

Massachusetts Department of Transportation

Request for Information

Major Fall River Development Site:

Property Located Along the

Rt. 79 Davol Street Corridor

January 21, 2026

Possible Purchase or Lease Opportunity

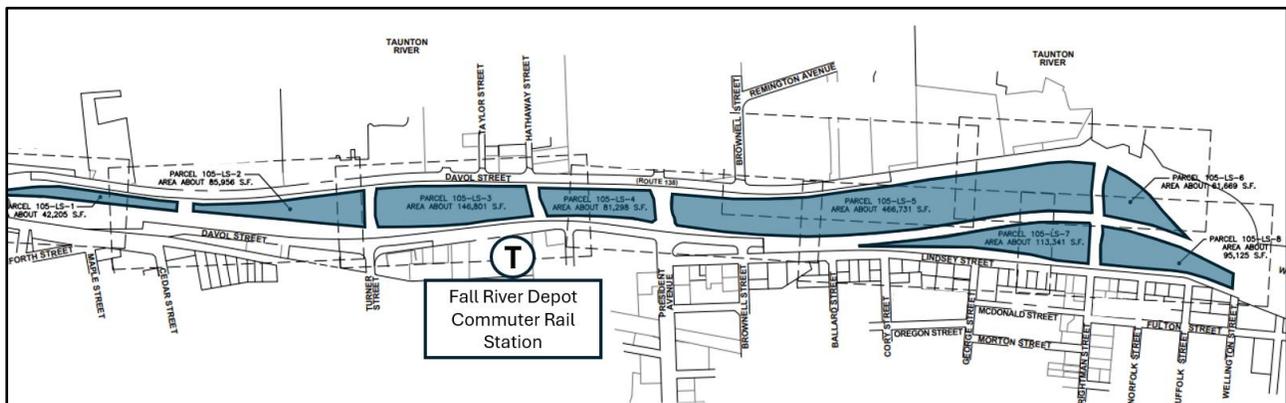


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I. Overview

The Massachusetts Department of Transportation (“MassDOT”) is issuing this Request for Information (“RFI”) with the goal of engaging real estate developers and other interested stakeholders experienced at developing mixed-use development projects to solicit feedback on the feasibility, opportunities, and potential challenges of implementing a mixed-use development on property MassDOT owns in Fall River. Responses to this RFI will assist MassDOT in the creation of a near term Request for Proposals (RFP) for the potential sale or lease of all or a portion of the property made available for alternative use along Davol Street in Fall River (the “Property”). The Property is shown in more detail in Appendix A.

This opportunity has been created as a result of MassDOT’s [Route 79-Davol Street Corridor Improvement Project \(the “Highway Project”\)](#), which has removed the elevated Route 79 highway that once separated Fall River’s waterfront from its surrounding neighborhoods. In its place, Davol Street has been reconstructed with separated northbound and southbound lanes while also creating a contiguous series of developable parcels from land that once supported the elevated Route 79. This transformational initiative has not only reclaimed access to the waterfront but also created a once-in-a-generation placemaking opportunity for stakeholders to repurpose the Property into a mixed-use, transit-oriented investment. As of today, MassDOT has not yet made a decision on the extent of the Property to be made available for private redevelopment.

Through this RFI, MassDOT seeks to accomplish the following principal goals:

- A.** Provide general background information on the Property including planning activities undertaken by MassDOT, the City of Fall River and the Fall River Redevelopment Authority (City of Fall River and the Fall River Redevelopment Authority, collectively, the “City Parties”) in support of development on the Property.
- B.** Obtain market feedback on the interest and feasibility of a mixed-use development at the Property and its potential, including, but not limited to:
 - Product mix (residential, retail, office, etc.), building heights, density, design guidelines, parking ratios, infrastructure capacity, and phasing; and
 - Construction feasibility (e.g., cost, financing and absorption delivery timelines).
- C.** Solicit tangible guidance from stakeholders to help shape the near-term RFP, including recommendations, clarifications, adjustments, or alternative approaches that may enhance developer interest, competitiveness, and market viability.
- D.** Determine the extent of the Property to be made available for private redevelopment.
- E.** Provide preliminary transactional terms and conditions that MassDOT anticipates incorporating into a future RFP.

Please share your ideas and feedback via the RFI Respondent Form attached hereto as Appendix A, using the portal described below in Section III.

Respondents should be aware that MassDOT intends to issue an RFP for the sale or lease of the Property promptly after reviewing responses to this RFI.

II. Project Overview, Planning Zoning and Permitting, Property Description and Components, Existing Conditions, Transportation, Parking, and Access.

In this Section II, MassDOT describes the Property's existing conditions and potential challenges for development, as well as the Master Plan, goals, requirements, and terms of MassDOT's anticipated RFP. Respondents to this RFI are encouraged to provide feedback on the items listed below in the manner prescribed in Sections III and IV of this RFI.

Highway Project Overview

The Property will be made available to one or more third parties. The Property is in an active state of construction with major milestones having been achieved. The elevated roadway has been removed, new utility infrastructure has been installed, and new cross roadways and the new at-grade boulevard have been constructed. The Highway Project is scheduled for completion in the spring of 2026.

Components of the Highway Project have included:

- The creation of a newly constructed Davol Street as a surface urban boulevard that reconnects Fall River's adjacent neighborhoods to the waterfront;
- Multi-modal infrastructure enhancements constructed as part of the Highway Project that will enhance and complement the use of the Property (but are not a part of it), including:
 - Approx. two miles of shared-use paths (pedestrian + bicycle);
 - Approx. two miles of new sidewalks including around the perimeter of the individual development parcels that make up the Property;
 - Four new cross-street connections between neighborhoods and the riverfront; and
 - Seamless connections to the newly constructed and opened [Fall River Depot MBTA Station](#).
- Streetscape and public realm improvements, including vegetative stormwater basins and pedestrian amenities (benches, bicycle parking, and wayfinding signage).

- Utility and stormwater upgrades that have improved stormwater and sewer systems along the corridor to support the new boulevard configuration. Highway Project Drawings detailing the location of all drainage and utility infrastructure are attached to this RFI as Appendix B. To the extent available, additional details of the design of the infrastructure improvements will be included within the upcoming RFP.

Once the Highway Project is complete (anticipated in the Spring of 2026), the Property will become a rare opportunity for large-scale mixed-use redevelopment, with future buildings having expansive views of the Taunton River and the Braga Bridge. The Property is truly a distinctive and unparalleled location for future development on the South Coast.

Beyond its immediate benefits, the development of the Property is expected to catalyze future investment in the adjacent area. It builds on MassDOT's infrastructure investment and complements the scenic public spaces along the waterfront, including the recently renovated City Pier and on efforts advanced by the City Parties to spur redevelopment in the area.

Planning, Zoning and Permitting

This RFI and near-term RFP will be the culmination of years of coordinated planning and community engagement processes based on a 2014 MassDOT planning study that recommended replacing Route 79 and Davol Street with an at-grade urban boulevard and extensive coordination with the City Parties.

Understanding that the elimination of the elevated highway would result in the creation of significant surplus properties, a robust public process led by the City Parties and local stakeholders resulted in the completion of the Davol Street Corridor Master Plan (the "Master Plan") in March 2025. The Master Plan established a long-term vision for transforming a highway-dominated waterfront into a vibrant, connected, and livable district that reflects the City's aspirations for economic growth, housing opportunities, and enhanced public access to the waterfront.

Respondents are advised that the City Parties are considering requiring that the developer(s) of the Property pay an annual district service assessment based on the amount of permitted development (or useable square footage) to be used for the care and control of all shared use paths, sidewalks, landscape maintenance, and light fixture replacement throughout the corridor.

Respondents to this RFI are encouraged to review the Master Plan in detail and consider its recommendations and findings when responding to this RFI. A link to the Master Plan document is below.

Master Plan: [Link](#)

The City of Fall River advanced recent zoning updates in 2024 extending the boundaries of the Waterfront and Transit-Oriented Development District ("WTOD") to include the Property. Under the WTOD provisions, a wide range of mixed-use, residential, retail, and office uses are allowed by right, provided the project complies with dimensional and design standards.

- Multifamily residential (up to the height limit) is permitted by right.
- Ground-floor retail, restaurants, and office uses are by right.
- TOD zoning also offers reduced parking ratios and encourages shared parking.

This “by-right” framework was intentional — the City wanted development near transit and the waterfront to proceed without the uncertainty of discretionary approvals, provided projects meet the zoning’s clear design rules.

Respondents to this RFI are encouraged to review Fall River’s zoning and other land use codes and consider these regulations when responding. A link to this WTOD section of Fall River’s zoning code is below:

WTOD: [Link](#)

The broad community support for these planning and zoning initiatives demonstrates Fall River’s commitment to reconnecting its neighborhoods with the Taunton River and Mount Hope Bay. Through this process, the City Parties and MassDOT have worked together to create the conditions for private investment in a new waterfront neighborhood that will serve residents and visitors for generations.

The Fall River Waterfront Urban Renewal Plan (EEA #16080) provides a comprehensive framework for revitalizing underutilized waterfront and infrastructure-adjacent areas through coordinated redevelopment, infrastructure investment, and environmental improvement. The Massachusetts Executive Office of Energy and Environmental Affairs (“EOEEA”) issued a Massachusetts Environmental Policy Act (“MEPA”) Certificate recognizing the Master Plan as a positive planning approach and confirming that future projects may advance within this framework, subject to project-specific environmental review.

Fall River Waterfront Urban Renewal Plan EOEEA Certificate: [Link](#)

Lastly, below is a link to the MEPA certificate for the Highway Project.

Route 79-Davol Street Corridor EOEEA Certificate: [Link](#)

This MEPA record is provided for background on the filings that have been made to date. The developer of any or all of the parcels that make up the Property will be required to comply with the requirements of MEPA applicable to the development as the project proponent.

Property Description and Components

The elimination of the elevated roadway has resulted in surplus property, much of which has been identified for development under the Master Plan. Below is an overview of the individual parcels that comprise the Property.

Parcel	Size (SFT)	Size (acreage)	Description
LS-1	42,205	0.97	This Parcel is targeted for development under the Master Plan. This is a narrow parcel created when the Davol Street Right Of Way is reconfigured at the conclusion of the Route 79-Davol Street Corridor Improvement Project.
LS-2	85,956	1.97	Much of this parcel will be encumbered by drainage and utility easements benefiting the City. The Master Plan has also identified this property as having a surface parking lot constructed on it supporting the development of other Parcels.
LS-3	146,801	3.37	This Parcel is targeted for development under the Master Plan. A portion of the Parcel is occupied by a surface drainage detention basin; an easement in support of this drainage feature will be retained. The Master Plan encourages converting the surface detention basins to subsurface infiltration chamber systems to increase aboveground space supporting the development of this Parcel.
LS-4	81,298	1.87	This Parcel is targeted for development under the Master Plan. A portion of the Parcel is occupied by a subsurface drainage infiltration chamber; an easement in support of this drainage feature will be retained. As noted above, the Master Plan promotes subsurface drainage systems to enable use and activation of aboveground areas above the drainage features in support of a development.
LS-5	466,731	10.71	This Parcel is targeted for development under the Master Plan. Portions of this Parcel are occupied by a surface drainage detention basin and a subsurface drainage infiltration chamber; an easement in support of these drainage features will be retained.
LS-6	61,669	1.42	This parcel has not been targeted for development under the Master Plan. A portion of the Parcel includes a surface detention basin. If developed, an easement in support of this drainage feature will be retained.
LS-7	113,341	2.60	This Parcel is targeted for development under the Master Plan. The Master Plan has also identified this property as having a surface parking lot constructed on it supporting the development of other Parcels.
LS-8	95,125	2.18	This parcel has not been targeted for development under the Master Plan. A portion of the Parcel includes a surface detention basin. If developed, an easement in support of this drainage feature will be retained.
Total	1,093,126	25.09	
Note: all parcels except Parcel LS-8 have had utilities stubbed to them in support of their future development.			

The Property boundaries are set at the back of the sidewalks being constructed around the perimeter of the Property and are shown conceptually on the plan included as Appendix C.

Existing Conditions

MassDOT has identified the following preliminary existing conditions of the Property¹:

¹ All plans, reports, and other information and materials are provided by MassDOT for convenience only. MassDOT makes no representations or warranties as to the accuracy, correctness, currency, and/or completeness of any and all of the plans reports, information and materials provided in this RFI or otherwise with respect to the Property.

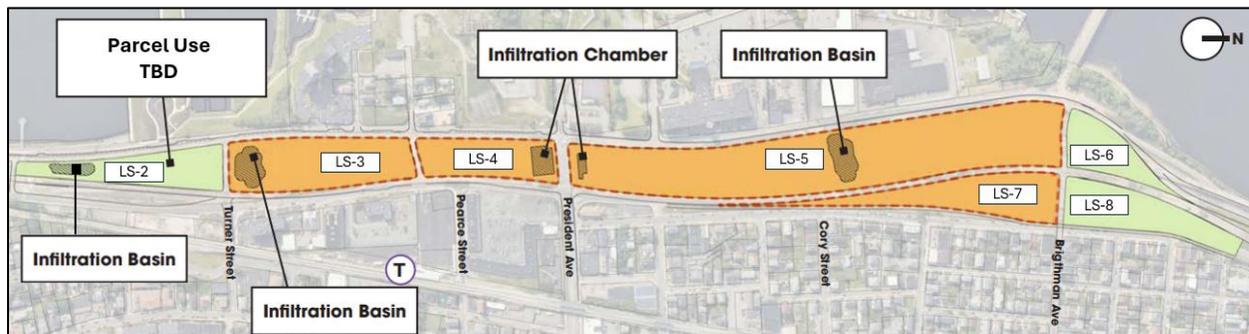
Roadways and Other Public Infrastructure

Davol Street and all cross streets (Turner Street, Pearce Street, President Avenue, Brownell Street, Ballard Street, Cory Street, and Brightman Street, plus the signals, traffic control devices, and all associated drainage facilities) will be owned and maintained by the City of Fall River.

Also, the City will own and be responsible for the care and control of all shared-use paths, sidewalks, light fixtures, and related landscaping maintenance throughout the corridor, although, as noted above, the City Parties are considering imposing a fee based on the useable square footage of the development, which the City Parties propose to use for the maintenance of these public infrastructure elements.

Easements

MassDOT anticipates that disposition of the Property will be subject to certain easements and other rights, including, but not limited to, drainage, utility, access, and potentially sewer easements benefiting MassDOT and/or the City of Fall River. For example, a condition of the disposition of the Property may be the reservation of rights to the City in support of the existing drainage basins noted in the image below:



These easements are addressed in further detail under Subsection C – Existing Conditions.

Utilities

All parcels except Parcel LS-1 and LS-8 have had utilities stubbed to them in support of their future development.

The Master Plan contains information pertaining to the utilities proposed to service the Property. (See Pg. 32 and Pgs. 118-120 of the Master Plan)

Appendix B, Highway Project Drawings, also shows the individual utility connections to each parcel.

Environmental

The Property is proposed to be transferred in an “as-is” condition, which will include, without limitation, any and all environmental conditions.

Transportation, Parking, and Access

MassDOT has identified the following transportation, parking, and access conditions of the Property:

Public Transit

The Property has exceptional transit accessibility with portions of it directly across from the newly constructed and opened Fall River Depot MBTA Commuter Rail Station; the Property is located within a convenient three-quarters of a mile walk to or from the station. In addition, the Property enjoys frontage along Davol Street, a key corridor served by the Southeastern Regional Transit Authority (“SRTA”), which provides frequent bus service throughout Fall River and the region. Together, these connections offer seamless access by rail and bus, positioning the Property as one of the most transit-oriented development opportunities in the region.

Parking

The Property supports the potential development of on-site parking and the designated developer would be responsible for its creation. The Master Plan reflects the ability and need for two parking garages in the development.

Vehicular Access

The Property offers outstanding vehicular connectivity. Located directly along Davol Street and in close proximity to I-195, Route 79, and the Braga Bridge, the site provides effortless access to the regional highway network. This strategic positioning ensures convenient travel to and from Providence, Boston, Cape Cod, and the broader South Coast, making the Property highly accessible for residents, employees, and visitors alike.

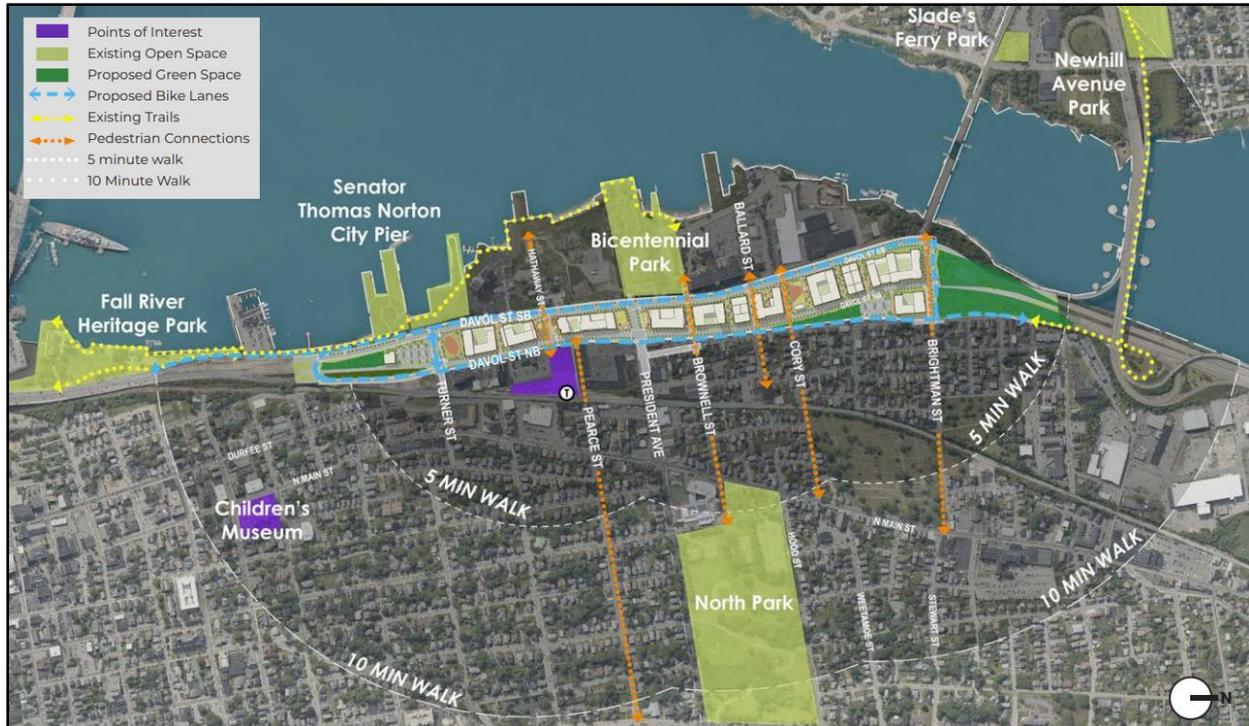
Any new curb cuts or modifications to an existing curb cut along the Property’s frontage on local, City-controlled roadways will require review and approval by the City of Fall River.

Pedestrian and Bicycle Access

MassDOT’s Highway Project features multi-modal infrastructure enhancements, including approximately two miles of shared-use paths (pedestrian + bicycle) and approximately two miles of new sidewalks, including around the perimeter of the individual development parcels that make up the Property, all of which will be owned by the City.

Open Space:

The Property is in close proximity to several significant open spaces that are accessible to the Property. Bicentennial Park and the newly renovated City Pier are within a five-minute walk of the center of the Property. Heading south, Heritage State Park and Battleship Cove are within a ten-minute walk, and to the east, North Park, which was designed by Olmsted, is also just a ten-minute walk. Below is an image from the Master Plan (Pg. 11) that details the accessibility.



III. Information Requested

Respondents are welcome to share ideas and feedback via the RFI Respondent Form. The RFI Respondent Form lists specified limits to the responses to this RFI. Respondents are encouraged to provide feedback as concisely and clearly as possible and to answer as many or as few questions as desired.

Please note that in this RFI, MassDOT is not requesting a detailed proposal, detailed plans, general marketing materials, budgetary or proprietary information, or any related information intended to establish the Respondent's overall experience and qualifications.

The RFI Respondent Form should be sent to MassDOT using the following portal established by MassDOT: [MassDOT RFI Fall River](#)

IV. Schedule of Key Dates and Instructions for Respondents

Schedule of Key Dates

Below is a schedule of key dates for this RFI, as well as a projected schedule for the anticipated RFP. MassDOT may elect to revise the schedule of the RFI by posting an addendum to: [MassDOT RFI Fall River](#) Respondents should be aware that the schedule of the anticipated RFP is tentative and subject to change at MassDOT's discretion.

RFI Schedule

RFI Issuance	January 21, 2026	
RFI Pre-Submission Meeting	February 4, 2026	10:00 a.m. Boston time
and		
Site Tour		11:00 a.m. Boston time
RFI Responses Due	February 27, 2026	12:00 p.m. Boston time

Tentative RFP Release

RFP Issuance	Spring 2026
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Pre-Submission Meeting and Site Tour

MassDOT will hold a pre-submission meeting for the RFI on **February 4, 10:00 a.m. EST**. **February 4, 2025**, at **11:00 a.m. EST**, after the pre-submission meeting, MassDOT will hold a site tour of the Property. Attendees may use these opportunities to ask questions regarding the RFI. Verbal responses given at the pre-submission meeting or site tour should be regarded as neither official nor definitive. Participants in the RFI Pre-Submission Meeting are required to register either in person at the Pre-Submission Meeting or logistics will be arranged if they choose to participate online. Once registered for on-line participation, participants will be provided a link to the on-line meeting.

Note: the RFI Respondent Form provides several opportunities to submit questions as well.

Submission of Responses

Please ensure that all responses to this RFI are submitted using the portal established by MassDOT: [MassDOT RFI Fall River](#). Directions for submission are detailed on the portal and should be followed precisely. Please reach out to tom.cox@greyco.com with any submission related questions or issues.

Rights Reserved and Public Record

Respondents to this RFI acknowledge that any information submitted in response to this RFI is subject to disclosure under the Massachusetts Public Records Law, Massachusetts General Laws Chapter 66, section 10, and the applicable regulations at 950 CMR 32.00 (Public Records Access). As such, the respondent should not provide any information in response to this RFI that it deems confidential and/or proprietary. MassDOT shall have the right to use such information and ideas set forth in responses to this RFI without restriction.

APPENDIX A

RFI Respondent Form

PLEASE RESPOND ON WEBSITE MassDOT RFI Fall River - *THIS APPENDIX A IS FOR INFORMATIONAL PURPOSES ONLY*

<p><i>Before responding to the questions below, please read MassDOT's Request for Information document to better understand the Property and its complexities. Specific reference is made to Section II. Project Overview, Planning Zoning and Permitting, Property Description and Components, Existing Conditions, Transportation, Parking, and Access.</i></p>	
<p>General</p>	
1	<p>Are you interested in pursuing this project on your own or with a team? Question is asked in context of development, equity or financing partners not from a consultancy perspective.</p>
2	<p>Please provide context and names of partners, if appropriate.</p>
3	<p>Please provide an overview of your organization's approach to the opportunity.</p>
4	<p>Do you have concerns about the ability to advance the Master Plan for this project? Please provide context such as market demand drivers and competitive context along with construction feasibility considerations (e.g., hard and soft costs, financing, delivery timelines).</p>
5	<p>Please share any additional information, observations or recommendations that would help MassDOT structure its solicitation and contract documents to better reflect market expectations, streamline implementation, and attract qualified developers to achieve the intention of the Master Plan.</p>
6	<p>What actions could MassDOT take to make this opportunity most attractive to potential developers and investors?</p>
7	<p>How much time would you anticipate needing for due diligence, permitting, and pre-closing activities prior to the initial transaction closing? If a phased development approach is pursued, please indicate the expected timeframes for each phase.</p>
8	<p>From your perspective, what project, site, or procurement factors could limit your ability or willingness to pursue this opportunity, and how might MassDOT address them to enhance market participation?</p>
9	<p>Do you have recommendations as to how best to manage the property between the completion of construction this spring and a potential closing on the Property?</p>
10	<p>Please identify any general questions or additional information requests your team may have concerning the Property, the proposed development framework, or the anticipated procurement process.</p>
<p>Sale or Lease</p>	
11	<p>Please comment on whether this opportunity should be a sale or long term lease.</p>
12	<p>Please provide context for your specific sale or lease recommendation. (e.g., market demand drivers, financing, absorption potential, conditions, or construction feasibility)</p>
13	<p>If a lease, please comment on the number of years the lease should run.</p>

<i>Single or Multiple Development Opportunities</i>	
14	Based on current market conditions and the scale of the Master Plan, what development structure would best support successful implementation of the Project (e.g., a single comprehensive development opportunity or multiple development opportunities)?
15	Please describe the market rationale for your recommendation, including considerations related to developer capacity, capital markets, risk allocation, and delivery feasibility.
16	How long do you think it will take to design and permit the project you would propose? Please provide a response in the context of one, two, three or more development opportunities and if you think development of the site should be phased or not.
17	How long do you think it will take to complete construction of the entire vision that has been presented under the Master Plan? Please provide a response in the context of one, two, three or more development opportunities and if you think development of the site should be phased or not.
<i>Funding / Financing</i>	
18	Please indicate how you would approach the financing of some or all of this project.
19	In your opinion, do current market conditions suggest that public funding, tax incentives, or other public participation may be necessary to enable development at the Property? If yes, please provide context for this type of need. Please provide context such as market demand drivers and competitive context along with construction feasibility considerations (e.g., hard and soft costs, financing, delivery timelines).
<i>Risks, Challenges, and Opportunities</i>	
20	Please provide an overview of the risks, challenges, and barriers to the implementation of the project as well as potential mitigation strategies that MassDOT should consider. How would your organization rank the relative importance of these risks?
21	Do you have recommendations on how MassDOT should approach these risk issues?
<i>Master Plan: The Master Plan (Pg. 26) contemplates the development of nine residential buildings with ancillary retail and/or office space. Several buildings in the Master Plan are nine and twelve stories tall and two independent parking garages are suggested.</i>	
22	Please advise whether the proposed Master Plan development program is achievable, consistent with current and anticipated market demand for residential uses or possibly other uses such as office, lab, etc. In your response, include supporting rationale such as: Market demand drivers and competitive context along with construction feasibility considerations (e.g., construction costs, financing, delivery timelines).

The Master Plan includes Design Guidelines (pg. 99) are included within the Master Plan documents.

23	Please advise whether the proposed Design Guidelines are consistent with current and anticipated market demand for residential uses and, as applicable, for alternative or complementary uses (e.g., office, lab, or other commercial). In your response, include supporting rationale such as: Market demand drivers and competitive context along with construction feasibility considerations (e.g., cost, financing, delivery timelines).	
<p><i>The Master Plan (p. 32 and Appendix) notes that National Grid is the electric provider in Fall River at the project location. Based on demand estimates prepared by Stantec, National Grid has indicated that the existing system does not have sufficient capacity to support the full buildout. Infrastructure upgrades funded by development on the Property will be required.</i></p>		
24	Given this context, please describe how your team would approach this electric infrastructure need, including your assumptions about feasibility, timing, cost allocation, financing, and potential mitigation strategies.	
<p><i>Development on the Property will require an evaluation of the applicability of the Massachusetts Environmental Policy Act (MEPA).</i></p>		
25	Given this context, please describe how your team would approach a strategy to comply with MEPA. Please provide a response in the context of one, two, three or more development opportunities and if you think development of the site should be phased or not.	

APPENDIX B

Highway Project Drawings

Full Scale found here:

<https://www.dropbox.com/scl/fo/rzmovlfniz8lh1sr25wa6/AI1MBTihBX9vWEVa99z-se0?rlkey=19w7birht7kf9kj8m7hv4v0e2&st=bmt5gys2&dl=0>



APPENDIX C

Concept Plan of Property

