

## MEMORANDUM

03/6/2020

**To:** The Cambridge Redevelopment Authority (CRA) Board  
**From:** Alexandra Levering, Project Manager  
**RE:** 2020 KSURP Streetscape Redesign – Broadway, Main and Third Street

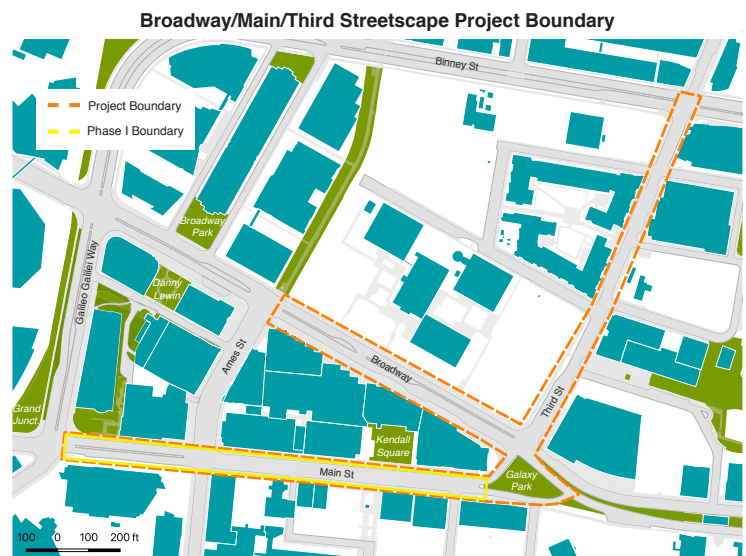
## BACKGROUND

Kendall Square is the center of Cambridge's innovation economy and as it continues to evolve, its transportation infrastructure must evolve as well. In recent years, the area has become more active and mixed-use, with growing ground floor retail, new residential apartments and office/R&D buildings. The Kendall Square Urban Renewal Plan (KSURP) has added 1,130,000 million square feet of development over the past ten years. Beyond the KSURP, recent growth in Kendall includes the adaptive reuse and new development at One Kendall, the completion of Alexandria's Binney Street biotech corridor, the development of Cambridge Research Park (now the Canal District), the construction of MIT's SOMA and NOMA project, and the future Volpe Center redevelopment. With this significant employment growth has come demands on the existing transportation infrastructure, including high volumes of transit ridership and strained vehicular intersection capacity, however the fastest growing portion of the area's roadway use has been bicycle traffic.

Over the past ten years, many of the streets in and around the KSURP have been rebuilt, often reducing travel lanes and expanding facilities for pedestrians and bicyclists. These projects include the reconstruction of the Ames Street corridor from Binney to Memorial Drive and the CRA's 25% streetscape redesign for Binney Street, Galileo Galilei Way, and a block of Broadway.

## SCOPE OF WORK

The purpose of this project is to improve the bicycle facilities along Main Street, Broadway, and Third Street, (see image to the right). Bike lanes have been present along these roadways for years, but the high volume of bicycle traffic and the Vision Zero goals of the City necessitate a new look at these streets, even after their redesign within the past ten years. The streetscape designs will also consider signalized intersection designs, approaches to intersections with side streets and garage driveways, and transitions to anticipated improvements that are already designed or under construction. The consultant teams will be tasked with creating 10% concept designs, to function as the streetscape vision to be implemented in phases in the near future.



Elements to be considered and incorporated in the design include:

- Protected bicycle facilities to accommodate high volumes of cyclists
- Traffic calming and improving pedestrian crossings
- Design for efficient bus, shuttle and transit operation, particularly concerning the numerous bus and shuttle stops on Main Street
- Significant new development and vehicular access to the Volpe site
- Drop-off and pick-up zones for taxis, ride hailing services, hotel guests, and commercial loading areas
- Accommodations for high volumes of pedestrian movements across all intersections
- Layout of street furniture, bike parking, and Blue Bike station locations
- Existing stormwater facilities and other utilities
- Preservation and enhancement of tree canopy

CRA staff will ensure the design process is closely coordinated with City departments (especially DPW, CDD, and TPT). The CRA will lead the coordination effort with the goal of ensuring the design receives a city-wide perspective, and to receive guidance from the departments who oversee various infrastructure elements of the City's rights-of-way. The design process will also require coordination with neighboring property owners and developers.

## RFP PROCESS

On 1/20/2020, CRA staff issued the 2020 KSURP Streetscape Redesign, Broadway, Main and Third Street RFP. CRA staff hosted a site walk with consultants on 1/29/2020 and the CRA issued answers to questions on 2/5/2020, as well as an addendum with a copy of the CRA standard consultant services contract. On 2/14/2020, the CRA received four (4) proposals from the teams listed below:

- Toole Design
- Kittelson & Associates / NBBJ / Benesch
- Sasaki / HDR
- McMahon / KMDG / Kleinfelder

Interviews were conducted with three (3) of these firms on 3/2/2020 by CRA and City Staff. The team consisted of Tom Evans (CRA), Alex Levering (CRA), Jerry Friedman (DPW), Cara Seiderman (CDD), Suzannah Bigolin (CDD), and Patrick Baxter (TPT).

## SELECTION RECOMMENDATION

The three firms interviewed provided solid proposals with high-quality teams. After thoughtful discussion and reference calls, the CRA and City staff has decided to recommend Sasaki and HDR as the consultant team for the project. This recommendation was made for the following reasons:

- The team composed a well-organized, graphically interesting, thorough and thoughtful proposal.
- They have proven experience working with a variety of organizations and agencies including private and public entities.
- They have significant experience working in Kendall Square, and are familiar with many local landowners.

- The team's experience and skills were well-rounded and technically diverse, ensuring their capacity to provide design vision, civil engineering, landscape architecture, traffic engineering and subsurface utility design expertise.
- It was clear through their proposal and interview they understood the project's goals and objectives, and the process needed to complete concept plans.
- They provided a realistic timeline with a comprehensive community and interagency engagement process.
- Their presentation showed strong graphic representation capabilities.

CRA staff talked to several of Sasaki's references, including staff from the cities of Ithaca, NY, and Boston. All references were extremely positive when asked about Sasaki's project management capacity, schedule adherence, cost control and engineering and design talent. All references noted they would like to work with Sasaki again.

## SCHEDULE

The contract will be for the duration of one year. Due to development timelines, a quick-build redesign of Main Street between Galileo Galilei Way and Third Street will be prioritized as a first project deliverable. Designs for Broadway and Third Street may follow.

## CRA BOARD MOTION

*Authorizing the CRA staff to negotiate and the CRA Chair to enter into a design services contract with Sasaki Associates for the design of conceptual streetscape plans within the Kendall Square Urban Renewal Plan area.*

## ATTACHMENTS

- Sasaki RFP response

An architectural rendering of a modern urban streetscape. The scene is filled with diverse people: a woman in a green shirt taking a photo, a child in a yellow jacket and pink hat, a woman in a bright orange jacket walking, and a man walking a dog. The ground is decorated with colorful, abstract art, including a large, stylized face with blue eyes and a rainbow mane. In the background, there are modern buildings, lush green trees, a tall wooden light pole, and a green transit vehicle. An orange canopy is visible on the left. The sky is bright blue with scattered white clouds.

**SASAKI**

# 2020 Kendall Square Urban Renewal Area Streetscape Redesign

TECHNICAL PROPOSAL  
FEBRUARY 14, 2020



February 14, 2020

The Cambridge Redevelopment Authority (CRA)  
255 Main Street, 8th Floor  
Cambridge, MA 02142

Dear Mrs. Levering,

Kendall Square has become a center of innovation, creativity, and technology. The area continues to grow as sites are redeveloped to include additional housing, office, biotechnology and manufacturing space. One of the planning goals for Kendall Square is to create a sustainable, inviting, and inclusive neighborhood. A key factor in achieving this goal includes enhancing mobility. Kendall Square, as well as the entire City of Cambridge, has been able to grow while simultaneously reducing the number of single-occupancy vehicle trips. The city has supported this mode split through the promotion of public transit as well as a robust bicycle and pedestrian infrastructure. Kendall Square already boasts an extensive network of bicycle lanes, however, the existing infrastructure is not comfortable for all users and does not meet the City's sustainable transportation and Vision Zero goals.

A comprehensive understanding of the urban design framework, transportation networks, civil engineering, and landscape architecture of the area is essential to craft a successful concept design for this site. Our team brings deep, local experience anchored by a number of projects in Kendall Square and throughout the greater metro area, as well as significant and broad experience from projects around the country and the globe. It is this depth and breadth of experience that makes our team uniquely suited to this project.

We are excited by the opportunity to continue our ongoing work planning the framework of Kendall Square and the bicycle network for the City of Cambridge. Our approach to this design project and its implementation centers on the following aims:

- ▶ Creating a bicycle network that is safe, comfortable, and accessible for all users
- ▶ Building a streetscape that provides flexibility for a variety of uses and future development
- ▶ Designing a project that is implementable within the existing development of Kendall Square and with a realistic budget

We are confident that with this team of experts– bolstered by our local understanding and experience, bringing to bear our proven proficiency in f planning and design– can deliver a compelling concept design that will meet the needs of all users of Kendall Square. We look forward to having the opportunity to continue our work with the Cambridge Redevelopment Authority and the City of Cambridge in Kendall Square. Thank you for your consideration.

Sincerely,

Mark Dawson  
Principal-in-Charge  
Phone 617 923 7225  
mdawson@sasaki.com

Steve Engler  
Project Manager  
Phone 617 923 7199  
sengler@sasaki.com

# Implementing A Vision

## Project Background & Understanding

Since the City of Cambridge (City) and the Cambridge Redevelopment Authority (CRA) began redevelopment of the Kendall Square area, it has been a model of urban renewal projects, transforming the district from a low-density industrial zone to a vibrant hub of research, education, and commercial development. The area is situated in a busy transportation corridor between Boston, Cambridge, and Somerville. It is this central location that has helped Kendall Square become one of the most important economic drivers in the region. Due its central location, the area is also a major multi-modal transportation corridor, located at the crossroads of several important transportation corridors, including vehicular travel lanes, designated truck routes, on-street bike lanes, separated bike paths, several MBTA and EZRide bus routes, subway, and the Grand Junction Railroad (a proposed regional rail-with-trail connection). Based on this diversity of transportation options, the area has been able to support a significant increase in development density while limiting the volume of motor vehicle trips. This has been the result of deliberate planning efforts, including transportation demand management (TDM) programs, public transit, and improved bicycle and pedestrian infrastructure.

As the area continues to grow, it will be necessary to continue these investments to further reduce “drive alone” trips and promote greater use of more sustainable transportation options. The City has passed several measures which will help to achieve these goals, including: the adoption of a Vision Zero Policy which calls for the elimination of fatalities and serious injuries from traffic crashes, and emphasizes that they can and should be prevented; a Complete Streets Policy requiring that streets be designed and operated to enable safe access for all users regardless of age, ability, or mode of transportation; and the 2019 Cycling Safety Ordinance which seeks to eliminate fatalities and injuries on City streets, in accordance with the Vision Zero Policy, through safety improvements and the construction of a connected network of permanent, separated bicycle lanes across the city.

While the streets included in this project site have on-street bike lanes, the City has further developed a Bicycle Priority Network (BPN) to provide a connected low-stress network for people of all ages and abilities to move throughout the City. This plan proposes to provide protected bike lanes or cycle tracks on the southern half of Third Street south of Potter Street and on Main Street.

Broadway has been identified as a lower volume or speed roadway, that provides lower vehicle volume and/or speed capacity, and has bicycle-friendly traffic calming treatments at major street intersections, and other improvements to provide access within and between neighborhoods.

In addition to the bicycle and pedestrian facilities, the City, Charles River TMA and MBTA have proposed improvements to bus service in the area, such as bus priority treatments, improved, frequency and reliability, and potentially new bus routes, such as the CT4 bus route which would pass through this area and would need to be considered in the concepts.

A comprehensive understanding of the urban design framework, transportation networks, civil engineering, and landscape architecture of the region is essential to a successful concept design for this area. Our team brings experience from previous projects in Kendall Square and throughout the City as well as other projects around the country. It is this experience that makes our team uniquely suited to this project.

## Project Approach

### Stage 1: Discovery (3 months)

#### RESEARCH:

In the initial phase of this project, our team will research available documents to gain a thorough understanding of the existing conditions, and previous planning work that has been completed for the area. This research will build on our solid foundation and understanding of the local area and citywide policy initiatives, informed by our recent work on the Binney Street and Main Street corridors as well as ongoing work on the Belmont Avenue and River Street corridors.

#### STAKEHOLDER INPUT:

Sasaki and HDR will initiate the project with a series of meetings with the CRA, the City, Charles River TMA, and the MBTA to understand the various needs and desires of each agency. This will include coordination with the ongoing 2020 Cambridge Bicycle Plan, which is expected to be complete by the end of 2020 and City agency staff involved with implementing the 2019 Cycling Safety Ordinance. There has been ongoing internal City discussions to better understand the design criteria needed to implement the Cycling Safety Ordinance including a desired separated bike lane width of 7 feet to support side-by-side riding but also allow for the proper maintenance of the facility.

The team will also meet with neighboring property owners and developers to determine critical issues related to access and service. Our team is currently coordinating with the City on the River Street corridor to integrate an enhanced separated bikeway, dedicated bus only lanes, and enhanced pedestrian realm all within a very constrained right of way.

#### **DATA AND BASE MAPPING:**

Sasaki and HDR will review the available survey and utility mapping and traffic data to identify any gaps in the information. After compiling available data sets, the project team will conduct a field walk of the project limits to collect additional information regarding roadway and lane widths, traffic signing and striping, parking operations and utilization, loading zone activities and driveway operations, adjacent land use and curbside activity, transit stops and passenger amenities and general study area observations. If additional data is needed, the team will identify these needs and provide a detailed description of needs, for instance topographic survey and traffic counts. Because the team does not know what additional information will be needed, the cost for this work is not included.

#### **NOTE ON STAGES 2 & 3**

*Stages 2 and 3 will be completed separately for the two different phases of the project. Phase 1 will include the concept plan for Main Street, which will be prioritized to meet MITIMCo's SoMa construction timeline. The initial design of this phase will be completed by May of 2020. The design may be refined based on feedback from the City and other stakeholders. Phase 2 will include the concept plan for Broadway and Third Street.*

## **Stage 2: Alternatives**

Once the team has gathered the needed information and received input from the stakeholders, various alternatives will be studied. These alternatives will consider various options for protected bicycle routes and enhanced transit experience for each segment of the project. The team will evaluate current and proposed transit service enhancements including extended service for the 64 and 70 Routes into Kendall Square and increased frequency for the EZRide Shuttle within the study area.

The team anticipates that this stage will be an iterative and interactive process and will include multiple meetings with stakeholder groups to refine the alternative plans. The team will initiate the alternatives development process with an interactive cross-section development exercise workshop using the on-line Streetmix platform.

Depending on the individual corridor characteristics constraints, cross-sections can be developed on a block by block basis in order to provide a more realistic basis for developing corridor plans. The team will consider bicyclist comfort, pedestrian accessibility, multimodal safety and operations, tree and utility impacts, pedestrian amenities and open space, parking impacts, constructability, and cost for 2 different alternatives for comparison.

The final alternatives will be developed using the compiled base map from Stage 1 supported by aerial imagery in a plan view format. The plans will be presented to the CRA and City for review and comment with the goal of the CRA Board choosing a preferred alternative for each corridor. If any corridor or intersection involves more significant modifications to traffic operations, a traffic analysis will be performed using available traffic data to assess impacts and potential mitigation treatments. Similarly, if any proposed alternatives have impacts on any MBTA facilities, we will coordinate with the City and determine if further coordination with the MBTA is required as part of this effort.

We are performing similar efforts as part of the ongoing River Street Reconstruction project where we are proposing a dedicated bus way along the corridor and a significant reconfiguration of the bus way within Central Square's Carl Barron Plaza to optimize multimodal operations and placemaking opportunities.

## **Stage 3: Concept Plans**

Based on feedback from the City and CRA, the team will develop a preferred draft and final concept for each segment of the project. The concept plan for Main Street will be developed first.

The final concept plan will include illustrative plans and diagrams of the site and perspective renderings for the streetscape sections. The concept plan will include reference images and recommendations for street sections, planting, lighting, intersection configuration, bike parking and BlueBike stations, accessibility features, stormwater management, vehicular circulation and curbside management. The team will also prepare for each corridor a preliminary opinion of probable construction cost and traffic impact memo for the conceptual design.

# Project Schedule

## STAGE 1: DISCOVERY (2 MONTHS)

### Research

- ▶ Research available documents

### Stakeholder Input

- ▶ Meetings with the CRA, the City, Charles River TMA, and the MBTA
- ▶ Coordination with the ongoing 2020 Cambridge Bicycle Plan and 2019 Cycling Safety Ordinance
- ▶ Meet with neighboring property owners and developers

### Data and Base Mapping:

- ▶ Review the available survey mapping and traffic data
- ▶ Field walk to collect additional information
- ▶ Detailed description of additional data needs

## PHASE 1/MAIN STREET - STAGE 2: ALTERNATIVES (1 MONTH)

- ▶ Develop alternative cross-sections
- ▶ Evaluate alternatives
- ▶ Traffic and transit impact analysis

## PHASE 1/MAIN STREET - STAGE 3: CONCEPT PLANS (1 MONTH)

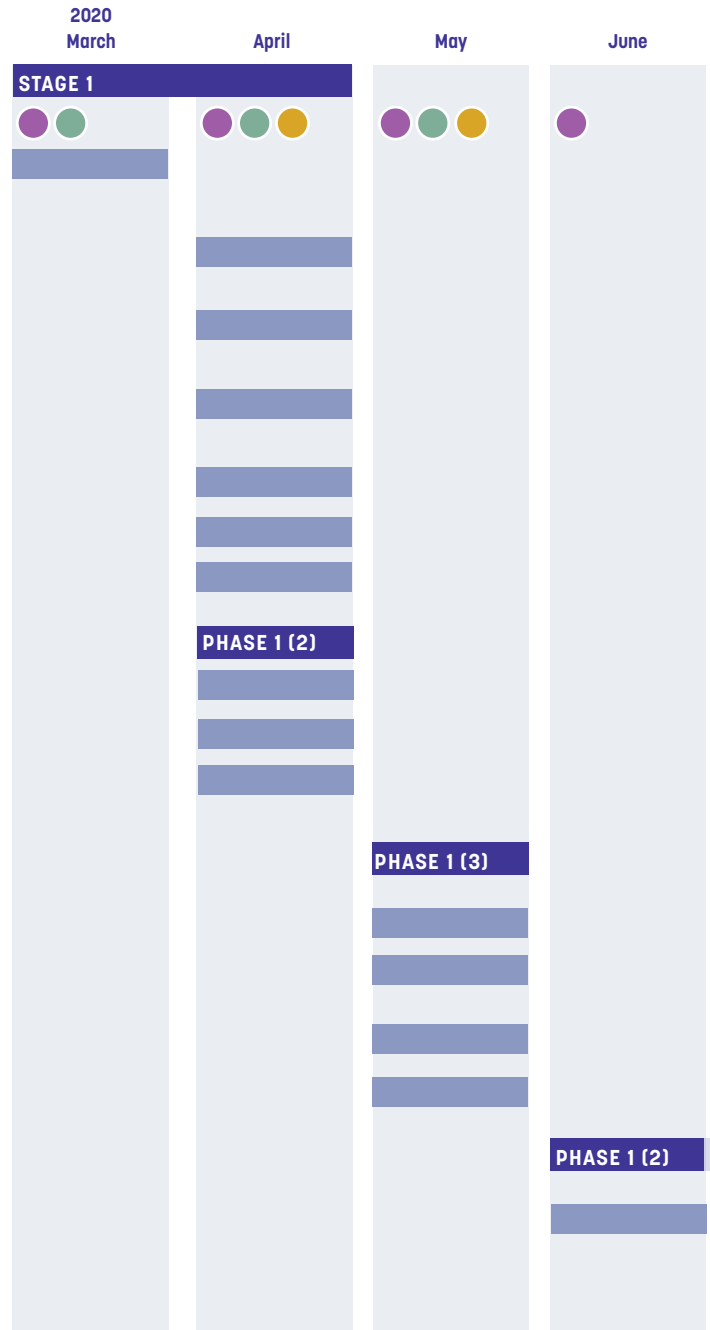
- ▶ Develop draft preferred concept plans
- ▶ Review draft concept plans with CRA, the City and other stakeholders
- ▶ Develop final concept plans
- ▶ Preliminary cost estimate and traffic impact report

## PHASE 2/THIRD STREET AND BROADWAY - STAGE 2: ALTERNATIVES (3 MONTHS)

- ▶ Develop alternative cross-sections
- ▶ Evaluate alternatives
- ▶ Traffic and transit impact analysis

## PHASE 2/THIRD STREET AND BROADWAY - STAGE 3: CONCEPT PLANS (6 MONTHS)

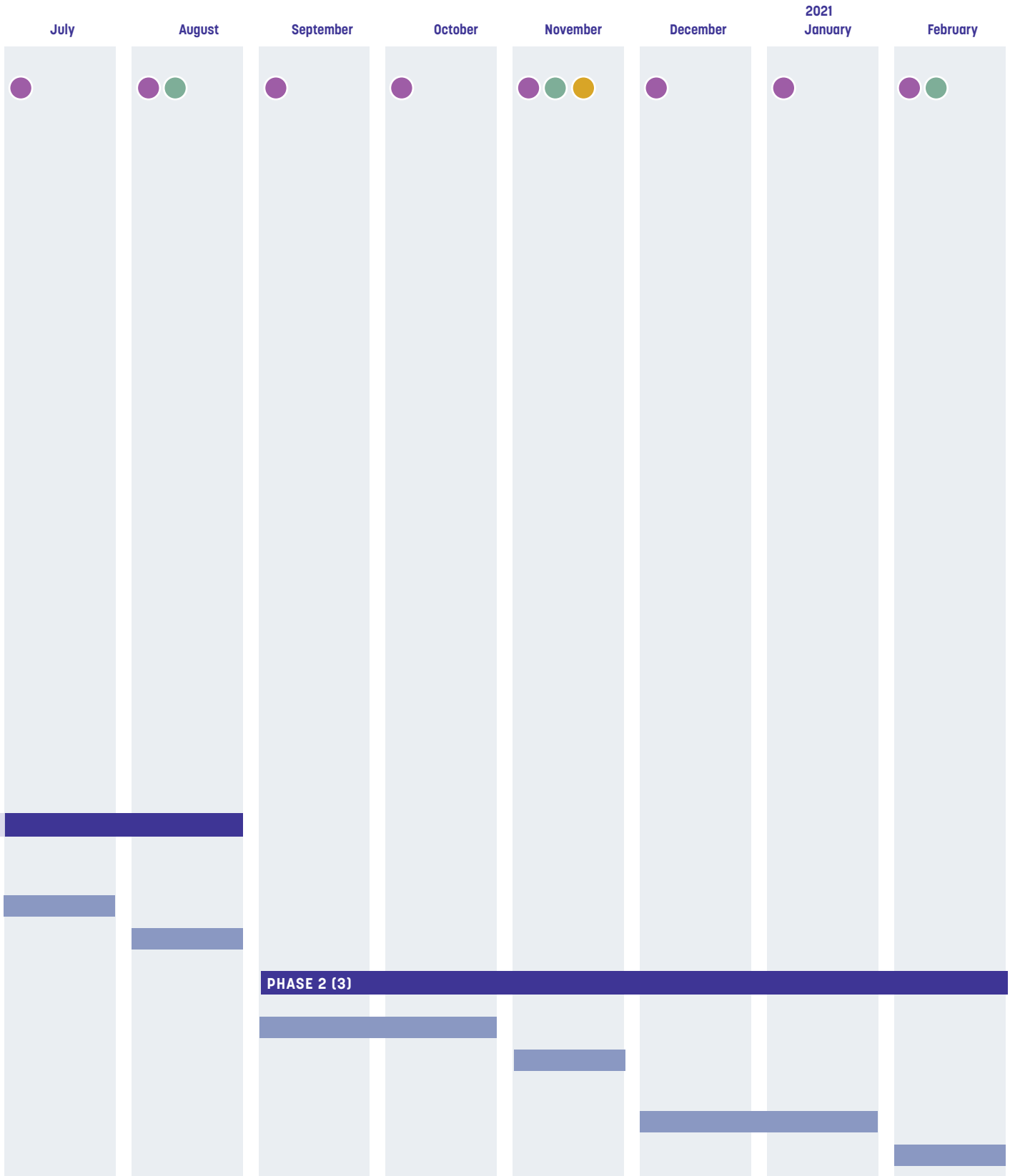
- ▶ Develop draft preferred concept plans
- ▶ Review draft concept plans with CRA, the City and other stakeholders
- ▶ Develop final concept plans
- ▶ Preliminary cost estimate and traffic impact report



### Key

- Weekly Check-in Meetings
- City Agency Meeting
- Public Engagement Meeting





# A Team That Knows Kendall

We have assembled a deeply knowledgeable team of both nationally prominent and locally based professionals for the 2020 Kendall Square Urban Renewal Area Streetscape Redesign project. Sasaki will serve as the prime consultant to the City, and will contribute to the project as Landscape Architect in close collaboration with HDR as Traffic Consultant. Together, Sasaki and HDR will comprise the core of the team, forming a critical partnership of leading professionals ideally suited to tackling the project's challenges. We are confident that we have crafted the best team for this job—the team leaders from each firm all have over 10 years of experience planning, engineering and designing streetscape redesign projects.

Sasaki's design leadership and vision will guide a team who together provide unparalleled innovative technical expertise, deep local connections and knowledge, and an understanding of the road to implementation. The Sasaki team members leading this project bring experience leading design teams on several significant streetscape projects, such as Ithaca Commons in upstate New York, and locally through the ongoing Kendall Square Streetscape Improvements project for Broadway, Binney Street, and Galileo Galilei Way. The latter project has given us exposure to and experience with the standards in the **NACTO Urban Street and Urban Bikeway Design Guides** and the **MassDOT Separated Bike Lane Planning & Design Guide**, which will be applicable to the 2020 Kendall Square project.

**Mark Dawson, FASLA**, who will serve as Principal in Charge of the project from Sasaki, has over 34 years of experience as a landscape architect which includes a wealth of experience working collaboratively with city agencies and departments to deliver successful projects across the country.

**Steve Engler** will serve as the Project Manager, and brings 22 years of experience as a designer and a passion for advocacy for cyclists and pedestrians. Steve was the project manager for the landscape architecture and civil engineering design around the Bruce C. Bolling Building in Dudley Square, for which Sasaki coordinated with the City of Boston and the MBTA on the design of streets and transit stops. Joining them, **Steven Walz** is a landscape architect with over 7 years of experience, including serving as a project manager and providing design oversight for streetscape improvements and bike path in Cambridge and in Narragansett, Rhode Island. The Sasaki team is further rounded out by the same engineering professionals currently working on other streetscape improvement projects in Kendall, **Kara Slocum**, EIT and **Chris Creasy**.

HDR likewise brings to the team extensive experience on multimodal transportation and transit projects including previous work in the Kendall Square area as well as River Street, Western Avenue, and other projects in Cambridge, and Summer Street in Boston. Their experience reinforces our team's knowledge and familiarity with NACTO and MassDOT planning and design guidelines. **Rick Plenge, PE** is an engineer with 23 years of experience, who will serve as a multimodal technical lead based on his past success in leading similar constrained multi-modal project designs in communities like Cambridge, Boston, Newton, Chicago and Denver. Project lead for HDR, **Arthur "Artie" Bonney, PE** has 17 years experience as an engineer and has been involved in the delivery of urban roadway and public space reconstruction projects throughout Cambridge, Somerville and Boston. Rosie Jaswal, PE is a Multimodal Transportation Specialist with over eight years of public and private sector experience.

## CORE LEADERSHIP

*Below represents the three core team leaders.  
To see our full team, please review Appendix A.*



**Mark Dawson, FASLA**  
Principal-in-Charge

SASAKI



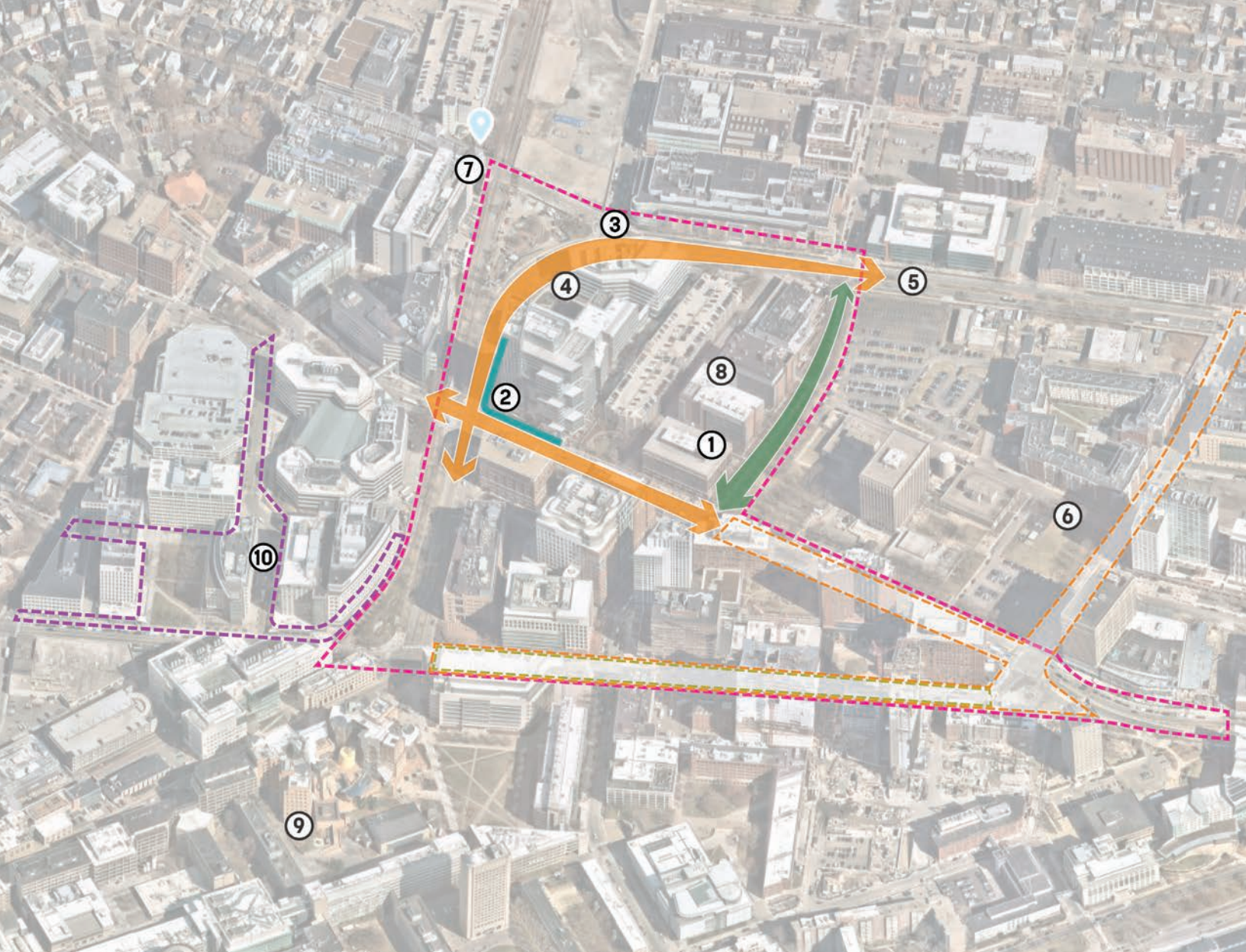
**Steve Engler**  
Project Manager

SASAKI



**Arthur Bonney, PE**  
HDR Project Lead

HDR



1

**PROJECT NAME:** 6th Street Connector

4

**PROJECT NAME:** BioGen Landscape

7

**PROJECT NAME:** Cambridge Center Landscape MXD

2

**PROJECT NAME:** 145 Broadway / Akamai

5

**PROJECT NAME:** Connect Kendall Square Open Space Competition

8

**PROJECT NAME:** BioGen Tanks

3

**PROJECT NAME:** Kendall Square Streetscape Redesign

6

**PROJECT NAME:** Kendall Square Development visualization

9

**PROJECT NAME:** MIT Northwest Landscape and Circulation Plan

# Kendall Square Streetscapes

SASAKI | CAMBRIDGE, MA

Since 2015 Sasaki has been working with Boston Properties on the redevelopment of Cambridge Center in Kendall Square. The services provided have included planning, urban design, landscape, architecture, and interior design. In addition to the design of the landscape for the new Akamai headquarters at 145 Broadway, the project includes improvements to the surrounding pedestrian and bicycle circulation in this vibrant neighborhood. Sasaki provided landscape design for the reconstruction of the existing 6th Street Connector pedestrian walk to add a separate cycle track and restore the existing paving and planting to improve accessibility and provide improved ecological function of the landscape.

Sasaki is also providing landscape design services for the reconstruction of the streetscape along 1/2 mile of streets surrounding the project. The renovated streetscapes will include protected cycle tracks which will help to connect the city's network of bike lanes as well as new activity zones with a variety of seating elements, tree and groundcover planting, lighting, irrigation, bike share stations, and bus shelters.

**Completion Date**

On-going

**Services**

Landscape Architecture

**Size**

4.1 Acres



# Kendall Square Main Street Planning & Design

HDR | CITY OF CAMBRIDGE, MA

HDR provided final surface design services and construction phase services for the reconstruction of Main Street in the heart of Kendall Square, as part of an overall look at public infrastructure in the rapidly changing neighborhood.

Circulation and public infrastructure in the core of the square had not been comprehensively addressed since the early 1980s. Many of the pedestrian, bicycle, transit and vehicular facilities no longer aligned with travel patterns and land use patterns.

The project examined the area's circulation, consistent with the city's policies of reducing automotive travel and encouraging bicycling, walking and transit use. The HDR team examined location, layout and use of plazas and open spaces to increase vibrancy, and opportunities to implement low impact urban design, stormwater management and landscape features were investigated to further Cambridge's environmental goals. The project's results included a master plan to guide future improvements and the core Main Street project, which was completed in 2016.

HDR's Boston office provided project management, engineering design of streets and plazas, pedestrian and bicycle planning and design, public art coordination, stakeholder process, cost estimating and construction administration. HDR also managed key subconsultants who provided traffic engineering and landscape architecture/urban design services.

## Completion Date

Summer 2016

## Size

1,200 SF

## Services

Urban Multimodal  
Corridor Design  
Transit Facility Design  
Public Art Coordination  
Construction Administration



# Ithaca Commons Redesign

SASAKI | CITY OF ITHACA; ITHACA, NEW YORK

The Ithaca Commons is a two-block pedestrian mall that serves as the social and economic heart of Ithaca. Sasaki worked closely with city leadership and the community in a multi-year process to renovate this iconic space, including extensive utility and surface upgrades.

The project's design draws inspiration from the striking gorges of Ithaca, incorporating them into the urban fabric of the city to establish a vibrant, active center. The distinctive paving pattern blends historic circulation patterns of the area with the linear quality of the geologic features of the gorges. Planted amenity zones seem to grow from the splits in the stone in a controlled, yet natural, succession.

The realized project improves the Commons both as a retail environment and community gathering space. The main retail corridor of State Street has a wide central walkway that provides a clear pedestrian promenade, opens up sight lines between storefronts, provides clear occasional service access. Flanking amenity zones are dynamic places replete with horticultural displays, fixed seating, moveable table and chairs, utility infrastructure, and interpretive play spaces.

## Completion Date

2016

## Size

75,000 SF

## Services

Civil Engineering  
Landscape Architecture  
Planning & Urban Design

**For more information on this project, visit:**

<https://www.sasaki.com/projects/ithaca-commons-redesign/>



# Reconstruction of Summer & Congress Streets

HDR | CITY OF BOSTON; BOSTON MA

HDR served as the Civil Engineer Lead for the revitalization of Summer and Congress Streets in Boston’s historic Fort Point District. Congress and Summer were the second and third streets to be redesigned under Boston’s innovative Crossroads Initiative.

Summer Street links the newly redeveloped South Boston Waterfront with downtown. In one short mile, this broad promenade’s widened and enlivened sidewalks connect visitors to both the Boston Common and the Rose Kennedy Greenway, while also connecting Downtown Crossing shoppers to the financial district, South Station and historic Boston to the emerging Innovation District and the Boston Convention and Exhibition Center (BCEC).

The redesign of Summer Street included the integration of enhanced raised separated bikeways on both sides of the street. An enhanced corridor lighting scheme was designed to not only improve multimodal safety but also provide a physical separation between the bikeway and the sidewalk realm. The design also incorporated enhanced bicycle and pedestrian crossing treatments with pedestrian activated beacons and enhanced intersection and conflict pavement marking treatments. The project also included improvements to the bus stops along the corridor that provided bus bulbs and railings that guided transit riders to distinct crossing points of the bikeway.

**Completion Date**

Fall 2019

**Size**

5 Acres

**Services**

- Enhanced Bicycle and Pedestrian Facility Design
- Bus Stop Optimization
- Roadway Design
- Utility Coordination



# Xuhui Runway Integrated Linear Park & Streetscape

SASAKI | SHANGHAI, CHINA

Xuhui Runway Park is an innovative urban revitalization project that traces the history of the urban development of Shanghai. Formerly a runway for Longhua Airport, the park's design scheme mimics the motion of a runway, creating diverse linear spaces for vehicles, bicycles, and pedestrians by organizing the park and the street into one integrated runway system.

While all the spaces are linear in shape, diverse spatial experiences are created by applying different materials, scales, topography, and programs. In this way, the park serves as a runway of modern life, providing a space for recreation and respite from the surrounding city.

For the Runway Park, it was imperative to create a design that transcended time and space, bringing a piece of the site's past into the modern fabric of the city. Many of the park's spaces recall the ascending and descending experience of being on an airplane, which connect visitors to the past while also providing varied viewpoints of the site.

## Completion Date

In progress

## Size

8.24 Hectares

## Services

Landscape  
Architecture

## Awards

Green Building Showcase  
2019, Market Leader Award  
Series, Site Category

For more information on  
this project, visit: [https://  
www.sasaki.com/projects/  
xuhui-runway-park/](https://www.sasaki.com/projects/xuhui-runway-park/)





# River Street Reconstruction Project

HDR | CITY OF CAMBRIDGE, MA

HDR is managing the surface and subsurface redesign of the River Street Corridor in Cambridge which connects the active recreational opportunities along the Charles River with the businesses and regional transit connections within Central Square.

A key facet of this project is to drive the community process to reimagine the uses and purpose of the Carl Barron Plaza nestled in the heart of Central Square which supports many people from vulnerable populations. Through a community-centered design approach to engage a wide cross-section of the community to understand the plaza needs, uncover community values and identify opportunities to integrate City policies into transforming and expanding the plaza to provide new spaces to support activation, transit use, and health and wellbeing.

HDR is currently developing corridor concepts that integrate stakeholder input received to date which supports the various corridor needs including vehicular traffic, pedestrian and bicycle safety, designated freight and transit user need, residential and business parking and loading, and resiliency/flooding. HDR is also preparing sewer separation concept designs and driving proactive utility coordination.

**Completion Date**

2018 - Ongoing

**Size**

7,500 SF

**Services**

- Planning & Urban Design
- Civil Engineering
- Landscape Architecture
- Graphic Design





# Austin Medical District Master Plan

SASAKI | UNIVERSITY OF TEXAS AT AUSTIN

The University of Texas at Austin Medical District Master Plan articulates the vision for a new medical district on the southern edge of the university in downtown Austin.

The medical district will be a compact, dynamic, urban setting that nurtures innovation, collaboration, and community. It will be developed as a partnership between UT Austin, Seton Healthcare, and Central Texas Healthcare, and will contain the university’s planned new medical school and medical research building, as well as a new teaching hospital and medical office building (MOB). The vision for the district is founded on an innovative idea for medical education that integrates healthcare, teaching, and research within an interdisciplinary setting, taking full advantage of adjacent university resources.

The master plan establishes an overall planning, design, and programmatic framework for the entire medical district, and a more detailed plan and program for the first phase of development. The plan reinforces the integration of activities and ensures that the critical adjacencies and relationships among the medical school, teaching hospital, research building, and MOB are carefully calibrated to ensure success. To enhance connectivity, second level connections are planned to connect parking, hospital, clinical and research uses.

**Completion Date**  
2013

**Services**  
Planning  
Urban Design  
Architecture  
Landscape Architecture  
Strategies





ITHACA COMMONS, ITHACA NY

## References

**Jerry Friedman, P.E.**

Supervising Engineer  
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Chief Design Engineer  
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# **Appendix A: Team Resumes**

# Mark Dawson

FASLA

Principal-in-Charge |  
Landscape Architect

SASAKI



Mark is a landscape architect focused on the urban public market practice. His specialty is planning and designing award-winning urban landscapes.

Mark views the cities in which he works as vital and living ecosystems. By considering and synthesizing the complexities of social, economic, environmental, and cultural influences, he creates coherent, enduring, sustainable designs. As a part of his work, Mark educates communities about the importance of public spaces and how their ownership and involvement ensures environmental and social sustainability and economic revitalization.

## EDUCATION

### Utah State University

Bachelor of Landscape Architecture

## REGISTRATIONS

Registered Landscape Architect: AZ, CT, DE, IA, IL, IN, KY, MA, MD, ME, MN, MO, NC, NE, NJ, NY, OH, OR, PA, RI, SC, TN, TX, UT, VA, WI

Certificate: Council of Landscape Architectural Registration Board

## PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects Fellow

Boston Society of Landscape Architects

Urban Land Institute: Sustainable Development Council Member

The Waterfront Center: Board of Directors, 2002–Present

The Landscape Architecture Foundation: Board of Directors, 2005–Present, President 2015

## SELECT PROJECT EXPERIENCE

Ithaca Commons; Ithaca, New York

Dell Medical District Landscape; Austin, TX

Xuhui Runway Park; Shanghai, China

National Harbor; National Harbor, Maryland

Schenley Plaza; Pittsburgh, Pennsylvania

Boston City Hall and Plaza Renovations; Boston, MA

Cedar Rapids Reinvestment and Redevelopment Framework Plan; Cedar Rapids, Iowa

Cincinnati John G. and Phyllis W. Smale Riverfront Park; Cincinnati, Ohio

Tom Hanafan River's Edge Park; Council Bluffs, Iowa

Boston Common Garage Renovation; Boston, Massachusetts

# Steve Engler

**PE, LEED® AP**

Project Manager |  
Civil Engineer

**SASAKI**



Steve has designed and managed commercial, residential, institutional, and recreational projects locally, nationally, and internationally. His role often extends from master planning through design development, site permitting, and construction

He has more than 20 years of experience in project management and civil engineering, including stormwater management, wastewater collection and disposal, pumping systems, site and road design, layout, and grading. Steve's work incorporates low impact development techniques and best practices.

Steve is interested in simple but innovative designs to develop projects that are resilient and cost effective. He develops creative solutions based on his built work experience to inform the design of projects from the early planning stages through construction. He enjoys the complexities of redevelopment projects where the integration of new construction with existing infrastructure is critical.

## **EDUCATION**

### **Bucknell University**

Bachelor of Science in Civil Engineering

## **REGISTRATIONS**

Licensed Professional Engineer: Massachusetts

LEED Accredited Professional

## **PROFESSIONAL AFFILIATIONS**

American Society of Civil Engineers

Boston Society of Civil Engineers

NAIOP Committee Member

## **SELECT PROJECT EXPERIENCE**

Kendall Square Streetscapes; Cambridge, MA

Xuhui Runway Park; Shanghai, China

Lawn on D 2016 Improvements; Boston, Massachusetts

The Avenue; Washington, D.C

Cantigny Park Stormwater and Utility Master Plan; Wheaton, Illinois

Highland Meadows; Weston, Massachusetts

Holy Cross Field House and Hart Center; Worcester, Massachusetts

Rensselaer Polytechnic Institute, East Campus Athletic Village; Troy, New York

Lake Nona Medical City Master Plan Orlando, Florida

Regis College Campus Master Plan; Weston, Massachusetts

Regis College Maria Hall; Weston, Massachusetts

# Steven Walz

ASLA, PLA

Senior Associate |  
Landscape Architect

SASAKI



Steven is a Senior Associate Landscape Architect at Sasaki Associates in Watertown, Massachusetts. His portfolio focuses on the built environment and spans across many scales and scopes of work that includes civic, campus, and mixed-use development and has experience with many large-scale planning and built work projects around the world.

He has played an integral role in Sasaki's relationship with the United States Department of State through his work on a number of United States Embassy Compounds as part of the Design Excellence Program. He has experience managing award-winning and high-profile built work landscape projects both domestic and abroad, including the Chicago Riverwalk in Downtown Chicago and United States New Embassy Compound in Beirut, Lebanon.

Steven is attentive to detail and works collaboratively to produce detailed and thorough documentation. His unique understanding of design excellence and the built work process through construction administration is a valued addition to project teams.

## EDUCATION

### Purdue University

Bachelor of Science in  
Landscape Architecture

## REGISTRATIONS

Licensed Landscape Architect in  
Colorado

## PROFESSIONAL AFFILIATIONS

American Society of Landscape  
Architects

Boston Chapter of the American  
Society of Landscape Architects

## SELECT PROJECT EXPERIENCE

17 Cambridge Center; Cambridge,  
Massachusetts

3737 Buffalo Speedway; Houston,  
Texas

Akamai Cambridge Headquarters;  
Cambridge, Massachusetts

DCU Center; Worcester,  
Massachusetts

URI / South County Bike Path  
Connector; South Kingstown,  
Rhode Island

The Lawn on D; Boston,  
Massachusetts

Moore Square; Raleigh, North  
Carolina

Waterway Square; The  
Woodlands, Texas

Eastridge Transit Center; San  
Jose, California

Fort Lauderdale Beachfront and  
Intracoastal Master Plan; Fort  
Lauderdale, Florida

Hudson Yards Design  
Competition; New York, New York

John G. & Phyllis W. Smale  
Riverfront Park - Phase III and  
Phase V; Cincinnati, Ohio

Fort Lauderdale Beachfront and  
Intracoastal Master Plan; Fort  
Lauderdale, Florida

Starwood Hotels Aloft & Element;  
Boston, Massachusetts

National Creative Cluster; Beijing,  
China



# Chris Creasey

Landscape Designer

SASAKI



Chris’s passion as a landscape designer is in creating vibrant spaces for people of all backgrounds while fostering environmental resilience. Spanning a range of scales, he has worked with dynamic teams on a variety of project types to create sustainable designs in the public and private realm.

As an involved team member, Chris is dedicated to deliver on client and user needs through an iterative design process that focuses on collaborative practice. This practice has focused heavily on streetscapes, urban plazas, and waterfronts and the role they play in connecting and strengthening both human and natural habitats.

**EDUCATION**

**Utah State University**  
Bachelor of Landscape Architecture, Minor in Sustainable Systems

Emory University Master Plan; Atlanta, GA

Carnegie Mellon University Town Square; Pittsburgh, PA

**PROFESSIONAL AFFILIATIONS**

Member, American Society of Landscape Architects

Syracuse University Crouse Courtyard; Syracuse, NY

Dayton Riverfront Master Plan; Dayton, OH

**SELECT PROJECT EXPERIENCE**

Cambridge Cycle Track; Cambridge, MA

Novus Innovation District - Arizona State University; Tempe, AZ

Chestnut Place Streetscape; Denver, CO

Bonnet Springs Park Lakeland, FL

36th Street Streetscape; Denver, CO

Ballantyne Parks Phase 1 Ballantyne, NC

Hurley Place Development; Denver, CO  
Wynkoop Streetscape Denver, CO

World Trade Center Project  
Mayflower - Fidelity; Boston, MA

# Kara Slocum

EIT

Civil Engineer

SASAKI



Kara enjoys engineering challenges and team driven solutions that integrate seamlessly with the project design and the client’s vision. Kara works across disciplines, project types and project teams.

She has added value to projects with her enthusiasm, creativity and ability to get to the core of any problem. She has experience with a broad range of civil engineering skills and is a key part of Sasaki’s civil design and ecology team. Kara’s educational background focused in water and ecological engineering. She continues to bring these passions to her work at Sasaki, honing in on water and environmental solutions across a variety of project scales.

At Sasaki, Kara professional experience has been expanded and developed on projects related to resilience, urban framework, streetscape, and the built environment.

## EDUCATION

### Pennsylvania State University

Master of Engineering in Environmental Engineering

### Pennsylvania State University

Bachelors of Science in Civil Engineering; Minor in Environmental Engineering

Dean’s List

## REGISTRATIONS

Engineer In Training (EIT)

## PROFESSIONAL AFFILIATIONS

USGBC, Member

Green Building Leadership Institute, MA Chapter, Participant (2018-2020)

American Society of Civil Engineers; Member

Environmental & Water Resources Institute; Committee Member

## SELECT PROJECT EXPERIENCE

Cambridge Cycle Track; Cambridge, Massachusetts

Cantigny Park Implementation Phase 1 and 2; Wheaton, Illinois

Cantigny Park Master Plan; Wheaton, Illinois

High Line Canal Outreach and Visioning; Denver, Colorado

Hoosic River Chute Naturalization; North Adams, Massachusetts

Losner Park; Boston Massachusetts

Northeastern University Track and Field Facility; Dedham, Massachusetts

Sarasota Bayfront Masterplan; Sarasota, Florida

Wilmington Waterfront Promenade; Los Angeles, California

# Arthur Bonney

PE

HDR Project Lead

HDR



Over the past 7 years, Artie has been involved in the delivery of urban multimodal projects throughout Cambridge, Somerville and Boston, including the concept development and final design for the award winning Western Avenue Infrastructure project.

Artie shares HDR’s appreciation for developing urban projects that embrace community values and the need to develop balanced transportation solutions to accommodate an all ages and ability network. Artie has significant experience in the design of roadway corridor elements including enhanced pedestrian and bicycle safety treatments, innovative transit infrastructure, green stormwater management practices and inclusive universal design promoting ADA compliance. He excels at identifying opportunities to leverage innovative design tools such as BIM to help improve quality and efficiency as well as integration of both subsurface and surface design aspects.

**EDUCATION**

**University of Massachusetts**  
Bachelor of Science, Physics, 2002

**REGISTRATIONS**

Professional Engineer:  
Massachusetts, Reg. #51576, Exp. 06/30/2020

**INDUSTRY TENURE**

17 years

**HDR TENURE**

11 years

**SELECT HDR EXPERIENCE**

City of Cambridge, River Street Infrastructure and Streetscapes Infrastructure, (Ongoing), Cambridge, MA

City of Boston Department of Public Works, Commonwealth Avenue Reconstruction, Phases 3&4, (Ongoing), Boston, MA

City of Cambridge, Willard Street Drainage Improvements (Ongoing), Cambridge, MA

City of Boston Neighborhood Slow Streets - Chinatown, Boston, MA

Morrissey Boulevard Redesign for Reconstruction, Boston, MA

City of Cambridge Harvard Square Plaza and Kiosk Project, Cambridge, MA

City of Newton West Newton Square, Newton, MA

City of Cambridge Kendall Square, Cambridge, MA

City of Cambridge Western Avenue, Cambridge, MA

# Rick Plenge

PE, PTOE

Multimodal/Traffic Technical Lead  
QA-QC

HDR



Rick will serve as a multimodal technical lead based on his past success in leading similar constrained multi-modal project designs in communities like Cambridge, Boston, Newton, Chicago and Denver.

Rick is currently leading the River Street Reconstruction project for the City of Cambridge which is developing an enhanced separated bikeway, dedicated transit lane and improved pedestrian environment within a very constrained corridor.

He is a national trainer for the American Society of Civil Engineers and the National Complete Street Coalition on Innovative Bicycle Facility Design along with Complete Street policy development and facility design. As HDR's National Complete Streets practice leader he also brings a unique perspective to solving a key dilemma of this project - allocating the roadway and public space. His ability to think creatively about integration of both the subsurface and surface designs will lead to a more holistic and integrated design approach and implementable project.

## EDUCATION

**University of New Hampshire**  
Bachelor of Science, Civil Engineering

## REGISTRATIONS

Professional Traffic Operations Engineer, Colorado, United States, No. 2098

Professional Engineer

New Hampshire, United States, No. 16223

Professional Engineer, Colorado, United States, No. 36333

## PROFESSIONAL MEMBERSHIPS

Association of Pedestrian and Bicycle Professionals

Institute of Transportation Engineers (ITE)

National Complete Street Coalition (NCSC)

## INDUSTRY TENURE

22 years

## HDR TENURE

5 years

## SELECT HDR EXPERIENCE

River Street Reconstruction Project, Cambridge, MA

City of Boston Public Works Dept., Commonwealth Avenue Reconstruction, Phases 3&4, Boston, MA

West Newton Square Project Planning and Design, Newton, MA

City of Boston Neighborhood Slow Streets, Boston, MA

Kendall Square Urban Renewal Area Streetscape Redesign (Binney Streetscape)

Morrissey Boulevard Redesign for Reconstruction, Boston, MA

Colfax Avenue Pedestrian Mobility Project, Denver, CO

City and County of Denver Vision Zero Design Project, Denver, CO

Freight Delivery Planning Study, Cambridge, MA

# Rosie Jaswal

**P.ENG**

Traffic Analysis/  
Multimodal Designer

**HDR**



Rosie is a Multimodal Transportation Specialist with over eight years of public and private sector experience. Rosie is currently leading the conceptual design for the River Street Reconstruction and Belmont Street Multimodal Corridor design projects for the City of Cambridge.

She is proficient in leading traffic analysis, concept design, preliminary design, active modes, project management, public engagement, technical communication, and traffic safety analysis. Rosie has led technical analysis and alternative development for several corridor designs including modeling of signalized intersections, corridors, roundabouts as well as evaluation of safety, constructability, and cost. She understands the need to balance policy, technical requirements and public input to achieve context-sensitive transportation solutions.

**EDUCATION**

**University of Alberta**  
BS Civil Engineering

**REGISTRATIONS**

APEGA, P.Eng

**INDUSTRY TENURE**

8 Years

**HDR TENURE**

1 Year

**SELECT HDR EXPERIENCE**

River Street Reconstruction Project, City of Cambridge

Transportation & Maritime Planning Consulting Services, Massport

Charlestown Harborwalk Extension, Massport

Hyde Park Avenue Bus Rapid Transit Design, MBTA

Dalton Intersection Improvements, MassDOT

Reconstruction of Commonwealth Avenue, City of Boston

Bus Stop Optimization and Safety Improvement Designs, MBTA

Belmont Street Reconstruction, City of Cambridge

# Travis Lucia

EIT

Lead Civil Design Engineer

HDR



Over the past ten years, Travis has gained a unique understanding of civil design work within the City of Cambridge based on his design and cost estimating work on the urban multimodal design focused projects such as Kendall Square Main Street, Binney Street Separated Bikeway Design Project, River Street, and Western Avenue.

He is currently serving as Subsurface Design Lead for the highly visible River Street Reconstruction project and is also assisting the City of Cambridge on numerous other projects including Willard Street and Belmont Street multimodal construction projects. Based on his past work on the Kendall Square Main Street and Binney Street projects, he is uniquely familiar with many of the key stakeholders in the project limits and design constraints within this project study area. His cost estimating and field construction experience will offer valuable insights into this projects cost estimating and constructibility reviews.

### EDUCATION

**Wentworth Institute of Technology**

BS, Civil Engineering Technology

Cambridge, MA

City of Cambridge, Belmont Street, Cambridge, MA

City of Cambridge, Kendall Square, Cambridge, MA

### REGISTRATIONS

Engineer in Training, Massachusetts, (Exp. N/A)

City of Cambridge, Western Avenue, Cambridge, MA

### INDUSTRY TENURE

10 years

City of Somerville, Davis Square Transportation & Streetscape Improvements; Somerville, MA

### HDR TENURE

5 years

City of Somerville, Nunziato Field Stormwater Storage Project; Somerville, MA

### SELECT HDR EXPERIENCE

City of Cambridge, Kendall Square Planning and Design Project; Cambridge, MA

City of Cambridge, Harvard Square Plaza and Kiosk Project, Cambridge, MA

City of Cambridge, Huron Avenue, Cambridge, MA

City of Cambridge, Eliot Street,

# **Appendix B: Required Forms**

**APPENDIX A: NON-COLLUSION, NON-DISCRIMINATION, and TAX/EMPLOYMENT STATEMENTS**

***NON-COLLUSION STATEMENT***

The undersigned bidder or agent, being duly sworn on oath, says that he/she has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him/her, entered into any combination, collusion or agreement with any person relative to the RFQ response, to prevent any person from responding nor to include anyone to refrain from responding, and that this response is made without reference to any other response and without any agreement, understanding or combination with any other person in reference to such response.

I HEREBY AFFIRM UNDER THE PENALTIES FOR PERJURY THAT THE FACTS AND INFORMATION CONTAINED IN THE FOREGOING RFQ FOR THE CRA ARE TRUE AND CORRECT.

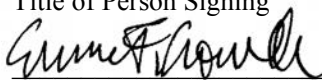
Dated this 13 day of February, 2020

**Sasaki Architects, P.C.**

\_\_\_\_\_  
Name of Organization,

**Principal**

\_\_\_\_\_  
Title of Person Signing



\_\_\_\_\_  
Signature



**APPENDIX A: NON-COLLUSION, NON-DISCRIMINATION, and TAX/EMPLOYMENT STATEMENTS**

***NON-COLLUSION STATEMENT***

The undersigned bidder or agent, being duly sworn on oath, says that he/she has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him/her, entered into any combination, collusion or agreement with any person relative to the RFQ response, to prevent any person from responding nor to include anyone to refrain from responding, and that this response is made without reference to any other response and without any agreement, understanding or combination with any other person in reference to such response.

I HEREBY AFFIRM UNDER THE PENALTIES FOR PERJURY THAT THE FACTS AND INFORMATION CONTAINED IN THE FOREGOING RFQ FOR THE CRA ARE TRUE AND CORRECT.

Dated this 13<sup>th</sup> day of February, 2020

HDR Engineering, Inc.  
Name of Organization,

Vice President, Area Manager-New England  
Title of Person Signing

*Cynthia L. Jindorf*  
Signature

**NONDISCRIMINATION STATEMENT**

The Consultant agrees:


1. The Consultant shall not, in connection with the services under this Contract, discriminate by segregation or otherwise against any employee or applicant for employment on the basis of race, color, national or ethnic origin, age, religion, disability, sex, sexual orientation, gender identity and expression, veteran status or any other characteristic protected under applicable federal or state law.
2. The Consultant shall provide information and reports requested by the Cambridge Redevelopment Authority pertaining to its obligations hereunder, and will permit access to its facilities and any books, records, accounts or other sources of information which may be determined by the Cambridge Redevelopment Authority to affect the Consultant's obligations.
3. The Consultant shall comply with all federal and state laws pertaining to civil rights and equal opportunity including executive orders and rules and regulations of appropriate federal and state agencies unless otherwise exempt therein.
4. The Consultant's non-compliance with the provisions hereof shall constitute a material breach of this Contract, for which the Cambridge Redevelopment Authority may, in its discretion, upon failure to cure said breach within thirty (30) days of written notice thereof, terminate this Contract.
5. The Consultant shall indemnify and save harmless the Cambridge Redevelopment Authority from any claims and demands of third persons resulting from the Consultant's non-compliance with any provisions hereof, and shall provide the Cambridge Redevelopment Authority with proof of applicable insurance.

Signed (type name): **Sumner Fiske Crowell Jr.**  
Title: **Principal**  
Date: **02.13.2020**

**NONDISCRIMINATION STATEMENT**

The Consultant agrees:

1. The Consultant shall not, in connection with the services under this Contract, discriminate by segregation or otherwise against any employee or applicant for employment on the basis of race, color, national or ethnic origin, age, religion, disability, sex, sexual orientation, gender identity and expression, veteran status or any other characteristic protected under applicable federal or state law.
2. The Consultant shall provide information and reports requested by the Cambridge Redevelopment Authority pertaining to its obligations hereunder, and will permit access to its facilities and any books, records, accounts or other sources of information which may be determined by the Cambridge Redevelopment Authority to affect the Consultant’s obligations.
3. The Consultant shall comply with all federal and state laws pertaining to civil rights and equal opportunity including executive orders and rules and regulations of appropriate federal and state agencies unless otherwise exempt therein.
4. The Consultant’s non-compliance with the provisions hereof shall constitute a material breach of this Contract, for which the Cambridge Redevelopment Authority may, in its discretion, upon failure to cure said breach within thirty (30) days of written notice thereof, terminate this Contract.
5. The Consultant shall indemnify and save harmless the Cambridge Redevelopment Authority from any claims and demands of third persons resulting from the Consultant’s non-compliance with any provisions hereof, and shall provide the Cambridge Redevelopment Authority with proof of applicable insurance.

Signed (type name): Cynthia L. Joudrey, PE 

Title: Vice President, Area Manager-New England

Date: 02/13/2020

**CERTIFICATE OF TAX, EMPLOYMENT SECURITY, AND CHILD CARE COMPLIANCE**

Pursuant to Massachusetts General Laws Chapter 62C, §49A and Chapter 151A, §19A(b) and Chapter 521 of the Massachusetts Acts of 1990, as amended by Chapter 329 of the Massachusetts Acts of 1991,

I **Sasaki Architects, P.C.** (Name) whose principal place of business is located at **64 Pleasant St, Watertown, MA 02472** (Address), do hereby certify that:

A. The above-named Respondent has made all required filings of state taxes, has paid all state taxes required under law, and has no outstanding obligation to the Commonwealth's Department of Revenue.

B. The above-named Respondent/Employer has complied with all laws of the Commonwealth relating to unemployment compensation contributions and payments in lieu of contributions.

C. The undersigned hereby certifies that the Respondent/Employer (please check applicable item):

- 1. \_\_\_\_\_ employs fewer than fifty (50) full-time employees; or
- 2. \_\_\_\_\_ offers either a dependent care assistance program or a cafeteria plan whose benefits include a dependent care assistance program; or
- 3.  offers child care tuition assistance, or on-site or near-site subsidized child care placements.

Signed under the penalties of perjury this 13 day of February, 2020

Federal Identification Number: 80-0037460

Signed (type name): Sumner Fiske Crowell Jr.


Title: Principal

Date: 02.13.2020

**NONDISCRIMINATION STATEMENT**

The Consultant agrees:

1. The Consultant shall not, in connection with the services under this Contract, discriminate by segregation or otherwise against any employee or applicant for employment on the basis of race, color, national or ethnic origin, age, religion, disability, sex, sexual orientation, gender identity and expression, veteran status or any other characteristic protected under applicable federal or state law.
2. The Consultant shall provide information and reports requested by the Cambridge Redevelopment Authority pertaining to its obligations hereunder, and will permit access to its facilities and any books, records, accounts or other sources of information which may be determined by the Cambridge Redevelopment Authority to affect the Consultant's obligations.
3. The Consultant shall comply with all federal and state laws pertaining to civil rights and equal opportunity including executive orders and rules and regulations of appropriate federal and state agencies unless otherwise exempt therein.
4. The Consultant's non-compliance with the provisions hereof shall constitute a material breach of this Contract, for which the Cambridge Redevelopment Authority may, in its discretion, upon failure to cure said breach within thirty (30) days of written notice thereof, terminate this Contract.
5. The Consultant shall indemnify and save harmless the Cambridge Redevelopment Authority from any claims and demands of third persons resulting from the Consultant's non-compliance with any provisions hereof, and shall provide the Cambridge Redevelopment Authority with proof of applicable insurance.

Signed (type name): Cynthia L. Joudrey, PE 

Title: Vice President, Area Manager-New England

Date: 02/13/2020

# Request for Taxpayer Identification Number and Certification

**Give Form to the requester. Do not send to the IRS.**

Print or type  
See Specific Instructions on page 2.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. <b>Sasaki Associates, Inc</b>	
2 Business name/disregarded entity name, if different from above	
3 Check appropriate box for federal tax classification; check only <b>one</b> of the following seven boxes: <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____ Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner. <input type="checkbox"/> Other (see instructions) ▶ _____	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <i>(Applies to accounts maintained outside the U.S.)</i>
5 Address (number, street, and apt. or suite no.) <b>64 Pleasant Street</b>	Requester's name and address (optional)
6 City, state, and ZIP code <b>Watertown, MA 02472</b>	
7 List account number(s) here (optional)	

### Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

**Note.** If the account is in more than one name, see the instructions for line 1 and the chart on page 4 for guidelines on whose number to enter.

<b>Social security number</b>											
or											
<b>Employer identification number</b>											
0	4	-	2	2	3	0	4	4	5		

### Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

<b>Sign Here</b>	Signature of U.S. person ▶		Date ▶	1/14/16
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### General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at [www.irs.gov/fw9](http://www.irs.gov/fw9).

#### Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)

- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

*If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding? on page 2.*

By signing the filled-out form, you:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
- Certify that you are not subject to backup withholding, or
- Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
- Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.

# Request for Taxpayer Identification Number and Certification

**Give Form to the  
requester. Do not  
send to the IRS.**

Print or type  
See Specific Instructions on page 2.

Name (as shown on your income tax return) <b>HDR Engineering Inc</b>	
Business name/disregarded entity name, if different from above	
Check appropriate box for federal tax classification: <input type="checkbox"/> Individual/sole proprietor <input type="checkbox"/> C Corporation <input checked="" type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate  <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____  <input type="checkbox"/> Other (see instructions) ▶ _____	Exemptions (see instructions):  Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____
Address (number, street, and apt. or suite no.) <b>8404 Indian Hills Drive</b>	Requester's name and address (optional)
City, state, and ZIP code <b>Omaha NE 68114</b>	
List account number(s) here (optional)	

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number								
			-					

**Note.** If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Employer identification number									
4	7	-	0	6	8	0	5	6	8

## Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
- I am a U.S. citizen or other U.S. person (defined below), and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

<b>Sign Here</b>	Signature of U.S. person ▶	Date ▶
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## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** The IRS has created a page on IRS.gov for information about Form W-9, at [www.irs.gov/w9](http://www.irs.gov/w9). Information about any future developments affecting Form W-9 (such as legislation enacted after we release it) will be posted on that page.

### Purpose of Form

A person who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, payments made to you in settlement of payment card and third party network transactions, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
- Certify that you are not subject to backup withholding, or
- Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the

withholding tax on foreign partners' share of effectively connected income, and

4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct.

**Note.** If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

**Definition of a U.S. person.** For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States,
- An estate (other than a foreign estate), or
- A domestic trust (as defined in Regulations section 301.7701-7).

**Special rules for partnerships.** Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
12/19/2019

**THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.**

**IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).**

<b>PRODUCER</b> 1-617-391-0245 Green Insurance Exchange, LLC  15 Broad Street Suite 200 Boston, MA 02109	<b>CONTACT NAME:</b> <b>PHONE (A/C, No, Ext):</b> <span style="float: right;"><b>FAX (A/C, No):</b></span> <b>E-MAIL ADDRESS:</b>  <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;">INSURER(S) AFFORDING COVERAGE</th> <th style="width: 20%;">NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A: HARTFORD FIRE IN CO</td> <td>19682</td> </tr> <tr> <td>INSURER B: TRUMBULL INS CO</td> <td>27120</td> </tr> <tr> <td>INSURER C: HARTFORD CAS INS CO</td> <td>29424</td> </tr> <tr> <td>INSURER D: HARTFORD UNDERWRITERS INS CO</td> <td>30104</td> </tr> <tr> <td>INSURER E: BEAZLEY INS CO INC</td> <td>37540</td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </tbody> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A: HARTFORD FIRE IN CO	19682	INSURER B: TRUMBULL INS CO	27120	INSURER C: HARTFORD CAS INS CO	29424	INSURER D: HARTFORD UNDERWRITERS INS CO	30104	INSURER E: BEAZLEY INS CO INC	37540	INSURER F:	
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INSURER F:															

**COVERAGES** **CERTIFICATE NUMBER: 58040447** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR		POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
		INSD	WVD					
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY  <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR  GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			08UUNAX4732	01/01/20	01/01/21	EACH OCCURRENCE	\$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 300,000
							MED EXP (Any one person)	\$ 10,000
							PERSONAL & ADV INJURY	\$ 1,000,000
							GENERAL AGGREGATE	\$ 2,000,000
		PRODUCTS - COMP/OP AGG	\$ 2,000,000					
			\$					
B	<input type="checkbox"/> AUTOMOBILE LIABILITY  <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> \$500  <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			08UENAX4756	01/01/20	01/01/21	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			08XHUAX4092	01/01/20	01/01/21	EACH OCCURRENCE	\$ 5,000,000
							AGGREGATE	\$ 5,000,000
								\$
D	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below Y/N <input checked="" type="checkbox"/> N/A			08WECs0207	01/01/20	01/01/21	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000
E	<input checked="" type="checkbox"/> A/E Professional			V29B89200101	01/01/20	01/01/21	Per Claim	3,000,000
							Aggregate	3,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Evidence of Insurance

<b>CERTIFICATE HOLDER</b>  Evidence of Insurance	<b>CANCELLATION</b>  SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.  AUTHORIZED REPRESENTATIVE  
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**CONTACT**

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**COVER IMAGE**

RiNo Arts District