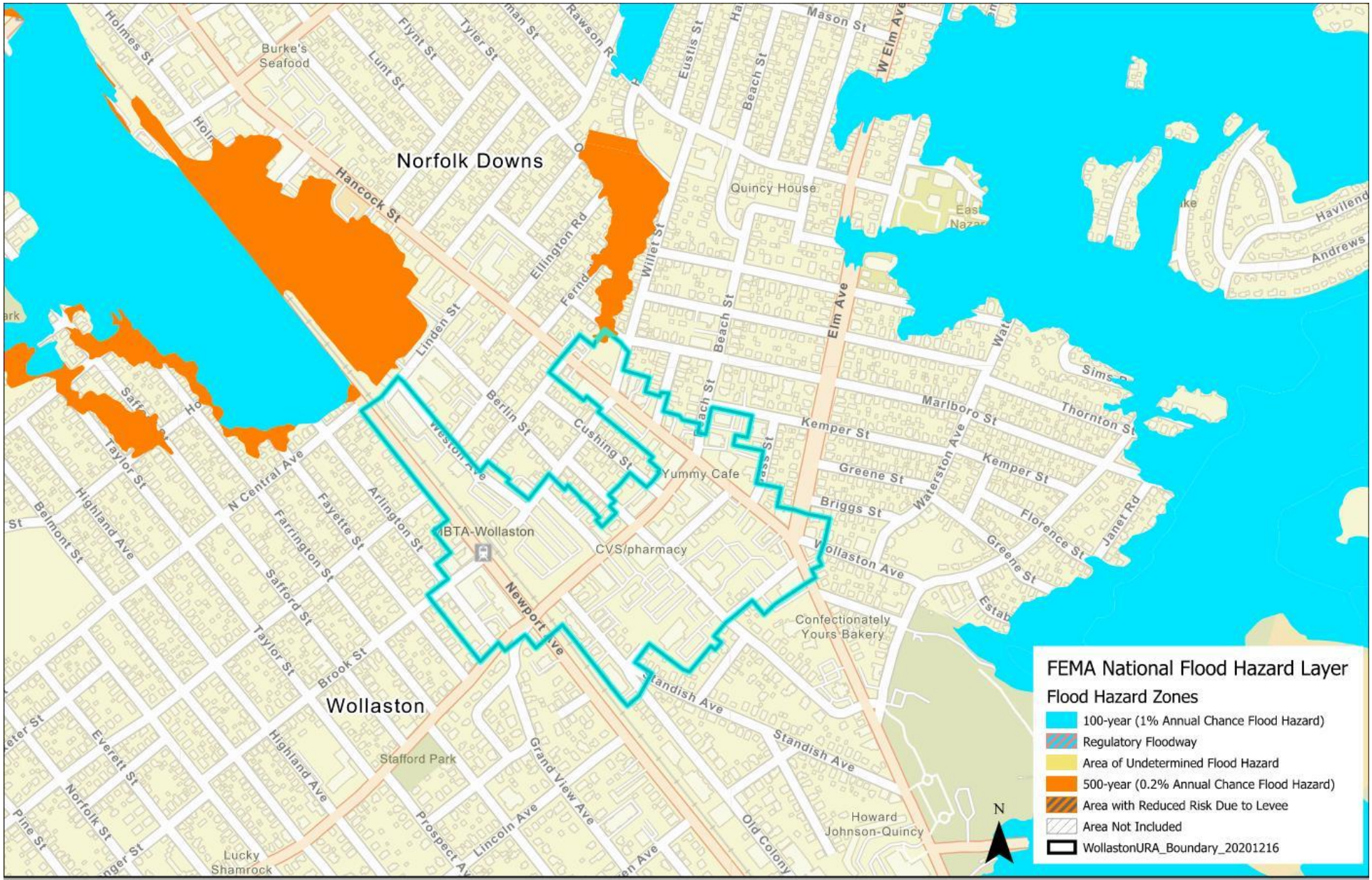
Alternative 6 consists of the construction of 1.0 MG of storage within the URA, which is an area the size of the MBTA parking lot or the existing surface parking lot between Clay Street and Old Colony Avenue. This alternative has an estimated cost of $30,050,000.

These solutions provide the greatest benefit within the URA because of three primary factors:

1. These alternatives prevent flood water from other areas in the OF-00871 tributary area from flowing to the low point that the URA resides in.
2. Precipitation is conveyed and stored to an isolated area that is below the ground surface.
3. The performance of the alternatives is not dependent on tidal stage.

Error! Reference source not found., details the results for each alternative during a 25-year r eturn period design storm and 25-year return period surge event. Flood depths are shown for three representative locations throughout the study area and building depth reductions are shown as buildings in while numbers with reduction greater than 0.1 feet. **The 2022 Inundation Study can be found in Appendix D.**

Figure 7. Map of 100 and 500-Year Flood Hazards



Wollaston Flood Hazards

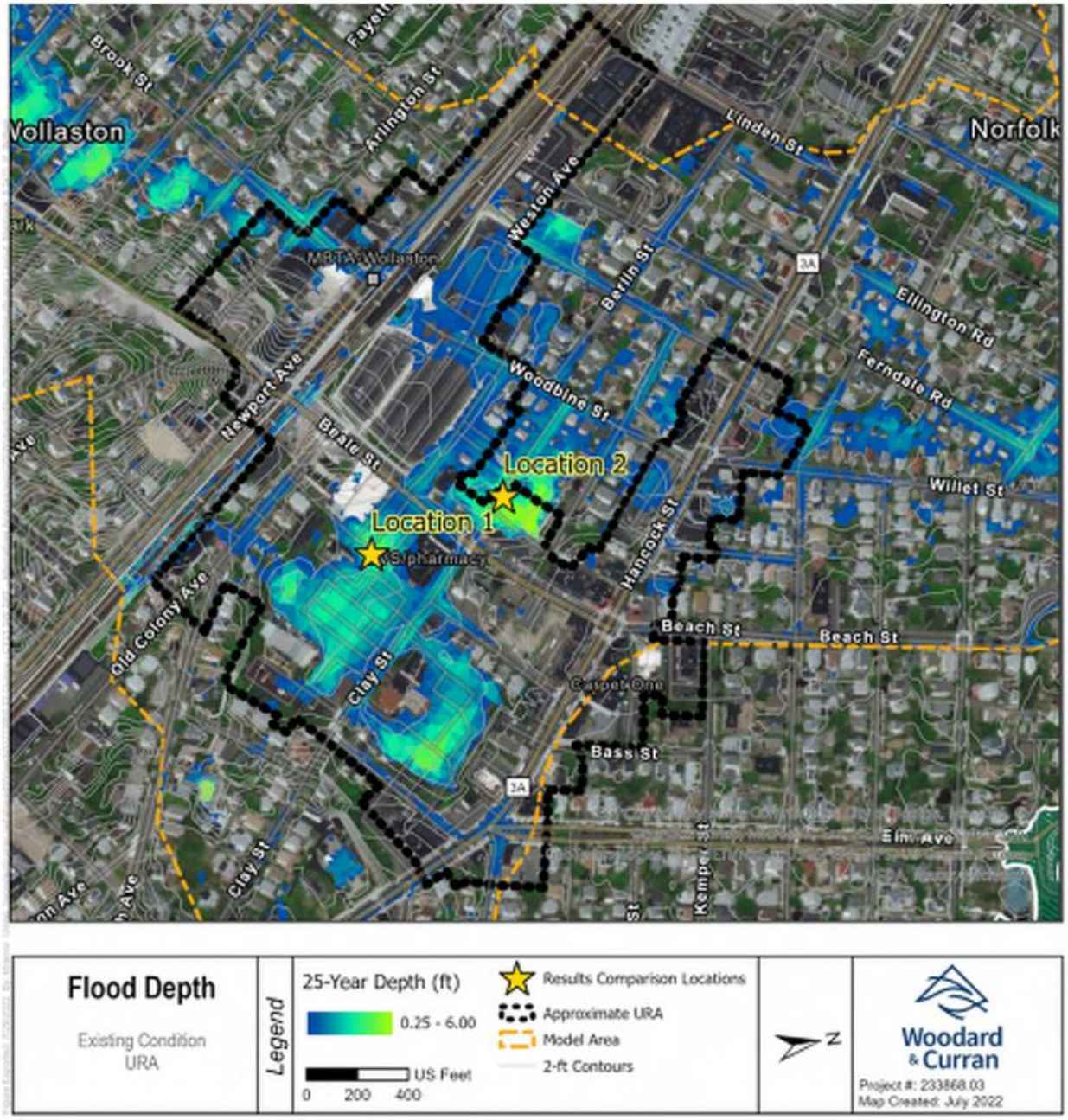


Figure 8. URA Flood Depth Map – Existing Conditions Wollaston Inundation Report

Further rainfall analysis was conducted to assess projected total precipitation depth for 24-hr design storm the area near the Wollaston MBTA Station (42.2699, -71.0229) at an elevation of 8 feet.

Table. 24-Hour Design Storm Depths for Wollaston

Return Period (24-hr)	Precipitation Frequency Estimates	NOAA Atlas 14 Present Baseline – 24hr (Upper bound of 90th percentile)
	In inches	
2-yr	3.03	3.6
5-yr	4.25	5.06
10-yr	5.16	6.19
25-yr	6.38	8.08
50-yr	7.26	9.46
100-yr	8.21	11.2
200-yr	9.37	13
500-yr	11.1	16.1
1000-yr	12.7	18.7

The following table details results for each potential stormwater alternative during the 25-year return period design storm and 25-year return period surge. Flood depths are shown for three representative locations throughout the study area and building depth reductions are shown as buildings in whole numbers with reductions greater than 0.1 feet.

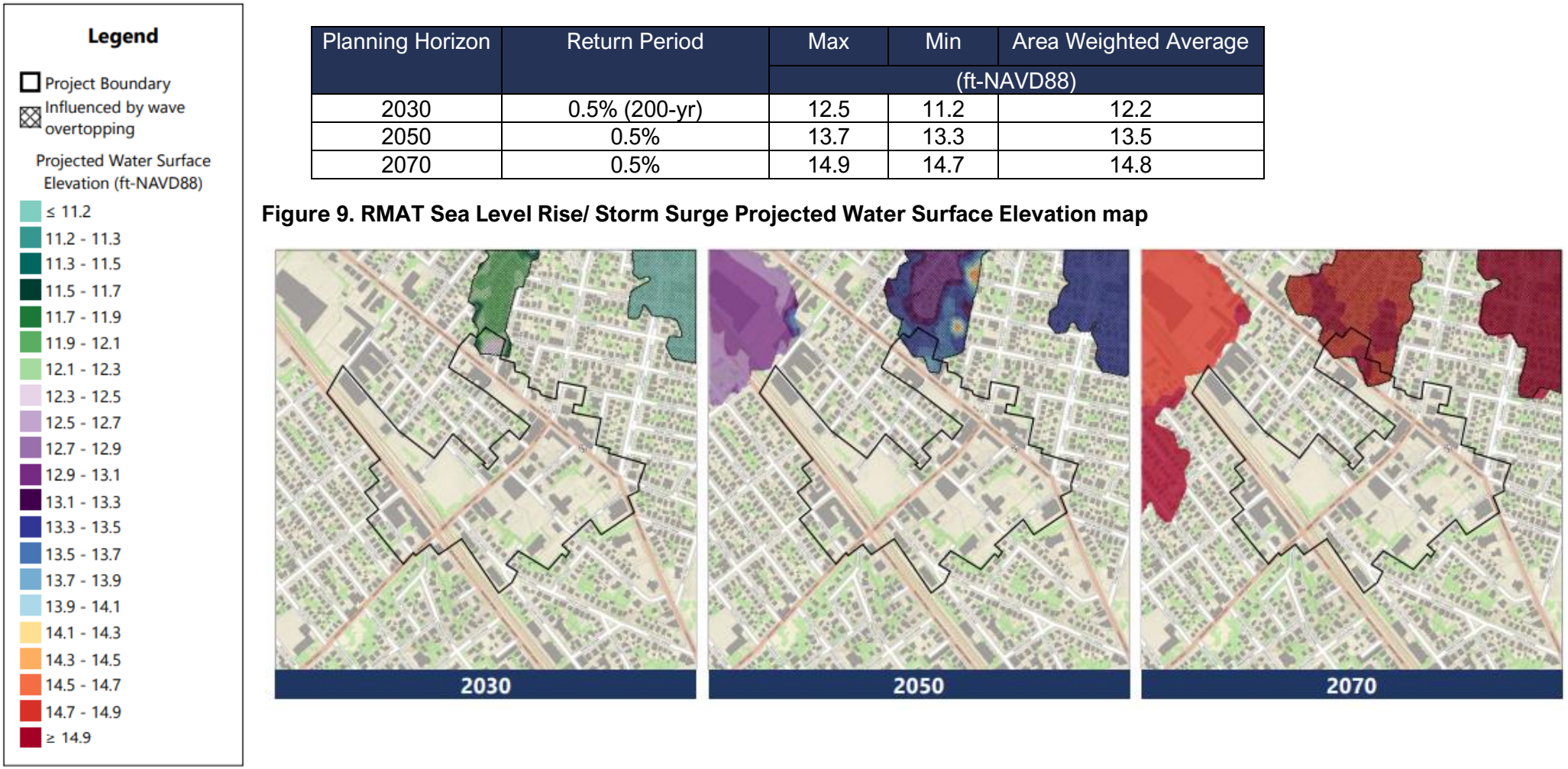
Table 22. Flood Depth Comparison from Wollaston Inundation Study

Alternative	Location 1 CB-02637 Upstream of Chapman & Beale St	Location 2 CB-02440 Downstream of Chapman & Beale St	Location 3 DMH-01108 Vassal & Cummings Ave	URA Peak	Buildings Improved Near URA
	Ground Level (NAVD88, ft)				
	10.1	10.6	6.6		
	Flood Depth (ft)				
Base Scenario	3.7	3.8	2.6	5.4	NA
Alternative 1	3.1	2.4	2.4	4.0 (NA)	27
Alternative 2	3.5	3.7	0.3	5.2 (0.2)	16
Alternative 3	3.1	1.9	0.2	3.5 (1.9)	21
Alternative 4	3.7	3.8	2.6	5.4 (0)	0
Alternative 5	1.7	1.1	2.6	2.7 (2.7)	34
Alternative 6	1.7	0.5	2.6	1.1 (4.3)	34
Alternative 7	3.1	3.2	2.6	4.8 (0.6)	40
Alternative 8	3.1	3.2	2.7	3.9 (1.5)	33

Alternatives 5 and 6 were evaluated as more resilient flood storage options for future mitigation, providing a greater level of protection.

Planning Horizon	Return Period	Max	Min	Area Weighted Average
		(ft-NAVD88)		
2030	0.5% (200-yr)	12.5	11.2	12.2
2050	0.5%	13.7	13.3	13.5
2070	0.5%	14.9	14.7	14.8

Figure 9. RMAT Sea Level Rise/ Storm Surge Projected Water Surface Elevation map



5.6 Adaptation and Resiliency

The City has committed to not increasing impervious areas in the URA.

The majority of the Wollaston Urban Revitalization District is anticipated to be susceptible to coastal flooding based on coastal flood exceedance probabilities in 2030 and 2050 – however, the primary flood concern for the area is inundation compounded by excess rain and inadequate drainage for the area. The Wollaston area is currently a hurricane evacuation zone and category 2, 3, and 4 inundation zone. The MA Climate Design Standards Tool reports that the area is vulnerable to sea level rise and storm surge flooding in the north and western portions of the URA.

The Massachusetts Coastal Flood Risk Model (MC-FRM), as depicted in Figures 7 and 9, indicates a small portion of the URDP is susceptible to coastal flood during the 2030 and 2050 planning horizons. The proposed storm drain infrastructure improvements are focused at reducing the frequency, duration, and extent of flooding resulting from rainfall events. Additionally, the utilization of the storage and pumping system will provide further resiliency from rainfall considering adverse effects from sea level rise and storm surge on the capacity of the existing gravity storm drain outfall to Quincy Bay. Residual flood risks will remain within the URA under present day and future planning horizons.

Future development will need to be adaptable to current and future risks. Additional mitigation measures could include those typically required under the NFIP, state and local building codes and regulations for construction within a Special Flood Hazard Area (SFHA).

Table 23. Runoff Volumes Contributing to URDP, summarizes the runoff volumes contributing to the URA and used in the alternatives analysis outlined in the 2022 Inundation Study.

Table 23. Runoff Volumes Contributing to URDP

Event	Runoff Volume (Acre – Feet)
10-year	33.9
25-year	45.0
50-year	55.7
100-year	68.4

Runoff volumes were derived from 24-hour rainfall depths and hyetographs were derived from the Northeast Regional Climate Center (NRCC), Atlas of Precipitation Extremes for the Northeastern United States and Southeastern Canada (Cornell Atlas), by Cornell University as described in 2020 Drainage Study.

5.6.1 Base Flood Elevation

The Base Flood Elevation plus 1 foot is the design elevation for AE zones in the flood plain. The Base Flood Elevation plus 2 feet is the design elevation for VE zone in flood zone. The design elevation is used by the Department of Public Works to review any new projects in the floodplain. The design elevation is also used by the Building Department when they issue the Building Permits. Developers should and will be required to comply with the Massachusetts Stormwater Regulations.

5.7 Open Space and Recreation

There are currently no significant open spaces within the URA to serve current and future residents and employees. Public engagement efforts identified resident and stakeholder priorities to achieve a walkable environment with an enhanced public realm, placemaking, and outdoor community activities. As discussed in the Wollaston Design Guidelines, public spaces should promote walkability, enrich urban vitality, and promote civic values. These guidelines include distinct characteristics that should be implemented to create a district identity, streetscape character and connectivity, and public open space. The new space should include a variety of uses and opportunities, including outdoor gathering and dining areas, passive recreation, public art and entertainment areas, and community gathering spaces.

The city has a significant opportunity to expand pedestrian green spaces as new development is contemplated. To obtain a Certificate of Consistency, applicants will be required to include proposed landscaping features, open space, walks, and lighting. These opportunities will be captured in a land disposition agreement or urban renewal covenant between the city and developer.

The WURD document includes estimated costs for public improvements intended to support urban renewal activities. Within the Phase 1 timeframe of the WURD, the city has budgeted $2,000,000 for new pedestrian green spaces and public realm improvements. These improvements are to include new pocket parks or green spaces on public land adjacent to or in close proximity to any new development. These green spaces are to enhance private investment and improve the WURD area in general.

5.8 Traffic and Transportation

5.8.1 Traffic, Transit, Pedestrian and Bicycle Transportation

The MBTA provides Red Line subway service to four stops in Quincy 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.

Within the URA, MassDOT has identified the intersection of Newport Avenue and Beale Street as a high crash location. MassDOT identified two Highway Safety Improvement 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) service 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 Beale Street is an important corridor for cyclists given the Red Line track crossing for cyclists combined with the proximity to Wollaston Station. 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.

MAPC completed a parking study for Wollaston Center 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. 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. It is understood that parking is an important consideration to fostering economic growth and 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.

The city has been in discussion with the MBTA regarding potential locations for stormwater storage and TOD at the Wollaston Station MBTA Parking lot.

5.8.2 Traffic Counts and Trip Generation

Methodology for estimating existing traffic rates and potential future trip generation rates were based on empirical data provided by the Institute of Transportation Engineers (ITE) *Trip*

Generation Manual, 11th Edition (2021). Existing and proposed land use was assigned an ITE Land Use Code (LUC) for trip generation estimation. Most of the land uses fell into several common LUC's including:

- LUC 215 – Single-Family Attached Housing
- LUC 220 – Multifamily Housing (Low-Rise)
- LUC 221 – Multifamily Housing (Mid-Rise)
- LUC 710 – General Office Building
- LUC 820 – Shopping Center (Most retail uses were estimated with this LUC, especially under the proposed conditions where specific retail uses are unknown.)
- LUC 932 – High-Turnover (Sit-Down) Restaurant

Trip generation estimates were summarized using broad land use categories (i.e. retail, residential, office, restaurant, warehouse). To estimate multi-modal trips City of Quincy census data was used, 16% of commuters use public transportation. The trip generation results for the existing and proposed residential and office land uses were reduced by 16% accordingly. An additional 10% reduction was applied to the existing and proposed trip estimates to account for internal capture. This is to account for the trips made between complementary uses coming from within the network. Under the full build conceptual redevelopment of the area is estimated to result in a net addition of 3,641 new vehicle trips. Traffic generation exceeds 3,000 new average daily trips on roadways but is estimated for the parcels identified in the highest conceptual build out and for approximately 17 developments ranging in use, and not for a singular location. See Appendix G for summary tables.

Additionally, traffic counts were recorded on September 6, 2023, for high traffic locations within the URA, including Hancock Street at Wollaston Ave x Elm Street, Newport Ave at Beale Street, Brook Street at Newport Avenue, and Hancock Street at Beach x Beale Street.

Table 24. Traffic Counts for Major URA Intersections

Hancock Street at Wollaston Avenue and Elm Street	
Pedestrians	292
Bicycles	59
Motorized Vehicles	9
Buses	48
Articulated Trucks	19
Single Unit Trucks	393
Traffic Lights	16589
Newport Avenue at Beale Street	
Pedestrians	335
Bicycles	29
Motorized Vehicles	6
Buses	107
Articulated Trucks	20
Single Unit Trucks	396
Traffic Lights	33,980
Brook Street at Newport Avenue	

Pedestrians	1,503
Bicycles	52
Motorized Vehicles	1
Buses	85
Articulated Trucks	17
Single Unit Trucks	279
Traffic Lights	24,881
Hancock Street at Beach & Beale Street	
Pedestrians	591
Bicycles	35
Motorized Vehicles	43
Buses	106
Articulated Trucks	27
Single Unit Trucks	438
Traffic Lights	19,703

Figure 10 Traffic Count Locations Major Intersections

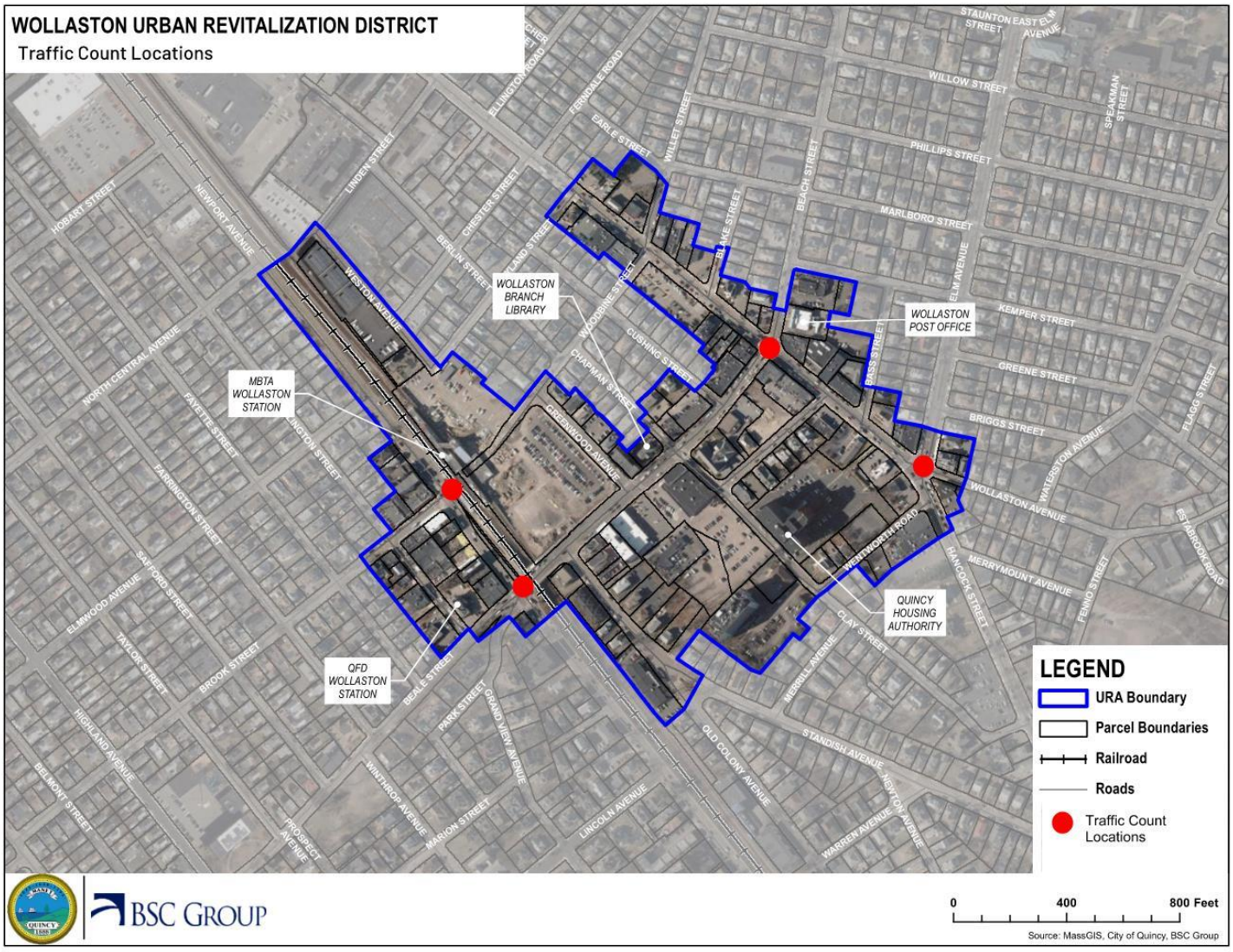
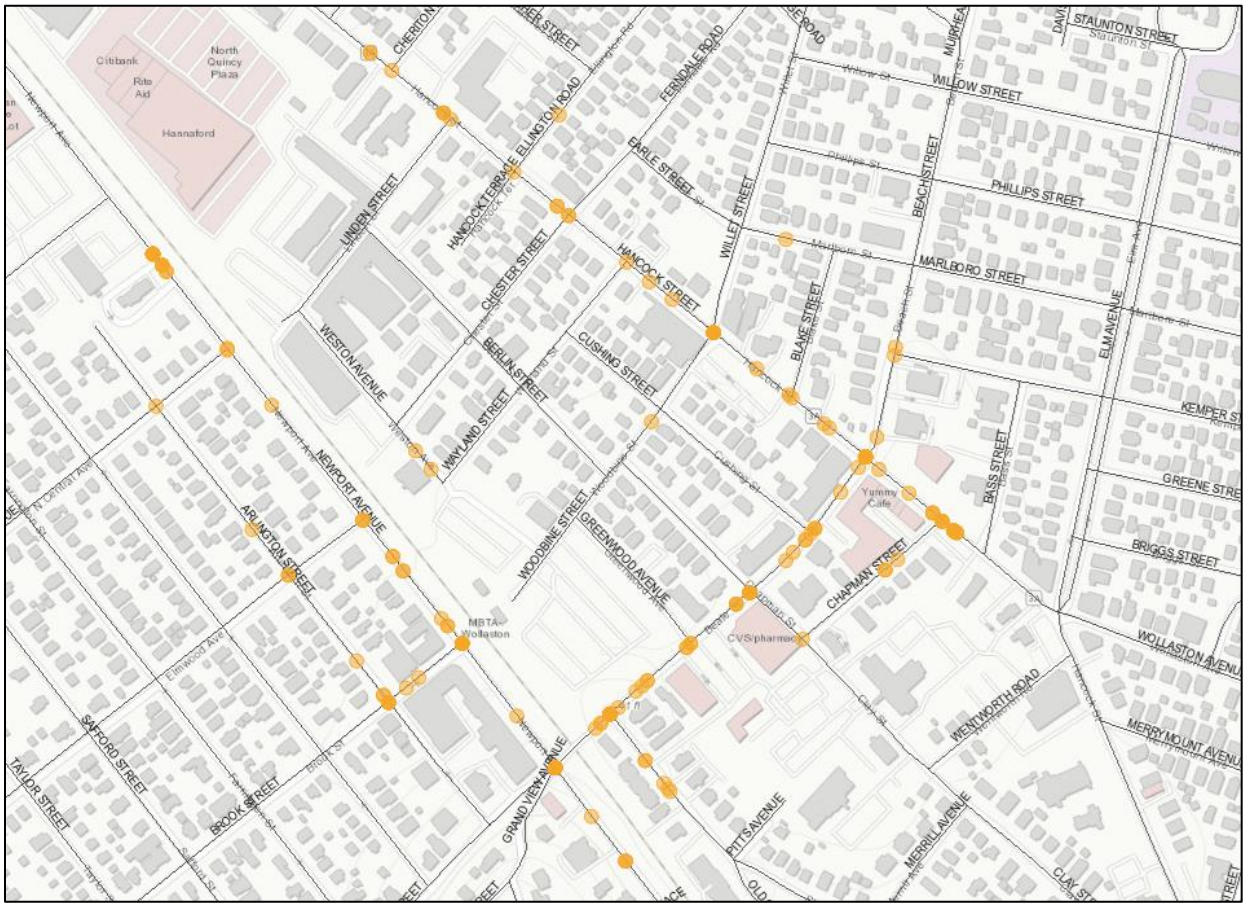


Figure 11. Two Year Crash Count Summary in URA



Source: Utilizing the MassDOT Impact Portal data, it is reported that between September 7, 2021, and September 7, 2023 approximately 203 crashes occurred. A majority are seen along Hancock and Beale Street.

5.8.3 Intersection and Safety Improvements

Since the submission of the EENF, the proponent team and BSC Group have identified additional transportation and operational improvements. The City of Quincy Department of Traffic, Parking, Alarm, and Lighting developed a memorandum outlining future intersection improvements identified in the WURD as priority transportation actions. These are not actions explicitly stated in the WURD Plan, however, actions over time the city hopes to accomplish the outlined actions to better improve the safety and area circulation for vehicles, cyclists, and pedestrians. See Appendix C.

Table 25. Proposed Intersection Improvements

Beale Street at Newport Avenue
The city plans to widen Beale Street to the West of Newport Avenue to allow for the development of a left turn auxiliary lane approaching the intersection, a 5’ wide bike lane in each direction, and a travel lane in each direction. The addition of an emergency signal at the fire

station will improve safety for fire engines entering and exiting the station. The city would like to discontinue the connection of Grandview Avenue to the Beale Street/Newport Avenue intersection to reduce conflict points in the eastbound direction and neighborhood cut through in Wollaston Hill. This improvement would create a pedestrian zone and reduce the crossing distance to the eastbound side of the roadway to better protect pedestrians.

The reallocation of space from the Grandview Avenue connection will provide more green space opportunities and walking connections to the Wollaston Hill neighborhood.

In the westbound direction on the MBTA bridge, the city would like to realign travel lanes to provide a cross section that continues the bike lanes through the intersection with Newport Avenue. In the northbound direction, the stop lane and crossing can be moved north due to the reconstruction of the Grandview Avenue connection, allowing for more space to allocate to the median, which can be expanded to provide pedestrian refuge in that crossing.

Reconstruction of the intersection traffic signal will replace aging infrastructure and provide improved visibility with new placements.

Beale Street at Old Colony Ave

The city will plan for the reallocation of roadway space to expand bicycle lanes in each direction and retain existing parking stalls, travel lanes in each direction. Reconstruction of the pedestrian refuge island can be completed as needed to accommodate realignment of travel lanes.

Beale Street at Greenwood Avenue

The city plans to coordinate with adjacent property owners to consolidate the three curb cuts to the parking lot south of the intersection to a single driveway that would be accessed through the signalized intersection.

The city plans to provide connections through the intersection to continue bike lane use along Beale Street. Additionally, the city will provide curb extensions along the southerly side of Beale Street and northeasterly corner to shorten crossings, reduce pedestrian exposure and increase visibility for pedestrians and motorists.

The city plans to add a new crosswalk connection on the westerly side of the intersection for improved connectivity and continuity in the walking network. Reconstruct traffic signal to replace aging infrastructure and provide improved communication and detection equipment to best monitor the traffic conditions at this location.

Beale Street at Chapman Street

The city will plan for the installation of curb extensions to the northerly side of the intersection adjacent to the one-way section of Chapman Street. Continue bike lanes alone Beale Street either via a sidewalk level treatment or on-street lane based on public feedback.

Beale Street at Hancock Street

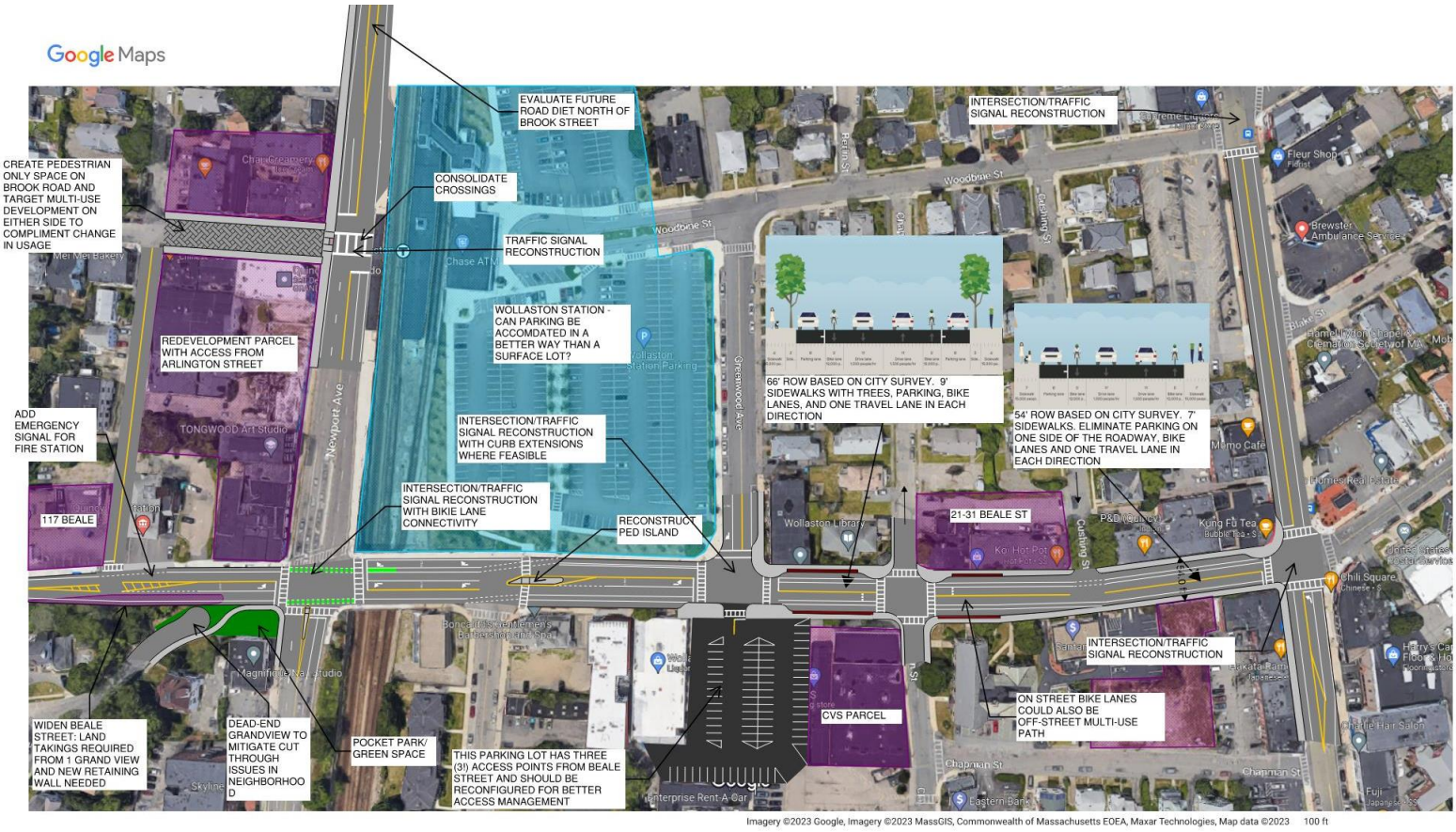
The city will formalize a left turn lane in the northbound direction on Hancock Street to reduce conflicts between left turning and through vehicles.

Extend the curb on the northwesterly corner to shorten adjacent crossings, slow right turning vehicles to Beale Street, reduce pedestrian exposure and improve visibility.

Brook Street at Newport Avenue

The city plans to pursue changes to Brook Street to add speed restrictions or exclude motor vehicles to create a space more inviting to pedestrians and cyclists. This will encourage usage as a primary access point to cross Newport Avenue to Wollaston Station.

Figure 12. Wollaston Traffic Improvements Wish List – City Traffic Engineer



5.8.4 Transportation Demand Management (TDM)

The city planning department will work with developers to monitor vehicle and bicycle parking occupancy in new developments. The traffic department will also continue to invest in signal infrastructure that provides remote connectivity and monitoring as well as ATSPM metrics and continuous multi-nodal count data where mode shift over time can be monitored and evaluated. Through the URP the city is prioritizing development close to the MBTA Wollaston Station.

Additional improvements include streetscape enhancements and wayfinding to improve pedestrian connectivity in Wollaston Center. Public realm and streetscape improvements will create better visibility for pedestrian only routes, encouraging more residents and visitors to walk.

Transit-oriented development and TDM will be encouraged through the updated Design Guidelines. Developers will be encouraged to support alternate modes of transportation and provide accommodations for bike parking facilities. 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. The city supports an overall reduction in surface parking lots by implementing parking structures and shared parking agreements between residential and commercial areas.

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.

5.8.5 Overall Redevelopment Strategy

(As identified in the URP)

The city's overall redevelopment strategy for improving transit options and the general transportation network for the URA includes developing 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.

The plan intends to facilitate connections to leverage proximity to Boston and other local employment centers to attract private developers, business owners, residents, and visitors. TOD measures are a priority, and the URP promotes walking and cycling.

5.8.6 Parking

Dedicated off-street parking is something that has been determined necessary in the URA and has been raised as a concern for residents and businesses. In 2014, MAPC conducted a parking study of Wollaston Center and determines, "if there were to be any new large-scale developments or redevelopments, there may be a need for some additional parking resources." Designated redevelopers will be required to provide a parking demand analysis to the city, who will then work to maximize parking for the benefit of the entire WURD or pursue a more creative approach to adding parking in a way that minimizes surface lots.

Within the URP, the number of parking spaces provided to serve redevelopment in the Project Area are to 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 impact demand for parking, including the amount of existing parking, the availability and functionality of public transportation as well as shared parking between 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. It is acknowledged that any large-scale development or redevelopment can change the parking dynamics of Wollaston Center and would require additional, structured parking.

The specific process by which parking requirements are determined for projects is set forth in the Design Guidelines and is 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 infrastructure 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 a way 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:

Type of Urban Redevelopment Project Use	Number of Parking Spaces/SF (of Gross Floor Area)
Office	2/1000
Medical Office	3/1000
Retail – Anchor	2/1000
Retail – Street	.5/1000
Restaurant	2/1000
Health Club	2.5/1000
College	4/1000
Residential	1/dwelling unit
Hotel	.3/key
Assembly	¼ seats

6.0 Response Mitigation Measures

6.1 WURD Mitigation Measures

Table 26. Summary of Proposed Mitigation Measures

See Table 2. Implementation Timeline that 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).

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. The 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.

Mitigation Measure	Responsibility	Implementation Schedule
Land/Stormwater		
Proposed Stormwater management system, location and alternative to be determined.	Proponent	TBD
Excessive impervious land coverage reduced through green space creation.	Proponent	Immediate
TDM and Traffic		
Streetscape improvements and wayfinding, improve pedestrian connectivity in Wollaston Center.	Proponent	Immediate
Increasing safety for pedestrian and cyclists with the improve crosswalks and visioning for pedestrian only routes.	Proponent	Immediate
TOD and TDM recommended through Design Guidelines	Proponent	Immediate, during development
Reduce impervious surface lots by implementing parking structures and shared parking agreements between residential and commercial areas.	Proponent, Developers	During development
Following public and private sub-surface infrastructure improvements – complete 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.	Proponent	During development

Parking demand analysis to be conducted for developments.	Developers	During development
Maximize shared public parking throughout the WURD.	Proponent	Immediate, during development
Prioritize development close to the MBTA Wollaston Station	Proponent	Immediate
Encourage transit passes for residents included in rent.	Developers	During development
Install bike parking facilities in developments.	Developers	During development
Greenhouse Gas Emissions		
Design Guidelines recommend that new buildings have electric space and water heating for efficiency.	Proponent, Developers	During development
Implement electric vehicle parking minimums required through stretch code	Proponent	During development
TDM recommendations to reduce vehicle emissions	Proponent	Immediate, during development
Recycling of materials during construction.	Developers	During construction
High performance, low energy lighting	Developers	During construction
Low flow fixtures to conserve water	Developers	During development
Light and reflective roofing	Developers	During development
Solar paneling encouraged	Developers	During development
Climate Change / Resiliency		
Landscaping native plants, bioswales, and street trees.	Proponent, Developer	Immediate
Light hardscape materials should be incorporated to combat the urban heat island effect.	Proponent, Developer	During development
Stormwater flood management infrastructure proposed for the Wollaston area.	Proponent	TBD
Recommend open space and outdoor public gathering spaces in new builds.	Proponent, Developer	During development
Utilize greenery, landscaping, and street trees.	Proponent, Developer	During development
Water and Wastewater		
Water efficient fixtures encouraged through Design Guidelines. Low flow / low-consumption plumbing recommended in residential units to reduce water consumption and wastewater flow.	Developer	During development
Drinking water and sanitary wastewater infrastructure improvements will also be provided within the URA to provide increased service to future redevelopment.	Proponent	Immediate
Limiting potable municipal water for irrigation by planting drought resistant landscaping to limit irrigation requirements.	Proponent, Developer	Immediate
Construction Period Mitigation		
Site preparation activities will address existing	Developers	During development

conditions on sites that will be developed.		
Stabilizing parcels after demolition, securing sites, assessment, and management of hazardous materials.	Developers	During construction
Proper signage and barriers, barricades, relocated pedestrian walkways, secure fencing.	Proponent and developers	During construction
Initial site and building assessment to be conducted. Remediation actions will be determined.	Developers	During construction
Where contamination or regulated materials are known or suspected an LSP will be present to ensure MCP procedures are followed.	Developers	During construction
During demolition, all utility services to the structures will be cut and capped within ten feet of the existing building foundations.	Proponent, Developers	During construction
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.	Developers	During construction
Any open excavations will be backfilled with on-site soils or imported clean fill and graded.	Developers	During construction
No idling signs will be placed in construction zones.	Developers	During construction
Compliance with US EPA National Pollutant Discharge Elimination System Construction General Permit Program for Stormwater Discharges. Stormwater Management Pollution Prevention plan will be developed prior to construction.	Developers	During construction
Erosion and sediment control, temporary stabilization, placement of structure to manage stormwater runoff.	Developers	During construction
Periodic watering to minimize excess dust.	Developers	During construction
Catch basin inlet protection.	Developers	During construction
Specified work hours and equipment mufflers to minimize noise and vibration impacts.	Proponent, Developers	During construction
Historic Resources		
Coordinate with MHC as necessary.	Proponent, Developers	Ongoing, during development
Preservation of historic elements through rehabilitation of select buildings, use of tax credits, and reuse of building elements.	Proponent, Developers	Ongoing, during development
Environmental Justice		
Additional green space incorporated into developed will be considered through LDAs or URC. Reduction in overall impervious area.	Proponent	Immediate, during development

Decreased vulnerability to flooding and severe weather: the proposed pump station is a future project that the city will pursue in association with drainage piping improvements to alleviate flooding during storms.	Proponent	TBD
TDM pedestrian and cyclist improvements will improve safety and increase mobility options.	Proponent	Immediate, during development
Design guidelines update will address climate mitigation efforts and EJ benefits	Proponent	Ongoing

The Wollaston Revitalization District is in the process of updating the area Design Guidelines that were previously reviewed by MEPA during the initial EENF review process. These guidelines set broad recommendations for future development and are intended to recommend design principles, goals, and values that help to shape buildings, streets, parks, transportation, sustainability improvements, and other preferred development practices.

Development projects submitted as an Urban Renewal Project within the WURD are to be reviewed by the Planning Board through the Certificate of Consistency (COC) process for consistency with the requirements of the WURD Urban Renewal Plan. This process guarantees that proposals are reviewed for consistency with the intended district vision. Development projects not subject to the COC are still encouraged to use the Design Guidelines as urban design principles. The Design Guidelines were previously approved by the Quincy Planning Board and are currently in the process of being updated and will include MEPA recommendations identified in the EENF Certificate and SEIR scope. After the final MEPA certificate is received additional recommendations will be introduced to the Design Guidelines to embed more resilient criteria into the Design Guidelines which will be presented to the Planning Board for approval.

Throughout the Design Guidelines there is an emphasis on transit-oriented development which highlights the relationship between design, public space, and mobility. Specific parameters are detailed for sidewalks, pedestrian facilities, and crosswalks to describe what the desired design details are for Wollaston and are recommended for developers to consider. Complete Streets standards are expected and should make access to public transportation safe and efficient. Standards for implementing shared parking, parking structures, and sub-surface lots are recommended to reduce surface parking lots. TDM opportunities are identified in the Design Guidelines to help make transit more convenient, prioritize non-vehicular travel, reduce single occupancy vehicles, and install traffic calming tactics. Bike rack installation and storage within residential developments is recommended, as well as Blue Bike partnerships to support alternate modes of travel.

6.1.1 Summary of Changes to be made to the Wollaston Design Guidelines:

Conscious Design:

- Recommendations to Developers who are required to comply with the city's stretch energy code and will be encouraged to ensure new development meets high energy efficiency standards.

- Cool roofs and green roofs, solar mounted panels, and rain gardens should be included to promote natural habitats, greenery, and drainage.

Streetscapes: limit impervious surfaces and incorporate sustainable landscaping.

- The addition of permeable surfaces and pavers to improve natural drainage.

Open Space: increase public access to new open space and outdoor amenities during redevelopment.

- Propose the creation of public spaces for all new development, as feasible.
- Create pedestrian friendly spaces and expanded sidewalk areas to provide additions to the public realm. Incorporate natural plantings and greenery.
- Under new development, encourage the creation of public realm improvements that provide linkages throughout the URA.

Transportation and Parking: Implement transportation demand management to reduce overall area traffic and improve multi-modal connectivity. More flexible parking opportunities and support of alternative modes of transit.

- Reduce automobile dependency and maximize multi-modal options.
- Light color paving to limit heat island.
- Sustainable solutions should be included with parking structures.

Stormwater: New construction to be consistent with MassDEP stormwater management standards. Incorporate nature-based solutions to aid in stormwater management.

- Flood mitigation design standards and flood resistant building materials.
- Add green infrastructure for stormwater management where possible.
- As stated in the URP, the city will use site plan review processes to minimize impervious surface on any proposed development within the Project Area.

Energy: Ensure developers meet high energy efficiency standards.

- Passivehouse building standards and sustainable design through green roofs and building materials.
- Electrification recommendations, and improved energy ratings for retrofits or building reuse.
- Encouraging developers to provide the energy infrastructure for future EV charging expansion.
- Energy conservation during construction and proper disposal of materials.

Construction Activities and Site Contamination:

- Site analysis should be conducted, and a plan produced to identify existing conditions and a plan for remediation.
- Meet Tier 4 Standards, low emissions construction equipment and engines.

Climate Resilience and EJ: Initiate new public protocol to communicate development plans with EJ populations.

- Development should align with MA Decarbonization goals and the Commonwealth's Sustainable Development Principles.

A copy of the updated draft Design Guidelines can be found in Appendix F.

7.0 – Draft Section 61 Findings

MEPA requires state agencies to make findings on environmental damage and mitigation measures before issuing a state permit for a project requiring an EIR (301 CMR 11.07). The MEPA regulations at 301 CMR 11.07(6)(k) require that the SEIR contain the proposed Section 61 Findings. "Damage to environment shall mean any destruction, damage or impairment, actual or probable, to any of the natural resources of the Commonwealth."

Potential impacts associated with the WURD project have been described and quantified as possible in the EENF dated February 2023, and updated in this SEIR based on a conceptual full build out. The project is not expected to result in disproportionate adverse effects or create additional burden or risk of climate change impacts on EJ populations.

Table 27. Permits Anticipated/Required for Project Implementation (Section 61), identifies possible permits that may be required for approval of projects within the Urban Renewal Area. Some of these permits may not be required unless certain conditions are present, or thresholds are exceeded.

Table 27. Permits Anticipated/Required for Project Implementation (Section 61)

Applicable Agency/Commission	Potential Approvals
Massachusetts DHCD	If an Urban Renewal project, approval will be needed as per M.G.L.c. 121B and 760 CMR 12.00
Executive Office of Energy and Environmental Affairs - Environmental Justice	MEPA Certificate of Compliance
US EPA	National Pollutant Discharge Elimination System
	Construction General Permit
	Activities/Stormwater Pollution Prevention Plan
MassDEP	Phase I and Potentially Phase II Environmental Site Assessment
Quincy Planning Board	Site Plan Approval, Zoning Relief

7.1 Proposed Section 61 Findings

DRAFT FINDINGS PURSUANT TO M.G.L. CHAPTER 30, SECTION 61

Project Name: Wollaston Urban Revitalization District (WURD) Plan

Project Location: The Urban Revitalization Area is located in the Wollaston neighborhood, consisting of 118 parcels containing 108 structures within a total land area of 51.7 acres. The boundary surrounds the core commercial corridor within Wollaston Center, primarily Beale Street, Hancock Street, and Newport Avenue.

Project Proponent: The City of Quincy, Department of Planning and Community Development

EEA Number: 16670

Date Noticed in Monitor: 5/22/24

Intent of These Section 61 Findings: MEPA regulations 301 CMR 11.12(5) stipulate that in "accordance with M.G.L. c. 30, §61, any Agency that takes Agency Action on a project for which the Secretary required an EIR shall determine whether the Project is likely, directly or indirectly, to cause any damage to the environment and make a finding describing the damage to the environment and confirming that all practicable measures have been taken to avoid or minimize the damage to the environment." Section 61 Findings are incorporated into the conditions or restrictions to the relevant permit or authorization. The following proposed Section 61 Fundings have been prepared by the Project Proponent and are intended to assist the state permit-issuing agency in fulfilling its obligations in accordance with M.G.L. c. 30, §61.

Project Description: The Wollaston Urban Revitalization District (WURD) is an urban renewal plan initiated by the City of Quincy Department of Planning and Community Development. The Project area is approximately 50.75 areas and is comprised of 115 parcels which contain 106 structures. The urban revitalization plan identifies strategic actions to facilitate overall redevelopment of the area in accordance with M.G.L.c. 121B. The primary goals of the plan are to create opportunities for transit-oriented mixed-use development; attract small businesses; develop housing for all ages and income levels; weave sustainability, accessibility, and green infrastructure into development and transportation improvements; and achieve a walkable environment for placemaking. Proposed public actions are:

- Increased mixed-use development to revitalize Wollaston Center.
- Increased ground floor utilization of buildings that serve the public.
- Direct new development to areas that are accessible by public transit.
- Increase multifamily housing inventory and affordable housing.
- Establish versatility to accommodate multiple uses in the area.

Development opportunities have been identified to guide redevelopment, however, the WURD Plan does not propose specific development projects because it is a long-term conceptual plan.

MEPA History: An Expanded Environmental Notification Form (EENF) requesting a scope for a Single EIR was submitted February 15, 2023, and was published in the Environmental Monitor on February 24. The Certificate from the Secretary of Energy and Environmental Affairs (EEA) was issued on April 3, 2023, issuing a Single EIR. Pursuant to *M.G.L. c. 30 §61- §62A-I*, of the

Massachusetts Environmental Policy Act ("MEPA") and its implementing regulations at 301 CMR 11.00, the Proponent (the City of Quincy) has prepared and submitted this SEIR to the MEPA office. The Project is subject to MEPA review as it requires one or more state permits and exceeds the following thresholds:

> The URP is subject to MEPA review because it required Agency Action and exceeded an ENF review threshold pursuant to 301 CMR 11.03(1)(b)(7) for approval in accordance with M.G.L c. 121B of a new Urban Renewal Plan. This project requires the preparation of an EIR pursuant to 301 CMR 11.06(7)(b) because the project is within a Designated Geographic Area (DCA), 1-mile of an Environmental Justice (EJ) Community.

Additionally, to implement urban renewal actions within the urban revitalization district the proposed project requires state permits from MassDEP.

Impacts and Mitigation

The project does not anticipate causing any environmental impacts that would harm the local environment or cause negative impacts to residents and EJ populations. The URP aims to create more benefits than detriments to the City of Quincy and Wollaston area. It is expected that initial environmental and public health impacts may occur from construction related activities that are pursued on individual parcels. This is expected to include particulate matter, air quality, and noise. Construction period mitigation measures will be utilized during construction.

Water and Wastewater

The proposed redevelopment project is estimated to generate 318,100 gallons per day (GPD) of wastewater flow under full build conceptual development. This represents a net increase of 188,758 gpd over the existing wastewater generation from the existing uses within the project area. The full build concept is a planning exercise intended to identify the full extent of development in the WURD and the most extensive impacts that could result.

The City currently has established a Sewerage Rehabilitation Fund in which new developments are required to contribute 1% of the estimated construction cost as part of their building permit application fee (Quincy Municipal Code Chapter 270.) The City utilizes this fund to investigate, rehabilitate and repair aging sewer infrastructure in order to remove I/I from the system. The City also reviews each development during the planning phase and will request, from the developer, sewer and drainage improvements outside of the project area, as applicable. The City is also committed to spending $8M annually in sewer repairs throughout the City, but with an emphasis on coastal areas in Quincy, inherently removing I/I from the city's system. The City is also contracted with Tetra Tech to perform City wide sewer investigations as part of their consent decree mandated Sanitary Sewer Evaluation Survey (SSES), which will be completed in 2025.

Development and proposed density will likely result in an increase in greenhouse gas production due to additional residential, commercial, and vehicle presence.

Stormwater and Climate Resilience

Within the URA, the city is planning to pursue a stormwater solution that includes removal of Infiltration/Inflow (I/I) as part of infrastructure improvements. The next step in implementation is to advance conceptual design of 3.0 MG of flood storage within the URA, including an evaluation of whether sufficient land is available or if additional land must be acquired or access negotiated with abutting landowners. Access to an area of approximately 2 acres would be required to construct sufficient storage volume to achieve the flood reductions associated with Alternative 5, and access to an area of approximately 1 acre would be required to construct sufficient storage and a pump station to achieve the flood reductions associated with alternative 6. Stormwater best management practices will be implemented to the extent practicable to comply with MassDEP stormwater management guidelines.

Traffic and Mobility

Traffic generation is estimated to see an increase of 3,641 new vehicle trips for the project area. Not all of these trips will be new to the roadway network as there are several existing land uses around the URA that generate traffic, some of which will be removed, or transition uses as part of future development. Not all area traffic is expected to be vehicular trips.

The city's overall redevelopment strategy for improving transit options and the general transportation network for the URA includes developing 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.

The city intends to improve local and regional connectivity, leveraging proximity to Boston and other local employment centers to attract private developers, business owners, residents, and visitors.

Intersection Improvements identified by the City of Quincy are Beale Street at Newport Avenue, Beale Street at Old Colony Avenue, Beale Street at Greenwood Avenue, Beale Street at Chapman Street, Beale Street at Hancock Street, and Brook Street at Newport Avenue. The city planning department will work with developers to monitor vehicle and bicycle parking occupancy in new development. The traffic department will also continue to invest in signal infrastructure that provides remote connectivity and monitoring as well as ATSPM metrics and continuous multi-nodal count data where mode shift over time can be monitored and evaluated.

Pedestrian and Bicycle Facility Improvements

- The Wollaston Design Guidelines update will encourage developers to incorporate TOD;
- Provide bicycle racks on site;
- Provide bicycles and equipment for residents and employees ;
- Implement bicycle share program ;
- Reconstruct sidewalks and connectivity to improve pedestrian access;
- Provide preferential parking for rideshare and carpool ;
- Provide charging stations for electric vehicles;
- Create bicycle and pedestrian route map;
- Pursue pedestrian only roads;
- Sidewalk and crosswalk improvements.

Environmental Justice Commitments

The city is committed to making improvements that will benefit the Wollaston area and the greater city of Quincy community. This will be accomplished by providing streetscape and mobility improvements. Incorporating greenery, creating green space, and encouraging tree planting will help to reduce urban heat island and provide public spaces and areas of respite. The city is recommending nature-based solutions through the area Design Guidelines and is actively pursuing stormwater solutions to be resilient against future climate conditions. As a Green Community the city is committed to energy efficiency, engaging in green building practices, and implementing clean energy projects.

[Agency Name] finds that the environmental impacts resulting from construction of the proposed project are those impacts described in this Single Environmental Impact Report, and that with the implementation of the mitigation measures described above, practicable means will have been taken to avoid or minimize adverse environmental impacts subject to **[agency]** authority.

AGENCY_____

BY_____ DATE_____

8.0 – Response to Specific Components of EIR Scope and Response Letters

8.1 Project Description and Permitting:

Comment 1: Provide a description of all project activities in the URA and identify any changes to the URP since the filing of the EENF.

Response 1: The Wollaston Urban Revitalization District Plan is an Urban Renewal Plan that is comprised of approximately 50.75 acres of the City of Quincy, containing 115 parcels and 106 structures. The plan identifies strategic action to facilitate overall redevelopment of the area in accordance with M.G.L.c. 121B. The goal of the plan is to create opportunities for transit-oriented development, mixed-uses, and housing diversity.

Changes since filing the EENF:

- Design Guidelines are currently in the process of being updated and adopted to include considerations for Transit Oriented Development, climate resilient design, and recommendations for developers.
- The conceptual build-out for the URA has been amended to consider the potential full-build opportunities in the area.

Comment 2: Identify and describe State, federal and local permitting and review requirements associated with the URP and provide an update on the status of each of these pending actions.

Response 2: As presented in the EENF, URP actions may potentially require the following permits in the future:

- MA DHCD Conditional Approval (granted)
- MEPA Certificate of Compliance
- US EPA NPDES Construction General Permit
- US EPA SWPPP
- Special permit/Major Site Plan Review - Quincy Planning Board and Zoning Board of Appeals Review
- Building Perming – Quincy Inspectional Services Department
- MassDEP Phase I and possible Phase II Environmental Site Assessment
- Stormwater Management Permit
- Conservation Committee

See section 2 for more information on permitting and review requirements, as well as the local redevelopment approval process.

Comment 3: It should include detailed site plans for existing and post-development conditions at a legible scale.

Response 3: Please see Appendix C for proposed site plans that have been included in the conceptual build out.

Comment 4: Report on ways that the Design Guidelines and the terms of any LDA or URC could be strengthened to support the Commonwealth's decarbonization and climate resiliency goals. Describe how these mechanisms will contain measures to avoid or minimize environmental impacts to the maximum extent practicable and to maximize opportunities to require sustainable development that considers future climate change effects and minimizes impacts on EJ populations.

Response 4: The Wollaston Revitalization District has adopted a set a of Design Guidelines that were previously reviewed by MEPA during the initial EENF review process. These guidelines set broad recommendations for future development and are intended to recommend design principles, goals, and values that help to shape buildings, streets parks, transportation, and other character defining elements. The City is a Green Community and is participating in the Stretch Code requirements, not opting in to the Net Zero Specialized Code at this time. The new code includes additional requirements to the Base Energy Code. All new construction within the URA will be required to meet these requirements. Specific requirements will be detailed in the Design Guidelines update.

Development projects submitted as an Urban Renewal Project within the WURD are to be reviewed by the Planning Board through the Certificate of Consistency (COC) process for consistency with the requirements of the WURD Urban Renewal Plan. This process guarantees that proposals are reviewed for consistency with the intended district vision. Development projects not subject to the COC are still encouraged to use the Design Guidelines as urban design principles. The Design Guidelines were previously approved by the Quincy Planning Board and are currently in the process of being updated to comply with MEPA recommendations identified in the EENF Certificate and SEIR scope. After the final MEPA certificate is received additional recommendations will be introduced to the Design Guidelines to embed more resilient criteria into the Design Guidelines which will be presented to the Planning Board for approval.

See Section 8 for a summary of Design Guidelines changes being implemented.

8.2 Alternatives Analysis:

Comment 5: Supplement this information to disclose the full extent of potential impacts associated with future development that will be enabled by the URP. Include plans which depict the locations of conceptual development withing the URA and identify areas which are not anticipated to be redeveloped as part of the URP.

Response 5: An initial build-out was completed for the URP and EENF submission. This identified 2 parcels for redevelopment and a potential future location for a pumpstation or stormwater collection system. A full build-out exercise was completed by the city and identifies parcels with development approved by the planning board and additional parcels proposed for redevelopment or can potentially be developed in the future.

Comment 6: Describe a public involvement plan that the project intends to follow for EJ populations within the DGA for the remainder of the MEPA review process, and the Proponent should consider holding a public meeting to provide additional details of the URP prior to filing the Single EIR.

Response 6: A robust public engagement process occurred while drafting the URP and prior to filing the EENF, in accordance with MEPA protocol. See Section 5 for a summary of the public process and description of efforts. The City of Quincy is actively working to schedule a public meeting prior to the filing of the SEIR with the intention of holding the meeting prior to the EIR comment due date to allow for feedback. Copies of the SEIR will be accessible on the Planning and Community Development (PCD) Website as well as hard copies at the PCD office and public library. The City is working to develop an EJ protocol which will develop a city-wide standard for meaningfully engaging EJ populations an utilize translation services.

Comment 7: The Single EIR, or a summary thereof, should be distributed to the EJ Reference List that was used to provide notice of the EENF, and the Proponent should obtain an updated list from the MEPA Office to ensure that outdated contacts are removed. The Proponent should continue to provide translation services in Chinese (Cantonese and Mandarin) as part of future outreach. Any meeting notices should be translated into both languages, and oral interpretation services should be offered.

Response 7: The City of Quincy has a working relationship with numerous translation services and has continued to utilize their services throughout the MEPA process to translate important information and meeting notices into Mandarin and Cantonese. The SEIR will be distributed to the EJ Distribution list provided by the MEPA office and expanded upon by the City of Quincy. Electronic copies will be shared with the MEPA office and every individual and agency who commented on the initial EENF filing. Project updates and meeting related to the Wollaston project area and future development notices will be translated and posted by the City to inform residents of activities.

Comment 8: the Single EIR should specifically assess whether the planned stormwater improvements will alleviate flooding risks for the surrounding EJ populations, and if so, by how much. Consistent with the Climate Change Scope, the Single EIR should assess the efficacy of the improvements to the stormwater system under future climate conditions.

The URA is located within 1 mile of EJ populations and contains EJ criteria characterized as Minority; Minority and English Isolation; Minority and Income; and Minority, Income, and English Isolation. The URA is prone to flooding during minor events, including greater than 6 inches of flood depth during a 10-year return period design storm. Flooding can reach approximately 4-feet in depth at the peak of the 25-year return period storm. Eight mitigation alternatives have been presented to the city and were evaluated using the 25-year return period coupled with the 25-year return tidal surge event. The proposed storm drain infrastructure improvements are focused at reducing the frequency, duration, and extent of flooding resulting from rainfall events providing the benefits for the residents and businesses within the URA. Results for each alternative can be read in section 5.5.

Peak flood depth reduction for alternatives 5 and 6 are detailed in the table below. Results of more extreme analysis indicate that Alternative 6 is the most resilient alternative, providing a greater level or of protection than Alternative 5 for the 25 and 50-year return period events, with a more similar performance to Alternative 5 for the 10 and 100-year return period events.

Peak Flood Depth (ft) within URA (Reduction)

Scenarios	Base Scenario	Alternative 5	Alternative 6
10-year precipitation; 10-year tide	4.9	0.8 (4.1)	0.9 (4.0)
25-year precipitation; 25-year tide	5.4	2.7 (2.7)	1.1 (4.3)
50-year precipitation; 50-year tide	5.8	4.6 (1.2)	3.1 (2.7)
100-year precipitation; 100-year tide	6.2	5.2 (1.0)	4.5 (1.7)
25-year precipitation; 1-year tide	5.3	2.5 (2.8)	1.1 (4.2)

Comment 9: The Single EIR should describe how the Design Guidelines may be revised or updated to avoid and minimize impacts to EJ populations including any provisions for requiring community benefits as part of future development projects.

The Wollaston Urban Revitalization District (WURD) Design Guidelines are being updated to add additional sustainable development recommendations as well as actions to minimize or eliminate impacts to EJ populations and encourage design elements and physical features to benefit the surrounding neighborhood. A Draft of the updated WURD Design Guidelines will be sent to the Quincy Planning Board in 2024 for review and approval.

In addition to the Design Guidelines, the following activities and uses require site plan review by the Planning Board:

- "All multifamily or apartment development in any zoning district which results in a dwelling with three or more dwelling units
- All construction of a new nonresidential structure or expansion of an existing nonresidential structure which results in a total of more than 5,000 gross SF and less than 9,999 gross SF
- Construction or expansion of a parking lot which results in a total of more than 10 spaces for a municipal, institutional, commercial, industrial, or multifamily structure or purpose.
- Any new structure or alteration of an existing structure or change of use in any structure for an entity claiming exemption under MGL c. 40A, § 3; provided, however, that site plan review shall not be applicable to any municipally owned or operated preschool, elementary school, middle school, or high school. Site plan review shall be limited in such circumstances to the imposition of reasonable regulations concerning the bulk and height of structures and determining yard sizes, lot area, setbacks, open space, parking and building coverage requirements.
- Wind facilities that do not exceed 250 feet in height as set forth in Section 6.7 herein.
- Commercial storage of boats, unenclosed."

During site plan review developers will be encouraged through the updated Design Guidelines to create new spaces that will provide a greater community benefit. These spaces should

include a variety of uses and opportunities, including outdoor gathering and dining areas, passive recreation, public art and entertainment areas, and community gathering spaces. The planning board may impose reasonable conditions at the expense of the applicant, including requirements identified in Quincy Zoning Section 9.5.5 and 9.5.6:

"Any new building construction or other site alteration shall provide adequate access to each structure for fire and service equipment and adequate provision for utilities and stormwater drainage consistent with the functional requirements of the Planning Board's Subdivision Rules and Regulations and/or the Quincy Stormwater Ordinance.[2] New building construction or other site alteration shall be designed in the site plan, after considering the qualities of the specific location, the proposed land use, the design of building form, grading, egress points, and other aspects of the development, so as to:

- Minimize the volume of cut and fill, the number of removed trees six inches caliper or larger, the length of removed stone walls, the area of wetland vegetation displaced, the extent of stormwater flow increases from the site, soil erosion, and threat of air and water pollution.
- Maximize pedestrian and vehicular safety both on the site and egressing from it.
- Minimize obstruction of scenic views from publicly accessible locations.
- Minimize visual intrusion by controlling the visibility of parking, storage, or other outdoor service areas viewed from public ways or premises residentially used or zoned.
- Minimize glare from headlights and lighting intrusion.
- Minimize unreasonable departure from the character, materials, and scale of buildings in the vicinity, as viewed from public ways and places; minimize interference with architectural details in the placement or installation of fixtures, including signs; maximize orientation of the main facade of buildings to the street providing frontage.
- Minimize contamination of groundwater from on-site wastewater disposal systems or operations on the premises involving the use, storage, handling, or containment of hazardous substances.
- Ensure compliance with the provisions of this chapter, including parking and landscaping."

Comment 10: Discuss whether mandatory TDM or other traffic reduction measures, as well as climate resiliency measures such as stormwater improvements and building elevations that consider future climate change, will be incorporated into Design Guidelines and/or terms of future LDAs or URCs to mitigate climate risks for EJ populations.

Response 10: The updated Wollaston Design Guidelines discuss that the social, economic, and ecological health are an essential part of a commitment to the lasting success of Quincy. Strategies identified in the Sustainability section include preserving healthy, non-invasive, existing vegetation; preserve and restore wetlands; plant native vegetation; work with existing natural landscape conditions, hydrology and soils when designing; reduce, minimize, and disconnect impervious surface; manage stormwater runoff; and maximize open space.

Relative to water management, the Design Guidelines recommend the following strategies:

- Erosion and sedimentation control to reduce sediment runoff and maintain water quality.
- Stormwater management through the use of green or blue roofs and stormwater systems like bioswales and bioretention areas.

- Sustainable landscaping of native plants that do not require supplemental irrigation.

To reduce heat island impacts, the WURD Design Guidelines identify providing street trees and additional landscape planting as a priority., and additional landscaping should be implemented wherever possible and include trees, shrubs, groundcover, and grasses.

To a reasonable extent, future developers are recommended through the Design Guidelines to include green space in their concepts and will not contribute excessive impervious area to Wollaston. Furthermore, for any project undertaken as a WURD Urban Renewal Project, the City and planning board will look to limit any increase in impervious area. Since an Urban Renewal Project will most likely require an LDA or URC between the developer and City, the City will be able to review any net increase imperious areas and require measures to mitigate any increased flow as part of those agreements.

The WURD also proposes that any Urban Renewal Project must include the addition of street-level open space that is accessible to the public. The open space is to include pervious elements as well as hardscape which may be needed for safe, stable pedestrian movement and gathering.

For non-Urban Renewal Projects, the City permitting entity, which will most likely be the Planning Board, will strongly encourage the incorporation of all Design Guideline recommendations into the design of a new development.

The city planning department and traffic engineers will work with developers to monitor vehicle and bicycle parking occupancy in new development. The traffic department will also continue to invest in signal infrastructure that provides remote connectivity and monitoring as well as ATSPM metrics and continuous multi-nodal count data where mode shift over time can be monitored and evaluated.

Refer to 6.1 WURD Mitigation Measures for additional details.

Comment 11: Report on any assumed mode share splits that will be incorporated into any traffic studies conducted for future projects, and report on the maximum adjusted vehicular trips that are estimated to result from full buildout of the URA after accounting for mode share splits.

Trip generation estimates were summarized using broad land use categories (i.e. retail, residential, office, restaurant, warehouse). To estimate multi-modal trips City of Quincy census data was used, 16% of commuters use public transportation. The trip generation results for the existing and proposed residential and office land uses were reduced by 16% accordingly. An additional 10% reduction was applied to the existing and proposed trip estimates to account for internal capture. This is to account for the trips made between complementary uses coming from within the network. See Section 5 for more information about transportation generation estimates. Traffic studies submitted for review may have differing methodology on mode splits.

The URA is location within a 5-minute and 10-minute walking radius from the Wollaston MBTA Station.

8.3 Land Alteration and Stormwater:

Comment 12: Confirm that future redevelopment projects will not create impervious area as indicated in EENF Summary of Project Size & Environmental Impacts table. It should clarify the mechanism that will ensure that additional impervious area will be avoided as part of future development in the URA.

Response 12: The City does allow the increase of impervious area, so long as the developer provides measures to mitigate the increased flow. Future development will be encouraged to limit the amount of paved and impervious surfaces along the public right-of-way by incorporating landscape planters and porous pavements. The creation of green space will be encouraged through the redevelopment approval process.

Most of the publicly owned right-of-way along the streets within the Project Area are paved for use as roadways and sidewalks. As the City undertakes projects within their ROW, they will make efforts to reduce the amount of impervious area by adding tree pits, planters, and pocket parks.

Since an Urban Renewal Project will most likely require an LDA or URC between the developer and City, the City will be able to include requirements to limit any increase in imperious areas as part of those agreements or to provide mitigation solutions.

Comment 13: The Single EIR should describe if the immediate public actions by the City will specifically include creation of open space, and how the City will seek to facilitate the creation of new open space and tree cover through its URA Design Guidelines. The City should discuss whether any measures will be made mandatory through the use of LDAs and URCs.

Response 13: The city has a significant opportunity to expand pedestrian green spaces as new development is contemplated. No immediate public actions are anticipated, public actions will be undertaken in association with an urban renewal project or other private investment. The WURD document includes estimated costs for public improvements intended to support urban renewal activities. Within the Phase 1 timeframe of the WURD, the city has budgeted $2,000,000 for new pedestrian green spaces and public realm improvements. These improvements are to include new pocket parks or green spaces on public land adjacent to or in close proximity to any new development. These green spaces are to enhance private investment and improve the WURD area in general.

To obtain a certificate of consistency, applicants will be required to include proposed landscaping features, open space, walks, and lighting. These opportunities will be captured in a land disposition agreement or urban renewal covenant between the city and developer.

Comment 14: As discussed below, the City should assess the proposed stormwater improvements in light of future climate conditions and discuss what if any additional actions will need to be taken by future developers to fully mitigate existing flooding conditions associated with undersized drainage systems.

The city will work with private developers that come forward to develop watershed-based design solutions for next generation stormwater management. As detailed in the 2022 Inundation Report, the City is still in the process of determining a Stormwater Management Solution.

Developers should and will be required to comply with the Massachusetts Stormwater Regulations.

Transportation:

Comment 15: The Proponent should continue communication with MassDOT and MBTA to coordinate development within the area of the Wollaston MBTA Station.

Response 15: The City has been in communication with the MBTA about additional improvement to the immediate area surrounding the Wollaston station and potential development of the parking lot. A meeting occurred in August of 2023 with the MBTA to review the SEIR filing and to discuss potential stormwater collection options. City transportation and traffic engineers work collaboratively with MassDOT. See 5.8 Traffic and Transportation for more information on proposed improvements.

Comment 16: As outlined in MassDOT comments, the Single EIR should identify potential improvements to address observed safety issues in the areas of Newport Avenue/Beale Street and the broader Hancock Street/Beale Street corridor within the URA. Confirm that these improvements will be incorporated into the planned infrastructure improvements included in the URP.

Response 16: Numerous improvements are outlined in the URP to create better connectivity and circulation for pedestrians, vehicles, and bikes to help encourage more people to walk and bike, access businesses in Wollaston Center, and the MBTA Station. Enhancements to Beale and Newport Avenue will create a sense of arrival and unification for the area. There are immediate actions that are proposed in the URP including:

- 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.
- Traffic calming measures will be implemented and the intersection geometry and operations at Beale Street and Newport Avenue
- 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.

Since the submission of the EENF, the proponent team and BSC Group have identified additional transportation and operational improvements. The City of Quincy Department of Traffic, Parking, Alarm, and Lighting developed a memorandum outlining future intersection improvements identified in the WURD as priority transportation actions. These are not actions directly stated in the WURD Plan, however, over time the city and the traffic department hopes to accomplish the outlined actions to better improve the safety and area circulation for vehicles, cyclists, and pedestrians. See Appendix C to view the Memorandum.

Proposed intersection improvements include the following:

Beale Street at Newport Avenue

- The city plans to widen Beale Street to the West of Newport Avenue to allow for the development of a left turn auxiliary lane approaching the intersection, a 5' wide bike lane in each direction, and a travel lane in each direction. The addition of an emergency signal at the fire station will improve safety for fire engines entering and exiting the station. The city would like to discontinue the connection of Grandview Avenue to the Beale Street/Newport Avenue intersection to reduce conflict points in the eastbound direction and neighborhood cut through in Wollaston Hill. This improvement would also reduce the crossing distance to the eastbound side of the roadway to better protect pedestrians.
- The reallocation of space from the Grandview Avenue connection will provide more green space opportunities and walking connections to the Wollaston Hill neighborhood.
- In the westbound direction on the MBTA bridge, the city would like to realign travel lanes to provide a cross section that continues the bike lanes through the intersection with Newport Avenue. In the northbound direction, the stop lane and crossing can be moved north due to the reconstruction of the Grandview Avenue connection, allowing for more space to allocate to the median, which can be expanded to provide pedestrian refuge in that crossing.
- Reconstruction of the intersection traffic signal will replace aging infrastructure and provide improved visibility with new placements.

Beale Street at Old Colony Ave

- The reallocation of roadway space can be used to continue bicycle lanes in each direction and retain existing parking stall, travel lanes in each direction. Reconstruction of the pedestrian refuge island can be completed as needed to accommodate realignment of travel lanes.

Beale Street at Greenwood Avenue

- Coordinate with adjacent property owners to consolidate the three curb cuts to the parking lot south of the intersection to a single driveway that would be accessed through the signalized intersection. Provide connections through the intersection to continue bike lane use along Beale Street. Provide curb extensions along the southerly side of Beale Street and northeasterly corner to shorten crossings, reduce pedestrian exposure and increase visibility of pedestrians and motorists. Add a new crosswalk connection on westerly side of the intersection for improved connectivity and continuity in the walking network. Reconstruct traffic signal to replace aging infrastructure and provide improved communication and detection equipment to best monitor the traffic conditions at this location.

Beale Street at Chapman Street

- Installation of curb extensions to the northerly side of the intersection adjacent to the one-way section of Chapman Street. Continue bike lanes alone Beale Street either via a sidewalk level treatment or on-street lane based on public feedback.

Beale Street at Hancock Street

- Formalize a left turn lane in the northbound direction on Hancock Street to reduce conflicts between left turning and through vehicles. Extend curb on northwesterly corner to shorten adjacent crossings, slow right turning vehicles to Beale Street, reduce pedestrian exposure and improve visibility.

Brook Street at Newport Avenue

- Change usage of Brook Street to a slow street or exclude motor vehicles to create a space inviting to pedestrian and bicycle activity and encourage usage as primary access point to cross Newport Avenue to Wollaston Station.

See section 5.8.3 Intersection and Safety Improvements for additional details.

Comment 17: Provide updated estimates for trip generation and number of parking spaces based on a more comprehensive conceptual buildout of the URA. Indicate whether a certain mode share percentage would apply for this locality based on the proximity to public transit and availability of pedestrian/bicycle accommodations, and if so, indicate how such an assumed percentage would be calculated.

	Existing	Proposed	Net New
Unadjusted vehicle trips per day*	3,832	8,549	4,717
Adjusted vehicle trips per day*	3,386	7,026	3,641
Parking spaces	~600	1,666	1,066

See Section 1 and Section 5 for the trip generation estimates methodology and parking space estimates based on a more robust conceptual build out.

Comment 18: Describe how the URP will maximize these pedestrian-only streets and indicate how they may be provided to enhance additional opportunities for open space. It should continue to evaluate the enhancement of pedestrian and bicycle accommodations throughout the URA.

Comment 18: The URP proposes improved wayfinding, circulation, and pedestrian connectivity within the URA and to key destinations, such as Wollaston Station, recreational and historical amenities, and open spaces and public plazas. A proposed improvement reflected in the conceptual develop plan is transforming a portion of Brook Street to pedestrian and bike only use which will improve safe access to Wollaston Station.

Improving connectivity to Wollaston Station and adding additional pedestrian safety measures and improved facilities on Beale Street and Newport Avenue.

Comment 19: Evaluate opportunities to improve and encourage transit use and reduce parking in new developments and discuss how the Design Guidelines might be updated to

identify targets for parking reduction. Describe the TDM measures that will be required of future developers through an LDA/URC and describe how the Proponent will seek to ensure that those measures are actually implemented through future developers including through traffic monitoring.

Comment 19: The existing Design Guidelines discuss an emphasis on pursuing development that is in proximity to transit locations, improve traffic access and circulation, and promote wayfinding to transit stations and associated parking. It is an ongoing challenge for the city to reduce parking in an urban core that remains heavily car dependent. Regarding parking, the guidelines discuss the goal of reducing the need for new parking facilities and pursuing high-efficiency parking strategies and shared parking areas. Preferred district parking solutions are provided.

Developers are encouraged through the Design Guidelines to incentivize alternative modes of transportation and to provide adequate bike parking storage. Guidelines will encourage developers to reduce parking below the minimum requirement, within reason.

Standards for implementing shared parking, parking structures, and sub-surface lots are recommended to reduce surface parking lots. TDM opportunities are identified in the Design Guidelines to help make transit more convenient, prioritize non-vehicular travel, reduce single occupancy vehicles, and install traffic calming tactics. Bike rack installation and storage within residential developments is recommended, as well as Blue Bike partnerships to support alternate modes of travel.

Updated TDM methods are provided in the draft update of the guidelines, including:

- Property owners should provide tenants an option to lease or purchase building space without the inclusion of off-street parking contributing to overall cost. Parking should be leased or purchased separately at market rate.
- Transferrable parking entitlements and shared parking should be considered in areas that are mixed-use.
- Developers should identify the locations of nearby or secondary land uses to determine if location has adequate supporting uses and neighboring resources to reduce vehicle ownership need.
- Integrate multiple forms of public/private transportation to increase mobility options, such as Blue Bikes.
- Support alternative transportation options by providing storage space for bicycles.

8.4 Water and Wastewater:

Comment 20: Explain the reference to the ±41,742 gpd of water withdrawal identified in the EENF in the Summary of Project Size & Environmental Impacts table. Confirm that values provided in this table for existing water use and wastewater generation represent the total values for the entire URA, as the estimates provided appear very low for a ±51.7-acre project area.

Response 20: The initial water withdrawal estimates were completed for the 2 parcels identified for development in the URP using Title V flow rates based on proposed development size – the low-development concept. New water withdrawal and wastewater generation estimates have

been conducted to include every parcel within the entirety of the URA to better represent the potential impacts of a full development concepts.

Comment 21: Provide an updated estimate of water use and wastewater generation based on a more comprehensive conceptual buildout of the URA as described above.

Response 21: See Section 1 Table of Updated EENF Summary of Environmental Impacts for updated water use and wastewater generation estimates based on full conceptual buildout.

Comment 22: Describe water conservation measures and other BMPs that will be incorporated by future development to mitigate the additional water demand.

Response 22: The project will include the use of low flow / low consumption plumbing in residential units to reduce water consumption and wastewater flow. Minimizing landscape irrigation and encouraging drought resistant planting and landscaping around buildings. Drinking water and sanitary wastewater public infrastructure improvements will also be provided within the URA to provide increased service to future redevelopment.

Comment 23: Describe how new wastewater flows in the URA will be fully offset with I/I removal in compliance with MassDEP regulation and in accordance with the City's I/I policy to ensure that future projects associated with the URP do not increase surcharging and overflow risk in large storms.

Response 23:

Comments received from MWRA during the EENF filing state: "The WURD is served by a sanitary sewer owned and operated by the City of Quincy that conveys flows to MWRA's High Level Sewer and Deer Island wastewater treatment plant. Portions of the MWRA system, including the High-Level Sewer, can surcharge in large storms due to large volumes of groundwater infiltration and storm inflow entering the tributary community systems and contribute to the risk of sanitary sewer overflows. To ensure that future projects associated with the Plan do not increase surcharging and overflow risk in large storms, new wastewater flows should be fully offset with infiltration and inflow ("I/I") removal in compliance with Massachusetts Department of Environmental Protection (MassDEP) regulation and in accordance with City of Quincy I/I policy."

The City currently has established a Sewerage Rehabilitation Fund in which new developments are required to contribute 1% of the estimated construction cost as part of their building permit application fee (Quincy Municipal Code Chapter 270.) The City utilizes this fund to investigate, rehabilitate and repair aging sewer infrastructure in order to remove I/I from the system. The City also reviews each development during the planning phase and will request, from the developer, sewer and drainage improvements outside of the project area, as applicable. The City is also committed to spending $8M annually in sewer repairs throughout the City, but with an emphasis on coastal areas in Quincy, inherently removing I/I from the city's system. The City is also contracted with Tetra Tech to perform City wide sewer investigations as part of their consent decree mandated Sanitary Sewer Evaluation Survey (SSES), which will be completed in 2025.

The $8M in annual sewer repairs, especially prioritized along coastal areas in Quincy, removes inherently removes I/I from the city's system. The City is currently working with Woodard & Curran to identify additional inflow and infiltration (I/I) removal projects within the City. The Wollaston Urban Revitalization District is anticipated to be susceptible to coastal flooding based on coastal flood exceedance probabilities in 2030 and 2050 – however, the primary flood concern for the area is inundation compounded by excess rain and inadequate drainage for the area. The Wollaston area is currently a hurricane evacuation zone and category 2, 3, and 4 inundation zone. The MA Climate Design Standards Tool reports that the area is vulnerable to sea level rise and storm surge flooding in the north and western portions of the URA.

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.

Comment 24: Acknowledge that the discharge of groundwater or stormwater to the sanitary sewer system associated with any future projects will be prohibited as noted in MWRA comments. It should describe the mechanism whereby this prohibition will be required and enforced.

MWRA prohibits the discharge of groundwater and stormwater into the sanitary sewer system, pursuant to 360 C.M.R. 10.023(1) except in a combined sewer area when permitted by the Authority and the local community. As noted in the EENF, the WURD has access to separate sewer and storm drain systems. Therefore, the discharge of groundwater or stormwater to the sanitary sewer system associated with any future projects is prohibited.

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 that the City's continued investment in its I/I removal program has improved the condition of sewer mains most vulnerable to saltwater infiltration.

In the City's ordinances, Section II, Article II: Sewer Use; 270-5 Prohibited Discharges; private drain infrastructure analysis and repair: Discharge of roof or surface water is prohibited. No person shall cause or allow any roof water or surface water, by pipe or otherwise, to be conducted or to flow or discharge into any pipe or drain connecting with or which indirectly discharges its contents into any main drain or common sewer.

270-10: Massachusetts Water Resources Authority Rules and Regulations: The City agrees to accept and adhere to the Massachusetts Water Resources Authority rules and regulations covering the discharge of sewer drainage, substances or wastes as may be adopted.

The City Ordinance Section (270-4 G.) states that no connections to the public sewer can be made until Inspectional services inspects the plumbing and it is signed off by both the inspector and the Commissioner of Public Works.

(270-5) Prohibited discharges, private drain infrastructure analysis and repair: Discharge of harmful water is prohibited. The City shall impose a municipal charges lien for unpaid charges

incurred by Quincy property owners for a private drain infrastructure analysis to be committed as a lien upon the real estate in conforming with MGL c. 40, § 58.

8.5 Cultural Resources:

Comment 25: Provide an update on any consultations with MHC and the local historical commission. It should confirm that individual project review will include coordination with MHC to determine potential impacts to historic resources prior to the start of any demolition, rehabilitation, or construction activities.

Response 25: There are numerous historic resources within the URA. The only parcels identified for potential redevelopment in the future are:

> Proposed in conceptual build-out: 9 Brook Street – McFarland Hardware Store: MHC Inventory
>
> Approved by Planning Board under M.G.L. 40A: 117 Beale Street – A.C. Smith and Company Gas Station: MHC Inventory, State Register, and National Register
>
> No further consultations have occurred with MHC. Individual project review will occur with MHC prior to the start of any activities to determine potential impacts to historic resources during development. Additionally, the city owned fire station and library are within the URA, the city will look to rehabilitate and incorporate necessary ADA updates to both facilities.

8.6 Greenhouse Gas Emissions:

Comment 26: Describe whether the Proponent intends to require or incentivize exemplary energy efficiency measures above and beyond the July 2023 code, such as Passivehouse and full electrification, as part of its Design Guidelines. Alternatively, the Single EIR should indicate whether the City is considering adoption of the Specialized Code, and if so, whether the expected time frame for adoption would coincide with the expected timing of implementation of future projects within the URA.

Response 26: The city is not opting into the specialized Stretch Code update but recommends developers to consider implementing Passivehouse and full electrification, among other energy improvements.

Comment 27: The Single EIR should provide a discussion with more specificity regarding how the URP will direct future development to reduce GHG emissions and describe the mechanisms that will ensure commitments proposed are maintained. It should discuss whether mandatory GHG emissions reduction measures will be incorporated into the Design Guidelines and potentially into the LDAs and URCs that will dictate the terms of future development.

Response 27: Greenhouse gas emissions reduction is encouraged through the Design Guidelines. Developers are required to identify in their proposals, plans, and applications presented to the city methods to reduce greenhouse gas emissions. This should include details on how they plan to engage in low-carbon emissions energy strategies or renewable energy strategies in the project or building design, including sustainable roof systems, green facades, solar, and heat pumps. Energy efficiency and decarbonization as well as renewable energy methods are encouraged through the guidelines.

Comment 28: Consider the implementation of a TDM program for the URA to require future developments to reduce GHG emissions by reducing project-generated vehicle trips and encouraging alternative modes of travel to and from the project area. It should identify a commitment for the City to work with private development partners and area employers to adopt measures to encourage employee use of alternate modes of transportation, including public transportation, biking, and walking.

The city is committed to actions and policy's to either undertake themselves or require developers to undertake TDM initiatives to provide expanded and improved multi-modal circulation options to reduce vehicle trips, associated GHG emissions, and healthy living. Actions will include:

- Improvements to the streetscape, pedestrian walkways/sidewalks, and wayfinding to increase and upgrade pedestrian connectivity in Wollaston Center.
- Increasing safety for pedestrian and cyclists with improved crosswalks and visioning for pedestrian only routes.
- Transit oriented development recommended through Design Guidelines
- Transportation demand management recommended through Design Guidelines
- Reduce impervious surface lots by encouraging shared parking agreements between residential and commercial areas.
- Roadway improvements will include concrete sidewalks, granite curb, ADA compliant ramps, painted crosswalks and line striping, light poles, and street trees to improve pedestrian safety and comfort.
- Designated redevelopers shall be required to provide a parking demand analysis to the City, and the City shall work to minimize the necessary parking, while also make sure that any parking that is provided is for the benefit of the entire WURD to the extent possible.
- A primary objective of the WURD is to prioritize development close to the MBTA Wollaston Station and provide convenient access to mass transit.
- Encourage landlords to provide transit passes for residents included in rent
- Encourage bike parking facilities in new buildings

The City planning department and traffic department will work with developers to monitor vehicle and bicycle parking occupancy in new developments. The raffic department will also continue to invest in signal infrastructure that provides remote connectivity and monitoring as well as ATSPM metrics and continuous multi-nodal count data where mode shift over time can be monitored and evaluated. Furthermore, over time the city will undertake additional TDM measures and create additional safe multi-modal opportunities and ease of access to public transportation, contributing to an overall reduction in vehicle trips.

8.7 Adaptation and Resiliency:

Comment 29: The Single EIR should identify the specific infrastructure improvements that will be needed to facilitate redevelopment in the URA based on the existing condition of insufficient stormwater drainage capacity along with SLR and increases in the intensity and frequency of heavy precipitation which are causing recurrent inland flooding.

Response 29: The city is looking to make necessary upgrades to water and sewer infrastructure to support development in the area. An Inundation and Stormwater Solution report was

conducted by Woodard and Curran for the city. A location and preferred alternative for a stormwater solution is in the process of being decided upon. See section 5 for stormwater alternatives.

Comment 30: the Single EIR should identify the rainfall volumes that were used to design the system, including detention, and what precipitation data was used to inform this modeling.

Runoff Volumes Contributing to URDP

Event	Runoff Volume (Acre – Feet)
10-year	33.9
25-year	45.0
50-year	55.7
100-year	68.4

Runoff volumes were derived from 24-hour rainfall depths and hyetographs were derived from the Northeast Regional Climate Center (NRCC), Atlas of Precipitation Extremes for the Northeastern United States and Southeastern Canada (Cornell Atlas), by Cornell University as described in 2020 Drainage Study.

Comment 31: The Single EIR should discuss whether the stormwater design is anticipated to be resilient to future storm events, based on the recommendations provided in the MA Resilience Design Tool (e.g., 100-year storm event as of 2070).

Response 31: Several alternative solutions are provided in the 2022 Wollaston Flood Inundation Report, which indicates that Alternatives 5 and 6 are the most resilient stormwater solutions for the area. Alternative 6 is a more resilient alternative, providing more protection than Alternative 5 for 25 and 50-year return period events, and a similar performance for the 10 and 100-year return period events. Alternative 6 is recommended, as it would allow for expansion and increased stormwater capacity for the URA in the future, providing the opportunity to expand resiliency during increased occurrences of intense weather events.

Comment 32: The Single EIR should assess whether any new impervious surfaces associated with full buildout of URA areas would exacerbate flooding conditions and what additional stormwater improvements beyond municipal actions would be needed to fully mitigate flooding risks associated with undersized drainage systems.

Response 32: The city is committed to selecting and sourcing funding to implement a one of the recommended stormwater solutions proposed in the Inundation Report. Currently within the URA there is approximately no green space, and the area is primarily impervious surface. An implementation goal of the URP is to create green space and use porous pavement alternatives, green infrastructure solutions, and landscaping that is flood and drought resistant.

The City plans to undertake public projects and place requirements on private projects to reduce the amount of impervious cover in the URA. Therefore, no exacerbated flooding condition will be the result of additional impervious surfaces.

Comment 33: The Single EIR should contain a discussion of climate risks for the URA planning area associated with SLR/storm surge.

Response 33: The highest ranked natural hazards for Quincy include Coastal and Inland Flooding, Nor'easters, Coastal Erosion and Severe Winter Weather. FEMA's Flood Hazard Zones indicate flooding for parts of Quincy and the Wollaston URD area. As documented in the City's recently updated Hazard Mitigation Plan and MVP Planning Process the areas with the greatest risk of flooding include Marina Bay in North Quincy, Merrymount Park near Blacks Creek and Quincy Bay, the beginning of Houghs Neck, and areas near Town River. Inland, where the URA is located, the city is vulnerable as stormwater conveyed by numerous waterways frequently overtops during large precipitation events, which results in localized flooding.

The majority of the Wollaston Urban Revitalization District is anticipated to be susceptible to coastal flooding based on coastal flood exceedance probabilities in 2030 and 2050 – however, the primary flood concern for the area is inundation compounded by excess rain and inadequate drainage for the area. The Wollaston area is currently a hurricane evacuation zone and category 2, 3, and 4 inundation zone. The MA Climate Design Standards Tool reports that the area is vulnerable to sea level rise and storm surge flooding in the north and western portions of the URA. According to the NOAA Sea Level Rise and Coastal Flooding Viewer the Wollaston area is predicted to be vulnerable to sea level rise and high tide flooding.

The City of Quincy complies with the NFIP by enforcing floodplain regulations, maintaining up-to-date floodplain maps, and providing information to property owners and builders regarding floodplains and building requirements.

The 2019 Hazard Mitigation Plan cites an undersized pipe capacity downtown at Beale Street and Wollaston Center. Areas located where both coastal and inland flooding occur are especially impacted when storm surge, high tides, and stream discharge coincide in the same storm and high tides result in backups of water into the inland drainage networks. Tide gates have been installed in over 80 locations to address this issue and prevent the backflow from rising tides and storm surge to upland areas via the storm drainage system. A long term solution to stormwater management in the URA is still being determine by the city, but will be designed to store 1 million gallons of water storage.

Comment 34: The Single EIR should discuss whether any buildings may be proposed within the 500-year floodplain and future 100-year floodplain, and if so, what if any requirements will be imposed on future developments with respect to building elevation above the base flood elevation.

Response 34: One small area in the northern corner of the Wollaston Urban Revitalization District is in the 500-year floodplain. The 100-year floodplain is not within the WURD. No buildings are proposed within these floodplains – only existing building. The area impacted is Earle Street, near Hancock Street. See Figure 7. Map of 100 and 500-Year Flood Hazards.

Comment 35: (BFE). The Single EIR should discuss whether any BFEs have been established for the area, and whether the City will seek to require further elevations based on consideration of future climate conditions.

The Base Flood Elevation (BFE) plus 1 foot is the design elevation for AE zones in the flood plain. The BFE plus 2 feet is the design elevation for VE zone in flood zone, or BFE 3+' for areas closer to the coast and deemed vulnerable. The design elevation is used by the Department of Public Works to review any new projects in the floodplain. The design elevation is also used by the Building Department when they issue the Building Permits. Developers should and will be required to comply with the Massachusetts Stormwater Regulations.

8.8 Hazardous Materials:

Comment 36: The Single EIR should describe potential site assessment and remediation activities that may be required in the URA. Describe if proposed improvements will be located within any of the disposal sites previously or currently regulated under the MCP. It should describe if conditions associated with any disposal sites may require remedial measures in the areas where proposed improvements will occur.

Response 36: Numerous properties within the URA are MassDEP listed sites. See section 5 for a detailed list. The open sites include 6-8 Beale Street and 628-630 Hancock Street. Two AULs are present, one at the Wollaston Station and one at the Wollaston Fire Station.

Properties identified in the conceptual build out for possible redevelopment in the future are the MBTA Wollaston Station (6-8 Beale). The city or any developer should maintain compliance with the terms of the AULs. Any work that encounters site contamination will be reported to MassDEP and project work will be overseen by a Licensed Sight Professional (LSP).

Comment 37: It should provide an update on the status of open RTNs and describe forthcoming response actions. It should include a plan that clearly identifies the location of disposal sites and project elements. Residual contamination that remains in the soil or groundwater in the area of the releases may affect the handling of soil or groundwater for construction of proposed improvements.

Response 37: All open RTNs are stated under Response 36. The only changes identified to the open sites are to #3-0034999 which had a prior status of TMPS and has been updated to TSAUD Level I. See Section 5.

Comment 38: The Single EIR should describe any potential excavation or disturbance in disposal sites and identify any necessary mitigation measures or handling and disposal requirements.

Response 38: During construction a LSP will have field personnel observing excavation activities and or removal of soul and groundwater, should this occur. Should any findings occur the LSP will be responsible for contacting the necessary parties and MassDEP as required based on contamination. All construction and demolition activities will be managed in accordance with MassDEP's regulations regarding Air Pollution Control (310 CMR 7.01) and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00).

Comment 39: Confirm the development of HASPs and SMPs, as appropriate. It should describe if existing AULs will require amendments.

Response 39: Any work completed where an AUL is present will be managed by the obligations and conditions depicted in the AUL opinion, as well as MCP regulations. These obligations include the preparation of a Soil Management Plan and a Health and Safety Plan prior to undertaking any intrusive work on the site.

A developer will need to retain a Licensed Site Professional (LSP) to assist in all aspect of further site demolition, grading, utility, and foundation installations, and any other work involving soil excavation and handling. The LSP's work will depend, in large part, on the volume of contaminated soil (Remediation Waste) to be excavated. The MCP regulations 310 CMR 40.1067 govern the level of involvement and complexity of documentation required for various volumes of Remediation Waste to be excavated. The MCP regulations at 310 CMR 40.1080 govern proposed changes in Site Activity and Uses and/or Other Site Conditions after an AUL has been filed. Both sets of regulations will need to be followed to maintain compliance with the MCP during the redevelopment of the Site.

8.9 Construction Period:

Comment 40: Discuss any requirements in Design Guidelines to use construction equipment with engines manufactured to Tier 4 federal emission standards, or selection of project contractors that have installed retrofit emissions control devices or vehicles that use alternative fuels to reduce emissions of volatile organic compounds (VOCs), carbon monoxide (CO) and particulate matter (PM) from diesel-powered equipment. It should confirm that off-road vehicles will use ultra-low sulfur diesel fuel (ULSD).

Response 40: All construction and demolition activities will be managed in accordance with MassDEP's regulations regarding Air Pollution Control (310 CMR 7.01) and Solid Waste Facilities (310 CMR 16.00 and 310 CMR 19.00). The city encourages best practices for developers and construction projects to reduce impacts that include noise, dust, odor, solid waste, and emissions from construction equipment. Contractors and developers will be required to use equipment with engines manufactured to Tier 4 federal emission standards in an effort to reduce CO2 and PM generation.

It will ultimately be the responsibility of the site developer and employees selected by the proponent to inspect vehicles on site for leaks or hazardous chemicals or materials. If oils or hazardous materials are found the proponent will notify MassDEP in accordance with the Massachusetts Contingency Plan (MCP; 310 CMR 40.0000).

Comment 41: Describe measures to avoid or limit excessive idling during the construction period.

Response 41: Anti-idling measures will be enforced in accordance with Air Quality regulations (310 CMR 7.11). State law limits most engine idling to five minutes or less for gasoline and diesel-powered vehicles.

Comment 42: Describe measures to reuse or recycle C&D debris to the maximum extent. These measures should be followed both for public projects undertaken by the Proponent and those undertaken through public/private partnerships. The Design Guidelines should be updated to reflect the recommended requirements described above.

Response 42: The city will encourage best practices for developers and contractors to reduce waste by recycling or reusing construction and demolition debris to the most practicable extent possible. Materials that cannot be recycled will be transported to an approved solid waste facility, per MassDEP regulations 310 CMR 16.00.

8.10 Mitigation and Section 61 Findings:

Comment 43: The Single EIR chapter should include an updated comprehensive list of all commitments made by the Proponent to avoid, minimize and mitigate the impacts of the project. The Single EIR should contain clear commitments to implement these mitigation measures, estimate the individual costs of each proposed measure, identify the parties responsible for implementation, and contain a schedule for implementation.

Response 43: See Section 8 for a Summary of Mitigation Measures and table of commitments and cost estimates. See Section 7 for Draft Section 61 Findings.

8.11 Responses to Comments:

Comment 44: The Single EIR should contain a copy of this Certificate and a copy of each comment letter received. It should include a comprehensive response to comments on the EENF that specifically address each issue raised in the comment letter; references to a chapter or sections of the Single EIR alone are not adequate and should only be used, with reference to specific page numbers, to support a direct response.

Response 44: All comments addressed to the best ability in this response section.

8.12 Circulation:

Comment 45: The Proponent may circulate copies of the Single EIR to commenters other than Agencies in a digital format (e.g., CD-ROM, USB drive) or post to an online website. However, the Proponent should make available a reasonable number of hard copies to accommodate those without convenient access to a computer to be distributed upon request on a first come, first served basis.

Response 45: The Single EIR and Appendices will be located on the City of Quincy Planning and Community Development page. Hard copies of the SEIR will be located at the PCD office and the Quincy Public Library. Printed copies of the SEIR or certain sections may be requested (within reason) from the PCD office.

Comment 46: A copy of the Single EIR should be made available for review in the Quincy Public Library.

Response 46: See response 45 above.

Response to Public Comment – Irene Lutts.

One comment was received from a Quincy resident on March 15, 2023, following the remote consultation session. In summary, the comment raises concerns about pedestrian and cyclist safety in the Wollaston area. As discussed in this EIR there is no cyclist accommodations along Beale Street, this is also a concern shared in the letter. The resident emphasizes a desire to see safer multimodal, protected pathways and secure bicycle parking throughout the WURD area and less of a priority placed on vehicle infrastructure.

The City Traffic Department is planning to make Brooks Street a vehicle free area so that would reinstate the westerly connection from the station to the neighborhood and points west for bicycles. We also plan to provide bike lanes on Beale Street within the limits of the WURD with connections through intersections. Some may be street level, and some may be sidewalk level depending on design considerations and public input. As discussed in the Transportation

section of this SEIR, there are a number of safety improvements and bicycle accommodations for Beale Street and Newport Avenue that have been identified as priority actions by the city.