

August 19, 2024
Arlington Select Board Meeting

Presentation about the Massachusetts Bay Transportation Authority (MBTA) Alewife Station Area redevelopment project.

Kristin Anderson: Town Meeting Member Pct. 11, Save the Alewife Brook Steering Committee, formerly lived in home adjacent to Alewife Brook

Eugene Benson: Town Meeting Member Pct. 10, Arlington Redevelopment Board member, Save the Alewife Brookk Steering Committee

Gene:

Thank you for putting the MBTA's proposed redevelopment of the Alewife Station area on the agenda for this evening's Select Board Meeting. The redevelopment may have a profound impact on Arlington. We think now is the time for the town to engage with the MBTA about the proposal. This is an opportunity not to be missed.

I am going to give a brief overview of the MBTA proposal. Then Kristin will discuss the CSOs that regularly pollute Alewife Brook and contribute to the Brook flooding and their relation to the area that may be redeveloped. Then I will discuss some next step options for you to consider.

It is important to emphasize that we do not take a position on the MBTA's proposal because there is much yet to learn. Redevelopment at Alewife Station could be good or bad, depending on how it is developed and whether it deals with Alewife Brook CSO pollution and flooding and with the traffic impacts in the area.

Overview of MBTA proposal

- MBTA has started a procurement process to engage a private sector Joint Development partner for the redevelopment of its Alewife Complex. The Alewife Complex comprises the Red Line station, a 2,733-space parking garage, a commuter rail right-of-way, and ancillary layover and maintenance facility land. The T believes the property offers a tremendous redevelopment opportunity.
- The MBTA envisions the existing parking garage being demolished and a mixed-use development that includes a new parking garage taking its place. It also envisions the other parts of the area being developed for residential and commercial uses ,with a possible station for the Fitchburg Commuter Rail Line.
- The MBTA will enter into a Pre-Development Agreement with its chosen development partner to create a development master plan. Upon the satisfaction of the pre-conditions to development set forth in a Pre-Development Agreement, it is the intention of the MBTA to proceed directly to a long-term lease with its partner.
- The T expects the development of the Alewife Complex to be closely coordinated with City of Cambridge. There is no mention of the Town of Arlington that borders the property.

- The T anticipates that a multi-disciplinary team of its senior personnel will serve as a committee to develop the MBTA's needs, to evaluate proposals received under the procurement, and to assist in the review of plans submitted by the Developer. It is possible that the MBTA will form a small group of external stakeholders to add transparency to and ensure support in the process. There is no discussion of the composition of the external stakeholders group or how it will be chosen. The work of both groups will be guided by a detailed work plan and schedule that is being developed by the T.

Potential impacts on Arlington:

- Increased flows to CSOs and increased pollution of Alewife Brook and flooding of the Brook into Arlington
- Missed opportunities to limit or eliminate CSOs (e.g., sewage storage under the Alewife garage, another storm water wetland, more separated sewers, no new connections to the combined sewers)
- Traffic increase
- Work and shopping opportunities
- Commuter Rail station

Kristin:

My name is Kristin Anderson. I live at 12 Upland Road West and I am a member of Save the Alewife Brook.

Last year, 27 million gallons of untreated sewage was dumped into Alewife Brook. In 2021, 51 million gallons of untreated sewage was dumped in the brook. This is a densely populated area, with 5,000 people living in the Alewife's 100-year flood plain. And there are multiple environmental justice neighborhoods along the brook. Last year, the brook flooded over its bank 5 times, sending untreated sewage flood water into the DCR state park and into the Alewife Greenway. We saw children riding bikes through the untreated sewage flood water. We saw joggers running through it. And we saw parents pushing baby strollers through untreated sewage flood water. The situation is so bad, it is absolutely horrifying.

People shouldn't have to be exposed to sewage when they are trying to get to the T! They shouldn't have untreated sewage in their parks, yards, and homes.

Climate Change, with its wetter and more furious storms, threatens to exacerbate the problem, making it two to four times as bad in the Alewife as it is now, in just a couple decades. UNLESS we see improvements.

Several months ago, Save the Alewife Brook, along with the Mystic River Watershed Association, called for an end to new sewer hookups to the Alewife CSOs until the problem is solved.

Since then, the Commonwealth is considering siting a new development just feet away from Cambridge's worst CSO, CAM401A. Last year, this one CSO discharged over 20 million gallons of untreated sewage pollution. The 2023 discharge from CAM401A significantly exceeded the permitted annual total for all of the Alewife Brook CSOs of 7.3 million gallons.

Note that this CSO is just feet away from the MBTA's circular parking garage. Save the Alewife Brook shot footage of that area under sewage flood water late last year.

The next closest CSO to the MBTA parking garage is only a few hundred feet away. It is known as MWR003. And that CSO belongs to the Massachusetts Water Resources Authority. MWRA dumped over a million gallons of untreated sewage from that CSO last year. It's important to understand that the MWRA reconstructed this CSO in 2015 to discharge larger volumes of untreated sewage than it had before. This CSO functions as cheap hydraulic relief for the Commonwealth's downstream sewer system. The regional sewer system has systemic problems and is unable to provide adequate capacity during storm events.

And, importantly, the Alewife Brook Branch Sewer runs through the MBTA property. They will not be able to ignore the sewer system – the Alewife sewer system will be part of the MBTA's construction plan.

Where will sewage from new buildings at the Alewife T end up? It will end up in the parks, yards, and homes of Arlington residents. UNLESS. Unless there is an end to new sewer hookups pending a solution. This is not an insurmountable problem. It takes money.

We are at a critical point right now where there exists a possibility for an investment. Cambridge, Somerville, and MWRA are in the planning stages of a new plan to address the Alewife CSOs. But they need to deliver a comprehensive plan to call for a virtual end to CSOs or a treatment facility for the Alewife. But we have not seen a plan that includes complete or virtual elimination of untreated sewage pollution.

As an immediate measure, we are asking to limit increases of sewage flows by prohibiting new hookups to the CSOs. It is because of the deleterious impacts of untreated sewage flooding in the neighborhoods of multiple Environmental Justice populations along the Brook that we must prevent further increases in sewage flows until a real solution is in planning. Again, to date, we have not seen a plan that includes complete or virtual elimination of untreated CSOs in the Alewife. Cambridge, Somerville, and MWRA must create a plan to eliminate untreated Alewife Brook CSOs.

Thank you so much for having us here this evening. We ask that you please support an end to untreated sewage pollution in East Arlington.

Gene:

Arlington is a stakeholder in the redevelopment.

- If Alewife were any closer to Arlington it would be in Arlington.
- Alewife Brook pollution and flooding.
- Arlington residents use the Alewife garage more than any other community's residents except for Lexington.
- Potential commuter rail station.
- Potential commercial areas.
- Traffic impacts.
- Residents who might shop in Arlington.
- It could be good or bad for the town and the immediate region, depending on how it is developed. It could help mitigate or eliminate the CSOs or make them worse. It could help mitigate traffic issues or make them worse.

What SB can do:

- Letter to the chair of MBTA Board of Directors and MBTA General Manager. Express concerns about CSOs, flooding, and traffic -- and opportunities for fixing those as part of the project. Ask for a meeting. Ask for a stakeholder group now that includes Arlington.
- Letters to Governor, Sec. of Transportation, State Senator Friedman and State Reps Rogers and Garballey along the same lines. In a letter to the Governor, ask her to convene state agencies and authorities to work together on this: MBTA, MWRA, DOT, DCR, DEP. And to include Arlington.
- Appoint a small committee in town, including one person from the Select Board, one from Save the Alewife Brook, one from the Traffic Advisory Committee, one from DPCD, and the Town Manager or his designee, to work on this for the town and to interact with MBTA, DEP, DCR, MWRA, etc.

Thank you for your attention. We look forward to working with you on this most important issue and opportunity for the town.



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Phillip Eng, General Manager & CEO



THE MBTA INITIATES PROCESS TO REDEVELOP THE ALEWIFE GARAGE COMPLEX SEEKS PRIVATE SECTOR JOINT DEVELOPMENT PARTNER

The Massachusetts Bay Transportation Authority (MBTA) is pleased to announce that it has initiated an innovative procurement process to engage a private sector Joint Development (JD) partner for the redevelopment of its Alewife Complex in Cambridge, Massachusetts. The Alewife Complex comprises a very active Red Line heavy rail station, a 2,733-space structured parking garage, commuter rail right-of-way, and ancillary layover and maintenance facility land. Together, the property offers a tremendous redevelopment opportunity. The MBTA seeks to create a world class public transportation hub through a future-forward development project, to enhance the public realm in the station area, meet its infrastructure improvement objectives and to contribute to economic development and sustainable growth in the Alewife community.

To accomplish these goals, the MBTA will enter into a Pre-Development Agreement with its chosen JD partner to maximize public and private strengths of each party, and to create a development master plan that is realistic and viable. Upon the satisfaction of the pre-conditions to development set forth in the Pre-Development Agreement, it is the intention of the MBTA to proceed directly to a long-term lease with its JD partner.

In announcing the initiative MBTA General Manager Phil Eng said “leveraging MBTA real estate assets to help meet our infrastructure needs and the Healy/Driscoll Administration’s housing and economic development goals is a major priority of ours. Through this initiative we will form collaborative and productive partnerships to deliver an outstanding transit-oriented development at Alewife”.

The MBTA intends to select its JD partner based primarily on qualifications with consideration also given to teaming history and financial capacity, an understanding of the work, and the JD partner’s proposed approach to the development of the Alewife Complex. As the public owner, the MBTA is looking for design, permitting, construction, financial, operations and maintenance expertise to complement the MBTA’s capabilities. Collaboration, creativity, accountability and transparency will be hallmarks of the partnership. The development of the Alewife Complex will be closely coordinated with City of Cambridge representatives.

A developer/industry forum for entities interested in developing the Alewife Complex will be held on August 8, 2024, at 1:00 p.m. (Eastern) at the State Transportation Building located at 10 Park Plaza, Boston, MA. The forum will take place in the 2nd Floor Board of Directors conference room. MBTA officials will provide an overview of the opportunity, procurement method and schedule and will be available to answer questions about the facilities and operations. Pre-Registration is requested using [Alewife Complex Industry Day Pre-Registration Form](#). Firms interested in scheduling a one-on-one meeting with representatives of the MBTA to discuss proprietary aspects of the Project must register here: [Alewife 1 on 1 Registration Form](#).

The MBTA’s Office of Diversity and Civil Rights will host a DBE networking event as a part of the JD solicitation process. Additional details concerning this event will be forthcoming.

All development inquiries on this opportunity should be directed to: AlewifeJDinquiries@MBTA.com
All press inquiries on this opportunity should be directed to: mbingaman@MBTA.com



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Phillip Eng, General Manager & CEO



NOTICE OF INTENT

ALEWIFE COMPLEX JOINT DEVELOPMENT PROJECT

DEVELOPMENT/INDUSTRY FORUM

The Massachusetts Bay Transportation Authority (MBTA) is pleased to provide this notice that it intends to engage a Joint Development (JD) partner for the redevelopment of its Alewife Complex in Cambridge, Massachusetts. The Alewife Complex comprises a very active Red Line heavy rail station, a 2,733-space structured parking garage, a busway, nearby Commuter Rail right-of-way, and ancillary layover and maintenance facility land. Together, the property offers a tremendous redevelopment opportunity in an area of Cambridge, Massachusetts that the MBTA intends to capitalize on to meet its infrastructure improvement objectives at the Alewife Complex and economic development and other public goals.

The MBTA seeks to create a world class public transportation hub through a future-forward development project, to enhance the public realm in the station area, and to contribute to economic development and sustainable growth in the Alewife community. To accomplish these goals, the MBTA will enter into a Pre-Development Agreement with its chosen JD partner to maximize public and private strengths of each party, and to create a development master plan that is realistic and viable. Upon the satisfaction of the pre-conditions to development set forth in the Pre-Development Agreement, it is the intention of the MBTA to proceed directly to a long-term lease with its JD partner.

The MBTA intends to select its JD partner based primarily on qualifications with consideration also given to teaming history and financial capacity, an understanding of the work, and the JD partner's proposed approach to the development of the Alewife Complex. As the public owner, the MBTA is looking for design, permitting, construction, financial, operations and maintenance expertise to complement the MBTA's capabilities. Collaboration, creativity, accountability and transparency will be hallmarks of the partnership, therefore, careful consideration should be given to the JD partner's development approach and staffing. The development of the Alewife Complex will be closely coordinated with City of Cambridge representatives.

The MBTA is the owner and operator of the Alewife Complex, including the following assets:

The garage, including all associated rights in land. The garage is a five-story, one million square foot structure accommodating 2,733 parking spots, critical power components that are a part of the MBTA's core system, and a small amount of retail. It is the largest parking structure in the MBTA system.

The station, including all associated rights in land, which serves as the northern terminus of the MBTA's Red Line and is serviced by four bus routes (62, 67, 76, and 350). Both the garage and the station were built in 1985 when Red Line revenue service was extended beyond Harvard Station, and both have undergone several rehabilitation projects and structural repairs. Safety measures are on-going.

- Adjacent real estate along the Fitchburg commuter rail line, which is underutilized and has value for an alternative higher and better use such as development and/or a new rail station.



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Phillip Eng, General Manager & CEO

massDOT
Massachusetts Department of Transportation



The MBTA anticipates the following procurement timeline related to the Alewife Complex:

Event	Date/Time
Publish notice of industry day	July 24, 2024
Industry day	August 8, 2024
Industry one-on-one meetings	August 8 through 14, 2024
Issue Request for Proposals (“RFP”)	Late-summer 2024
Informational meeting/site visit	One week after issuance of the RFP
Initial Proposal submission date and announcement of short-list	Fall 2024
Proposals submission date	Fall 2024
Selection and Notice to Proceed	Winter 2024



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Phillip Eng, General Manager & CEO



A developer/industry forum for entities interested in developing the Alewife Complex will be held on August 8, 2024, at 1:00 p.m. (Eastern) at the State Transportation Building located at 10 Park Plaza, Boston, MA. The forum will take place in the 2nd Floor Board of Directors conference room. MBTA officials will provide an overview of the opportunity, procurement method and schedule and will be available to answer questions. Firms or individuals interested in attending the forum, either in person or online, are encouraged to register in advance at: [Alewife Complex Industry Day Pre-Registration Form](#). Pre-registration is not required but is encouraged.

Firms interested in scheduling a one-on-one meeting with representatives of the MBTA to discuss proprietary aspects of the Project must register here: [Alewife 1 on 1 Registration Form](#). One-on-one meetings will be conducted between August 8 and August 14, 2024. To be eligible for a one-on-one meeting, a firm must be capable of acting as a lead development partner on the Project. Registration for a one-on-one meeting must be completed by August 5, 2024. The MBTA reserves the right, in its sole discretion, to schedule one-on-one meetings with any or all registrants.

The MBTA's Office of Diversity and Civil Rights will host a DBE networking event as a part of the JD solicitation process. Additional details concerning this event will be forthcoming.

All development inquiries on this opportunity should be directed to: AlewifeJDinquiries@MBTA.com

All press inquiries on this opportunity should be directed to: mbingaman@MBTA.com



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Phillip Eng, General Manager & CEO



The Opportunity

The MBTA is the owner and operator of a garage, station and associated real estate comprising the “Alewife Complex” at the northern terminus of the Red Line in North Cambridge (collectively, the “Complex”). The MBTA’s Transit Oriented Development/Innovative Delivery (TOD/ID) team has developed an innovative procurement related to the redevelopment of the Complex based on the following facts:

1. Several structural condition analyses of the garage have been conducted over the past decade with the latest and most substantive being completed in 2020. This study and on-going experience determine that the MBTA will need to spend at least \$55 million (in 2020 dollars) over the next ten years to keep the garage operational, with no measurable improvements in operations or capacity.
2. The station is also in need of certain repairs.
3. The City of Cambridge, through its 2019 *Alewife District Plan* and subsequent zoning and permitting actions, envisions continued economic development activity and a growing “vibrant mixed-use district” around the Complex. As other areas of Cambridge and the greater Boston region become built out, the Alewife area has emerged as an inviting opportunity for commercial, biotechnology and residential developers.
4. As it is well past its useful life and the ratio of revenue to repair cost is unsustainable and unwise, the MBTA has determined that it is in its best interest to demolish the garage and to engage with a private sector partner(s) to reimagine the use of the Complex.

The Proposal

The MBTA proposes to select a partner (“Developer”) based primarily on qualifications, partnering and financial capacity. Together, the MBTA and the selected Developer will execute an agreement (the “Pre-Development Agreement”) calling for the Developer and the MBTA to work collaboratively to establish the project goals; complete any necessary environmental reviews; advance design; allocate risk; garner required public support; acquire necessary permits; and negotiate a long-term lease which will be comprised of some or all of the real estate, the garage, and portions of the Station, including any necessary design, construction, operation, and maintenance obligations (the “Lease”). While it is anticipated that the Lease would feature a lengthy term, it is possible that the terms for the various components comprising the Complex could be different, depending on the MBTA’s objectives. As the Complex was initially built and later repaired with FTA financial assistance, FTA will be consulted early in the procurement process.



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Phillip Eng, General Manager & CEO



The development opportunity anticipates that the Lease will include the garage and the land on which the garage is located, air-rights. Further, the Developer will demolish the garage and redevelop that portion of the Complex as a part of the private redevelopment project, subject to an obligation to continue to provide a sufficient amount of parking for customers of the MBTA, as determined by the MBTA, at all times through a covenant in the Lease. The MBTA anticipates that it will retain pricing control over that parking.

In consideration for the development opportunity, the Developer will be required to design and construct (to the MBTA's standards) certain improvements to the MBTA transportation facilities at the Complex, including: (a) improvements to the station and Complex as detailed in a to be developed program; and (b) modifications to the station and complex made necessary on account of the Developer's private mixed-use redevelopment. The construction of the transportation improvements must be publicly procured by the Developer on the MBTA's behalf in accordance with M.G.L. ch. 30, § 39M or follow current law should changes be enacted.

The Process

It is anticipated that a multi-disciplinary team of MBTA senior personnel will be assembled to serve as a committee to develop the MBTA's needs, to evaluate proposals received under the procurement, and to assist in the review of plans submitted by the Developer. It is also possible that the MBTA will form a small group of external stakeholders to add transparency to and ensure support in the process. The work of both groups will be guided by a detailed work plan and schedule that is being developed by the TOD team.

Additional details regarding this opportunity are included with this summary. The project is unique in certain respects, particularly with respect to the progressive partnership that is anticipated and the public procurement that is required. However, all of the methods that are proposed have been undertaken by the MBTA in the past on prior projects and is common practice for other transit authorities.

An initial step in informing the MBTA's due diligence process and beginning the process of engaging with industry is to conduct a Developer/Industry Open House. This session will be followed by the issuance of a Request for Proposals ("RFP") providing detailed background information on the Complex and the MBTA's goals for the Complex and requesting developer qualifications, teaming experience and financial capacity. A site visit and open question and answer period will be conducted. The MBTA expects to issue the RFP in July and a JD partner selection in the fall/winter of 2024.



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO
Phillip Eng, General Manager & CEO

massDOT
Massachusetts Department of Transportation





Alewife Redevelopment

MBTA Industry Day
August 8, 2024



Agenda

- Welcome
- TOD/ID Joint Development
- The Alewife Complex
- City of Cambridge Planning
- Procurement Process
- Q&A



Phil Eng

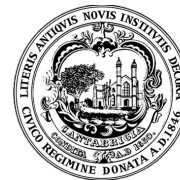
MBTA General Manager





Yi-An Huang

City Manager
City of Cambridge, MA



Key MBTA Staff

Sam Zhou

Chief of Engineer and Capital

Richard Henderson

Chief of Real Estate

Janice Kearney

Chief of Environmental Affairs

Gabrielle Mondestin

Chief Communications Officer

Angel Donahue-Rodriguez

Asst. General Manager External Affairs

Dennis Varley

Chief of Stations

Kevin Scanlon

Chief Counsel

Ryan Coholan

Chief Operating Officer

Michael Muller

Exec. Director,
Commuter Rail

TOD & Innovative Delivery

- MBTA lead department
- Multi-disciplinary personnel
- Focus on progressive project delivery benefits

- Leverage MBTA real estate assets to defray capital improvement costs
- Create vibrant mixed-use Transit-Oriented Development
- Grow ridership
- Bring developer expertise and market knowledge to the team early
- Transparent stakeholder collaboration
- Reduce time and pre-bid costs
- Generate increased competition by reducing bid pursuit costs and complexity
- Share risk with Joint Development partner





Joint Development at Alewife

Structural Condition

While the garage is safe, continuous monitoring, maintenance and structural repairs are required.

Maintenance Costs

Garage operating and structural maintenance costs continue to grow, outpacing parking revenue.

Property Value

Property values in Cambridge, and the Alewife area in particular, remain strong.

Signature Station

As one of the MBTA's major hubs, Alewife station has the potential to be a signature facility integrated with the surrounding community.

Joint Development Project Lifecycle



Alewife Complex aerial footage



Footage: MassDOT Aeronautics Division

Alewife Station Assets

The Alewife complex today is composed of the station, the garage, and approx. 30 acres of land, operations areas and support facilities.



The Garage

A five-story, 1 million sq. ft. structure with 2,733 parking spaces



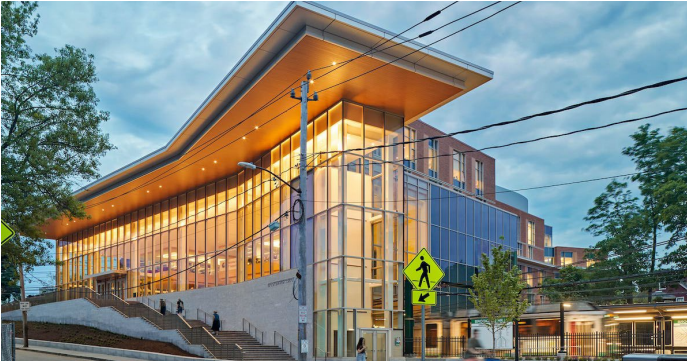
The Station

The northern terminus of the MBTA Red Line and is serviced by four bus routes. Serves 5,000 daily transit boardings projected to increase to 7,500 by 2028.



The Real Estate

MBTA-owned real property and MBTA property rights in land owned by third parties proximate to the station and garage.



Alewife TOD: Integrating transit and placemaking





Creating a Future-Forward Hub

Multimodal Transit Hub

Connect subway, bus, commuter rail, and last-mile solutions: bike-sharing, shuttles and electric vehicle charging stations.

Infrastructure Modernization

Overhaul aging systems, incorporate state-of-the-art technology to improve service reliability and rider experience.

Climate Resilience & Sustainability

Incorporate advanced flood mitigation and green infrastructure to address climate change.

Prioritize measures to minimize the environmental footprint.

Transit-Oriented Development

Create a vibrant mixed-use community hub directly integrated with the transit facility.



Multimodal Transit Hub

Transit Station

- Improve the customer experience
- Upgrade station for safety and accessibility
- Consider future service needs

Parking

- New parking facility, sized for demand
- Electric vehicle charging stations
- Secure bicycle parking

Busway

- Bus Network Redesign – Bus Routes 62, 67, 76, 350
- Battery Electric Bus infrastructure
- Private shuttle accommodations

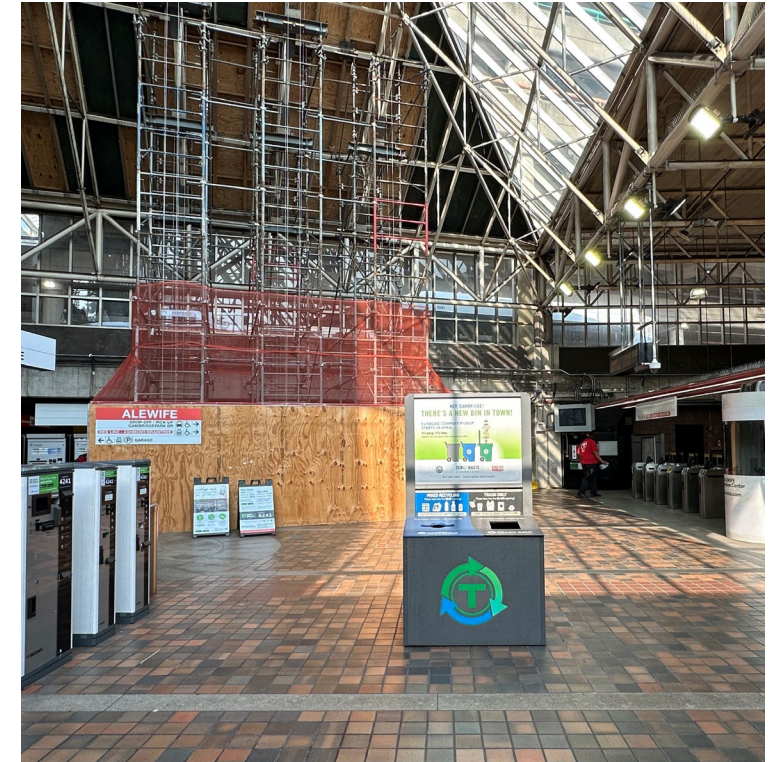
Multimodal Connections

- Accessible pedestrian connections
- Last-mile connections, ride share
- Secure bicycle facilities & connections

MBTA Infrastructure Modernization

- Address aging facility systems
- Incorporate updated technology to improve service reliability and rider experience including wayfinding, lighting and real time displays
- Increase retail and community services
- Upgrade signal systems
- Improve platform for better accessibility
- Modernize back of house service areas





Existing conditions





Climate Resilience & Sustainability

Protect the present and plan for the future through climate resilience and sustainable approaches:

- Incorporate advanced flood mitigation strategies for station & critical infrastructure
- Plan for fleet updates including BEBs
- Implement green infrastructure to address climate change impacts
- Minimize the station's environmental footprint:
 - Prioritize energy efficiency and implement water conservation measures
 - Utilize renewable energy sources



Transit-Oriented Development

Building a shared vision



Alewife is an opportunity for:

- Implementing a vision that meets MBTA needs and enhances the surrounding neighborhood
- Relieving pressure on MBTA capital plan for station improvements
- Redeveloping the complex for the future while offering a fair return to the MBTA
- Promoting multimodal regional connectivity
- Building on MBTA station and service initiatives
- Developing a realistic phasing approach for infrastructure and development

Success will require City and community participation in creating a viable, long-term master plan consistent with core objectives

Pre-development Preparation

Technical Studies

- Deconstruction Study
- Parking needs assessment: transit vs general parking
- Needs assessment & program definition

Planning

- Commuter Rail Demand Study
- Commuter rail crossing studies
- Red Line TOD Study

Planned Projects

- East Head House upgrades
- Atrium glass replacement project
- New tunnel high rail access in design

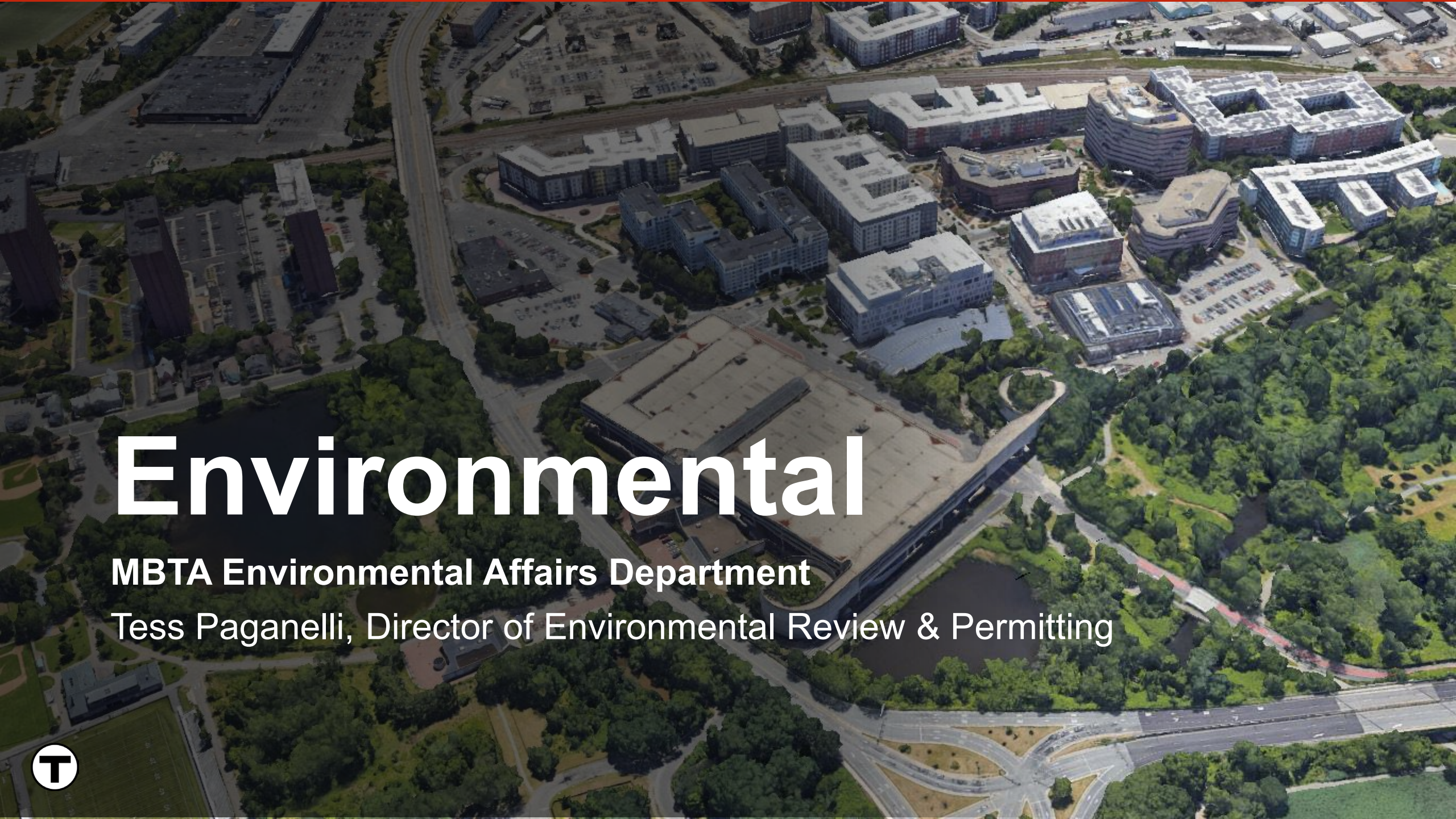
An aerial photograph of a university campus. In the center, a large, rectangular, light-colored building with a flat roof is the focus. To its right and slightly behind it are several modern, multi-story buildings with curved, tiered facades. The campus is surrounded by green trees and a network of roads. A large, dark, irregularly shaped pond is visible in the lower right quadrant. The overall scene is captured from a high angle, showing the layout of the campus and its surrounding environment.

Garage Deconstruction

Alewife Garage Deconstruction Study

Connor Bruns, PE | Simpson Gumpertz & Heger



An aerial photograph of a city campus. In the center, there are several modern, multi-story buildings with flat roofs and large windows. To the left, a large, light-colored industrial or warehouse building is visible. The campus is surrounded by green trees and grass. A road with a roundabout is in the foreground. The text "Environmental" is overlaid in large white letters.

Environmental

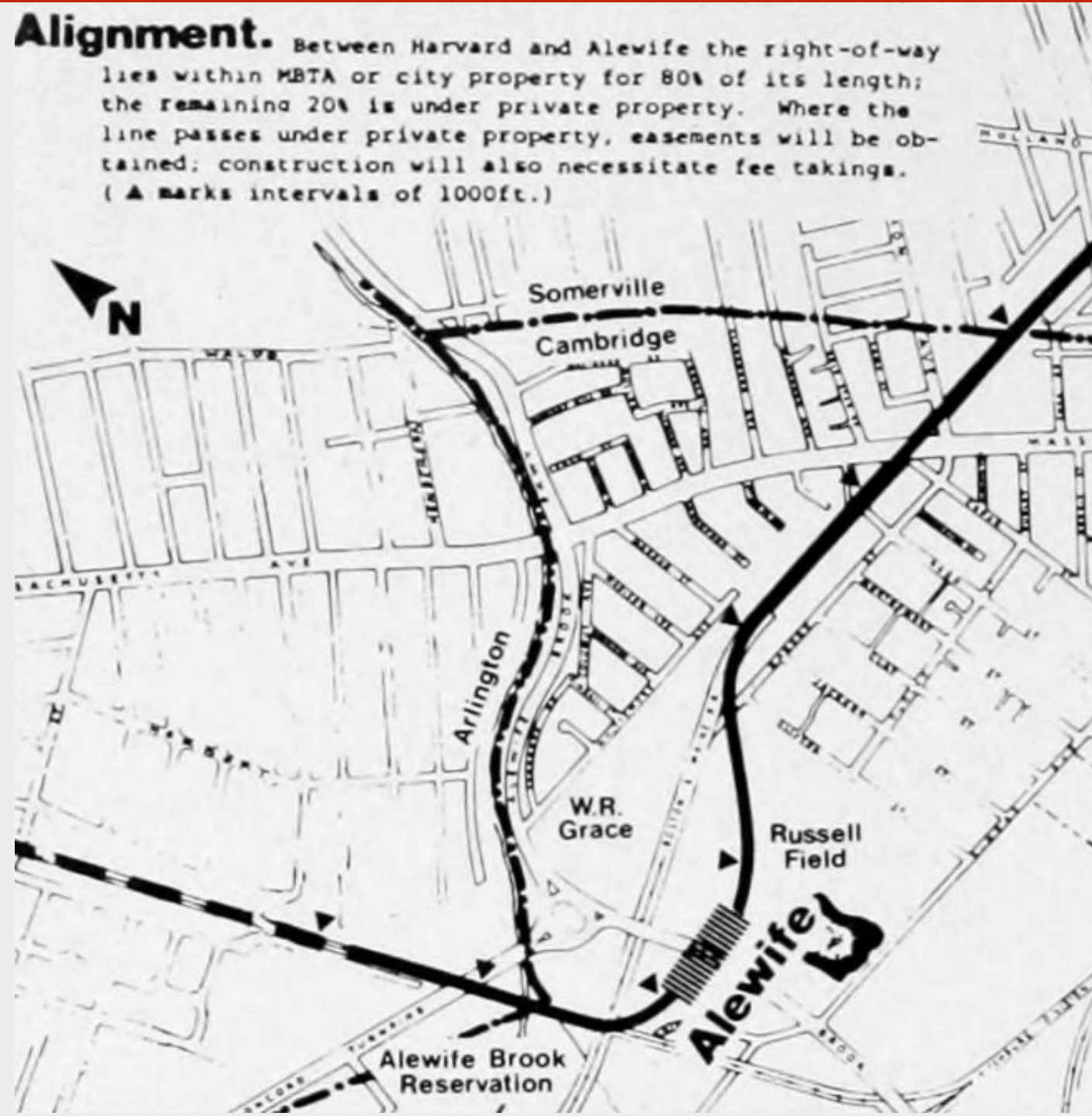
MBTA Environmental Affairs Department

Tess Paganelli, Director of Environmental Review & Permitting



Site history

Former WR Grace industrial area



Hazardous Materials

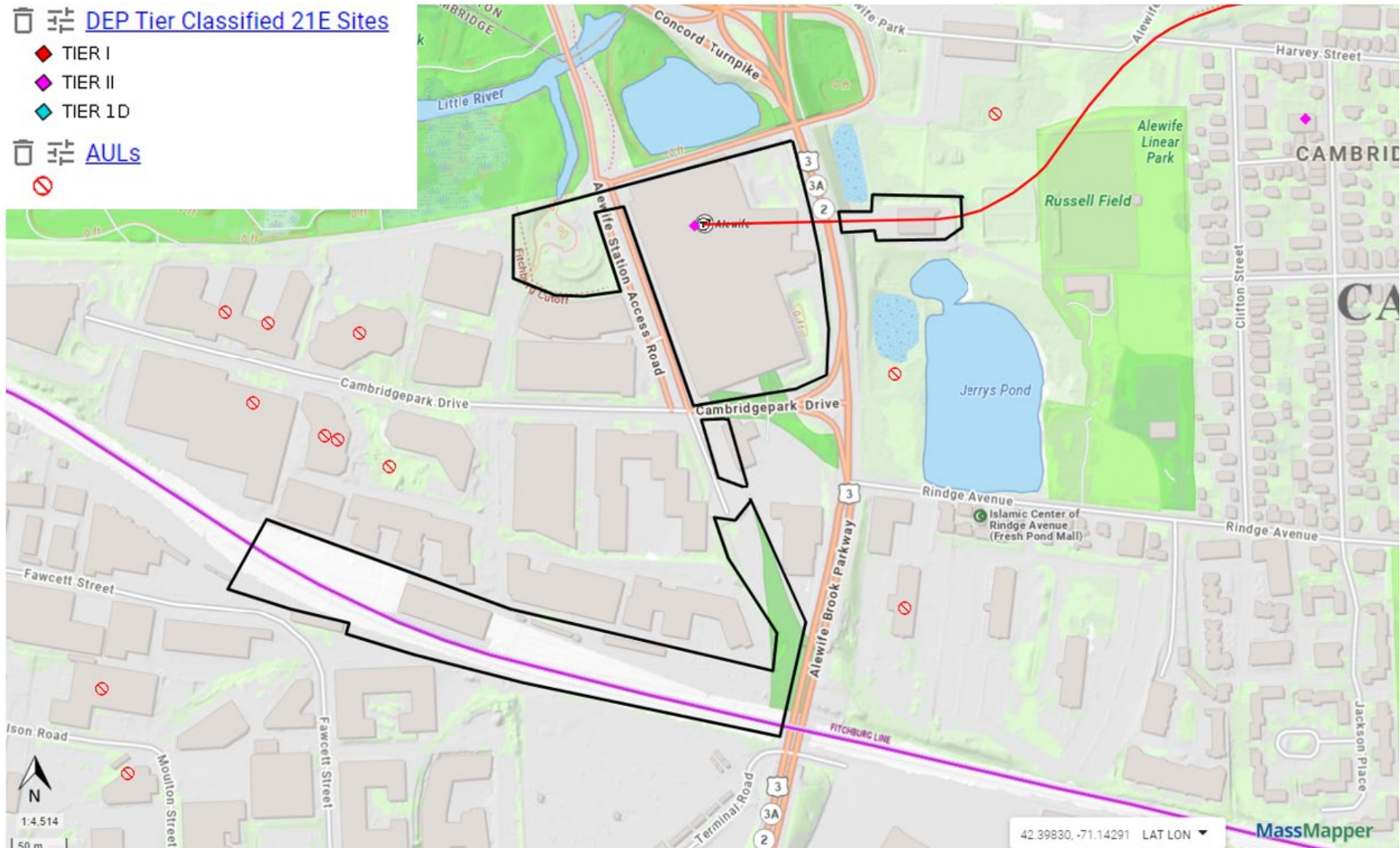
 [DEP Tier Classified 21E Sites](#)

 TIER I

 TIER II

 TIER 1D

 [AULs](#)



 [MassHistoric Commission Inventory \(Areas\)](#)

-   [MassHistoric Commission Inventory_\(Points\)](#)

-

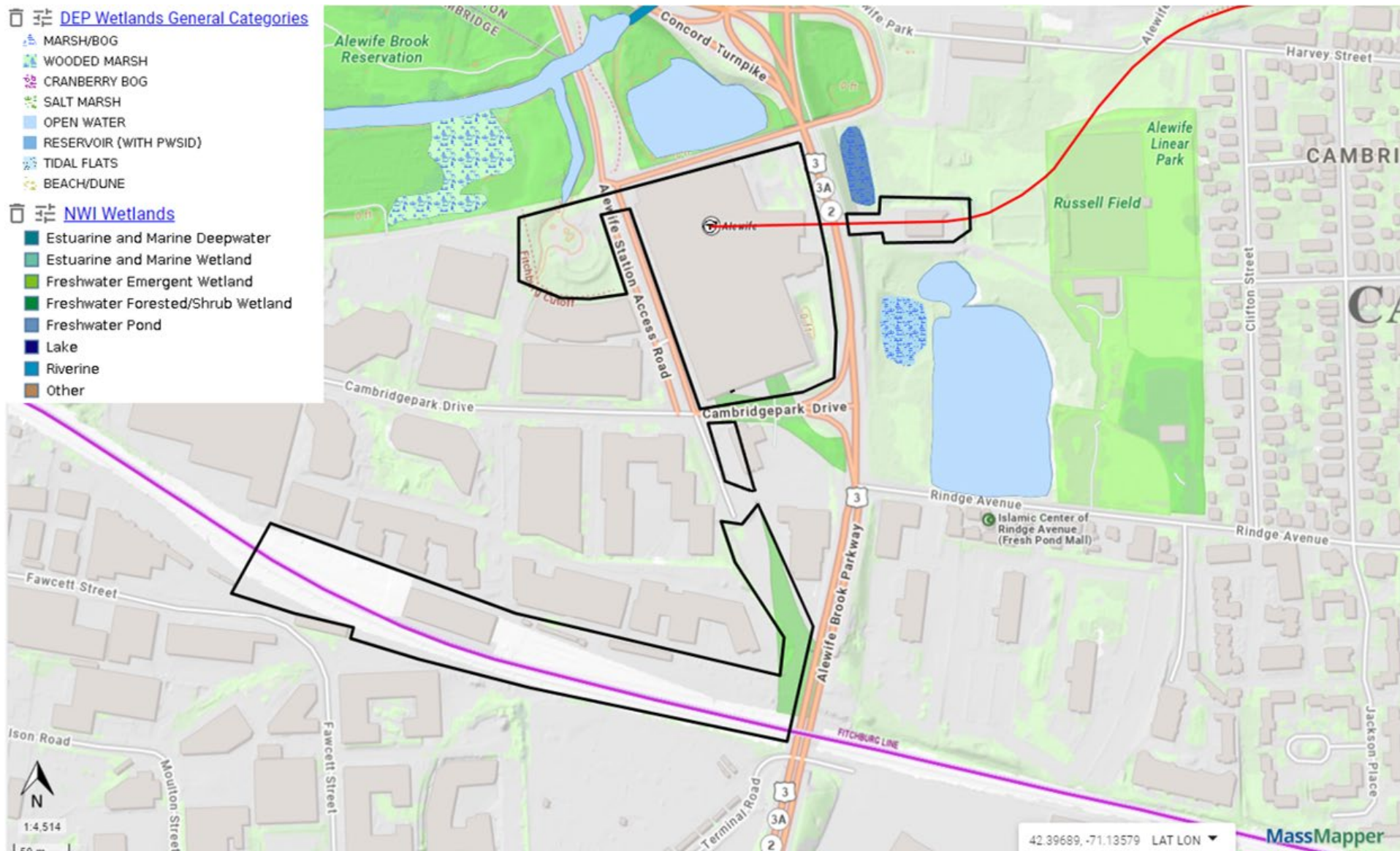
WPA Jurisdiction

DEP Wetlands General Categories

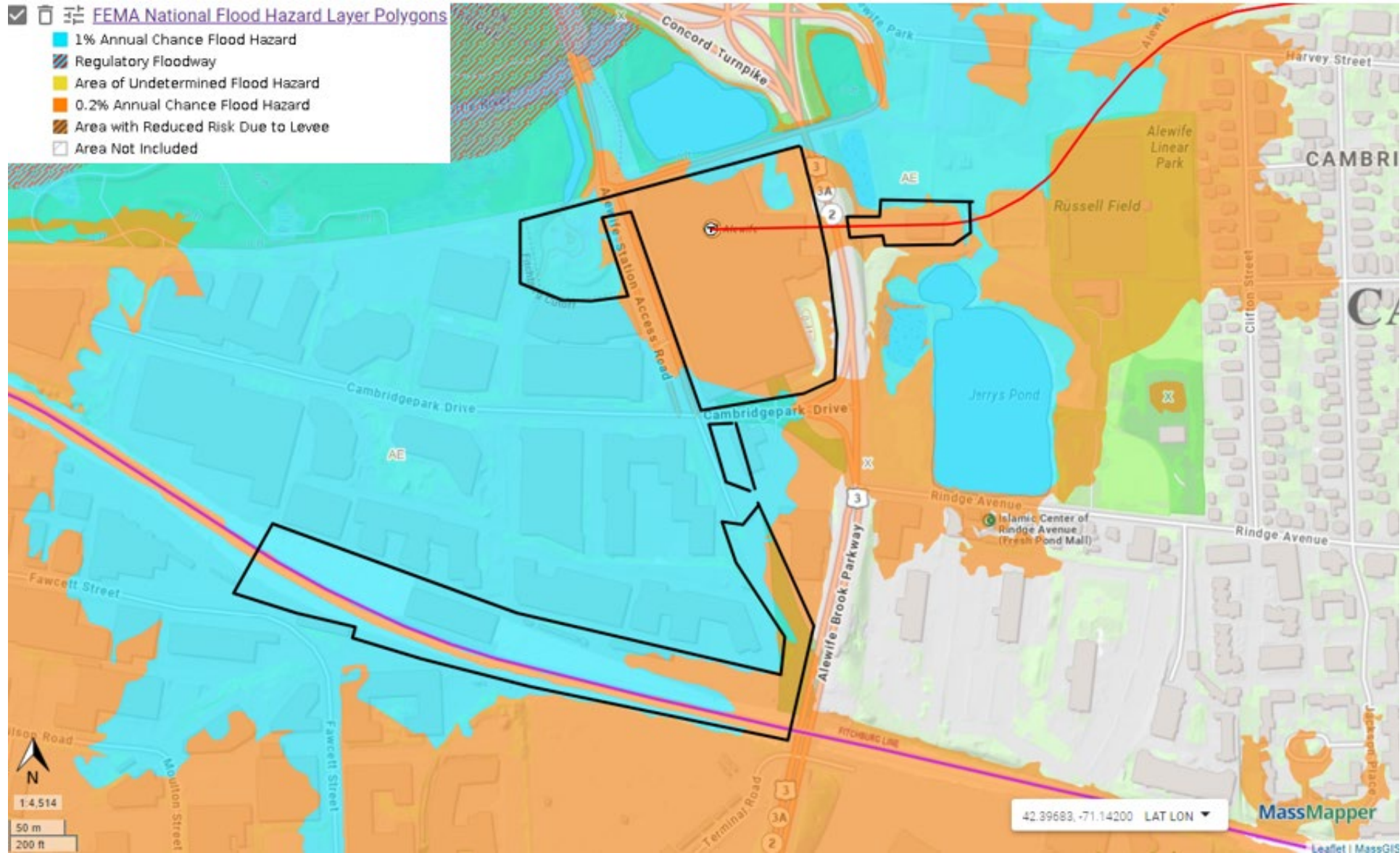
- MARSH/BOG
- WOODED MARSH
- CRANBERRY BOG
- SALT MARSH
- OPEN WATER
- RESERVOIR (WITH PWSID)
- TIDAL FLATS
- BEACH/DUNE

NWI Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Other



FEMA Flood Hazards



Planning & Zoning

City of Cambridge

Melissa Peters, Chief of Planning Strategy



Joint Development

Partner Process

1 Solicitation

- Issue Request for Proposal (RFP) for Joint Development partner
- Create shortlist of respondents
- Interviews with shortlisted respondents
- Joint Development partner selected

2 Pre-development Services

- Successful development partner will enter into a Pre-Development Services Agreement with the MBTA
- Project team works cooperatively with the MBTA to conduct due diligence, design, permitting and stakeholder outreach

3 Lease Negotiation

- At the completion of pre-development services and after final MEPA/NEPA determination, the MBTA and the selected developer partner will negotiate a Lease for the design, construction, operations, and/or maintenance of, and long-term lease of, the Assets.

4 Lease & Initiation

- If negotiations are successful, the development partner and the MBTA will enter into a long-term Lease.
- If negotiations are not successful, partnership dissolution process, per PDA, is conducted.

Developer Selection Process

The MBTA anticipates release of the RFP/Q in Fall 2024 with the goal of naming a Joint Development Partner in Winter 2025.

Fall 2024



Winter 2025

Important Procurement Topics

- Pre-Procurement Phase – opportunity for input on the project and procurement
- Procurement Phase – restricted communication
- Federal Transit Authority and Public Procurement Rules will be followed
- Selection Criteria
 - Qualifications
 - Financial Capacity
 - Partnering history
- Development Team Partnering
- Disadvantaged Business Enterprise



Questions

Virtual attendees may
submit questions via chat.