

MBTA Proposed New Quincy Bus Maintenance Facility

MEPA Consultation
Meeting Sept. 21, 2020



Agenda

- Purpose of the meeting
- Project background
- Purpose and need
- Alternatives considered
- Existing site conditions
- Description of the proposed bus maintenance facility
- Potential impacts and mitigation
- Design and construction schedule
- How to submit comments



Bus Facility Modernization Program Goals



- Create state-of-the-art, efficient **work environments for our employees** who keep the fleet clean and reliable
- Expand the capacity of the system so we can add **more buses and extra service**, especially during peak periods
- Design facilities to accommodate a **future zero-emissions fleet** of battery-electric buses

Existing Hancock Street Bus Garage

- Built in 1910
- Building: 44,000 s.f., lot: 4.1 acres
- Remaining acreage unusable due to grade and/or wetlands
- Functionally obsolete – door height will not accommodate modern buses, other infrastructure seriously deteriorated
- Limited to 86 buses; cannot support fleet expansion
- Facility can only accommodate the oldest diesel buses in the fleet, resulting in less reliable service and lower air quality on the Quincy routes



Existing MBTA garage at 954 Hancock St. Patriot Ledger photo

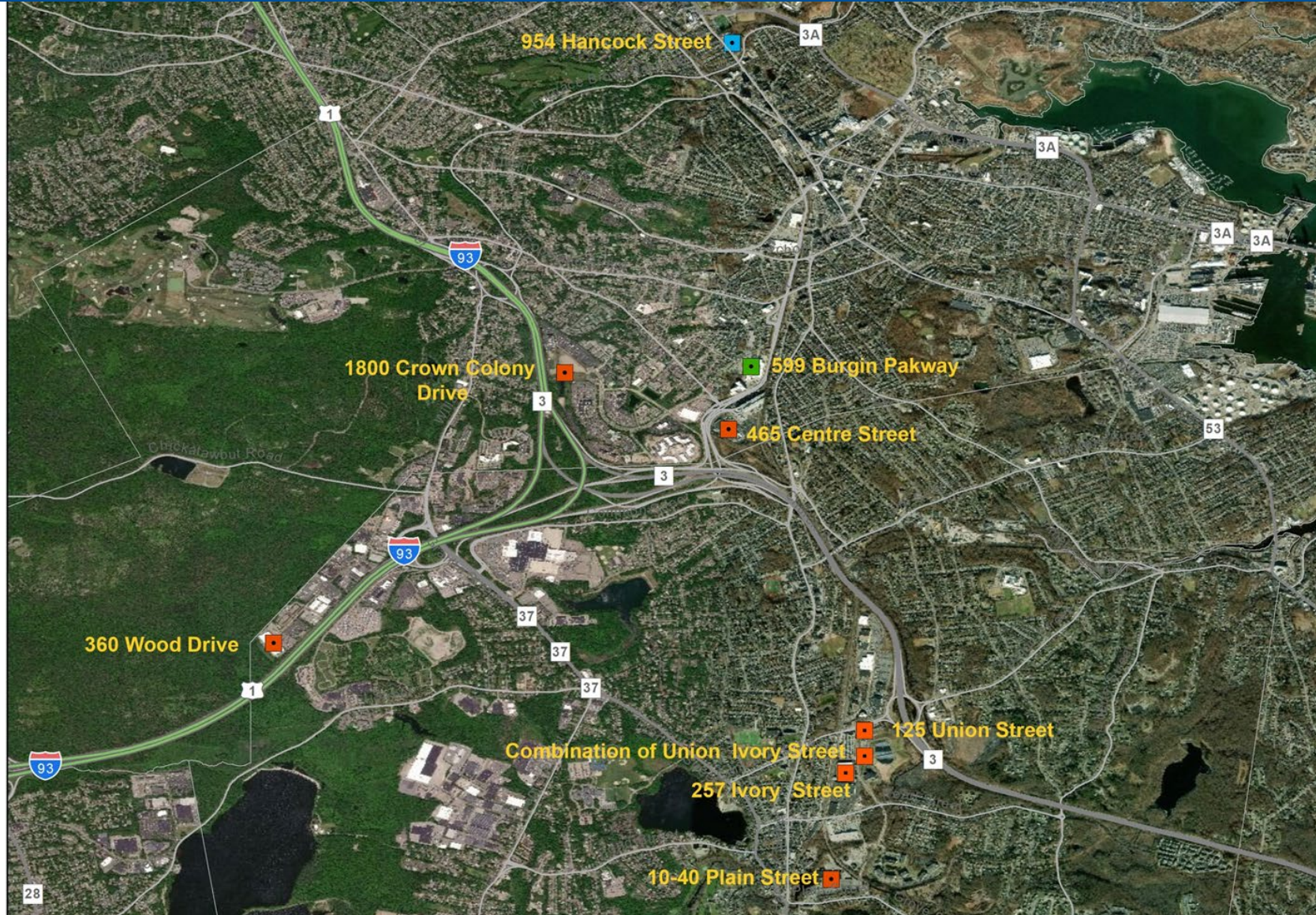
Project Overview

- Provide the MBTA with its first facility that can accommodate Battery Electric Buses (BEBs)
- Replace antiquated facility
- Become more resilient and sustainable
- Construct a facility that provides a modern work space, accommodates newer MBTA buses and expands maintenance and storage capacity

Site Screening Criteria

Criteria	Description
Use	Vacant, available for lease, or for sale
Parcel Size and Shape	Min. 10 acres, with potential to accommodate an expanded facility
Location to Bus Routes	Minimizes non-revenue miles for Quincy Routes
Environmental/EJ Concerns	Minimal potential environmental concerns, adverse impacts to EJ communities
Roadway Access	Provides access to the arterial road network
Internal Circulation	Accommodates internal bus circulation, parking, and driveway access
Land Use	Compatible with adjacent land uses
Site Development Risk	Potential for high construction/demo costs, site contamination, or other risks

Sites Evaluated for New Bus Garage



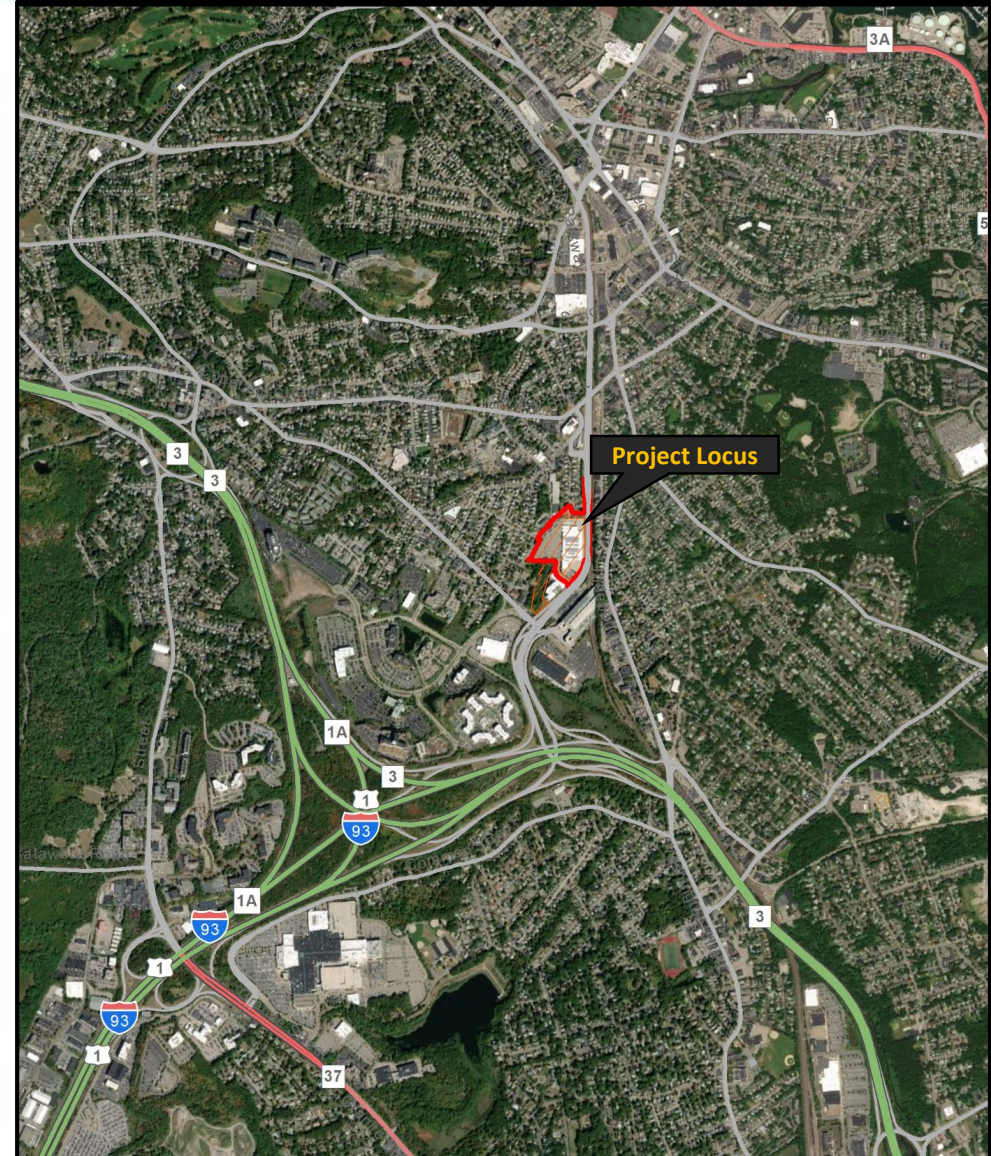
Site Selection Process

	Option 1 Burgin Parkway Quincy	Option 2 Crown Colony Quincy	Option 3 Wood Rd Braintree	Option 4 Plain St Braintree	Option 5 Centre St Quincy	Option 6 Union St Braintree	Option 7 Ivory St Braintree	Option 8 Sites 6 + 7 Braintree
Active Use	●	●	●	●	○	●	○	○
Parcel Size and Shape	●	○	○	●	●	○	○	○
Location to Bus Routes	●	◐	○	○	●	○	○	○
Environmental/EJ Concerns	◐	◐	◐	◐	◐	◐	◐	◐
Roadway Access	●	○	○	◐	●	○	◐	◐
Internal Circulation	●	○	○	◐	●	○	○	○
Zoning/Land Use	◐	●	●	●	●	●	●	●
Site Development Risk	●	◐	●	○	◐	●	○	○

● Positive ◐ Neutral ○ Negative

Proposed New Quincy Bus Garage Location

The new Quincy Bus Garage is located northeast of the Route 3 and I-93 interchange at 599 Burgin Parkway in Quincy

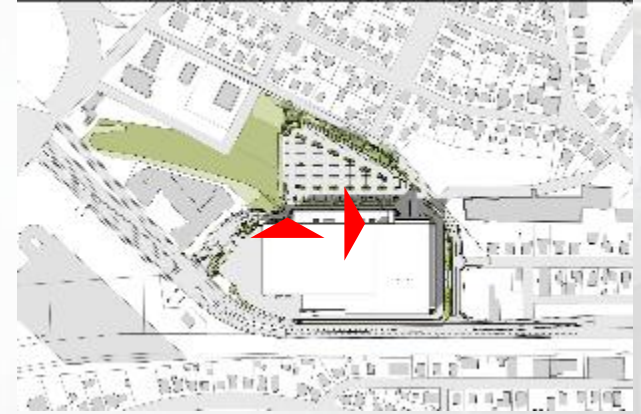


Existing Conditions at 599 Burgin Parkway

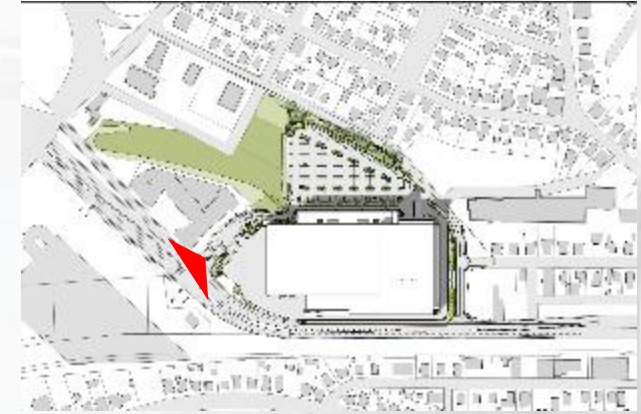
- Red outline depicts the project work area
- Culvert extends north under the parking lot



Existing Conditions at 599 Burgin Parkway



Existing Conditions at 599 Burgin Parkway



Penn Street looking west into site



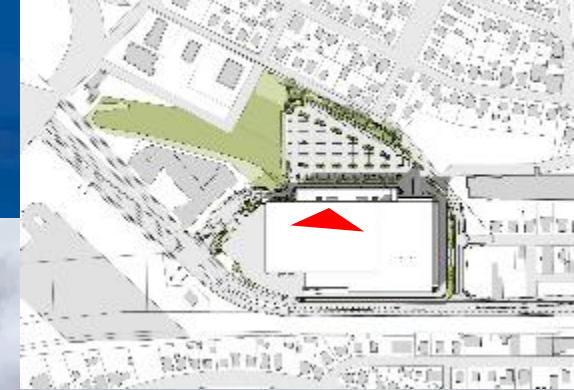
Existing Conditions at 599 Burgin Parkway



View southeast at Burgin Parkway and Penn Street intersection from Lowe's roof



Existing Conditions at 599 Burgin Parkway



View west from Lowe's roof



Existing Conditions at 599 Burgin Parkway



View north from Lowe's roof

Existing Conditions at 599 Burgin Parkway



**View of Town
Brook and
natural area**



Project Description

Location

599 Burgin Parkway near Quincy Adams MBTA station

Size

Property: 13.13 acres

Building: 351,000 s.f. total

Facility program

Bus storage & maintenance; office and warehouse space

Construction

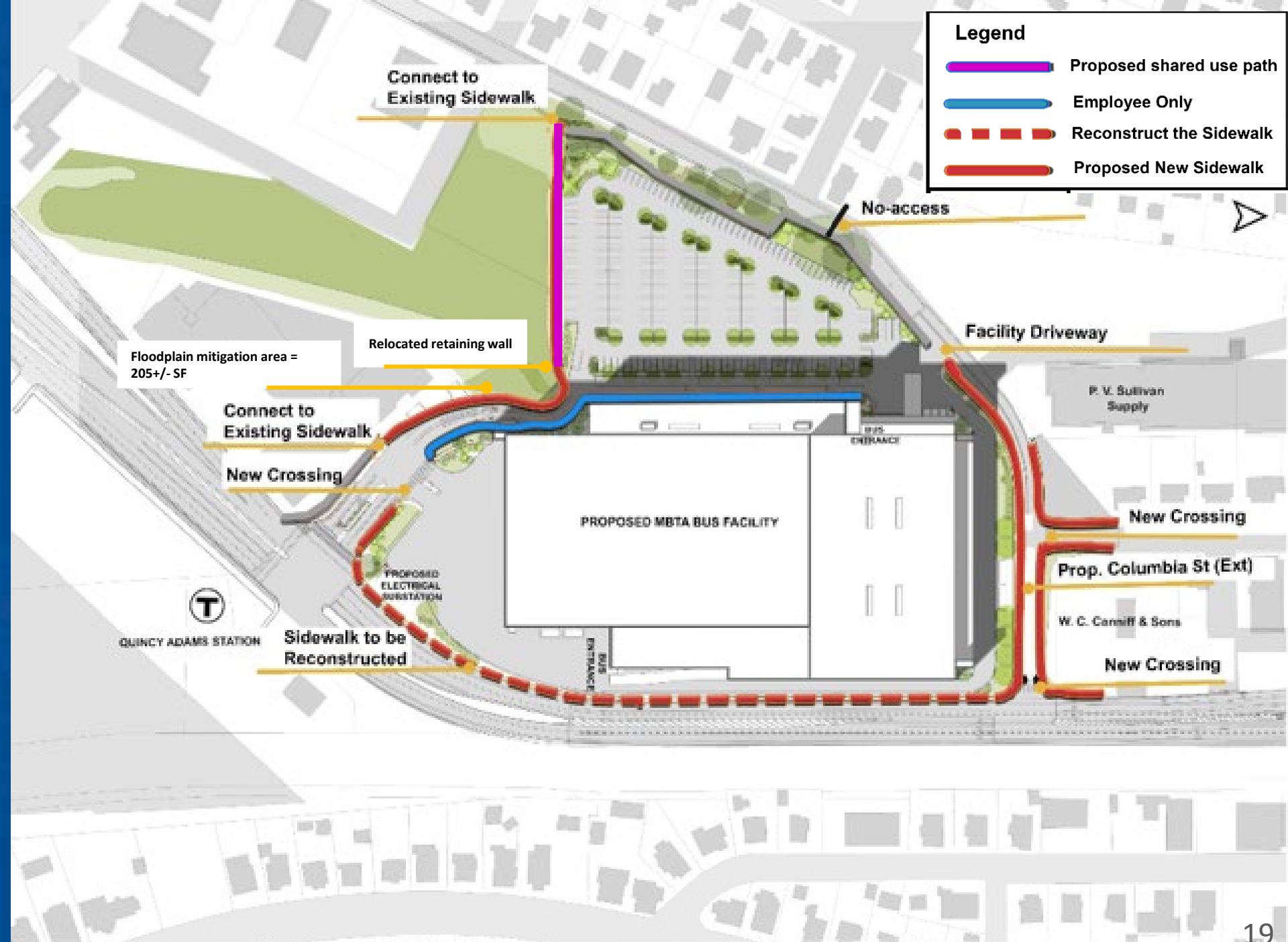
2022–2024



Key Components and Benefits of Proposed Project

- Store and maintain up to 135 buses along with supporting administrative needs in an all indoor facility
- Design to consider quality & aesthetics of materials
- Design to meet LEED and Envision standards
- Roof solar array
- Additional storage and office space
- Approx. 235 parking spaces in parking lot
- New sidewalk along Burgin Parkway
- Pedestrian improvements around new location
- New shared use path through site to Burgin Parkway
- New signalized intersection at Burgin Parkway/Columbia Street
- Pedestrian improvements at Burgin Parkway/Penn Street

Proposed Site Plan



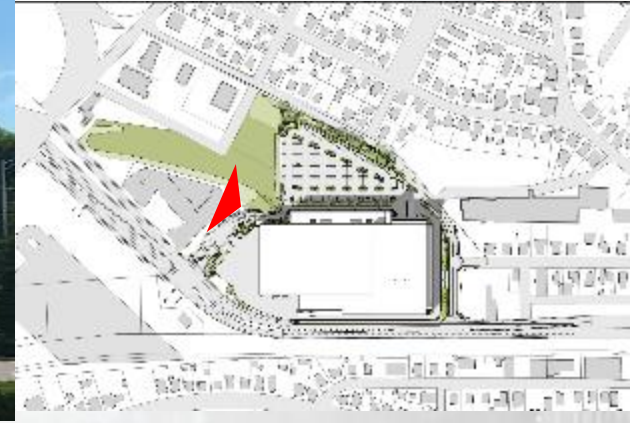
Legend

- Proposed shared use path
- Employee Only
- Reconstruct the Sidewalk
- Proposed New Sidewalk

Rendering: View from Columbia Street



Rendering: View from Deco Apartments



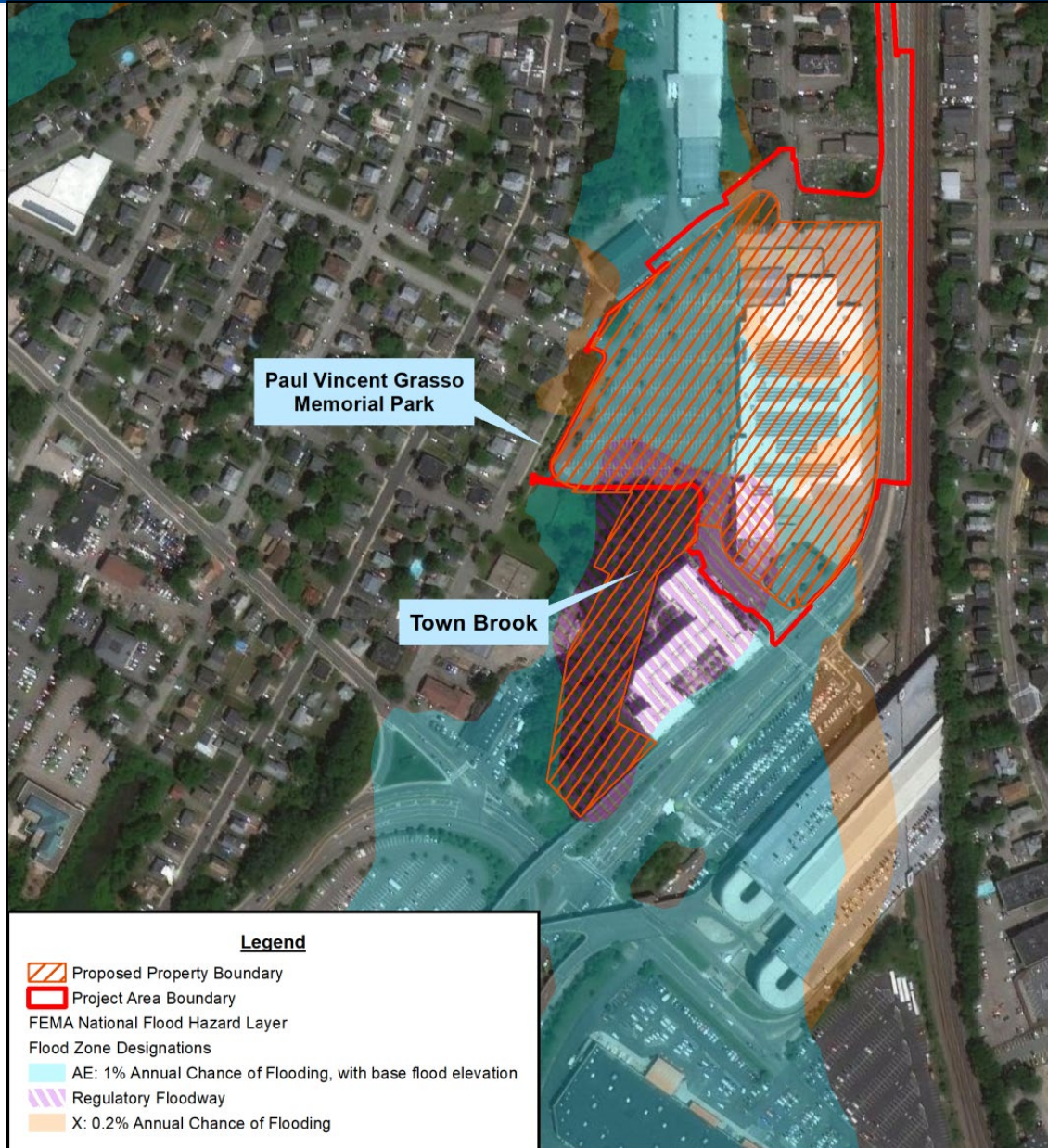
Summary of Environmental Impacts

- Building: 57-ft. high, 281,000 s.f. (Bus Facility) + 70,000 s.f. (Office)
- Wetlands alteration (buffer zone and Bordering Land Subject to Flooding(floodplain)): 205 s.f. impacts to floodplain, mitigated on site
- Floodway: Based on FEMA mapping part of Penn Street, parking lot and building in floodway
- Design is based on Lowe's calculations done during 2008-2009 redevelopment, taking into account flood control improvements
- Calculations incorporating the flood control improvements showed a reduction in floodplain on the site and lowered the floodplain elevation by approximately 4.2 feet, as compared to the FEMA mapping. The MBTA is using this same floodplain elevations on the Project site and will coordinate with the City and FEMA to confirm floodplain and floodway on the site

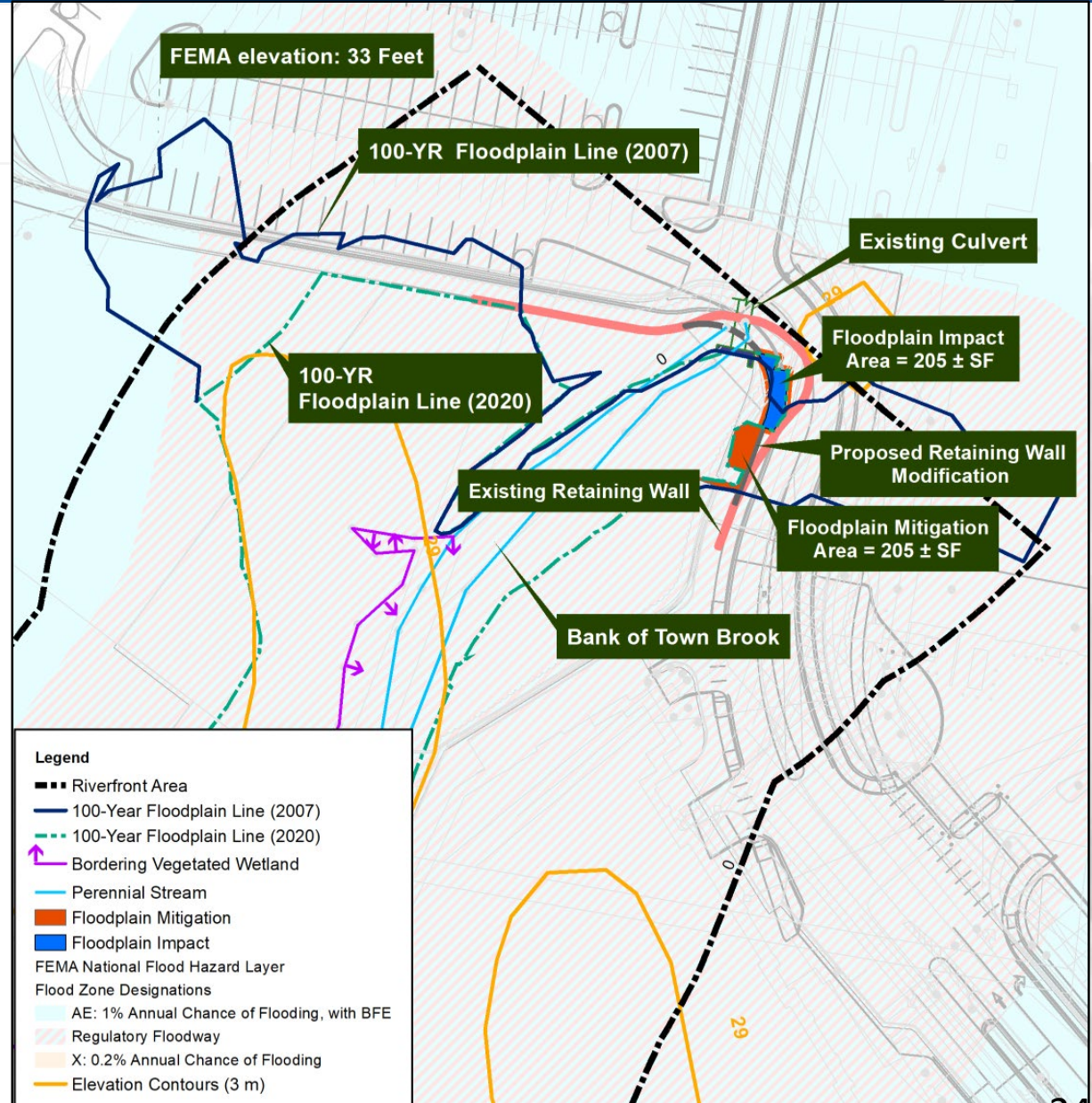
Summary of Environmental Impacts (Cont.)

- Traffic: 32% fewer vehicle trips per day than Lowe's
- Noise: Moderate noise impacts at 17 residences along Burgin Parkway adjacent to Quincy Center (approx. 2 dBA which is nearly imperceptible at these locations because of existing transit and roadway noise).
- Air Quality: This project would generate minimal air quality impacts in Mobile Source Air Toxics because the project does not result in changes in traffic volumes; future conversion to electric bus fleet could have positive impact.
- Historic: No effect for historic/cultural or archeological resources

Floodplain



FEMA Map



Floodplain Details Map

Climate Resilient Design Elements

- Elevational placement of critical infrastructure
- Designated snow handling and storage areas
- Water reclamation and storm water management
- Building envelope, roof and windows to support high wind loads
- Increased structural loading capacity of the roof and outdoor project elements to support extreme snowfall
- Subsurface stormwater retention and preservation of natural habitat to absorb extreme rainfall, raingardens

Schedule and Milestones

- MBTA holds short-term lease for temporary storage and overflow parking
- MBTA would acquire property in December 2020
- Project would be built in one phase
- Design expected to be complete February 2022
- Construction expected to start 2022
- Bus Maintenance Facility would open in mid-late 2024

How to Submit Comments

Comments are due Tuesday, **September 29**

- E-mail comments to MEPA@mass.gov (include **EEA#16267** and project name (**Quincy Bus Maintenance Facility**) in the subject line)
- Or send comments via the MEPA Public Comment Portal on eeaonline.eea.state.ma.us/EEA/PublicComment/Landing
- Or mail comments to:
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