

COURT SQUARE URBAN RENEWAL PROJECT

Springfield, Massachusetts

Plan Amendment # 9

City of Springfield
Springfield Redevelopment Authority

October 2006

COURT SQUARE URBAN RENEWAL PROJECT – AMENDMENT # 9

OCTOBER 30, 2006

INTRODUCTION

On March 28, 2002, the Department of Housing and Community Development (DHCD) approved Amendment #8 as a major change to the City of Springfield's Court Square Urban Renewal Plan project (CSURP Amendment #8).

The overall goal of CSURP Amendment #8 was to contribute to the physical and economic revitalization of the city's downtown. Specifically, the plan changes were to support renovation and expansion of the Springfield Civic Center, including construction of a new convention center, and to support the redevelopment of one of Springfield's most striking historic properties, the former Court Square Hotel. Implementation of CSURP Amendment #8 is being funded by the City through a \$4.7 million urban renewal bond.

PLAN ACTIVITIES COMPLETED TO DATE

Following the approval of CSURP Amendment #8 in 2002, the Springfield Redevelopment Authority (SRA) completed site assembly activities to support the expansion of the Springfield Civic Center arena and construction of a new convention center, with the resulting property being known as MassMutual Center. Site assembly activities included the acquisition of a commercial property at 1243 Main Street; relocation of three affected business occupants; demolition of a former office building and a deteriorating air walk that had connected the arena to a nearby parking garage; environmental remediation; and street discontinuances required to create a redevelopment site for the convention center project. The assembled site was conveyed to its current owner, the Massachusetts Convention Center Authority (MCCA).

Ground was broken on October 2003 and construction included approximately 147,000 square feet of new building for convention, exhibition and meeting space and the renovation of approximately 215,000 square feet of the previously existing facility. The MassMutual Center opened in October 2005.

CSURP Amendment #8 also contemplated the historic renovation of the vacant Court Square Hotel building into the Park Plaza Hotel, a 134-room boutique hotel. However, urban renewal activities to support the proposed restoration of the former hotel building were delayed by the original redeveloper for a combination of reasons. Property tax issues constituted one key reason,

but the predominant stumbling block for the project as envisioned was that the market simply was not right for another hotel.

Furthermore, the City acquired title to the Court Square building in May 2006 and this plan change is being undertaken primarily to support a revised strategy for the redevelopment of this property. The change includes permitted uses and development controls specific to the redevelopment of the former Court Square Hotel building that are intended to preserve its aesthetic and historic significance. The plan change also provided for a comprehensive strategy for streetscape improvements along the Main Street Corridor – a strategy aimed at creating a unified, attractive, friendly and inviting environment within Springfield’s downtown.

It should be noted that this plan change contains only limited modifications to the previously approved CSURP Amendment #8 as detailed below. All other provisions of the previously approved and adopted plan shall remain in effect.

PROPOSED PLAN CHANGES – AMENDMENT #9

CSURP Amendment #9 seeks to advance the urban renewal activities contained in CSURP Amendment #8 and will not modify any of the previously approved CSURP objectives. CSURP Amendment #9 builds on the work of Amendment #8 by seeking to facilitate the redevelopment of the former Court Square hotel building, taking current ownership circumstances into account, and to support the now completed MassMutual Center and continuing downtown revitalization.

CSURP Amendment #9 includes additional property acquisitions and creation of disposition parcels, now necessary to advance the redevelopment of the former Court Square Hotel building. This plan change also includes public improvements and streetscape improvements along the Main Street Corridor in support of the project. The limited urban renewal plan changes to be implemented in connection with CSURP Amendment #9 are provided below and summarized in Table 1:

- Any reference to “Park Plaza Hotel” contained in the previously approved plan shall be stricken and replaced by “former Court Square Hotel building.”
- This amendment eliminates the Court Square Amendment #8 Activity Area, but not the activities or controls associated with it, unless modified herein.
- Four parcels in the previously approved plan will be added as properties “to be acquired.” All four parcels were part of the proposed Park Plaza Hotel project contemplated by CSURP #8. They include two properties now owned by the City of Springfield and two privately owned parcels:
 - **Acquisition Parcel 18C1** 31 – 13 Elm Street (Owner – City of Springfield)
 - **Acquisition Parcel 18C2** north side (formerly 98) State Street (Owner - Court Square Hotel, LLC)

- **Acquisition Parcel 18C3** north side (formerly 100-102) State Street - (Owner – Monarch Enterprises, LLC)
- **Acquisition Parcel 18D** 3-7 Elm Street (Owner – City of Springfield)

A tax taking has been made by the City and a complaint has been filed in land court concerning Acquisition Parcel 18C2. The City-owned properties will be conveyed to the SRA for disposition and redevelopment as part of CSURP Amendment #9. These properties will be redeveloped consistent with the intent of that amendment, namely, “the restoration and preservation of the former Court Square Hotel building – a prominent downtown landmark.”

- Two additional disposition parcels will be created - 18C and 18D - as a result of this plan change. Disposition Parcel 18C will include the former Court Square Hotel building located at 31-13 Elm Street (Acquisition Parcel 18C1) along with the two small privately-owned parcels (Acquisition Parcels 18C2 and 18C3). Disposition Parcel 18D will include the adjacent City-owned two-story property at 3 – 7 Elm Street. Furthermore, the existing Disposition Parcel 18B may be combined with Disposition Parcel 18C to facilitate redevelopment activities at a future date.
- The permitted uses and development controls for Disposition Parcel 18B contained in CSURP Amendment #8 are hereby deleted. Inserted in their place are the permitted uses and controls provided below. This change is made to ensure consistency with the overall redevelopment project and contemplates the combining of Disposition Parcel 18B with 18C.
- The following modified maps are included as part of CSURP Amendment #9:
 - **CSURP Amendment #9 - Boundary Map.** Figures 6a and 6b in the previously approved plan are hereby deleted and Figure 6 is inserted in their place. There is no change to the urban renewal project area boundary.
 - **CSURP Amendment #9 - Disposition Parcels.** See Figure 7. This figure illustrates the parcels that will be created for disposition by CSURP Amendment #9, 18C and 18D.
 - **CSURP Amendment #9 - Parcels To Be Acquired.** See Figure 10. Four additional properties are shown as “to be acquired.” They include: 31-13 Elm Street (now City-owned); a tax-delinquent 2,358-square-foot parcel on the north side of State Street (formerly 98); and a 2,738-square-foot parcel also on the north side of State Street (formerly 100-102); and 3-7 Elm Street (now City-owned).
 - **CSURP Amendment #9 - Spot Clearance/Buildings To Be Rehabilitated.** See Figure 11. The former Court Square Hotel building located at 31-13 Elm Street and the adjacent building at 3-7 Elm Street are shown as properties to be rehabilitated.
 - **CSURP Amendment #9 - Proposed Land Use.** See Figure 12. This figure illustrates permitted land uses for Disposition Parcels 18B, 18C and 18D.

- **CSURP Amendment #9 - Project Improvements.** See Figure 14. The project improvement area has been expanded to include all of Main Street, from Frank B. Murray Street to Union Street.
- Permitted uses and development controls have been added for Disposition Parcels 18B, 18C and 18D as provided below:

Permitted Uses – Disposition Parcels 18B, 18C and 18D:

Hotel
 Office
 Residential
 Retail, excluding adult retail
 Restaurant
 Personal and business services

Development Controls – Disposition Parcels 18B, 18C and 18D:

- City of Springfield Zoning Ordinance – Business C.
- Secretary of the Interior’s Standards for Rehabilitation - These standards (36 CFR 68) shall apply to any work done to the **exterior** of existing buildings. These standards are provided in the previously approved CSURP Amendment #8.
- Downtown Master Plan Design Guidelines - All development proposals shall be consistent with the General Guidelines and Signage Guidelines contained in the urban-design guidelines for Area B of the 2001 Downtown Master Plan, to the extent that they are not in conflict with development controls provided herein. These design guidelines are contained in the previously approved CSURP Amendment #8.
- Street Level Uses - A primary objective of this plan change is to restore important structures and to create a livelier downtown through a pedestrian-oriented streetscape with visually interesting storefronts, a critical mass of shopping and pedestrian activities and an attractive and inviting streetscape. Therefore, non-retail uses will be permitted on the street-level floor of the building(s) only if the Springfield Redevelopment Authority is reasonably satisfied that the non-retail uses provide services to the public that promote pedestrian activity and that the non-retail uses do not occupy more than 50 percent of the total ground-floor area of the building(s).
- Storefronts - The most important functions of a storefront are identification and visual and physical access to the goods and services inside. Street level storefronts provide business owners with the opportunity to display their goods and services. An attractive window contributes to the vitality of the streetscape. The transparency of the display windows gives the pedestrian visual access to goods and services located within the building. Therefore, display windows should be inviting to pedestrians. Windows should be clear glass. No opaque, reflective, metallic finishes and tinted window materials are permitted. No filling in or covering up storefront windows is permitted.

- Signage - All signage must be designed in such a way as to reflect and enhance the historical character of the area. Prior to the placement of any signage, the building owner must submit a comprehensive signage plan, including temporary and construction signage, to the SRA for review and approval. (A master signage plan for the building must be submitted as part of the design review requirements.) Signs may be placed on the building but only in such a way as to enhance its architecture. Signs should be oriented to pedestrians and slow-moving vehicles. Materials should be durable, of high quality, and suited to the architectural materials of the building. Generally wood, metal and glass are the best base materials for painted signs. Sign colors should complement the colors of the building. No sign may visually obstruct any architectural features of the building including windows, doorways, significant masonry detail or other details. Signs may only be lighted in such a way as to enhance the building's architecture. No signs are permitted on the upper floors. No freestanding signs, internally illuminated signs, digital or moving signs are permitted, except for the building marquee on the Court Square Hotel building.
 - Lighting - Lighting of building facades and storefront displays shall be done in a manner that presents an attractive image and is appropriate to the building's architectural style. Exterior lighting should highlight building elements, signs or other distinctive features and should not attract attention to the light fixture itself. Original light fixtures shall be preserved or replicated when possible. Light fixtures should be as simple as possible and should be mounted where they will be partially or completely hidden. Fixtures of simple design or fixtures appropriate to the period of the building are required. Lights that glare onto streets, public ways or adjacent properties are not permitted.
 - Landscaping - All areas that are not used for parking must be formally landscaped in accordance with an approved landscape plan.
 - Parking Areas - Any on-site parking must be designed in a manner that does not detract from the historic nature of the Court Square area. Parking should be located at the back of the parcels and screened from public view. Parking access should avoid conflicts with pedestrians.
- **Development Plan Review and Approval.** The City of Springfield is in the process of revising its Zoning Ordinance. This revision is expected to include the adoption of a site plan review process. As a result, the plan review and approval process outlined in Court Square Amendment #8 may be modified in the future. If and when the City adopts a site plan review process as part of its zoning ordinance, the SRA may modify its development plan review and approval process to reflect these changes.
- **Project Improvements.** CSURP Amendment #9 will expand the previously approved project improvements area to facilitate the implementation of a streetscape enhancement program aimed at creating a unified, attractive, friendly and inviting environment within Springfield's downtown, from the Union Station railroad overpass south to Union Street. The proposed streetscape improvements are intended to create a high-quality and consistent environment that will improve safety and support economic revitalization within the Court Square Urban Renewal Area. Future project improvements may include upgrading Springfield's Pynchon Plaza.

- **Financial Plan.** Implementation of the changes described in CSURP Amendment #9 will be funded by the City of Springfield through a \$4.7 million urban renewal bond passed as part of CSURP Amendment #8. A revised project budget is provided in Table 2.

- **Affected Redevelopers.** The project activities contemplated by this plan change (Amendment #9), with the exception of the public improvements, are limited to the area bounded by Main Street on the east, State Street on the south, Elm Street on the north and Court House Walk on the west. Pursuant to 760 CMR 12.03, a major plan change requires that "affected redeveloper(s)" be notified of the plan change and be given an opportunity to comment on it, and that any such comments be considered. There are presently no "redevelopers" within the area affected by this Amendment #9, and therefore there are no "affected redevelopers."

**TABLE 1. COURT SQUARE URBAN RENEWAL PROJECT AMENDMENT #9
SUMMARY OF PROPOSED PLAN CHANGES**

PLAN ELEMENT	PROPOSED CHANGE
Project Area	No change to urban renewal project area boundary
Activity Area	Eliminates the Court Square Amendment #8 Activity Area, but not the activities or controls associated with it, unless modified herein.
Acquisition	Four additional properties to be acquired: Parcel 18C1 - 31-13 Elm Street Parcel 18C2 - 2,358-square-foot-parcel - north side State Street Parcel 18C3 - 2,738-square-foot parcel - north side State Street Parcel 18D - 3-7 Elm Street
Relocation	No change
Spot Clearance	No change
Spot Clearance/ Buildings To Be Rehabilitated	Two additional buildings to be rehabilitated: 31-13 Elm Street 3-7 Elm Street
Zone Changes	No change
Streets To Be Discontinued	No change
Disposition Parcels and Development Controls	Creates two disposition parcels and modifies development controls: Parcel 18C - redevelopment of 31-13 Elm Street, 2,358-SF parcel on the north side of State Street, and the 2,738-SF parcel on the north side of State Street. Parcel 18D - redevelopment of 3-7 Elm Street. Modifies development controls for Parcel 18B to ensure better consistency with Parcel 18C.
Proposed Project Improvements	Expands project improvement area to facilitate Main Street enhancement program from Union Station railroad overpass south to Union Street.

**Table 2. Court Square Urban Renewal Project Amendment #8/#9
Project Budget**

<u>Project Uses:</u>	<u>Revised Budget</u>	<u>Expended 9/30/06</u>	<u>Remaining</u>
Urban Renewal Bond	\$ 4,700,000.00	\$2,263,945.04	\$ 2,436,054.96
 <u>Project Costs:</u>			
Acquisition	\$ 1,324,936.74	\$ 744,936.74	\$ 580,000.00
Relocation	\$ 208,436.61	\$ 88,436.61	\$ 120,000.00
Demolition/Site Preparation	\$ 537,604.46	\$ 512,604.46	\$ 25,000.00
 Soft Costs			
Title Examinations	2,200.00	800.00	1,400.00
Environmental Site Assessments	48,000.00	37,626.50	10,373.50
Property Management and Maintenance	100,000.00	72,106.56	27,893.44
Appraisals	50,000.00	25,500.00	24,500.00
Disposition Appraisals	10,000.00	-	10,000.00
Taking and Disposition Surveys	16,000.00	5,551.15	10,448.85
Engineering	60,000.00	30,824.32	29,175.68
Insurance	20,000.00	8,680.25	11,319.75
Urban Renewal Plan Preparation	66,000.00	66,000.00	-
Acquisition/Relocation Management Services	188,000.00	112,925.00	75,075.00
Legal/Administration	80,000.00	27,081.99	52,918.01
City Administration	100,000.00	100,000.00	-
Other	<u>55,000.00</u>	<u>3,234.00</u>	<u>51,766.00</u>
Sub-Total Soft Costs	\$ 795,200.00	\$ 490,329.77	\$ 304,870.23
 <u>Project Sub-Total:</u>	 \$ 2,866,177.81	 \$ 1,836,307.58	 \$ 1,029,870.23
Contingency	\$ 33,822.19	\$ 14,939.44	\$ 18,882.75
Public Improvements	\$ 1,500,000.00	\$ 412,698.02	\$ 1,087,301.98
Building Facade - 31 Elm Street	\$ 300,000.00	\$ -	\$ 300,000.00
 <u>Project Total:</u>	 \$ 4,700,000.00	 \$ 2,263,945.04	 \$ 2,436,054.96

Memorial Industrial Park II
Urban Renewal Plan
May 2005

City of Springfield Planning Department
Springfield Redevelopment Authority
Springfield, Massachusetts

Section I. Plan Overview

The proposed Memorial Industrial Park II (hereafter MIP II) urban renewal project boundary will encompass an area of 135 ± acres in the north west section of the City of Springfield. The almost triangular area is bordered on the North by Interstate Route 291, Easterly by Roosevelt Avenue, Southerly by the CSX Transportation, Inc., rail lines, f/k/a New York Central Lines LLC (hereafter “CSX”) and Westerly by a spur line of CSX and Interstate Route 291. The property lying within these bounds is comprised of three contiguous parcels described below (See Map 1 – Project Area Boundary).

Lot 19 (A=49.537± acres) is the Smith & Wesson manufacturing facility, a nationally known maker of handguns and related products, and is owned by the Smith & Wesson, Corp., a Delaware corporation (hereafter “Smith & Wesson”). Smith & Wesson has been a principal manufacturer, employer and corporate benefactor to the local economy since the construction of its present facility at 2100 Roosevelt Avenue, Springfield, Massachusetts, in 1949. Though included within the urban renewal plan boundary, this parcel will not be acquired.

Parcel A (A=21.081± acres) and Lot 20 (A=64.237± acres), are vacant industrially zoned land (hereafter “site”) whose future development has been severely impeded by the presence of wetlands and contamination (see Map 2 – Existing Conditions). Any plans that Smith & Wesson, may have had with regard to redevelopment and/or sale of this property were impeded by the environmental condition of the property, which discouraged financing for any sale and/or redevelopment due to the costs and uncertainties of remediation, and a legal dispute between Smith & Wesson and the Springfield Conservation Commission over the methodology and impact of proposed remediation plans on the existing wetlands.

Because of its potential for economic development, the site was acquired from Smith & Wesson, Corp., on February 25, 2003 by the Springfield Redevelopment Authority. The 85± acre site is the only remaining contiguous parcel of developable industrial zoned land within the City of Springfield in excess of ten acres. In addition to its size, the parcel is served by rail and has access to and visibility from Interstate 291 and Roosevelt Avenue, a major Springfield artery. To the east of Roosevelt Avenue, across from the property, there presently exists a successful industrial park known as the Memorial Industrial Park which was developed in the 1960’s by the Memorial Economic Development Corporation, a non-profit venture of the City of Springfield and the Greater Springfield Chamber of Commerce. That industrial park enabled the City to successfully retain a number of businesses which it was in danger of losing because the businesses were rapidly outgrowing their dated mill facilities situated in the City’s core.

The Springfield Redevelopment Authority on behalf of the City of Springfield proposes to redevelop the site into a mixed use industrial/business park. The first phase of the project calls for the preparation and approval of the MIP II urban renewal plan and the remediation of the site where releases of oil and/or hazardous materials have occurred.

The project's second phase will involve the refinement of the redevelopment plan, i.e. office uses, industrial/technology uses or some combination of these uses and the installation of infrastructure amenities, as well as traffic improvement both on and off site.

It is expected that the redevelopment of this site may help retain existing businesses as well as attract new businesses to the City. As conceived, it will promote economic development through the creation of temporary and permanent jobs as well as bring in additional tax revenues generated from a mixture of industrial, commercial and business users. The purpose of this urban renewal plan is to assure the sound redevelopment of those 85± acres into a model industrial/business park. The City of Springfield has secured three million dollars in Federal funding, which has been made available to the Springfield Redevelopment Authority, to assist in the implementation of this urban renewal project. A sound urban renewal plan involving oversight of the environmental remediation and impacts to the wetlands, public/infrastructure improvement(s), a zone change from Industrial A to an Industrial Park District, land use planning and disposition controls, will create the basis and safeguards for a successful urban industrial park from its initial remediation/infrastructure phase through its final phase of disposition to and construction by an end user or users.

Additionally the remediation and redevelopment of the 85± vacant acres pursuant to this urban renewal plan is supportive of several Sustainable Development Principles (hereafter "sdp") as published by the Massachusetts Office for Commonwealth Development.

- The remediation and environmental cleanup of an existing brownfield recognizes the sdp principle to "Redevelop First". The City of Springfield has received a federal Brownfields Economic Development Initiative grant for this project.
- The remediation and restoration contemplated by this urban renewal plan will restore environmentally sensitive land inclusive of wetlands in accordance with the sdp principle to "Restore and Enhance the Environment".
- The full development of the MIP II is projected to create 800-1,200 permanent jobs, as well as create available development parcels for the growth of new businesses and/or the expansion of existing businesses which is supportive of the sdp principle to "Increase Job Opportunities".
- The implementation and development of the MIP II though located in Springfield, is adjacent and readily accessible to the primary regional transportation arteries of Interstates 91 and 291 and an active rail line (CSX) which create regional job opportunities in accordance with the sdp principle to "Plan Regionally".

Section II. Characteristics

Illustrative maps that are self-explanatory and that display this Plan's characteristics follow this section. The maps are numbered and titled as follows:

Map 1 – Project Area Boundary

This map shows the project area's perimeter boundary. It should be noted that the project area boundary differs from the development area boundary, in that it includes the abutting parcel still owned by Smith & Wesson, Corp. where the manufacturing facility is sited. The parcel improved with the manufacturing facility is not to be acquired.

Map 2 – Existing Conditions

This map is illustrative of the development area's existing environmental and wetlands conditions. In particular it shows the significant areas of environmental concern and remediation as well as denoting the delineation of the wetlands within the development area.

Map 3 – Development Area Boundary

This map shows the perimeter boundary of the development area. The development area is where all the urban actions that this plan contemplates will occur.

Map 4 – Topographical

This map shows the existing topography of the development area. Its purpose is to illustrate the lack of infrastructure for this large industrially zoned parcel, except for an undersized and substandard paved access road.

Map 5 – Existing Zoning

This map shows the existing zoning for the development area parcel which is Industrial A District.

Map 6 – Proposed Zoning

This map shows the zoning, Industrial Park District, that is proposed for the development area parcel.

Map 7 – Proposed Land Reuse

This map shows the proposed land reuse, Industrial Park District, that the urban renewal plan contemplates upon completion of the plan approval process.

Section III. Eligibility

Project and Development Area Boundaries

The Project Area Boundary has been established as that property now or formerly owned by Smith & Wesson located at 2100 Roosevelt Avenue, Springfield, Massachusetts. That property is shown as three parcels, Parcel A (A=21.081± acres) and Lot 20 (A=64.237± acres) and Lot 19 (A=49.537± acres), on a plan entitled “Plan of Land In Springfield, Massachusetts, Surveyed For Springfield Redevelopment Authority”, Dated August 22, 2002, and recorded in the Hampden County Registry of Deeds at Book 328, Page 51. Reference is made to, Map 1 – Project Area Boundary, for a map delineating the Project Area Boundary and Appendix A, contained within the body of this Plan, for a running metes and bounds description of the Project Area Boundary. Two of the parcels comprising the Project Area Parcel Boundary, A and Lot 20, were acquired by the Springfield Redevelopment Authority, on February 25, 2003, and will be the focus of the urban renewal activities authorized pursuant to this Plan to address the issues, of environmental pollution, lack of infrastructure and the costs associated with these action that are attendant to this blighted open area. The third parcel, Lot 19, is the site of Smith & Wesson’s manufacturing operation, has been included within the Project Area Boundary to address any issues of decadence which may arise in the future. The Project Area contains 134.855 ± acres.

The Development Area Boundary has been created to address and facilitate the redevelopment of a presently underutilized and blighted open area that is comprised of the two parcels, Parcel A (A=21.081± acres) and Lot 20 (A=64.237± acres) acquired by the Springfield Redevelopment Authority, on February 25, 2003, from Smith & Wesson. The 85 ± acre Development Area is where all the urban renewal actions proposed in this Plan will be undertaken. Reference is made to Map 3 – Development Area Boundary, for a map delineating the Development Area Boundary and Appendix B, contained within the body of this Plan, for a running metes and bounds description of the Development Area.

Local Survey

While the Comprehensive Plan For Springfield, 1974-1980, does not specifically mention the Development Area that is the subject of this Plan. However, the neighborhood plan for East Springfield, dated October, 1996, states that there is development potential remaining in the neighborhood and sites the vacant land adjacent to Smith and Wesson “On the south side of the Smith and Wesson factory, there is approximately 85 acres of undeveloped industrial space. This is a prime location for new industrial development. Site preparation will require attention to wetland issues and good site planning techniques. Also, care that the site is used to its full potential should be noted.” This urban renewal plan recognizes that development potential and its accompanying challenges, i.e. environmental hazards and absence of infrastructure.

Needs Assessment

The proposed development area is located primarily in the East Springfield neighborhood section of Springfield. East Springfield is located in the northern tier of the city, about 2½ miles east of the Central Business District and is the third largest of Springfield's seventeen neighborhoods. It is bordered principally by Chicopee to the north; CSX railroad to the south; Saint James Avenue to the west and portions of Brookdale Drive, Page Boulevard and Worcester Street to the east. As a neighborhood it experienced its most dramatic growth in the twentieth century as a result of an active rail line bisecting the neighborhood. The proximity of the railroad encouraged industrial growth and manufacturing by the likes of Rolls Royce, Westinghouse and Storm Drop Forging. Nearly two thirds of the East Springfield neighborhood is zoned for industry and its vacant land comprises almost a fifth of all neighborhood land. The neighborhood is relatively stable having lost only 78 persons (-1.1%) during the 1980's.

Available assessors' records indicate that Smith & Wesson Corporation purchased the property within the project boundary, in 1930. Information contained in a site assessment report indicates that the site was undeveloped and wooded. Construction of the present day manufacturing facility began around 1946 and was completed around 1949.

The development area which is presently basically flat, once contained a large hill. That hill was leveled in the late 40's and early 50's and the central area of the site was filled to create a small airport which was used by Smith and Wesson until the early 70's. There is no evidence or information which would indicate that Smith & Wesson conducted manufacturing operations within the development area.

The relatively level 85± acre development area, with utilities available along its frontage on Roosevelt Avenue, is the only contiguous parcel located in the City of Springfield that has more than 10 acres of developable Industrial A zoned land. Easterly of the site one of the City's first industrial parks, the Memorial Industrial Park, serves as the location for some of the City's largest employers, i.e. Westvaco, Baystate Gas and BigY. It is still served by an active CSX rail line along its southerly border and is bordered by a spur line to the West as well as the Smith and Wesson manufacturing facility. Its location between Roosevelt Avenue, one of the City's main thoroughfares, and Interstate 291 provides the site with not only visibility but a nexus of transportation opportunities ranging from access to local markets, to markets provided by the north/south corridor of Interstate 91 and the east/west corridor of Interstate 90.

The City of Springfield officially recognized the development potential of the site in the mid nineties with its inclusion in the neighborhood planning survey for East Springfield, October, 1996. The City however also recognized in the planning survey that this development potential was tempered by contamination and wetland issues. Contemporary with the City's recognition of the site, was Smith and Wesson's protracted dispute with the Springfield Conservation Commission over the methodology and impact of a proposed remediation plan for wetlands known as the fire pond, and Smith and Wesson's recognition of the obstacles and capital necessary to redevelop the site. Out of

these circumstances the City, partnered with WestMass, and began purchase negotiations with Smith and Wesson, in 1996. While those negotiations failed, negotiations resumed in 2002, coincident with a change of ownership at Smith and Wesson.

The last round of negotiations culminated in the purchase of the site from Smith & Wesson, by the Springfield Redevelopment Authority, on behalf of the City. By that time, the City had also secured a \$1,000,000. federal Brownfield Economic Development Initiative grant, and a \$2,000,000.00 federal 108 loan which would be available to the Springfield Redevelopment Authority, to substantially cover clean-up and purchase costs. The feasibility of the purchase was based on a shared appraisal commissioned by Smith and Wesson during the negotiations. That appraisal was the basis for determining the economic feasibility of the project, indicating that before remediation and wetland restoration that the site had a value of \$1,750,000.00 and after remediation and restoration the per acre value would be \$75,000.00. Consultants to the Springfield Redevelopment Authority have determined that after restoration and clean-up there would be 70 remaining developable acres.

The decision to purchase site from Smith & Wesson was based not only upon the projected economic feasibility but on the recognition of the long term benefits to the tax base that a developed park would bring to the City of Springfield. The City and the Springfield Redevelopment Authority believe that the combination of visibility and accessibility to major land and rail transportation that the site enjoys will enhance the parks marketability. These assessments are reinforced by the long term success of the Memorial Industrial Park which is located on across Roosevelt Avenue from the former Smith and Wesson site. That industrial park was initially developed in the late 1960's and remains to this day a vibrant, fully occupied, and well ordered industrial park.

Definition and Analysis of Eligibility

An analysis of the data referenced in this section supports and qualifies the eligibility of the Development Area as a blighted open area as defined below in MGL Chapter 121 B Sec. 1:

“Blighted open area” a predominantly open area which is detrimental to the safety, health, morals, welfare or sound growth of a community because it is unduly costly to develop it soundly through the ordinary operations of private enterprise by reason of the existence of ledge, rock, unsuitable soil or other physical conditions, or by reason of the necessity for unduly expensive excavation, fill or grading, or by reason of the need for unduly expensive foundations, retaining walls or unduly expensive measures for waterproofing structures or for draining the area or for the prevention of the flooding thereof or for the protection of adjacent properties and the water table therein or for unduly expensive measures incident to building around or over rights-of-way through the area, or for otherwise making the area appropriate for sound development, or by reason of obsolete, inappropriate or otherwise faulty platting or subdivision, deterioration of site improvements or facilities, division of the area by rights-of-way, diversity of ownership of plots, or inadequacy of transportation facilities or other utilities, or by reason of tax and special assessment delinquencies, or because there has been a substantial change in business or economic conditions or practices, or an abandonment or cessation of a previous use or of work on improvements begun but not feasible to complete without the aid provided by this chapter, or by

reason of any combination of the foregoing or other condition; or a predominantly open area which by reason of any condition or combination of conditions which are not being remedied by the ordinary operations of private enterprise is of such a character that in essence it is detrimental to the safety, health, morals, welfare or sound growth of the community in which it is situated.

The following specific conditions exist within the Development Area:

- Presence of hazardous materials and substances throughout the 85 ± acres of the Development Area in such quantities that they are in exceedance of the Commonwealth's Department of Environmental Protection guidelines are illustrative of the endangerment to the Community's safety and health, (See Section 6. Summary and Conclusions from O'Reilly, Talbot & Okun's Environmental Site Assessment, prepared for Westmass Area Development Corporation, dated March 13, 2001, enclosed as Appendix C; see O'Reilly, Talbot & Okun Associates letter, dated April 14, 2004 , enclosed as Appendix D).
- The cost to remediate the hazardous substances in the Activity Area is unduly burdensome. The extent of the contamination both in the soil and within the wetlands areas will require extensive excavation, filling, limited draining and/or capping in accordance with plans that have had regulatory review and approval by the Massachusetts Department of Environmental Protection and the City of Springfield Conservation Commission inasmuch as a great deal of the remediation work will take place within areas under the jurisdiction of the Conservation Commission because fourteen separate wetland resource areas have been identified, totaling 228,260 square feet. The cost of the remediation has been estimated at \$1,200,000.00 inclusive of a contingency (see O'Reilly, Talbot & Okun Associates letter, dated April 14, 2004 , enclosed as Appendix C).
- The inadequacy of any transportation infrastructure or other utilities, throughout the interior of the Development Area and the presence of fourteen separate wetland areas which impedes any infrastructure development. There is no infrastructure, i.e. roads and/or utilities, available on this 85 ± acre site to facilitate, the sound development of the property in the Development Area (see Map 2 – Existing Conditions and Map 4 – Topographical Map).
- The installation and carrying costs for infrastructure improvements, such as roads, water, sewer, and utilities, to create the amenities of a modern industrial park, by the private sector, before end users have been secured would be excessive.

Based upon the foregoing, i.e. the endangerment to the public health and safety, the unduly expensive costs associated with remediation and the provision for infrastructure where none exists, on this large and under utilized vacant parcel, the Development Area qualifies as a Blighted Open Area, which is detrimental to the safety, health and sound growth of the community, and it is unlikely that the aforementioned conditions would be remedied by the ordinary operation of private enterprise.

III. Project Objectives

Objectives

The MIP II urban renewal plan project objectives are as follows:

- 1) Acquisition of vacant and underutilized property;
- 2) Elimination of a blighted open area;
- 3) Removal of impediments to development and land disposition;
- 4) Construction of infrastructure improvements;
- 5) Construction of Public Improvements for improvement of traffic circulation in the neighborhood surrounding the industrial park;
- 6) Provision for an industrial park to support economic development;
- 7) Stimulation of private investment and creation of employment opportunities;
- 8) Imposition of sound land use controls to control future development;
- 9) Appropriate use of zoning and land use controls to promote a sound and aesthetically pleasing industrial park.

It is expected that application of the plan objectives will permit the remediation and redevelopment of the vacant site into a well ordered industrial park. In its present state, the site's redevelopment is burdened by contamination, lack of infrastructure and excessive costs to remedy these burdens. The City of Springfield has committed significant public resources to the Springfield Redevelopment Authority in the form of a one million dollar United States Department of Housing and Urban Development (hereafter "HUD") Brownfield Economic Development Initiative grant and a two million dollar HUD 108 loan, to the project. Additionally, the Massachusetts Development Finance Agency has committed to a loan of nine hundred thousand dollars. The aforementioned loans are funding the purchase, project remediation costs and public improvements/infrastructure costs associated with the project in order to stimulate private investment and employment opportunities within the parameters of a physically attractive industrial park, whose creation and disposition to end users will be governed by the zoning and land use controls contained herein. Presently the ultimate profile of the end users of the proposed industrial park, i.e. office, commercial, manufacturing, research, is not fixed. It is expected however that the plan of development for the proposed industrial park will in part be market driven through a design that promotes a flexible combination of office, industrial/technology and commercial development that will be guided by this urban renewal plan.

Project Proposals

A. Identification of Real Property to be Acquired:

- 1) The property which comprises the Development Area was acquired by Deed, through friendly negotiation, by the Springfield Redevelopment Authority, on February 25, 2003, from Smith & Wesson Corp., and is recorded in the Hampden County Registry of Deeds, at Book 12970, Page 449 and in Land Registration at Certificate of Title 30932.

It is contemplated however that an eminent domain taking may be imposed on the development Area to clear any unforeseen title issues (see Map 7 - Land Acquisition Map).

B. Proposed Urban Renewal Actions

The MIP II urban renewal plan proposes to create a “Development Area”(see Map 3 – Development Area Boundary) that is coextensive with the site, generally bounded by Roosevelt Avenue on the East, the Smith & Wesson manufacturing facility on the North, Interstate 291 on the West and the CSX rail lines, f/k/a New York Central Lines LLC, on the South, that will be the focus of the urban renewal actions outlined in this Plan. The urban renewal actions are intended to bring the Development Area to a long term sound conclusion by the implementation of the above-mentioned urban renewal objectives. The renewal actions envisioned are acquisition (the site has been acquired by the SRA, however a confirmatory taking may be imposed), remediation, public improvements, infrastructure construction, a zone change, land use controls and a site plan review process. The proposed urban-renewal actions are summarized in Table 1.

Table I. Urban Renewal Project Activity Summary – MIP II

Project Area:

The project area encompasses a total of 134.555 ± acres in three parcels, Lot 19 (A=49.537 Acres), Parcel A (A=21.081 Acres) and Lot 20 (A=64.237 Acres), as shown on Map 1, and also described in a running metes and bounds description that is included in Section III -Boundary of this Plan.

Development Area:

A portion of the project area has been designated the “Development Area” and it is where all the urban renewal actions proposed in this plan will occur. The development area is composed of Parcel A (A=21.081 Acres) and Lot 20 (A=64.237 Acres) as shown on Map 1 and also described in a running metes and bounds description that is included in Section III – Boundary of this Plan. The Development Area specifically excludes Lot 19 (A=49.537 Acres).

Acquisition:

Ownership of the Development Area has already been acquired by the Springfield Redevelopment Authority through a friendly purchase. However a confirmatory eminent domain taking may be imposed on the Activity Area.

Relocation:

Because the Development Area consists only of vacant land, there is no relocation under this Plan.

Remediation/Wetlands:

As part of the process to redevelop the Development Area, remediation and wetland plans must be approved by the Massachusetts Department of Environmental Protection and the Conservation Commission of the City of Springfield. Concomitant with those approvals will be the implementation of those activities per the approved plans.

Infrastructure/Public Improvements:

Installation of base infrastructure improvements consisting of a 26 foot wide, single access roadway, carrying water, sewer and utility systems, approximately 2600 feet in length, terminating in a cul-de-sac. Public improvements, both on-site and off-site will include installation of new traffic signaling at the site entrance, on Roosevelt Avenue and the off-site installation of new traffic signaling equipment at Roosevelt Avenue and Bay Street, as well as Roosevelt and Page Boulevard in addition to sidewalk and turning improvements.

Zone Change:

Parcel A (A=21.081 Acres) and Lot 20 (A=64.237 Acres) comprising the Development Area will be rezoned from Industrial A to an Industrial Park District.

Site Review and Land Use Controls:

Section III of this Plan enumerates the land use control that will assure the park's sound development both presently and in the future. To assure the integrity of the industrial park as well as its soundness Section X of the urban renewal plan specifies a site review process, within the parameters of the land use controls, for all dispositions and/or future expansions or alterations to structures built within the industrial park.

Estimated Jobs Created

It is estimated that between 400-500 temporary jobs will be created as a result of the initial remediation, infrastructure and off-site public improvements (traffic improvements) through the final construction of the structures to be utilized by the end users of the industrial park. The bulk of the temporary work force will be employed in the construction of the future buildings. The number of temporary jobs created through building construction will be dependent on whether or not the building sites are utilized for office or flex-tech uses.

It is projected that once the park reaches its full development that 800–1,200 permanent jobs will be created. This number is based on a conservative analysis of trip generation numbers projected in the Expanded Environmental Notification Form prepared for this project. The range of projected jobs is based on projected traffic generated by a manufacturing reuse versus an office reuse which would create more jobs on a per square foot basis. Like the estimation of the temporary jobs to be created, the final figures for the number of permanent jobs created will vary based on an end use for flex-tech or offices or a combination thereof.

C. Zoning

This plan proposes to rezone the area identified as the Development Area from an Industrial A District to an Industrial Park District per Article XIII of the City of Springfield Zoning Ordinance (see Map 4 “Existing Zoning” and Map 5 “Proposed Zoning”).

The purpose of the rezoning is to create an “environmentally sensitive ” and aesthetically pleasing industrial park that integrates with the surrounding neighborhood community and the existing Memorial Industrial Park which is located easterly across Roosevelt Avenue from the MIP II proposed herein. This integration will be achieved by the performance standards, area requirements and other regulations prescribed in the Industrial Park District Zoning Ordinance.

D. Land Use Plan

This plan proposes to impose and overlay the following land reuse controls, on the Development Area, upon the approval of this urban renewal plan by the Department of Housing and Community Development.

A. Land Reuse Controls

- 1) **Permitted Uses** - All redevelopment on disposition parcels which originate from the Activity Area created under the Memorial Park Urban Renewal Plan II must comply with Article XIII INDUSTRIAL PARK DISTRICTS of the City of Springfield Zoning Ordinance (see Map 6 - Proposed Land Reuse).

2) **Application of Zoning Ordinance** – The definitions, purposes, prohibitions and all other provisions applicable to Article XIII Industrial Park Districts, as defined in the City of Springfield Zoning Ordinance as enacted April 22, 1971, as amended to September 7, 2004, and as the same may be further amended, shall apply to all disposition parcels originating from the Activity Area created under the Memorial Park Urban Renewal Plan II to the same extent as if said provisions were set forth herein in their entirety (see Appendix E - Article XIII Industrial Park Districts).

3) **Prohibited Uses** - The following prohibited land uses in the Memorial Industrial Park II are in addition and supplementation to the prohibitions contained in Section 1302 of Article XIII INDUSTRIAL PARK DISTRICTS of the City of Springfield’s Zoning Ordinance.

- a) Agricultural and livestock uses.
- b) Gasoline or diesel filling stations, repair shops, lubricatoriums, or car or truck washing stations, except for such activities as are ancillary to some other use of the parcel and are conducted in such a manner as to be screened from public view.
- c) Any business, including but not limited to the sale of motor vehicles, trailers, or heavy equipment where the product must be displayed, demonstrated, or stored in a manner visible from the boundaries of the parcel.
- d) Any trade or activity principally involved in the generation, handling, treatment, storage or disposal of hazardous or nuclear waste.
- e) The storage of aviation fuels, fuel oils, and/or flammable substances, as a principal use.
- f) Asbestos manufacturing, distribution, or storage.
- g) Commercial coal yard or outside storage of said products.
- h) Residential facilities including apartments, condominiums, mobile homes, and hotel/motel accommodations.
- i) Commercial outdoor recreational or entertainment activities.
- j) Junk yards and junk storage, vehicle salvage yards, or operations.
- k) Any trade or activity which is noxious or offensive or may become an annoyance or nuisance by reason of unsightliness or excessive emission of odors, dust, fumes, smoke or noise.

B. Additional Requirements

The following additional requirements and prohibitions are in supplementation to the controls contained in the City of Springfield Zoning Ordinance Article XIII Industrial Park Districts.

Signage

Signs within the project area shall be restricted to signs identifying only the establishment and the nature of its use and product. All signs visible outside a facility must be suitably integrated with the architectural design of the facility they identify. Each establishment is allowed one sign, either a wall sign or freestanding sign. No wall sign shall project beyond the face of the building more than twelve inches and shall not exceed forty (40) square feet in area. The top of any freestanding sign shall not exceed five (5) feet above the ground level at the base of said sign and shall not exceed forty square feet in area. Any freestanding sign shall be setback twenty (20)' from the front property line.

Parking or directional signs, each with an area not in excess of four square feet shall be allowed in all cases.

The following signs are prohibited under all circumstances:

- i) Illuminated or electronic signs and signs with flashing, intermittent, rotating or containing exposed bulbs;
- i) Animated signs, strings of lights, or flag like devices hung from any building or sign;
- iii) Roof signs, or signs that project above the roof of the structure.
- iv) Temporary or promotional signs such as paper signs, banners, streamers or placards;
- vi) Outdoor displays or window displays of advertising or products;
- vii) Non-accessory signs (billboards).

Parking

Each facility must provide a sufficient number of parking spaces to insure that on-street parking will not be necessary during normal operation of businesses located therein. This area must be paved with bituminous concrete or other suitable permanent materials. No visitor or employee parking spaces shall be located at the front of a building. The number of visitor spaces located adjacent to the side of a building which faces a street may be constructed within five feet of any property line or building.

Loading and Unloading

Paved area of bituminous concrete or other suitable permanent material shall be maintained on the granted premises for all loading and unloading so that such loading and unloading shall be done completely off any public way. There shall be no lading or unloading of vehicles, nor any docks or doors for said purpose, located on the side of a building facing a street or public way which is contiguous to the parcel.

Setbacks

No building or other structure except for approved fences or signs shall be erected in setback areas as defined below:

- a. Front Yards – A setback of at least 30 feet shall be provided from the paved boundary of any street or public right of way;
- b. Side and Rear Yards – A setback of a least 15 feet shall be provided from all property lines.

Buildings

All buildings, additions and alterations on the granted premises shall be designed and maintained so as to be harmonious and compatible in appearance with other structures in the industrial park and the general surroundings. All such improvements shall be of substantial design, materials and construction according to accepted practices of the building construction industry at the time of such construction, it being the intention hereof to exclude construction of the buildings having a useful life of less than thirty-five (35) years. Construction with masonry materials shall be preferred, yet other suitable construction materials may be reviewed and approved by the SRA.

Outside Storage

There shall be no outside storage of materials, equipment, supplies, or vehicles unless such storage is ancillary to the principal use of a business establishment located on the parcel. The following general conditions shall apply in all cases:

- a. There shall be no outside storage adjacent to the side of a building facing a street or public Way which is contiguous to the parcel;
- b. All materials, equipment, supplies and vehicles stored outside shall be adequately screened from public ways and adjoining parcels with a vinyl coated chain link fence of adequate height and constructed of durable materials and a live screening of the appropriate height located around the exterior of said fencing.

In the case of outside storage of materials or non-vehicular equipment the height of materials and equipment stored outside shall not exceed the height of the screening fence and live buffer.

The following special conditions shall apply in the case of outside storage of motor vehicles:

- a. Vehicles stored outside shall not exceed fourteen feet in height and must be screened by a vinyl coated chain link fence and live screening of appropriate height;

- b. Daily parking for employees, visitors, deliveries and loading shall be excluded from the requirements of this section.

Maximum Height

All buildings or building smokestacks, towers, poles or other improvements which exceed Thirty (30) feet in height must have written approval of the SRA prior to construction.

Landscaping

All portions of the lot devoted to walkways, parking, access, circulation, service, storage or other areas to be traversed by vehicles or pedestrians shall be paved with a suitable permanent material. In any case not more than seventy-five (75%) per cent of that lot area not covered by structure may be paved. All portions of the lot not devoted to structure or pavement shall be formally landscaped with lawns, shrubs or other suitable plant materials. Where naturally vegetated areas exist, they may be integrated into the formal landscaping plan.

Maintenance

All buildings, structures and grounds shall be kept in neat, orderly and well maintained condition all times and entirely free of visible or odorous trash, rubbish or other debris. Vegetation used In landscaped areas, must be kept alive and suitably trimmed. Structures and signs must be maintained free of broken glass, peeling paint and other visible evidence of deterioration.

Curb Cuts

Curb cuts shall be allowed solely for the purpose of linking driveways on the granted premises to public streets. There shall be no more than one curb cut per parcel unless there is 200 linear feet between them.

Minimum Lot Size

The minimum disposition parcel size shall be one and one-half (1½) acres.

Minimum Lot Coverage

The minimum aggregate land area that must be covered by principal buildings on any lot shall be twenty (20) percent of the total area of the lot.

Trees

The site design, as well as the developer, shall accommodate any existing, healthy and mature trees wherever possible. The developer shall submit a map locating any trees on

the site and indicating those trees to be removed. All remaining trees shall be protected during the construction period.

Lighting

All exterior lighting fixtures shall be shielded to avoid excessive glare to neighboring parcels or property.

Parcels with Roosevelt Avenue Frontage

All development parcels having frontage on Roosevelt Avenue shall site buildings so they front on Roosevelt Avenue.

C) Duration and Effective Date of Regulations and Controls

The regulations and controls contained in this Plan shall be binding and effective by deed or lease upon all purchasers or lessees of land and their heirs and assigns for 40 years from the date of the approval of this Plan by the Springfield City Council, expiring in 2045.

In addition, the following regulations shall take effect upon adoption of this Plan and shall be binding for 40 years from the date of the approval of this Plan by the Springfield City Council. At no time shall the acquisition, use, disposal, or conveyance of land or improvements within the Project Activity Area to or by any person be denied, restricted or abridged, nor occupancy or possession thereof preferred, segregated or refused because of race, color, creed, sex, sexual orientation, nationality or ancestry.

D) Changes in Approved Plan

This Plan may be modified at any time by the Springfield Redevelopment Authority, following the procedure outlined at 760 CMR 12.03 – Plan Changes.

Section V. Cost Estimates and Financing Plan

Project Budget – The estimated cost to implement this Urban Renewal Plan, inclusive of site permitting, site remediation, site preparation, on site and off-site public improvements, contingency and administrative expenses, is \$7,147,000.00 (see Appendix F - Proposed Project Budget).

Financing Plan – Funding for the implementation of the Memorial Industrial Park II comes from a combination of a HUD \$1,000,000.00 Brownfields Economic Development Grant, a HUD \$2,000,000.00 108 loan, a purchase money loan from Smith & Wesson Corp., in the amount of \$1,000,000.00, an anticipated \$1,000,000.00 grant

from the Economic Development Administration, an anticipated \$1,500,000.00 from the Federal Transportation Bond, a \$47,000.00 grant from the Massachusetts Business Development Corporation and an anticipated \$900,000.00 loan from Mass Development which have been made available on a secured basis to the Springfield Redevelopment Authority (see Appendix G - Sources and Uses).

Section VI. Local Approvals

The following approvals are enclosed and are hereby incorporated as a part of this Urban Renewal Plan (See Appendix H):

- Final Record of Decision from the Executive Office of Environmental Affairs waiving the categorical filing of an Environmental Impact Report (EIR) for Phase I of this project
- Certificate of the Secretary of Environmental Affairs on the Single Environmental Impact Report
- Public Hearing Notification submission to the Massachusetts Historical Commission
- Copy of Public Hearing Notices
- Springfield Planning Board Resolve
- Springfield Redevelopment Authority Resolution
- Springfield City Council Resolution
- Opinion of Legal Counsel

Section VII. Site Preparation

Phase I – Environmental Remediation

Site preparation during the first phase of the project, the remediation phase will focus on the three locations, identified below (see Map 2 - Existing Conditions):

West Field – A 9± acre site, located in the south west corner of the Development Area, where historically oils/solvents and/or heavy metals have been found in the soil or ground water in three areas within this site;

South Field – A 3.3 ± acre depression, located the center of the Development Area, defined by two wetland areas where a mixture of debris, solid waste and miscellaneous industrial wastes have been deposited from the 1950s through the 1970s. Fill in the eastern part of this area and sediment in the wetlands areas have been contaminated with heavy metals and petroleum products. A submerged drainage ditch distributes surface water from one wetland area to a second wetland area known as the Drain pond which has also been impacted with contamination and is considered part of the South Field site;

Fire Pond – A 0.8 ± acre artificially constructed reservoir located in the Northeast corner of the Development Area that was used by Smith & Wesson as a retention pond for treated industrial waste water and non-contact cooling water. Accidental discharges of oil have

occurred over the years causing elevated levels of heavy metals and petroleum hydrocarbons to be found in the sediment of the pond. (see Map 2 - Existing Conditions);

The remediation actions proposed by O'Reilly, Talbot & Okun Associates as it relates to the locations and contamination described above will consist of the following elements:

West Field – Passive recovery of a single phase product, and stripping and regrading of approximately 1.25 acres that are to be capped, through the construction of an engineered barrier over three portions of the West Field, restoration of wetland area;

South Field - Stripping and re-grading of approximately 1.7 acres that are to be capped, through the construction of an engineered barrier, excavation of contaminated soil from the South Field drainage ditch and placement beneath the engineered cap, restoration of wetland area;

Fire Pond – Excavation, transportation and placement of 3,500 cubic yards of contaminated sediment from the Fire Pond to areas of the West Field that are designated to be capped.

Phase II – Infrastructure Improvements

The second phase of the project will see infrastructure improvements. The location and quantitative nature of the infrastructure improvements will be predicated on the adoption of a redevelopment plan for the site. The Springfield Redevelopment Authority in deliberation with its consultant, Vanasse Hangen Brustlin, Inc., will be examining and refining a redevelopment plan based on three options for the site:

- **Flex Tech, which is commercial/industrial space, i.e. incubator/startup and research and development uses, is estimated to encompass 510,000 square feet, with 1,530 parking spaces, resulting in a parking ratio of 3 spaces per 1,000 square feet.**
- **General Office space estimated to encompass 660,000 square feet, with 2,640 parking spaces, resulting in a parking ratio of 4 spaces per 1,000 square feet.**
- **Mix of Flex Tech and General Office estimated to encompass 520,000 square feet, with 360,000 square feet of general office space and 120,000 square feet of flex tech space. That plan of development would generate 1,920 parking spaces resulting in a parking ratio of 3.5 spaces per 1,000 square feet.**

The initial redevelopment plan is intended to install the base infrastructure, as outlined hereafter, needed to support future development. The site will be served by access through a single curb-cut onto Roosevelt Avenue. This curb-cut currently exists and is signalized. This driveway entrance will be modified as part of this development to improve vehicle and pedestrian access, via sidewalks, to the site. Improvements include a new intersection signal, revised intersection geometrics as well as sidewalks into the development.

The existing access road that is served by the single curb cut onto Roosevelt Avenue will be reclaimed and completely rebuilt as part of the development plan activities. The proposed 26 foot wide roadway will include roadway lighting and will be approximately

2,600 feet in length, terminating in a cul-de-sac. The proposed roadway will be complete with curbs and underground utility systems. Within the proposed roadway, base infrastructure will include a 12 inch ductile iron water main, a sewer main that will tie into the City of Springfield's existing deep interceptor sewer main that currently runs through the site and underground electrical, telephone and cable utilities, thereby providing utility connections for future development. The roadway design will be in accordance with municipal design standards. It is anticipated that upon completion of construction, the roadway will be accepted by the City of Springfield as a municipal roadway.

In addition to the infrastructure installed within the roadway right-of-way, limited utility installation is proposed within the development area to provide redundancy to municipal utilities and construction of storm-water management facilities. A water-main loop is proposed for the project, originating at the end of the new cul-de-sac and returning to Roosevelt Avenue. These two water line connections to the Roosevelt Avenue water main will ensure a continued water supply to businesses located within the park. Finally, excavation is proposed to construct the storm-water detention basins needed to treat and mitigate storm-water runoff coming from the new roadway surface. Proposed development sites within the Park will be required to incorporate additional basins for the treatment and mitigation of storm-water originating as a result of site development. All roadway drainage will incorporate deep sump, hooded catch basins in accordance with Massachusetts Storm-water Management Policy.

To the extent that funding is available the Springfield Redevelopment Authority is committed to providing Transportation Demand Management (TDM) infrastructure improvements and programs such as, continuous sidewalk connections, to encourage and enhance the use of public transit, bicycling and walking by visitors and employees; parking for car and van pools; and enhanced access/egress for pedestrians, bicyclists and public transportation users.

Section VIII. Public Improvements

Contingent on funding, on-site and off-site public improvements, in the estimated amount of \$1,500,000.00, are contemplated to improve traffic flow and circulation both at the site and off-site in the surrounding neighborhood. Funding for these improvements is expected to be provided through funding appropriations included in the federal Transportation Equity Act For the 21ST Century (hereafter TEA-21). An initial \$500,000.00 of the \$1,500,000.00 TEA funding needed for the public improvements has recently been approved by Congress. The balance of the funds to complete the public improvements are included in TEA legislation presently before Congress. The public improvements that are contemplated are outlined below:

- Roosevelt Avenue at site entrance (on-site) – Installation of a new traffic signal, along with widening for left and right turn access on Roosevelt Avenue.

Installation of a 200 foot driveway to meet the site entrance to allow vehicle storage exiting the site accessing the traffic signal.

- Roosevelt Avenue at Bay Street (off-site) – Complete replacement of traffic signal equipment and associated paving, sidewalks, signing and striping, as well as widening for turning improvements.
- Roosevelt Avenue at Page Boulevard (off-site) – Installation of new traffic signaling equipment, as well as sidewalks, and paving in connection and coordination with other area signaling.

Section IX. Relocation

All the urban renewal actions contemplated by this Plan are taking place within the designated Development Area, that is comprised entirely of vacant property, both currently and at the time of its acquisition by the Springfield Redevelopment Authority. As a consequence, there is no “displaced person” pursuant to MGL Chapter 79A, 760 CMR 27:00 or Federal Regulations at 49 CFR Part 24, which would require the preparation and filing of either a relocation plan and/or provision for a relocation assistance program.

Section X. Property Disposition

This Plan contemplates the disposition of parcels which have been created from the Development Area. The size and configuration of the disposition parcels will not be determined until the remediation process has been completed and a decision has been made on the most desirable development approach. However, pursuant to the City of Springfield Zoning Regulations for Industrial Park Districts, the minimum disposition lot size will be 1½ acres.

Review and Approval Process

Prior to selection of a redeveloper, the Springfield Redevelopment Authority shall review the redeveloper’s proposal to insure conformance with the objectives of the urban renewal plan and its applicable land use, zoning and design requirements Urban Renewal Plan and compatibility with the surrounding neighborhood and in arriving at such determination, shall take into consideration the views of the Pine Point and East Springfield Citizen Councils.

The Springfield Planning Department shall review on behalf of the Springfield Redevelopment Authority all project plans/materials submitted to the Authority by a redeveloper and/or successor redeveloper for new construction and/or the enlargement, remodeling, or alteration of any existing structure or landscaping. The Planning Department shall provide the Springfield Redevelopment Authority with a written determination of its review and recommendations within 30 days from the date it receives a complete set of project plans. In the event the submitted plans are incomplete or are

determined by the Planning Department to be in non-compliance with the Urban Renewal Plan, the Planning Department shall be entitled to an additional review period of 30 days to review any revised submission.

Once the project plans have been determined to be in compliance with the Urban Renewal Plan, the Planning Department will prepare a written recommendation for the consideration of the Springfield Redevelopment Authority's governing board at its next regularly scheduled meeting.

No construction, remodeling or alteration of any existing structure or landscaping shall be undertaken until the project plans have been approved by the Springfield Redevelopment Authority in conformance with the process described herein.

Required Submission Materials

Prior to disposition for new construction and/or before the enlargement, remodeling, or alteration of any existing structure or landscaping, a redeveloper or successor redeveloper shall submit the following materials, drawn to a scale of 40 feet to the inch or larger, by a Massachusetts registered land surveyor, a registered professional engineer or a registered architect containing the following information:

I - Site Plan – A site plan showing the following information; (including height, area, coverage, yard requirements, and other similar issues);

- a) the location, boundaries and dimensions of each lot;
- b) the property lines and adjacent public or private ways;
- c) size and location of existing and proposed structures, including adjacent structures;
- d) existing topography and future grading;
- e) location of parking for automobiles, trucks, trailers and other vehicles
(labeled to show numbers and sizes of spaces);
- f) size, design, location and elevation of utilities including proposed services;
- g) driveways, curb cuts, loading and unloading areas, and vehicular/pedestrian circulation internal to the project boundary;
- h) location, dimension and arrangement of all open spaces and yards including type and size of planting materials, color and type of surface materials, methods to be employed for screening including irrigation system for all planted material;
- i) exterior lighting (including lumens, height, type, size, etc.)
- j) location for dumpster(s) and types of screening materials used for trash removal and any other such elements to be located on the site;
- k) any areas to be used for snow storage;

- l) any other plans, specifications, or information considered necessary by the Springfield Redevelopment Authority for adequate review;

II – Landscape Plan – A landscape plan prepared by a Landscape Architect registered in the Commonwealth of Massachusetts showing:

- a) existing and proposed grades, existing vegetative cover, including trees to be retained, other landscape elements proposed, and layout of plant material (including location, size, and type of vegetation);
- b) the proposed site development plan showing existing and proposed building footprints, walls, fences, parking spaces, loading bays, driveways, storage areas, public right of way(s), easements and the location of structures, dumpsters and other site elements on the property. Uses of abutting properties and/or parts of properties shall also be included.
- c) a plant schedule giving botanical and common names of plants to be used, size at time of planting, mature size, rate of growth, quantity of each, location of all proposed trees, shrubs, and ground covers. This schedule shall include a note confirming commitment to maintain planting; to replace planting(s) when necessary in a timely manner and to include an irrigation system for all planted material;

III – Elevation Plans - Plans and drawings showing in color elevations for all sides of proposed building(s) and/or structure(s) and identifying the materials to be used in construction, also showing the location of all necessary roof-mounted utilities and any other equipment and appropriate screening.

IV – Material Specifications – Specifications for all construction materials are to be provided along with samples (including proposed colors) of all exterior construction materials and finishes (including window treatments, roof treatments, etc.)

VII – Signage Plans – showing size, design, materials, and location all exterior signs, both free standing and attached.

VIII – Construction Schedule – A construction schedule from initiation of site activities to completion and occupancy.

Section XI. Redeveloper’s Obligations

- a) The redeveloper shall begin and complete the development of the land for the uses required in this Urban Renewal Plan and the construction of the improvements agreed upon in the disposition contract within a reasonable period of time to be provided for in the disposition contract between the Springfield Redevelopment Authority and the redeveloper.

- b) Prior to commencement of construction, enlargement, remodeling or alteration of any structure or landscaping the required submission materials shall be provided by the redeveloper(s)/successor redeveloper(s) to the Local Public Agency for review and approval so that the Springfield Redevelopment Authority may determine compliance of such drawings, specifications and plans with this Urban Renewal Plan.
- c) It is expressly understood that approval of any plans by the Local Public Agency applies to any and all features shown thereon, and that any subsequent additions, deletions or other modifications thereof are required to be submitted by the redeveloper/successor redeveloper for approval by the Springfield Redevelopment Authority before actual construction can begin.
- d) In order to prevent discrimination by redevelopers in the use of property in the project, each conveyance and/or lease, will contain a covenant binding the purchaser and/or lessee and their successors in interest not to restrict the sale, lease or occupancy of any real estate in the project area on the basis of race, creed, color, sex or national origin.

Section XII. Citizen Participation

Project area residents, members and/or representatives of the East Springfield and Pine Point Citizen Councils have been informed by the Springfield Redevelopment Authority (and consultants) of the nature of this redevelopment project during the course of its evolution. Further the sharing of information and concerns with the respective Citizen Councils has resulted in project redesign.

The Springfield Redevelopment Authority (and consultants) have presented and provided explanations relative to the project's concept and elements i.e. the processes for wetlands delineation, hazardous waste identification and remediation and the analysis of traffic impacts created through the redevelopment of the site, to the East Springfield Citizen's Council on December 3, 2002. A presentation, by the Authority (and consultants) was made to the combined East Springfield and Pine Point Citizen Councils on November 25, 2003. On July 31, 2003, a presentation by the Authority relative to the remediation and wetland impacts, was at a public meeting of the Springfield Conservation Commission. Residents, council members and/or representatives have been supportive of the efforts to remediate and redevelop the site into an industrial park. On October 20, 2004, there was another briefing by the Authority representatives before the East Springfield citizen's council.

As a result of the aforementioned information meetings it was evident early on, from the questions and interaction with council members, that the primary neighborhood concern was going to be increased traffic congestion in the neighborhood as a result of the redevelopment project. In response to those concerns and traffic issues raised by an independent study and the EIR, off site public improvements were upgraded and detailed

to mitigate traffic congestion (see Section VIII. Public Improvements) during peak hours at the intersections of Roosevelt Avenue at Bay Street and Roosevelt Avenue at Page Boulevard.

During the course of approval for this Plan a public hearing will be held. In addition the Springfield Redevelopment Authority plans to hold additional public meetings, with the East Springfield and Pine Point Citizen Councils during the course of project implementation, i.e. restoration and remediation, installation of infrastructure, site review process and the installation of the public improvements.