CAMBRIDGE REDEVELOPMENT AUTHORITY
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255 Main Street | 8th Floor | Cambridge, MA 02142
cambridgeredevelopment.org

MEMORANDUM

To: CRA Board

From: Fabiola Alikpokou

Date: October 19, 2022

Re: Rindge Connectivity— Multi-Use Path RFP and Consultant Selection

INTRODUCTION

In 2020, the CRA completed the Rindge Neighborhood Connectivity Plan (Plan) to provide an open space vision, conceptual approach, and short-term recommendations to enhance connectivity to and from the neighborhood. After completing the Plan, staff continued to work on a few key implementation ideas, particularly improving circulation around and through the Rindge Tower properties, owned and operated by Just-A-Start (JAS) and The Schochet Companies. Gamble Associates completed a conceptual plan for a set of internal circulation facilities that could, in the future, connect to broader district pathways in the neighborhood.

As a step toward implementing improved connectivity, as identified in the Plan, the CRA negotiated the terms for an easement with JAS, located along the boundary of 402, 430, and 432 Rindge Avenue, to bring a portion of the internal circulation plan to fruition. The goal for the easement is to reserve space for a public multi-use path around one of the major properties in the area.

RFP PROCESS AND RESPONSES

In order to advance the multi-use path project, a Request for Proposals (RFP - see Exhibit A) was published from July 18, 2022, to August 26, 2022, to seek proposals from qualified and experienced landscape design and civil engineering consultants to conduct a feasibility study and provide consultation during the path construction along the easement site. Additionally, a site tour was offered on July 26, 2022, to provide a depth understanding of the area, and a total of seven firms attended the site visit. An addendum was issued on August 3, 2022, with answers to questions, a list of site visit attendees and plan holders, the path concept presentation, and outstanding documents.

The RFP closed on August 26, 2022, and the CRA received two proposals: one from Kleinfelder, Inc and the other from Copley Wolff Design Group, Inc.

SELECTION RECOMMENDATION

Once proposals were submitted, the selection committee, consisting of CRA staff members Fabiola Alikpokou, Tom Evans, and Cecelia Cobb, along with one staff from JAS and the City of Cambridge Community Development Department, reviewed and scored each proposal. Because both firms scored highly, a decision was made to interview the teams from both Kleinfelder, Inc and Copley Wolff Design Group, Inc. The interviews occurred on September 22, 2022, and September 23, 2022.

CRA staff carefully considered the selection for a full week and decided to recommend Copley Wolff Design Group, Inc. as the project's landscape designer, with Nitsch Engineering as the civil engineering consultant. It was a difficult decision as both firms and their sub-consultants stood out for having high-quality teams with highly relevant experience. Ultimately, after factoring in the proposed work plan and pricing (Exhibit B), Copley Wolff Design Group, Inc. stood out more.

Copley Wolff Design Group's references were consistently positive when asked about the quality of work, project management, competency, and communication skills. Nitsch Engineering is a women owner's enterprise with which the CRA has worked with in the past during the Ames Place Open Space and Danny Lewin design projects.

CONTRACT TERM

The CRA expects to enter into a contract by the end of the year for one hundred and sixty-five thousand dollars ($165,000). The length of the contract will be determined by the project timeline, which will be finalized with the CRA and consultant team, but initially is expected to last three years, with extensions likely due to ongoing construction management responsibilities. The working construction budget estimate for construction is approximately one million dollars ($1 million), but the design contract will provide more refined cost estimates. The CRA will seek other funding and work on a finalized budget estimate for the project and will seek budget approval from the CRA Board before advancing this contract into construction documents or bidding.

MOTION

Draft Motion: Authorizing the Chair to negotiate and enter into a contract with Copley and Wolff Design Group for design services related to the construction of a multi-use pathway over the future public easement area of the Rindge Commons Project.

ATTACHMENTS

Attachment A: CRA RFP for Landscape Architect/Civil Engineering Services
Attachment B: Copley Wolff Design Group Proposal for Multi-Use Pathway Design

Attachment A
CRA RFP for Landscape Architect/Civil Engineering Services

CAMBRIDGE REDEVELOPMENT AUTHORITY

RFP

Multi-Use Pathway Design

NOTICE

REQUEST FOR PROPOSALS FOR LANDSCAPE ARCHITECT/CIVIL ENGINEERING

The Cambridge Redevelopment Authority (CRA) seeks proposals from qualified and experienced landscape design and civil engineering consultant (Consultant) to provide landscape design and civil engineering related services for a multi-use path on the CRA's proposed easement site located along the boundary of 402, 430, and 432 Rindge Avenue. The selected Consultant will provide design and engineer related services described in section 2.0. The necessary qualifications and submission requirements are outlined herein.

Proposals will be accepted until **5 pm** on **August 26, 2022,** and should be emailed as one PDF file to Fabiola Alikpokou at falikpokou@cambridgeredevelopment.org with the subject line "Multi-Use Pathway Design RFP."

Copies of this Request for Proposals (RFP) are available online in PDF format at www.cambridgeredevelopment.org in the About > "RFPs, Contracting, And Other Opportunities" section.

1.0 PROJECT INTRODUCTION

1.1 CONTEXT

The CRA is a government redevelopment agency founded in 1956 under the authorization of Massachusetts General Law Chapter 121B. As a redevelopment agency, the CRA revitalizes underutilized areas, encourages new development, invests in public infrastructure, and promotes sound growth in Cambridge. Over the past 62 years, the CRA has undertaken major redevelopment initiatives in Kendall Square and nearby neighborhoods. Recently, the CRA has increased its city-wide project activities, including renovating 99 Bishop Allen in Central Square, redeveloping the Foundry Building in East Cambridge, and implementing connectivity improvements in the Rindge Avenue area of North Cambridge.

The Rindge Avenue community is a residential neighborhood in North Cambridge, consisting predominantly of permanently affordable housing, positioned between Rindge Avenue, Alewife Brook Parkway, the North Cambridge Cemetery, and the Fitchburg Commuter Railroad. The community is diverse, with residents from various ethnic and racial backgrounds, with many households that speak languages other than English. While the neighborhood is geographically close to important community resources, roadways and railroads serve as physical barriers that restrict convenient, direct access to nearby natural and local amenities. The CRA recognizes that the Rindge Avenue community deserves improved connections that allow residents of all ages and mobilities to move between places easily and safely at all times of the day.

The CRA completed a Rindge Neighborhood Connectivity and Open Space Vision Report (the Study) in 2020 to better understand the neighborhood's existing connectivity conditions and potential opportunities. The Study provided an open space vision, conceptual approach, and short-term recommendations to enhance connectivity to and from the neighborhood.

As a step toward implementing improved connectivity, as identified in the Study, the CRA is negotiating an easement located along the boundary of 402, 430, and 432 Rindge Avenue to create a public multi-use path around one of the major properties in the area. The Consultant selected through this RFP process will provide landscape design and engineering services to advance the design and construction implementation of this path system. Additionally, the Consultant will conduct a feasibility study and provide consultation during the construction of the multi-use path along the easement site.

1.2 STATEMENT OF PURPOSE

The CRA aims to solicit responses from qualified Consultants to be selected to develop a schematic design for creating a publicly accessible multi-use path (Phase 1) and to provide full design services through project implementation (Phase II). Services requested of the Consultant will include, but are not limited to, those listed in the Scope of Services provided in Section 2.0 of this document.

1.3 STAKEHOLDERS / USER GROUPS

- CRA Staff and Board
- City of Cambridge
- Abutting landowners
    - Just-A-Start
    - The Schochet Companies
    - MBTA
    - DCR
- Residents of Schochet owned Fresh Pond Apartments, and Just-A-Start owned Rindge Tower Apartments

2.0 SCOPE

As explained above, the CRA seeks to contract with a Consultant team to provide landscape design and civil engineering related services for a public easement located along the boundary of 402, 430, and 432 Rindge Avenue that will be developed into a multi-use path. The Consultant will create a feasibility study in Phase I and provide construction consultation in Phase II. The following is a combined list of tasks the Consultant team will be expected to complete/manage during the contract duration.

SITE EXPLORATION, RESEARCH & STAKEHOLDER COLLABORATION

- Review existing materials and documentation of projects, open space, and connectivity in the area, including but not limited to the following:
    - Rindge Neighborhood Connectivity Study
    - Pathway Conceptual Design by Gamble Associates
    - Envision Cambridge: Alewife District Plan
    - Just-A-Start Rindge Commons Development Plan
    - Cambridge Bike Plan
    - Urban Forestry Master Plan
- Conduct site visits and document existing conditions.
- Meet with CRA to develop project goals and identify opportunities and challenges.
- Facilitate and host design meetings with stakeholders.

- Understand regulatory constraints that might affect the design
- Evaluate offsite/regional influences on a project to help inform connectivity and design recommendations.
- Perform utility research and coordinate with utility companies and MBTA for work if necessary.
- Perform paper and site surveys for project area subject to landscape design work.

DESIGN SERVICES

- Develop grading plans, schematic designs, and design development drawings based on approved budget and CRA standards.
- Develop phasing, management, and multi-use circulation plans.
- Develop project cost estimates and schedules.
- Prepare a bid-ready set of contract drawings and specifications (per phase if necessary), including alternates, based upon approved design and budget.
- Conduct value engineering.
- Develop signage design and fabrication drawings for regulatory, informational, directional, and wayfinding signs.

PROJECT MANAGEMENT

- Attending regular meetings with CRA staff when working on assignments.
- Prepare meeting agendas, presentations, and handouts if necessary.
- Writing meeting notes and action items.
- Compose well-written and comprehensive reports and recommendation memos.
- Obtain permit approvals from appropriate agencies if necessary.
- Construction administration and management.

3.0 SUBMISSION REQUIREMENTS

3.1 QUALIFICATIONS & EXPERIENCE

Team member expertise must include:

- Thorough knowledge of landscape architecture design, civil engineering services, and methods related to site development activities.
- Knowledge of schematic and development designs, and public bid and construction consultation services as necessary.
- Expertise in providing geotechnical investigation, survey, structural engineering services, and civil project design, preparation of construction documents, and construction engineering for the proposed site utilities
- Ability to prepare designs and drawings.
- Knowledge of sustainable design principles, including concepts for water conservation, xeriscaping, stormwater management, heat island reduction, etc.
- Creativity in design and problem-solving strategies.
- Knowledge of accessibility regulations.
- Ability to present at stakeholder meetings, engage diverse audiences and build consensus.
- Experience evaluating offsite/regional influences on a project to help inform connectivity, design, etc., recommendations.
- Experience designing bicycle and pedestrian facilities and vehicular parking and circulation systems.

- Experience preparing project reports and recommendations, including but not limited to: phasing, maintenance, site, and construction plans.

3.2 FORMAT & CONTENT OF RFP RESPONSES

FORMAT

RFP responses must be submitted by email with the subject line “Multi-Use Pathway Design RFP” to Fabiola Alikpokou (falikpokou@cambridgeredevelopment.org) and include one PDF file containing a cover letter, resume for individuals working on the project, three (3) references, demonstration of experience, and an estimated project timetable, work plan, and budget based off the preliminary scope provided.

MINIMUM PROPOSAL CONTENTS

1. Cover Letter(s) and Resume(s): The cover letter should include the applicant’s approach to achieving the work identified in section 2.0, consisting of:
    a. a detailed work plan identifying the tasks to be accomplished, timeline, and deliverables at key milestones in the project, and
    b. a description of the team structure, including the project principal, project manager, key staff, and sub-consultants.

2. Three (3) References: References will be contacted to determine if the applicant is responsive and responsible. They will be asked about their overall impression, the quality of work performed, and the timeliness of work produced by the applicant. Reference information should include:

    a. Contact’s name, position, email, and telephone number
    b. Name of company or organization
    c. Status of work and short description

3. Demonstration of Experience: Applicants should demonstrate how they meet the qualifications and experience listed in section 4.1 by providing information on at least two (2) relevant project experiences.

    a. Project examples should indicate the role of the applicant, services provided, and the end products. Links to examples or associated data files would be helpful but are not necessary.

4. Budget: Provide standard hourly rates for the prime and sub-consultants (if applicable) and an estimated cost for the project.

5. A signed Anti-Collusion Tax Compliance Form.

6. A copy of a W9 for the individual or team lead.

3.3 QUESTIONS & ADDENDUMS TO RFP

Requests for clarifications or questions concerning the RFP may be submitted to Fabiola Alikpokou, Project Planner, via email at falikpokou@cambridgeredevelopment.org by **12:00 pm** on **July 29, 2022.** Please provide contact information (name, address, and email) for the person to whom responses should be sent. Answers will be sent by **5 pm** on **August 3, 2022,** to all who asked questions and to those who were originally sent the RFP or expressed interest in some other manner. Any additional addendums to the RFP will be posted and notified in the same manner.

4.0 RFP EVALUATION

4.1 SELECTION CRITERIA

Due to the highly collaborative nature of the project, the CRA will create a selection committee consisting of stakeholders and the City of Cambridge to help evaluate the RFP responses.

CRA Staff and the selection committee will evaluate each RFP response based on the following evaluation/selection criteria in order to choose any number of finalists to invite for interviews. The CRA welcomes proposals from firms with a diverse workforce, including women and minority-owned firms.

A. QUALITY OF PREVIOUS WORK

The previous work examples allow the CRA to understand the Consultant's methodical approach to the project and should demonstrate an understanding of the scope identified in section 2.0. Therefore, the previous work examples should represent the highest level of achievement in landscape design, illustrate the Consultant's ability to implement creative design and problem-solving strategies, show a breadth in design experiences, excellence in graphic design, and well edited and written plans and reports.

B. EXPERIENCE AND QUALIFICATIONS OF FIRM & PERSONNEL

The personnel assigned to the project and the firms making up the Consultant team, especially the firm with the position of team lead, should have experience in each of the items listed in Section 3.1, and the proposer has shown examples of successful projects over the past 5 years.

C. QUALITY OF REFERENCES

References are able to comment substantively on their experiences with the team (especially the firm serving as team lead) and with the proposed personnel assigned to the project. References have the highest praise for the firm(s) and the personnel in terms of schedule, team coordination, content and comprehensiveness of deliverables, project management, adherence to budget, quality assurance, technical capabilities, capacity of firm, vision, attention to detail, strengths of each firm as well as proficiency and effectiveness of talent.

E. TEAM HOURLY RATES

The proposed team hourly rates of those responsible for the work proposed are competitive against other finalists.

F. TIMELINESS AND CAPACITY

The project team appears to have the local capacity to undertake projects in a timely manner. The CRA is looking for a team that can masterfully coordinate multiple stakeholders and facilitate comprehensive processes while maintaining the project's focus and scope.

4.2 EVALUATION PROCESS

CRA Staff and the selection committee will review all proposals and may select any number of applicants to be interviewed. Proposers should be prepared to travel to Cambridge for this interview, which should include the

team leader and a limited number of additional key personnel who will be working on the project on a day-to-day basis. The CRA will not assume any travel costs related to these interviews. The applicants chosen for interviews will be notified by email and telephone of the date, time, and place for their interviews. Instructions regarding what to prepare for the interviews will be communicated at the time the interview is scheduled. All interviews will be scheduled from **September 6 – 9, 2022**. Teams must be prepared to interview on one of those days if asked.

After the interviews, the CRA Staff will forward its recommendation of the most qualified applicant to the CRA Board at the next regularly scheduled monthly CRA Board meeting planned for **September 21, 2022, at 5:30 pm**. A representative from the recommended finalist may be asked to be present at this CRA Board meeting. The CRA Board may at this time accept or reject the ranking.

A site tour led by CRA staff is available on **July 26, 2022, at 2:00 PM.** If interested, please notify Fabiola Alikpokou, Project Planner, via email at falikpokou@cambridgeredevelopment.org by **5:00 pm** on **July 22, 2022.**

A. TENTATIVE RFP SCHEDULE AND SUBMISSION

The selection schedule is as follows:

RFP Available	July 18, 2022
Site Tour (Optional)	July 26, 2022 (at 2:00 PM)
Deadline for Questions	July 29, 2022
Response to Questions Issued	August 3, 2022
RFP Proposal Submission Deadline	August 26, 2022
Interviews and Negotiations with Top Proposers	September 6-9, 2022
CRA Board Meeting, Contract Award	September 21, 2022

5.0 GENERAL TERMS & CONDITIONS

Acceptance: Any proposals received after the due date will not be accepted. Delivery to any other contact other than what is noted in Section 3.2 does not constitute compliance. It is the responsibility of the applicant to assure proper and timely delivery. The CRA reserves the right to reject any or all proposals, waive any minor informalities in the proposal process, and accept the proposal deemed to be in the best interest of the CRA.

Failure to follow instructions: Failure to answer any question, complete any form, or provide the documentation required will be deemed non-responsive and result in an automatic rejection of the proposal unless the CRA determines that such failure constitutes a minor informality.

Correction, modification, or withdrawal of proposal: Prior to the deadline for receipt of proposals, an applicant may correct, modify, or withdraw its proposal by making the request in writing. All corrections, modifications, or

withdrawals must be emailed to the CRA contact noted in Section 4.3 with a notation on the PDF indicating the title of the project, the deadline for the receipt of the proposals, and a notation that the PDF contains a correction, modification, or withdrawal of the original proposal submitted for the particular project.

Duration of RFP responses**:** A response will remain in effect for a period of 180 calendar days from the deadline for submission of proposals until it is formally withdrawn according to the procedures set forth herein, a contract is executed, or this RFP is cancelled, whichever occurs first. The CRA reserves the right to reject any and all proposals or portions thereof.

Award Contract: The CRA reserves the right to reject any and all proposals if it determines that it is in the best interest of the CRA to do so. The CRA may enter into a contract with a person, a corporation, a partnership, or a joint venture.

Equal Opportunity: The successful offeror must be an Equal Opportunity Employer

Insurance: Certification regarding insurance will be required at the execution of the contract. Minimum required insurance will be outlined for the selected applicant at that time.

MBE/WBE Participation: The CRA encourages participation by minority/women businesses as prime contractors and encourages all prime contractors to make a significant commitment to using minority/women-owned businesses as sub-contractors and suppliers. A list of certified minority and women-owned businesses is maintained by the Commonwealth of Massachusetts Supplier Diversity Resources department at https://www.sdo.osd.state.ma.us/BusinessDirectory/BusinessDirectory.aspx

Public Records Law: Public Records Law. All responses and information submitted in response to this RFP are subject to the provisions of the Massachusetts Public Records Law, MGL c. 66, § 10 and c. 4, §7(26), and 950 CMR 32. MGL c. 4, § 7(26)(h) exempts from the definition of "public record," among other things, "proposals and bids to enter into any contract or agreement until the time for the opening of bids to be opened publicly, and until the time for the receipt of bids or proposals has expired in all other cases," as well as intra- or inter-agency communications made with respect to reviewing bids and proposals, prior to a decision to enter into negotiations or award contracts. MGL c. 4, §7(26)(g) exempts "trade secrets or commercial or financial information voluntarily provided to an agency for use in developing governmental policy and upon a promise of confidentiality," though this exemption does not apply to information "submitted [...] as a condition of receiving a governmental contract."

6.0 REFERENCE DOCUMENTS

- Rindge Neighborhood Connectivity Study: https://www.cambridgeredevelopment.org/rindgeconnectivity
- Envision Cambridge: Alewife District Plan: http://envision.cambridgema.gov/
- Just-A-Start Rindge Commons: https://rindgecommons.org/
- Cambridge Bike Plan: https://www.cambridgema.gov/Departments/communitydevelopment/2020bikeplanupdate
- Urban Forestry Master Plan: https://www.cambridgema.gov/Departments/publicworks/Initiatives/urbanforestmasterplan

7.0 APPENDICES

- Path Concept Presentation
- **Appendix A: Non-collusion, Non-Discrimination, Tax/Employment Statements**. These statements must be signed and returned with your RFP submission.
- **Appendix B: CRA standard consultant services agreement**.

Attachment B
Copley Wolff Design Group Proposal for Multi-Use Pathway Design

Copley Wolff Design Group

Landscape Architects & Planners

Landscape Architect/Civil Engineering Services for:

Multi-Use Pathway Design

402, 430, & 432 Rindge Avenue, Cambridge

26 August 2022

Copley Wolff Design Group

August 26, 2022

Fabiola Alikpokou
Project Planner
Cambridge Redevelopment Authority
255 Main Street, 8th Floor
Cambridge, MA 02142

Re: Multi-Use Pathway Design RFP

Dear Fabiola:

Copley Wolff Design Group and Nitsch Engineering are pleased to submit our proposal for landscape design and civil engineering related services for a multi-use path on the Cambridge Redevelopment Authority's (CRA) proposed easement site located along the boundary of 402, 430, and 432 Rindge Avenue in response to the Request for Proposals for Landscape Architect/Civil Engineering issues on July 18th, 2022.

Copley Wolff is a leading landscape planning and design firm with over 25 years of experience designing some of the region's most memorable and beloved outdoor spaces. A firm with our depth of project experience, along with the knowledge we have gained from years of designing parks and navigating through the public approval process in Cambridge will be especially beneficial for this project. We are aware of the importance of community participation, inter-agency coordination, timely delivery of project requirements, and the need to carefully track anticipated construction costs against authorized project budgets. The proposed projects will take creativity, leadership, sensitivity, respect, and collaboration.

Nitsch Engineering was founded in 1989 and is a certified women-owned business enterprise (WBE) in Massachusetts and Virginia; and certified by the Women's Business Enterprise National Council (WBENC). Nitsch provides a full range of transportation and traffic engineering services, from transportation master planning, through roadway design and improvement, to construction phase services and contract closure. Their areas of expertise include providing roadway design and permitting services, providing multi-modal design, shared use path design, performing traffic impact, site access feasibility, parking, and traffic calming studies, preparing transportation master plans, and providing peer review services. They have worked with many municipalities and state clients on multi-modal projects – such as the Cities of Worcester, Northampton, and Boston, and MassDOT – throughout Massachusetts to improve their transportation infrastructure.

Landscape Architects & Planners

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Copley Wolff and Nitsch Engineering have worked together on projects throughout the Greater Boston region for over 20 years. Some of the advantages that the Copley Wolff/Nitsch Engineering team bring to this project include:

Familiarity with Site and North Cambridge: Copley Wolff and Nitsch Engineering have collaborated on several projects in North Cambridge including the current site improvements underway at Rindge Commons (401 Rindge). This project includes streetscape improvements at Ridge Avenue and vehicular/pedestrian circulation adjustments associated with the new building, The proposed multi-use path presents an opportunity to integrate an important regional connection into the existing design – laying the groundwork for connections to Alewife Station and the Minuteman Bike Path.

Copley Wolff's other work in North Cambridge includes the Tempo Cambridge multi-family residential development, 180 Faucet Street Lab, and Alewife Research Center. Our team in currently engaged in schematic design for improvements to the Alewife Station Headhouse Plaza.

Nitsch Engineering has worked recently with Cambridge Redevelopment Authority (CRA) on an open space project at Ames Place (Parcel 3) Interstitial Space in Kendall Square, Nitsch understands the complexity of working with CRA as a project partner and owner, multiple stakeholder groups of residents, and multiple state agencies

Multi-Use Path Experience: Identifying permits, potential issues, and impacts early on in a project are essential to the CRA's implementation of successful projects. Copley Wolff and Nitsch Engineering have a successful track record of developing shared use path projects from conceptual design that lead into actual projects, such as our work on the South Medford Connector/Wellington Underpass Feasibility Study – Medford, MA and Main Street Shared Use Path – Holyoke, MA, Belmont Community Path – Belmont, MA. Nitsch's experience also includes the concept and engineering design for the Mass Central Rail Trail – Wayside Segment, in Weston, MA. They worked closely with the Town, the Massachusetts Department of Conservation and Recreation (DCR), and the Weston Rail Trail Advisory Committee to develop feasibility reports, preliminary and final design plans, and ultimately constructed project. These projects were performed on schedule and within the allocated funding that was identified within the study phase. We have successfully assisted municipal clients in securing funding to advance feasibility studies, design and construction.

Fluent in Community Process: Copley Wolff Design Group has an exemplary reputation as a community process leader. Our proposed team deftly communicates, educates, guides, and solicits comments, gaining consensus resulting in expedited permitting, high community buy-in, and most importantly, ownership and stewardship of the finished project.

Green Infrastructure: Copley Wolff incorporates green infrastructure elements into all of our landscape designs. From the beginning of the design process, our team continuously evaluates opportunities to preserve healthy trees, locate new trees, intercept stormwater runoff, and specify porous material. This allows us to maximize the simultaneous benefits of green infrastructure while minimizing long-term maintenance efforts and costs.

Municipal & State Agency Coordination:

MBTA: The Nitsch Team will initiate coordination meetings and design review with appropriate MBTA staff. This will be ***critical for work proposed on MBTA property*** for Phase II of the project. Items that will need to be addressed include: location of shared use path connection within MBTA property, offset distance to tracks, impacts to maintenance operations, construction requirements. Nitsch Engineering is currently working with the MBTA on several projects, including the Belmont Community Path which proposes a shared use path along the Fitchburg MBTA Commuter Rail Line, and the Newton Highlands Station Redevelopment Design.

Having ***properly trained staff working on rail lines*** is crucial for the safety of project team members, community members, and other professionals we're coordinating with on the project. Keolis-trained (Roadway Worker Training) professional staff will be permitted to access the railroad corridor. Nitsch Engineering has employees that have current Keolis Training, including Project Manager Matthew Soltys, who is also MBTA Right-of-Way Trained.

MassDOT/ DCR: Since Phase II of the project proposes to cross underneath the Alewife Brook Parkway bridge, which is listed as being owned by MassDOT on their bridge (C-010-020) inventory website. The existing bridge structure is a multi-span steel beam structure, and the proposed shared use path would extend under the northern most span. It is assumed that no work will be proposed that impacts the bridge. We will initiate a meeting with MassDOT to discuss the conceptual design and to coordinate any approval processes that MassDOT requires for the proposed Path. Nitsch Engineering has extensive experience working with and for MassDOT, we are currently working on multiple bridge projects with MassdOT and will utilize our expertise to facilitate these meetings.

DCR is the listed as the roadway owner for the Alewife Brook Parkway (outside of MassDOT owned bridge), the project will require coordination with the DCR. The ***DCR's involvement early in the project development phase may help with understanding design requirements/approval process.*** We will meet with CRA representatives, MassDOT, and the City to discuss the project and the Path's relationship to the DCR/MassDOT during Phase 1 – Feasibility Study and Phase 2 – Design Services. Nitsch Engineering has multiple active projects with the DCR that involve multi-stakeholder review including the Wellington Underpass in Medford which is a shared use path connection

built on DCR land by MassDOT, and Birmingham Parkway Road Diet, which includes a separated shared use path, both of which also include CWDG.

Copley Wolff Design Group and Nitsch Engineering are proud of our history working in Cambridge and the relationships we have developed within the community. We are committed to bringing the proposed improvement projects to fruition and look forward to the possibility of continuing our work with the Cambridge Redevelopment Authority on this project.

Sincerely,

Sean Sanger, ASLA, PLA, LEED AP BD+C
Principal

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firm overviews

Copley Wolff Design Group is a landscape architecture and planning firm located in downtown Boston, MA. Copley Wolff's vast experience includes the planning and design of urban, mixed-use, academic, housing, green roof and roof deck, healthcare, corporate, park, children's play and discovery, and resilient waterfront landscape projects.

Firm specialties include placemaking, the integration of art into the landscape, cultural and historic interpretation, environmental education, and community participation. Copley Wolff's extensive client list includes developers, municipalities, architects, and academic, cultural, public, and private institutions.

For each client, Copley Wolff adeptly manages a multi-disciplinary project team and assembles the expertise and approach specific to each project and its context. Copley Wolff has produced numerous award-winning design, high-profile, budget-responsive, and schedule-sensitive projects throughout New England and the United States.

The office is comprised of 20 landscape architects, planners, and support staff including USGBC LEED®, SITES, and IAAP Certified Professionals.

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Awards

2022, Landmark Award
Boston Society of Landscape Architects
Wharf District Parks, Boston, MA

2022, Merit Award for Analysis and Planning
Boston Society of Landscape Architects
Tree Preservation Planning:Mary Ellen McCormack, South Boston, MA

2021, Merit Award for Design
Boston Society of Landscape Architects
King Open/Cambridge Street Upper Schools and Community Complex, Cambridge, MA

2021, Site and Landscape Award
Built Environment Plus
Ora Seaport, Boston, MA

2021, Honor Award
AIA New England
Woburn Public Library, Woburn, MA

2021, Multifamily Project of the Year
Multifamily Executive
J Malden Center, Malden, MA

2020, Honor Award for Design Excellence
Boston Society of Architects
King Open/Cambridge Street Upper Schools and Community Complex, Cambridge, MA

2020, Honor Award for Design Excellence
Boston Society of Architects
Woburn Public Library, Woburn, MA

2020, Sustainable Design Award
Boston Society of Architects
King Open/Cambridge Street Upper Schools and Community Complex
Cambridge, MA

2020, Award of Merit
Connecticut Building Congress
UConn, Student Recreation Center, Storrs, CT

2020, Achievement Award
Boston Preservation Alliance
Boston University, Myles Standish Hall, Boston, MA

2019, Student Housing of the Year Award
Multifamily Executive
UMass Boston Residence Hall, Boston, MA

2019, Paul & Niki Tsongas Award
Preservation Massachusetts
Myles Standish Hall, Boston University, Boston, MA

2019, Preservation Award
Massachusetts Historical Commission
Longfellow Bridge, Boston and Cambridge, MA

2018, New England Award
Design Build Institute of America (DBIA)
Boston University, Myles Standish Hall, Boston, MA

2017, Merit Award for Design
Boston Society of Landscape Architects
Assembly Row, Somerville, MA

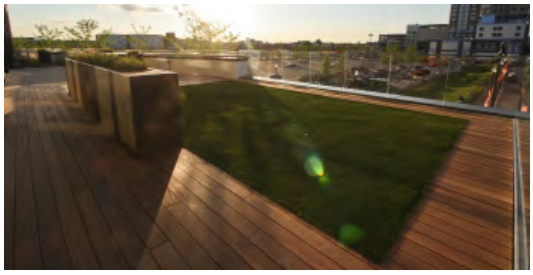
2017, Excellence in Affordable and Workforce Housing
Urban Land Institute
The Mosaic, Boston, MA

2016, Citation Award for Education Facilities Design
Boston Society of Architects
Methuen High School, Methuen, MA

2016, Preservation Achievement Award
Boston Preservation Alliance
Lovejoy Wharf, Boston, MA

2015, Honor Award
Boston Society of Landscape Architects
Spaulding Rehabilitation Hospital, Charlestown, MA

2015, Merit Award
Boston Society of Landscape Architects
St. James Avenue Garden at Liberty Mutual, Boston



2014, Best in Green Practices

Best of Boston Real Estate Awards, BBJ

150 Second Street, Cambridge, MA

2014, Best of Senior Living Renovation Design

Senior Housing News

True North at North Hill, Needham, MA

2013, Healthcare Environments Award

Contract and Center for Health Design

Spaulding Rehabilitation Hospital, Charlestown, MA

2013, Sustainable Design Award

Boston Society of Architects

Spaulding Rehabilitation Hospital, Charlestown, MA2019, Student Housing of the Year Award

Multifamily Executive

UMass Boston Residence Hall, Boston, MA

Community Process

The success of a project comes from the involvement of neighbors, community leaders, businesses, and interested constituencies throughout the entire planning, design and construction process. Including the community in the development of a design fosters a sense of ownership and pride and in turn, the sense of stewardship created through community involvement sustains a landscape of collaboration for years to come.

Copley Wolff Design Group is well known for its ability and willingness to establish an engaging and lively community design process and has an exceptional reputation for its communication skills and integrity in facilitating community outreach and consensus building processes. All of Copley Wolff's projects have benefitted from a lively, spirited public process in which the ideas and wishes of the community are sought and incorporated into the final design.

Copley Wolff's process for community outreach has included various methods including meetings with adults and children at different locations throughout the neighborhood; providing translators for non-English speaking community members; taking field trips to comparable sites; resenting mock ups and computer generated graphics to portray an accurate rendition of project outcomes; and creating and using project websites, social media, flyers, and newsletters to communicate meeting locations and project goals and design options. Copley Wolff is committed to a project approach that is based on an inclusive design and consensus building process where meaning and significance develops from open discourse and the expression of aspirations, desires and visions as well as concerns and needs.

Drawing upon our experience with community engagement and implementing public input, we effectively pair a community's ideas with our technical knowledge and design skills to create outdoor spaces that provide the entire community with a collective sense of ownership.

Nitsch Engineering

Building better communities with you

Moakley Park Vision Plan
Boston, MA

Farlow Park Bridge and Pond Restoration, Newton, MA

Pulaski Park, Northampton, MA

Washington Canal Park
Washington, D.C.

Nitsch Engineering is a multi-disciplined engineering and surveying firm offering an integrated suite of services to efficiently serve the needs of our building/site development and infrastructure clients. Our civil, transportation, and structural engineers; land surveyors; planners; and GIS specialists work collaboratively to deliver client-focused, creative, cost-effective, and sustainable project solutions. We have earned the confidence of our clients, as illustrated by the fact that 97% of our work comes from repeat clients.

For 30 years we have worked on major private development and public infrastructure projects in Massachusetts and throughout the northeast. Nitsch Engineering is the largest women-owned business enterprise (WBE) civil engineering firm in Massachusetts, and is also WBE-certified in Virginia.

Civil Engineering

Nitsch Engineering's professional engineers coordinate their efforts with architects, landscape architects, and owners to provide comprehensive solutions to site-development issues. Our proactive approach to addressing stormwater management, grading, site utility, and permitting issues allows us to identify and resolve potential problems before they become critical issues.

Transportation Engineering

Nitsch Engineering recognizes that the transportation elements of a project – including vehicle, bicycle, and pedestrian traffic – often set the tone for how a project is balanced in the surrounding environment. We perform traffic studies, prepare transportation master plans, and provide roadway design and permitting.

Structural Engineering

Bridges are an essential element of our nation's infrastructure, and Nitsch Engineering's structural engineers devise innovative, cost-effective, and sustainable solutions that keep our communities safe. Our staff are experienced in designing new bridges, rehabilitating older bridges, providing NBIS bridge inspection, and assessing bridge load rating.

Land Surveying

Nitsch Engineering works with each client to determine the appropriate scope of services and level of accuracy to meet the client's objectives, whether for a property line, topographic, title insurance, construction layout, laser scanning, or building survey.

Green Infrastructure

Using principles of biomimicry, ecohydrology, and ecological restoration, and often incorporating rainwater harvesting, Nitsch Engineering's integrated approach results in sites that more closely reflect natural ecological patterns than traditional engineering techniques, while accomplishing the program objectives.

Planning

Nitsch Engineering works with our clients to prepare feasibility studies and master plan documents that evaluate alternatives with the goal of providing the "best use" plan for the site and environmentally sound solutions. We identify potential impacts, obtain project approvals, manage public participation, and follow through with the permitting process.

GIS Services

Nitsch Engineering meets our clients' planning, engineering, and land surveying needs with Geographic Information Systems (GIS) technology. By overlaying many different site factors, GIS analysis can help simplify the planning process when complex site or land issues are involved.

team

team information Organization Chart

résumé

Sean Sanger, ASLA, PLA, LEED AP BD+C
Principal

Education
Iowa State University
Bachelor of Landscape Architecture, 1984

Registrations
Commonwealth of Massachusetts
#1348, Landscape Architect

State of Connecticut
#1389, Landscape Architect

State of Florida
#LA0001198, Landscape Architect

State of Indiana
#LA29500015, Landscape Architect

State of Maryland
#4047 Landscape Architect

State of New Jersey
#21AS00118500, Landscape Architect

State of Pennsylvania
#LA003264, Landscape Architect

CLARB
#6042, Landscape Architect

LEED
#10283731

Professional Affiliations
American Society of Landscape Architects (ASLA)

Boston Architectural College
Landscape Architecture Board Member
2012-present

Boston Harborwalk
Volunteer, 2017-present

Sean Sanger brings over 35 years of experience to the Copley Wolff Design Group team. His responsibilities include managing projects from Schematic Design through Construction Documentation; supervising support staff; writing specifications; providing construction observation; coordinating consultant work; reviewing and coordinating irrigation drawings on projects; aiding with funding opportunities; and preparing presentation and document graphics.

RECREATIONAL PATH EXPERIENCE

Multi-Modal Path at 10 Converse Street, Winchester, MA

Assabet Rail Trail, Acton and Maynard, MA

Belmont Community Path, Belmont, MA

Fairgrounds Road Bike Path, Nantucket, MA

Longfellow Bridge Restoration, Boston and Cambridge, MA

Old South Road Bike Path, Nantucket, MA

Revere Waterfront Park, Master Plan, Revere, MA

Therapy Trail, Spaulding Rehabilitiation Hospital, Charlestown, MA

STREETSCAPE AND TRANSPORTATION EXPERIENCE

50 Hampshire Street, Cambridge, MA

100 High Street, Boston, MA

225 Franklin Street, Boston, MA

399 Boylston Street, Boston, MA

BallardVale, Neighborhood Improvement Plan, Andover, MA

Central Artery/Tunnel Surface Restoration, Boston, MA

Coppers Crossing, Camden, NJ

Dudley Square, Streetscape, Roxbury, MA

Longfellow Bridge Restoration, Boston and Cambridge, MA

CW DG

Boston Society of Landscape Architects (ASLA)
Member

Downtown North Association
Board Member, 2013-present

Urban Land Institute (ULI)
Member, 2016-present

Old North Church 18th Century Garden
Volunteer, 2012-present

North End/Waterfront Residents Zoning and Licensing Committee
Volunteer, 2017-present

NAIOP
Member, 2022-present

Awards

Honor Award, BSLA
Therapy Trail at Spaulding Rehabilitation Hospital, Charlestown, MA, 2015

Landscape Architecture Awards for Healthcare Environments
Therapy Trail at Spaulding Rehabilitation Hospital, Charlestown, MA, 2013

Publications + Articles

Learning Potential in the Outdoors
spaces4learning, March 2020
Co-Author

Presentations + Teaching

Accessible Design as Good Design: A Conversation from the Field.
ASLA, Annual Meeting, 2015
Panelist

Designing a Road to Recovery
MedEd Facilities, Annual Conference, 2015
Presenter

Massport Logan Airport, Terminal E, Garage, Boston, MA

Massport Logan Airport, Garage Space Cosolidation, Boston, MA

MBTA, Wachusett Station and Layover, Fitchburg, MA

MBTA, Wellington Carhouse, Medford, MA

MBTA, Winchester Station, Winchester, MA

MassDOT, Route 28, Falmouth, MA

MassDOT, Route 79/I-95 Interchange, Fall River, MA

MassDOT, Route 109, Medway, MA

MassDOT, Route 140, Princeton, MA

MassDOT West Springfield Bridge, Springfield, MA

NorthPoint Public Realm, Cambridge, MA

résumé

Andrew M. Louw, PLA, LEED AP, SITES AP
Associate

Education
University of Oregon
Master of Landscape Architecture, 2014
Master of Community and Regional Planning, 2014

College of the Atlantic
Bachelor of Arts, Human Ecology, 2011

Registrations
Commonwealth of Massachusetts
#4264, Landscape Architecture

LEED
Green Associate

Awards
Merit Award, BSLA
Spirograph, 2016

Accessible Design Award, BSLA
Elm Park Red Bridge, Worcester, MA, 2016

Merit Award, BSLA
Davis Residential Village, Bar Harbor, ME, 2011

Presentations + Teaching
Keeping Promises: Exploring the Role of Post-Occupancy Evaluation in Landscape Architecture
Council of Educators in Landscape Architecture, 2020
Co-Presenter

One Project at a Time: Measuring Social Performance for LAF Case Study Investigations
Council of Educators in Landscape Architecture, 2020
Co-Presenter (Panel)

Throughout his eight years of experience, Andrew has brought an in-depth knowledge to land development, urban design, and site planning projects throughout New England. His experience includes site planning and design for K-12, higher education, parks, playgrounds, and institutional clients. Through careful observation and creative interpretation, Andrew creates landscape designs that reveal a community's cultural and ecological narrative. At Copley Wolff Design Group, he is involved with all phases of a project including developing and refining conceptual designs, preparing construction documentation, and overseeing construction.

TRANSPORTATION + STREETSCAPE EXPERIENCE
Dover Recreational Trail Feasibility Study, Dover, MA *

Neponset River Greenway, Boston, MA *

PARK EXPERIENCE
Boynton Yards, Public Common, Somerville, MA

Conway Park, Somerville, MA *

Dover Recreational Trail Feasibility Study, Dover, MA *

George E. Keith Park, Brockton, MA *

Glen Park Community Garden, Somerville, MA *

Grant Square Park, Worcester, MA *

Myra Kraft Memorial Footbridge, Worcester, MA *

Neponset River Greenway, Boston, MA *

North Adams Heritage State Park, North Adams, MA *

Somerville Junction Park, Somerville, MA *

Veteran's Park Memorial Plaza, Plymouth, MA *

W 1st W 2nd Street Park, Boston, MA *

* Prior to joining Copley Wolff Design Group

CWDG

résumé

Olivia So
Landscape Designer

Olivia recently joined Copley Wolff after earning a Master in Landscape Architecture degree. Her interests lie in community involvement and combining urban planning and landscape architecture at both a local and regional scale. At Copley Wolff, Olivia is responsible for assisting project teams with project research and the production of design studies and concepts. Her proficiency in AutoCAD, Sketchup, Rhino, ArcGIS, and Adobe Creative Cloud make her a valuable asset to any project design team.

Education

Harvard University, Graduate School of Design
Master of Landscape Architecture, 2021

Cornell University, College of Architecture, Art and Planning
Bachelor of Science with Honors in Urban and Regional Studies, 2017

PARK EXPERIENCE

47 Chestnut Street, Dover, NH

127 Amory Street, Boston, MA

Assembly Line Park, Somerville, MA

Clarendon Hill, Somerville, MA

The Foundry at Drydock, Boston, MA

Groveland Dog Park, Groveland, MA

Holtzer Park, Boston, MA

Morrison Park, Medford, MA

Ryan Playground, Boston, MA

Switchpoint Quincy, Quincy, MA

John M. Michalak, PE, ENV SP
Director of Transportation Engineering

Nitsch Engineering

Years of Experience
- *29 in industry*
- *7 at Nitsch Engineering*

Registration
- *Massachusetts: Professional Engineer (Civil) #45444, 2003*
- *Connecticut: Professional Engineer (Civil) #PEN.0036126*
- *District of Columbia: Professional Engineer (Civil) #PE40000353*
- *Institute for Sustainable Infrastructure, Envision Sustainable Professional, 2016*

Education
- *B.S., Civil Engineering, University of Massachusetts, Amherst, 1993*

Professional Affiliations
- *ACEC/MA Member*
- *ACEC/MA MassDOT Partnering Subcommittee Member*
- *Massachusetts Highway Association (MHA) Worcester County Highway Association Vendor Member*
- *Town of Holden*
  - *Planning Board Chairman (2017-Present)*
  - *Planning Board Vice Chairman (2015-2016)*
  - *Planning Board Secretary (2012 – 2014)*
  - *Water and Sewer Advisory Board Member (2007 – Present)*

John has 29 years of experience specializing in civil engineering related to the management and implementation of complex transportation and infrastructure improvement projects throughout New England. John's experience includes design of highways and municipal roadways, traffic improvements, streetscape enhancements, multi-use recreational trails, utility plans, environmental permitting, right-of-way acquisition, traffic management during construction, construction estimating and scheduling, and construction oversight. His projects have included reconstruction of the Anderson Memorial Bridge over the Charles River in Cambridge and Boston as part of MassDOT's Accelerated Bridge Program; replacement of the Kenneth F. Burns Memorial Bridge over Lake Quinsigamond in Shrewsbury and Worcester; Massachusetts Avenue Reconstruction "Complete Streets" Project in Arlington; and the ACEC/MA 2014 Engineering Excellence Award-winning Bay Street Bridge and Morey's Dam Construction project in Taunton.

Representative Projects

Belmont Community Path, Belmont, MA: Senior Project Manager for the design of the Belmont Community Path through the Town of Belmont. The path is a 2-mile segment of the Mass Central Rail Trail (MCRT), a bicyclist and pedestrian path that will ultimately extend 104 miles between Boston and Northampton. This segment of path is intended to provide a safe and accessible connection between the Belmont High School, Fitchburg Cutoff Path, the Clark Street Pedestrian Bridge, public transportation facilities, neighborhoods, and area businesses for community members and visitors to enjoy. Overseeing an extensive public engagement process with the community.

Wellington Underpass, Medford, MA: Senior Project Manager for transportation engineering services for the design of a shared-use path connection and timber boardwalk structure along the north bank of the Mystic River beneath the Fellsway Bridge (Route 28) in Medford. Established the underpass plan and profile, in compliance with Americans with Disabilities Act (ADA) standards, determined the limits of the proposed boardwalk in the Mystic River, and designed the boardwalk approaches on the riverbank and connections to existing walkways and bike lanes along Route 28. Also engaged in analyzing project permitting needs and impacts to jurisdictional resource areas and will assist the City of Medford and Mystic River Watershed Association (MyRWA) to develop and submit permit applications related to the Wetlands Protection Act (Notice of Intent), US Army Corps of Engineers, Chapter 91, and Department of Conservation and Recreation (DCR) Construction Permit.

Mass Central Rail Trail, Weston Rail Trail Underpass, Weston, MA: Project Manager for transportation engineering services for the study and design of a new rail trail underpass that allow the three-mile section of trail to continue under Conant Road, along the Mass Central Rail Trail system. The new underpass allows pedestrians, equestrians, and cyclists to conveniently continue along the rail trail, rather than detouring to get to the other side of Conant Road. Developed conceptual drawings

Belmont Community Path, Belmont, MA

Mass Central Rail Trail, Weston Rail Trail Underpass, Weston, MA

Mystic River Reservation Trail (DCR), Somerville, MA

Representative Projects - continued

for two underpass options, which included underpass configuration and cost estimates. Prepared potential detour routes for the rail trial during construction, and evaluated potential utility impacts. Coordinated with the Town of Weston Rail

Main Street – MassTrails Study, Holyoke, MA: Project Manager for a feasibility study to evaluate providing a separated shared use path along the east side of Main Street, determining impacts of a shared use path design, and identifying permits and right-of-way impacts. Led the project by conducting multiple forms of public outreach to gain valuable input from the community. Conducted a virtual on-line survey, an abutter site walk, and a virtual public meeting. This public input was used to develop conceptual plans and helped determine an ideal roadway cross section. Evaluated different forms of bicycle accommodations for the corridor and evaluated different alignments and cross sections that fit within the existing roadway footprint. A main focus of the study was to develop a conceptual design that provided a shared use path within the roadway footprint to limit impacts to abutting properties and on-street parking. Also evaluated multiple complete streets and traffic calming improvements to improve safety for all users and reduce vehicle speeds.

Mystic River Reservation Trail (DCR), Somerville, MA: Project Engineer/ Project Manager responsible for design and construction oversight for the development of the Mystic River Reservation Trail along Somerville's riverfront in the Assembly Square District. The project involved the construction of a new boardwalk bridge that connects Ten Hills in the Mystic River Reservation with Sylvester Baxter Riverfront Park and Assembly Square. The boardwalk is nearly 600 feet long and 12 feet wide. The project involved construction of the boardwalk on helical screw foundations to minimize impacts to the Mystic River, environmental permitting, and the installation of new lighting along the boardwalk and under the Wellington Bridge (Route 28). The project also included the design and construction of a raised intersection with ADA compliant crossings for the City of Somerville at the trail terminus at Shore Drive to promote traffic calming and create a more visible crossing for pedestrians and bicyclists. Construction completed in 2014. *Project experience with prior firm.*

Charles River Bikeway, Watertown, Newton, and Boston, MA: Project Engineer for the design and construction oversight of the reconstruction of Nonantum Road in Watertown, Newton, and Boston for the Massachusetts Department of Conservation and Recreation (DCR). As part of this safety improvement project, a section of the Charles River Bikeway, located adjacent to Nonantum Road and running along the south side of the Charles River, was reconstructed and widened. Improvements to the bikeway included full-depth pavement construction, landscaping, coir log walls, scenic overlooks, ornamental street lighting, Cor-ten steal-backed timber guard rail, signage and pavement markings. Oversaw an existing conditions evaluation for an approximately 1.25-mile section of the existing Charles River Bikeway along the north side of the Charles River in Watertown for the DCR. *Project Experience with prior firm.*

Matthew Soltys, PE, RSP$_1$,ENV SP
Project Manager

Nitsch Engineering

Years of Experience
- *10 in industry*
- *5 at Nitsch Engineering*

Registration
- *Massachusetts: Professional Engineer (Civil) #53326, 2017*
- *Institute for Sustainable Infrastructure, Envision Sustainable Professional, 2018*
- *Road Safety Professional Level 1, 2019*

Education
- *B.S., Civil Engineering, University of Massachusetts Amherst, 2012*
- *MassDOT Complete Streets 201 Course, 2020*

Professional Affiliations
- *American Society of Civil Engineers*
- *New England American Public Works Association*

Matt possesses a civil engineering background with a focus in transportation engineering. His experience shows an in-depth understanding of the Massachusetts Department of Transportation (MassDOT) project process. Matt's organization and attention to detail allow for his skills of project documentation, coordination, and design. Matt also has a strong construction background which allows him to understand the design process from concept through completion and provide a unique perspective on projects throughout design. His expertise is in geometric design, complete streets, multi-use paths, drainage design, AutoCAD Civil 3D modeling, development of project specifications, and estimates. Matt has also assisted with the preparation of environmental permitting documents and coordination with local conservation commissions, development of technical documents, and state highway access permits.

Representative Projects

Belmont Community Path, Belmont, MA: Senior Transportation Engineer for the design of the Belmont Community Path through the Town of Belmont. The path is a 2-mile segment of the Mass Central Rail Trail (MCRT), a bicyclist and pedestrian path that will ultimately extend 104 miles between Boston and Northampton. This segment of path is intended to provide a safe and accessible connection between the Belmont High School, Fitchburg Cutoff Path, the Clark Street Pedestrian Bridge, public transportation facilities, neighborhoods, and area businesses for community members and visitors to enjoy. Overseeing an extensive public engagement process with the community.

Mass Central Rail Trail, Weston Rail Trail Underpass, Weston, MA: Senior Project Engineer for transportation engineering services for the study and design of a new rail trail underpass that allows the three-mile section of trail to continue under Conant Road, along the Mass Central Rail Trail system. The new underpass allows pedestrians, equestrians, and cyclists to conveniently continue along the rail trail, rather than detouring to get to the other side of Conant Road. Developed conceptual drawings for two underpass options, which included underpass configuration and cost estimates. Prepared potential detour routes for the rail trial during construction, and evaluated potential utility impacts. Coordinated with the Town of Weston Rail Trail Advisory Committee and the Department of Conservation and Recreation (DCR).

Mass Central Rail Trail, Wayside Trail Parking and Amenities, Weston, MA: Project Engineer for the evaluation of accessible routes from existing and potential parking areas at various locations along the rail trail. Reviewed existing public parking areas based on their proximity to the trail, and developed concept plans and construction estimates for proposed parking areas on Concord Road and Church Street. Determining where signage can be used to allow or prohibit parking on local streets, and where wayfinding signage can be used to direct trail users to trail access locations.

Brian Creamer, AICP, SITES AP
Project Manager

Nitsch Engineering

Years of Experience
- *11 in industry*
- *7 at Nitsch Engineering*

Registration
- *SITES Accredited Professional, 2017*
- *Certified Massachusetts Municipal Vulnerability Preparedness (MVP) Planning Grant Provider, 2018*
- *American Institute of Certified Planners, 2018*

Education
- *MCP, City Planning, Boston University, 2015*
- *BLA, Landscape Architecture, Pennsylvania State University, 2011*

Professional Affiliations
- *Malden Conservation Commission, Commissioner, 2017 – Present*
- *Malden Mayor's Advisory Committee on Walkability, Chair, 2017 – 2018*
- *Boston University, Metropolitan College, Department of City Planning and Urban Affairs, Adjunct Faculty, 2017 – Present*

Brian brings 10 years of sustainable planning and design experience to Nitsch Engineering's civil, transportation, and planning projects. He has been the active lead of Nitsch's Geographic Information System (GIS) group. Brian's breadth of work spans a variety of project types from campus and institutional master planning to municipal open space and resilience planning efforts. A creative and collaborative designer, Brian is focused on designing sites that sustainably integrate stormwater into the landscape. In addition, he has a full command of the design process, including performing context analysis and producing project deliverables through construction. He also supports project teams with graphic design support developing project renderings and infographics to be used in public presentations and for project documentation.

Brian has served as an adjunct faculty member with Boston University's City Planning and Urban Affairs program and has taught courses on planning topics including urban design and planning history. Brian is a member of the American Planning Association and the American Society of Landscape Architects. Brian volunteers in his hometown of Chelmsford Massachusetts on the Vinal Square Strategic Action Plan Committee. Brian has also volunteered in Malden, Massachusetts as past chair of the Mayor's Advisory Committee on Walkability and past chair of the Conservation Commission. In 2018, he was awarded Emerging Planner of the Year from the Massachusetts Chapter of the American Planning Association.

Representative Projects

Belmont Community Path, Belmont, MA: Project Manager for public outreach and engagement services associated with design of the Belmont Community Path through the Town of Belmont, Massachusetts. The Belmont Community Path is a 2-mile segment of the Mass Central Rail Trail (MCRT), a bicyclist and pedestrian path that will ultimately extend 104 miles between Boston and Northampton. This segment of path is intended to provide a safe and accessible connection between the Belmont High School, Fitchburg Cutoff Path, the Clark Street Pedestrian Bridge, public transportation facilities, neighborhoods, and area businesses for community members and visitors to enjoy.

Wellington Underpass, Medford, MA: Senior Planner for a shared-use path connection and timber boardwalk structure along the north bank of the Mystic River beneath the Fellsway Bridge (Route 28) in Medford. The project included establishing the underpass plan and profile, in compliance with Americans with Disabilities Act (ADA) standards, determining the limits of the proposed boardwalk in the Mystic River, and designing the boardwalk approaches on the riverbank and connections to existing walkways and bike lanes along Route 28. Also engaging in analyzing project permitting needs and impacts to jurisdictional resource areas and assisting the City of Medford and Mystic River Watershed Association (MyRWA) to develop and submit permit applications related to the Wetlands Protection Act (Notice of Intent), US Army Corps of Engineers, Chapter 91, and Department of Conservation and Recreation (DCR) Construction Permit.

Matthew Soltys, PE, RSP1, ENV SP, Project Manager

Belmont Community Path, Belmont, MA

Representative Projects - continued

Main Street – MassTrails Study, Holyoke, MA: Senior Transportation Engineer for a feasibility study to evaluate providing a separated shared use path along the east side of Main Street, determining impacts of a shared use path design, and identifying permits and right-of-way impacts. Assisted with multiple forms of public outreach to gain valuable input from the community. This public input was used to develop conceptual plans and helped determine an ideal roadway cross section. Assisted with evaluating different forms of bicycle accommodations for the corridor and evaluated different alignments and cross sections that fit within the existing roadway footprint. A main focus of the study was to develop a conceptual design that provided a shared use path within the roadway footprint to limit impacts to abutting properties and on-street parking. Also assisted with evaluating multiple complete streets and traffic calming improvements to improve safety for all users and reduce vehicle speeds.

Columbia Greenway, Westfield, MA: Project Engineer for the design and construction of four phases of the Columbia Greenway Rail Trail. Responsible for geometric design, development of project documents, and cost estimates. Acted as the construction inspector throughout the four phases involving working closely with the contractor and the City of Westfield to construct the project. The various phases included multiple bridges, large retaining walls, a pre-cast box culvert, and full depth construction of a multi-use path along an abandoned railway. *Project experience with a prior employer.*

Complete Streets Programs, City of Easthampton, Town of Longmeadow, & Town of Granville, MA: Project Engineer for the development of multiple Complete Streets Prioritization Plans for multiple municipalities. The complete streets plans were developed such that the municipalities successfully received funding through MassDOT Complete Streets Program. Performed field investigations, public outreach meetings, and coordination with municipalities to determine multiple complete street project needs throughout the respective towns. Created a prioritization plan which ranked projects by their ease of construction and impacts to the local communities and developed a detailed analysis report for each municipality. Projects included addition of bicycle lanes, sidewalk improvements, shared use paths, and improved pedestrian crossing. *Project experience with a prior employer.*

Groton Complete Streets, Groton, MA: Project Engineer for updating the Town's cost estimates to their Tier 2 Complete Streets Prioritization Plan under a very tight schedule. Provided the required information meeting the State's schedule, which led to MassDOT's approval. After receiving approval from MassDOT to move forward with construction, prepared final construction plans and documents and conduct construction engineering services for two complete streets projects: pedestrian safety improvements along Main Street and sidewalk construction along Long Pond Road. Will be assisting with updating the Town's Prioritization Plan for submission for the next round of complete streets funding.

Brian Creamer, AICP, SITES AP, Project Manager

Belmont Community Path, Belmont, MA

Moakley Park, Boston, MA

Representative Projects - continued

EcoTarium Trail Accessibility Assessment, Worcester, MA: Planner/GIS Specialist for a Trail Accessibility Assessment for the EcoTarium, a non-profit environmental museum and science center with a trail network that takes visitors through natural areas on property to highlight some of the native wildlife and fauna on site. The Trail Accessibility Assessment explores trail accessibility guidance documents (FRSTAG, DCR Trails Guidelines and Best Practices Manual, Mass Audubon's All Persons Trails) and methods for renovating trails so that they comply with the trail accessibility guidelines. The site base mapping for the assessment was compiled using geospatial resources from NOAA, MassGIS as well as raster record plans provided by the EcoTarium. ESRI ArcMAP software was used to compile vector-based site basemap to assist with the design phase of the trail upgrade work.

Moakley Park, Boston, MA: Senior Planner providing support services for the Moakley Park project commissioned by the Boston Parks and Recreation Department in partnership with the City of Boston Environment Department. Providing technical support for the project for stormwater management and green infrastructure design, while also supporting the teams Community Outreach and Public Participation efforts. Moakley Park is located directly adjacent to Carson Beach and provides an outstanding opportunity to incorporate green infrastructure solutions that protect from storm surge, sea level rise, and increased frequency of storms. Evaluating existing infrastructure in and around Moakley Park, including stormwater management, sanitary sewer, combined sewer systems and transportation systems.

Cambridge Parks, Cambridge, MA: Planner for the design of three parks in the City of Cambridge. Preparing Schematic, Design Development, and Construction Drawings in coordination with the project team for sustainable stormwater systems for Binney Park, Triangle Park, and Point Park. The sustainable stormwater designs feature a high level of stormwater infiltration consistent with the City of Cambridge regulatory requirements. The stormwater systems collect stormwater generated from the parks as well from adjacent streets and parcels, providing a level of stormwater management that exceeds regulatory standards.

Pleasant Street Bike and Pedestrian Improvements, Northampton, MA: Project Designer responsible for preparing a planting plan and planting details for three bioretention BMPs at the intersection of Pleasant Street and Hockanum Road. Tree planting species were selected so that conflicts with existing overhead wiring could be minimized while enhancing the character of Pleasant Street.

Landscape Design Services, Beverly, MA: Consulted with Beverly Conservation Commission and Planning Departments to design and install a continuation of the City's Open Space and Recreation Plan. Created planting plans and details for a riparian buffer zone and designed a trail system through a public-private passive land use partnership. Drafted easement documents between land owners and City. *Project experience with prior firm.*

demonstration of experience

Trails provide an incentive to exercise; the occasion to spend time with family and friends; a place to reflect and heal; and an opportunity to educate users on the history, culture, and local habitat, wildlife, and eco-system. Copley Wolff Design Group has extensive experience designing a variety of trail types including recreational, therapeutic, and nature. The following is a list of the firm's path and trail experience:

Assabet River Rail Trail, Maynard and Acton, MA

Baxter Riverfront Park, Somerville, MA

Belmont Community Path, Belmont, MA

East Boston Greenway, Boston, MA

East Boston Harborwalk, Boston, MA

Fairgrounds Road Bike Path, Nantucket, MA

Faxon Park, Quincy, MA

Forbes Hill Park, Quincy, MA

Gibson Park, Revere, MA

Longfellow Bridge, Boston and Cambridge, MA

MA State Police, Lower Basin Barracks, Boston, MA

Mathworks Campus, Needham, MA

Science Park and Trails, Montshire Museum of Science, Norwich, VT

Old South Road Bike Path, Nantucket, MA

Merrimack River Walk, Lawrence, MA

Merrymount Park, Quincy, MA

Reed's Brook Park, Arlington, MA

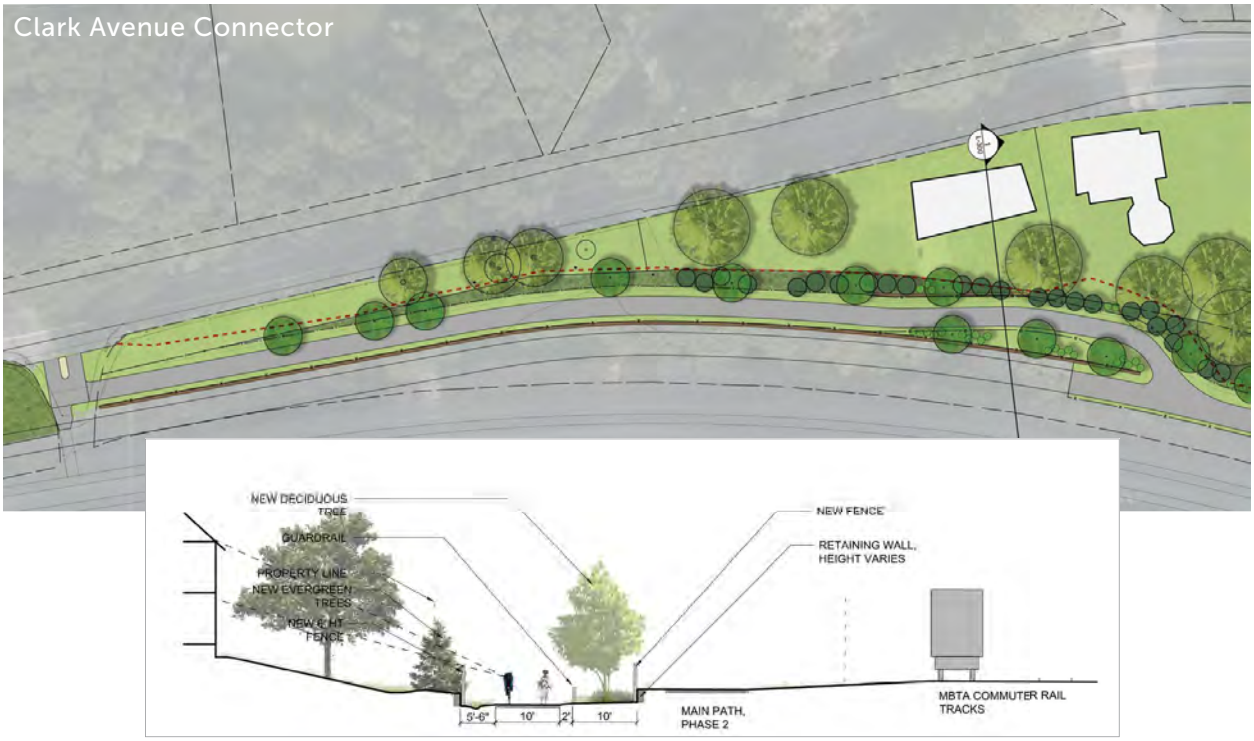
Southline, Boston, MA

Spaulding Rehabilitation Hospital, Therapy Trail, Charlestown, MA

Wellington Underpass, Everett, MA

experience Belmont Community Path

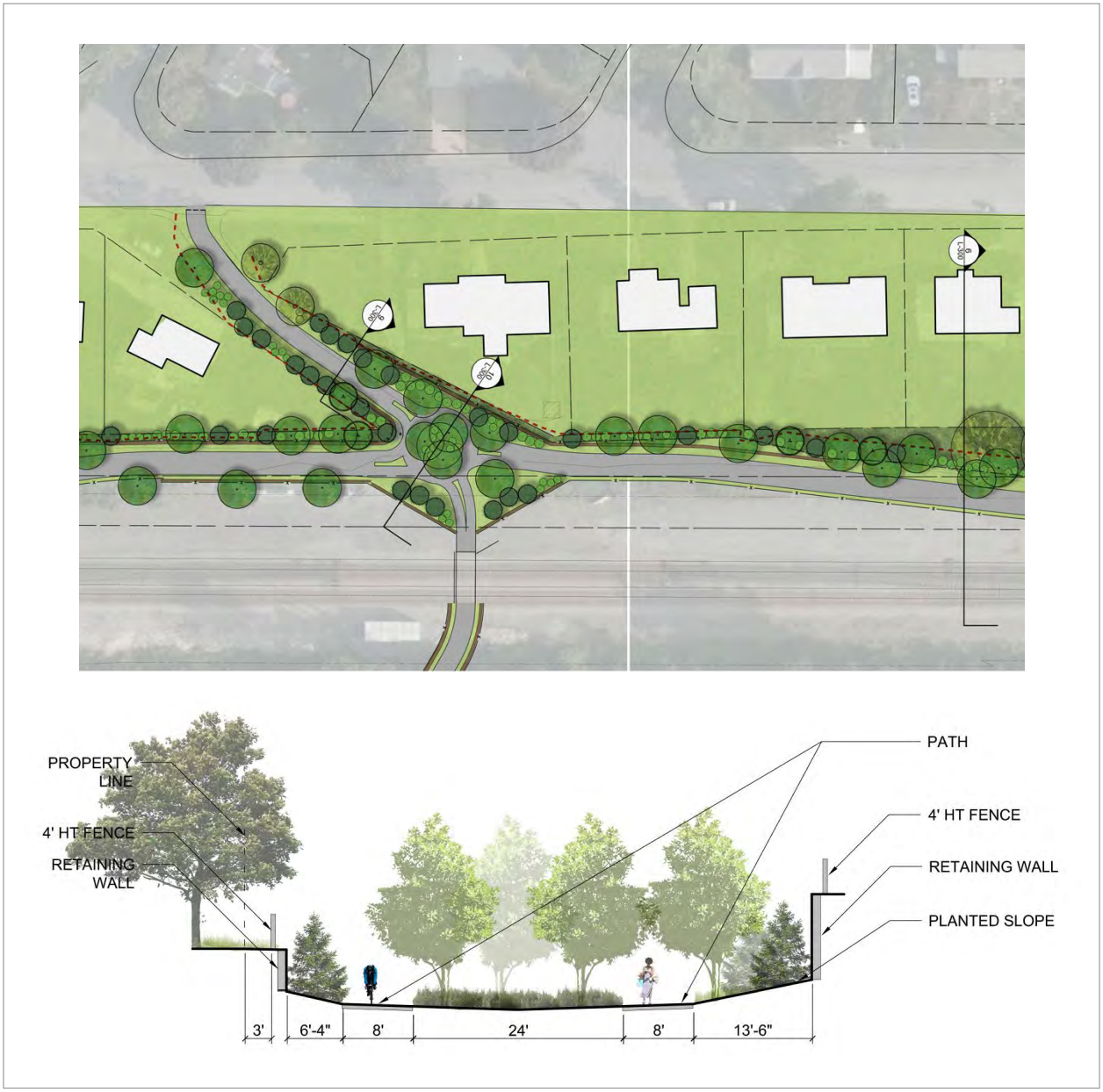
location: Belmont, MA
client + owner: Nitsch Engineering + Town of Belmont



The Belmont Community Path is a new 2-mile segment of the Mass Central Rail Trail through Belmont that will provide a valuable link between Waltham and Cambridge as well as open up access to many neighborhoods and points of interest including schools, parks, and businesses. The proposed bicycle path will share a right of way with the MBTA Fitchburg Line; serve as a continuation of the Fitchburg Cutoff Bike Path; and connect to the Minuteman Bikeway and Alewife Station.

Because the path travels behind multiple private residences, the design team met with abutting property owners to discuss and demonstrate how the path will be viewed from and interact with their individual properties. Working with Nitsch Engineering, Copley Wolff produced presentation graphics and developed strategies to connect the community path

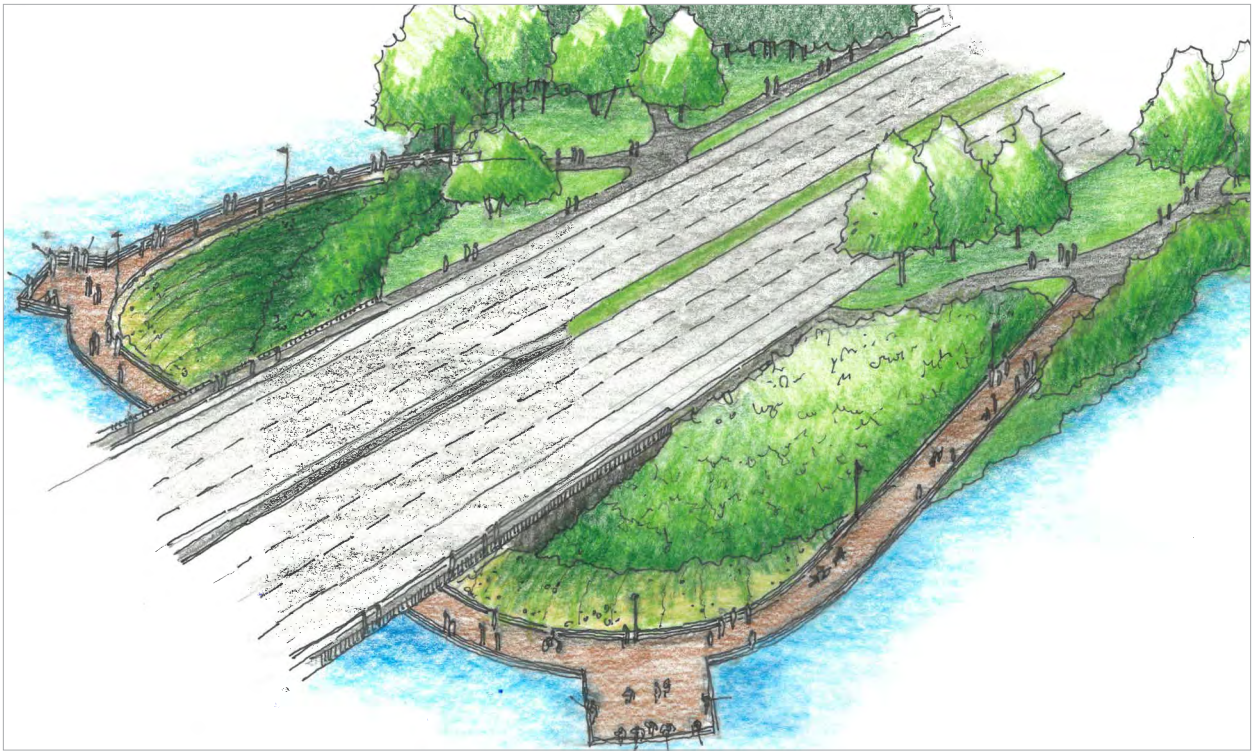
to the commuter rail station in Belmont Center, the high school, and an existing pedestrian bridge. The landscape scope also includes native plantings for screening and habitat along the corridor and specialty paving at connection points to add visual interest.



Alexander Avenue Underpass Plan + Section

experience Wellington Underpass

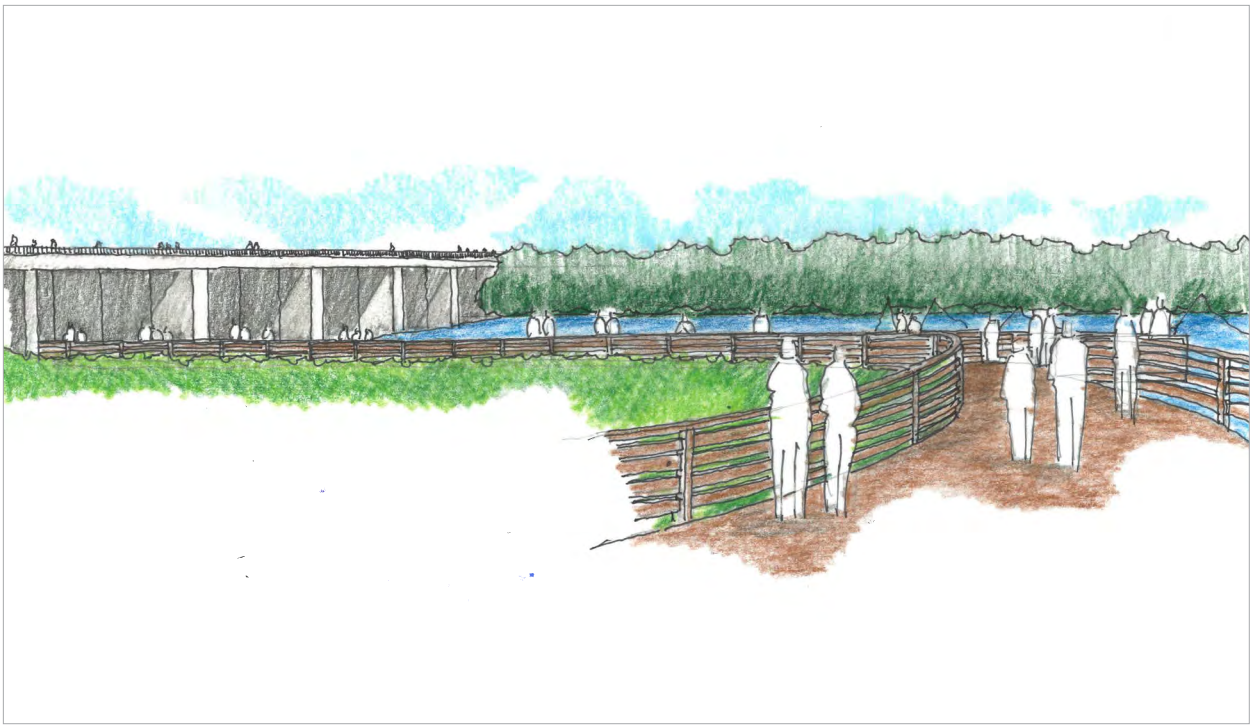
location Medford, MA
client + owner Nitsch Engineering + Mystic River Watershed Association



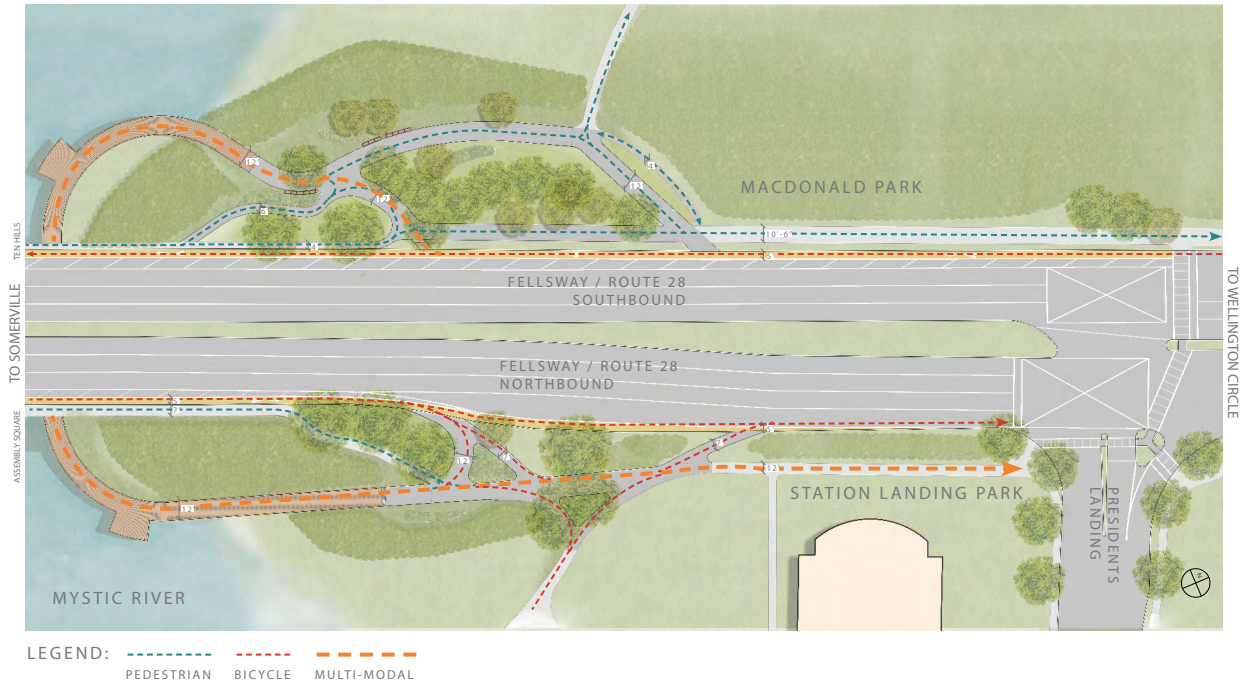
Precedent Project

Copley Wolff Design Group is partnering with the Mystic River Watershed Association, the City of Medford and Nitsch Engineering on the design of the Wellington/Route 28 Underpass. The project features a new boardwalk composed of a sustainable wood alternate under Route 28 in Medford providing a critical link between Torbert MacDonald Park, Station Landing/Wellington T-Station and the Wellington Greenway. The project will also see the removal of invasive species along the river's edge and the introduction of native species and meadow grasses.

When built, this project will fill a gap in the area's greenway network and will complete a 10-mile continuous waterfront path, encourage recreation, mobility, as well as local dining and shopping along the Mystic River, and provide a safe alternative for pedestrians and cyclists crossing Route 28 and at Wellington Circle



Proposed Overlook



Circulation Plan

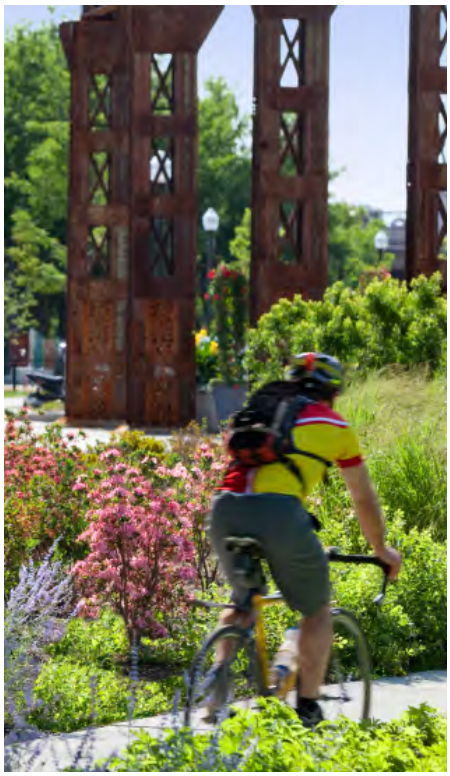
experience

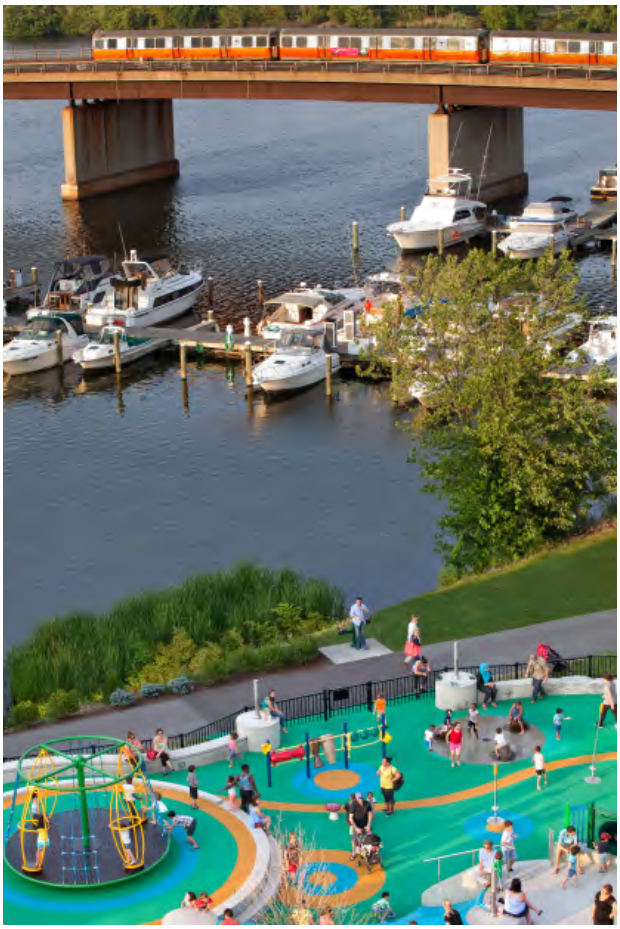
Baxter Riverfront Park

location: Somerville, MA
client + owner: Federal Realty Investment Trust

Copley Wolff Design Group worked with the DCR, the developer, and the Somerville community to redesign a 6.1-acre Park located on the West bank of the Mystic River. The Park is a critical component of the expansive Assembly Row project as well as a critical resource for the Somerville community. Copley Wolff managed the process for obtaining and synthesizing public feedback on the proposed park uses and design and these comments were incorporated into the final design.

The finished park serves a combination of active and passive uses, connecting a new urban neighborhood to a riparian resource area, offering opportunities for recreation and relaxation. The park includes programmable open spaces that are available for large gatherings, a lawn area for active uses, a new dock, an amphitheater, pedestrian and bicycle paths, trails, and a playground.





Wellington Underpass
Medford, MA

Nitsch Engineering

Nitsch Engineering is providing land surveying, structural engineering, and transportation engineering services for the design of a shared-use path connection and timber boardwalk structure along the north bank of the Mystic River beneath the Fellsway Bridge (Route 28) in Medford. Once constructed, the boardwalk will provide a safe accessible pedestrian connection between Torbert MacDonald State Park and Station Landing, similar to the existing underpass already in place along the southern bank in Somerville.

In order to facilitate the design of the underpass, Nitsch Engineering surveyed the north bank of the Mystic River around and beneath the Fellsway Bridge (Route 28) to establish existing topography, property lines, utilities, and right-of-way lines. After the survey information was obtained, we determined the path alignment under the Fellsway Bridge. Nitsch Engineering established the underpass plan and profile, in compliance with Americans with Disabilities Act (ADA) standards, determined the limits of the proposed boardwalk in the Mystic River, and designed the boardwalk approaches on the riverbank and connections to existing walkways and bike lanes along Route 28. Nitsch Engineering's structural engineers advanced preliminary boardwalk design to determine the configuration of the timber boardwalk structure, which consists of a certified IPE timber deck on timber joists and beams that are supported on helical piles and two abutments with shallow foundations. Structural plans include a framing plan and typical cross sections for the proposed structure.

The project has been approved by Massachusetts Department of Transportation's (MassDOT's) Project Review Committee and is eligible for federal and State construction funding through the Transportation Improvement Program (TIP). The project will be designed to MassDOT standards and 25%, 75%, and 100% design submissions will be submitted to MassDOT for review.

Nitsch Engineering is also engaged in analyzing project permitting needs and impacts to jurisdictional resource areas and will assist the City of Medford and Mystic River Watershed Association (MyRWA) to develop and submit permit applications related to the Wetlands Protection Act (Notice of Intent), US Army Corps of Engineers, Chapter 91, and Department of Conservation and Recreation (DCR) Construction Permit. Nitsch Engineering has worked with MyRWA to facilitate several virtual stakeholder meetings during the preliminary design phase.

Project Features
- *In compliance with Americans with Disabilities Act standards.*
- *Boardwalk with walkways and bke lanes.*
- *Designed to MassDOT standards*

Client/Owner
Alicia Hunt
City of Medford
Director of Energy and Environment
85 George P. Hassett Dr.
Medford, MA 02155

Completion Date
Ongoing

Belmont Community Path
Belmont, MA

Nitsch Engineering

Nitsch Engineering is providing survey, civil engineering, and structural engineering services to support the design of the Belmont Community Path through the Town of Belmont, Massachusetts. The Belmont Community Path is a 2-mile segment of the Mass Central Rail Trail (MCRT), a bicyclist and pedestrian path that will ultimately extend 104 miles between Boston and Northampton. ***This segment of path is intended to provide a safe and accessible connection between the Belmont High School, Fitchburg Cutoff Path, the Clark Street Pedestrian Bridge, public transportation facilities, neighborhoods, and area businesses for community members and visitors to enjoy.***

Located adjacent to the Fitchburg Line of the Massachusetts Bay Transportation Authority (MBTA) commuter rail, the design of the trail and associated connections requires close collaboration between the transit authority and Nitsch Engineering. A vital piece of the community path includes construction of a reinforced concrete culvert under the railroad tracks to connect Alexander Avenue to Belmont High School and the path. Nitsch Engineering and subconsultants compiled a Functional Design Report that outlines several design alternatives along the path, with specific focus on the Alexander Avenue Underpass, including construction methods and configurations for the connection between the path and underpass. Both traditional construction methods and tunnel jacking are explored and presented in the report, which will be presented to the MBTA to aid in selecting a preferred construction method.

Once the construction method and path alignments are selected, Nitsch Engineering will provide structural engineering analyses for the proposed underpass structure and wingwalls. A design package evaluating stability and member stresses will be prepared, which will consider the dead load, live load (train loads), and earth loads acting on the culvert. All design will be in accordance with American Railway Engineering and Maintenance-of-Way (AREMA) standards for railroad bridges and other theoretical and empirical methods described by applicable industry references.

In addition to the underpass, Nitsch Engineering is responsible for the design of multiple retaining walls along the path between the Alexander Avenue Underpass and the Clark Street Pedestrian Bridge. Americans with Disabilities Act (ADA) compliant ramps and associated retaining walls will also be designed for the Clark Street Pedestrian Bridge and the Belmont MBTA Commuter Rail Station. The overall design for these elements will include preparation of construction documents and special provisions. Throughout the entire process, Nitsch Engineering will coordinate with the client, the MBTA, and the design team members in order to advance the design based on further project definition and review comments.

To guide the design process to best meet the community's needs, we are leading an extensive public outreach and engagement process. This has included leading site walks, presenting at meetings, and developing and maintaining a project website that includes regular project updates via blog posts, opportunities to provide feedback on the progress designs, and a survey to further inform design decisions.

Proposed improvements

Project Features
- *Shared-use path study and design*
- *Underpass design*
- *Public engagement*

Client/Owner Reference
Glenn Clancy
Town of Belmont
19 Moore Street
Belmont, MA 02478
617-993-2666
gclancy@belmont-ma.gov

Completion Date
2023 (anticipated)

scope of work + schedule

SCOPE OF WORK + SCHEDULE

The following is a description of the scope of services that will be completed by the Copley Wolff/Nitsch team. We are flexible regarding the proposed scope of work. When we enter into a contract, we will work with you to revise the scope as required. We also recognize that it may be necessary to alter the scope as the project progresses and will work to ensure a satisfactory project completion.

Phase 1: Feasibility Study

Task 1.1: Kick-Off Meeting and Site Walk

After the Notice to Proceed, our consultant team will initiate the project through a kickoff meeting with the CRA. Copley Wolff will provide a detailed agenda to facilitate a meeting, along with a draft project management plan and schedule. The meeting will allow us to refine the project scope and schedule, identify pertinent background documents not called out in the RFP, discuss project goals and objectives, and identify stakeholder contacts to communicate with during the planning process. We will discuss and confirm the most effective approach(es) for community outreach, public workshops, and ongoing communication with key stakeholders.

Following the kickoff meeting, we will walk the site with CRA staff, reviewing on-site priorities with the fully assembled project team.

Our goal is to use this meeting and site visit to develop a clear vision of the overall project intent, goals, objectives, expectations, and assumptions.

Deliverables: *Meeting Agenda and Summary; Project Management Plan and Schedule*

Task 1.2: Site Investigation and Regional Existing Conditions Plan

The Copley Wolff team will conduct a thorough review of the existing materials and documentation of projects, open space, and connectivity in the area including, but not limited to:

- Rindge Neighborhood Connectivity Study
- Pathway Conceptual Design by Gamble Associates
- Envision Cambridge: Alewife District Plan
- Just-A-Start: Rindge Commons Development Plan
- Cambridge Bike Plan
- Urban Forestry Master Plan

REGIONAL EXISTING CONDITIONS PLAN

Data collected by the Copley Wolff team will inform the scope and extend for the Regional Existing Conditions Plan. The Regional Existing Conditions Plan will be an illustrative document which illustrates Existing and Proposed Multi-Use Networks which may impact or be impacted by the proposed Multi-Use Path

Deliverables: *Regional Existing Conditions Plan*

Task 1.3: Topographic Survey

Task 1.4: Topographic Survey (MBTA)

Nitsch Engineering will provide professional land surveying services to accomplish the following tasks for the two areas shown in red (2.1 acres) for Task 1.3 and green (1.4 acres) for Task 1.4. Task 1.4: Topographic Survey (MBTA), is for the topographic survey within MBTA property shown in Green on Figure 1. collectively referred to hereafter as "the Site". For Tasks 1.3 & 1.4 Nitsch Engineering will:

1. Perform property research at the City of Cambridge (the City) offices, the County Registry of Deeds, and the Massachusetts Land Court for record property and easement records;

2. Perform a retracement property line survey of the site;

3. Perform office calculations to determine the property lines, and easements of record;

4. Perform research at the gas, water, sewer, telephone, electric, cable television, and steam utility companies/departments to obtain record data on utilities in the adjacent streets and services to the property;

5. Perform Global Positioning Systems (GPS) observations to establish Massachusetts State Plane (NAD 83) coordinates and North American Vertical Datum of 1988 (NAVD88) elevations for the project site;

6. Set two (2) benchmarks onsite;

7. Perform a topographic and location survey of the Site, including manmade features (such as buildings, sidewalks, driveways, parking lots, and surface utility features. The topographic information will be collected in a manner suitable to prepare 1-foot contours; and

8. Prepare an AutoCAD drawing (.DWG), in Release 2014 or compatible version and at a scale of 1 inch = 20 feet, utilizing Nitsch Engineering file format and drafting standards.

***Deliverables**: One (1) compiled topographic survey file available in AutoCAD and PDF format.*

SURVEY ASSUMPTIONS

1. Any revisions requested by the Client or other approving authorities after commencement of the survey will be considered Additional Services.

2. This cost assumes record monumentation is recoverable and Nitsch Engineering will encounter reasonable congruity between field and record data.

3. The survey will be performed without the benefit of a title report. Only those plottable easements or restrictions that are referenced in the locus deed, shown on the locus plan, or as provided by the client will be shown. Other easements, restrictions, or matters of title may exist.

4. Regarding the utility information, Nitsch Engineering will indicate the structures and locations of utilities with rim and invert elevations, sizes, and directions which are indicated on plans provided by utility companies/departments and/or that are observable on the ground surface during the survey. Nitsch Engineering does not guarantee the validity or completeness of the data from others.

5. The Client will indemnify and hold harmless Nitsch Engineering and its officers, agents, and employees with regard to any errors or omissions within any record document from which information was obtained, in whole or in part, and incorporated into documents prepared by Nitsch Engineering.

6. The Client will provide a copy of the deed and plan of locus.

7. The Client is responsible for providing and arranging open and uninterrupted access to the site prior to Nitsch Engineering's arrival. Should access not be supplied, Additional Services will be

required.

8. Nitsch Engineering will not render a zoning opinion or determine compliance or non-compliance with Zoning.

9. We will coordinate with the MBTA for access to their property. Our survey fee includes costs associated with access fees, insurance, and flagmen.

10. "Fouling" railroad tracks will not be required and there will be no delays or time constraints due to train scheduling.

11. Access to privately owned property adjacent to and within the survey limits will be allowed.

12. Taking/Easement/Right of Way Plans are not required.

13. Work not included:

- Setting lot corners or other monumentation
- Surveying the surface roadway of the Alewife Brook Pkwy Bridge over the site.
- Delineating wetland resources areas or locating wetland resource flags delineated by others.
- Performing site design engineering services.
- Performing construction layout, preparing record plans, or performing other Construction Phase services.
- Performing advanced subsurface investigation, such as Ground Penetrating Radar (GPR) or Test Pits to locate utilities.

1.5 Engagement Events

The approach to engagement will be define at the onset of the project, as part of Task 1.1, but throughout Phases 1 and 2, our team will engage the CRA, other stakeholders, and the public to inform the development of the concept alternatives, Task 1.6.

Depending on when the engagement events occur, we will present our initial site investigation findings, and later, the conceptual design alternatives. During these engagement sessions, the consultant team will aim to get stakeholder and community input on the deliverables presented, the project process to date, and proposed next steps. Design alternatives will be evaluated by the public, compared, and ranked.

Engagement events may take the form of interviews, workshops/charrettes, tabling sessions, and online surveys as summarized below.

CRA MEETINGS

We anticipate meeting multiple times, at least twice during Phase 1 and twice during Phase 2. Our recommendation would be to meet with the group at the onset of the project, during our site investigation phase, and then as we are developing conceptual design alternatives to get the groups guidance and approval. Our team can meet virtually or in person, whichever is preferred.

PUBLIC EVENTS

In-person public events would provide the design team with the opportunity to hear directly from community members and for them to discuss the plan for the site together to build support and consensus. These events could take many forms, such as:

- Community Workshops: large group presentations followed by facilitated small group exercises
- Focus Group Charrettes: small sessions with a specific stakeholder group, like high school sailors, recreational boaters, or local business owners
- Event Tabling: attend special City events with interactive presentation boards to inform the public about the project and solicit informal feedback.

PUBLIC ONLINE QUESTIONAIRE

The design alternatives and corresponding questions will be assembled into a user-friendly online questionaire to be posted on the City's website and circulated through the community via social media and local organizations to solicit additional feedback and garner public support for the project. Example opinions could include:

- How do you currently get to Alewife Station?
- How do you currently get to Fresh Pond Marketplace?
- Do you walk or bike more?

Input received during these engagement events (expectations, requests, and requirements), will be evaluated in concert with site conditions and regulatory requirements in order to develop concepts for resilient structures and landscape features that best meet needs and expectations while fitting within the overall site development solutions and regulatory bounds.

Deliverables: *Outreach materials, including presentation boards and event summaries, to be posted on a dedicated project website.*

Task 1.6: Develop Concept Alternatives

The Copley Wolff team will create at least three (3) concept alternatives for the site, including varying approaches to the following:

- Accessibility
- Wayfinding
- Parking
- Pedestrian connectivity
- Bicycle connectivity

For each option, we will develop a budget cost estimate, summary of benefits, and high-quality

renderings. Based on feedback from the online questionnaire and outreach events, our team will refine design alternatives.

***Deliverables**: (3) concept alternative designs for public presentation, each with high-quality renderings, benefits summary, and cost estimate.*

Phase 2: Design Services

Once a preferred conceptual design is selected by the Client, we will perform Phase 2 of project design – Final Design. We assume that Phase I & Phase II of the project will be designed at once and can be split into separate plan sets at the Construction Document Phase.

Task 2.1: Agency & Stakeholder Design Coordination

The Nitsch Team will coordinate the final design of the project with the Cambridge Redevelopment Authority, City of Cambridge, MassDOT, MBTA, and DCR. We anticipate this outreach to occur at appropriate times throughout Final Design, as required by each agency defined under Task 1.8. As part of this task, we will:

1. Prepare for and attend up to two (2) meetings with the Cambridge Redevelopment Authority.

2. Prepare for and attend up to two (2) project coordination meetings with the MBTA to coordinate the project schedule, and review the design for work within MBTA property;

3. Prepare for and attend up to one (1) project coordination meeting with MassDOT & DCR to coordinate the project schedule, and review the project design for work adjacent to the MassDOT bridge and DCR roadway; and

4. Prepare for and attend up to one (1) project coordination meetings with the City of Cambridge/ DPW to coordinate the project schedule, review stormwater design, and review the design for work

within the City.

5. Review the City of Cambridge (the City) Flood Model to evaluate the impact of the model relative to the proposed design; and

6. Prepare a Stormwater Memorandum to be submitted to the City of Cambridge DPW. Nitsch Engineering assumes that the design review process will require two (2) submissions: the initial submission and a final submission that addresses comments received from the DPW on the initial submission:

- Prepare and submit the Stormwater Memorandum and applicable backup information; and
- Coordinate with other Design Team consultants to gather appropriate backup information for the permit application.

Deliverables: *Two (2) separate coordination meetings with the Cambridge Redevelopment Authority and MBTA, One (1) separate coordination meeting with: MassDOT & DCR, and the City of Cambridge, and one (1) stormwater memorandum.*

ASSUMPTIONS

1. Preparing a MassDOT access permit is not required.

2. Preparing a DCR Construction Access Permit is not required.

3. Preparing MBTA permit/approval plans and documents is not required.

4. The shared use path design will not propose any items, including lighting, to the existing bridge structure.

5. Performing analysis of the bridge or it's foundations is not required.

6. The City of Cambridge will allow an abbreviated permit effort due to the project type and scale.

If a full Stormwater Control Permit is required by DPW following the initial coordination, then Nitsch will evaluate the City requirements and prepare an Additional Service.

Final Design

As part of Final Design, Nitsch Engineering will utilize the preferred conceptual design to develop design documents that will be used for construction. Task 5 will not commence until a concept is approved by the Client.

Task 2.2 Schematic Design

Nitsch Engineering will develop Schematic Design Documents based on the approved conceptual design. As part of this task, we will:

1. Review available reports, plans, survey, and design documents to allow complete understanding of the project and its parameters;

2. Develop schematic design plans of the shared use path that include the Layout Plan, Typical Sections, Profiles, Traffic Signage and Pavement Marking Plan, and Details Sheets;

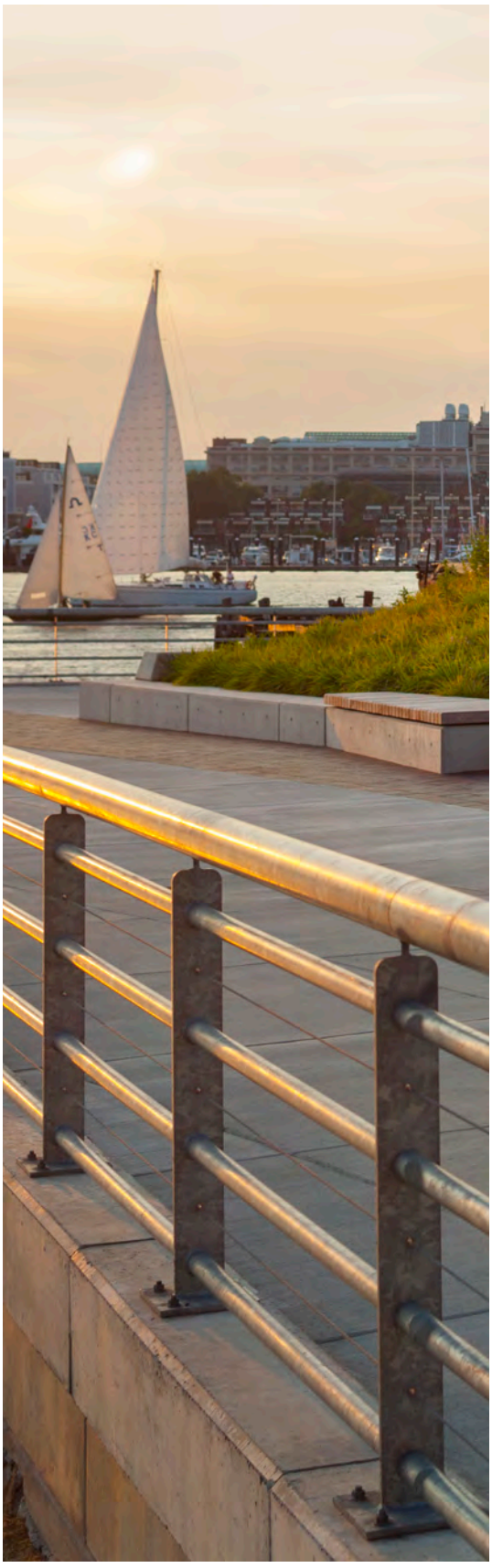
3. Review one (1) cost estimate prepared by the cost estimator;

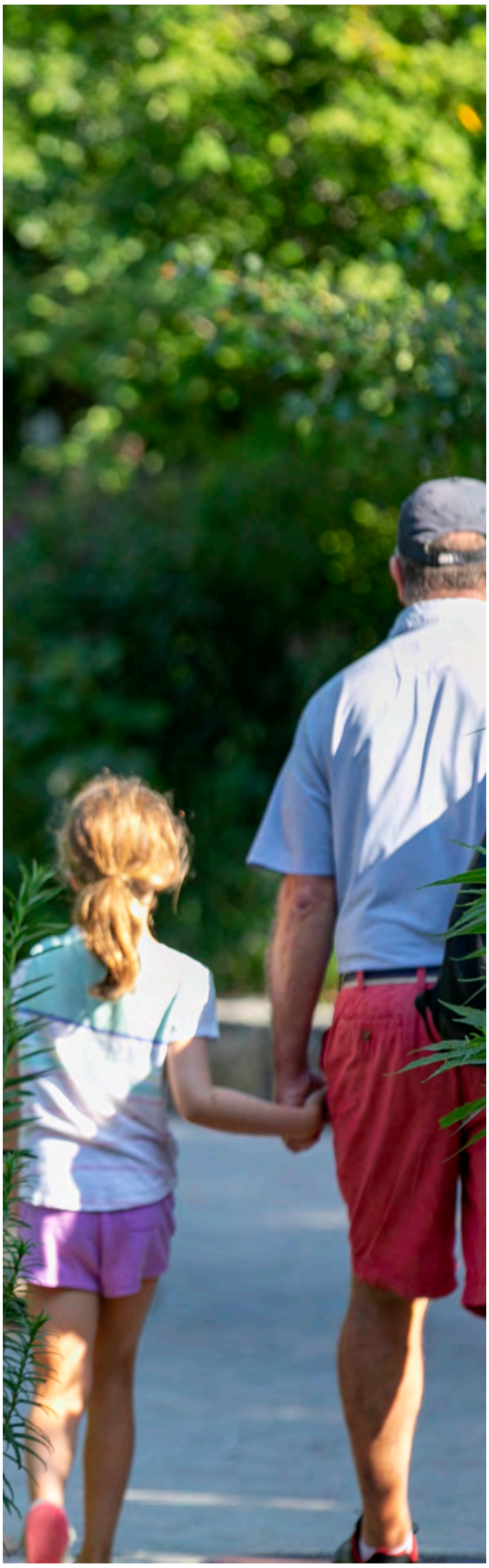
4. Submit Nitsch Engineering's drawings and specifications at the Schematic Design stage;

5. Meet with the CRA to review the proposed design and address comments, we assume up to one (1) virtual meeting; and

6. Attend internal virtual coordination meetings with CWDG, we assume up to four (4) virtual meetings to coordinate the design.

7. Copley Wolff will prepare SD level planting plans and provide relevant landscape details





Deliverables: *One (1) electronic submission of the schematic design documents including plans, and up to five (5) coordination meetings*

Task 2.3: Design Development

Based on the approved Schematic Design Documents from Task 5.1 above, Nitsch Engineering will prepare Design Documents setting forth the requirements for construction of the improvements. For this task, Nitsch Engineering will:

1. Advance the proposed shared use path design that include the Layout Plan, Grading, Profiles, Drainage Plan, Utility Plan, Traffic Signage and Pavement Marking Plan, temporary traffic control, and Details Sheets to the Design Document level;

2. Perform revisions to the plans prepared by Nitsch Engineering to respond to comments from the Client.

3. Review cross-sections at critical locations as needed to describe the proposed design;

4. Prepare the Division 31-33 Technical Specifications for the work associated with Nitsch Engineering's design elements;

5. Submit Nitsch Engineering's drawings and specifications at the Design Document stage;

6. Review one (1) cost estimate prepared by the cost estimator;

7. Meet with the CRA to review the proposed design and address comments, we assume up to one virtual (1) meeting;

8. Attend internal virtual coordination meetings with CWDG, we assume up to six (6) virtual meetings to coordinate the design; and

9. Perform Stormwater Design calculations of the shared use path to calculate path runoff and

drainage patterns. We assume stormwater runoff will be captured by the existing drainage system. The design of additional drainage elements will be performed as an additional service.

10. Copley Wolff will prepare DD level planting plans and provide relevant landscape details

Deliverables: *One (1) electronic submission of the design documents including plans, and technical specifications, and up to seven (7) coordination meetings*

Task 2.4: Construction Documents

Based on the approved Design Documents from Task 5.2 above, Nitsch Engineering will prepare Construction Documents, setting forth the requirements for construction of the improvement. For this task, Nitsch Engineering will:

1. Incorporate comments received on the Design Development Plans and advance the design of construction elements (including layout, grading, profiles, proposed signing, and detailed traffic management plans) to the Construction Document;

2. Prepare Final Design Plans, including Construction Detail Sheets, Utility Plans, and Sign and Pavement Marking Plans (including Sign Summary Sheets);

3. Perform revisions to the plans prepared by Nitsch Engineering to respond to comments from the Client.

4. Review one (1) cost estimate prepared by the cost estimator;

5. Finalize the Division 31-33 Technical Specifications for the work associated with Nitsch Engineering's design elements;

6. Submit Nitsch Engineering's finalized drawings and specifications at the Construction Document stage;

7. Meet with the CRA to review the proposed design and address comments, we assume up to one virtual (1) meeting; and

8. Attend internal virtual coordination meetings with CWDG, we assume up to three (3) virtual meetings to coordinate the design; and

9. If required by the Client, the project plans will be separated into two separate plan sets for Phase I & Phase II. Nitsch Engineering assumes that both phases will be brought through the Construction Document Phase and then split based on funding availability.

10. Copley Wolff will prepare CD level planting plans and provide relevant landscape details

Deliverables: *One (1) electronic submission of the construction documents including plans and technical specifications, and up to four (4) coordination meetings*

FINAL DESIGN ASSUMPTIONS

1. Obtaining traffic counts is not required.

2. Designing or analysis or design of traffic signals is not required.

3. Nitsch Engineering will not perform lighting design.

4. The proposed improvements are outside of Wetland Resource areas not requiring environmental permits to be filed.

5. Hydrological, hydraulic, and stormwater studies outside of the shared use path are not required.

6. Design of retaining walls will be performed as an additional service.

7. Geotechnical investigations will be performed as an additional service.

8. Subsurface Utility Engineering (SUE) Level B & A will be performed as an additional service.

9. The Client will perform bidding services and procurement of a contractor for construction.

10. Any revisions requested by the Client, MassDOT, MBTA, or other approving authorities after submission of final plans will be considered Additional Services.

11. Existing utility poles are to be retained.

12. The shared use path design will not propose any items, including lighting, to the existing bridge structure.

13. Cost Estimates will be prepared by another consultant and reviewed by Nitsch Engineering.

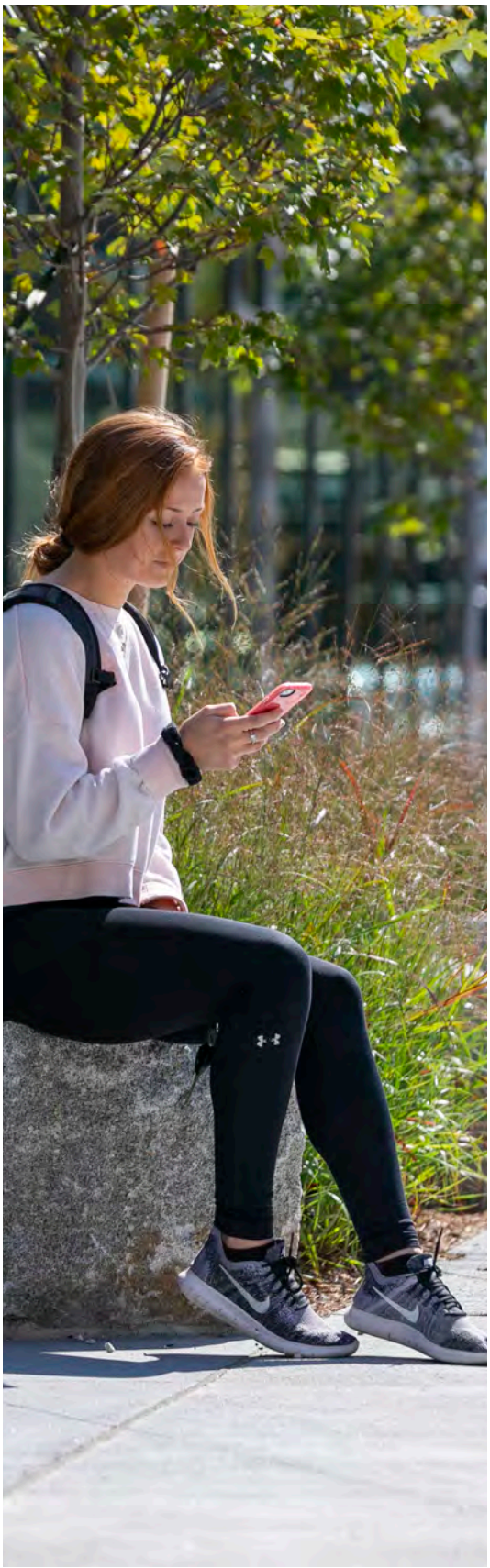
14. Nitsch Engineering intends to use the existing drainage system and modify it as required by adding catch basins and manholes at appropriate locations. The modified drainage system will be tied into the existing system. Design of new drainage elements above any beyond the existing system will be performed as an additional service.

Task 2.5: Construction Administration

Once the project is advertised for construction by the Cambridge Redevelopment Authority Nitsch will perform Construction Administration. As part of this task, we will:

1. Attend up to one (1) pre-construction meeting to answer any questions from the Contractor or clarify any unresolved issues prior to construction;

2. Conduct site visits during construction, as necessary, to clarify any misinterpretations of the contract documents. Up to four (4) site visits are anticipated to resolve construction/design issues which cannot be resolved by telephone;



3. Review shop drawing submittals as coordinated by the Client, relative to Nitsch Engineering's design elements – assume up to five (5) submittals; and

4. Respond to the Contractor's Requests for Information (RFIs) – assume up to two (2) RFIs.

5. Copley Wolff will provide (2) site visits during construction

6. Copley Wolff will review shop drawing submittals as coordinated by the Client, relative to Copley Wolffs design elements – assume up to five (5) submittals; and

7. Respond to the Contractor's Requests for Information (RFIs) – assume up to two (2) RFIs.

Deliverables: (Nitsch) *Up to four (4) site visits throughout construction, review of up to five (5) contractor submittals, review of up to two (2) RFIs, and attend one (1) pre-construction meeting. (Copley Wolff) Up to two (2) site visits throughout construction, review of up to five (5) contractor submittals, and review of up to two (2) RFIs.*