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To: Purvi Patel, Executive Office of Energy & Environment  
MEPA Analyst

From: Andrew D. Brennan  
Sr. Director for Energy and Environment

Date: October 21, 2020

Re: EEA #16627 – MBTA Quincy Bus Maintenance Facility  
Response to City of Quincy Comments on ENF

In a letter dated October 13, 2020, the City of Quincy Department of Planning and Community Development provided comments on the MBTA's ENF for the proposed Quincy Bus Maintenance Facility regarding Transportation, Building/Aesthetics and Photovoltaics. The following is a response to these comments.

The City of Quincy also raised questions and comments regarding stormwater management and floodplain issues. Responses to those issues are provided in the separate Stormwater, Floodplain and Wetlands memorandum provided to MEPA.

#### **TRANSPORTATION:**

1. The MBTA and Jacobs have both reached out to Quincy's TPAL department to coordinate signal improvements to the intersection of Burgin Parkway and Penn Street/MBTA Driveway. At the request of the City, one of the two left turn lanes entering the site will be reallocated to a wider median to better serve pedestrians as the two left turn lanes are not needed for the demand of entering vehicles into the site.

Understood. The MBTA will work with the City of Quincy to finalize the design of this intersection and all of the other signalized intersection improvements.

2. The site is expected to generate over 1,000 vpd less than the Lowe's facility and generates fewer vehicles during each peak time period with the exception of the morning peak hour. What is the justification of extending Columbia Street to Burgin Parkway and signaling the intersection?

Columbia Street is being extended to Burgin Parkway to provide the facility with a secondary egress to comply with emergency access and public safety requirements. Additionally, 40% of the buses will utilize this entrance/exit while the remaining 60% will use the main entrance at Burgin Parkway. This split is designed to better serve transit trips that originate to the north of the facility. These changes proposed along Columbia Street and Columbia Street Extension will also continue to provide access to the existing businesses in the area (PV Sullivan and W.C. Canniff). This extension will be limited to

authorized vehicles only. This extension and new intersection also provide the facility with a secondary means of access to meet emergency response requirements.

3. Would there be a benefit to adding a secondary access point via the Columbia Street, but restricting the intersection to a right-turn in/right-turn out condition?

Since the majority of bus trips departing the facility will be headed to the north on Burgin Parkway, restricting the Columbia/Burgin intersection to right turn only would limit its operational usefulness. The intersection will also become the primary point of access for truck traffic bound for PV Sullivan and W.C. Canniff. Those businesses currently have the ability to exit at Burgin/Penn in both the northbound and southbound directions, so it would also limit its operational usefulness for them.

4. Have there been any discussions with abutters on the right of way takings required to create the extension of Columbia Street?

The MBTA has met several times regarding this extension and about the project in general. Property owners have participated in the various public information meetings.

5. Was the larger percentage of buses considered in the traffic analysis?

The traffic analysis was predicated on the potential full build out of 135 buses at this location.

6. If the Columbia St Extension is included in the project, it should be designed such that it is coordinated with the system of intersections to the south and a northbound left turn bay is provided to mitigate left turn/through movement conflicts.

The current design shown in the ENF has a northbound left turn bay. The MBTA will coordinate the signals for all of the intersections in the project area. The MBTA will work with the City of Quincy to review and receive their input on these and all of the traffic related measures as we advance the design.

7. Indicate the limit of MassDOT Highway on the Plan. A State Access Permit will be required if a new intersection is installed near the Ramp.

No new intersection near the ramp is being proposed.

8. Preserve the pedestrian easement for the abutting neighborhood to get through to the Quincy Adams T station

The MBTA plans to preserve and improve this pedestrian access via both a new shared use path connecting Grasso Park to the sidewalk in front of the Deco Apartments on Penn Street and a reconstructed sidewalk on Burgin Parkway between the new

Columbia Street Extension and the Burgin/Penn intersection. The MBTA will work with the City of Quincy and abutters as the design progresses.

### **BUILDING/AESTHETICS**

22. The MBTA has indicated that “As the design of the proposed facility advances, it will be led by sustainability and resiliency principles.” In their presentation, they mentioned different possible standards, including LEED, Envision, and they have referenced the Massachusetts Executive Order No. 484: Leading By Example – Clean Energy and Efficient Buildings. The MBTA should clarify and commit to these standards, and agree that the new facility that will exceed the sustainability and resiliency requirement in the state building code. The MBTA should clarify what its target goals are regarding energy efficiency, renewable energy, and greenhouse gas emissions.

The MBTA is committed to designing the building to LEED, Envision and Leading by Example standards. We have not yet established a specific target for these programs but each of these standards requires that the project exceed state building code.

23. It shall be the responsibility of the owner(s) of the site to ensure that all vegetation and landscaping is maintained in a healthy condition and that any dead or dying materials be replaced at the earliest appropriate season.

Understood. MBTA will be responsible for all landscaping and vegetation management.

24. Confirm whether the existing easement for the access and utility can be used for the new development. Locate all the easements on the Plan and set up proper easement documents

At this point, we cannot confirm that the local utilities can service the building via the same easements that served the Loew’s building. Those utility easements may need to be modified or adjusted to encompass the new utilities serving the building.

### **PHOTOVOLTAICS:**

26. The MBTA indicate that they are exploring incorporating photovoltaic (PV) arrays, either as parking canopies in their surface lot, or on the roof of the new BMF. In addition to the BMF, the lot is expected to include a ~236 space surface parking lot for employees. Given the large demand on electricity, the City encourages the MBTA to explore how much electricity can be generated on-site through PV arrays, and to consider including batteries to store electricity. While the MBTA has indicated that “under consideration include the increased structural loading capacity of the roof to support extreme snowfall and consideration of a green roof”, it should also commit to consider the structural consideration of a rooftop PV array, and batteries to store electricity.

The MBTA is fully committed to installing solar on the roof and to do so in a way that maximizes the amount of solar. The generation size will be calculated when the final design of the roof— including all of the mechanical and access points -- is determined. The MBTA will also do the same for proposed solar canopies on the employee parking lots.

Additionally, the MBTA will soon be starting a system wide assessment for battery storage to determine the best sizes and locations based on electrical needs, available real estate, interconnection, financial implications, etc. The proposed Quincy Bus Facility will be one of the locations considered in the assessment.

Please let us know if you have any questions.