

*For Office Use Only*  
*Executive Office of Environmental Affairs*

EOEA No.: 13104  
 MEPA Analyst: JEANDEEA DAMES  
 Phone: 617-626-1028

# ENF Environmental Notification Form

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

<b>Project Name: North Quincy Station Mixed Use Development</b>			
Street: Hancock Street			
Municipality: Quincy, MA		Watershed: Neponset River Watershed	
Universal Transverse Mercator Coordinates: X: 332,589.64 m Y: 4,682,506.65 m		Latitude: 42.276811 Longitude: -71.030216	
Estimated commencement date: December 2003		Estimated completion date: August 2005	
Approximate cost: \$38 million		Status of project design: 20 % complete	
Proponent: North Quincy Transit Associates, for itself and the MBTA			
Street: c/o Dickinson Development Corporation, 1266 Furnace Brook Parkway, Suite 209			
Municipality: Quincy		State: MA	Zip Code: 02169
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Mitchell L. Fischman			
Firm/Agency: Daylor Consulting Group, Inc.		Street: 10 Forbes Road	
Municipality: Braintree		State: MA	Zip Code: 02184
Phone: 781-884-2553		Fax: 781-849-0096	E-mail: mfischman@daylor.com

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?  
 Yes  No
- Has this project been filed with MEPA before?  
 Yes (EOEA No. \_\_\_\_\_)  No
- Has any project on this site been filed with MEPA before?  
 Yes (EOEA No. 11380)  No

**A previous proposal for the site consisted of a 2,170 space parking garage (1,302 for the MBTA), 260,000 s.f. of office space, 15,000 s.f. of retail space, 70 surface parking spaces & associated infrastructure. MEPA granted a waiver from categorical preparation of EIR. The Final Record of Decision was issued on 1/9/98. The current proposal retains the same amount of parking for the MBTA but provides residential apartments rather than office/retail uses, includes less non-MBTA parking, and reduces traffic and other impacts compared to the prior approved project.**

- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- |  |                              |  |
|--|------------------------------|--|
| A Single EIR? (see 301 CMR 11.06(8))           | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| A Special Review Procedure? (see 301CMR 11.09) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| A Waiver of mandatory EIR? (see 301 CMR 11.11) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| A Phase I Waiver? (see 301 CMR 11.11)          | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres).

**Chapter 547 of the Acts of 1967 authorizes the MBTA to lease air rights over its rapid transit facilities at the North Quincy Station to create transit-oriented development and to provide financial support for expanded MBTA commuter parking facilities. In accordance with this authorization, the MBTA will lease the**

northwesterly portion of the site to North Quincy Transit Associates LLC for completion of a residential development. The MBTA will also fund construction by the developer of an expanded commuter parking garage at the site.

Are you requesting coordinated review with any other federal, state, regional, or local agency?  
 Yes  No

List Local or Federal Permits and Approvals: (1) U.S. EPA – NPDES Construction Stormwater Discharge General Permit; (2) Updated Approval of Quincy City Council and Mayor for Lease of Air-Right required by Chapter 547 of the Acts of 1967; (3) Quincy Conservation Commission – Order of Conditions; (4) Quincy Zoning Board of Appeals – Special Permit to Construct in a Flood Zone/Variance(s); and (5) Quincy Building Department – Building Permits

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- |                                 |                                       |  |
|---------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Land   | <input type="checkbox"/> Rare Species | <input type="checkbox"/> Wetlands, Waterways, & Tidelands      |
| <input type="checkbox"/> Water  | <input type="checkbox"/> Wastewater   | <input checked="" type="checkbox"/> Transportation             |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air          | <input type="checkbox"/> Solid & Hazardous Waste               |
| <input type="checkbox"/> ACEC   | <input type="checkbox"/> Regulations  | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
<b>LAND</b>				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superceding Order of Conditions <input type="checkbox"/> Chapter 91 License <input type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> (1) Executive Office of Transportation & Construction – Permit for Construction on Former Railroad Rights-of-Way  (2) MA DEP, Division of Air Quality Control- (a) Notice of Commencement of Demolition & Construction
Total site acreage	7.8±	None	7.8±	
New acres of land altered		None		
Acres of impervious area	6.25±	-1.2	5.1±	
Square feet of new bordering vegetated wetlands alteration		None		
Square feet of new other wetland alteration		None		
Acres of new non-water dependent use of tidelands or waterways		None		
<b>STRUCTURES</b>				
Gross square footage	2,400±*	226,320±	228,720±	
Number of housing units	0	+183	183	
Maximum height (in feet)	15±*	+121	136	
<b>TRANSPORTATION</b>				
Vehicle trips per day	2,832	+2,998	5,830	
Parking spaces	802	+683	1,485	
<b>WATER/WASTEWATER</b>				
Gallons/day (GPD) of water use	0	+34,385±	34,385±	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	0	+31,260±	31,260±	
Length of water/sewer mains (in miles)	0	0	0	

\*Existing MBTA concrete building(s) on site

**CONSERVATION LAND:** Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify \_\_\_\_\_)  No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify \_\_\_\_\_)  No

**RARE SPECIES:** Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify \_\_\_\_\_)  No

**HISTORICAL /ARCHAEOLOGICAL RESOURCES:** Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify: )  No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify:)  No

**AREAS OF CRITICAL ENVIRONMENTAL CONCERN:** Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify \_\_\_\_\_)  No At its closest point, the proposed project is approximately 150 feet from the Neponset River ACEC, but is separated from the ACEC by the MBTA train tracks and Newport Avenue Extension, a 4-lane roadway.

**PROJECT DESCRIPTION:** The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

The proposed project is a pioneering public-private endeavor to create transit-oriented development and expand MBTA commuter parking facilities on a 7.8± acre parcel of land on Hancock Street owned by the MBTA directly adjacent to the existing North Quincy MBTA station on the Red Line. Currently, the site is occupied by 802 at-grade parking spaces serving MBTA patrons, two small MBTA concrete accessory building(s), and associated circulation and access to the MBTA station. Access to and egress from the site is provided by an existing driveway off Hancock Street, opposite Hunt Street.

The redevelopment of the site will include a new 1,219-space structured parking garage and associated surface parking (83 spaces) for the MBTA on the southeastern portion of the site and a privately developed 183-unit residential building with 183 at-grade parking spaces on the northwestern portion of the site.

### The Parking Garage

The proposed five-story parking garage structure will be financed, owned, and operated by the MBTA. Upon completion, the garage, in combination with MBTA at-grade spaces, will result in a total of 1,302 parking spaces for the MBTA. This represents an increase of 500 spaces, or an approximately 62% increase of MBTA parking on the project site.

### Project Description (continued)

The proposed project will allow the MBTA to: 1) Exceed the requirements in the State Implementation Plan (SIP) for Transit System Improvement Projects (310 CMR 7.36) by providing additional commuter parking spaces outside of the Boston core above and beyond those required as Central Artery/Third Harbor Tunnel mitigation; 2) Improve South Shore Transit service by better accommodating parking demand at MBTA stations, thereby increasing system usage by removing more than five hundred automobiles daily from the heavily congested Southeast Expressway; 3) Generate non-fare revenue to the MBTA, which can be used for other transit-related projects; and 4) Work cooperatively with municipalities to accommodate local economic development and transportation objectives.

### The Transit Oriented Residences

The residential component of the project includes 183 apartment units in an approximately 226,320 square foot building, as well as 183 at-grade parking spaces. The air rights to the northwestern portion of the site will be leased to North Quincy Transit Associates LLC, a private developer, as authorized by the City of Quincy pursuant to Chapter 547 of the Acts of 1967.

### Transportation Impacts

As noted, the proposed project will have a variety of long term environmental benefits associated with increasing access to and use of public transit. To address the localized traffic impacts due to increased utilization of the site, the project proponent has completed a comprehensive *Traffic Impact and Access Study* that examines impacts from the proposed garage and residences (See Attachment B of this ENF). Traffic mitigation proposed includes local driveway and intersection modifications as well as long-term transportation demand management (TDM) initiatives as required by the local reviews in the City of Quincy.

In addition, construction is to be phased in such a manner that the current 802 parking spaces on the project site will be reduced only by approximately 400 spaces during construction of the garage, after which time the parking garage with 1,219 spaces will be completed and open to the public. After the garage opens, the residential building and off-site improvements will be constructed. To mitigate the loss of commuter parking space during construction of the garage, North Quincy Transit Associates LLC will lease approximately 400 spaces at nearby property owned by State Street Bank.

The current project replaces a previous proposal in 1998 (EOEA No.11380). The previous proposal was for a mixed-use parking garage and office/retail development (approximately 275,000 square feet) and was not constructed due to changes in market conditions. The Secretary of EOEA granted a waiver from the preparation of an EIR for the previous project (which had been categorically included for an EIR because it resulted in over 3,000 new vehicle trips per day) after review of a detailed traffic analysis and in consideration of the traffic mitigation proposed.

### **Project Description (continued)**

The current proposal including the MBTA garage and surface spaces, and the residences and associated surface parking produces fewer than 3,000 new vehicle trips per day and compares favorably to the former project (2,998 vs. 4,672 new trips daily using conservative estimates of traffic volume that do not take into account the proximity and availability of public transit at the site). Although the total number of new MBTA parking spaces is the same under both the current and previous proposals, the current proposal has fewer new on-site parking spaces (683 vs. 1,368 net new spaces) because the residences require fewer spaces than office/retail development.

Further, even though the traffic impacts of the current proposal will be less than the past proposal, the transportation mitigation measures previously proposed are planned to be implemented with the present project at the time the residential phase of the project is constructed. Please note also that the earlier project was approved even though it was not able to mitigate any of the short-term construction related commuter parking shortages by finding suitable interim commuter spaces as proposed for this project above; this proposal includes mitigation for that temporary loss of parking.

The City of Quincy has expressed a strong interest in this location for private development to promote the City's planning and economic development goals. The City had approved the former project, which was larger and had greater traffic impacts than the current proposal. The Mayor of Quincy and City Council have the authority to approve the use, density, design and mitigation of the private development within the project. This proposed project includes new landscaping and hardscape treatment near the entranceway off Hancock Street. The residential component of this project will lead to the creation of approximately 150 construction jobs.

Further, the proposed project reflects the objectives of the MBTA to: 1) improve South Shore transit service by reducing unaccommodated parking demand at MBTA stations, thereby meeting environmental commitments and removing up to five hundred automobiles from the heavily congested Southeast Expressway; 2) respond to agency financial constraints through public-private projects which generate revenue; and 3) work cooperatively with municipalities to accommodate local economic development and transportation objectives.

### **Alternatives and MEPA Review Threshold Triggers**

A No Build Alternative would be a continuation of the current surface parking. This alternative would not result in any housing production, job creation, transportation mitigation, MBTA revenue generation, or increased parking to serve MBTA patrons.

The filing of this ENF is required because the project exceeds MEPA review thresholds (resulting in generation of 2,000 or more new average daily trips); necessitates "state action" in the lease of land and in funding construction of the parking garage; and requires issuance of a DEP Sewer Connection Permit.