



Implementing Redevelopment in **Springfield's Northeast Downtown District**

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ARCHITECTURE + PLANNING + URBAN DESIGN

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CIVIL ENGINEERING

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KEY RECOMMENDATIONS FROM PREVIOUS STUDIES THAT REMAIN RELEVANT TODAY

- **RESIDENTIAL DENSITY** Take advantage of the proximity to Union Station to brand the District as a Transit-Oriented Development [TOD] area which will support more market-rate housing
- **ADAPTIVE REUSE** Build Public-Private Partnerships with developers to facilitate the adaptive reuse of key buildings in the District – especially buildings with historic qualities
- **PUBLIC IMPROVEMENTS** Consider public improvement projects that revitalize infrastructure in the District:
 - Upgrades to streets and sidewalk environments
 - Investment in existing and new public open spaces
- **REMOVE BLIGHT** Demolish structurally unsound buildings; Clean up vacant and blighted lots to improve the visual quality of the neighborhood until ground-up development is feasible



Willy's Overland Building currently under construction by developer Davenport Companies



Rendering of Willy's Overland Building, which is being converted to 60 market rate units, plus street-front retail



PROPOSED STUDY FOCUS AREAS

- CHESTNUT STREET CORRIDOR** previous studies looked at the feasibility of converting Chestnut Street and Dwight Street into “Complete Streets” with two-way traffic and reconfigured sidewalks. With opportunities for adaptive reuse and, eventually, infill projects on vacant lots, Chestnut Street holds tremendous potential to become a mixed-use commercial “spine” for the District.
- APREMONT TRIANGLE AREA** with the redevelopment of the Willy’s Overland Building underway and other underutilized parcels immediately adjacent, Apremont Triangle could become an important focal point for the area. Rethinking how the open space and streets in the Triangle are configured could result in an improved public realm and a strong commercial framework.



CHESTNUT STREET CORRIDOR
Source: 2014 Utile Study



Configuration	SW	P	T	T	P	SW
Existing 40' C-C	7'	8'	15'	15'	8'	10'
Proposed 38' C-C	14'	8'	11'	11'	8'	13'

Legend: 1-way street (red), 2-way street (orange)

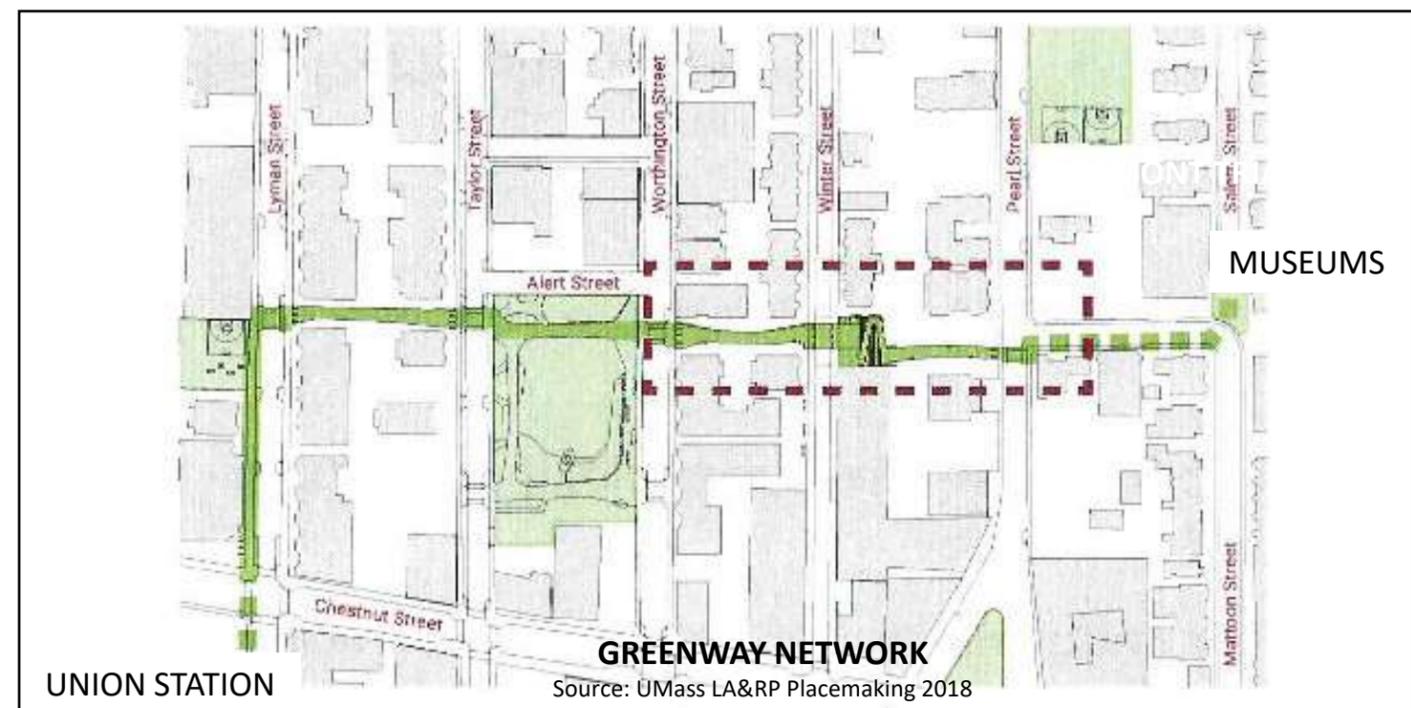
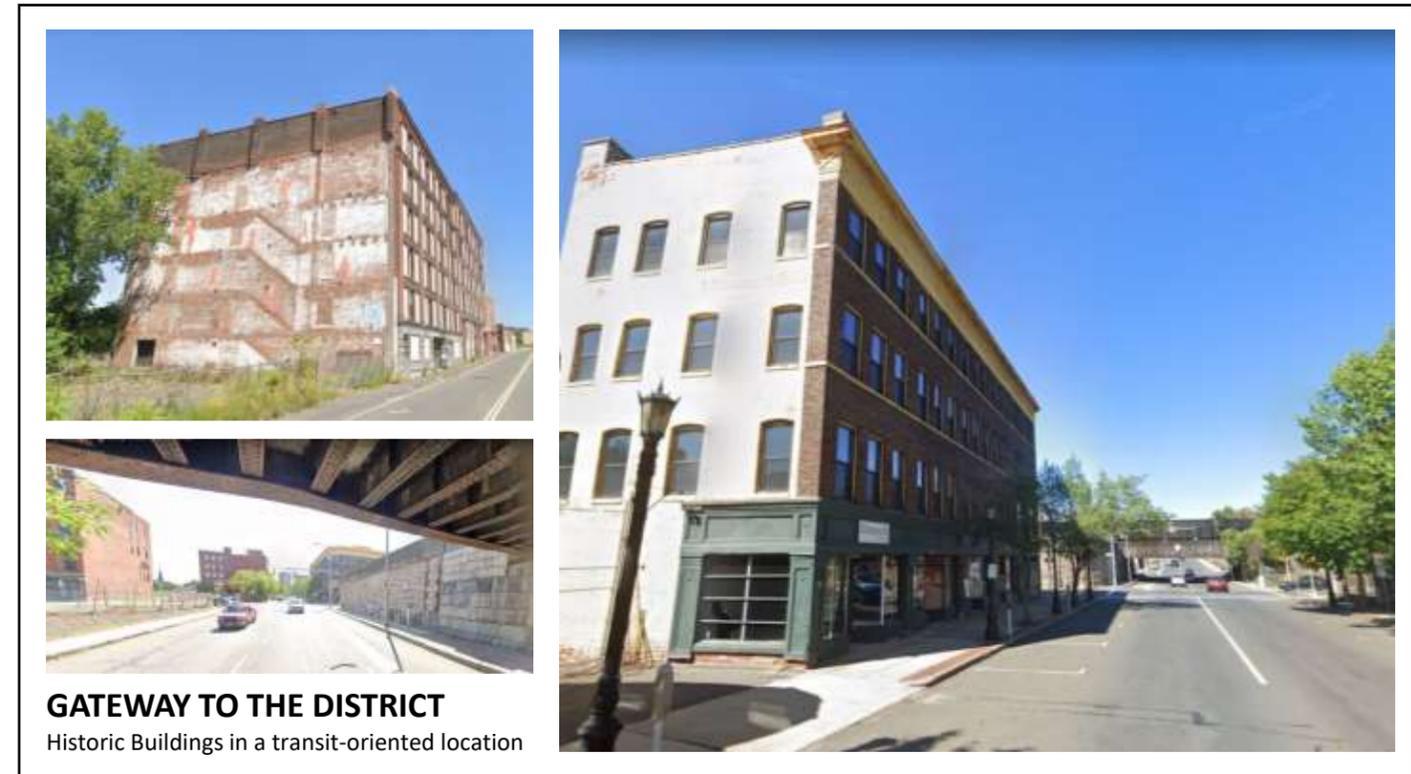


APREMONT TRIANGLE
Residential Priority Development Sites
Source: 2013 UMass Amherst Study

Map labels include: Willy's, Water St, Bridge St, Matamoros St, Chestnut St, and Edgefield St. Sites 1, 2, 3, and 4 are highlighted in red.

PROPOSED STUDY FOCUS AREAS

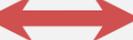
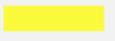
- **TOD / GATEWAY SITES** the Lyman Street corridor has numerous properties ripe for revitalization, including the Collins Building, which is in the early stages of redevelopment. Benefiting from proximity to Union Station, mixed-use residential development near the intersection of Lyman and Chestnut Streets could anchor the northwest edge of the District and provide a new gateway to the downtown.
- **NEW PUBLIC REALM FRAMEWORK** Urban environments consist of many overlapping layers, and pedestrian-friendly streetscapes and diverse open spaces that can accommodate active and passive uses are a large part of what makes an urban lifestyle desirable. This should include revitalizing existing public spaces and creating new “places” and “connections”.

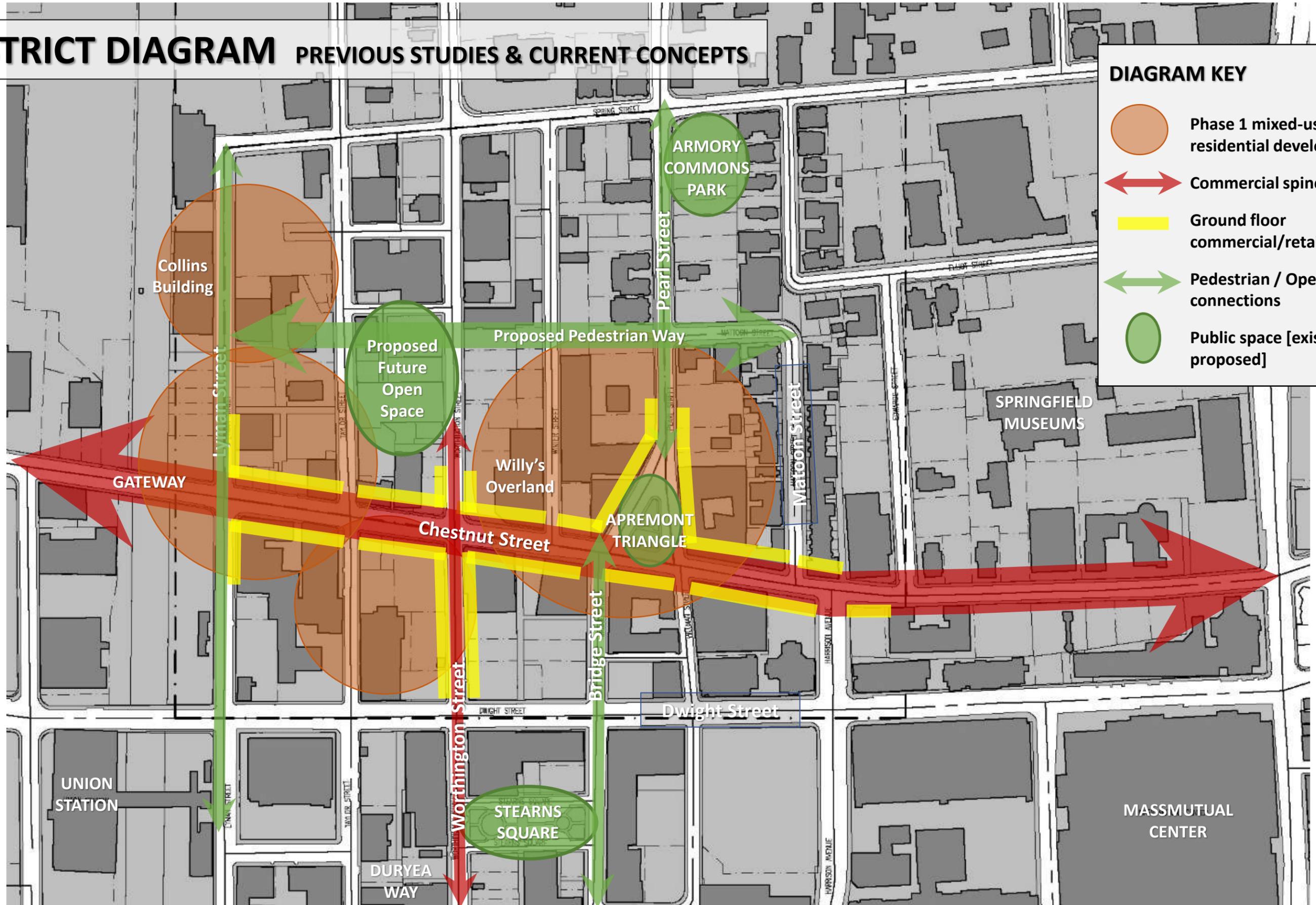




DISTRICT DIAGRAM PREVIOUS STUDIES & CURRENT CONCEPTS

DIAGRAM KEY

-  Phase 1 mixed-use residential development
-  Commercial spine
-  Ground floor commercial/retail
-  Pedestrian / Open space connections
-  Public space [existing & proposed]



UNION STATION

DURVEA WAY

STEARN'S SQUARE

Dwight Street

Chestnut Street

Willy's Overland

APREMONT TRIANGLE

SPRINGFIELD MUSEUMS

ARMORY COMMONS PARK

Collins Building

GATEWAY

Proposed Future Open Space

Proposed Pedestrian Way

Lyman Street

Worthington Street

Bridge Street

Pearl Street

Mattoon Street

MASSMUTUAL CENTER

OUTREACH: FEEDBACK FROM SURVEY

SUMMARY OF KEY POINTS:

MARKET-RATE HOUSING

- Safer / More vibrant / Disposable income
- Support more density & diverse mix of housing types
- Fears of gentrification

TWO-WAY CHESTNUT

- Obvious economic development benefits
- Pedestrian-friendly; Slow down traffic
- Streetscape improvements needed [but don't lose parking]

APREMONT TRIANGLE

- Larger [connected] open space
- Support local businesses
- Explore eliminating Pearl Street [but don't lose parking]

OPEN SPACE & AMENITIES

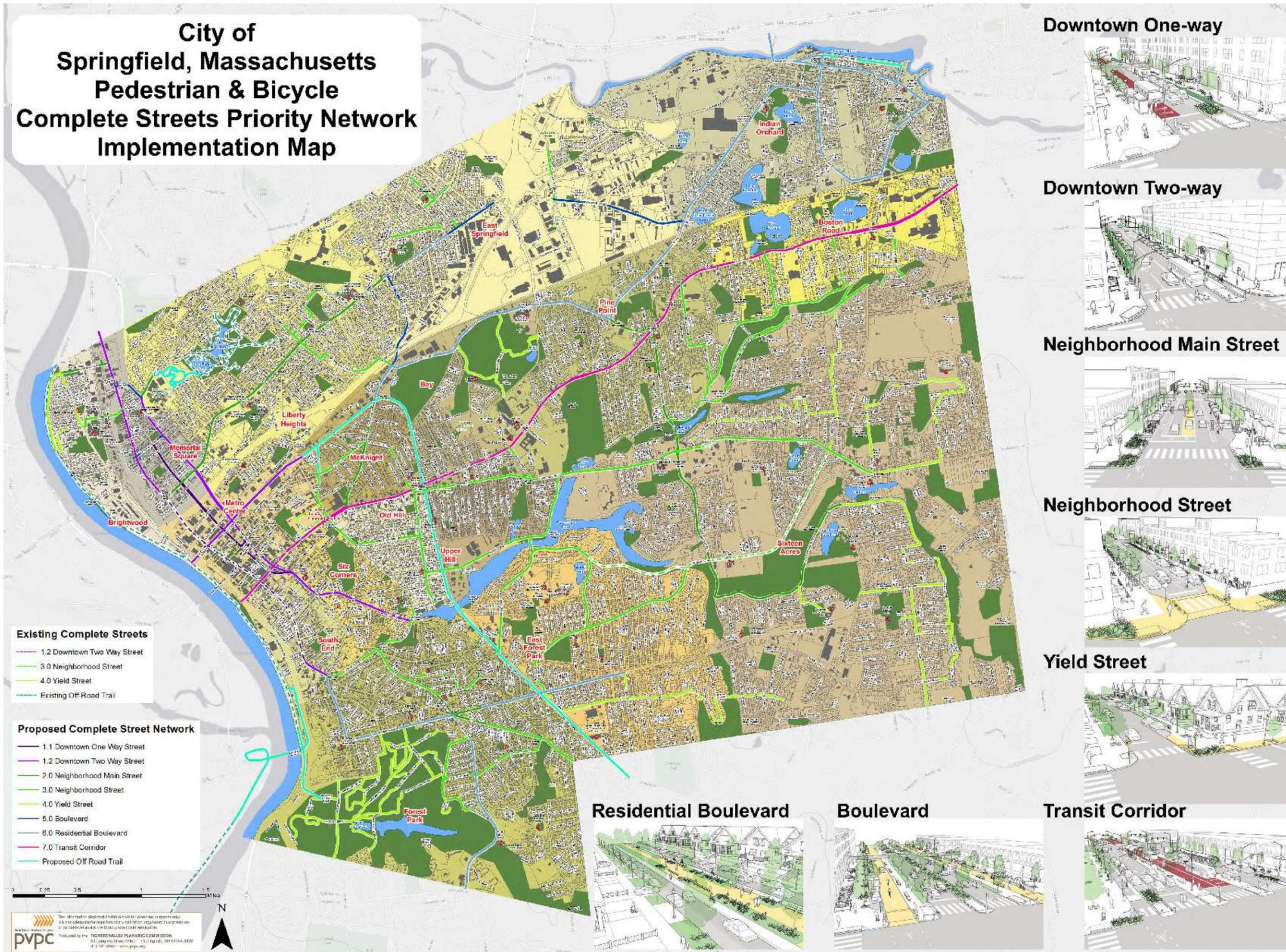
- New park would be a huge asset
- Places for outdoor events; Amenities for residents [dogs, families, etc.]
- Promote walkability & connectivity [mews]
- Street trees

OUTREACH: FEEDBACK FROM INTERVIEWS / CONVERSATIONS

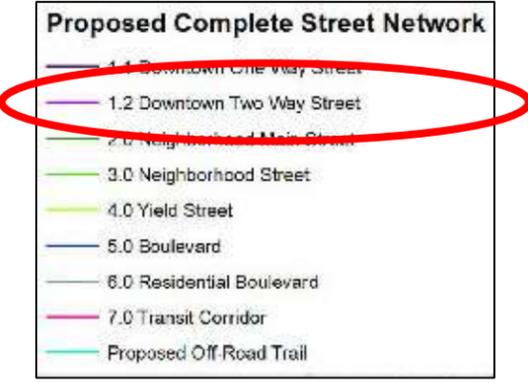
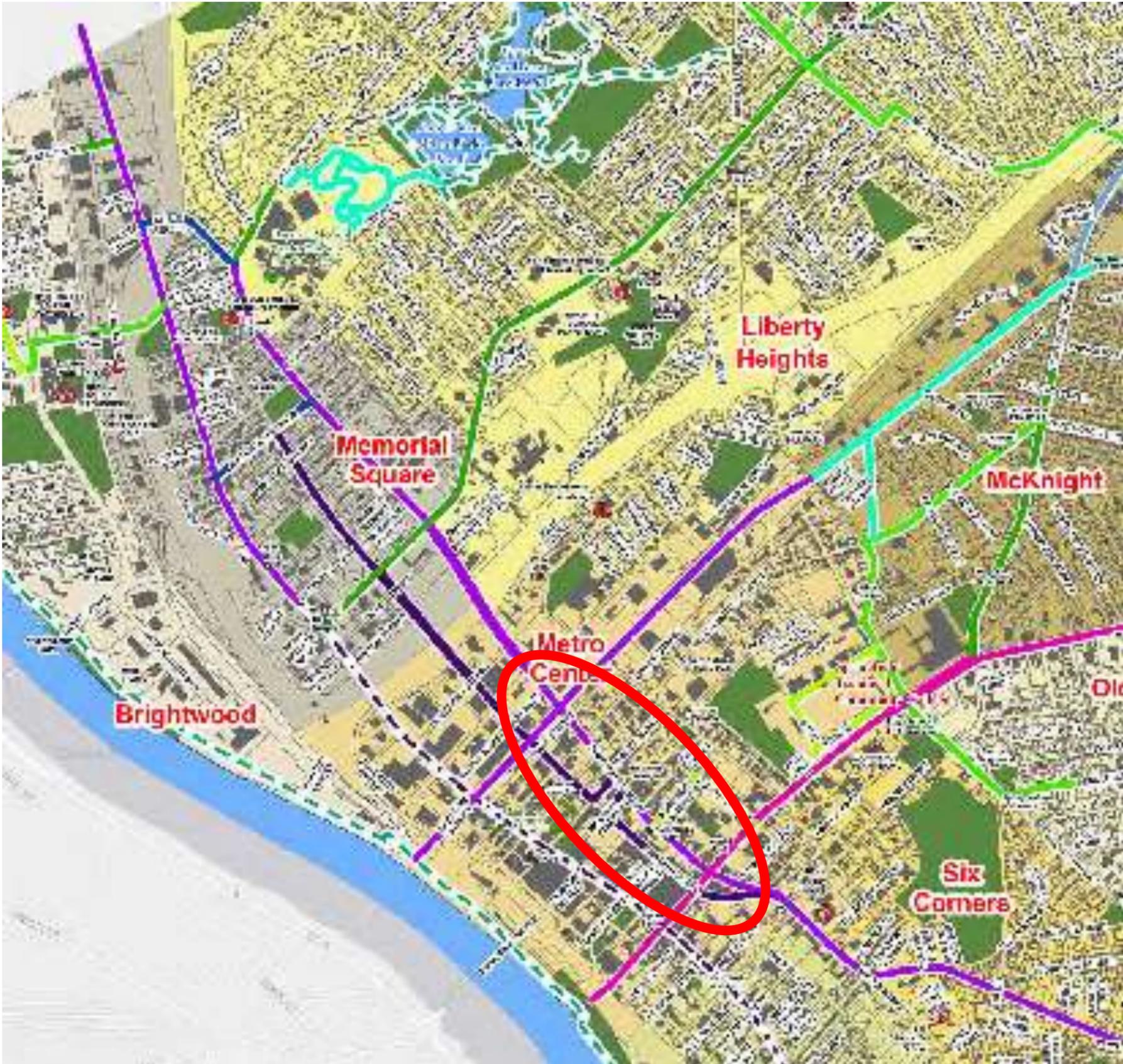
- **PUBLIC SPACES:**
 - Strong support for new and/or revitalized green spaces
 - Consider interim uses [basketball courts, outdoor market space / kiosks, community gardens]
 - Consider funding mechanisms like Parking Benefits District [HDIP, TIF, etc.]
- **COMPLETE STREETS:**
 - Bike lanes [preference for dedicated lanes]
 - Sidewalk improvements / Accessibility
- **NEIGHBORHOOD AMENITIES:**
 - Grocery + specialty food & beverage
 - Family-friendly recreation / entertainment
 - Pet store, grooming, daycare, dog park
 - Physical fitness / Health: gym, yoga, studios, community center
 - Hardware / Housewares
- **RESIDENTIAL DEVELOPMENT:**
 - Market-rate is key / Balance benefits with gentrification concerns
 - Mixed-income / workforce housing too
 - Consider developer contributions to district improvements in exchange for tax abatements
- **ENCOURAGE ENTREPRENEURS:**
 - Create opportunities for ownership [rent to own]
 - Food manufacturing
 - Artist workspace / Live-work [Birnie Bldg.]
- **BRANDING THE DISTRICT:**
 - Historical influences vs. current vibe
 - Avoid perception that developer driven



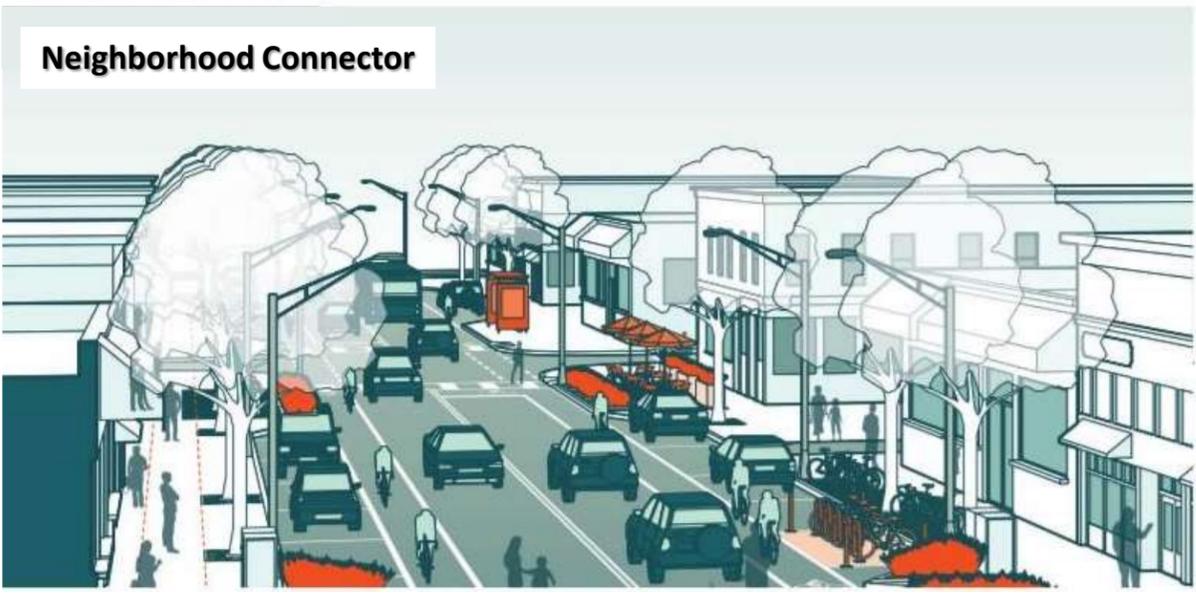
CHESTNUT STREET CORRIDOR Integrating Complete Streets Principles



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Two-way traffic with Bike Lanes & Parking



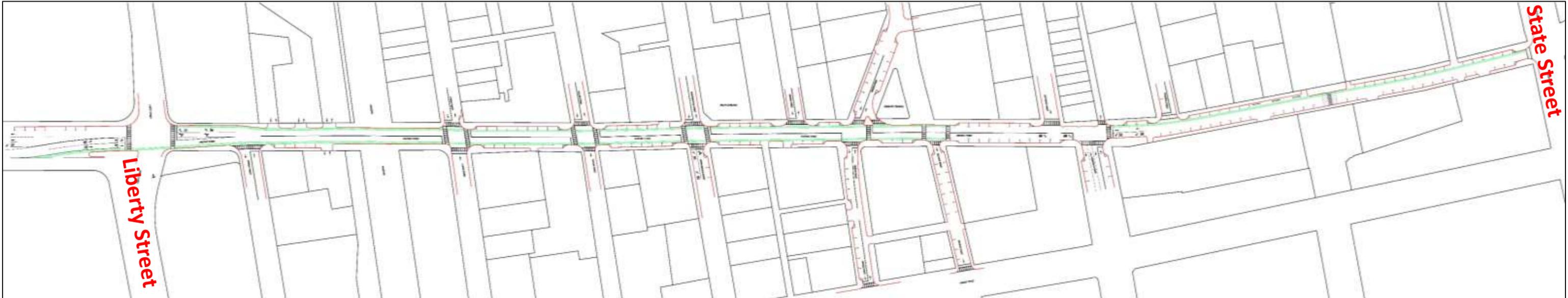
MassDOT Separated Bike Lane Planning & Design Guide

Dedicated & Shared Bike Lanes
Parking / Furnishing / Landscaping Zone





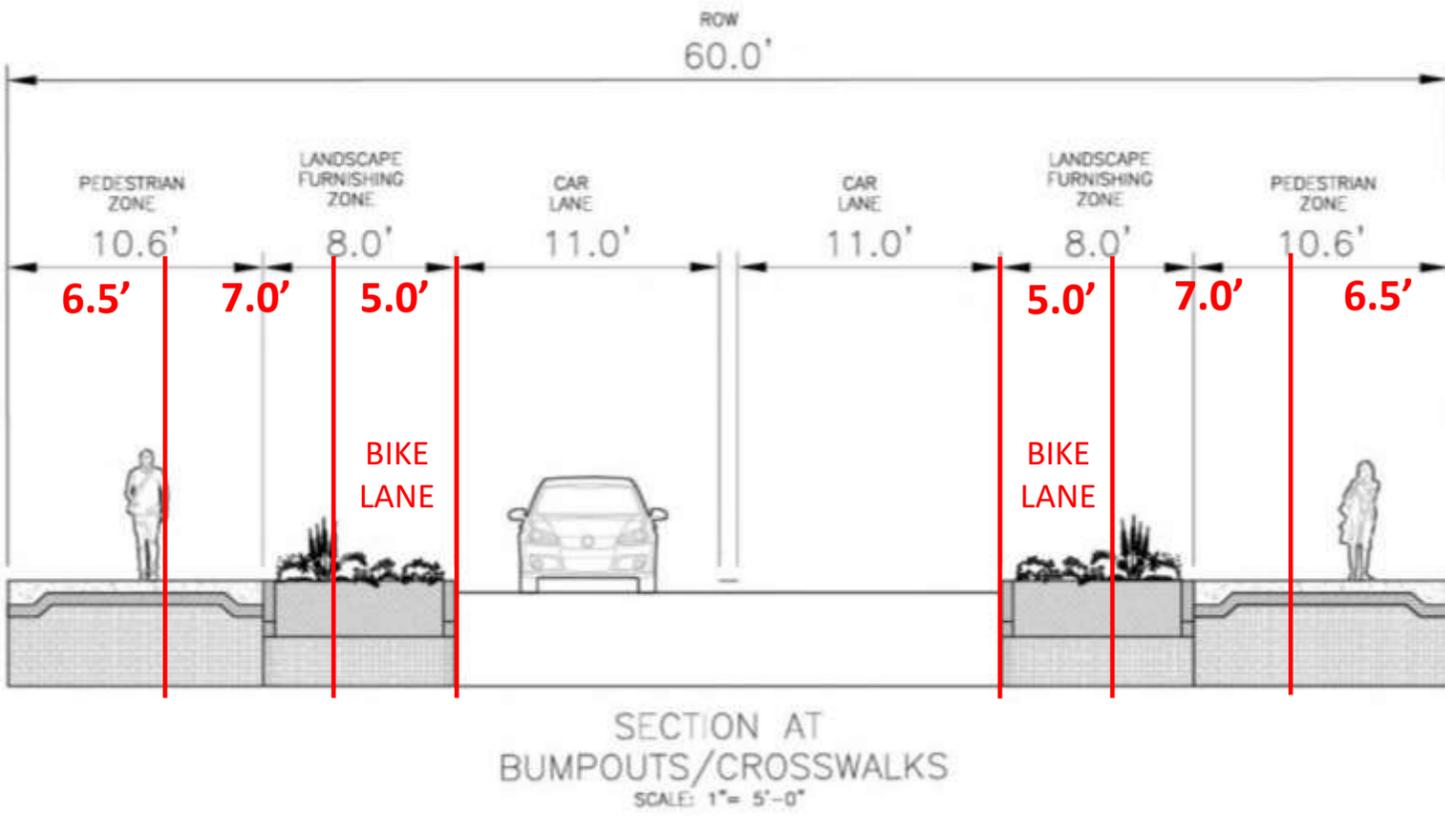
SCHEME 3: CHESTNUT STREET CORRIDOR Two-Way from Liberty to Harrison [plus Bridge + Hillman]



CORRIDOR DIAGRAM



SCHEME 2: CHESTNUT STREET CORRIDOR Two-Way from Liberty to Harrison [+ Apremont Reconfiguration]



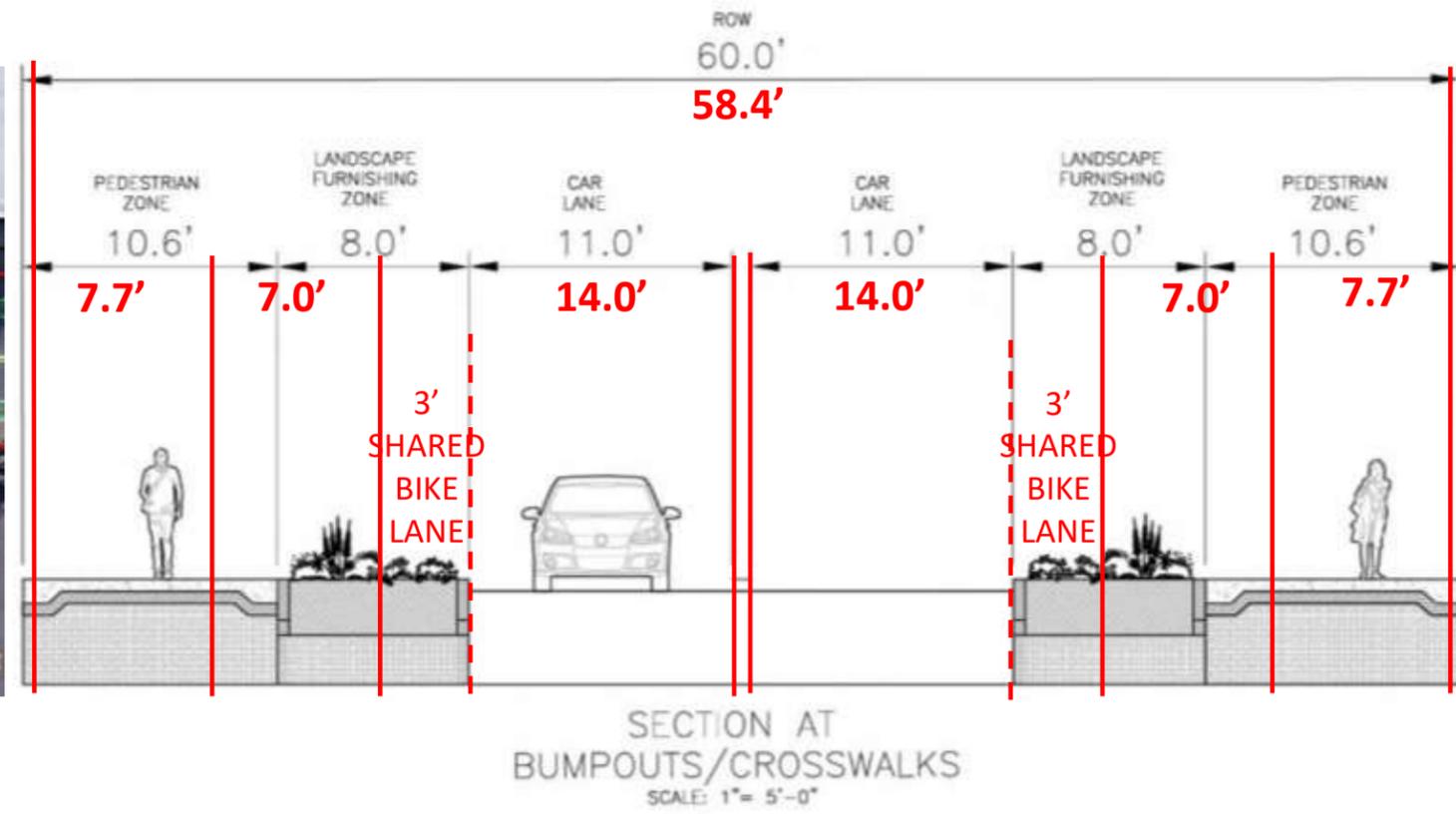
Lyman Street to Taylor Street



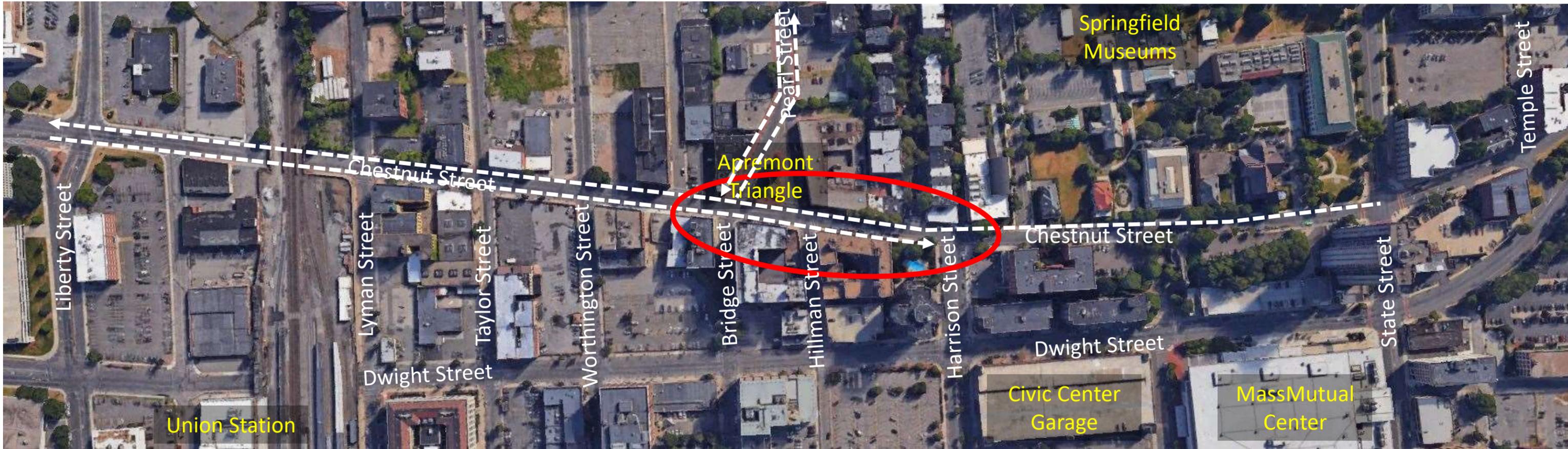


VIEW LOOKING SOUTH ON CHESTNUT

SCHEME 2: CHESTNUT STREET CORRIDOR Two-Way from Liberty to Harrison [+ Apremont Reconfiguration]



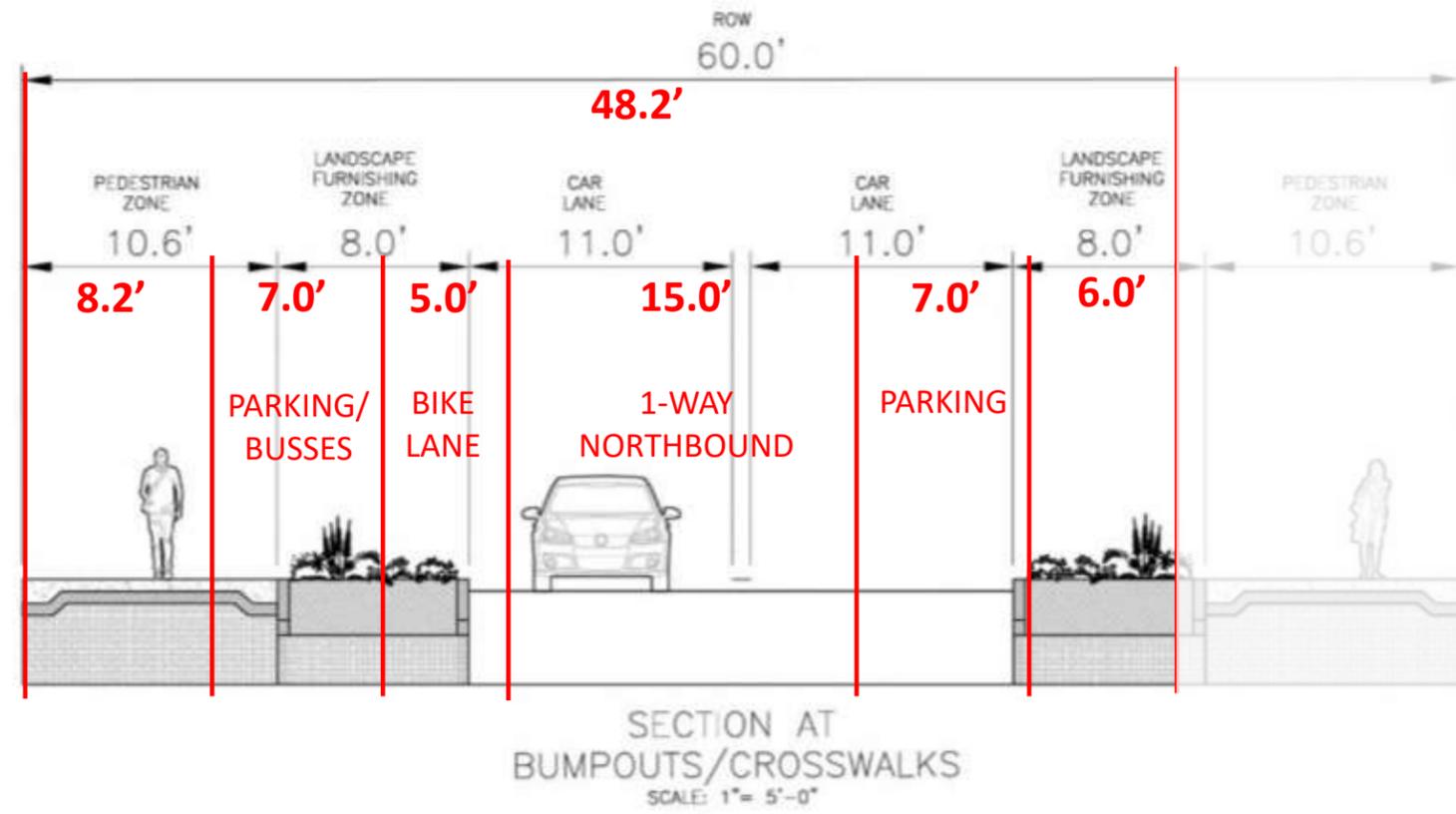
Bridge Street to Harrison Street [Apremont Triangle]



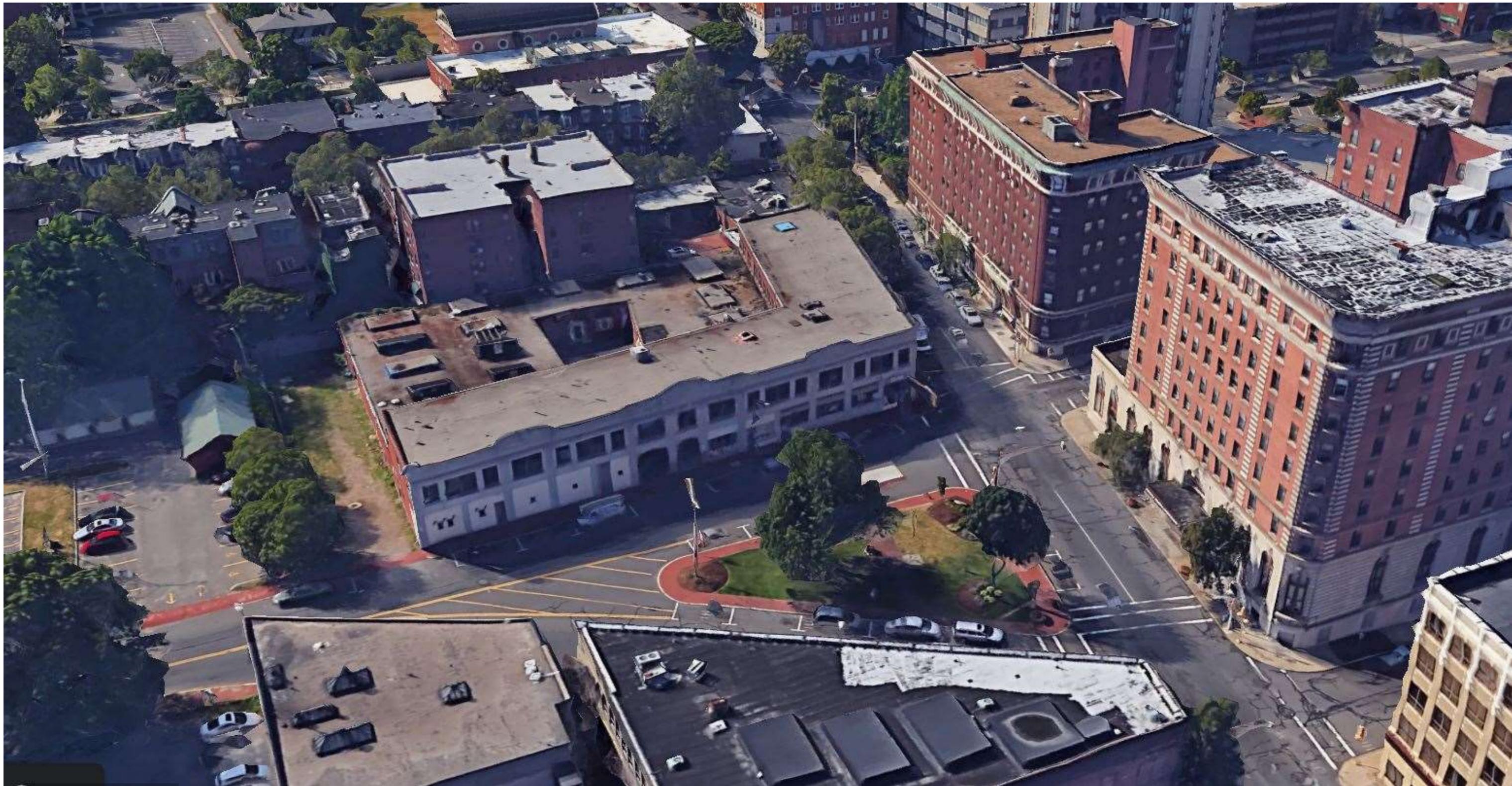
SCHEME 2: CHESTNUT STREET CORRIDOR Two-Way from Liberty to Harrison [+ Apremont Reconfiguration]



South of Harrison Street [transition to 1-way northbound]



APREMONT TRIANGLE



AERIAL VIEW

APREMONT TRIANGLE [& THE BIRNIE BUILDING]



APREMONT TRIANGLE: SCHEME 2

APREMONT TRIANGLE [& THE BIRNIE BUILDING]



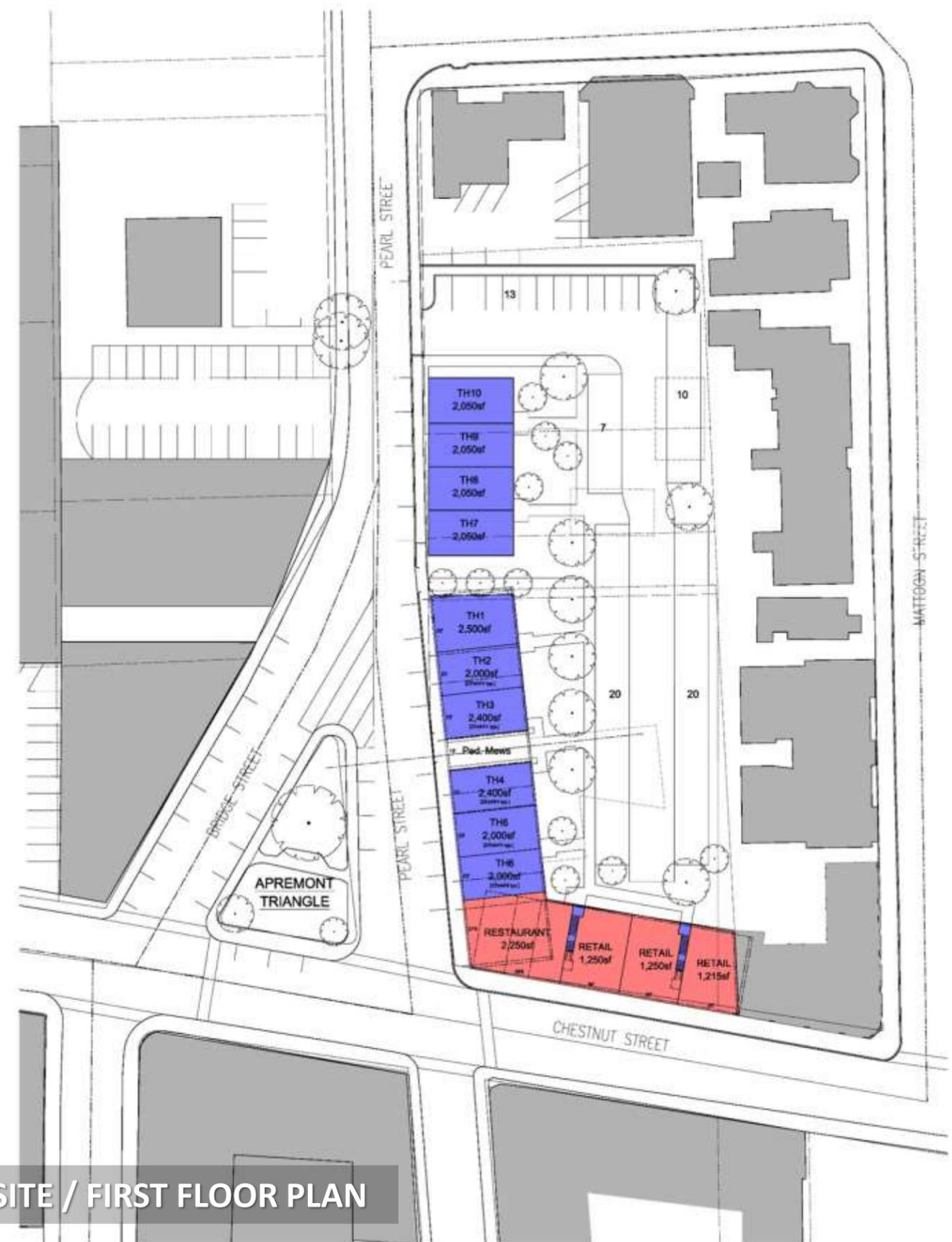
APREMONT TRIANGLE: SCHEME 3

APREMONT TRIANGLE [& THE BIRNIE BUILDING]



APREMONT TRIANGLE: SCHEME 3 MODEL VIEW

APREMONT TRIANGLE [& THE BIRNIE BUILDING]



PROGRAM SUMMARY

PROPOSED DEVELOPMENT:		
Use	Area	Parking Req.
Residential:		
TH - Exist Bldg. [6 units]	8,460sf	12 [2.0/du]
TH - New Const. [4 units]	13,350sf	8 [2.0/du]
Flats [4 units]	6,180sf	8 [2.0/du]
Retail/Restaurant	5,965sf	30 [5/1,000]
TOTAL	33,955sf	58 spaces
PARKING PROVIDED: On Grade 70 spaces		

SITE / FIRST FLOOR PLAN



CHESTNUT STREET: EXISTING CONDITIONS



CHESTNUT STREET: PROPOSED ROADWAY IMPROVEMENTS



CHESTNUT STREET: PHASE I REDEVELOPMENT OPPORTUNITIES

APREMONT TRIANGLE [& THE BIRNIE BUILDING]



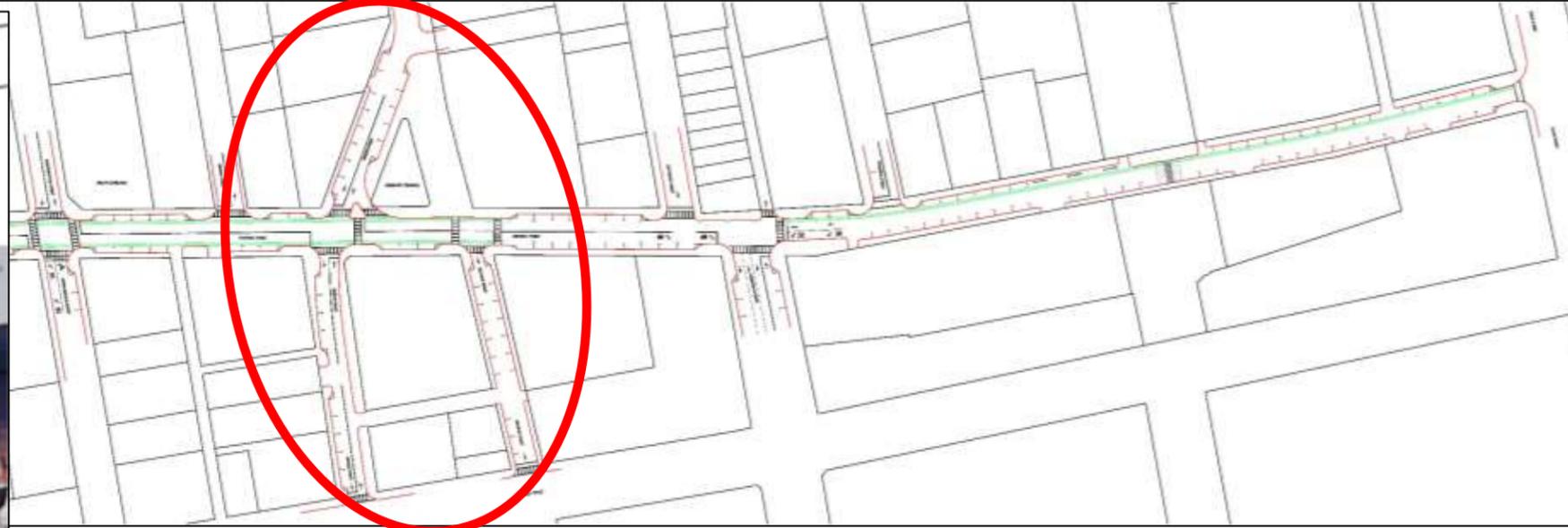
APREMONT TRIANGLE: AERIAL VIEW OF REVITALIZED PUBLIC REALM

APREMONT TRIANGLE [& THE BIRNIE BUILDING]



APREMONT TRIANGLE: STREET VIEW OF REVITALIZED PUBLIC REALM

SCHEME 3: CHESTNUT STREET CORRIDOR Two-Way from Liberty to Harrison [plus Bridge + Hillman]



Winter Street to Hillman Street

ROADWAY DESIGN FEATURES:

- **Bridge Street:** 2-way from Chestnut Street to Pearl Street
Close Pearl Street at Apremont Triangle
- **Bridge Street:** 2-way from Chestnut Street to Dwight Street
- **Hillman Street:** Reverse flow so 1-way westbound from Chestnut Street to Dwight Street; Signal at Chestnut Street & Hillman Street removed
- **Chestnut Street:** Dedicated bike lane becomes shared bike lane from Hillman Street to Harrison Street



VIEW LOOKING NORTH ON CHESTNUT



THANK YOU