

Sailwinds 2020 Project – A Brief Historical Timeline

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The following is a brief bulleted timeline to provide a cursory review of the progression of the Sailwinds 2020 project since Mayor Jackson-Stanley took office in 2008.

2008-09

The City held a public charrette at Governor's Hall with 5 follow up community meetings throughout Cambridge to obtain a community consensus for the waterfront including the state-owned property.

The outcome, called Waterfront 2020 was adopted as part of the Cambridge Comprehensive Plan that the City and Planning Commission must follow.

** Posted on City website 2009*

2009

The State determines that the Cambridge Marine Terminal is no longer a viable port and declared it as excess state property and take steps toward selling the property to the highest bidder. Their expectation is for MPA to benefit from a multi-million dollar property sale.

Early 2009

Through a meeting hosted by State Delegation members, the City approaches the state with the Comprehensive Plan's Waterfront 2020 concept plan and requests that instead of disposing of the property, that the would state work with the City to implement what the community had reinforced from the original Sailwinds Park Plan, a mixed-use project. This plan would support previous state and local investment in the community, strengthening the city as a destination, supporting existing businesses, fostering further private sector investment in the city and create jobs.

July 2009

MDOT extends City lease of property for 5 years only to implement mixed-use plan.

Fall 2009

City provides Comprehensive Plan and project brief documents to MDOT to secure the state's commitment.

Spring 2010

Mayor creates 25 plus member, local Waterfront Advisory Committee and began meeting.

April 2010

Cambridge Economic Development Strategic Plan, SAGE POLICY GROUP is completed with top initiative identified as Sailwinds 'Waterfront 2020' Project.

Excerpt:

"No aspect of economic development in Cambridge is as potentially impactful as this and therefore there should be a significant level of urgency regarding implementation of the Waterfront 2020 Plan."

** Posted on City's website 2010*

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June 2010

An agreement (MOU) is signed by the state and city to formalize the relationship, the roles, and process for future use of the state's property.

Excerpt:

“WHEREAS, the Parties intend to work together in an effort to realize the Property’s development potential in a manner that is consistent with the City’s Comprehensive Plan and Zoning Ordinance and that is generally consistent with the mixed-use development vision generated by the Cambridge Waterfront 2020 planning effort (the “Project”)”

July 2010

Property Designated a Smart Site Project by Governor O’Malley upon City’s application, which includes James B. Richardson Foundation property.

Excerpt:

- **Benefit from interagency review, technical assistance, promotion and outreach**
- **Receive priority funding**
- **Encourage sustainable growth**

Summer/Fall

MDOT has the following reports completed (at the state’s expense) and provides to community.

- Dock Repair Study
- Depth Sounding Study
- Market Study
- Tax Increment Financing Study
- Site Plan Concept Work

** Posted on MDOT website and linked from City website 2010*

Fall/Winter 2010

MDOT conducts two (2) dozen meetings in Cambridge to understand the community’s perspective, to affirm the consensus of the Waterfront 2020, and to establish a connection with local stakeholders. MDOT’s presentations included site concept plan sketch.

Spring 2011

Upon notifying the City and County in writing, MDOT issues a Request for Qualifications “RFQ” (per the MOU referenced above) to secure a master developer that would have Exclusive Negotiating Privileges (ENP) to develop a mixed-use project for, and with the community.

Media Coverage

- Baltimore Business Journal
- Baltimore Sun
- WBOC
- NPR
- Star Demo and Dorchester Star

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Summer 2011

MDOT establishes a 9 member 'Developer Selection Committee' that consists of MPA, City and County members (City/county each chose their representatives).

November 2011

Selection Committee chooses preferred developer unanimously and forwards recommendation to MDOT Secretary.

June 2011

Exclusive Negotiating Privilege 'ENP' Agreement is ratified between the state and developer.

Spring 2012

Sailwinds Project Work Plan (and timeline) is established by MDOT/developer and under the state's (MDOT) process, confidential negotiations begin.

April 2012

Dorchester Chamber of Commerce releases Position Paper in support of Sailwinds Project.

Fall 2012

State assembles Smart Site Team from Subcabinet Smart Growth Committee with high level departmental representatives to provide assistance with state programming and resources that may be available to support the Sailwinds project.

MDOT establishes Project Work Team consisting of MDOT, MPA, City and County (City/county chose their own representatives) to participate in regular ongoing meetings/conference calls to implement Work Plan, which includes negotiating Term Sheet and Master Development Agreement (MDA).

October 2012

City Council hosts public work session with Developer.

November 2012

State Delegation representatives take leadership role and begin regular joint meetings with MDOT to advance progress.

January 2013

Three (3) public community engagement meetings are held in Cambridge to obtain input from citizens and to affirm the Waterfront 2020 concept plan.

January – September 2013

Under the state's MDOT process, confidential negotiations on Master Development Agreement continue.

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April 2013

City is awarded \$1.5 million for wharf replacement after requesting bond bill through local delegation representatives.

September 2013

New MDOT Secretary Smith takes office and suggests that the City take the property and lead of the Sailwinds project.

December 2013

Agreement is reached to transfer the property and project from the state to the City of Cambridge including the Assignment of Exclusive Negotiation Privileges (ENP) with developer.

\$500,000 in grants from each DBED and MDOT, (\$1 million) is committed for wharf replacement project.

2014

City begins confidential negotiations with developer to establish a Master Development Agreement (per the Transfer and Assignment Agreement with the state).

April 2014

Governor formally endorses Property Transfer and Assignment agreements.

Excerpt from Transfer Agreement:

Covenants

In furtherance of the Guiding Principles, as noted above, Declarant hereby further imposes the following restrictions on any redevelopment of the Property:

(a) Any redevelopment of the Property shall preserve public access to and along the Property's waterfront with park or open space;

(b) At such time as the Property is redeveloped, the Property as a whole shall be redeveloped as a mixed use development and shall not be redeveloped as a single-use development. For purposes of this Covenant, a "single-use development" means any use that constitutes the sole use of the Property or that by scale, square footage, use, or any other metric dominates the development upon the Property to such an extent that the Property would not commonly be considered a "mixed-use development" pursuant to the Guiding Principles.

April 2014

City is granted an additional \$1 million for wharf replacement after requesting funds from Governor's budget.

MDOT commits an additional \$500,000 in grants funds for wharf replacement project.

August 2014

MDOT transfers property to City of Cambridge (per the Transfer and Assignment Agreement with the state) for the sum of \$5.00.