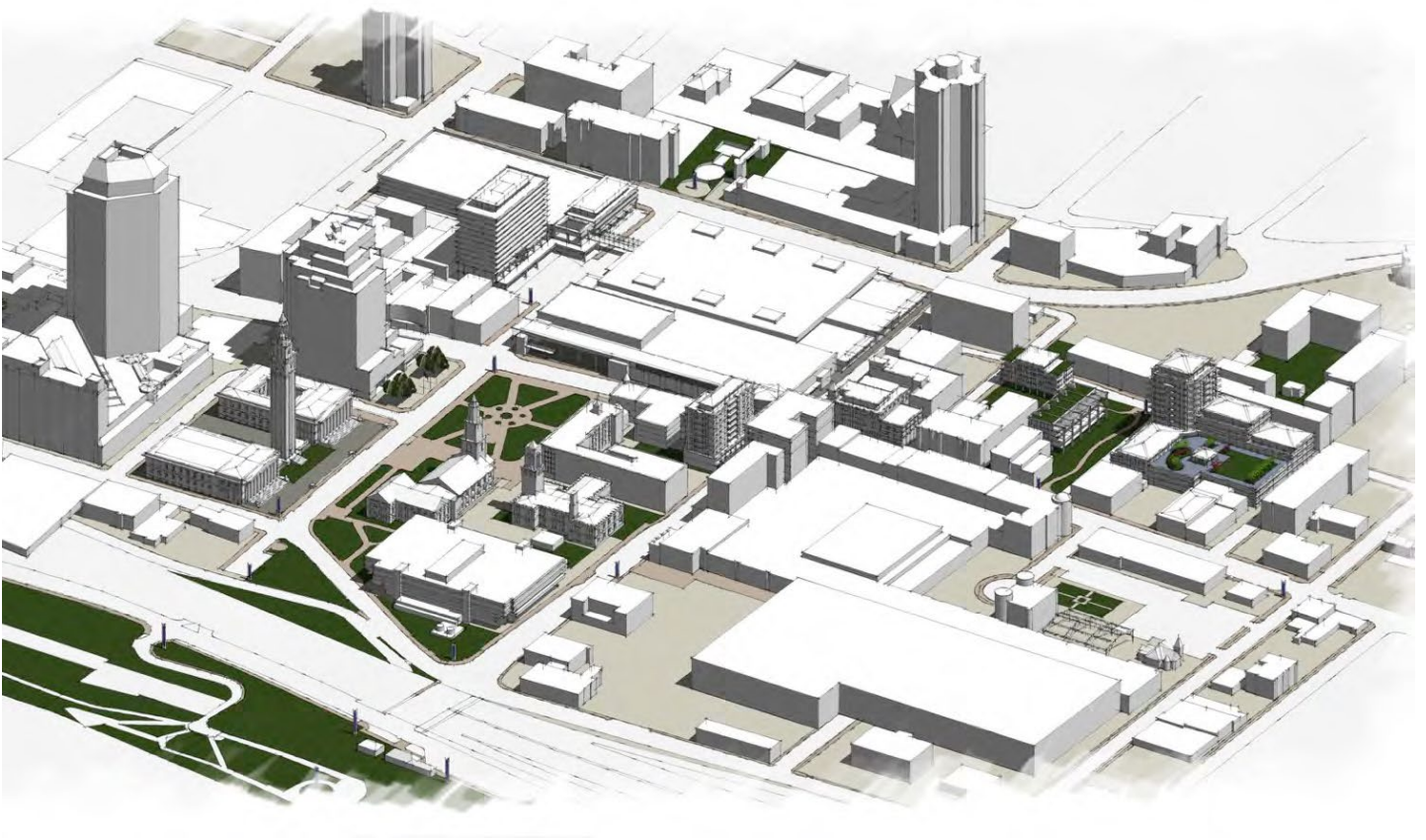


Court Square Urban Renewal Plan: Amendment 12

PRELIMINARY DRAFT
SPRINGFIELD REDEVELOPMENT AUTHORITY



(Place Holder Cover)

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Acronym	Definition
BSC	BSC Group, Inc.
CCS	Chicago Consultants Studio, Inc.
CDBG	Community Development Block Grant
CITY	City of Springfield, MA
CSURP	Court Square Urban Renewal Plan
DHCD	Department of Housing and Economic Development
ENF	Environmental Notification Form
EENF	Expanded Environmental Notification Form
HCA	Host Community Agreement
HMP	Hazard Mitigation Preparedness
LDA	Land Disposition Agreement
MassDEP	Massachusetts Department of Environmental Protection
MEPA	Massachusetts Environmental Policy Act
MMC	MassMutual Center
MVP	Municipality Vulnerability Preparedness
PVPC	Pioneer Valley Planning Commission
SRA	Springfield Redevelopment Authority
TIF	Tax Increment Financing
USGS	United State Geological Survey
URA	Urban Revitalization Area
URP	Urban Renewal Plan

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Acknowledgements

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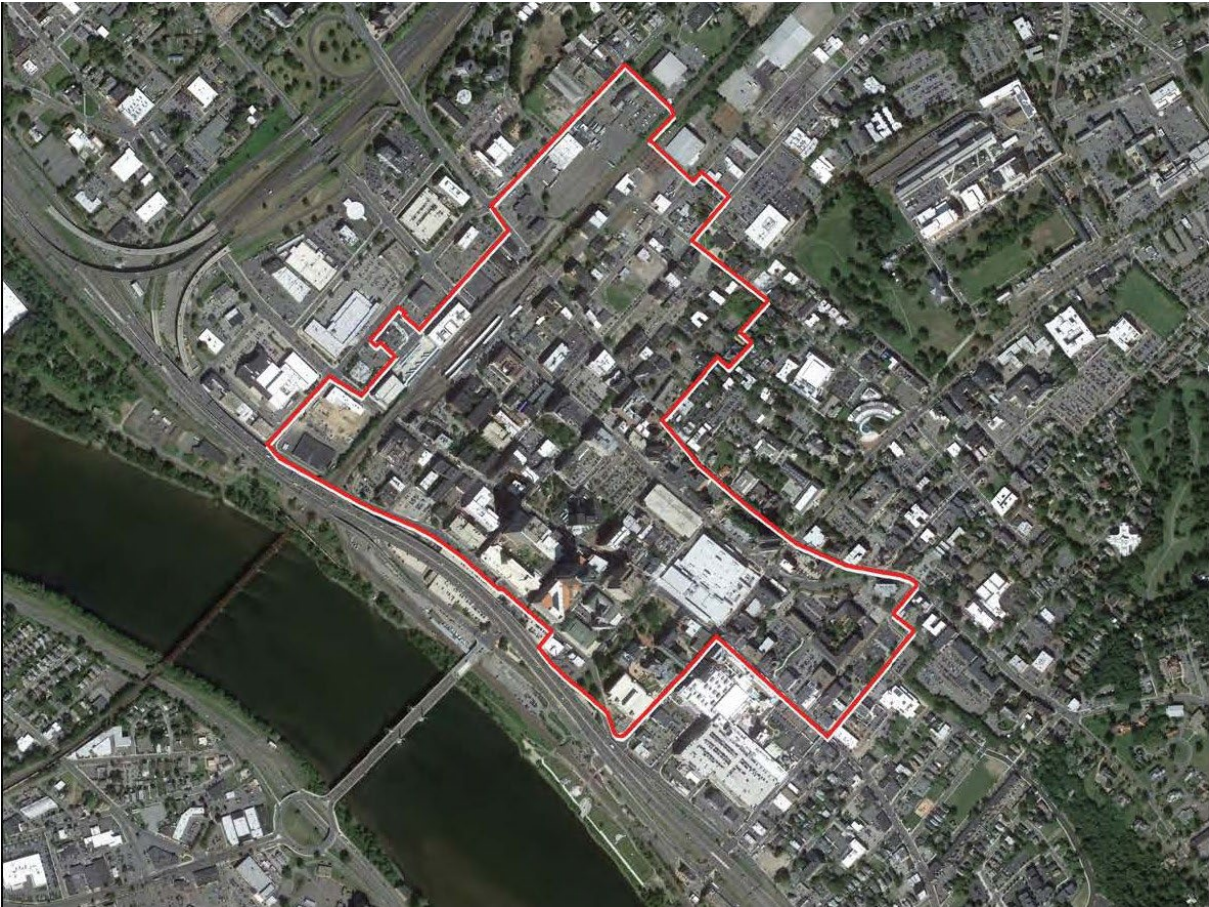
Max Charney, Planner

12.08 (1) Executive Summary

1.1 Introduction To the Court Square Urban Renewal Plan Overview of Amendment Number 12

Why the Springfield Redevelopment Authority prepared this Amendment 12 Consolidation Plan

The Springfield Redevelopment Authority (SRA) has prepared this CSURP Amendment 12 consolidation report as a user-friendly document to guide private and public actions for the revitalization of the CSURP area in downtown Springfield. For the first time, this consolidated report provides, in one document, a summary of the original CSURP plan that was prepared in 1970, along with eleven amendments that have occurred since the plan was first approved. This Amendment 12 provides all relevant information from prior plan amendments along with up-to-date objectives, priorities, and actions. This report has been prepared so that citizens, property owners, businesses, and developers can easily understand the goals and objectives of the CSURP as well as the process for the SRA's approval of a project. As one reads this document, it clearly describes the purpose of the original plan and each prior amendment, as well as the redevelopment and rehabilitation projects accomplished in downtown Springfield over the last 52 years. Over this period, many projects have come to fruition, bringing significant new investment into portions of the downtown area. However, there are still actions to be accomplished from previous amendments as well as new actions recommended in recent planning documents, such as the Master Development Plan for the Main Street Convention Center district and the Northeast Downtown Development Plan, both completed in 2021.



What is included in the CSURP Amendment 12

This Amendment 12 identifies proposed actions to be undertaken by both the public and private sector in downtown. The public actions include enhancements to the existing public realm, such as improved streets, pedestrian connections, public spaces, and new public facilities. This Amendment 12 also identifies options for private sector investment to redevelop and revitalize key vacant or underutilized parcels and buildings. Overall, this plan promotes mixed-use redevelopment throughout downtown, with an emphasis on the Main Street Convention Center district as well as the Northeast Downtown District area, where a gas line explosion damaged many properties in 2012. The type of mixed-use proposed in this plan emphasizes active ground floor uses with residential or office uses in the upper stories of buildings – all within a transit-oriented public realm framework to facilitate pedestrian and bicycle connections throughout downtown to the Union Station intermodal transportation center.

The Redevelopment Process

This urban renewal plan provides the SRA with certain abilities to help attract and facilitate redevelopment projects for economic investment and job creation in the downtown. Should a property owner, business, or developer wish to undertake a project within the CSURP area, they should initiate communication with the Executive Director of the SRA to discuss their plans. This will enable the Executive Director to provide advice regarding the SRA's vision for downtown and how a project could support that vision. Furthermore, the Executive Director can explain the SRA's Urban Design Guidelines and the review and approval process for any proposed project. This review process provides the SRA with the ability to review any project within the urban renewal area relative to the design guidelines presented in CSURP Chapter 12.08 (9) to ensure the continuity of all projects within the CSURP through adherence to the urban design objectives and guidelines established for downtown.

In addition, the SRA can use other tools to help foster the redevelopment of key parcels that support the SRA's overall vision for downtown. The SRA may choose to bolster economic investment and revitalization activities through infrastructure improvements, access improvements, property acquisition, and the provision of advice regarding potential funding and grant sources for private entities.

Purpose of Amendment Number 12

This Court Square Urban Renewal Plan (CSURP or URP) Amendment 12 is a consolidation of the original CSURP and Amendments 1 through 11 to streamline the plan and 50+ years of history into a concise, comprehensive, and user-friendly document. Amendment 12 also updates the plan to more current needs and standards, adding new relevant objectives, actions, and guidelines from the recently completed Implementation Blueprint Phase One Master Development Plan, March 2021, and Northeast Downtown Development Plan, October 2021. These 2021 plans advance many of the objectives of the CSURP and add objectives and actions relevant to current conditions, market demands and the City's long-term vision for downtown. As a result, the CSURP Amendment 12 provides a vision and strategic action plan to facilitate the continued improvements and urban renewal successes in downtown Springfield.

The original Plan was prepared by the Springfield Redevelopment Authority (SRA) and approved by the Commonwealth of Massachusetts in 1970. Since then, there have been 11 Amendments to the CSURP. Over this period, the intent of the Commonwealth's Urban Renewal Program has remained consistent. However, some of the UR regulations and report requirements, as currently administered

by the Massachusetts Department of Housing and Economic Development (DHCD), have evolved over time. Additionally, in many cases, the reuse or redevelopment sought by the various URP amendments has been achieved, necessitating change to the URP through Amendment 12 to reflect the current conditions and success of the plan program.

This Amendment 12 adheres to the current UR regulations as described by DHCD's Urban Renewal Plan Preparation Guide. Information from the original plan and previous amendments has been consolidated into the most relevant sections of the current required DHCD URP format. However, in some cases previous amendments did not contain all information required by current regulations. And in other cases, prior amendments contained information that is no longer required, but is included in this consolidation report because such information helps "tell the story" of the evolution of the Court Square Urban Renewal Plan and Area.

When reviewing prior amendments, some information from prior amendments has been considered unnecessary for this Amendment 12 because the information was either:

- Duplicative due to the prior UR regulations which required similar information to be restated in two or more sections
- Prior financial plans which are no longer relevant, and a new Amendment 12 Financial Plan is provided to replace all prior financial plans
- Prior relocation plans which have either been executed or are no longer relevant
- Past requests and justification for Urban Renewal funding, which is no longer available from DHCD.

Integration of New Planning Documents

As stated, this Amendment 12 incorporates relevant information, objectives, actions, guidelines and strategies from the 2021 Implementation Blueprint Phase One Master Development Plan and the 2021 Northeast Downtown Development Plan. These plans provide a guide for a redevelopment strategy which has been incorporated into this Amendment 12 as appropriate for an urban renewal plan. The following text presents a summary of these plans.

2021 Master Development Plan: Main Street and Convention Center District Plan

As a requirement of the City of Springfield's Host Community Agreement (HCA) with the developers of the MGM Springfield Casino (MGM), an "Implementation Blueprint" planning effort was conceived to leverage the MGM investment for the betterment of downtown, the City and entire region. The Implementation Blueprint was established in 2018 through a collaborative effort of the City and MGM to provide a roadmap and strategies to guide near, mid-, and long-term potential in response to the City and the region's evolving needs and opportunities. As the underlying premise to the plan, the introduction of gaming into downtown Springfield allows a limited window of opportunity to realize substantial catalytic economic development to enliven and strengthen the downtown, attract business and leisure tourism, enhance nearby neighborhoods, and reinvigorate the broader Western Mass region. However, despite MGM's \$950M investment that transformed much of the casino area, the years since have seen no new significant investment, development, or catalytic activity in the Plan area. Instead, ongoing decline and disinvestment has prompted the City to revisit the Implementation Blueprint with new urgency and need. This Phase One effort described herein is a proactive master development strategy that further assesses, defines, and promotes the desired

development and investment critical to reverse the ongoing decline surrounding MGM and the MassMutual Center (MMC). City must now drive the surrounding area development.¹

The MGM Springfield Renaissance

Since 2012, a primary focus for downtown development has been on the casino project which anticipated significant transformative impact, new revenue, and important spin off development and investment around the area. Great emphasis and effort were spent by the City and MGM on ensuring that the casino would “fit” into downtown – from its contextual urban design and multi-sided character; to the historical preservation and responsive architecture; to its new-to market uses and sensitive range of development which sought to both supplement and leverage existing downtown venues; to MGM’s HCA commitment to bring and underwrite premiere shows in downtown’s existing entertainment venues. MGM Springfield has delivered with a major, responsive investment in downtown that has brought critical redevelopment to the casino area, new revenue for the City and State, and new markets to Springfield including: *

- \$950M private investment in the heart of downtown
- Extensive new-to-market program including hotel, casino, retail, restaurants, entertainment, and residential
- New visitors to the casino and downtown area at approximately 10,000 people per day
- New taxable revenue averaging +\$22M per month
- Increased food and hotel tax by 25%
- Regional tourism economic impact increase of 40% over the 2013-2019 period²

(* pre COVID-19 pandemic)

Phase One Product

In response to these needs and objectives, the City hired CCS to advance a three-part “master development strategy” specifically focused on providing clear direction, opportunity, and assistance to mitigate the current impediments and risks to development in downtown Springfield including:

- Phase One Master Development Framework Plan
 - Articulating the City’s vision, goals, and opportunities for enhanced cohesive District development
- Main Street and Convention Center District
 - Facilitating and ensuring compatible, complementary development focused along the Main Street corridor and its activation

The relevant elements of this Phase One Master Development Framework Plan have been brought into this CSURP Amendment 12 document.

2021 Northeast Downtown Development Plan

The northeast section of downtown Springfield is characterized by several historic brick buildings and warehouses, many of which represented once thriving manufacturing uses that included metalworking, paper, and automotive. The initial growth of the area occurred in early to mid-1800’s with the extension of the Western Railroad to Springfield, completing the link to Boston, and continued to thrive during the Civil War period due, in part, to its proximity to the Springfield Armory.

¹ The Chicago Consultants Studio, The Implementation Blueprint Master Development Plan (March 2001), 1-2.

² The Chicago Consultants Studio, The Implementation Blueprint Master Development Plan (March 2001), 1-2.

Despite numerous setbacks over the years, including the 2012 gas explosion that damaged dozens of buildings in the core of the district, the area holds tremendous potential for redevelopment as a transit-oriented neighborhood. Anchored by the recently renovated Union Station, and the potential connectivity afforded by an anticipated increase in rail service in the coming years, the district is ripe for mixed-income, multi-family residential development, including an especially strong demand for market rate units. In addition to a relatively affordable cost of living, the area benefits from being within walking distance of downtown amenities and cultural attractions, including the Springfield Museums.³

The Northeast Downtown Development Plan, prepared by Form and Place, Inc., presents the case for a multi-faceted approach that emphasizes public investment in infrastructure and public realm improvements as a catalyst for stimulating private investment in mixed-use development with a substantial multi-family residential component. The district's strategic positioning as a gateway to the downtown – due to both its proximity to Union Station and the interstate highways and its walkable connectivity to the downtown and Springfield Museums – makes it a prime location for a dense urban neighborhood with expanded market-rate housing opportunities. The area is prime to be redeveloped utilizing Transit Oriented Development principles for a walkable full-service neighborhood within a quarter-mile of a transit hub apply to the Northeast Downtown District.

As redevelopment occurs, careful consideration must be given to avoid the negative impacts of gentrification by ensuring accommodations are made to strengthen local entrepreneurs and businesses. An immediate focus on improving the blighted landscape by contemplating the short-term reuse of vacant parcels will help improve the perception of the district and provide amenities for surrounding neighborhoods, while a phased development process unfolds. At a time when remote working is becoming more commonplace, the retail/restaurant experience has changed and the concept of community interaction has evolved due to the impact of the COVID-19 pandemic, a revitalized urban neighborhood with historically preserved building stock, generous public open spaces, flexible streetscapes, and access to transit seems most welcome. This paradigm holds the potential to define a new urban lifestyle in Springfield's Northeast Downtown District.⁴

Key Recommendations

Based on feedback received during the master planning process, the Form and Place team, in conjunction with City Staff, identified the following key recommendations which have been brought into this CSURP Amendment 12 document:

- The district needs a vibrant mixed-use commercial spine and converting Chestnut Street into a two-way corridor holds enormous potential for unlocking redevelopment in the district. As a new gateway with direct connectivity to the downtown and the museum quadrangle, local businesses would be well-served by improved streetscapes, bike lanes, and highly visible storefronts.
- With Chestnut Street already identified in Springfield's Complete Streets Priority Implementation Network Map as a targeted corridor for redesign, a Complete Streets approach would not only result in a safer, more vibrant pedestrian environment by slowing down traffic and addressing pedestrian crossings but would ensure the preservation of adequate parking needed to support local businesses.

³ City of Springfield, Northeast Downtown District Master Plan, (October 2021), 13.

⁴ City of Springfield, Northeast Downtown District Master Plan, (October 2021), 85.

- The district currently lacks a holistic, usable, and pedestrian-friendly public realm. While Apremont Triangle is a gem with historic merit, its current size and street configuration limits accessibility flexibility of use, and the ability to effectively engage surrounding businesses in a way that would prove beneficial. Rethinking vehicular circulation could greatly enhance the functionality and experiential qualities of the Triangle.
- Given the inherently small scale of Apremont Triangle and its presumed role as a neighborhood focal point, consideration should be given to developing a larger, more flexible public open space that could accommodate necessary neighborhood amenities, flexible gathering space, and green space. The impact of COVID-19 has underlined the need for a variety of usable open spaces of differing character, particularly in urban downtown locations.
- Vacant and blighted land caused by the gas explosion and the abandonment of properties whose value, in general, has plummeted in recent years, should be cleaned up to improve the visual presentation of the neighborhood. Even if many parcels are not yet viable for redevelopment, their temporary reuse can strengthen bonds among community members by enhancing the neighborhood while redevelopment efforts progress.
- As with any layered urban environment, it is the secondary and tertiary connections that provide the scale and character that create attractive pedestrian environments both within a district and by tying it into neighboring areas. The idea of a north-south, mid-block pedestrian greenway linking Lyman Street and the Union Station area to Apremont Triangle and the Springfield Museums holds this type of potential and should be pursued.
- While a diverse range of housing alternatives should be purposefully preserved in the surrounding area, ninety percent of downtown units receive subsidies, and the core of the district needs market-rate, multi-family residential at a level of density commensurate with its transit-oriented development (TOD) setting. Having a critical mass of residents with disposable income will help support local businesses and promote entrepreneurship.
- Where feasible, the historic fabric should be preserved and adaptively reused. Feasibility studies conducted by Form + Place on key parcels in the district, including the Birnie Building at Apremont Triangle and the Absorbine Jr Building on the corner of Chestnut Street and Lyman Street, reveal that there are historic properties that hold strong potential for mixed-use residential redevelopment, particularly once the district gains momentum and rents improve.
- Supporting local businesses and integrating maker spaces [i.e., Make-It Springfield], as well as places for artistic and cultural activities, should be an important component of the district. This may require the public and/or private subsidizing of key ground floor tenants that are essential to creating a lively street environment.
- While the district has a rich and diverse history, feedback suggests that it should not have a “brand” forced upon it but, rather, allow its identity to evolve over time. That said, the transit-oriented qualities inherent in its proximity to Union Station would seem to merit acknowledgment.⁵

⁵ City of Springfield, Northeast Downtown District Master Plan, (October 2021), 15-16.

1.2 Summary of CSURP Original Plan

Purpose

The Court Square Urban Renewal Plan has been the principal vehicle for assembling land in support of public and private efforts to revitalize Springfield's Central Business District since the 1970's. The founding purpose of the original CSURP was to create a development parcel for the construction of a public sport and civic center facility on property within the Main Street, Dwight Street and State Street block. The Original Plan's objectives, as stated, were:

- To remove substandard structures, incompatible uses, obsolete structures, and blighting influences.
- To strengthen the Central Business District by creating sites for a new high-density development, related community facilities, and supporting parking.
- To improve and control traffic circulation within the Project Area and to eliminate congestion by improving access to and egress from the business district.
- To create a diversified Central Business District having a smooth transition and related adjacent areas.
- To control the use and development of land in conformity with the planning, zoning, and other applicable regulations of the City of Springfield.

Completed Actions

The original URP resulted in the acquisition of key parcels and the construction of the Springfield Civic Center, the assembly of land for off-street parking, and the implementation of related street closures/realignments and public improvements. Limited areas of the original plan remain unexecuted for commercial development including the reuse and redevelopment of a few parcels surrounding the Civic Center garage and along Main Street and Harrison Avenue. As an outgrowth of the success of the Civic Center, this area was expanded to include the addition of a convention component along Main Street described below. Together the combined facilities make up the MassMutual Center today.

1.3 Summary of Amendments 1-11

Following is a summary of the eleven CSURP amendments, as well as one unnumbered minor amendment, which have been approved over the last 52 years. Figure S-1 shows boundary changes associated with some of these amendments.

Minor Amendment - May 1974 (Unnumbered)

A minor amendment to the CSURP was approved by the Springfield Redevelopment Authority (SRA) in May 1974 to allow additional urban renewal grant funding for the implementation of the initial plan, based on the actual costs incurred by the SRA. As per the applicable state regulations at the time, this minor amendment did not require City Council approval nor caused any changes to the physical plan/boundaries.

Amendment 1 - July 1978

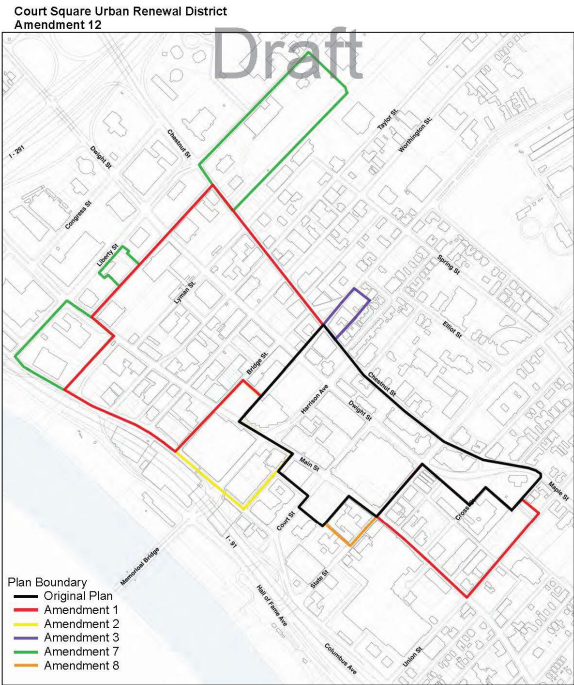


Exhibit S-1 CSURP Boundary Changes 1970-2021

Purpose: In July 1978, the Springfield City Council approved the first amendment to the CSURP for two boundary extensions to undertake public redevelopment actions in support of two private housing development projects. This amendment also provided for additional Property Acquisition. Referred to as the "north" and "south" extensions, the amended plan provided for public improvements to support Morgan Square, a 220-unit market-rate housing rehabilitation project located in the north extension area and Stockbridge Court, also a 220-unit market-rate housing rehabilitation project located in the southern extension. Amendment 1 also added the following Plan Objectives:

- To rehabilitate vacant and underutilized commercial and industrial structures for predominately residential reuse with provision for appropriate commercial space and parking.
- Through building rehabilitation and public improvements, to upgrade the visual and environmental conditions of the area.
- To preserve and restore important structures.
- To enhance the revitalization of the Central Business District through public actions to encourage private development.

Completed Actions: Through this amendment, the CSURP boundary was expanded resulting in a URA of 115.8 acres through the addition of approximately 58.1 acres north of the original boundary and 17 acres south of it. Both housing developments were completed. In the north extension, Morgan Square at a cost of \$11 million in private investment and \$3.4 million in public funds, including the construction of a new structured parking garage, and in the south extension Stockbridge Court, the reuse of the historic Milton Bradley factory, with \$6 million of private investment and \$2 million in supporting public improvements. The south extension area encompasses a significant amount of the current Amendment 12 focus for continued reuse and redevelopment in the "Amendment 12 Activity Area" particularly building off the success of the residential and commercial development from the CSURP.

Amendment 2 – September 1979

Purpose: The purpose of Amendment 2 was to assemble land for the development of the Center Square office building on Main Street at Harrison Way; to acquire and facilitate the renovation of the former Worthy Hotel on Worthington Street into housing for elderly and handicapped; and to acquire one additional parcel of land for the Morgan Square Parking Garage.

Completed Actions: The Boundary was extended north of the original boundary adding 8.4 acres, resulting in a total project area of 124.2 acres. The Center Square office and retail project was subsequently constructed at a cost of \$20 million, consisting of \$16 million in private funds and \$4 million in public funding. Another \$3.6 million in private funds was expended on the Worthy Hotel elderly housing project. The plan and subsequent project implementation promoted significant redevelopment and preservation of important historic structures, enhancing Springfield's downtown along Main Street.

Amendment 3 – April 1981

Purpose: Amendment 3 slightly modified the boundary of the project area by 1.5 acres to acquire two sites for public off-street parking and to acquire the vacant Forbes & Wallace (department store) building for rehabilitation and/or demolition.

Completed Actions: The total project area was expanded and then comprised 125.7 acres. This amendment resulted in the construction of two parking projects – a surface lot on Pearl Street and a

structured parking garage on East Columbus Avenue, known as Columbus Center. The publicly financed Columbus Center garage cost \$7.4 million and housed the \$2 million Stage West Performing Arts Theater, now defunct. Subsequently, the Forbes & Wallace building was demolished, and the Monarch Place hotel/office tower was constructed on this site with \$105 million in private funding and \$13 million in public funding, continuing important investment and activity in the city center.

Amendment 4 – November 1983

Purpose: The Springfield City Council approved Amendment 4 allowing for the acquisition and demolition of the former Forbes & Wallace Parking Garage to support the construction of the Monarch Place hotel/office complex with a new parking garage. There were no changes to the boundary for this amendment.

Completed Actions: Construction of the Monarch Place hotel/office complex with a new parking garage was completed.

Minor Amendment 5 – September 1987

Purpose: Amendment 5 proposed the addition of the Union Station and Hotel Charles properties for redevelopment. Approved by the Springfield City Council in September 1987, this amendment did not change the boundary. While it did not change any of the original plan objectives, it did add the following specific objectives for the activity area:

- To eliminate blight and decadence and to arrest its spread in the northernmost section of the Central Business District.
- To acquire the Hotel Charles complex, to relocate its residents to safer and more sound quarters and to select a developer to rehabilitate this complex, guided by the objectives of "creating uses which would provide for a smooth transition to related adjacent uses."
- To impose controls on the restoration and rehabilitation in accordance with the original "Urban Design Objectives" (1970) thereby strengthening the Central Business District of the City of Springfield.
- To expand the employment base of the City of Springfield by returning the first floor of the Hotel Charles and the entire Union Station complex to the role of productive and vital units of the Central Business District.
- To rezone this entire section to Business C to conform to other sections of the Central Business District.

Completed Actions: Unfortunately, this plan amendment did not result in the redevelopment of either property. Union Station remained in marginal use, supporting the limited local operations of Amtrak. The Hotel Charles, heavily damaged by fire, remained vacant and was eventually demolished in 1996. However, this amendment laid the foundation for the eventual reuse and renovation of Union Station and expansion of rail service to Springfield years later.

Minor Amendment 6 – December 1996

Purpose: The sixth amendment, which sought approval to demolish the historic Hotel Charles building, was approved by DHCD in December 1996. As a condition of its approval for this minor plan change to allow the demolition, the State required that a further major urban-renewal plan change be sought prior to the redevelopment of the property to modify the permitted uses for the former Hotel Charles site.

Completed Actions: None. The only action was to complete an Amendment 7 (2001).

Amendment 7 – September 2001

Purpose: DHCD approved Amendment 7 on September 4, 2001, specifically to support the redevelopment of Union Station and the development of the vacant former Hotel Charles parcel. Amendment 7 included a boundary change to add 14.8 acres to the northern portion of the urban renewal area along with additional acquisitions to support planned redevelopment efforts.

Completed Actions: The URA was expanded to comprise 140.5 acres total. Amendment 7 extended the duration of the CSURP by 20 years – to 2030. It also complied with DHCD’s requirement that a major plan change be submitted prior to redevelopment of the Hotel Charles parcel.

Amendment 8 – November 2001

Purpose: Amendment 8 provided for a major renovation and expansion of the Springfield Civic Center and the historic restoration of the former Court Square Hotel.

Completed Actions: The Massachusetts Convention Center Authority (MCCA) undertook the project. A new, 143,000 square-foot building was constructed along Main Street, requiring the acquisition and clearance of a commercial property. Once completed, the combined arena and convention center, formerly the Springfield Civic Center, is now the MassMutual Center. As of the date of this Amendment 12, work has begun to renovate the Court Square Hotel into housing.

Amendment 9 – October 2006

Purpose: Amendment 9 proposed to advance the urban renewal activities contained in Amendment 8; and did not modify any of the previously approved CSURP objectives. Amendment 9 built on the work of Amendment 8 by seeking to facilitate the redevelopment of the former Court Square Hotel building, as well as to support the MassMutual Center expansion and continue downtown revitalization. This project involved the acquisition of two commercial properties, approximately 3 acres combined, to allow for the expansion of the Springfield Civic Center and improvements to the Court Square Hotel Block. The proposed Hotel Block improvements included the renovation of the Court Square Building, an historic office building that had once been a hotel, into a 145-room hotel. Four parcels in the previously approved CSURP were added as acquisition parcels. All four parcels were part of the proposed Park Plaza Hotel project contemplated by Amendment 8.

Completed Actions: All acquisition parcels were acquired and under SRA ownership. The expansion of the Civic Center was completed and included renovation of the existing Springfield Civic Center, a 7,466-seat sports and entertainment arena, and the construction of a 181,000 square foot convention center. Construction of the convention center required the demolition of an office building located at 1243 Main Street. As previously stated, work has begun to renovate the Court Square Hotel into housing.

Amendment 10 – November 2012

Purpose: Amendment 10 added parking as a permitted use for disposition parcels 18A, 18B, 18C1, 18C2, and 18C3. Approval of Amendment 10 was intended to facilitate the construction of a parking structure on those parcels to support existing retail uses and provide additional retail space on Main Street in downtown Springfield.

Completed Actions: Parcels 18B, 18C1, 18C2, and 18C3 were acquired by the SRA, the building on parcel 18B was demolished, and these parcels are now integrated into the project that is renovating the Court Square Hotel for housing.

Amendment 11 – August 2021

Purpose: Amendment 11 added the acquisition of three new properties, known as 115-117 State Street, 1139-1155 Main Street, and 11-21 Stockbridge Street, to the list of properties to be acquired. It also included making the properties available for disposition and redevelopment by the private sector. The rehabilitation of these vacant and underutilized structures for predominantly residential reuse with ground floor retail (with provisions for commercial space and parking) are intended to preserve and restore important structures and enhance the revitalization of the Amendment 12 Activity Area and Central Business District consistent with the overall intent and vision of the CSURP.

Completed Actions: The SRA acquired the three properties in 2021 out of foreclosure; and has commenced pre-development activities to better prepare the properties for a developer solicitation for purchase and rehabilitation. While not ideal, the CSURP successfully enabled the SRA to acquire the properties when the private market was not willing to, and both the future of the buildings and the vitality of the area was in question. Amendment 11 also reflects the Phase One Master Development Plan vision and recommendations.

1.4 Commonwealth’s Sustainable Development Principles

The Commonwealth has established ten smart growth and sustainable development principles. Below is a discussion of how effectively the Court Square Urban Renewal Plan: Amendment 12 promotes these principles using open space and public realm improvements to attract economic development and private investment to the URA.

Concentrate Development and Mix Uses

The URDP advances the principle of concentrating development and integrating land uses. Downtown Springfield is a dense corridor of commercial, residential, institutional, civic, and office uses. In addition, the area Union Station is primed for transit-oriented development. In addition, the vision of the URDP is to transform the downtown into a vibrant, walkable, affordable, mixed-use district.

Advance Equity

The SRA seeks to advance public and private investment with an equitable sharing of the benefits and burdens of development. The planned activities of the URP include preserving the commercial base and providing expansion potential for existing businesses, job opportunities for residents, and expanded housing options, particularly for those currently housing burdened. In addition, there is a focus on improving access to jobs, goods, services, and recreation for residents, particularly since environmental justice populations (minority and income) wholly comprise the URA. The City, in coordination with the SRA, is focused on the improvement of alternative modes of transportation. The URP activities promote social and economic equity for both current and future generations of Springfield residents.

Make Efficient Decisions

The CSURP provides a framework for redevelopment that is consistent with the City’s vision for downtown. This vision includes zoning changes and an SRA project review process for projects within the CSURP boundary. Therefore, this CSURP Amendment 12 provides clear direction on the process to determine appropriate land uses, urban design treatments, and the approval process.

Protect Land and Ecosystems

The City of Springfield and the SRA support the preservation and protection of the city's natural resources. As the historic downtown area, the CSURP area does not contain any natural resources, However, actions within the CSURP will be executed in a manner to protect abutting natural resources, improve stormwater runoff, utilize sustainable energy sources, and similar actions and products to protect the environment. Furthermore, the URP does focus on enhancing existing open spaces and creating additional recreational activities in the downtown.

Use Natural Resources Wisely

As the historic downtown area, the land within the UR area has been previously developed, and no natural resources remain.

Expand Housing Opportunities

A goal of the CSURP is to increase the quality, quantity, and variety of the housing stock in Downtown Springfield, for all ages and all income levels. In addition, with the Union Station transit hub provides opportunities for transit-oriented development within a quarter-mile of Union Station. The URP will foster residential development that is compatible with the URA's character and vision and will provide improved housing choices for people of all means.

Provide Transportation Choice

By encouraging transit-oriented mixed-use and residential development, the URP is anticipated to grow the number of residents that walk, bike, and take public transit to work. Roadway improvements proposed within the URA will incorporate pedestrian amenities, improved bus accommodations, and bicycle lanes/bike paths, as appropriate. In addition, there is an emphasis on connecting open spaces with multimodal opportunities. Therefore, the CSURP is consistent with the principle of providing transportation choice.

Increase Job and Business Opportunities

The CSURP supports the growth of existing and new local businesses which serve diverse area populations and encourage neighborhood-scale mixed-use development compatible with the residential and retail/commercial scale of the area. The CSURP advances the principle of increasing job and business opportunities near housing, infrastructure, and transportation options.

Promote Clean Energy

Through it project review process, the SRA will encourage energy conservation in all projects, particularly for commercial renovation and redevelopment. Construction waste material from demolition and new construction will be recycled when possible. The increased presence of retail and restaurant options catering to the diverse populations living in and around downtown that are accessible by multimodal options will reduce miles traveled, which translates into reduced greenhouse gas emissions and fossil fuel consumption. Therefore, the CSURP is consistent with the promote clean energy development principle.

Plan Regionally

Springfield falls within the Pioneer Valley Region, under the jurisdiction of the Pioneer Valley Planning Commission. The PVPC is actively involved in regional planning for the area and works hand in hand with the City and its neighboring communities to promote regional collaboration and smart growth regarding housing, transportation, economic development, mapping, and land use.

12.08 (2) Characteristics

The following description of the Court Square Urban Renewal Area states the original characteristics which established the Court Square Urban Renewal Plan in 1970 as well as eligibility updates over time (1974 to 2021) to support boundary changes and new urban renewal actions.

Original Boundary and Characteristics

The basis for the original 1970 CSURP was the Form HUD-6120, which is included in Exhibit D. This information includes a description of the original CSURP Boundary.

Boundary Changes From Subsequent Amendments

As stated in Amendment 5, the boundaries of the Urban Renewal Area (URA) have been expanded several times, principally due to the spread of blight, and the need to comprehensively revitalize the Central Business District. The present boundary covers an area equivalent to approximately 75% of the Central Business District.

The original project area boundary was set in the late 1960s. It encompassed an area immediately due east of Main Street, between Hillman Street and State Street, as well as Court Square Park area proper. In 1978 the project area was amended and enlarged north and south to extend from Frank B. Murray Street in the north, to Union Street in the south, between Chestnut Street on the east, and Main Street on the west.

Additional amendments in 1979 and 1981 further extended the area of urban renewal on the west of Main Street, by adding two blocks presently occupied by the Baystate West Building and the Marriott Hotel, and the Monarch Building and the Sheraton Tara Hotel. On the east, the Chestnut Street boundary was extended for one block along Pearl Street to encompass a deteriorated professional building and a vacant lot presently used as a parking lot.

In 2001, Amendment 8 extended the boundary of the URA from Main Street to include the Court Square Building and adjacent properties, south to State Street adding 1.5 acres bringing the total URA to 142 acres. In all instances, careful survey of conditions, commercial patterns, traffic, people movement, employment, historical significance, land use patterns, and zoning preceded the formulation of the project area boundaries.

Previous plans authorized selective takings and clearance, as well as rehabilitation, new construction, parking accommodations, public improvements and traffic signaling based on the anticipated private development. To a large extent, this has spurred and stimulated private action because without the urban renewal, this strategically vital area would have further languished to the detriment of the entire city. While there have been successes, many areas of need, blight, and opportunity still exist within the CSURP area, requiring the SRA's continued efforts, implementation, and oversight.

The Boundary changes which occurred over time have been summarized in Exhibit B and are displayed on Figure S-1.

2.1 Boundary Description

Beginning at the intersection of Chestnut Street and Frank B Murray Street, the boundary travels southwest on Frank B Murray Street until it reaches the intersection of Dwight Street and Frank B Murray Street. The boundary continues along Frank B Murray Street for approximately 335 feet until it reaches the north easterly parcel line of N S Frank B Murray Street (Parcel 053550005).

The boundary continues along the parcel line and onto the north westerly parcel line of N S Frank B Murray Street (Parcel 053550005) where it connects to the north westerly parcel line of 63-73 Liberty Street (Parcel 077700652). It then moves on to the south westerly parcel line of 63-73 Liberty Street (Parcel 077700652) and then along the south easterly parcel line. The boundary reconnects with the south westerly parcel line of N S Frank B Murray Street (Parcel 053550005) and reconnects with Frank B Murray Street. The boundary continues along Frank B Murray Street until it reaches Main Street. At the intersection of Main Street and Frank B Murray Street, the boundary travels north westerly along Main Street until it reaches the intersection of Liberty Street and Main Street.

The boundary then travels south westerly along Liberty Street until it reaches the intersection of Liberty and East Columbus Avenue. At the intersection, the boundary then continues south easterly on East Columbus Avenue until it reaches the intersection of East Columbus Avenue and Pynchon Street. There the boundary moves approximately 30 feet along East Columbus Avenue until it connects with the north westerly parcel line of 1600 East Columbus Avenue (Parcel 043030010).

The boundary then continues to the south westerly parcel line of 1600 East Columbus Avenue (Parcel 043030010) where it then connects with the south westerly parcel line of N S Court Street (Parcel 033150012). The boundary line then crosses Court Street to connect with the south westerly parcel line of S S Court Street (Parcel 033150055). It then reconnects with East Columbus Avenue until it reaches the intersection of East Columbus Avenue and State Street. At the intersection of East Columbus Avenue and State Street, the boundary moves north easterly onto State Street and continues until it reaches the intersection of State Street and Main Street. The boundary then moves onto Main Street and travels south easterly until it reaches the intersection of Main Street and Union Street.

The boundary moves north easterly onto Union Street and travels for approximately 905 feet. Then the boundary moves north westerly and cuts through N S Union Street (Parcel 117500047) to connect with East Park Street. The boundary continues north easterly on East Park Street until it reaches the intersection of Maple Street and East Park Street. It moves onto Maple Street where it continues until the intersection of Maple Street, State Street, and Chestnut Street. The boundary moves north westerly onto Chestnut Street for approximately 1,200 feet. From there, the boundary moves along the south westerly parcel lines of 109 Chestnut Street (Parcel 027500532), S S Pearl Street (Parcel 095850133), 27 Pearl Street (Parcel 095850131), 31 Pearl Street (Parcel 095850129), and 66 Mattoon Street (Parcel 083800023).

Then the boundary crosses Mattoon Street to travel along the south easterly parcel lines of S S Pearl Street (Parcel 095850124), 57 Pearl Street (Parcel 095850122), S S Pearl Street (Parcel 095850120), 69 Pearl Street (Parcel 095850118), S S Pearl Street (095850112), S S Pearl Street (Parcel 095850115) and finally connects onto Spring Street. The boundary then travels northwesterly along Spring Street until it reaches the intersection of Spring Street and Worthington Street. Then, the boundary moves north easterly onto Worthington Street for approximately 405 feet where it then connects with the north easterly parcel line of 638 Worthington Street (Parcel 1253350061).

The boundary then connects with the north easterly parcel line of S S Taylor Street (Parcel 114300153) and onto Taylor Street. The boundary travels south westerly for approximately 95 feet until it connects with the north easterly parcel line of 185 Spring Street (Parcel 110400062). The boundary then crosses the train tracks to connect with the south easterly parcel line of S S Liberty Street (Parcel 077700627). The boundary line then travels along the south easterly parcel line and

onto the north easterly parcel line of S S Liberty Street (Parcel 077700627). There the boundary moves onto the north easterly parcel line of 255 Liberty Street (Parcel 077700628) and then onto Liberty Street where it travels south westerly to the intersection of Chestnut Street and Liberty Street. At that point, the boundary moves south easterly to connect with where the boundary line began.

Current Characteristics

The maps presented herein and listed below show current 2022 conditions in the CSURP area and adhere to DHCD's requirements for Urban Renewal Plans.

2.2 Required Maps

A-1	Aerial Map with URA Boundary
B-1	Existing Property Lines and Building Footprints
B-2	Proposed Property Lines and Building Footprints
C-1	Existing Land Uses
C-2	Existing Zoning
D-1	Proposed Land Uses
D-2	Proposed Zoning
E-1	Existing Thoroughfares, Public Rights-of-Way, and Easements
E-2	Proposed Thoroughfares, Public Rights-of-Way, and Easements
F-1	Acquisition Parcels
G-1	Disposition Parcels
H-1	Buildings to be Demolished
I-1	Buildings to be Rehabilitated
J-1	Buildings to be Constructed
S-1	CSURP Boundary Changes 1970-2021
S-2	Project Activity Areas
S-3	Downtown Springfield Master Development plan
S-4	Northeast Downtown District Master Plan
S-5	Environmental Justice Populations
S-6	Environmental Constraints

DRAFT 2

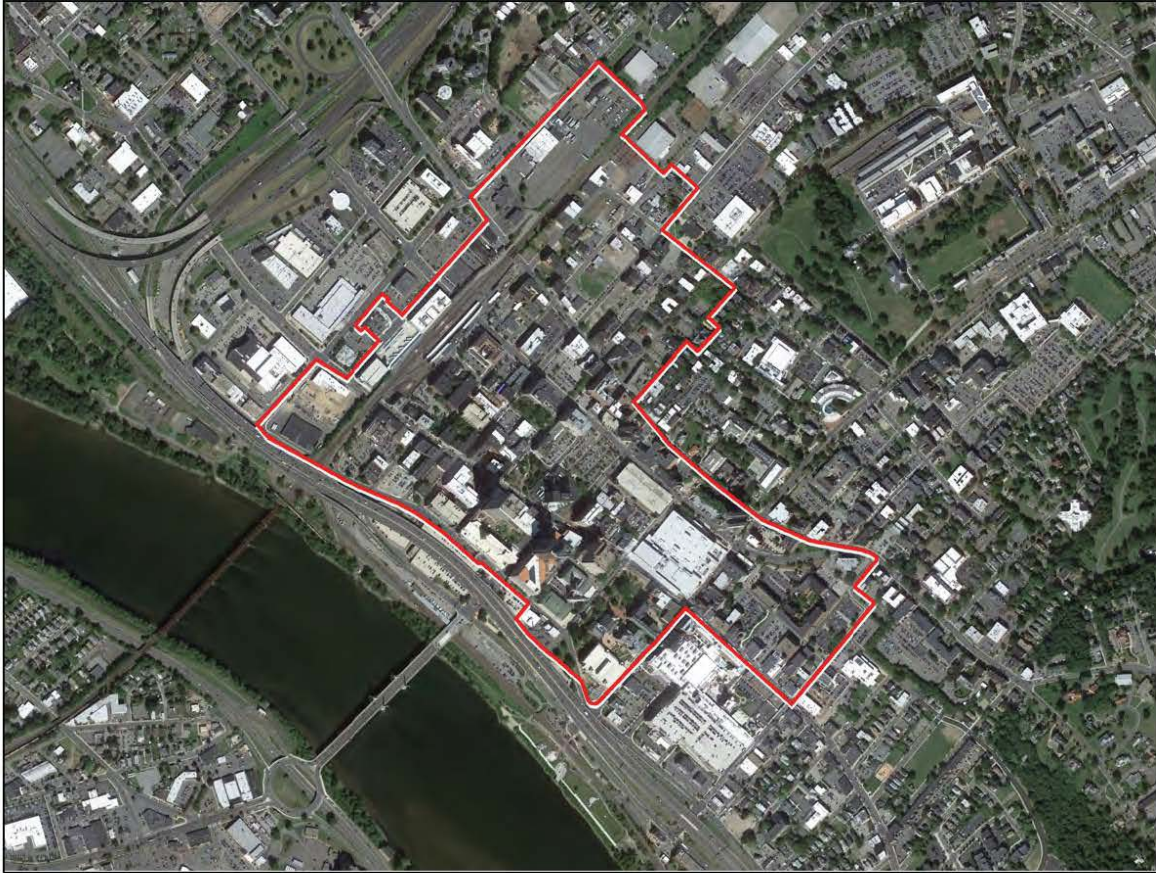


Exhibit A-1 Aerial Map with URA Expanded Boundary

Court Square Urban Renewal District
Amendment 12

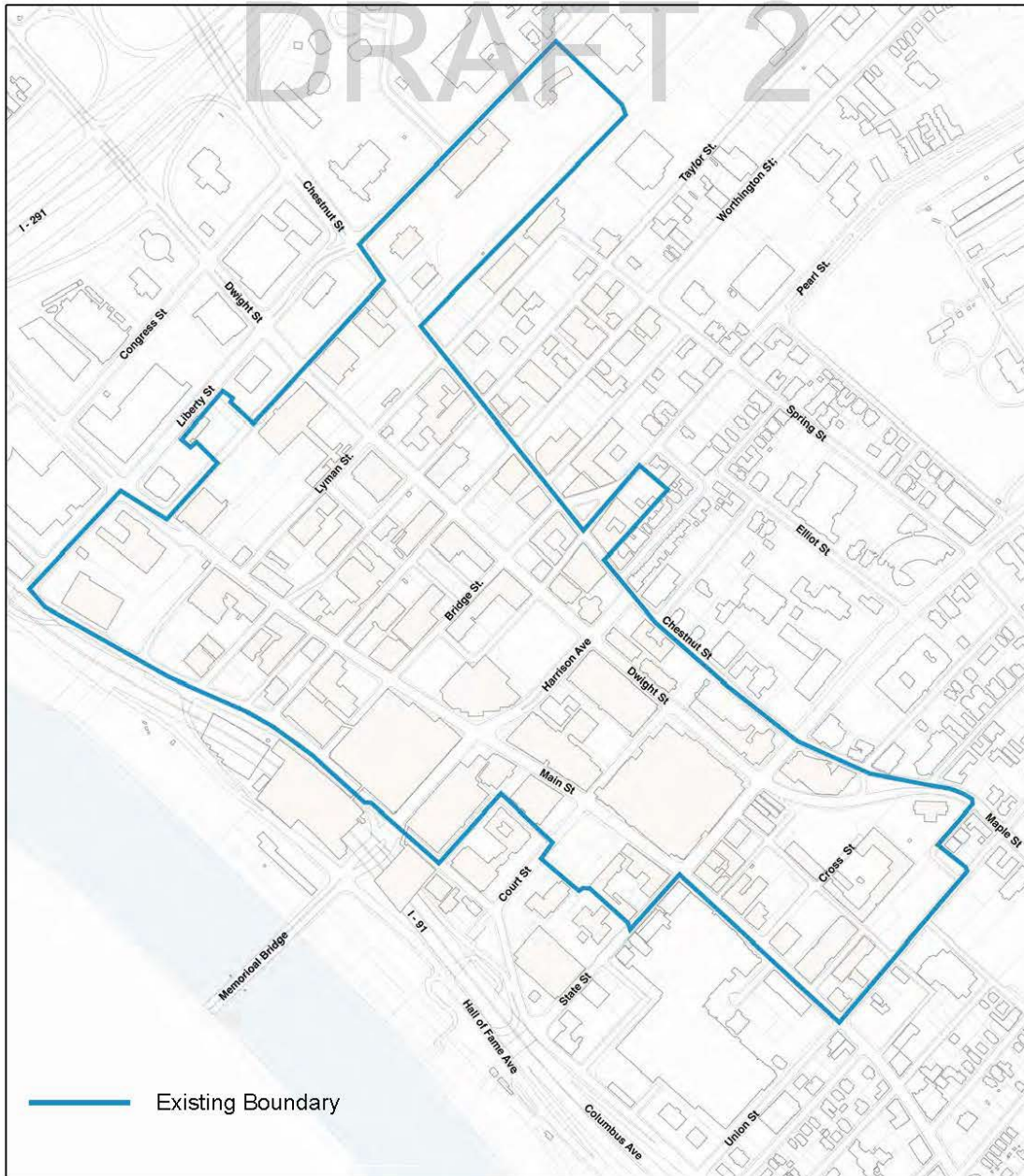


Exhibit A2 CSURP Existing Boundary

Court Square Urban Renewal District
Amendment 12

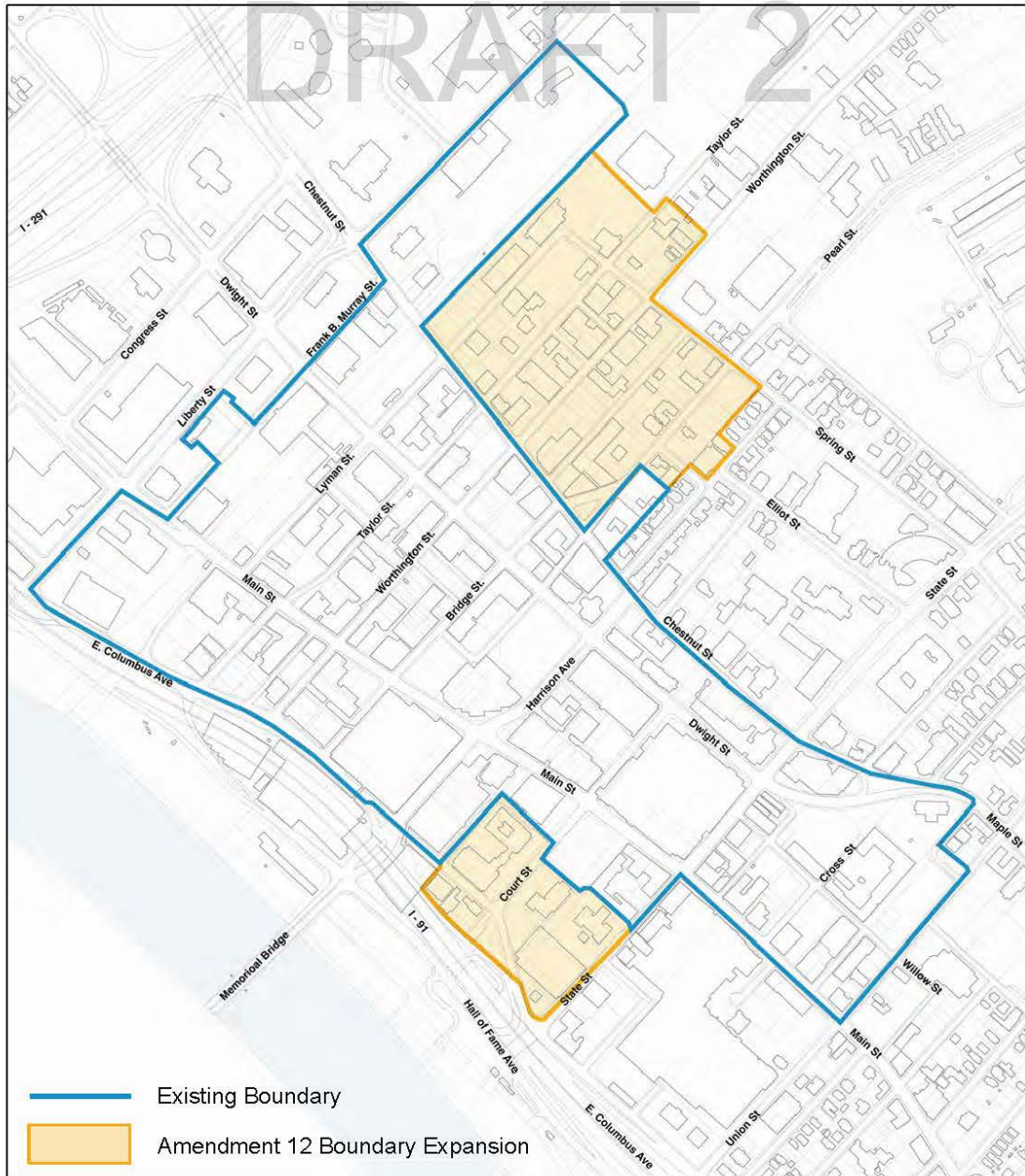


Exhibit A3 CSURP Proposed Amendment 12 Boundary Expansion

Court Square Urban Renewal District
Amendment 12

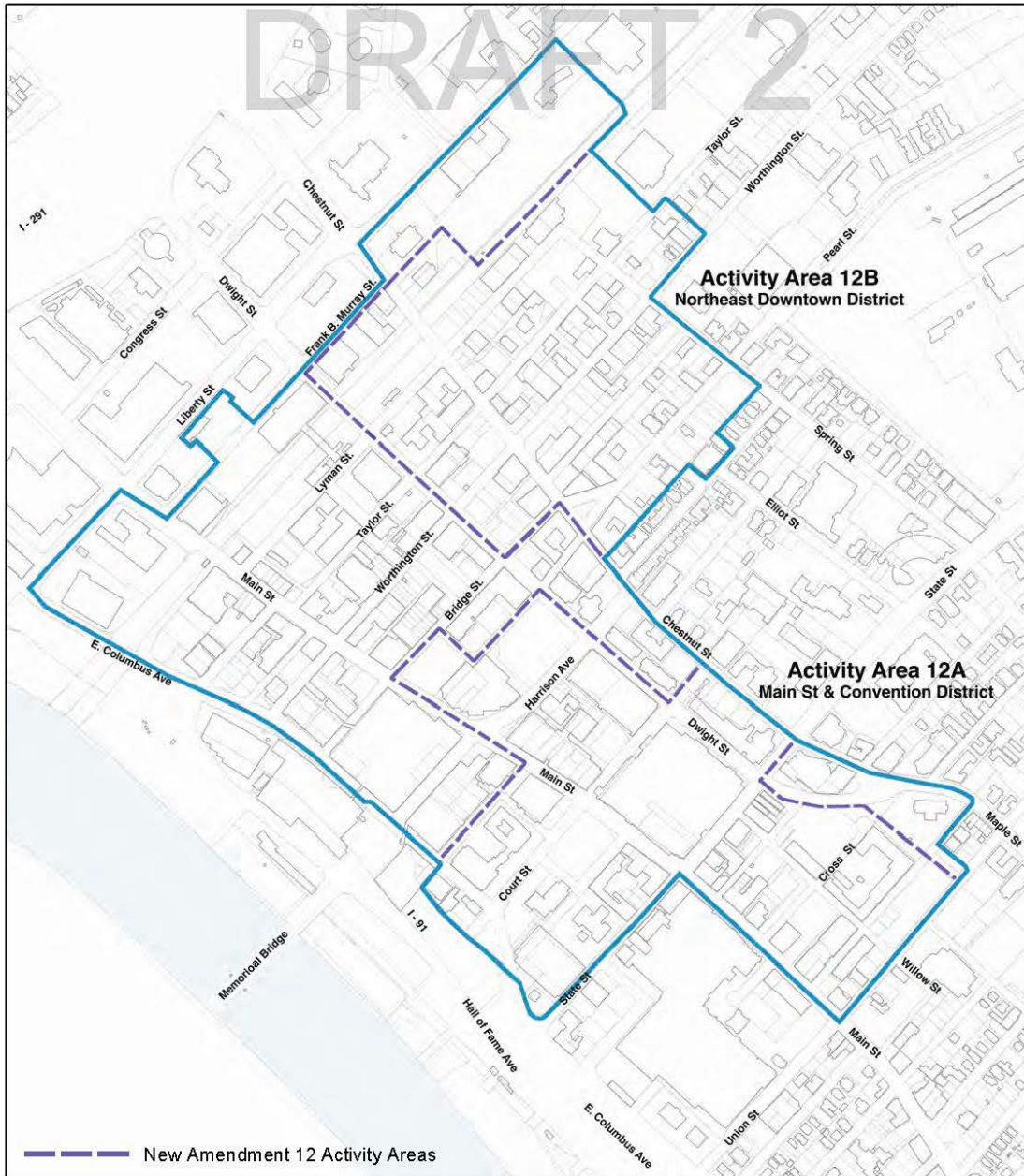


Exhibit B-1 Existing Property Lines and Building Footprints

Court Square Urban Renewal District
Amendment 12

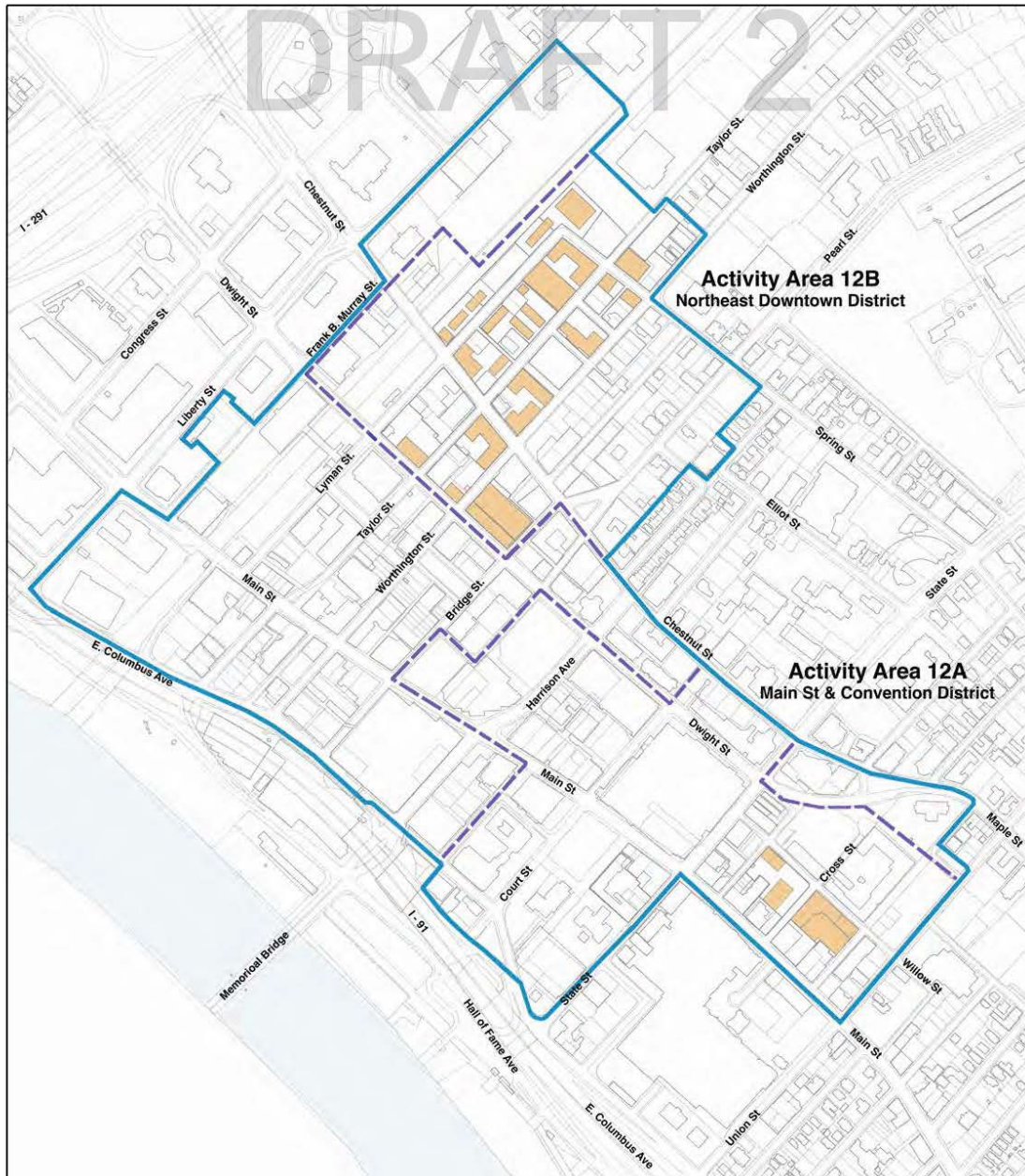


Exhibit B-2 Proposed Property Lines and Building Footprints

**Court Square Urban Renewal District
Amendment 12**

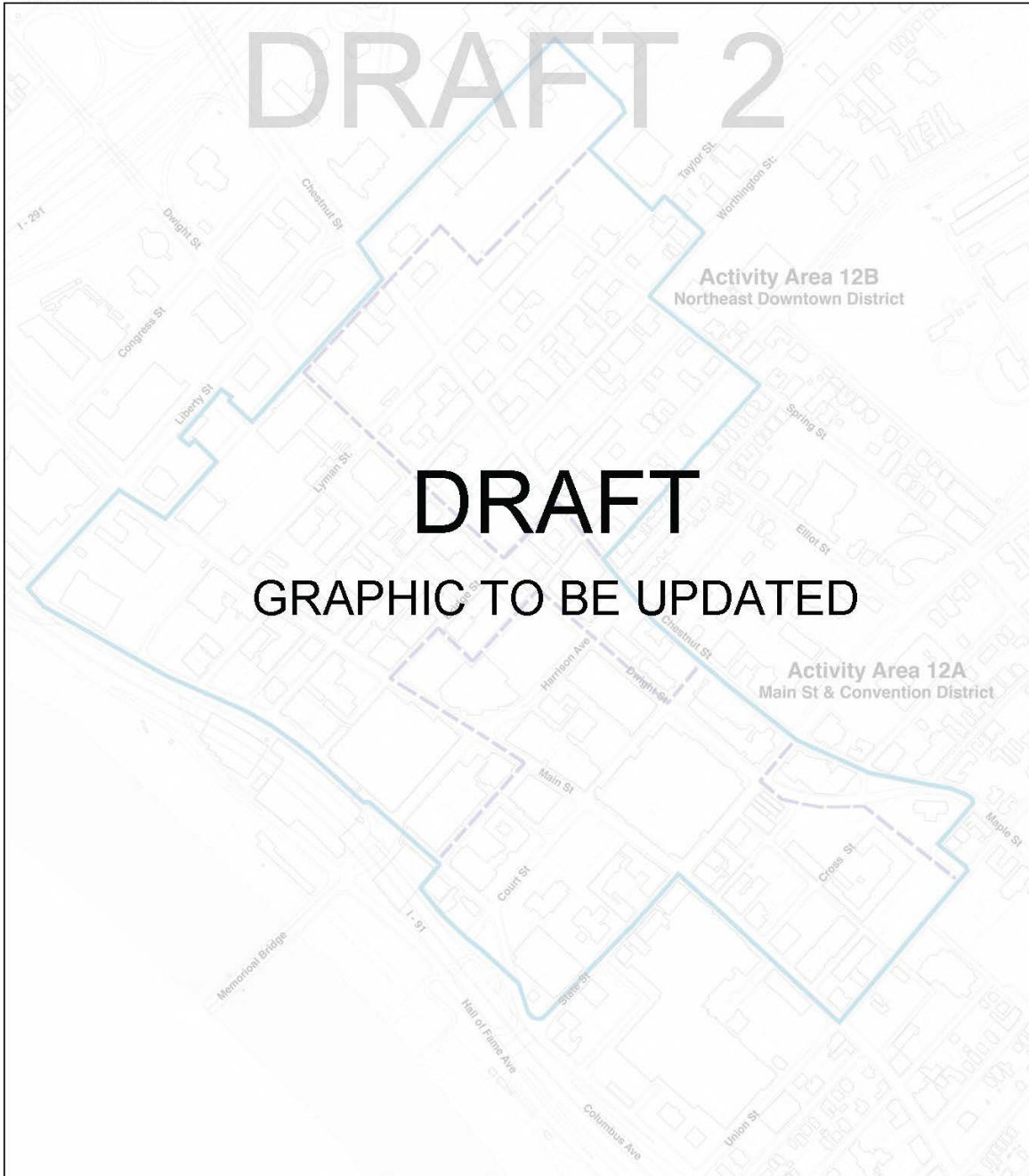


Exhibit C-1 Existing Land Uses

**Court Square Urban Renewal District
Amendment 12**

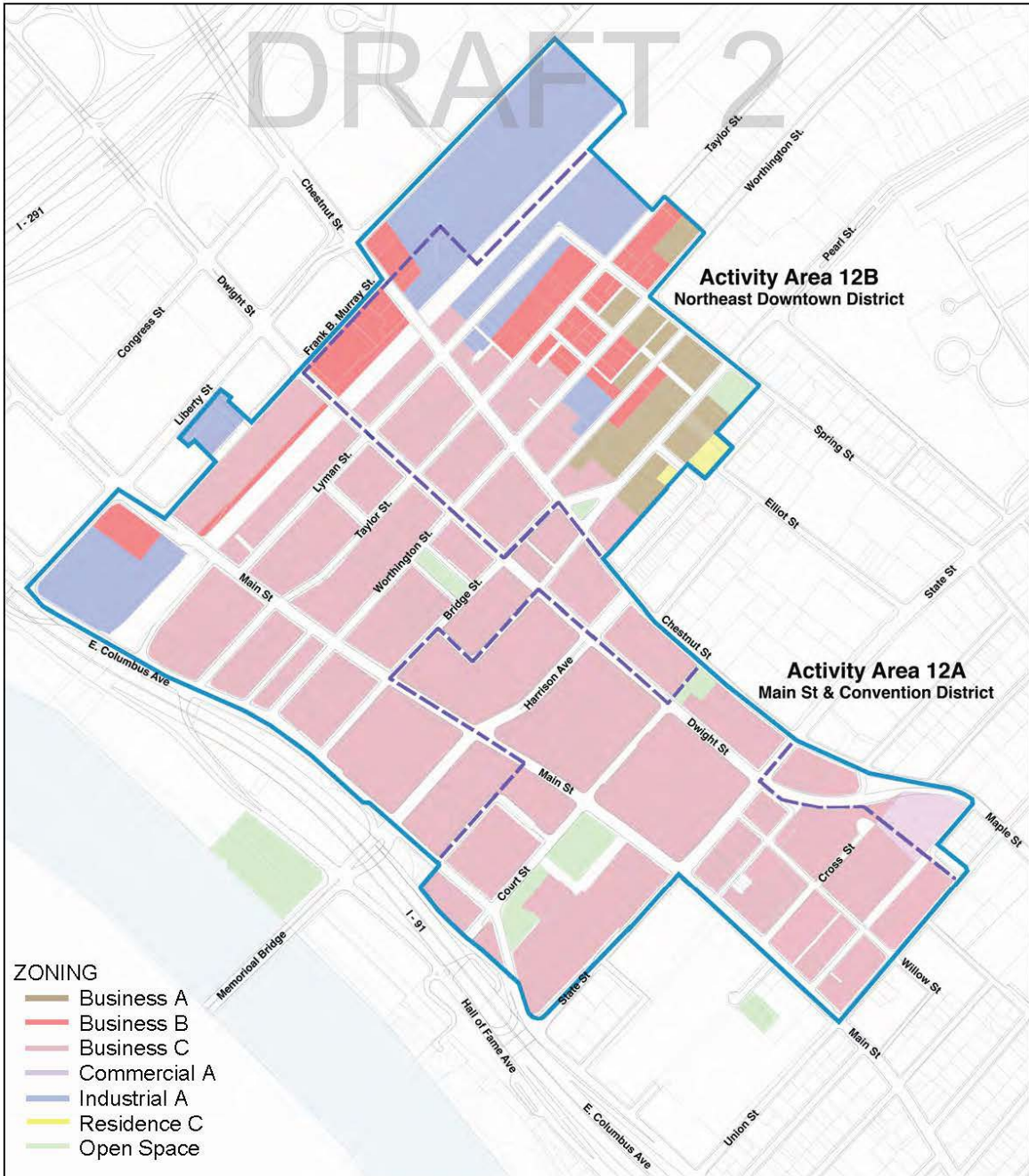


Exhibit C-2 Existing Zoning

**Court Square Urban Renewal District
Amendment 12**

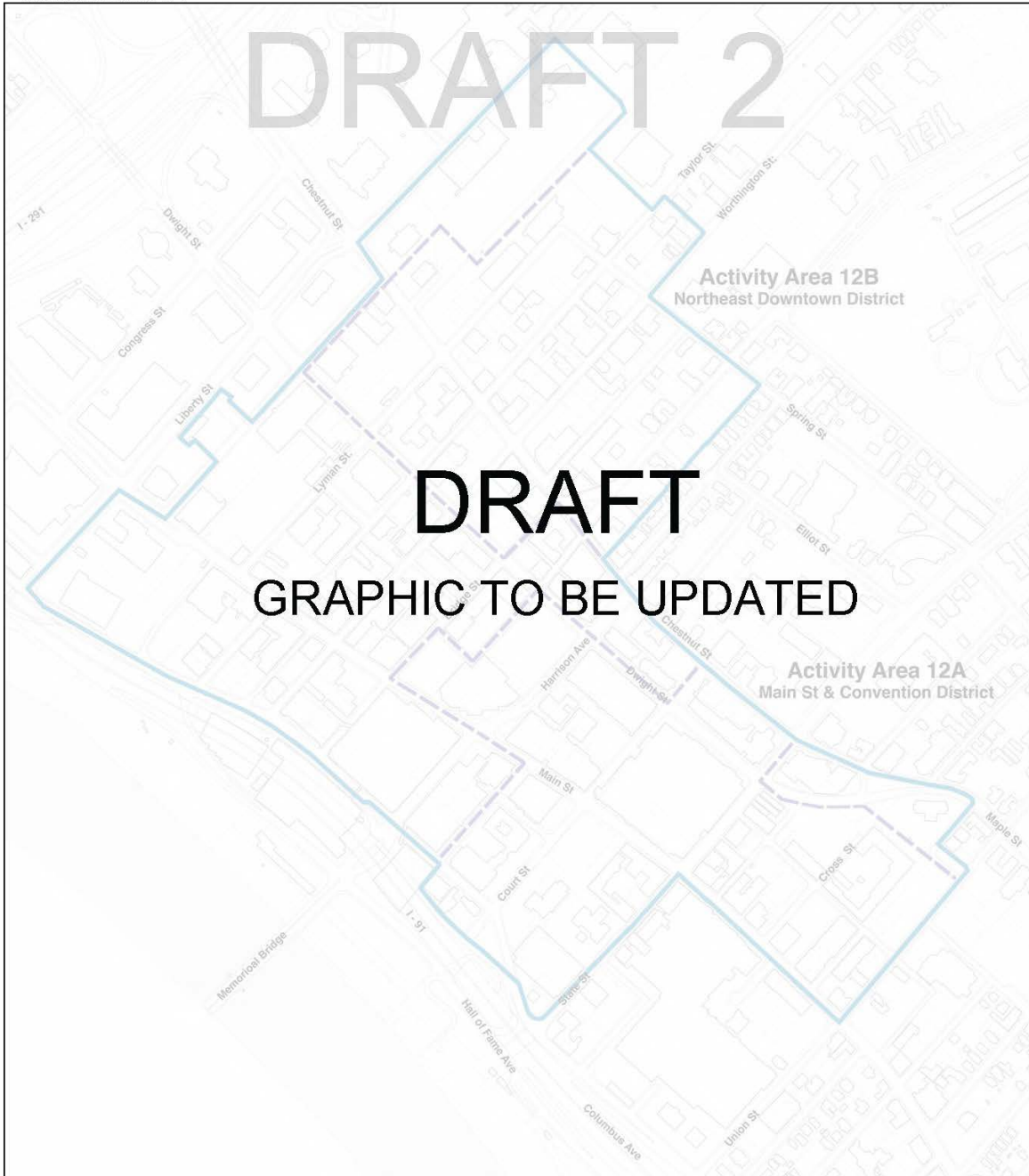


Exhibit D-1 Proposed Land Uses

**Court Square Urban Renewal District
Amendment 12**

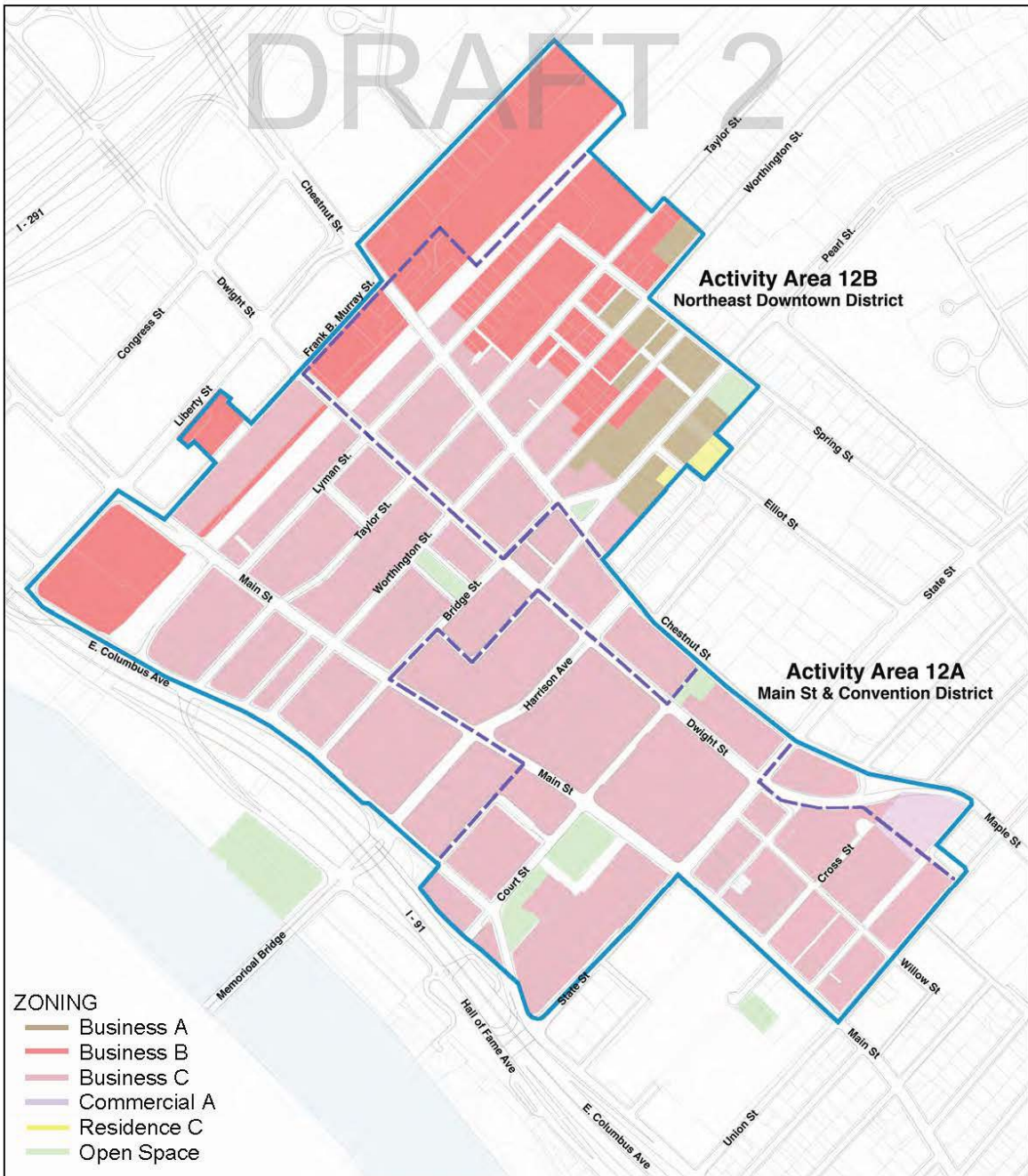


Exhibit D-2 Proposed Zoning

Court Square Urban Renewal District
Amendment 12

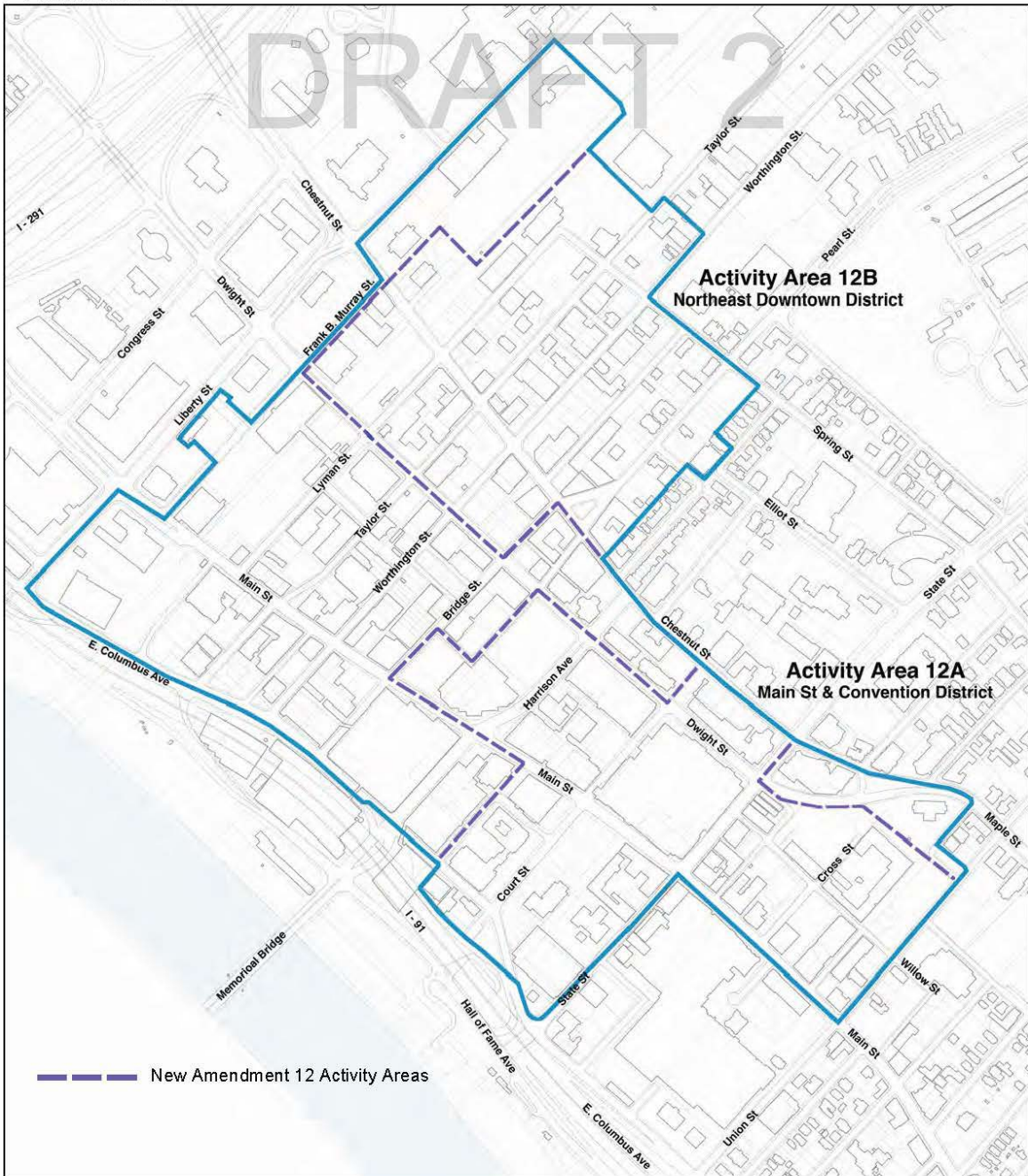


Exhibit E-1 Existing Thoroughfares, Public Rights-of-Way & Easements

Court Square Urban Renewal District
Amendment 12

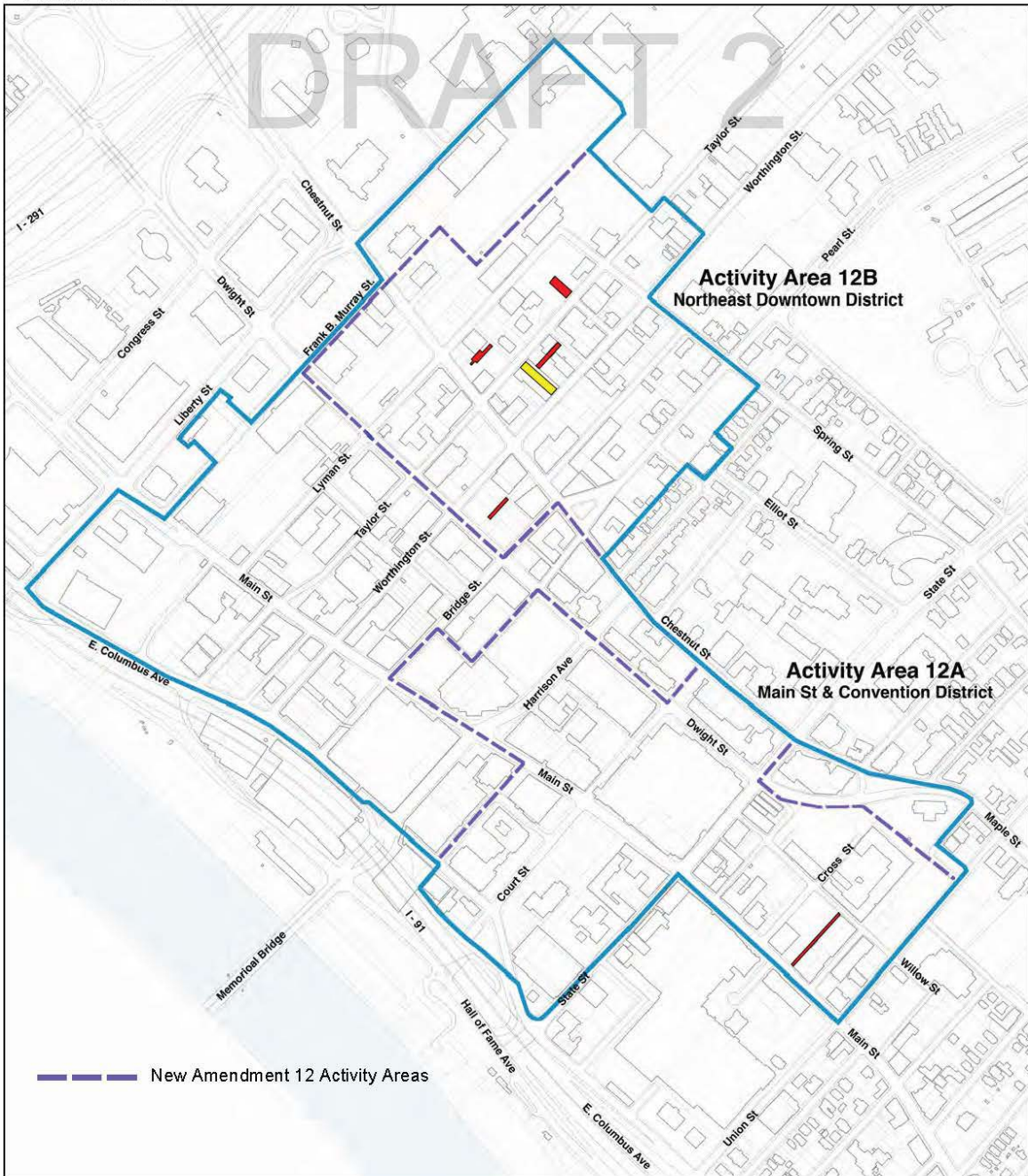


Exhibit E-2 Proposed Thoroughfares, Public Rights-of-Way & Easements

**Court Square Urban Renewal District
Amendment 12**

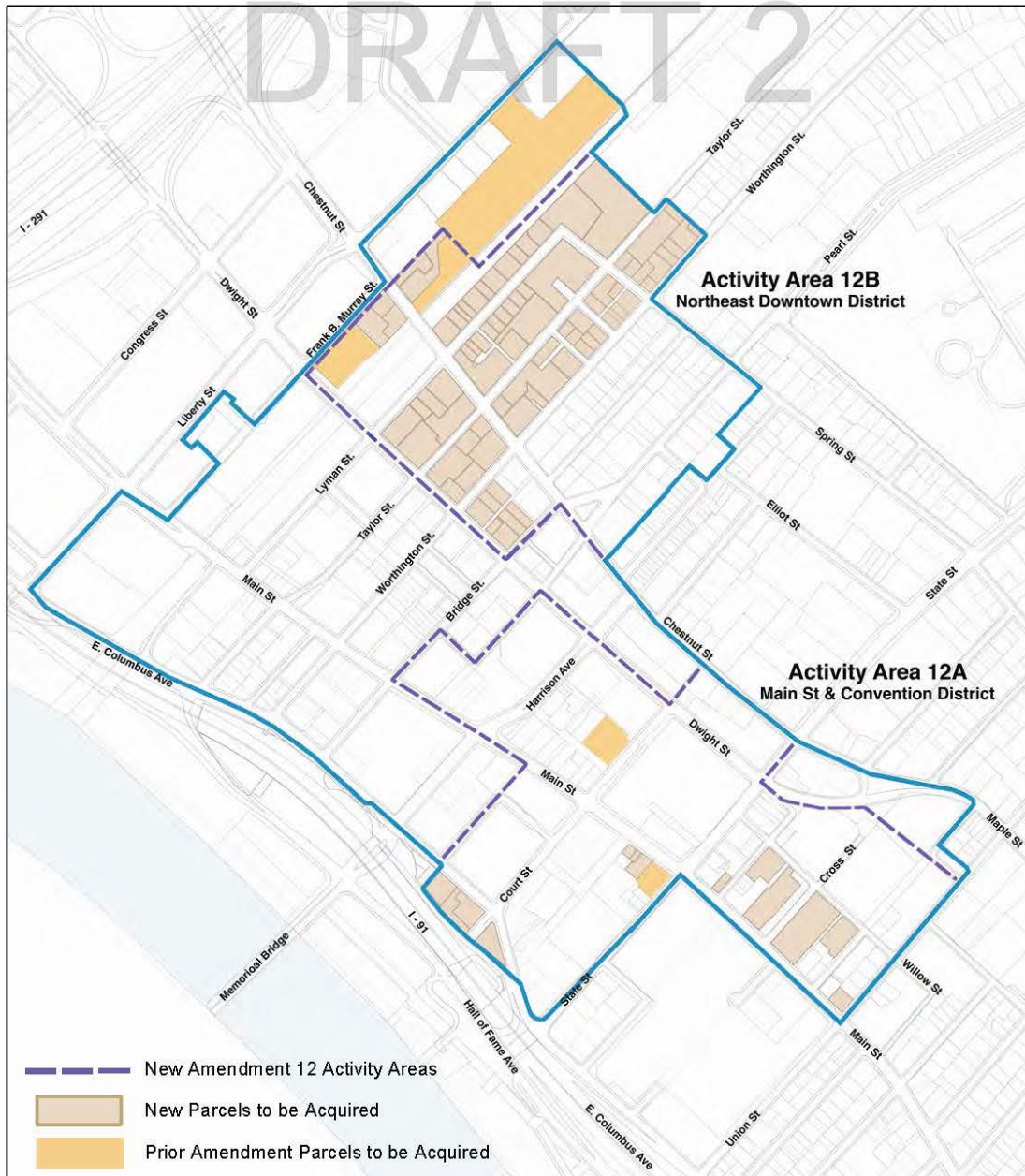


Exhibit F-1 Acquisition Parcels

Court Square Urban Renewal District
Amendment 12

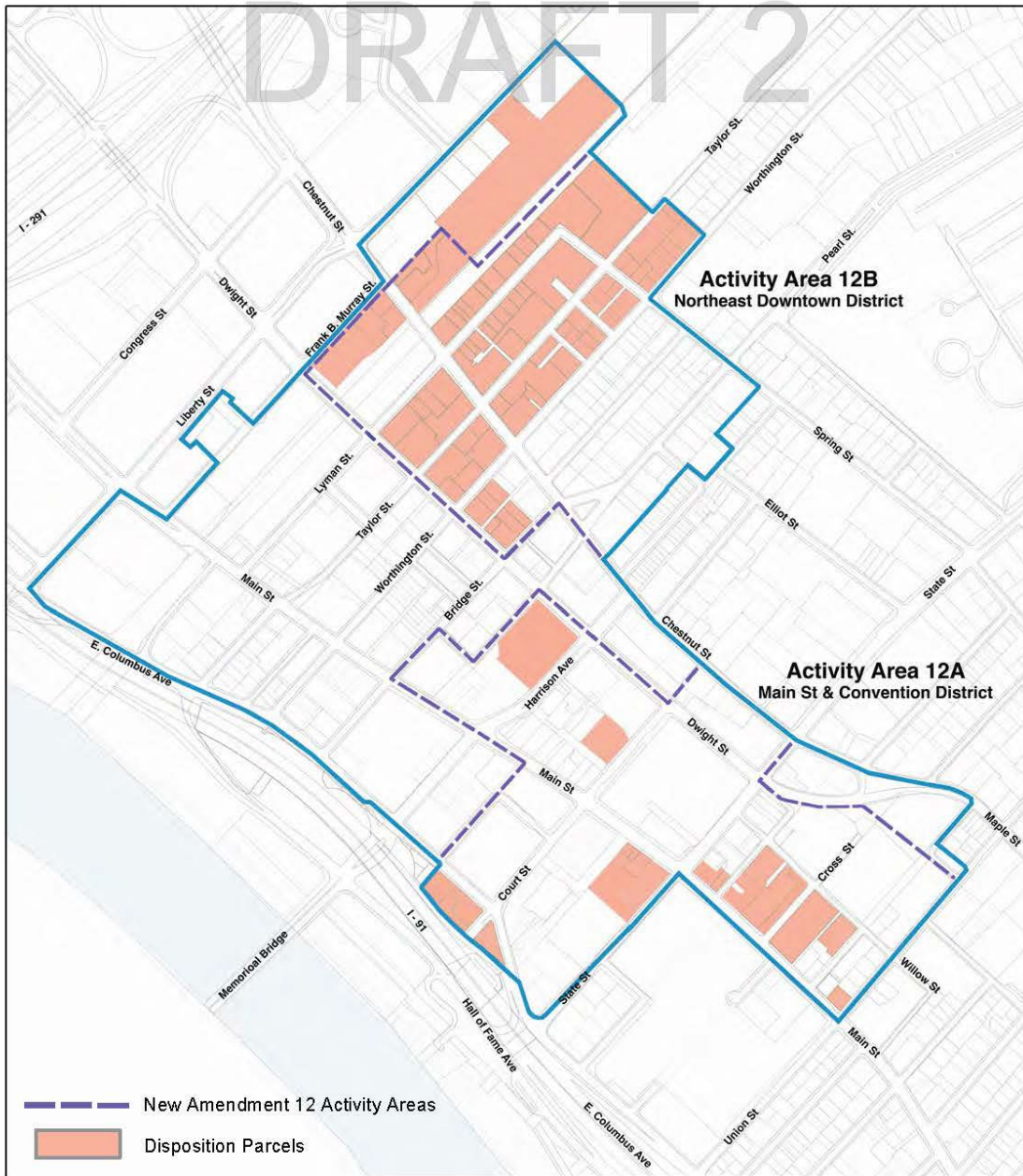


Exhibit G-1 Disposition Parcels

Court Square Urban Renewal District
Amendment 12

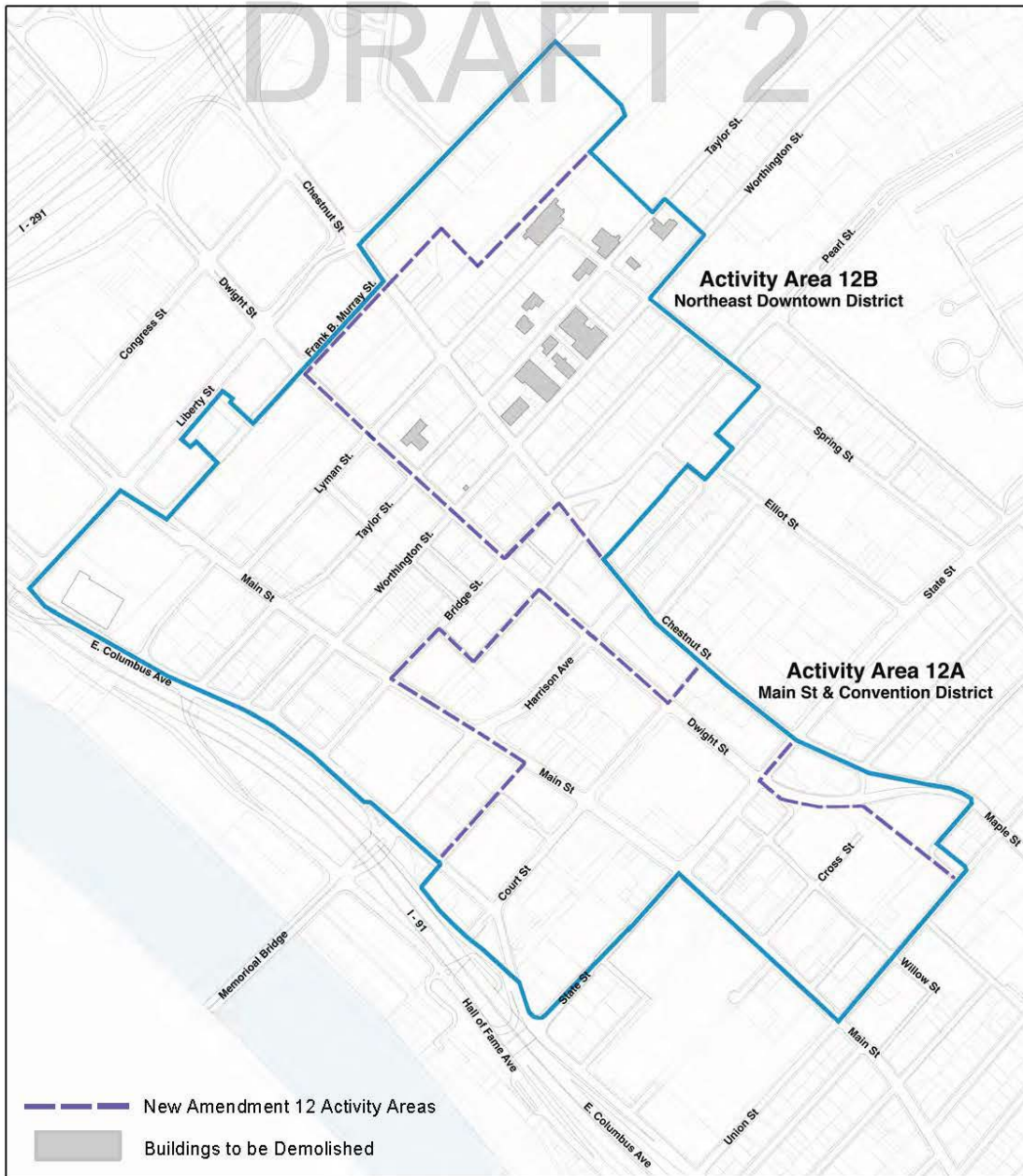


Exhibit H-1 Buildings to be Demolished

Court Square Urban Renewal District
Amendment 12

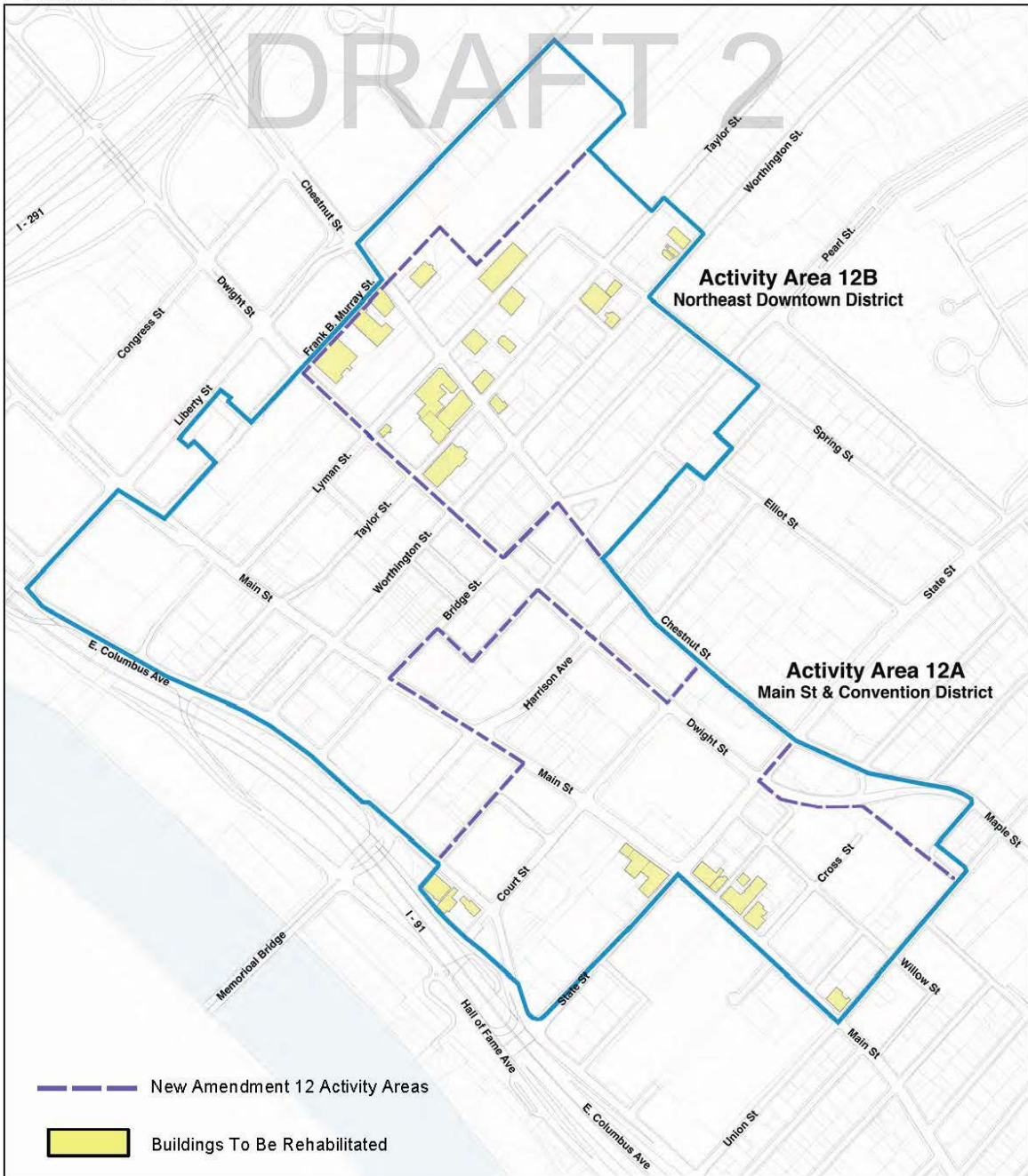


Exhibit I-1 Buildings To Be Rehabilitated

**Court Square Urban Renewal District
Amendment 12**

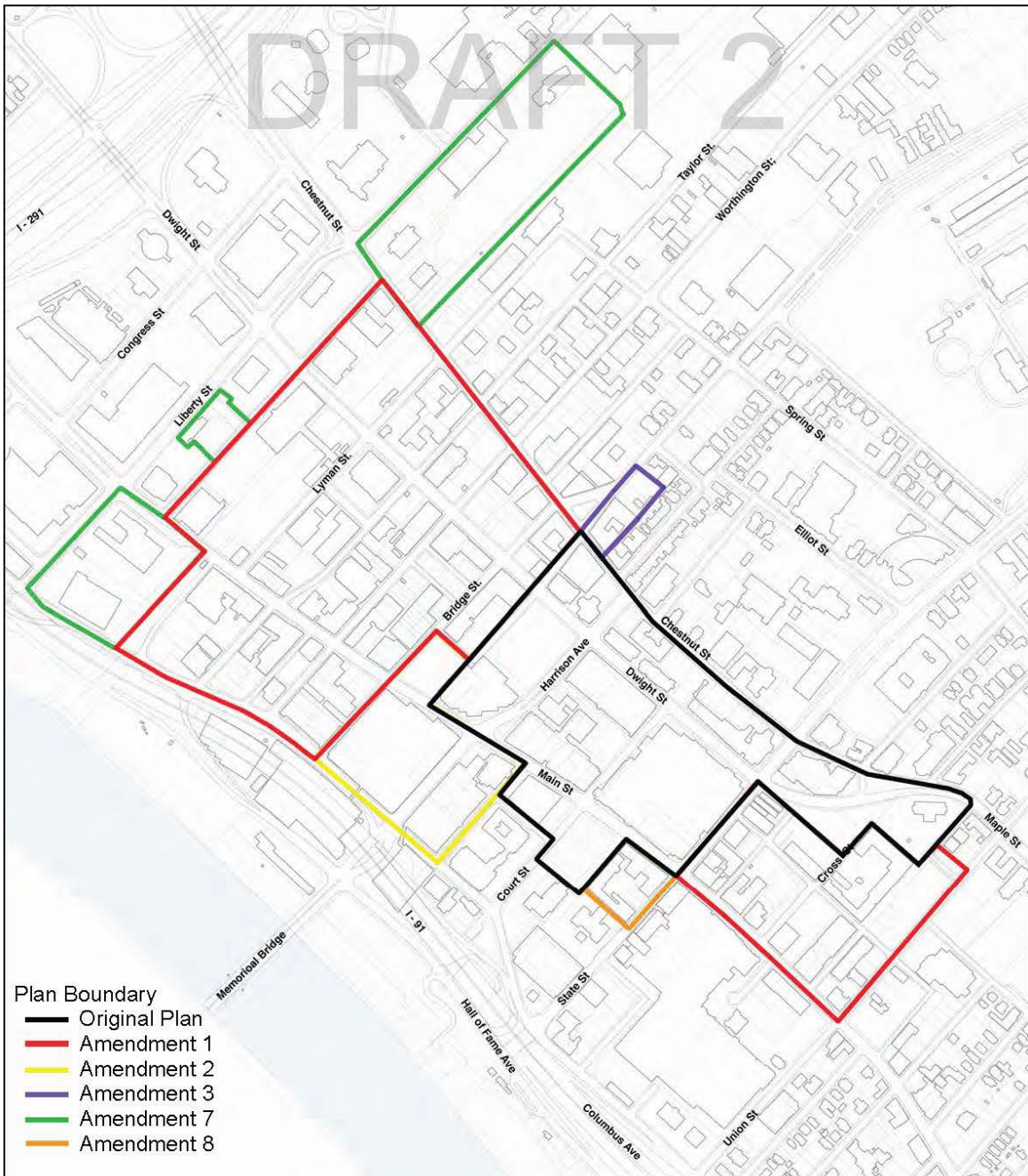


Exhibit S-1 CSURP Boundary Changes 1970-2021

Court Square Urban Renewal District
Amendment 12

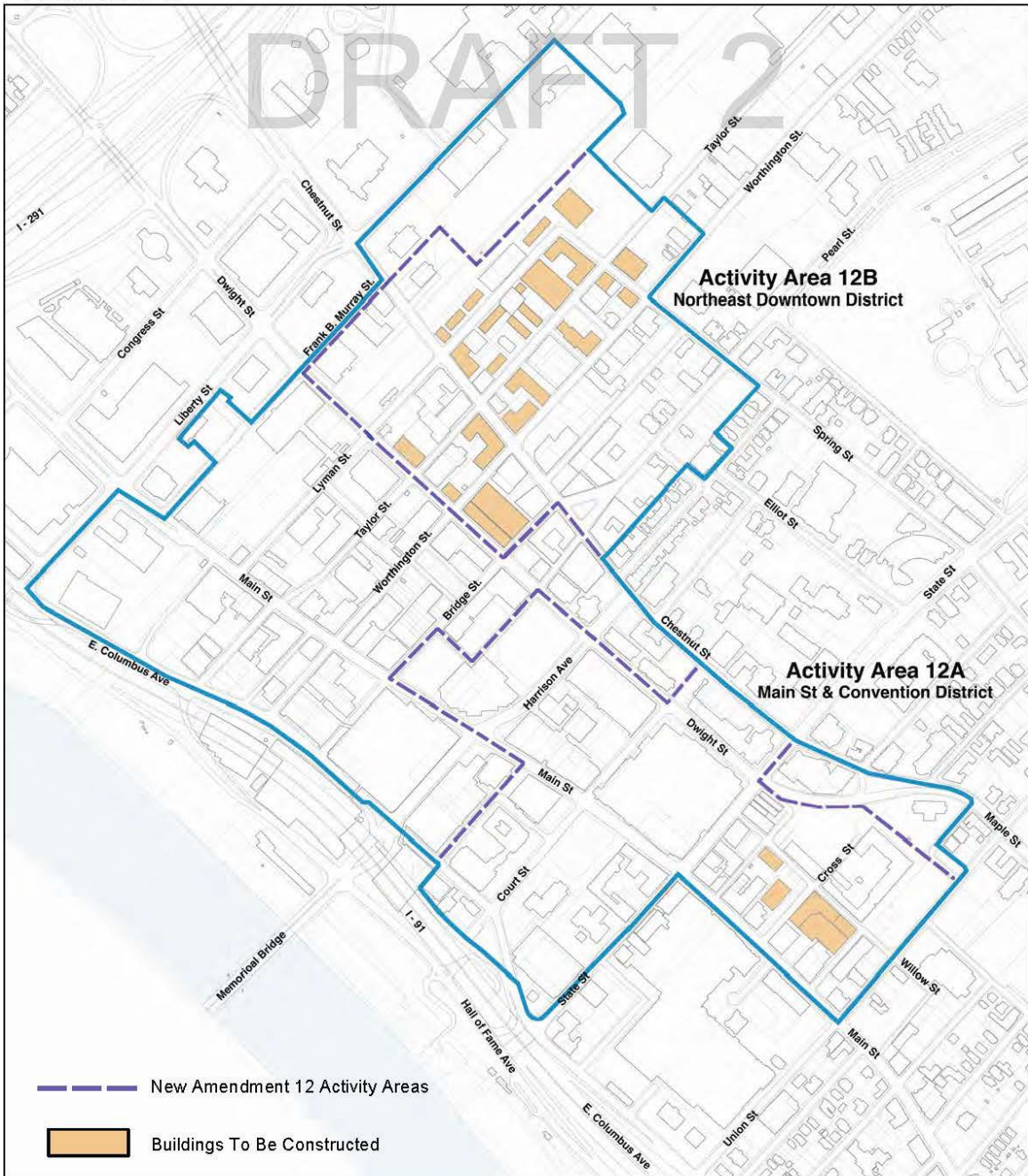


Exhibit J-1 Buildings To Be Constructed

Court Square Urban Renewal District
Amendment 12

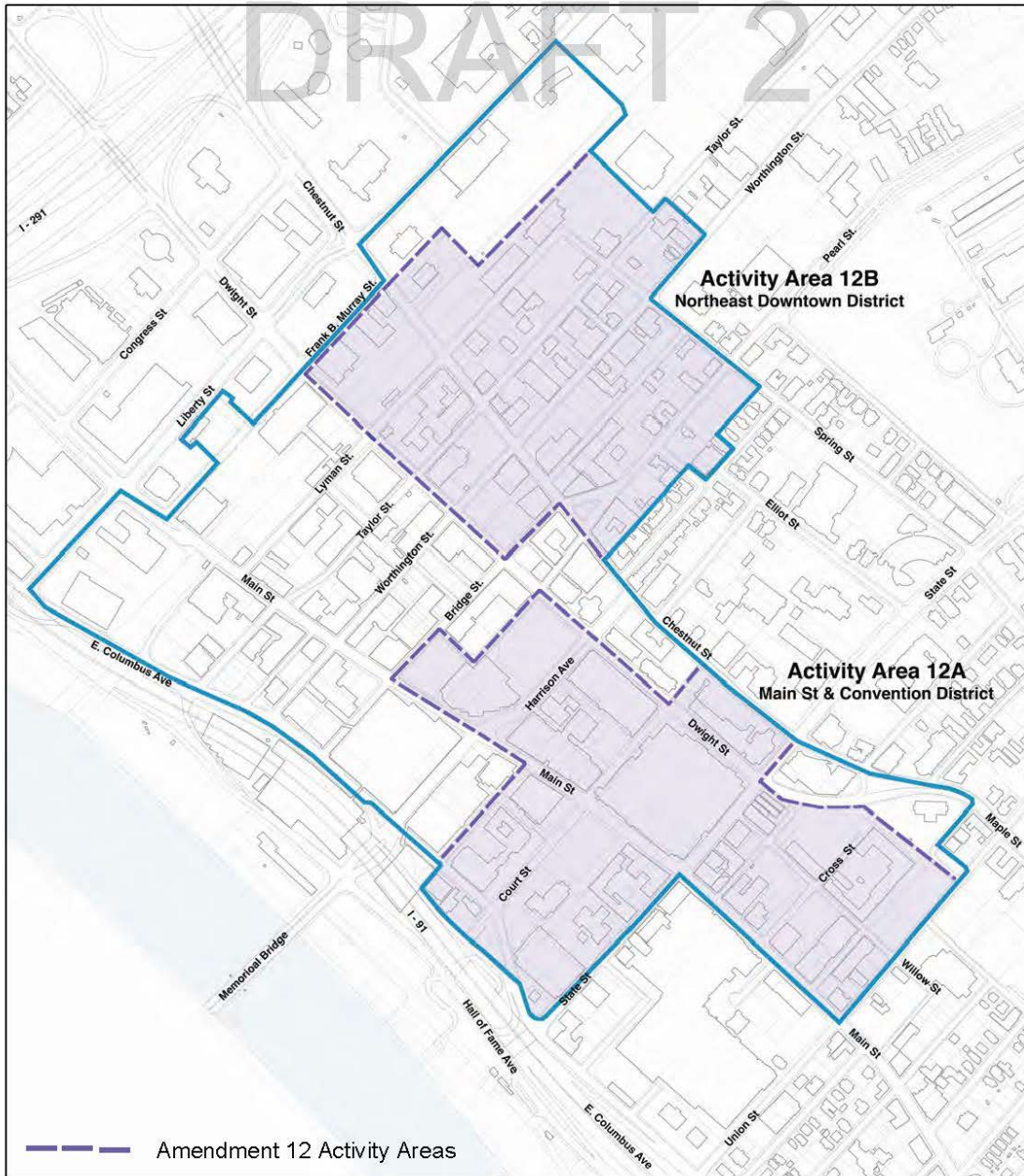


Exhibit S-2 Project Activity Areas

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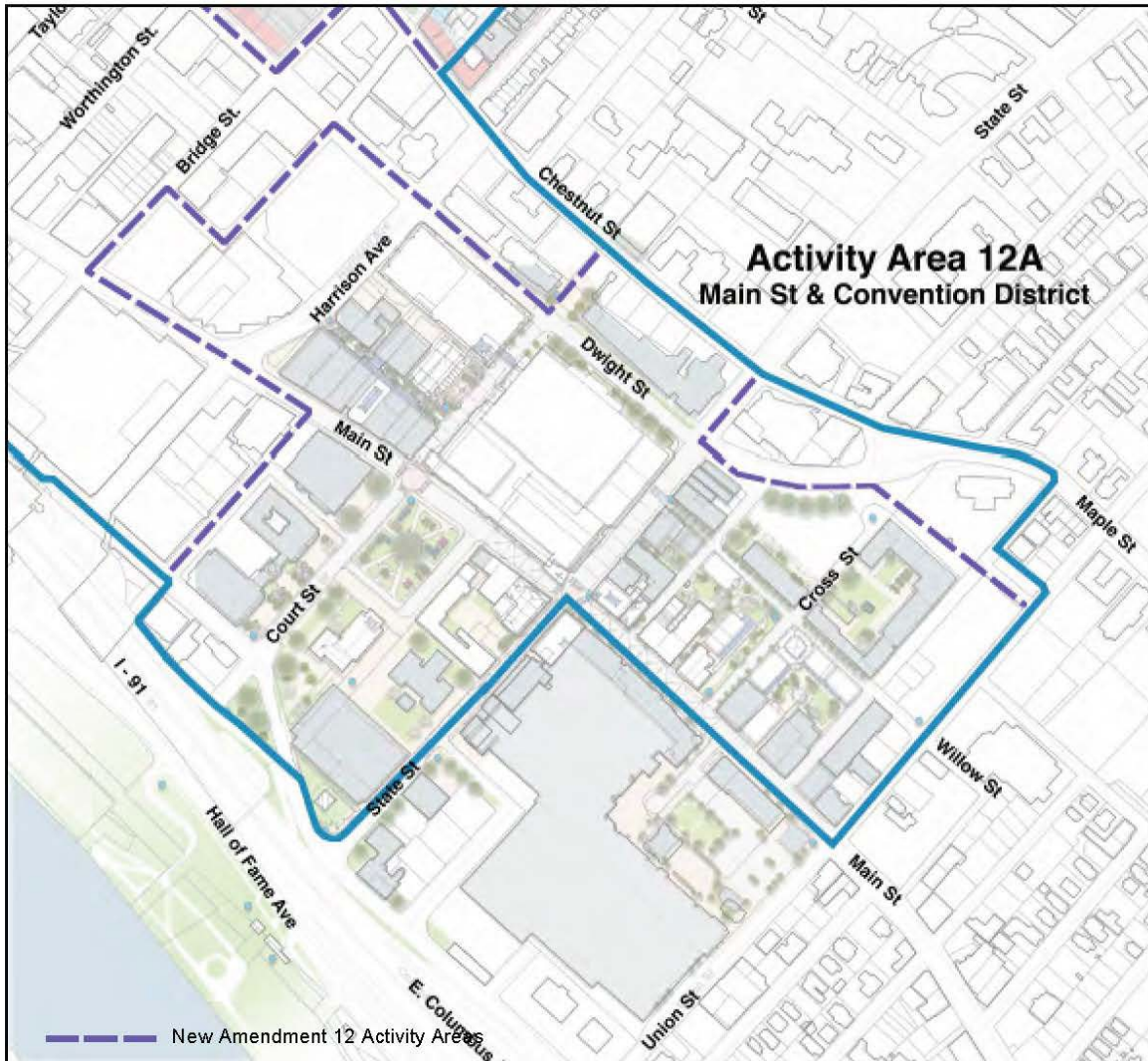


Exhibit S-3 Main Street & Convention District Master Development Plan

DRAFT 2

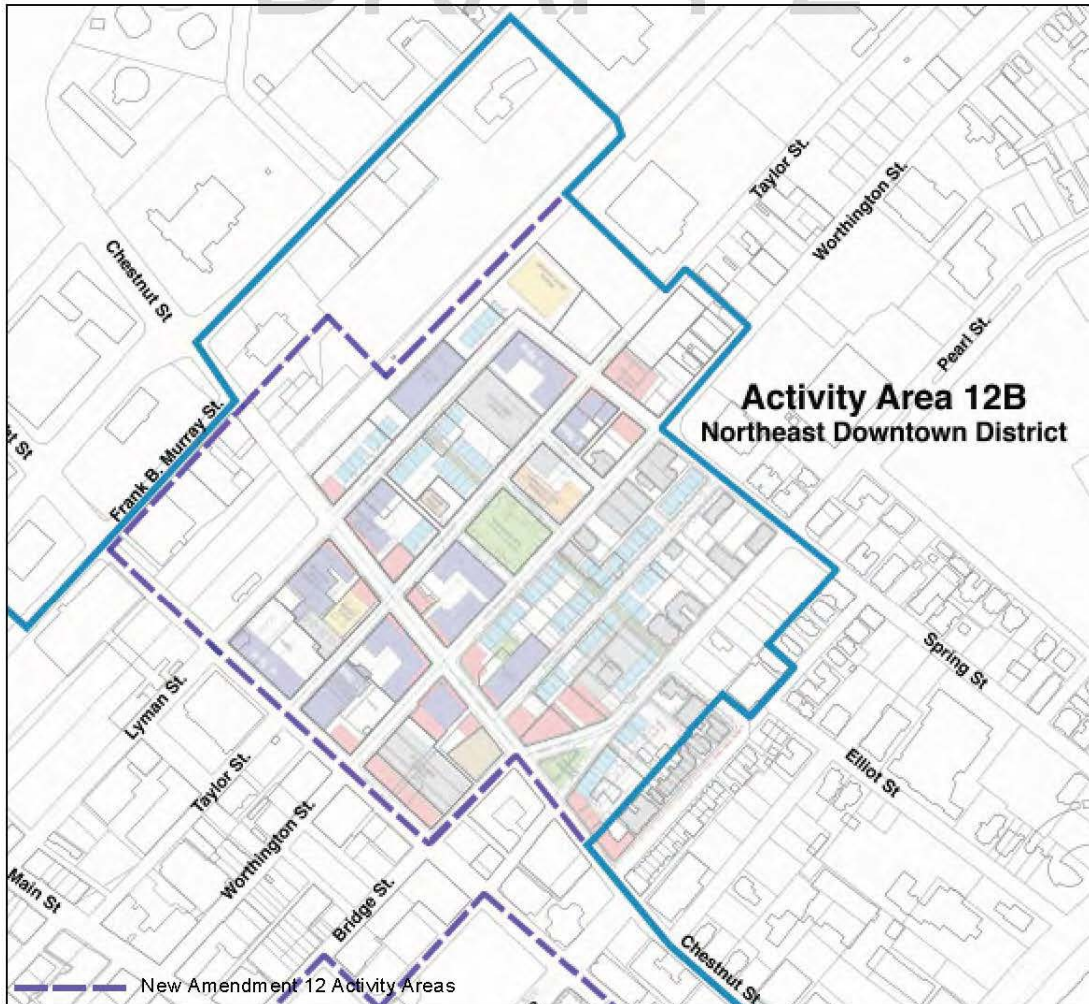


Exhibit S-4 Northeast Downtown District Master Plan

DRAFT 2

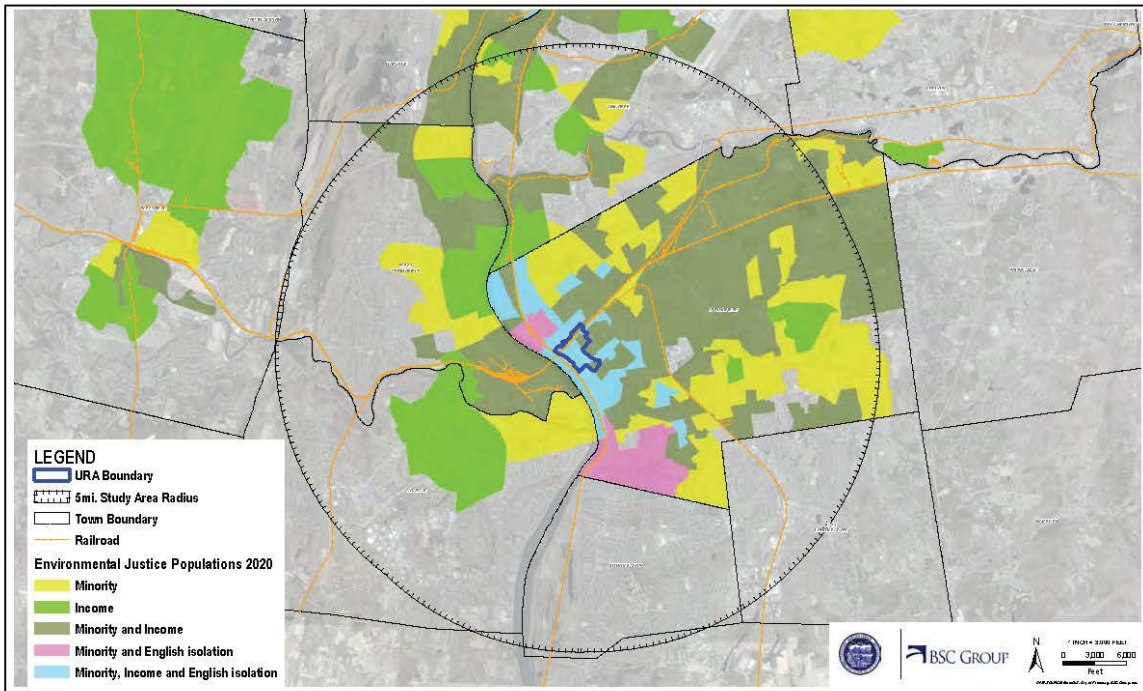


Exhibit S-5 Environmental Justice Populations

Supplemental Narrative for URP Maps

Most of the maps presented in *Section 2.1* are self-explanatory, but some warrant a brief narrative to provide insight into the information provided. The following material expands on the information presented in some of the maps, with references to other sections of the URP, as appropriate.

Figure A-1: Aerial Map with URA Boundaries

The aerial map provides important contextual information for the entire URA as well as the surrounding area, which is heavily developed. The figure also identifies landmarks and projects in and around the URA for easy reference. The aerial view is a snapshot in time, and as a result it does not always include recent changes or development.

Figure B-1: Existing Property Lines & Building Footprints

Figure B-1 depicts the existing property lines and building footprints within the URA. The nature of historical development patterns in Springfield have led to a highly developed area consisting of a range of parcel sizes with varied ownership. Putting aside the few large parcels in downtown for the MGM Casino (13.41 acres), the Convention Center (10.26 acres) and city owned land, lot sizes range from 0.02 acres to 6.5 acres. There is a predominance of smaller lots which creates redevelopment challenges.

Figure B-2: Proposed Property Lines & Building Footprints

Figure B-2 shows changes to parcels identified for acquisition and assemblage as well as proposed buildings to be constructed. Many of the parcels identified for redevelopment are currently vacant or greatly underutilized lots or buildings. If necessary, the future strategic acquisition of these parcels is intended to result in mixed-use development that will help revitalize downtown Springfield.

Figure C-1: Existing Land Uses

Figure C-1 depicts the land uses found within the URA: industrial, commercial, public/institutional, transportation/utility, mixed use, office, parking, open space and recreation, residential, and undeveloped land. This land use map is based on the State's current GIS database.

Figure C-2: Existing Zoning

As depicted in *Figure C-2: Existing Zoning*, the URA consists of Industrial A, Commercial A, Business A, Business B, Business C, and Open Space, and Residence C. Approximately 75% of the URA area is Business C, 10% Business B and Industrial A. The remaining one-third of parcels are in a mix of zoning districts. Zoning information was obtained from the City of Springfield Zoning Ordinance, as Amended through December 29th, 2019, and City of Springfield Assessor's Data.

Figure D-1: Proposed Land Use

Figure D-1 depicts the proposed changes to land use in the URA. Through repurposing of former industrial properties and infill development, urban renewal actions are anticipated to increase residential, mixed-use, and commercial uses throughout the URA. The SRA is promoting mixed-use redevelopment of most of the key parcels identified in the Amendment 12. Mixed-use includes commercial, residential, and institutional uses. Through a mix of uses, the SRA plans to create a sustainable economy in the downtown.

Figure D-2: Proposed Zoning

Figure D-2 shows the proposed zoning for the entire CSURP area. One proposed zoning change is in the Northeast Downtown District where the Industrial A zone will be changed to Business B in the future. Also, other areas zoned Industrial A by Union Station may also be changed to Business B. These zoning changes were proposed in the past and will allow uses that are more consistent with the vision for downtown and promote transit oriented development.

Figure E-1: Existing Thoroughfares, Public Rights-of-Way, and Easements

Figure E-1 depicts the thoroughfares, rights-of-way, utilities, and easements in the URA. Water and sewer service extends throughout the area.

Figure E-2: Proposed Thoroughfares, Public Rights-of-Way, and Easements

Figure E-2 depicts the proposed roadway improvements, the closing of some roadway sections, and the addition of one roadway connection. Please refer to **Chapter 12.02 (8) Public Improvements** for additional details.

Figure F-1: Acquisition Parcels

Figure F-1 depicts 96 parcels that have been identified for acquisition, most are new parcels, and some are parcels approved for acquisition in prior amendments but were never acquired by the SRA. This amendment memorializes the continued and current need for previously approved acquisitions to remain as acquisition parcels. See **Chapter 12.02 (5) Acquisitions** for detailed information regarding the proposed acquisition parcels.

Figure G-1: Disposition Parcels

Figure G-1 identifies the disposition parcels within the URA. These include the parcels which will remain unchanged as well as the planned approach to parcel assemblage. As shown, several new parcels will be created based on assemblage. Please refer to **Chapter 12.02 (9) Disposition** for detailed information on disposition parcels, including the address, current owner(s), and existing and proposed lot size.

Figure H-1: Buildings to be Demolished

Please refer to Section 7.2. Demolition to Support Redevelopment.

Figure I-1: Buildings to be Rehabilitated

Please refer to Section 7.3 Building Rehabilitation.

Figure J-1: Buildings to be Constructed

Please refer to Section 4.4. Buildings to be Constructed.

2.3 Supplemental Maps

Figure S-1: Figure S-2: CSURP Boundary Changes 1970-2021

Figure S-2 presents URA boundary changes that have occurred since the CSURP was approved in 1970.

Figure S-2: Project Activity Areas

Amendment 12 identifies two Project Activity Areas, the MCC and the Northeast Downtown District. Some specific actions and guidelines are tied to these areas.

Figure S-3: Downtown Springfield Master Development Plan

The Downtown Springfield Master Development Plan was prepared by the City in 2021. Figure S-3 presents the conceptual vision from the 2021 Master Development Plan to illustrate the long-term vision for the redevelopment of the downtown area. It shows public realm improvements as well as anticipated private redevelopment.

Figure S-4: Northeast Downtown District Master Plan

The Northeast Downtown District Master Plan was prepared in 2021. Figure S-4 presents the conceptual vision from the Northeast Downtown District Master Plan to illustrate the long-term vision

for the redevelopment of the northeast quadrant of downtown Springfield. It shows public realm improvements as well as anticipated private redevelopment.

Figure S-5: Environmental Justice Populations

Figure S-5 depicts environmental justice populations within the URA and near the CSURP boundary. Using population data from the 2020 Census, the URA encompasses Census Blocks classified as EJ populations based on the minority population criterion and minority and income criterion. Please see *Section 3.4.2 Environmental Justice Populations* for additional information.

Figure S-6: Environmental Constraints

Figure S-6 depicts the 100-year floodplain as well as sites with open MassDEP files and sites with Activity and Use Limitations (AULs) within the URA. Please see *Section 3.3.6. Environmental Conditions* for additional details.

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12.08 (3) Eligibility

The Commonwealth's Urban Renewal regulations require that URP reports provide "data and other descriptive material which demonstrates that the project area is a blighted open area, a decadent area, and/or a substandard area within the definitions set out in M.G.L. c. 121B, section 1." The Commonwealth's Department of Housing and Community Development (DHCD) must make the following findings to approve a proposed urban renewal plan:

- Without public involvement, the area would not be (re)developed.
- Proposed projects will enhance/promote private reinvestment.
- The plan for financing the project is sound.
- The designated urban renewal area is a decadent, substandard, or blighted open area.
- The Urban Renewal Plan is complete, and
- The Relocation Plan is approved under M.G.L. c. 79A.

The original CSURP and subsequent amendments provided documentation to support this requirement and were approved by DHCD. The previous amendments provided evidence that the proposed URA is a decadent area, that the activities proposed by this plan are justified by the conditions, and that the recommendations of this plan are consistent with previous planning efforts at the local, regional, and state levels.

As with the original CSURP and subsequent amendments, the focus of urban renewal is on creating incentives for the private market to invest. These incentives have and will continue to include regulatory environment changes, public infrastructure investments, and/or financing assistance. Since its establishment in 1970, the purpose of the CSURP has been, and continues to be, to identify the current conditions that prevent such private investment, determine the needs and goals for the area, and the anticipated impacts for the larger community, and define those actions that will create incentives for the private market, over time, to address the existing conditions. Exhibit D provides the text from the original CSURP and text from subsequent amendments with findings that justify that the Court Square Urban Renewal Area qualifies as an Urban Renewal Area and was approved by DHCD. The following findings for Amendment 12 provide evidence that the URA as amended is a decadent area, and that the activities proposed by this plan are justified by the conditions.

This section will provide evidence that the proposed URA is a decadent area, that the activities proposed by this plan are justified by the conditions, and that the recommendations of this plan are consistent with previous planning efforts at the local, regional, and state levels. The current focus of urban renewal is on creating incentives for the private market to invest. These incentives can include regulatory environment changes, public infrastructure investments, and/or financing assistance. The purpose of this plan is to identify the current conditions that prevent such private investment, determine the needs and goals of the neighborhood and the anticipated impacts for the larger community, and define those actions that will create incentives for the private market, over time, to address the existing conditions. The discussion begins with an overview of the City of Springfield and its history, followed by a description of the trends and conditions that are relative to the physical and economic deterioration that has accompanied the URA's decline. The data and other descriptive material demonstrate that the URA is a decadent area. The content of this section supports this finding with evidence that meets the requirements of M.G.L. c. 121B and 760 CMR 12.00, the regulatory requirements for urban renewal in Massachusetts.

3.1 Background Information

Information used throughout this document was obtained from a range of publicly accessible online resources and recent state and local studies, as listed below:

- Northeast Downtown District Master Plan (2021)
- Phase One Master Development Framework Plan (2020)
- Springfield Local Rapid Recovery Plan (2020)
- Transportation/Parking plans
- Open space plan
- Springfield TDI Workplan
- Complete Streets
- HMP/MVP
- Comprehensive Master Plan
- CDBG and Housing Program docs

3.2 URA Location and Context

Located in the Connecticut River Valley region of Western Massachusetts and 25 miles north of Hartford Connecticut, the City of Springfield (City) is the economic, financial, educational, cultural, and transportation center of the Pioneer Valley region in Western Massachusetts. With a population of just over 153,000 and broader Hampden County population of 463,000, the City's downtown is compact, located along the Connecticut River and primarily centered on Main Street running the full length of the City. Like many postindustrial cities, Springfield has experienced urban decline, economic hardships, natural disasters, and other adversities that can often spell demise. However, the City's efforts over the last 15 years to revitalize its downtown core through strategic projects and investment have included the \$950M MGM Springfield Casino (MGM) and the restoration of its intermodal facility, Union Station. However, even with these investments, there are still many vacant parcels, buildings, and underutilized parcels including surface parking lots.

Springfield, the fourth largest city in New England, offers affordable pricing for business and residents coupled with a rural feel compared to its big city neighbors. The city has a long history in manufacturing and is experiencing growing industries in education and health care. A variety of attractions and entertainment options, including the 2019 opening of the MGM Casino, attracts many visitors who contribute to its tourism industry. In total, more than 15,500 businesses have chosen to call greater Springfield home. These businesses, which employ more than 191,000 workers, span a variety of industries including manufacturing, healthcare, financial services, retail, hospitality, and more. Manufacturing is one of the largest industries in the area and supplies products for a diverse range of specialties including aerospace, defense, medical devices, energy, industrial, consumer products, among others. Firearms manufacturing remains a key part of the Springfield economy. Baystate Health, a nationally recognized teaching hospital, is Springfield's largest employer and a main contributor to the robust health care industry. The financial services industry continues to boom in the city, with many major banks and insurance companies located here, including the Fortune 500 company MassMutual.

The area's location inside the "Knowledge Corridor," among the highest concentrations of colleges and universities in the country provides an educated workforce to support the region's businesses. Springfield and its surrounding communities are affordable sites for both businesses and employees to locate. The cost of living in western Massachusetts is nearly 50 percent less than nearby major metropolitan centers like Boston or New York City. Real estate costs are low for both single-family

homes – just below the national average - and for industrial and business sites. Since housing and the cost of living are lower in the region than other cities, this adds to the total cost savings for any business looking to locate or expand here. The Greater Springfield region is located off 1-91, which connects to Interstate 90, making it easy to get to Boston, Hartford, and New York City. Union Station connects passengers to rail service, and Bradley Airport is just 25 miles from Springfield.

3.3 URA History and Current Conditions

Since the 1970s, the City of Springfield and SRA have implemented many urban renewal actions identified in the original CSURP and prior plan amendments – these have all be summarized in the executive summary. However, economic and social challenges still exist, hindering the city from achieving its true redevelopment potential. Amendment 12 highlights the importance of the SRA's continued efforts to address the area's decadent and blighted conditions to create the environment needed to promote sound growth and attract and support private investment.

3.3.1 Environmental Justice Populations

The Massachusetts Environmental Justice (EJ) Policy (2021) administered through the Executive Office of Energy and Environmental Affairs (EEA), states “environmental justice is based on the principle that all people have a right to be protected from environmental hazards and to live in and enjoy a clean and healthful environment regardless of race, color, national origin, income, or English language proficiency. Environmental justice is the equal protection and meaningful involvement of all people and communities with respect to the development, implementation, and enforcement of energy, climate change, and environmental laws, regulations, and policies and the equitable distribution of energy and environmental benefits and burdens.”

Per the EEA EJ policy, a neighborhood is defined as an EJ population if any of the following is true:

1. The annual median household income is not more than 65% of the statewide annual median household income;
2. Minorities comprise 40% or more of the population;
3. 25% or more of households lack English language proficiency; or
4. Minorities comprise 25% or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150% of the statewide annual median household income.

Using population data from the 2020 Census, 95.0% of block groups in Springfield were designated as EJ communities, with 95.8% of the city's population residing in an EJ Census block group.⁶ The URA in its entirety is comprised of Census block groups that qualify as an EJ community and include the following EJ Census block classifications: Minority and Income and Minority, Income and English Isolation.

3.3.2 Municipal Demographic Data

As of 2020, 153,677 people call the City of Springfield home. Between 2010 and 2020 the city saw its population grow by 0.5% from 152,906 ([Source](#)). The median age of Springfield is 33.6, slightly younger than Hampden County's median age of 39.4 ([Source](#)).

⁶ MA Executive Office of Energy and Environmental Affairs. “2020 Environmental Justice Populations.” <https://www.mass.gov/doc/massachusetts-cities-towns-with-environmental-justice-populations/download>.

Two of the fastest growing ethnic groups in Springfield are Hispanic or Latino and Asian American. Between 2010 and 2020 Springfield’s Asian American population grew by 17% and Hispanic or Latino grew by 21.6%. Springfields White population also grew by 12%, but a Springfield’s African American population declined by 3.5% ([Source](#)).

Table 3-5: Demographic Data	
Demographic Parameter	City of Springfield
Population Estimates (2020)	153,677
Age	
Median Age	33.6
Persons under 18 years	37,707
Persons 65 years and over	19,667
Foreign Born Persons	15,385
Household Income	
Median Household Income	\$41,571
Per Capita Income	\$22,308
Employed	63,016
Unemployed	6,108
Housing	
Number of Housing Units	61,668
Occupied	56,804
Vacant	4,864
Homeowner vacancy rate	1.0
Rental vacancy rate	4.2
Number of Households	56,804
Average Household Size	2.61
Average Family Size	3.32
Educational Attainment Level (+25)	
Without a High School Diploma	11,810
High School Graduate or Higher	76,025
Bachelor’s Degree or Higher	18,295

3.3.3 Economic and Employment Data

Since 2010, Springfield has seen its median household income rise by 16.7% from \$34,628 in to \$41,571 in 2020 ([Source](#)).

Table 3-6: Industry Data	
Industry	City of Springfield
Civilian employed population 16 years and over	63,016
Agriculture, forestry, fishing and hunting, and mining	419

Construction	2,321
Manufacturing	6,071
Wholesale trade	1,789
Retail trade	6,733
Transportation and warehousing, and utilities	3,657
Information	699
Finance and insurance, and real estate and rental and leasing	3,625
Professional, scientific, and management, and administrative and waste management services	4,217
Educational services, and health care and social assistance	21,125
Arts, entertainment, and recreation, and accommodation and food services	5,749
Other services, except public administration	3,207
Public administration	3,404

3.3.4 Existing Zoning

The CSURP Area is comprised of several different zoning districts, including Business A, B, C, Commercial A, Industrial A, Residence C, and Open Space. (see map C-2) The majority of the CSURP area, approximately 75%, is Business C.

The current City of Springfield Zoning Ordinance states the purpose of each of these zoning districts as:

- Business A is located in a portion of the Northeast Downtown District (NEDD) and promotes pedestrian oriented shopping with residential allowed. Building heights are limited to 4 stories/60 feet, with a maximum building coverage of 75%.
- Business B is located in a portion of the NEDD and is for general business services that are more intense in nature than those in Business A. It is also applied to properties that provide services to heavier industrial land uses but are not themselves industrial in nature. Building heights are limited to 60 feet, with a maximum building coverage of 80%.
- Business C is the primary zoning designation in downtown and includes most of the blocks along Main and Dwight Streets. This zoning promotes a dense urban downtown with pedestrian amenities and high-rise buildings with no setbacks. It is also intended for mixed uses. Building heights are limited to 400 feet, with a maximum building coverage of 95%, and there are no off-street parking requirements.
- Commercial A is located in a small area of the CSURP in the southeast area by Cross Street. The intent of this zone is for small scale neighborhood development serving commercial clusters as well as residential uses. Building heights are limited at 2 stories/30 feet, with a maximum building coverage of 55%.
- Industrial A is located in portions of the northern section of the CSURP and provides for the full range of industrial and business uses compatible with a major urban center. However, special review and approval is required in the case of certain potentially hazardous or obnoxious uses because of the densely developed character of the city, certain other such uses are prohibited. Building heights are limited at 100 feet, with a maximum building coverage of 95%.

- Residence C is located on just one parcel along the border of the CSURP and allows multi-family dwellings, such as single-family, two-family, and public facilities. Maximum building height is 3 stories.
- Open Space applies to the few public parks within the CSURP boundary. The Open Space zone is to provide for the active and passive recreational needs of the City and the protection of its bountiful natural resources.

3.3.5 Cultural Resources

There are many cultural resources within the CSURP Area, such as Local Historical Districts (LHD), National Register Districts (NRD) as well as properties protected by Preservation Restrictions (PR). There are a few National Register Historic Districts (NRD) within the CSURP Area.

The Downtown Springfield Railroad NRD, established in 1983, is notable due to the structures and events associated with the railroad business in Springfield. The area includes Springfield's Union Station, the old freight house, commercial warehouses, and a retaining wall and bridge designed in part by H. H. Richardson.

Part of the Quadrangle–Mattoon Street Historic NRD lays within the CSURP Area and includes properties on Mattoon, Salem, Edwards and Elliot Streets. It is one of the few neighborhoods in the regional Knowledge Corridor lined with historic, restored red-brick Victorian row houses on both sides, covered by tree canopies.

The Apremont Triangle Historic NRD includes the Apremont Triangle Park, nicknamed "the Heart of Springfield" by the city's arts community. Currently, the district is the center of Springfield's bohemian arts community, featuring multi-media organizations, artists' lofts, ethnic restaurants, and organizations like The Apremont Arts Community - group of multi-media artists, non-profit organizations, and businesses.

The Smith Carriage Company District includes three buildings noted for their historic association with the locally important Smith Carriage Company, a major manufacturer of carriages in the 19th century.

the Local Historic Districts (LHD) in the CSURP Area include:

Willy's-Overland Block. This LHD is a surviving reminder of Springfield's early history in the manufacture and sale of automobiles, housing the sales showroom and service center for the Willys-Overland Company.

The Trinity Block LHD is a mixed-use retail and office building noted for its colorful facade, finished in cast stone and terra cotta.

The Driscoll Block LHD was the first building to be built in the area after a fire destroyed five blocks of Worthington Street in 1893.

3.3.6 Environmental Conditions

The CSURP Area is not adjacent to any river front, however a portion of the CSURP Area is within a reduced flooding area due to levee construction. There are no areas of Critical Environmental Concerns or Outstanding Waters within the CSURP Area.

As indicated in Table 3-7, there is 1 (one) open MassDEP files for properties within the Project Area. This is consistent with Springfield's industrial legacy.

Table 3--: Summary MassDEP Listed Sites

Site Name & Address	MassDEP Site Number	Chemical	Category / ROA Class	Status
Stockbridge Court Apartments, 45 Willow Street	1-0021135		2 Hour / PN	Open, Tier 2
1780 Main Street, 1780 Main Street	1-0020346		120 Day / PC	Closed, PSNC
New Union Station, 30 Frank B. Murray Street	1-0020096		72 Hour / PN	Closed, PSC
Former Chessmen Lounge, 459 Dwight Street	1-0020005		120 Day / PN	Closed, PSNC
Union Station Construction Site, Frank B. Murray Street	1-0019835		2 Hour / PA	Closed, PSNC
Stockbridge Court Apartments, 35-45 Willow Street	1-0019786		120 Day	Closed with Use Limitations, RAO
Cross St. Near Main St., Cross St.	1-0019565	Oil	120 Day	Closed, URAM
Taylor Main St Intersection, 1645 Main St.	1-0010566	Oil	120 Day, A3	Closed with Use Limitation, RAO
No Location Aid, 110 Taylor St.	1-0013377	Oil	72 Hour, B2	Closed with Use Limitation, RAO
No Location Aid, 181 Taylor St.	1-0014707	Oil	72 Hour, PA	Closed with Use Limitation, RAO
Taylor Auto Service, 160 Taylor St.	1-0000719		None, A3	Closed with Use Limitation, RAO
Civic Center Plaza, 1243 Main St.	1-0014774	Oil	120 Day, A3	Closed with Use Limitation, RAO
Stockbridge Court LNAPL, 35 Willow Street	1-0020495		121 Day, A3	Closed with Use Limitations, RTN Closed
Stockbridge Court Apartments, 35-45 Willow Street	1-0019786		120 Day, A3	Closed with Use Limitation, RAO

3.3.7 Transportation

In 2017 Springfield's Union Station re-opened after years of renovation. Originally closing in 1973 Union Station is now considered the city's transit hub ([Citation](#)). There are five intercity commuter rail services available at Union Station. Amtrak offers the Lake Shore Limited, (Boston, Springfield, Pittsfield, Buffalo, and Chicago), the Northeast Regional (Springfield, New York, and Washington, DC or Virginia), the Valley Flyer (Greenfield, Springfield, Hartford and New Haven), and the Vermonter (Vermont, Springfield, New York and Washington) There is also the Hartford Line (Springfield, Hartford and New Haven), operated by both CTRail and Amtrak ([Citation](#)). Union Station is also home to the region's bus network. Currently, 18 bus berths are serviced by the Pioneer Valley Transit Authority which offers local buses that serve Springfield and surrounding towns and cities. The remaining 9 are used by Peter Pan and Greyhound ([Citation](#)). Although it is about 12 miles away from Springfield, Bradley International Airport, in Windsor Locks, Connecticut, serves as Springfields primary airport.

3.3.8 Parking

Recently, the City of Springfield engaged the Chicago Consultants Studio, Inc. (CCS) to provide urban planning and strategic development services. Walker Consultants was hired to analyze the financial impacts from the opening of MGM casino on the Springfield Parking Authority (SPA), as well as conducted a feasibility analysis regarding a potential new downtown garage to be managed by the SPA. It found that the opening of the casino's 3,000+ space, free parking garage has likely shifted demand away from municipally owned, paid parking structures. The majority of the revenue loss was disproportionately concentrated in SPA's larger facilities closest to MGM which account for nearly 70% of the SPA total of 4,661 spaces. While there is some available parking capacity in downtown which can absorb new parking demand, as growth continues there may be a need for additional parking supply, particularly in the Willow Street area. Based on Walkers analysis of existing conditions and projected future development, a municipal facility of approximately 500-600 parking spaces would be reasonable to meet the long-term demand from the additional development in the Main Street and Willow Street areas contemplated in the Phase One Master Development Plan of The Implementation Blueprint.

3.4 Area Eligibility Designation

The SRA is required to make a finding that the area contains substandard, decadent, and/or blighted open conditions in accordance with the Urban Renewal regulations. Once the designation is accepted by DHCD, the SRA, in partnership with the City of Springfield will have discretion to undertake revitalization activities to stimulate economic development and investment within the URA. This report assembles data from a variety of sources to support a recommendation that the URA meets one or more of the eligibility standards, and that it is improbable that the area will be redeveloped by the ordinary operations of private enterprise.

As stated in the prior section, the URA falls fully within the City of Springfield's designated CDBG Slums and Blight Target Area ("Slum and Blight Area"), which meets the definition of a decadent, substandard or open blighted area, pursuant to Massachusetts General Laws, Chapter 121A and Chapter 121B. Pursuant to the program regulations found at 24 CFR Part 570.208(b)(1), it can be stated that throughout the designated Slum and Blight Area, there are a substantial number of deteriorated and deteriorating buildings, and public improvements are in a general state of deterioration.

After extensive and thoughtful review of available data, in conjunction with input from stakeholders and city/SRA officials, the most appropriate finding is that the URA is a "decadent" area. The

definition of decadent is summarized below, followed by a discussion of those criteria which are relevant to the conditions of the URA.

3.4.1 Decadent Area Criteria

M.G.L. c 121B § 1 defines a “Decadent Area” as an area which is detrimental to safety, health, morals, welfare, or sound growth of a community because one or more of the following is present:

- Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair;
- Much of the real estate has been sold or taken for nonpayment of taxes upon foreclosure of mortgages;
- Buildings have been torn down and not replaced and under existing condition is improbable that the buildings will be replaced;
- A substantial change in business or economic conditions;
- Inadequate light, air, or open space;
- Excessive land coverage; and/or
- Diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise.
- The conditions which are applicable to the assessment of eligibility for downtown Fitchburg are indicated by a check mark in the list on the following page.

The conditions which are applicable to the assessment of eligibility for downtown Springfield are indicated by a check mark in the list below (example)

Applicability to the URA	Decadent Area Conditions	Summary of Conditions
✓	Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair	Most of the building stock predates 1970, and the presence of lead paint or other environmental contaminants is likely. The URA contains many underused or underutilized properties.
	Much of the real estate has been sold or taken for nonpayment of taxes upon foreclosure of mortgages	
✓	Buildings have been torn down and not replaced and under existing condition is improbable that the buildings will be replaced	Vacant lots remain where buildings once stood.
✓	A substantial change in business or economic conditions	Mixed-use and multi-family residential developments have been proposed or constructed in areas surrounding the URA.
	Inadequate light, air, or open space	Insufficient open space within the URA to support existing and proposed uses.
✓	Excessive land coverage	The URA has excessive underutilized land coverage and is predominantly covered by impervious surfaces, i.e., features such as buildings, parking lots, and roads.
✓	Diversity of ownership, irregular lot sizes or obsolete street patterns make it improbable that the area will be redeveloped by the ordinary operations of private enterprise	Parcels within the URA are typically small, irregularly shaped, and have a diversity of ownership.

3.4.2 Current Findings – Amendment 12

Master Development Plan - Unexpected Stymied Market

Despite the City and MGM’s significant investment of time, design, money, and commitments to “integrate” the casino into the urban fabric, the MGM complex has yet to foster important catalytic economic development and vibrancy outside the confines of the MCC Project Activity Area.

Finding #1

Prime buildings near the MGM Casino and Convention Center, which were once restaurants, bars, and retail remain vacant and are decaying.

The District's major destination anchors, MGM and MMC, drive much of the tourism, economic activity, and market demand in the area. These anchors provide critical activation and opportunity, though such activity is currently isolated to within each facility. MGM Springfield's interior and exterior spaces are vibrant and active, drawing patrons, economic activity, and buzz through events, special programming, and unique urban character. However, that energy, character, and economic activity are not spilling out into the area surrounding the casino and convention center. The initial strong development/tenant interest during the first years of MGM's opening and "honeymoon" is waning, with limited time remaining to leverage this impact.

As identified in the Master Development Plan, properties in transition, vacant, or underutilized include:

- 113 State Street, *Masonic Building*, foreclosed property
- 1155 Main Street, *Colonial Building*, foreclosed property
- 19-21 Stockbridge Street, foreclosed property
- 1212 Main Street, *Shean Building*, (Previously identified in Amendment 8)
- 1242 Main Street
- 13-31 Elm Street
- 50 Elm Street, Old First Church (City owned/SRA),
- 1127 Main Street
- 24 Park Street
- Civic Center Garage (MCCA), 41 Harrison Avenue
- 22 Falcons Way, Parking Lot (Previously identified in Original CSURP)

Finding #2:

Uncertainty in the market continues to grow and impediments are increasing the risks and viability of development.

To understand potential causes for this, the City reviewed various economic impact studies, assessed area real estate transactions and valuations, and monitored growing building conditions in the area. In their findings, the City determined that MGM, the very catalyst intended to revitalize this downtown area, was in fact contributing to the negative market conditions:

MGM's decision to "overpay" for key properties critical to the project (an average of 240% over market) has driven an artificial increase in area property valuations which has yet to correct itself.

Resulting area rents do not reflect realistic market rates, which has turned away high-quality tenants interested in being adjacent to a casino anchor.

News of MGM and potential future expansion created area wide speculation, market inactivity, and a "wait and see" attitude in anticipation of a buyout which is clearly not in MGM's plans.

Finding #3

Inflated market expectation has led to property disinvestment, code violations, foreclosures, auctions, and growing blight in prime areas adjacent to the casino.

Abundant vacancies (many of which are former retail/restaurants), underutilized buildings, and undeveloped parcels, have contributed to growing disinvestment and blight creating negative perceptions and impediments to development and investment.

Highest concentration of these vacancies or underutilization exists along the City's primary Main Street corridor, directly adjacent to MGM and MMC.

Finding #4

The area surrounding the MCC Project Activity Area District lacks clear identity, cohesion, unified character, and overall vibrancy creating a negative environment for pedestrians/visitors and impediments to development and investment.

The various uses, assets, and amenities in the MCC Project Activity Area District appear unrelated, disconnected, or worse isolated which contributes to an overall lack of continuity and flow between them. The District needs to become unified through a range of public realm improvements - including area wide markers/pylons/boundaries, district signage, streetscape, and landscape enhancements - to create the desired district identity, important linkages, and more consistent pedestrian environment throughout. These improvements are needed to promote area activation, attraction and provide a more stable business and economic environment.

Northeast Downtown District Master Plan - Challenges to Redevelopment

The Northeast Downtown District Master Plan identified several characteristics within this Project Activity Area that contribute to decadent conditions and stagnant economic investment. Many of these characteristics are the result of the 2012 gas explosion which damaged numerous buildings, some of which were demolished and some of which have not been rehabilitated for current use. Findings for this area include:

Finding #5

The Northeast Downtown District (NEDD) has a physically blighted landscape, due in part to the 2012 gas explosion and in part due to disinvestment.

The NEDD has experienced numerous economic challenges over the years, including a 2012 gas explosion that damaged dozens of buildings in the core of the district. A FEMA report stated more than 200 buildings in Springfield were affected by the gas explosion. Within the NEDD, one building was completely leveled, twelve other nearby buildings sustained significant damage, and twelve others suffered collateral damage. Many lots and buildings remain vacant. Properties in transition, vacant or underutilized include:

Table 3-1: Vacant Parcels and Parking Lots in the Northeast Activity Area 12b		
Parcel ID	Address	Current Use
80300040	N S Lyman St.	Vacant Land - Accessory To Commercial Parcel
80300032	NS Lyman St.	Vacant Land
80300031	N S Lyman St.	Developable Land - Accessory To Industrial
80300029	N S Lyman St.	Vacant Land - Industrial
80300028	N S Lyman St.	Vacant Land - Industrial
80300027	N S Lyman St.	Vacant Land - Industrial
80300026	N S Lyman St.	Parking Lot
80300051	SS Lyman St	Developable Land - Accessory To Industrial
80300054	S S Lyman St.	Vacant Land

80300055	151 Lyman St.	Vacant Land
80300056	S S Lyman St.	Vacant Land
80300058	139-141 Lyman St.	Vacant Building
80300059	135 Lyman St.	Vacant Building
80300060	S S Lyman St.	Vacant Land - Accessory To Commercial Parcel
114300153	S S Taylor St.	Vacant Land - Accessory To Commercial Parcel
110400063	E S Spring St.	Parking Lot
125350058	N S Worthington St.	Parking Lots
110400065	E S Spring St.	Parking Lots
110400066	E S Spring St.	Parking Lots
125350055	N S Worthington St.	Parking Lots
125350053	N S Worthington St.	Vacant Land - Accessory To Commercial Parcel
125350050	N S Worthington St.	Vacant Land - Accessory To Commercial Parcel
2300003	E S Alert St.	Vacant Land - Accessory To Commercial Parcel
2300004	E S Alert St.	Vacant Land - Accessory To Commercial Parcel
125350049	N S Worthington St.	Vacant Land - Accessory To Commercial Parcel
125350048	502 Worthington St.	Vacant Land - Industrial
125350046	N S Worthington St.	Vacant Land - Accessory To Commercial Parcel
125350044	N S O Worthington St.	Vacant Land - Accessory To Commercial Parcel
125350042	N S O Worthington St.	Vacant Land - Accessory To Commercial Parcel
27500058	W S Chestnut St.	Parking Lots
114300187	S S Taylor St.	Vacant Land - Accessory To Commercial Parcel
125350037	N S Worthington St.	Parking Lots
125350034	350 Worthington St.	Eating And Drinking Establishments
42220361	ES Dwight St.	Parking Lots
125350281	345-349 Worthington St.	Parking Lots
125350282	337-341 Worthington St.	Parking Lots
42220365	341-359 Dwight St.	Parking Lots
18400046	410 Bridge St.	Parking Lots

18400043	N S Bridge St.	Parking Lots
42220370	315 Dwight St.	Parking Lots
42220367	329-333 Dwight St.	Parking Lots
125350268	S S Worthington St.	Developable Land - Accessory To Industrial
125350269	471 Worthington St.	Developable Land - Accessory To Industrial
123950013	N S Winter St.	Developable Land - Accessory To Industrial
123950012	N S Winter St.	Developable Land - Accessory To Industrial
125350271	S S Worthington St.	Developable Land - Accessory To Industrial
123950019	N S Winter St.	Parking Lots
125350273	Worthington St.	Vacant Land - Accessory To Commercial Parcel
123950009	Winter St.	Developable Land - Accessory To Industrial
125350274	Worthington St.	Vacant Land - Accessory To Commercial Parcel
27500525	Chestnut St.	Vacant Land - Accessory To Commercial Parcel
95850005	Pearl St.	Parking Lots
123950040	Winter St.	Parking Lots

Finding #6

The NEDD is in need of infrastructure improvements and amenities to support new development and residential uses.

The NEDD area is an older section of downtown Springfield with older infrastructure that needs to be upgraded to support new development. Many roadways are in poor condition, and one-way circulation on some roads unnecessarily hinders access to key parcels and blocks in need of redevelopment.

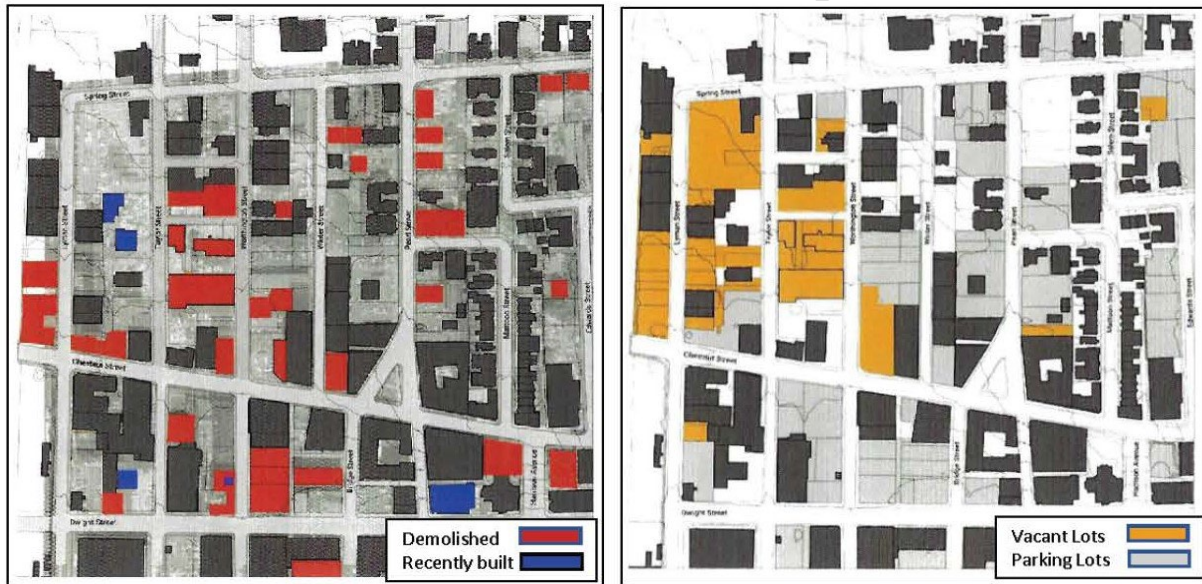
Chestnut Street is identified in Springfield's Complete Streets Priority Implementation Plan as a targeted corridor for redesign. Applying a Complete Streets approach to Chestnut Street will result in improvements to stimulate economic activity, such as a safer, more vibrant pedestrian environment, slowing down traffic, improving pedestrian crossings, and ensuring the preservation of adequate parking needed to support local businesses.

The district currently lacks a holistic, usable, and pedestrian-friendly public realm. The area's largest open space, Apremont Triangle, is a gem with historic merit, but the current street configuration around the park limits accessibility, and the ability for surrounding businesses to use the park for retail activity.

Finding #7

The NEDD is in need of urban infill development to provide continuity to streetscapes.

Vacant and blighted land caused by the gas explosion and the abandonment of properties whose value, in general, has plummeted in recent years, should be cleaned up to improve the visual presentation of the neighborhood. This is an important aspect of facilitating the successful revitalization of the neighborhood. Therefore, early in any phased redevelopment period, vacant lots should be cleaned up and blight removed. Even if many parcels are not yet viable for redevelopment, their temporary reuse can strengthen the streetscape, urban edges, and a feeling of safety. The demolition of structurally unsound buildings and the interim reuse of undeveloped parcels can change not only the visual aesthetics of a neighborhood but the perception of it as being a safe place.



UMass LA&RP analysis; impervious surfaces and demolished urban fabric in the district [Placemaking in Metro East Springfield, 2018]

Findings Related to the Entire CSURP Area

Finding #8

Lack of market rate housing.

While a diverse range of housing alternatives should be purposefully preserved in the surrounding area, up to ninety percent (90%) of downtown units receive subsidies. The core of the district needs market rate multi-family residential at a level of density commensurate with its TOD setting. Having a critical mass of residents with disposable income will help support local businesses and promote entrepreneurship.

A 2013 Zimmerman/Volk study *“Residential Market Potential, Downtown Springfield,”* updated in 2019, reports that 90% of all downtown units are being subsidized in some form. The study also indicated that there is a strong demand for market rate housing in the downtown, largely fueled by younger singles and couples, and bolstered by empty nesters and retirees. While market rate housing will have many economic benefits, it is important to balance housing opportunities by integrating a reasonable mix of affordable units. Phased redevelopment should start with the adaptive reuse of buildings with historic qualities. The available layering of funding resources,

including state and federal historic tax credits, make this a logical first step. An infusion of market-rate residential units will help support commercial revitalization and, as rents start to rise, some of the challenges to “ground up” infill development will begin to be eased.

DRAFT

12.08 (4) Objectives

Current DHCD URP regulation require that a URP report includes “A statement of the objectives of the plan including:

- Specification and explanation of all proposed redevelopment
- A detailed estimate of how many jobs will be retained, how many created, and how many eliminated as a result of the proposed renewal and redevelopment,
- The specific provisions which exist, or which will be established to control densities, land coverage, land uses, setbacks, off street parking and loading and building height and bulk, and design guidelines, if appropriate.”

The following information summarizes the evolution of the CSURP Objectives and provisions for redevelopment through Amendment 11. Prior Job Creation estimates have not been included. This section then adds Amendment 12 Objectives, current estimates on Job Creation which will result from Amendment 12 actions, and updated redevelopment provisions.

4.1 Amendment 12 Objectives

(Items 1-12 are from the original CSURP and prior amendments, 13-20 have been added in Amendment 12)

1. To remove substandard structures, incompatible uses, obsolete structures, and blighting influences.
2. To strengthen the Central Business District by creating sites for new higher-density, mixed-use development, related community improvements and strategic parking.
3. To improve and control traffic circulation within the Project Area and to eliminate congestion by improving access to and egress from the Central Business District.
4. To control the use and development of land in conformity with the planning, zoning, and other applicable regulations of the City of Springfield.
5. To eliminate blight and decadence and to arrest its spread.
6. To rezone to Business ‘C’ areas that do not conform to other sections of the Central Business District and within the Project Area, promote complementary and compatible uses to the emerging mixed-use convention and entertainment district.
7. To expand the employment base of the City of Springfield.
8. To improve transportation access, parking, and public realm improvements to support the redevelopment efforts within the Central Business District, particularly the pedestrian environment within the project area.
9. To create a diversified Central Business District having a smooth transition to related adjacent areas.
10. To upgrade the visual and environmental conditions of the area through building rehabilitation and public improvements. To increase activation and attractiveness of the downtown area.
11. To preserve and restore important structures, where economically feasible.
12. To enhance the revitalization of the Central Business District through public actions to encourage private development.
13. To bolster the pedestrian environment, development opportunities, and overall viability of projects within the Project Activity Area to leverage two of Springfield’s major economic anchors, MassMutual Center and MGM Springfield.

14. To encourage an active pedestrian environment and cohesive district image and identity with an emphasis on activities and amenities at the street level, particularly along Springfield's major corridors, especially the center spine, Main Street.
15. To encourage mixed-use developments incorporating residential dwellings above activated ground floor uses in order to increase the district's residential population and grow and stabilize the market to support the ground floor uses.
16. To promote and facilitate owner investment to improve the physical environment, property conditions, signage/identity, and attract/maintain tenants.
17. To develop a holistic public realm for the Northeast Downtown District Project Activity Area to provide the district with a new identity and link the area to the Springfield Museums area and Union Station.
18. To encourage market rate residential development as part of a balanced housing goal
19. To use place-making initiatives, public realm improvements, and to facilitate the adaptive reuse of key buildings and infill of vacant properties as key actions to remove blight in the Northeast Downtown District Project Activity Area.
20. To support a vision for Transit Oriented Development and a new urban lifestyle throughout downtown through a mix of land uses and services, along with walkability and safety, to support new residential and businesses in the area.

DRAFT

12.08 (5) Acquisitions

This section presents the City-owned parcels that could be transferred to the SRA for redevelopment as well as privately-owned parcels within the CSURP proposed for acquisition by the SRA through this Amendment 12. Table 5-1: Parcels to be acquired through a transfer or purchase provides information regarding the address, owner, lot size, and building information. These parcels contain a mix of vacant or underutilized buildings, vacant parcels, parcels that are currently parking lots, and parcels that have the potential for a higher and better economic use consistent with the City's vision for downtown. The strategic acquisition of these parcels is intended to result in mixed-use development that will help revitalize Downtown Springfield.

In all, 96 parcels have been identified for transfer or acquisition. At the time that the SRA acquires a property, two appraisals must be completed in accordance with 760 CMR 12.04, except as set out in 760 CMR 12.04 (3), and DHCD must approve the acquisition price.

Table 5-1: Parcels to be Acquired

Parcel ID	Address	Owner	Lot Size (Acres)	Building Area (SF)	Stories	Year Built
Full Acquisitions						
Main St./Convention District						
081300570	1163-1167 Main St.	Cedar Green LLC	0.0886	3,861	N/A	1899
081300571	1127 Main St.	1111 Main St LLC	0.6795	29,597	N/A	1900
123100008	18-22 Willow St.	The Community Music School of Springfield INC	0.3700	16,119	N/A	2010
081300116	1252 Main St.	Charlou Realty LLC	0.0567	2,468	N/A	1880
081300114	1228-1236 Main St.	Collins Enterprises INC	0.1753	7,634	N/A	1911
081300115	1242 Main St.	Collins Enterprises INC	0.0333	1,450	N/A	1911
081300577	1091 Main St.	Fraziero Carmelaa Trustee	1.0951	47,703	N/A	1918
081300584	1021 Main St.	AW Real State LLC	0.1609	7,008	N/A	1958
094970010	24 Park St.	JLL Realty Developers LLC	0.3843	16,740	N/A	N/A
033150055	Court St.	Springfield City of	0.3037	13,230	N/A	NA
033150020	68 Court St.	Springfield City of	0.3048	13,277	N/A	1900
033150012	Court St.	Springfield City of	0.2248	9,794	N/A	1900
043030010	1600 East Columbus Avenue	Springfield City of	0.2715	11,827	N/A	1930
049050003	22 Falcons Way	JGT Mass LLC and W & M Realty INC	0.6069	26,436	N/A	N/A
081300112	1208 Main St	Maple Investments Incorporated	0.3249	14,153	N/A	1928

Northeast Downtown District						
110400062	185 Spring St.	Mass Park Realty LLC	1.7163	74,76 2.028	N/A	1950
080300045	204 Lyman St.	Carando Peter F Jr & Ramon P & Dino J	0.8789	38,28 6	N/A	1956
080300043	192-194 Lyman St.	Carando Peter F Jr & Ramon & Dino	0.1845	8,036	N/A	1950
080300040	N S Lyman St.	Cara Development	0.1464	6,376	N/A	N/A
080300038	180-182 Lyman St.	Cara Development	0.1070	4,662	N/A	1890
080300037	170-172 Lyman St.	Lyman Corners LLC	0.2029	8,840	N/A	1890
080300034	162-168 Lyman St.	Lyman Corners LLC	0.1825	7,949	N/A	1890
080300032	NS Lyman St.	Lyman Corners LLC	0.0907	3,953	N/A	N/A
080300031	N S Lyman St.	Lyman Corners LLC	0.1796	7,824	N/A	N/A
080300029	N S Lyman St.	Lyman Corners LLC	0.0732	3,190	N/A	N/A
080300028	N S Lyman St.	Lyman Corners LLC	0.0557	2,426	N/A	N/A
080300027	N S Lyman St.	Lyman Corners LLC	0.1074	4,678	N/A	N/A
080300026	N S Lyman St.	Bruce Wright Group LLC	0.2156	9,393	N/A	N/A
110400050	196-198 Spring St.	A A C Realty LLC	1.2639	55,05 6	N/A	1950
080300051	SS Lyman St	Zimmerman Kurt R Trustee	0.0922	4,015	N/A	N/A
080300052	163 Lyman St.	Zimmerman Kurt R Trustee	0.0957	4,169	N/A	1920
080300053	157-159 Lyman St.	Zimmerman Kurt R Trustee	0.0980	4,269	N/A	1920
080300054	S S Lyman St.	Springfield City Of	0.1009	4,394	N/A	N/A
080300055	151 Lyman St.	Springfield City Of	0.0971	4,229	N/A	N/A
080300056	S S Lyman St.	Springfield City Of	0.0953	4,152	N/A	N/A
080300058	139-141 Lyman St.	Springfield City Of	0.1148	5,000	N/A	1910
080300059	135 Lyman St.	Springfield City Of	0.0580	2,527	N/A	1910
080300060	S S Lyman St.	Crowley Richard P & Roger A Slate	0.0735	3,202	N/A	N/A
027500510	187 Chestnut St.	Lessard Paul D & Richard J Sacchetti Co- Trustees	0.6255	27,24 7	N/A	1900
114300038	160 Taylor St	R & B Karrasch LLC	0.6739	29,35 7	N/A	1940
114300035	146 Taylor St.	Springfield Rescue Mission	0.6739	29,35 7	N/A	1940
114300153	S S Taylor St.	Mourad Ali M	0.1166	5,080	N/A	N/A
114300155	237 Taylor St.	RHBP LLC	0.5839	25,43 3	N/A	1931
110400063	E S Spring St.	173-175 Spring Street LLC	0.0930	4,052	N/A	N/A
110400064	175 Spring St.	173-175 Spring Street LLC	0.0952	4,147	N/A	1930
125350061	638 Worthington St.	Borges Candido Trustee	0.3127	13,62 2	N/A	1922
125350060	624 Worthington St.	Jones Robin L	0.1059	4,615	N/A	1904
125350059	614-616	Field Group Holdings LLC	0.1048	4,565	N/A	1900

	Worthington St.					
125350058	N S Worthington St.	Cedar Auto Sales LLC	0.1989	8,663	N/A	N/A
110400065	E S Spring St.	Cedar Auto Sales	0.1215	5,292	N/A	N/A
110400066	E S Spring St.	Cedar Auto Sales LLC	0.0706	3,075	N/A	N/A
114300163	193 Taylor St.	Springer Samuel	0.2121	9,241	N/A	1920
110400046	180 Spring St.	KD Collins Realty LLC	0.0653	2,845	N/A	1905
125350055	N S Worthington St.	Rose Entertainment LLC	0.1449	6,312	N/A	N/A
125350053	N S Worthington St.	Godek Michael F	0.0783	3,410	N/A	N/A
114300164	189 Taylor St.	Godek Michael F	0.1131	4,927	N/A	1925
125350052	544-546 Worthington St.	Cordero D Angel D	0.0387	1,687	N/A	1910
125350051	536-542 Worthington St.	536 Worthington St LLC	0.0784	3,417	N/A	1910
114300167	179 Taylor St.	401 Liberty Street LLC	0.1741	7,582	N/A	1925
125350050	N S Worthington St.	401 Liberty Street LLC	0.0988	4,305	N/A	N/A
002300003	E S Alert St.	401 Liberty Street LLC	0.0784	3,414	N/A	N/A
002300004	E S Alert St.	401 Liberty Street LLC	0.0788	3,433	N/A	N/A
125350049	N S Worthington St.	401 Liberty Street LLC	0.0921	4,013	N/A	N/A
125350048	502 Worthington St.	401 Liberty Street LLC	0.0992	4,320	N/A	N/A
114300172	159 Taylor St.	Sanjo LLC	0.1697	7,391	N/A	1960
125350046	N S Worthington St.	Hastings Hill Realty LLC	0.2810	12,242	N/A	N/A
125350044	N S O Worthington St.	Hastings Hill Realty LLC	0.4260	18,558	N/A	N/A
125350042	N S O Worthington St.	Eleanor Chestnut Realty LLC	0.1222	5,322	N/A	N/A
027500516	175 Chestnut St.	Eleanor Chestnut Realty LLC	0.3987	17,369	N/A	N/A
027500513	181-187 Chestnut St.	181 Chestnut LLC	0.1205	5,251	N/A	1900
080300065	127 Lyman St.	Bruce Wright Group LLC	0.3909	17,028	N/A	1890
080300067	113 Lyman St.	Bruce Wright Group LLC	0.2021	8,805	N/A	1890
080300068	101-103 Lyman St.	Bruce Wright Group LLC	0.1210	5,271	N/A	1890
042220348	459 Dwight St.	Lumpkin & Markarian Holdings, LLC	0.4006	17,449	N/A	1910
042220352	435 Dwight St.	Kearing Peter F Trustee	0.5570	24,261	N/A	1965
027500064	186 Chestnut St.	Bruce Wright Group LLC	0.5399	23,51	N/A	1909

				7		
027500058	W S Chestnut St.	B S C Realty Inc	0.1348	5,872	N/A	N/A
114300187	S S Taylor St.	B S C Realty Inc	0.1769	7,705	N/A	N/A
042220358	405 Dwight St.	B S C Realty Inc	0.4774	20,797	N/A	1888
125350037	N S Worthington St.	B S C Realty Inc	0.4135	18,012	N/A	N/A
125350034	350 Worthington St.	B S C Realty Inc	0.2262	9,855	N/A	2012
042220361	ES Dwight St.	B S C Realty Inc	0.1563	6,810	N/A	N/A
125350281	345-349 Worthington St.	Springfield Parking Authority	0.1503	6,549	N/A	N/A
125350282	337-341 Worthington St.	Springfield Parking Authority	0.1228	5,348	N/A	N/A
042220365	341-359 Dwight St.	Springfield Parking Authority	0.2174	9,470	N/A	N/A
018400046	410 Bridge St.	Springfield Bridge Holding LLC	0.1495	6,512	N/A	N/A
018400043	N S Bridge St.	Springfield Bridge Holding LLC	0.1623	7,069	N/A	N/A
042220370	315 Dwight St.	Springfield Parking Authority	0.2091	9,110	N/A	N/A
042220367	329-333 Dwight St.	Springfield Parking Authority	0.0736	3,207	N/A	N/A
027500491	235 Chestnut St.	Altranais Home Care LLC	0.7868	34,271	N/A	1961
027500073	232-240 Chestnut St.	Frank B Murray LLC	0.1941	8,454	N/A	1910
053550040	125 Frank B Murray St.	Frank B Murray LLC	0.3786	16,492	N/A	1917
027500070	Chestnut St.	Frank B Murray LLC	0.2162	9,418	N/A	1910
077700627	S S Liberty St.	Liberty Street Acquisitions LLC	6.5	283,140	N/A	N/A
053550045	95-119 Frank B Murray Street	Dwight Station LLC	0.9626	41,929	N/A	1910
053550050	S S Frank B Murray St.	Dwight Station LLC	0.0898	3,910	N/A	N/A

12.08 (6) Relocation

The URP is to be used as a vehicle to revitalize downtown Springfield, to remove decadent conditions while encouraging sound growth, to support redevelopment efforts, and to undertake public improvements and actions that are necessary to support redevelopment activities. In so doing, the SRA may take necessary actions that involve the acquisition of private property to undertake public and private revitalization efforts to stimulate private investment. When acquiring privately owned property, the SRA will undertake all relocations which may necessary in support of the URP in accordance with the applicable relocation assistance requirements in M.G.L. c. 79A and the regulations at 760 CMR 27.00. In so doing, the SRA will provide fair and equitable treatment, relocation assistance services, and payments to parties displaced due to public actions associated with the URP.

The SRA will prepare and submit detailed relocation plans to the Massachusetts Bureau of Relocation at DHCD for review and approval in advance of property acquisition in accordance with state laws and regulations. It is anticipated that the URP will be implemented over a 20-year period, and relocation plans may be submitted in phases, as needed. While the SRA may have a dedicated staff member to assist with relocation, the SRA anticipates engaging the services of an experienced relocation consultant to provide assistance, e.g., finding alternative sites, identifying relevant zoning issues, interviewing, and determining the needs of businesses and occupants to be relocated, and reviewing moving cost estimates. The SRA will request designation of a relocation advisory agency from DHCD prior to the SRA's acquisition of property which involves the displacement of legal occupants.

The SRA acknowledges that each legal occupant at the time of the acquisition is entitled to remain on the said property for not less than four months from the date of receipt of the notice to vacate. The SRA will consult with the Bureau of Relocation in advance of property acquisition to ensure that 760 CMR 27, M.G.L. c. 79A and 49 Code of Federal Regulations (CFR) Part 24 are met.

A list of uses that may require relocation is presented in Table 6-1 below. This is a draft list of potential relocations based on current occupancy. This list will be updated at the time of any acquisition because many of the properties have tenants that are subject to change for reasons outside of the purview of this URP. Business information will be verified/updated as part of a Relocation Plan prepared in accordance with the requirements in 760 CMR 27.03 (6) and submitted for approval to the Bureau of Relocation at DHCD. The Relocation Plan will consider several factors, including the size of the existing business, the need for visibility, proximity to public transportation, customer access, and any necessary special equipment.

Table 6-1: Relocation				
Parcel ID	Address	Owner	Current Use	Class
Main St./Convention District				
081300570	1163-1167 Main St.	Cedar Green LLC	Small Retail And Service Stores Under 10	Commercial
081300571	1127 Main St.	1111 Main St LLC	General Office	Commercial
123100008	18-22 Willow St.	The Community Music School of Springfield INC	Parking Lot	Exempt
081300116	1252 Main St.	Charlou Realty LLC	Multiple Use - Primarily Commercial	Commercial
081300114	1228-1236 Main	Collins Enterprises INC	General Office	Commercial

	St.			
081300115	1242 Main St.	Collins Enterprises INC	General Office	Commercial
081300577	1091 Main St.	Frazier Carmelaa Trustee	Multiple Use - Primarily Commercial	Commercial
081300584	1021 Main St.	AW Real State LLC	Eating And Drinking Establishments	Commercial
094970010	24 Park St.	JLL Realty Developers LLC	Eating And Drinking Establishments	Commercial
033150055	Court St.	Springfield City of	Green Space	Exempt
033150020	68 Court St.	Springfield City of	Parking Lot	Exempt
033150012	Court St.	Springfield City of	Parking Lot	Exempt
043030010	1600 East Columbus Avenue	Springfield City of	City Hall Annex	Exempt
Northeast Downtown District				
110400062	185 Spring St.	Mass Park Realty LLC	Manufacturing Facilities	Industrial
080300045	204 Lyman St.	Carando Peter F Jr & Ramon P & Dino J	Manufacturing Warehouse Facilities	Industrial
080300043	192-194 Lyman St.	Carando Peter F Jr & Ramon & Dino	Storage, Warehouses And Distribution	Commercial
080300040	N S Lyman St.	Cara Development	Vacant Land - Accessory To Commercial Pa	CV
080300038	180-182 Lyman St.	Cara Development	Storage, Warehouses And Distribution	Commercial
080300037	170-172 Lyman St.	Lyman Corners LLC	Storage, Warehouses And Distribution	Commercial
080300034	162-168 Lyman St.	Lyman Corners LLC	Storage, Warehouses And Distribution	Commercial
080300032	NS Lyman St.	Lyman Corners LLC	Vacant Land	CA
080300031	N S Lyman St.	Lyman Corners LLC	Developable Land - Accessory To Industrial	IV
080300029	N S Lyman St.	Lyman Corners LLC	Vacant Land - Industrial	IV
080300028	N S Lyman St.	Lyman Corners LLC	Vacant Land - Industrial	IV
080300027	N S Lyman St.	Lyman Corners LLC	Vacant Land - Industrial	IV
080300026	N S Lyman St.	Bruce Wright Group LLC	Parking Lot	CA
110400050	196-198 Spring St.	A A C Realty LLC	Automobile Repair	Commercial
080300051	SS Lyman St	Zimmerman Kurt R Trustee	Developable Land - Accessory To Industrial	IV
080300052	163 Lyman St.	Zimmerman Kurt R Trustee	Storage, Warehouses And Distribution	Commercial
080300053	157-159 Lyman St.	Zimmerman Kurt R Trustee	Storage, Warehouses And Distribution	Commercial
080300054	S S Lyman St.	Springfield City Of	Vacant Land	Exempt
080300055	151 Lyman St.	Springfield City Of	Vacant Land	Exempt

080300056	S S Lyman St.	Springfield City Of	Vacant Land	Exempt
080300058	139-141 Lyman St.	Springfield City Of	Vacant Building	Exempt
080300059	135 Lyman St.	Springfield City Of	Vacant Building	Exempt
080300060	S S Lyman St.	Crowley Richard P & Roger A Slate	Vacant Land - Accessory To Commercial Pa	CV
027500510	187 Chestnut St.	Lessard Paul D & Richard J Sacchetti Co- Trustees	General Office	Commercial
114300038	187 Chestnut St.	Lessard Paul D & Richard J Sacchetti Co- Trustees	Automobile Repair	Commercial
114300035	146 Taylor St.	Springfield Rescue Mission	Springfield Rescue Mission	Exempt
114300153	S S Taylor St.	Mourad Ali M	Vacant Land - Accessory To Commercial Pa	CV
114300155	237 Taylor St.	RHBP LLC	Truck Terminals	Commercial
110400063	E S Spring St.	173-175 Spring Street LLC	Parking Lot	CA
110400064	175 Spring St.	173-175 Spring Street LLC	Other Motor Vehicles Sales & Services	Commercial
125350061	638 Worthington St.	Borges Candido Trustee	Automobile Repair	Commercial
125350060	624 Worthington St.	Jones Robin L	Manufacturing Facilities	I
125350059	614-616 Worthington St.	Field Group Holdings LLC	Three-Family	Residential
125350058	N S Worthington St.	Cedar Auto Sales LLC	Parking Lots	CA
110400065	E S Spring St.	Cedar Auto Sales	Parking Lots	CA
110400066	E S Spring St.	Cedar Auto Sales LLC	Parking Lots	CA
114300163	193 Taylor St.	Springer Samuel	Other Motor Vehicles Sales & Services	Commercial
110400046	180 Spring St.	KD Collins Realty LLC	Automobile Repair	Commercial
125350055	N S Worthington St.	Rose Entertainment LLC	Parking Lots	CA
125350053	N S Worthington St.	Godek Michael F	Vacant Land - Accessory To Commercial Pa	CV
114300164	189 Taylor St.	Godek Michael F	Manufacturing Facilities	I
125350052	544-546 Worthington St.	Cordero D Angel D	Multiple Use - Primarily Commercial	CR
125350051	536-542 Worthington St.	536 Worthington St LLC	Eating And Drinking Establishments	Commercial
114300167	179 Taylor St.	401 Liberty Street LLC	Manufacturing Facilities	I
125350050	N S Worthington St.	401 Liberty Street LLC	Vacant Land - Accessory To Commercial Pa	CV
002300003	E S Alert St.	401 Liberty Street LLC	Vacant Land - Accessory To Commercial Pa	CV
002300004	E S Alert St.	401 Liberty Street LLC	Vacant Land - Accessory	CV

			To Commercial Pa	
125350049	N S Worthington St.	401 Liberty Street LLC	Vacant Land - Accessory To Commercial Pa	CV
125350048	502 Worthington St.	401 Liberty Street LLC	Vacant Land - Industrial	IV
114300172	159 Taylor St.	Sanjo LLC	Automotive Vehicles Sales & Services	Commercial
125350046	N S Worthington St.	Hastings Hill Realty LLC	Vacant Land - Accessory To Commercial Pa	CV
125350044	N S O Worthington St.	Hastings Hill Realty LLC	Vacant Land - Accessory To Commercial Pa	CV
125350042	N S O Worthington St.	Eleanor Chestnut Realty LLC	Vacant Land - Accessory To Commercial Pa	CV
027500516	175 Chestnut St.	Eleanor Chestnut Realty LLC	Automotive Supplies Retail	Commercial
027500513	181-187 Chestnut St.	181 Chestnut LLC	Multiple Use - Primarily Residential	RC
080300065	127 Lyman St.	Bruce Wright Group LLC	General Office	Commercial
080300067	113 Lyman St.	Bruce Wright Group LLC	Storage, Warehouses And Distribution	Commercial
080300068	101-103 Lyman St.	Bruce Wright Group LLC	Manufacturing Warehouse Facilities	I
042220348	459 Dwight St.	Lumpkin & Markarian Holdings, LLC	Eating And Drinking Establishments	Commercial
042220352	435 Dwight St.	Kearing Peter F Trustee	Automotive Supplies Retail	Commercial
027500064	186 Chestnut St.	Bruce Wright Group LLC	Manufacturing Warehouse Facilities	I
027500058	W S Chestnut St.	B S C Realty Inc	Parking Lots	CA
114300187	S S Taylor St.	B S C Realty Inc	Vacant Land - Accessory To Commercial Pa	CV
042220358	405 Dwight St.	B S C Realty Inc	Multiple Use - Primarily Commercial	Commercial
125350037	N S Worthington St.	B S C Realty Inc	Parking Lots	CA
125350034	350 Worthington St.	B S C Realty Inc	Eating And Drinking Establishments	Commercial
042220361	ES Dwight St.	B S C Realty Inc	Parking Lots	CA
125350281	345-349 Worthington St.	Springfield Parking Authority	Parking Lots	Exempt
125350282	337-341 Worthington St.	Springfield Parking Authority	Parking Lots	Exempt
042220365	341-359 Dwight St.	Springfield Parking Authority	Parking Lots	Exempt
018400046	410 Bridge St.	Springfield Bridge Holding LLC	Parking Lots	CA

018400043	N S Bridge St.	Springfield Bridge Holding LLC	Parking Lots	CA
042220370	315 Dwight St.	Springfield Parking Authority	Parking Lots	Exempt
042220367	329-333 Dwight St.	Springfield Parking Authority	Parking Lots	Exempt
027500491	235 Chestnut St.	Altranais Home Care LLC	General Office	Commercial
027500073	232-240 Chestnut St.	Frank B Murray LLC	Small Retail And Service Stores Under 10	Commercial
053550040	125 Frank B Murray St.	Frank B Murray LLC	Storage, Warehouses And Distribution	Commercial
027500070	Chestnut St.	Frank B Murray LLC	Eating And Drinking Establishments	Commercial
Previously Identified Parcels				
049050003	22 Falcons Way	JGT Mass LLC and W & M Realty INC	Parking Lots	CA
081300112	1208 Main St	Maple Investments Incorporated	General Office	Commercial
077700627	S S Liberty St.	Liberty Street Acquisitions LLC	Parking Lots	CA
053550045	95-119 Frank B Murray Street	Dwight Station LLC	Medical Office	Commercial
053550050	S S Frank B Murray St.	Dwight Station LLC	Vacant Land - Accessory To Commercial Pa	CV

12.08 (7) Site Preparation

Site preparation activities will address the existing conditions on sites acquired by the SRA that will be developed for public use, as well as sites that will be prepared for disposition and private development. Activities include stabilizing parcels after buildings are demolished, securing sites, assessment and management of any hazardous material, and other measures to provide a safe and secure site until redevelopment starts.

This section provides more detail of key activities planned as part of the site preparation process, as required by 760 Code of Massachusetts Regulations (CMR) 12.02 (6). Areas to be affected by site preparation activities are presented in Figure I-1: Buildings to be Demolished (see Chapter 12.02 (2)).

7.1 Site and Building Assessment

Based on the ages of structures and observed conditions, there is the potential of encountering unknown hazardous materials, either in subsurface conditions in areas to be redeveloped or within various buildings to be demolished. Prior to acquisition or any site work, initial site and building assessments will be conducted to identify potential areas or sources of contamination. Once this evaluation is completed, actions and costs for remediation can be estimated, if necessary.

7.2 Demolition to Support Redevelopment

As shown in Figure H-1: Buildings to be Demolished, structural demolition is proposed at the locations identified in Table 7-1: Demolition Parcels. Where demolition will occur, all utility services to the structures will be cut and capped within ten feet of the existing building foundations. All building materials, floor slabs and foundations of the demolished buildings will be removed and disposed of off-site, as appropriate. To the extent feasible, the contractor will recycle demolition debris. Any open excavations will be backfilled with on-site soils or imported clean fill and then graded. Public access to construction sites will be restricted by appropriate fencing materials and signage. Erosion and sediment controls will be implemented to control stormwater, as necessary. Where contamination or regulated materials are known or suspected to be present, a Licensed Site Professional will be present to ensure that all applicable MCP standards and procedures are followed.

Table 7-2: Demolition			
Parcel ID	Site Address	Lot Size (Acres)	Building Area (SF)
Northeast Downtown District			
110400062	185 Spring St.	1.7163	74,762.028
080300045	204 Lyman St.	0.8789	38,286
080300043	192-194 Lyman St.	0.1845	8,036
080300040	N S Lyman St.	0.1464	6,376
110400050	196-198 Spring St.	1.2639	55,056
114300038	160 Taylor St.	0.6739	29,357
114300155	237 Taylor St.	0.5839	25,433
110400064	175 Spring St.	0.0952	4,147

114300167	179 Taylor St.	0.1741	7,582
114300172	159 Taylor St.	0.1697	7,391
027500516	175 Chestnut St.	0.3987	17,369
042220352	435 Dwight St.	0.5570	24,261

7.3 Building Rehabilitation

A number of buildings have been identified for rehabilitation. In most cases, the SRA is proposing that full building rehabilitation be undertaken by a proposed developer, not the SRA. Should the SRA acquire any of these buildings, the SRA may undertake some preliminary rehabilitation actions to stabilize and prepare these buildings for disposition. In such cases, information may be gathered during an initial site and building assessment to identify the appropriate measures for addressing materials requiring special handling and disposal. Whether to be completed by the SRA or a private redeveloper, all work will be conducted under the supervision of qualified professionals who are knowledgeable and licensed, as appropriate. Where feasible, rehabilitation will be completed such that existing materials will be reused and the character and ornamental details are consistent with original features.

Table 7-3: Rehabilitation

Parcel ID	Site Address	Lot Size (Acres)	Building Area (SF)
Main St./Convention District			
081300570	1163-1167 Main St.	0.0886	3,861
081300571	1127 Main St.	0.6795	29,597
081300116	1252 Main St.	0.0567	2,468
081300114	1228-1236 Main St.	0.1753	7,634
081300115	1242 Main St.	0.0333	1,450
081300577	1091 Main St.	1.0951	47,703
081300584	1021 Main St.	0.1609	7,008
094970010	24 Park St.	0.3843	16,740
033150020	68 Court St.	0.3048	13,277
033150012	Court St.	0.2248	9,794
043030010	1600 East Columbus Avenue	0.2715	11,827
081300112	1208 Main St	0.3249	14,153
Northeast Downtown District			
080300038	180-182 Lyman St.	0.1070	4,662

080300037	170-172 Lyman St.	0.2029	8,840
080300034	162-168 Lyman St.	0.1825	7,949
080300052	163 Lyman St.	0.0957	4,169
080300053	157-159 Lyman St.	0.0980	4,269
080300058	139-141 Lyman St.	0.1148	5,000
080300059	135 Lyman St.	0.0580	2,527
027500510	187 Chestnut St.	0.6255	27,247
114300035	146 Taylor St.	0.6739	29,357
125350061	638 Worthington St.	0.3127	13,622
125350060	624 Worthington St.	0.1059	4,615
125350059	614-616 Worthington St.	0.1048	4,565
114300163	193 Taylor St.	0.2121	9,241
110400046	180 Spring St.	0.0653	2,845
114300164	189 Taylor St.	0.1131	4,927
125350052	544-546 Worthington St.	0.0387	1,687
125350051	536-542 Worthington St.	0.0784	3,417
027500513	181-187 Chestnut St.	0.1205	5,251
080300065	127 Lyman St.	0.3909	17,028
080300067	113 Lyman St.	0.2021	8,805
080300068	101-103 Lyman St.	0.1210	5,271
042220348	459 Dwight St.	0.4006	17,449
027500064	186 Chestnut St.	0.5399	23,517
042220358	405 Dwight St.	0.4774	20,797
Other Areas			
027500491	235 Chestnut St.	0.7868	34,271
027500073	232-240 Chestnut St.	0.1941	8,454
053550040	125 Frank B Murray St.	0.3786	16,492
027500070	Chestnut St.	0.2162	9,418
053550045	95-119 Frank B Murray Street	0.9626	41,929

7.4 Interim Use

The Springfield Redevelopment Authority may establish such interim uses as it deems feasible and desirable in the public interest in property which has been acquired and not yet sold to a developer, provided such interim use does not have an adverse effect upon the surrounding area.

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12.08 (8) Public Improvements

A number of public improvements are proposed to stimulate and support private investment, as well as improving the public realm and infrastructure consistent with the vision for downtown and the various sub-areas within the CSURP boundary. Many of the proposed public improvements have been recommended in previously prepared planning documents as noted below.

8.1 Proposed Public Improvements Throughout Downtown

The City of Springfield participated in the 2021 Massachusetts Rapid Recovery Plan (RRP) Program, which resulted in *A Plan for the Main Street Convention Center District* that includes proposed public realm improvements. The RRP program was designed to assess impacts from COVID-19 and develop actionable, project-based recovery plans tailored to the unique economic challenges in downtowns. The resulting plan for Springfield includes the proposed public improvements described below, which are relevant throughout the downtown.

Enhance existing pedestrian wayfinding with a new wayfinding app and/or wayfinding web-based QR codes to printed maps - The City of Springfield worked with Applied Information Group to design and implement a pedestrian wayfinding system of kiosks in 2015-16. The proposed project is intended to enhance and expand existing wayfinding.

Improve the "Entrances to the City" so they look beautiful and inviting as it is some people's first experience with the city – The proposed project aims to improve the appearance and maintenance of gateways to the downtown through the following:

Similar to the RRP project recommendation regarding enhanced pedestrian wayfinding, the City's 2017 *Complete Streets Prioritization Plan* identified the "City of Springfield Pedestrian Wayfinding Enhancement" project as the top priority. This proposed project includes installing wayfinding measures such as signage to create integrated pedestrian wayfinding. The proposed project consists of providing connections to and from attractions, destinations, public venues, businesses, PVTA stops, parking and transportation facilities. The project is intended to enhance navigation for residents, tourists and visitors to major downtown destinations such as the bus and train stations, the Basketball Hall of Fame, Symphony Hall, Mass Mutual Center, Springfield Armory, and The Quadrangle. The 2017 *Complete Streets Prioritization Plan* also calls for bicycle pavement markings and improvements in strategic locations throughout downtown.

8.2 Main Street/Convention Center District, Project Activity Area 12A

The Public Improvements described below were proposed in the City's March 2021 *Implementation Blueprint, Master Development Plan, Phase One*, and are relevant for Project Activity Area 12A.

Overall, public realm improvements will promote and solidify the Main Street and Convention Center District (MSCC) identity and overall character. As visitors and residents approach the MSCC district, it will be clear that one is entering a unique, cohesive place, environment, and experience. Defining the overall boundaries, the internal primary streets, key intersections, and secondary linkages between overlapping uses/zones will be accomplished through a hierarchy and "family" of branded pylons, piers, bollards, signage, and lighting to unify the Project Activity Area 12A.

District Unification will be achieved by creating a better defined and cohesive pedestrian experience, interconnectivity and flow between area assets/anchors, and a consistent and high-quality public environment for new private development and investment including:

- Streetscape, landscape and infrastructure improvements along primary edges, corridors, intersections, and linkages/public spaces
- Comprehensive district identity and branding through pylons, signage, wayfinding, banner programs, and special programming

Approach Corridors / Edges will be enhanced for visitors to the district arriving via the I-91 highway as well as the East and West Columbus Avenue approach corridors. The enhancements will make it clear that they are entering a unique district, with its own identity and public realm enhancements such as:

- District pylons to demarcate the MSCC boundaries along both sides of the highway at key intersections
- Enhanced landscaping along the I-91/Columbus embankments and roadways to provide continuity and unification
- E. Columbus Avenue intersection “arrival node” enhancements at Court Street and State Street

Main Street Corridor Enhancements will transition the streetscape from a vehicular experience to a more pedestrian-scale experience. Proposed public improvements include:

- Continue the same family of pylon/markers, signage and lighting along this expanded Main Street Corridor, though scaled down to reflect the more pedestrian-oriented setting
- Highlight the primary intersections at State Street and Main Street and Union Street and Main Street as portals into a high energy zone
- Gateway signage and canopy lighting to span the street connecting the two sides and creating further unification and intimacy

Linkages, Interconnections, and Pathways will be improved to enhance the pedestrian experience and further Springfield’s advantage and charm as a walkable city. The City is proposing to:

- Build on Springfield’s history of bucolic landscaped connections and pedestrian park network
- Expand connections to, as well as making enhancements to Court Square, the Court Square Avenue/Elm Street connector, the Hampden County Court Plaza, MGM Way, Willow Street (State Street to Union Street), and Cross Street connector (Main Street to Stockbridge Court)
- Continue the family of pylon/markers, signage, and lighting to reinforce pedestrian-scale setting
- Provide the visual clues that clearly delineate new “wayfinding,” rejoin disconnected and distant areas, link district anchors, attractions and uses, encourage pedestrian activity and exploration, and cohesively unite the overall district experience

The State Street and Main Street Gateway is a prime intersection and a signature gateway portal. Near term public investment includes renovations at MMC to convert its south exit into a major new entry, allowing better access and flow between MMC, the Main Street Corridor and MGM; longer term improvements include the addition of a signature entry with possible ground floor retail space within the MMC.

Court Square improvement plans are being prepared to renovate Court Square so that it truly functions as the linchpin between the distinct downtown anchors, both physically as an enhanced landscape park and spatial connector, and programmatically as a functional amenity that serves and participates in the overlapping uses and anchors surrounding the space. Building on the energy and

activity of MGM’s entertainment plaza, Court Square will be renewed as the civic heart, new destination space, and feature attraction at the City’s front door.

MassMutual Center District to the north of MMC along Bruce Landon Way is being re-envisioned to enhance the conference and arena facilities, solve for current deficiencies, and create an all-new experience for visitors. New landscape/streetscape enhancements are being considered to greatly enliven this prime area at the front door of MMC. Furthermore, direct connections through upper-level bridge(s) from MCC to neighboring building(s) will be considered to unify all the uses into a comprehensive convention complex.

Willow Street enhancements will address the primary entries into the area at Main Street and Cross Street, State Street and Willow Street, and Union Street and Willow Street, as well as the intersection of Willow Street and Cross Street, extending the family of district pylons/markers to demarcate and visually connect this new mixed-use zone. Streetscape and landscape improvements along Willow Street and Cross Street will include consistent street trees, and new lighting to increase the attractiveness, visibility, unity, and flow throughout the zone.

Public parking needs are being studied in conjunction with the Springfield Parking Authority to assess the current and longer-term parking demands driven by development. This study will consider the potential for a central parking structure.

8.3 Northeast Downtown District Project Activity Area 12B

The Northeast Downtown District Master Plan prepared by Form + Place, Inc., in October 2021, proposes a number of public improvements to enhance the streetscape of this Activity Area, improve all modes of transportation, create a lively and walkable Transit Oriented District (TOD), and attract/support private reinvestment in the area. The following key public realm improvements were proposed in the Northeast Downtown District Master Plan and are appropriate for the CSURP Amendment 12.

Holistic public realm improvements are proposed for the district with a continued focus on establishing a new network of open space in the district. The development of a new centralized park with active recreational amenities will help provide the district with a new identity, especially as vacant lots become infilled with new development. This new park should be linked to Apremont Triangle and a pedestrian greenway in order to tie together the Springfield Museums area to Union Station, thereby creating a walkable and well-connected neighborhood.

The Chestnut Street area street circulation system will be analyzed to determine if:

- Chestnut Street should be transformed into a two-way “Complete Street” between Liberty Street and Harrison Street, allowing it to become a mixed-use commercial “spine” for the district
- The flow of traffic on Hillman Street should be reversed to travel westbound

The opportunity to provide direct connectivity between I-291 and downtown through the Northeast Downtown District will create economic benefits for local businesses, and streetscapes will be upgraded to safely accommodate pedestrians, bicycles, and vehicles.

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12.08 (9) Disposition

9.1 Disposition Information

When redevelopment cannot be accomplished with existing regulatory powers or by the private sector alone, urban renewal agencies have broad powers to plan and implement activities needed to address the conditions contributing to the disinvestment that leads to substandard, decadent, and blighted open areas. Under M.G.L. c. 121B and c. 30B, the sale or lease of real property by urban renewal agencies engaged in the development and disposition of the real estate in accordance with an approved plan, is exempt from public disposition procedures required of all other local entities. The SRA vested with the powers of an urban renewal agency, will exercise this authority, and negotiate directly with any business within the Urban Revitalization Area (URA) who wishes to relocate onto one of the designated redevelopment parcels, provided they meet the requirements of this Plan.

The disposition parcels for redevelopment and the proposed building and parking improvements shown for each new lot on the URDP Concept Plan (see Figure S-4) are conceptual in nature and depict development which is consistent with the goals of the URDP for Downtown Springfield. However, the selected redeveloper(s) will be provided with the opportunity to propose alternative building and/or parcel arrangements for the URA, provided they meet the requirements of this Plan, the goals and objectives of the SRA, and applicable law. All development proposals will be reviewed by the SRA in accordance with the goals and objectives of the URDP and the terms of the Land Disposition Agreement(s) to be negotiated with the developer. The Land Disposition Agreement must also be approved by DHCD along with the disposition price.

Table 9-1: Disposition Parcels				
Disposition Parcel ID	Current Parcel(s) ID	Current Parcel Street Address	Lot Size (Acres)	Proposed Use
Main St./Convention District				
12A-1	081300570	1163-1167 Main St.	0.0886	Mixed Use
12A-2	081300571	1127 Main St.		Mixed Use
12A-3	081300571	1127 Main St.		Mixed Use/ Parking Structure
	123100008	18-22 Willow St.	0.3700	Mixed Use/ Parking Structure
12A-4	081300116	1252 Main St.	0.0567	Mixed Use
12A-5	081300114	1228-1236 Main St.	0.1753	Mixed Use
12A-6	081300115	1242 Main St.	0.0333	Mixed Use
12A-7	081300577	1091 Main St.	1.0951	Mixed Use
12A-8	081300577	1091 Main St.	1.0951	Mixed Use
12A-9	081300584	1021 Main St.	0.1609	Parking Structure
12A-10	094970010	24 Park St.	0.3843	Mixed use
	033150055	Court St.	0.3037	
12A-12	033150020	68 Court St.	0.3048	Commercial
12A-13	033150012	Court St.	0.2248	Commercial
12A-14	043030010	1600 East Columbus	0.2715	Commercial

		Avenue		
12A-15	049050003	22 Falcons Way	0.6069	
12A-16	042220030	W S Dwight St.	1.8912	Mixed Use
12A-17	081300112	1208 Main St	0.3249	Mixed Use
Northeast Downtown District				
12B-1	110400062	185 Spring St.	1.7163	Retail
	080300045	204 Lyman St.	0.8789	Retail
12B-2	080300043	192-194 Lyman St.	0.1845	Mixed Use
	080300040	N S Lyman St.	0.1464	Mixed Use
12B-3	080300038	180-182 Lyman St.	0.1070	Mixed Use
	080300037	170-172 Lyman St.	0.2029	Mixed Use
	080300034	162-168 Lyman St.	0.1825	Mixed Use
	080300032	NS Lyman St.	0.0907	Mixed Use
	080300031	N S Lyman St.	0.1796	Mixed Use
12B-4	080300029	N S Lyman St.	0.0732	Mixed Use
	080300028	N S Lyman St.	0.0557	Mixed Use
	080300027	N S Lyman St.	0.1074	Mixed Use
	080300026	N S Lyman St.	0.2156	Mixed Use
12B-5	110400063	E S Spring St.	0.0930	Mixed Use
	110400064	175 Spring St.	0.0952	Retail
	110400065	E S Spring St.	0.1215	Retail
	110400066	E S Spring St.	0.0706	Retail
	125350058	N S Worthington St.	0.1989	Retail
12B-6	110400050	196-198 Spring St.		Mixed Use
12B-7	110400050	196-198 Spring St.		Parking Garage
12B-8	114300038	160 Taylor St	0.6739	Mixed Use
	080300051	SS Lyman St	0.0922	Mixed Use
	080300052	163 Lyman St.	0.0957	Mixed Use
	080300053	157-159 Lyman St.	0.0980	Mixed Use
	080300054	S S Lyman St.	0.1009	Mixed Use
	080300055	151 Lyman St.	0.0971	Mixed Use
	080300056	S S Lyman St.	0.0953	Mixed Use
12B-9	114300035	146 Taylor St.	0.6739	Mixed Use
12B-10	080300058	139-141 Lyman St.	0.1148	Mixed Use
	080300059	135 Lyman St.	0.0580	Mixed Use
	080300060	S S Lyman St.	0.0735	Mixed Use
	027500510	187 Chestnut St.	0.6255	Mixed Use
12B-11	110400046	180 Spring St.	0.0653	Mixed Use
	114300163	193 Taylor St.	0.2121	Mixed Use
	114300164	189 Taylor St.	0.1131	Mixed Use
12B-12	125350055	N S Worthington St.	0.1449	Mixed Use
	125350053	N S Worthington St.	0.0783	Mixed Use

	125350052	544-546 Worthington St.	0.0387	Mixed Use
	125350051	536-542 Worthington St.	0.0784	Mixed Use
12B-13	114300167	179 Taylor St.	0.1741	Public/Institutional
	125350050	N S Worthington St.	0.0988	Public/Institutional
	125350049	N S Worthington St.	0.0921	Public/Institutional
	125350048	502 Worthington St.	0.0992	Public/Institutional
	002300004	E S Alert St.	0.0784	Public/Institutional
	002300003	E S Alert St.	0.0788	Public/Institutional
12B-14	114300172	159 Taylor St.	0.1697	Public/Open Space
	125350046	N S Worthington St.	0.2810	Public/Open Space
	125350044	N S O Worthington St.		Public/Open Space
12B-15	125350044	N S O Worthington St.		Mixed Use
	125350042	N S O Worthington St.	0.1222	Mixed Use
	027500516	175 Chestnut St.	0.3987	Mixed Use
	027500513	181-187 Chestnut St.	0.1205	Mixed Use
12B-16	114300153	S S Taylor St.	0.1166	Mixed Use
	114300155	237 Taylor St.	0.5839	Mixed Use
12B-17	125350059	614-616 Worthington St.	0.1048	Mixed Use
12B-18	125350060	624 Worthington St.	0.1059	Mixed Use
12B-19	125350061	638 Worthington St.	0.3127	Retail
12B-20	080300065	127 Lyman St.	0.3909	Mixed Use
	080300067	113 Lyman St.	0.2021	Mixed Use
	080300068	101-103 Lyman St.	0.1210	Mixed Use
	027500064	186 Chestnut St.	0.5399	Mixed Use
12B-21	042220348	459 Dwight St.	0.4006	Mixed Use
	042220352	435 Dwight St.	0.5570	Mixed Use
12B-22	027500058	W S Chestnut St.	0.1348	Mixed Use
	114300187	S S Taylor St.	0.1769	Mixed Use
	125350037	N S Worthington St.	0.4135	Mixed Use
12B-23	042220358	405 Dwight St.	0.4774	Mixed Use
	125350034	350 Worthington St.	0.2262	Mixed Use
	042220361	ES Dwight St.	0.1563	Mixed Use
12B-24	125350281	345-349 Worthington St.	0.1503	Parking Garage
	125350282	337-341 Worthington St.	0.1228	Parking Garage
	042220365	341-359 Dwight St.	0.2174	Parking Garage
	018400046	410 Bridge St.	0.1495	Parking Garage
	018400043	N S Bridge St.	0.1623	Parking Garage
	042220370	315 Dwight St.	0.2091	Parking Garage
	042220367	329-333 Dwight St.	0.0736	Parking Garage
12B-25	042220365	341-359 Dwight St.	0.2174	Retail
	042220367	329-333 Dwight St.	0.0736	Retail
	042220370	315 Dwight St.	0.2091	Retail

12B-26	027500491	235 Chestnut St.	0.7868	Commercial
12B-27	027500073	232-240 Chestnut St.	0.1941	Mixed Use
12B-28	053550040	125 Frank B Murray St.	0.3786	Mixed Use
12B-29	027500070	Chestnut St.	0.2162	Mixed Use
12B-30	077700627	S S Liberty St.	6.5	Mixed Use
12B-31	053550045	95-119 Frank B Murray Street	0.9626	Mixed Use
12B-32	053550050	S S Frank B Murray St.	0.0898	Mixed Use

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12.08 (10) Redeveloper's Obligation

To the maximum extent possible, the SRA seeks to stimulate and leverage private investment and activities within the URA. The SRA will outline the desired uses for the parcels in accordance with this URDP. Additionally, the Authority encourages redevelopers to utilize woman, minority, veteran, and disadvantaged business enterprises (W/M/V/DBE) on projects and desires to promote job creation for Springfield residents, as an effort to foster supportive environments for all. For each disposition, potential redevelopers shall be required to provide, at a minimum, the following information:

- A full description of the proposed development;
- A detailed description of the nature and location of any public improvements being sought;
- Financial strength of the developer with financial sources;
- Proposed job creation and job retention – temporary, permanent and construction jobs; (including efforts toward hiring Springfield residents)
- Detail utilization and/or efforts toward utilization of M/W/V/DBE businesses;
- Timetable for design, permitting and construction;
- Experience and references; and
- Partners or development team.

When submissions are made by interested developer(s), the SRA will check each proposal for completeness and adherence to submission requirements. The SRA will evaluate the proposals, considering issues such as (but not limited to) the following:

- Job creation and retention; (including hiring Springfield residents)
- Utilization of M/W/V/DBE businesses;
- Acquisition cost of SRA or City parcels;
- Commitment to add new commercial, retail, and/or residential activity;
- Advancement of URDP goals and objectives, including (but not limited to) job creation; a clean safe, physical, and natural environment; and city design principles that reflect energy efficiency; and
- Representation that the developer shares the SRA's vision for the revitalization of the URA.

A designated redeveloper and the SRA will enter into a Land Disposition Agreement or an Urban Renewal Covenant, to be approved by the DHCD as required by 760 CMR 12.00, and a Development Agreement. The preferred developer will be required to comply with the goals and objectives of this URDP, current zoning and any other regulations promulgated by the SRA and City.

10.1 Urban Design Objectives and Guidelines

The original Court Square Urban Renewal Plan (CSURP) established Urban Design Regulations and Controls for the Urban Renewal Area (URA). Many of the subsequent Amendments 1-11 to the CSURP modified and added to these Urban Design Regulations and Controls, which were then approved as each amendment was approved. Furthermore, a review process was established and approved allowing the Springfield Redevelopment Authority to review and approve all new construction and rehabilitation within the URA. This review process was also modified and updated through Amendments 1-11.

The following *Urban Design Objectives, Guidelines, and Review Process* includes the relevant items from the original CSURP, Amendments 1-11, and Amendment 12. These consolidated and expanded *Urban Design Objectives, Guidelines and Review Process* requirements shall apply to all

new building and site construction and rehabilitation within the boundary of the CSURP from the date DHCD approves this CSURP Amendment 12 until the year 2050. All prior approved objectives, guidelines, and unique review procedures still apply and are included in Exhibit F.

In the case where the new objectives, guidelines and review processes may conflict with prior approved objectives, guidelines and review procedures, the new Amendment 12 text shall rule.

10.1.1 Urban Design Objectives for the Entire CSURP Area

The following Urban Design Objectives apply to the entire CSURP area defined in Amendment 12.

1. Urban Design Objectives Applying to All Portions of the Urban Renewal Area

The design objectives which follow are set forth as a guide to both public and private agencies which will be engaged in development and/or rehabilitation of properties in this Project Area.

- 1.1. Surrounding development should seek to harmonize with the scale and character of its context.
- 1.2. Main Street should be developed holistically as a primary connecting corridor with an overall design focus on pedestrian experience, architectural scale and character, and vehicular integration.
- 1.3. All public open areas should be amply landscaped and considered holistically as to pedestrian flow through and between various spaces and destinations, connectivity and linkages between space, and as natural amenities to enhance value for investment, businesses, tourists, and residents.
- 1.4. Existing buildings to remain should be modified, where possible, to fit within the general design framework.
- 1.5. Strengthen visual and physical connections throughout and between key anchors and cultural assets in the CBD, particularly using public realm improvements and programmatic overlap.
- 1.6. The pedestrian experience at ground level should be active and engaging.
- 1.7. In the Court Square Area, the surrounding development should seek to harmonize with the scale and character of Court Square Park and the City Hall complex.

10.1.2 Urban Design Guidelines for the Entire CSURP Area

The following Urban Design Guidelines apply to the entire CSURP area as defined in Amendment #12.

Furthermore, as per Amendment 7 from March 2001, all new development within the Union Station area of downtown, shall be consistent with the general urban-design criteria set forth in the “2001 Downtown Master Plan Area” as summarized in Exhibit D, to the extent that it is not in conflict with the Amendment 12 Urban Design Guidelines contained herein.

In addition, these guidelines reference specific requirements for the Main Street Convention Center District (MSCC)” Project Activity Area 12A as shown on Map S-2

Court Square Urban Renewal District
Amendment 12

Draft

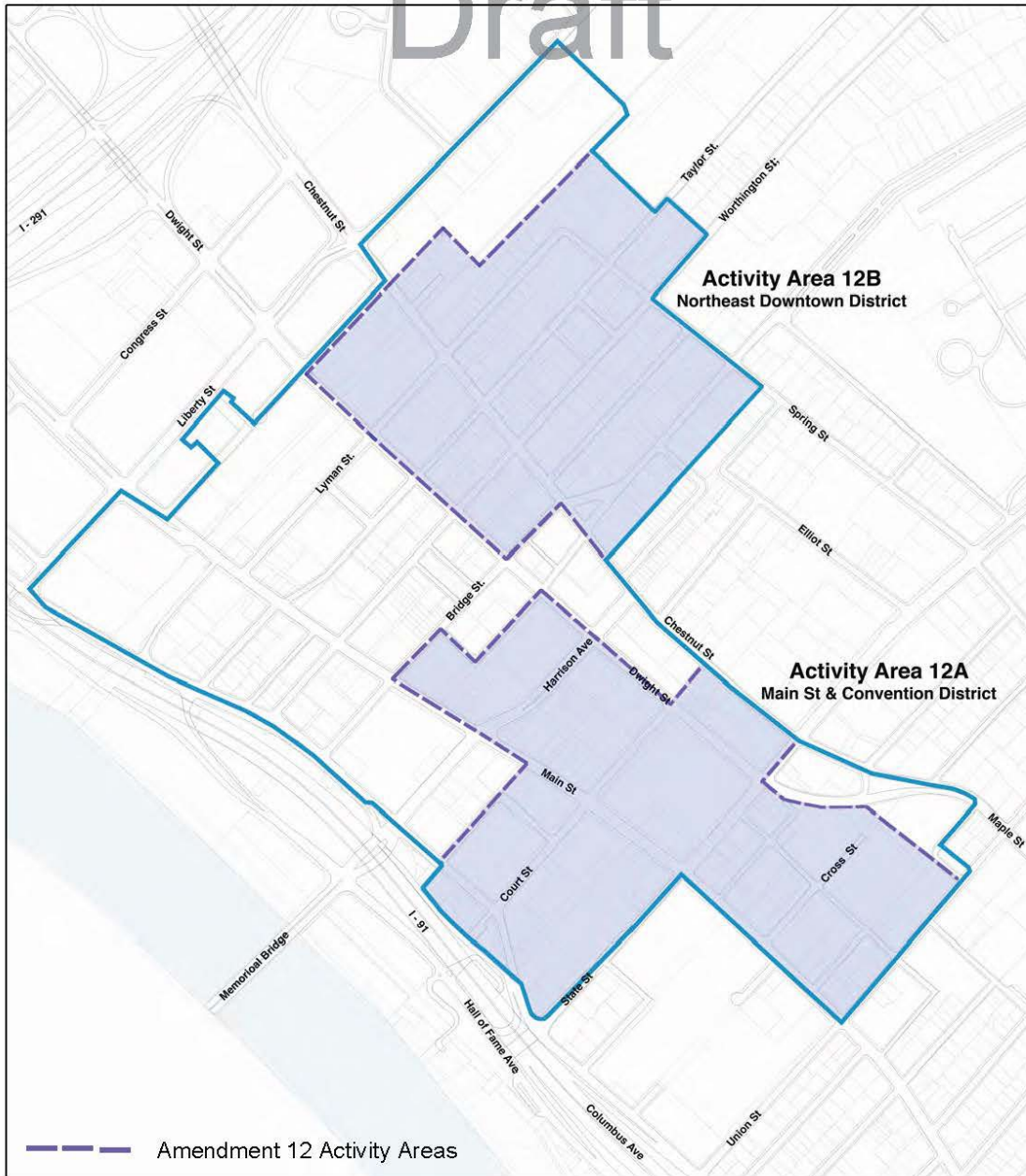


Exhibit S-2 Project Activity Areas

10.1.3 Relationship To State and Local Codes and Regulations

These Urban Design Guidelines are intended to supplement, not supersede, all state and local codes adopted by the Commonwealth of Massachusetts and the City of Springfield, along with all ordinances applicable to regulation and control of building construction and renovation. The SRA is not responsible for enforcing state and city building codes and zoning regulations. The urban design guidelines in this section constitute additional controls and requirements. Wherever local or state code regulation or requirements permit lower standards than those required, these SRA Urban Design Guidelines shall apply.

10.1.4 Urban Design Guidelines for All Parcels Within The CSURP Amendment 12 Urban Renewal Boundary

The Springfield Redevelopment Authority shall use the following Urban Design Guidelines when reviewing any proposed project involving new construction and building rehabilitation within the entire CSURP Boundary.

A. Buildings

Property Rehabilitation Standards

Standards have been developed to serve as the basis for the rehabilitation of existing non-residential structures as well as multi-family residential structures containing 5 or more residential units. These rehabilitation standards are intended to extend the useful life of structures and improve their function and appearance. These standards are geared to the rehabilitation of structures on a long-term basis with an estimated mortgage life of 20 years except for normal replacement items.

The SRA encourages the reuse and preservation of building structures which contribute to the historic fabric of the city, and when economically feasible. When determined appropriate by the SRA, rehabilitation work shall respect the original building and shall conform to the Secretary of the Interior's Standards for Rehabilitation included in Exhibit C. (Formally, in 1978, this was referred to as "Secretary of the Interior's Guidelines for Rehabilitating Old Buildings.")

Building Preservation

All buildings found eligible for or listed on the National Register of Historic Places should be preserved or adaptively reused according to good standards and principles of historic preservation. Other buildings in the district identified as historically or architecturally important by this plan should also be considered for preservation or adaptive reuse. All projects involving building rehabilitation shall be subject to review and approval by the SRA and relevant city authorities. Building preservation should be the first consideration of building rehabilitation where economically feasible. Any opinion that preservation is not economically feasible shall be determined in consultation with the SRA.

New Construction

New construction shall be subject to a design review and approval process to ensure that the final project is consistent with urban design guidelines approved by the SRA, in addition to any other zoning and building code requirements required by the City. In general, new construction should be responsive to the surrounding context. Specifically, new construction should be in consonance with the character of the relevant surrounding buildings in terms of massing, scale, design, and materials.

Building Orientation

New or renovated structures shall orient primary use(s) toward major streets through location of main entrances and storefront glass/visibility along front lot line.

- **Main Entrance:**
 - Doors and entryways of buildings shall be compatible with the overall style and character of the façade. The front doors of new buildings shall reflect the scale, placement, and proportions of traditional downtown buildings; recessed entrances are encouraged.
 - At least one (1) primary entrance of the principal use shall face the front lot line and remain accessible to the public during all hours of operation. When there is more than one (1) front lot line, the entrance may face either the front lot line or diagonally towards the corner.
 - Buildings situated on corner lots are encouraged to take advantage of their prominent locations with angled or rounded corner entrances either on or as close to the corner as possible. Buildings located on corner lots shall be built out to both fronting property lines.
- **Building Setback**
 - New buildings shall be setback equal to the adjacent structure(s) but in no case shall they be more than ten (10) feet from the front lot line, except that a deeper setback of not more than twenty-five (25) feet for no more than fifty percent (50%) of the total building frontage may be allowed for a forecourt or courtyard for pedestrian use when a paved terrace and/or outdoor seating is provided. Parking is not permitted in any forecourt or courtyard.

Ground Floor Treatment

On the ground floor of mixed-use projects where thirty percent (30%) or more of the ground floor area is dedicated to a retail, restaurant, or entertainment component, such uses shall be located at and visible from the front of the space facing the street.

Facades facing a street shall reactivate existing transparent storefronts where feasible or in new construction promote visibility into a majority of the business through the use of glass storefronts or transparent material along primary frontages. Ground floor windows can be used for displays; however, business owners shall allow full and unobstructed views into their businesses. Completely obstructing windows from the interior of a building with shelving, display cases, signage or other objects is not permitted; instead, low, or pass-through displays should be designed.

No reflective sheeting, glass block, or other window blocking techniques shall be permitted.

The use of exterior roll-down or folding security gates on primary facades is prohibited.

Within the “Main Street Convention Center District (MSCC)” Project Activity Area 12A, (Map S-2) the use of awnings, canopies, blade banners, and accent lighting generally consistent with Main Street and the Casino Overlay district is encouraged.

Building Access

Main building access should take place directly from the public sidewalk or from other public pedestrian areas. Parking and loading access should take place from secondary streets whenever possible. No curb cuts should be allowed along Main Street.

Facades

Long, unbroken ground level facades shall be avoided and any such facade greater than 150 feet in length shall have a setback or projection of at least 10 or 15 feet in depth. Only if shown to be necessary and approved by the SRA, second level pedestrian bridges may be developed between

both new and existing buildings which respond contextually to adjacent architectural character as well as the public realm opportunities to create gateways, portals, and upper-level activation.

Masonry

All masonry walls shall be cleaned and repaired. Cleaning shall be undertaken only by methods approved by the SRA. New masonry work and repair work shall match existing brick color, tone, shape, size, texture, and coursing. New mortar shall match existing type joint, texture, color, and tone.

Rooftops

Rooftops shall be architecturally treated in such a way that their shape, size, and scale accommodate the placement of any large mechanical equipment that needs to be on top of the building. Rooftop mechanical units must not be visible from the street.

Building Lighting

To unify the nighttime experience and enhance unique characteristics within the CSURP area, the SRA encourages the illumination of key buildings, architectural features, and massing to provide a consistency of pedestrian experience along primary corridors, especially along Main Street.

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. Fixtures of simple design or fixtures appropriate to the period of the building are required. Lights that glare onto the street, public ways, or adjacent properties are not permitted.

Building Requirements for Specific Areas

Union Station Area, (Exhibit D)

Furthermore, as per Amendment 7 from *March 2001*, for all new development in close proximity to Union Station:

- building materials for building facades should complement Union Station's architecture and the major buildings throughout the "North Blocks" area that are designed in a traditional style.

Main Street Convention District (MSCC), Project Activity Area 12A

Furthermore, as per Amendment 12, for all new development within the Main Street Convention District Project Activity Area 12A:

Building Massing:

- New development within the MSCC should be contextually responsive to the heights of adjacent buildings and overall frontage within three hundred (300) feet of any new structure. There is a need to provide a visual transition between varying heights to contribute to a pleasant overall rhythm of the commercial frontage and avoid extreme differences in heights between buildings.
- New buildings located within the MSCC shall be designed for consistency in overall massing and alignment with adjacent building base/ground floors, and upper floors, dominant datum, cornice, and roof lines where possible.

Placement of Uses within Buildings:

- 12.08 (1) Buildings shall accommodate ground floor retail uses which directly support enhanced tourism/visitor, entertainment, convention activities and other ground floor

pedestrian oriented uses and building functions that activate including building lobbies, common areas and amenity spaces, civic uses, libraries, museums, and public plazas.

12.08 (2) New commercial and residential uses shall be placed above the ground floor. New multi-family residential uses are desired above activated ground floors to attract new residents to this district and address housing opportunities for households currently underrepresented in the district.

- If the proposed project includes a mix of uses, such as retail, restaurant, service, light manufacturing (e.g. distillery, bakery, chocolatier), general office space, private offices, reception areas, employee work areas or residential community spaces, and proposed active retail merchandise area, bar/tasting area, or restaurant shall be concentrated and located in an area clearly visible from the street.

B. Parking Areas

All off-street parking areas shall be located within, behind, or to the side of the principal structure located on the lot. Parking shall not be located closer to the front lot line than the front building line of the principal structure and be partially screened from any street through landscaping, knee walls, and/or ornamental fencing.

New non-project related, or standalone surface parking lots are prohibited along Main Street and elsewhere throughout the CSURP unless publicly owned or deemed essential as part of or supporting the desired land use as approved by the SRA. Parking is encouraged to be incorporated within the structure or in adjacent central parking garages.

Where provision of parking is required and approved, each off-street parking space shall conform to current standards of the Springfield Zoning Bylaws. Adequate bumper guards or berms shall be installed to prohibit vehicles projecting over public areas. All paved vehicular areas shall contain a landscape strip not less than 3 feet wide along any public way, excluding entries from authorized curb cuts.

Landscape strips shall consist of durable native plant material to screen the adjacent parking area to a height of 3'-4'. The lower screening plant material shall be not less than 2 feet in height when planted and maintained at a height not to exceed 4 feet. Trees may be mixed in with lower screening plant material and in such cases the landscape strip must be a minimum of 5 feet wide.

Brick or stone walls may be substituted for required plant material, if approved by the SRA.

Parking Structures

Parking structures should be located towards the back of the parcel. No parking structure should be allowed along any street frontage unless parking is the only use approved for the parcel, or the parcel dimensions are such that the entire lot needs to be occupied by the parking structure for functional reasons, subject to review and approval by the SRA. No new building is to be located on top of a parking garage, unless an area at least 40 feet deep running along 80% of the length of any building elevation facing the street is dedicated to a permitted use other than parking.

If required, new parking structures integrated into larger mixed-use development where much of the parking structure is behind or lined with development (retail, residential, commercial) are strongly encouraged.

On-Street Parking

On-street parking is highly encouraged on all streets in the district that can reasonably accommodate parking to discourage off-street parking as a default or primary use of land. On-street parking is particularly important along major streets, except in cases where such parking diminishes the corridor continuity and street vitality.

C. Building Loading and Service Areas

To the extent possible, servicing of all buildings shall be off-street. For buildings 50,000 square feet and larger, developers shall demonstrate that sufficient off-street loading will be provided to meet the needs of the specific reuse proposed. Adequate area shall be maintained for all loading, unloading, and service areas so that such loading or unloading shall be done completely off any street or way. Off-street loading facilities shall be so designed as to discourage vehicles from backing into streets, serviced from public streets or across sidewalks, and shall be screened from adjacent streets. Loading areas shall be designed to avoid being located on the side of a building facing a street or public way which is contiguous to the parcel.

Screening of Loading and Service Areas

Loading and dumpster areas are to be located in places not visible from public pedestrian areas, and they should be enclosed or screened. Screening should consist of any solid fence or wall built of brick, stone, wood, or other materials compatible with the materials of the adjacent buildings.

In instances where loading and/or service areas (including trash removal and dumpsters) are visible from the street, screening shall be employed to minimize visual impact of loading areas. Plant materials, walls or fences may be used to provide screening.

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. There shall be no outside storage adjacent to the side of a building facing a street or way to which the public has a right of access, that is contiguous to the parcel. All materials, equipment, supplies, and vehicles stored outside shall be adequately screened from such streets or ways and adjoining parcels, with appropriate landscaping, fencing and/or enclosure. All materials, equipment, and supplies stored outside shall not be higher than the screening materials. Vehicles stored outside shall be located on paved areas only.

D. Pedestrian Areas

Hard-surface, durable materials, and natural colors are recommended as paving materials for sidewalks, walkways, and sitting areas. Materials will be subject to the approval of the SRA. Material to be considered include brick, granite, cobblestones, concrete pavers, or concrete with design details and accents in other materials.

Site Furniture

Pedestrian and public outdoor sitting areas should be adequately equipped and maintained with good quality and durable lighting, benches, and trash receptacles, made consistent with approved city standards. The use of decorative elements such as planters, fountains, pergolas, or trellises is encouraged.

Pedestrian Scale Lighting

Pedestrian scale lighting in outdoor areas should be provided by pole-mounted fixtures, with the bottom of the fixture no higher than 17 feet above finished grade. Pedestrian-friendly lighting is encouraged on private property adjacent to public sidewalks.

Landscaping

Adequate and appropriate landscaping, both in terms of quantity and quality, is required. This requirement may be partially satisfied within the public streetscape area and should include plantings, trees, and pedestrian amenities such as benches and trash receptacles. If sufficient width is available, a tree belt or cast-iron tree grates shall be incorporated into the streetscape plan. Irrigation systems are required.

Streetscape

Sidewalks shall be maintained in a good manner and street trees shall be located wherever possible along the street curb. Sidewalks in poor condition or potentially hazardous to pedestrians shall be replaced in full square dimension. No spot repairs shall be allowed.

Site Improvements for Specific Areas

- Amendment 2 – *September 1979* - Development Controls for the “Center Square Area”
A pedestrian plaza which is readily accessible and visible from Main Street shall be built at an elevation within two feet of the Main Street sidewalk elevation. The Plaza shall be paved and landscaped in an attractive manner, shall contain an adequate number of benches or seating areas, and shall contain shade trees of an appropriate size. Such plaza shall be designed to facilitate intensive pedestrian use and shall have a significant amount of retail activity opening onto it.
- Amendment 5 – *September 1987*
Significant urban plaza should be developed on the northeast corner of the intersection of Main Street, Vernon Street, and Harrison Avenue to identify the downtown core. The objective is that such plaza should include 25% of the portion of Parcel 3 withing 200 feet of Main Street.

D. Signage

Signs. All signage must be designed in such a way as to reflect and enhance the character of the area. Materials should be durable, of high quality, and be suited to the architectural materials of the building. No sign may visually obstruct any architectural features including windows, doorways, significant masonry detail, or other architectural details of the building. Signs may only be placed on the building in such a way as to enhance its architecture. Only one wall sign per use is permitted and may refer only to the owner or tenant occupying the space where the sign is mounted. Signs shall bear only the name, emblem, logo, or other project destination pertaining to the building. No billboards or signs are permitted. Signs shall not exceed fifty (50) square.

Signs that are internally lit shall reinforce the architecture of the building. Illuminated signs must relate to the scale and character of the building and shall be compatible with the surrounding district. Translucent plastic internally lit signs are not preferred. No blinking signs are permitted unless it is integral to the retail identity and area vibrancy sought in the Main Street Convention District.

Freestanding signs, except for directional signs, are not permitted without the prior approval of the SRA. Freestanding directional signs with a footprint not exceeding four (4) square feet may be used to identify the building. Freestanding directional signs not exceeding an area of two (2) square feet may be used to provide pedestrian and/or parking directions only. All freestanding directional signs must be fully integrated into the building design and the landscape and streetscape improvement plans.

Signage for Specific Areas

Main Street Convention District (MSCC) Area (Map S-3)

Furthermore, as per Amendment 12, for all new development within the Main Street Convention Center District, Project Activity Area 12A:

Any and all signage located in the MSCD shall require review by the SRA. New signage will be assessed as to how it responds to and enhances the overall retail and entertainment district character with particular emphasis on how it contextually matches with signage and character established by the adjacent casino district on the Street on which it resides. As part of the sign approval process a detailed sign plan must be submitted which includes:

- Descriptions, dimensions, and overall size(s) of all proposed signs.
- Building elevations indicating location of all proposed signage, including any directional signage.
- Materials of all proposed signage.
- Type(s) of illumination.

Signage shall also be required to:

- Generally, be in similar character and size to surrounding signage located within the MSCD and particularly responsive to the signage of the immediate surrounding casino properties (e.g., along Main Street).
- Be complementary to the character, size, and architectural elements of the building(s) as well as surrounding buildings.
- Allow any individual retail storefront use the maximum signage allowed to showcase and advertise their individual business and operations, in addition to any specialty signage and lighting elements which are subject to discretionary approval for conformity.
- Signs specifically located on historic resource properties shall be in keeping with the character, size, and architectural elements of the building.
- Window signage in the form of graphics, text, logos, taglines, screening, individual channel “lettersets”, .and/or other forms of information within the glass area is permitted but shall not occupy more than twenty five percent (25%) of the glass area with the remaining glass area unobstructed to allow visibility into the space.

Prohibited Signage

- Wall mounted internally illuminated cabinet/box signs as primary signage.
- Internally illuminated and/or backlit awning/canopies.

- Awning/canopies made from material other than durable cloth or other approved natural looking material.
- Non tenant logo, name, or branded accessory signs behind the glass
- Tenant promotional signage within the public right-of-way.

E. Underground Utility Lines

All utility lines, including service connections, shall be located underground.

10.2 SRA Project Review Process

10.2.1 Development Plan Review and Approval Process

As approved in the original CSURP and confirmed in subsequent amendments, the SRA shall review all proposals for building rehabilitation and new construction for compatibility with the Urban Design Objectives and Guidelines of the CSURP.

The following review process was taken from prior URP amendments and updated for CSURP Amendment 12. In the event of any question regarding the meaning of the controls or other provisions of this Urban Renewal Plan, the interpretation placed thereon by the Authority shall be final and binding.

10.2.2 Levels of Approval

There are two levels of approval for projects submitted to the SRA – Administrative Approval and SRA Board Approval.

Administrative Approval

The SRA Executive Director will have the authority to provide Administrative Approval for minor site and building improvements. Minor improvements are defined as improvements that are compatible to the urban renewal plan area and are administrative in nature. Furthermore, if a project proponent is proposing several minor improvements to a building and/or site, the SRA Executive Director may also provide Administrative Approval, as long as the improvements are compatible with the plan. The Executive Director cannot issue waivers for any urban renewal plan requirements.

SRA Board Approval

Larger projects will require approval of the project's urban design elements by the Authority directly. The review and approval process is detailed below. In such review, the Authority may draw upon such technical assistance as it deems necessary. If there is a fee for such technical assistance, typical referred to as Peer Review Services the cost of such services shall be paid to the SRA by the project proponent, prior to final board approvals.

10.2.3 Development Plan Review and Approval Applying to All Parcels

Development Plan Review and Approval

The Springfield Redevelopment Authority (SRA) shall review and must approve all redevelopment projects proposed to be undertaken within the URA to ensure compatibility with the objectives of the Plan and the applicable Urban Design Guidelines. No structure shall be renovated, expanded, constructed, or replaced without prior review and approval of plans by the SRA in accordance with the "Development Plan Review and Approval" requirements set forth in this section.

The SRA may waive certain urban design criteria if the SRA determines it is in the best interest of the City and SRA to do so.

Project proponents are strongly encouraged to schedule a pre-filing meeting with SRA staff Prior to submitting any project to the SRA for urban design review, applicants are encouraged to schedule a pre-filing meeting with the SRA staff to discuss their proposed project and approach to urban design elements, and to ask if any of objectives for specific Project Areas within the larger CSURP Boundary apply.

1. Required Submission Materials

Project plans submitted must be drawn by a Massachusetts registered land surveyor, a registered professional engineer, or a registered architect at an appropriate scale to be legible in the application package and at a larger scale for public presentation. The application package must include the following:

- a. Site Plan. A Site Plan incorporating the following information:
 - i. The locus.
 - ii. A table summarizing compliance with zoning code(s) and CSURP development controls that supplement the zoning bylaws (including height, area, coverage, yard requirements, and other similar issues).
 - iii. The location, boundaries, and dimensions of each lot.
 - iv. Property lines and adjacent public or private ways.
 - v. Size and location of existing and proposed structures, including adjacent structures.
 - vi. Existing topography and future grading.
 - vii. Location of parking for automobiles, trucks, trailers, and other vehicles (labeled to show numbers and sizes of spaces).
 - viii. Size, design, location, and elevations of utilities including proposed services.
 - ix. Driveways, curb cuts, loading and unloading areas, and vehicular/pedestrian circulation internal to the project boundary.
 - x. 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, irrigation systems for all planted material.
 - xi. Exterior lighting (including numbers, lumens, height, type, size, etc.).
 - xii. Location for dumpster(s) and types of screening materials to be used for trash removal and any other such elements to be located on the site.
 - xiii. Any areas to be used for snow storage.
 - xiv. Any other plans, specifications, or information considered necessary by the SRA for adequate review of the proposed improvements.
- b. Landscape Plan. A Landscape Plan, prepared by a landscape architect registered in the Commonwealth of Massachusetts, showing:
 - i. Existing and proposed grades; existing vegetative cover, including trees to be retained, and other landscape elements; proposed layout of plant material including the location, size, and type of such vegetation.
 - ii. The proposed site-development plan showing existing and proposed building footprints, walls, fences, parking spaces, loading bays, driveways, storage areas, public rights-of-way, easements and the location of structures, dumpsters, and other site elements on the property. Uses of abutting properties/or parts of properties shall also be included.

- iii. 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 and method of any excavation and soil preparation necessary, and the spacing and location of all proposed trees, shrubs, and groundcovers. This schedule shall include a note confirming the commitment to maintain planting; to replace planting where necessary in a timely manner and to include an irrigation system for all planted material.
- c. Elevations. Drawings and plans showing in color elevations for all sides of all buildings and structures proposed and identifying the materials to be used in construction; also showing the location of all necessary roof-mounted units and any other equipment and appropriate screening.
- d. Materials. Specifications for construction and materials (including proposed colors) of all exterior materials and finishes (including window, roof, etc.)
- e. Signs. Plans showing size, design, materials, and location of all exterior signs (including temporary and permanent signs), both freestanding and attached. In multi-tenanted buildings, a comprehensive signage plan depicting the size, design, material, and location of all signs must be submitted prior to the placement of the first tenant sign.
- f. Construction Schedule. A construction schedule from initiation of site activities to completion and occupancy.

2. Review and Approval Process

The SRA shall review the development plans and may employ the peer review services of an architect, engineer, landscape architect, certified planner, or other appropriate professional(s) under contract to review the submitted Design Review Application. The SRA or its peer review consultants shall provide a written determination of its review and recommendations within 30 days from the date it receives a complete set of project development plans. In the event that said plans are not complete or are determined by the SRA to be in non-compliance with the urban renewal plan, the SRA shall be entitled to an additional time period of 30 days to review any revised submission.

Once development plans have been determined to be in compliance with the urban renewal plan, the SRA staff will prepare a written recommendation for consideration at the SRA's next regularly scheduled meeting.

No construction, including demolition or request for the issuance of a building permit on any project in the CSURP Area may be undertaken until the plans for the project are approved by the SRA in conformance with the process described herein.

3. Changes in Approved Plan

An applicant may request a modification of an Approved Plan by the SRA, following the Project Review Process.

4. Duration and Effective Date of Regulations and Controls

The foregoing 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 heir or assigns, in the City of Springfield, Massachusetts covered by this Plan, from the original date of approval of this CSURP Amendment 12 by the City Council of Springfield, Massachusetts, until the year 2050, unless amended.

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12.08 (11) Time Frame

11.1 Implementation

The implementation of the URDP is anticipated to be undertaken in phases. This CSURP Amendment #12 extends the time period of the CSURP from the year 2030, the current expiration date, an additional 20 years to 2050 to accommodate the projects which require long-range planning and funding. Along these lines, and addressing the issues and challenges described above, there are several near-term and long-term redevelopment options and strategies for the SRA to consider.

This URDP reflects current conditions in the SRA's development priorities, which are dynamic and subject to change. Major changes to the URDP will be subject to Springfield City Council's approval as well as submitted to DHCD for review. Any submittal will include a detailed description of the change, the purpose and effect of the plan change on Project activities, and pertinent revisions of the original application to reflect the change.

Potential Implementation Sequence for Mainstreet and Convention District Project Activity Area 12A

The implementation timeline listed below is taken from the City's "The Implementation Blueprint, Master Development Plan, Phase One," dated March 2021, and prepared by The Chicago Consultants Studio, Inc.

The implementation of the district plan involves a logical sequence of steps over the next decade plus that will continue to evolve in response to the market, site/parcel availability, funding, and overall momentum. The SRA plays an important ongoing role as a "master developer" to guide these steps, build interest, secure investment, and ensure implementation in conformity to the Plan.

The following suggests initial near-term, mid-term, and long-term steps beginning with continued engagement and implementation of projects underway which are important first steps to changing reestablishing a positive environment for subsequent investment. The near-term Step 1 is the likewise important first phase catalyst to help further jump-start development, and public and private investment. These steps will evolve and shift in response to area opportunities, needs and strategic adjustments by the City.

STEP 1 (Near-Term, 0 - 5 years)

The near-term strategy projects are perhaps the most critical in creating the proper character, excitement, value enhancement, and critical investment to spur interest and expansion; these steps also build on the Plan and advance important implementation initiatives/studies to assist subsequent steps:

- Main Street property coordination, assessment, and development facilitation
- Developer identification, outreach, solicitation(s), and implementation
- District-wide enhancements, streetscape, landscape planning, and initial phase implementation
- Convention Center South entry and Main Street activation
- Convention Center planning, repositioning, and implementation
- Court Square and Old First Church design/feasibility study, implementation strategy, solicitation
- District parking assessment, planning and implementation strategies
- Additional site control/acquisition as/if available

STEP 2 (Mid-term, 5 – 10 years)

- Additional site identification, due diligence assistant and developer facilitation as/if they advance or become available (Main St. infill sites, 1127 Main St. blocks, 24 Park St.) and additional Main Street redevelopment
- Coordination with MCCA/MMC for permanent South entry and reactivation of MMC Main St. edge
- Coordination with MCCA/MMC for potential MMC convention hotel, meeting space expansion and MMC district enhancements
- Additional phase streetscape, landscape, linkages
- Continue District parking plan strategy

Potential Future Steps (Long-term, 10 plus years)

Longer term future steps are difficult to predict though the successful implementation of Steps 1 and 2 will enhance value surrounding areas, and likely spur additional opportunities for reuse, redevelopment, and activation.

- Continued coordination, facilitation of new private development within the district
- Continue district parking and potential new parking structure in central location to serve district development
- Remaining district enhancements including additional internal streetscape enhancements, open space linkages and amenities in Willow Street Collection
- Potential for civic / business leadership participation in residential Initiative

Potential Implementation Sequence for the Northeast Downtown District Master Plan Project Activity Area – 12B

STEP 1 (Near-Term, 0 – 5 years)

- Work with landowners to clean up vacant and blighted lots, and consider their short-term reuse for community benefit
- Finalize design and execute Phase I improvements to Chestnut Street, Bridge Street and Hillman Street following Complete Streets guidelines
- Study the design of the new “gateway” into the district, including the underpass on Chestnut Street to the north of Lyman Street and connectivity to Union Station along the edge of the elevated tracks
- Work with local businesses and developers to analyze potential adjustments to zoning – shared parking standards, increased density, flexible dimensional criteria, expedited permitting and sustainable design goals - to incentivize the adaptive reuse of historic buildings and infill of vacant lots
- Continue to identify priority development sites for multi-family residential and think creatively about how to facilitate public-private partnerships [site preparation, grants to support the integration ground floor mixed-use and/or community space, etc.]

STEP 2 (Mid Term, 5 plus years)

- Contemplate strategies for integrating adequate parking into the district as infill development progresses and surface lots diminish
- Identify preferred locations for significant neighborhood commercial uses – grocery, pharmacy, etc. – as well as community / cultural venues
- Continue to assemble land for a mid-block pedestrian “greenway” through the district
- Pursue funding for Phase I improvements to Chestnut Street corridor and Apremont Triangle area

- Finalize design and execute improvements to the park in Apremont Triangle
- Analyze the consideration of converting Dwight Street to two-way and coordinating impacts to signalization on State Street
- Pursue land acquisition, and site preparation tasks, associated with establishing a new major active park in the district [Worthington Street area] that can accommodate public amenities including active recreation facilities.

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12.08 (12) Financial Plan

The Financial Plan for the CSURP incorporates cost estimates for the proposed actions and projects to support the goals and objectives of this Amendment 12. Implementation of the CSURP Amendment 12 actions over the next 20 years or so will require periodic expenditures for a number of actions including public improvements, land acquisition, site preparation, parcel assemblage and land disposition by the SRA. Other costs, such as rehabilitation and new construction, are anticipated to be borne by private developers. Please refer to Table 12-1, Revitalization and Development Budget Estimate for an overview of the estimated costs and potential sources of funding associated with implementing the URP.

12.1 Estimated Land Acquisition and Relocation Costs

The acquisition of private parcels may occur either publicly by the SRA or by a private developer. The estimated costs for parcel acquisitions by the SRA are based on information obtained from the City of Springfield Assessor's Office. Before any action on a prospective acquisition is undertaken by the SRA, the SRA will engage professional, licensed appraisers to evaluate the subject property and will comply with all applicable DHCD regulations and policies throughout the acquisition process. Property transfers between the City and the SRA will be negotiated with the appropriate city department. The subsequent sale of transferred/assembled parcels to private developers will provide a source of revenue to the redevelopment authority which can be appropriated to accomplish future URA actions. In total, 96 parcels have been identified for full acquisition. These parcels include vacant and underutilized land and buildings. Cost estimates for relocation, while preliminary, consider the size and type of businesses to be relocated.

12.2 Demolition & Site Preparation Costs

If a site is acquired by the SRA, there will be certain costs associated with building demolition, site preparation, and securing the property. Demolition costs include building demolition, foundation removal, fence removal, removal of any other structures or materials on the site, site grading, and soil erosion control. Site preparation includes fencing or other means to secure the site for public safety purposes, debris removal, vegetation clearing where needed, capping utilities, security lighting and similar actions. Although in some cases the developer may take on these costs, for estimation purposes it is assumed that the SRA will undertake some demolition and site preparation to make designated areas more appealing for redevelopment.

Site remediation to meet MassDEP requirements for future residential and commercial use may include removal of asbestos and lead paint, and/or soil or groundwater remediation. A cost for site remediation will be estimated only after testing is done on any building and parcel being considered for acquisition. Thus, it is important to note that estimated remediation costs have not yet been determined.

12.3 Public Improvements

As described in Chapter 12.02 (8): Public Improvements, there are a variety of public improvements proposed as part of the URP implementation. Estimates for these actions include design and engineering costs, any necessary permitting and construction costs. These include:

- Streetscape improvements
- District unification - new signage, identity, and district enhancements
- Pedestrian pathways/connections
- Landscaped public areas/plaza activation

- Public parking
- Infrastructure improvements surrounding MMC (including potential bridge and pedestrian between major anchors and assets)

12.4 Project Costs

Project costs, as shown in Table 12-1, were estimated using 2021 costs as follows:

- Acquisition costs have been calculated using 2021 assessed values from the Springfield Assessor’s records.
- Construction costs for public improvements were based on 2021 construction costs for similar public improvements.
- Relocation costs have been estimated based on relocations costs from other recent urban renewal projects.
- Building demolition and site preparation costs based on costs from similar projects.
- “Soft costs” for the survey, planning, design and permitting of public improvements have used an industry average of 10% of the estimated construction cost.
- Administrative costs for project administration and legal fees have been included assuming a 20-year implementation schedule.

Since all costs are estimated, an overall project contingency of 10% has been included to cover unanticipated costs.

12.5 Project Budget

Table 12-1 presents cost estimates of the URDP projects and activities in addition to other support and administrative costs. As noted previously, the private properties to be acquired and city-owned parcels to be transferred will eventually be sold to private developers.

Financial Plan		
URP Public Action	Estimated Cost	Potential Funding Sources
Potential Cost of Land Acquisition, Privately-Owned Parcels, if Necessary, Based on Assessed Values in 2022		
Project Activity Area 12A	\$ 5,860,000.00	
Project Activity Area 12B	\$ 12,000,000.00	
Other	\$ 7,604,800.00	
Value of City-owned Property that may be Transferred from City to SRA	\$ 2,475,000.00	
Appraisals and Legal Costs for Acquisitions	\$ 1,000,000.00	
Relocation Costs		
Relocation Plan, Relocation Consultant for Implementation, and Estimated Relocation Payments	\$ 9,500,000.00	
Building Stabilization Prior to Rehabilitation		
Building Stabilization Costs	\$ 900,000.00	
Demolition and Site Preparation		
Demolition and Site Stabilization	\$ 4,950,000.00	
Site/Building Remediation	TBD	
Public Realm Improvements		

Roadway and Streetscape Improvement	\$ 5,000,000.00	
Park and Open Space Improvements	\$ 15,000,000.00	
New Parking Structures	\$ 75,000,000.00	
Public Realm Improvements Total:	\$ 95,000,000.00	
Consultants		
Design Services for Public Realm Improvements and Environmental Assessments	\$ 9,500,000.00	
Administrative		
Support Services for Administration, Legal, Property Management Fees, ect.	\$ 2,400,000.00	
Sub total	\$ 151,189,800.00	
Contingency 10%	\$ 15,118,980.00	
Total Estimated Project Costs:	\$ 166,308,780.00	Total from above
Income from Sale (Estimated) of Transferred properties from City		
Value of Parcels that may be Transferred to the SRA and potentially sold by the SRA	\$ 2,475,000.00	
Income from Sale or Lease (Estimated) of Acquired properties		
Income from the disposition parcels that may be acquired by the SRA	\$ 25,000,000.00	
Net Project Cost:	\$ 138,833,780.00	Total Project Cost minus Potential Income from Sales
Funding/Resources in Place		
Funding in Place	\$15,000,000.00	Section 108 funding, public realm improvement funding
City support for Legal, Administration and Property Management over the next 28 years	\$10,000,000.00	
Total Estimated Funding Required:	\$ 113,733,780.00	
Anticipated Future Funding & Grants		
	\$ 113,733,780.00	

12.6 Financing Approach

The SRA will rely on a mix of local, state and federal funding, to undertake actions and implement public improvements intended to spur private investments during the implementation phase of the URP.

As Noted in the Master Development Plan

Development Tools / Incentives / Grants Coordination

As a third component of the master development strategy, various District incentives will be pursued specific to each project and initiative that seeks to leverage a range of economic funds through all phases of development, to ultimately “close the financial gap” and entice development.

- City assessment of current development opportunities suggests infeasibility without significant economic assistance
- Exploring a range of economic tools including Federal, State and Local grants, loans and other incentives programs to bring to the District
- Considering options across entire development process from:
 - The continuing strategic planning, control and implementation efforts;

- To infrastructure/public realm enhancements that improve overall value and attract development/investment;
- To owner/developer/investor assistance to augment and leverage private investment (“vertical development”)
- To tenant / end user programs and aid
- Current strategies include use of the City’s HUD Section 108 loan guarantee to assist potential acquisition of properties

As noted in the Northeast Downtown District Master Plan

Federal, State and Local Resources

In January of 2021, Massachusetts launched the “Community One Stop for Growth” online portal, offering a joint application process for applicants, including municipalities, to access multiple state level grant programs. The state bills One Stop as a streamlined process that simplifies the application for resources to help communities prepare for growth, attract private investment or unlock a catalyzing project. The new methodology is intended to not only provide communities with easier access to the state’s tools but allow the state to have a more holistic understanding of a community’s housing and economic development goals [<https://www.mass.gov/guides/community-one-stop-for-growth>]. The application portal allows simultaneous access to multiple grant programs offered by the Executive Office of Housing and Economic Development [EOHED], the Department of Housing and Community Development [DHCD] and MassDevelopment.

All grant programs under the Community One Stop for Growth umbrella fall under a specific “Development Continuum.” These can range from “Site Preparation,” which provides funding for land acquisition, demolition or brownfields site assessment and remediation, to “Infrastructure [horizontal]” which is characterized as supporting improvements to public land and infrastructure that leverages and supports private investment in the community. The “Site Preparation” continuum includes programs such as Site Readiness and Brownfields whereas the “Infrastructure [horizontal]” continuum is where the MassWorks program is now accessed.

In addition, the United States Economic Development Association [EDA], under the American Rescue Plan, was allocated \$3 billion in supplemental funding to assist communities to accelerate economic recovery from the coronavirus pandemic and, in general, to build more resilient local economies. EDA funds are intended to provide larger, more transformational investments that are flexible and designed to support community-led economic development [<https://eda.gov/funding-opportunities/>].

There are many other programs and constructs that municipalities can turn to, ranging from District Improvement Financing [DIF] to Urban Renewal, that can be utilized when the right set of circumstances are present. DIF is a locally-enacted tool that enables a municipality to identify and capture incremental tax revenues from new private investment in a specific area and direct them toward public improvement and economic development projects [<https://www.massdevelopment.com/what-we-offer/real-estate-services/technical-assistance/district-improvement-financing>]. Urban Renewal is administered by the Department of Housing and Community Development’s [DHCD] Office of Sustainable Communities and is a tool to assist communities to revitalize disinvested and underutilized neighborhoods and redevelop substandard, decadent, and blighted open areas [<https://www.mass.gov/service-details/urban-renewal-ur>]. Urban renewal can facilitate land acquisition and disposition, as well as tasks such as site preparation and public improvements, but it can only be utilized if specific findings are made, including that the project area could not be redeveloped without public involvement.

The third column in Table 12-1 references potential funding sources according to the list below.

Local Funding

- **SRA Proceeds:** In accordance with M.G.L. c. 121B, Redevelopment Authorities such as the SRA have the power to issue bonds, borrow money, invest funds, receive grants and accept gifts. As the SRA acquires and disposes of property, they will be able to generate income that can be reinvested into the URA.
- **City Funding/In-kind Support:** City of Springfield funding and/or in-kind support from City of Springfield staff may be the best resource for some of the identified URP actions. Funding could come from bonding or the annual City of Springfield budget process. The following City of Springfield funding sources are potential mechanisms to generate revenue for the SRA to perform actions throughout the life of the plan and beyond:
 - ***Property transfers.*** The plan identifies one (1) City of Springfield-owned parcel to be transferred to the SRA. This would be considered SRA acquisition. The process for the SRA to acquire the property would require a vote of the City Council to transfer ownership from the city to the SRA. Once acquired, the SRA could sell some or all the parcel to generate revenue.
 - ***Grants and Gifts:*** An allocation of funds from the City Council to the SRA would enable the SRA to begin taking on projects, such as land acquisitions, site clean-up, and parcel assemblage. Funding these initial actions would allow the SRA to use revenue from initial actions to fund future projects.
- **Bonds:** Municipal bonds are debt securities issued by a government entity to fund day-to-day obligations and to finance capital projects. Because of the significant cost of many of the actions, loans or bonds will need to be applied for. The payback of these bonds will require a business model that will generate revenue from projects in the Plan.

State Funding

- **MassWorks Infrastructure Funding:** A state program that promotes economic development and job creation through improvements to streets, sidewalks, and other specified infrastructure. Eligible activities include design, construction and/or reconstruction of existing and or newly relocated streets, sidewalks and related infrastructure. This program is a potential source of funds for URP projects involving roadway, streetscape, infrastructure and bridge improvements.
- **Massachusetts Parkland Acquisition and Renovations for Communities (PARC) and Massachusetts Local Acquisitions for Natural Diversity (LAND) Grant Programs:** The PARC and LAND Grants provide financial assistance to city and town conservation commissions to acquire critical open space. The open space must be used for conservation or passive recreation purposes. PARC Grants aid cities and towns in acquiring, developing, and renovating park and outdoor recreation facilities. LAND Grants assist municipal conservation commissions acquiring land for natural resource and passive outdoor recreation purposes.
- **Chapter 90 Funding:** A 100% reimbursable state funding program provided to each municipality for local roadway improvements. Funds must be allocated to roadway projects, such as resurfacing and related work and other work, such as preliminary engineering. Potential funding for project design costs associated with roadway improvements.
- **Economic Development Incentive Program (EDIP):** A tax incentive program administered through the Massachusetts Office of Business Development (MOBD) designed to foster job creation and stimulate business growth throughout the Commonwealth. Participating

companies may receive state and local tax incentives in exchange for job creation, manufacturing job retention and private investment commitments.

- ***Tax Increment Financing (TIF):*** EDIP tool that promotes redevelopment by use of public/private partnerships by offering tax breaks to developers. TIF is authorized by M.G.L. c. 40 section 59 and implementing regulations 760 CMR 22.01. Under this legislation, landowners may be granted property tax exemptions of up to 100% of the tax increment. A municipality may enter into a TIF Agreement with a landowner for a maximum term of 20 years. M.G.L. c. 40 section 60 also authorizes a TIF for housing in urban centers. A TIF Zone must be in an area approved by the Economic Assistance Coordinating Council (EACC) as an Economic Opportunity Area (EOA) or found to be an area "*presenting exceptional opportunities for economic development*" by the Director of Economic Development. Certification of the TIF Plan is issued by the EACC after the plan is accepted by municipal vote.
- ***Vacant Storefront Initiative:*** Permits the use of EDIP tax credits to incentivize businesses to occupy vacant storefronts in downtown areas. Municipalities may apply to the Economic Assistance Coordinating Council (EACC) for certification to designate a defined downtown or other commercial area, as a Certified Vacant Storefront District. After achieving such a designation, and achieving a commitment of local matching funds, businesses or individuals may apply to the EACC for refundable EDIP tax credits for leasing and occupying a vacant storefront in that district.
- **Gateway Cities Program:** Massachusetts supports the revitalization of Gateway Cities through the Brownfields Programs (M.G.L. c. 21E and Chapter 206, Acts of 1998), Chapter 43D Expedited Permitting (M.G.L. c. 43D), Chapter 40R Smart Growth Zoning Overlay District Act (M.G.L. c. 40R), CDBG, Community Investment Tax Credit Program (Community Partnership Act) (Chapter 238, Acts of 2012), and Growth Districts Initiative (GDI) (Section 2C of c. 303, Acts of 2008).⁷
- **Housing Development Incentive Program (HDIP):** Designed to increase residential growth, expand diversity of housing stock, support economic development, and promote neighborhood stabilization in designated Housing Development Zones within Gateway municipalities by providing incentives to rehabilitate multi-unit properties that would be sold or leased as market-rate units (residential units priced for households above 110 percent of the area's household median income). The program provides two incentives for developers to rehabilitate housing units in multi-unit buildings: a new local-option property tax exemption and a new tax credit for qualified rehabilitation expenses. The HDIP has an annual cap of \$10 million.
- **Massachusetts General Law Chapter 40R (Smart Growth):** Housing production within the Commonwealth has not kept pace with the growing number of households looking for an affordable place to live. To help meet this demand, the Commonwealth adopted Chapter 40R within the General Laws allowing municipalities to encourage housing production that is aligned with the principles of "*smart growth*." Eligible municipalities, upon approval, will receive zoning incentive payments for housing creation based on number of units of new construction. Chapter 40R also provides participating municipalities with one-time density bonus payments of \$3,000 per housing unit upon issuance of building permits.

⁷ <http://www.mass.gov/hed/docs/dhcd/cd/gateway/stateresourcessupportingrevitalizationofgatewaycities.pdf>

- **Federal and Massachusetts Historic Rehabilitation Tax Credit:** Since 2006, the Massachusetts Historic Rehabilitation Tax Credit program (MHRTC) has been catalyzing the rehabilitation, reuse, and revitalization of historic properties across the Commonwealth. These historic structures have been rehabilitated to create quality affordable and market-rate housing, community centers, commercial and office space, performing arts venues, restaurants and more, benefiting our communities in numerous ways. The MHRTC allows the certified rehabilitation of an income-producing property to receive up to 20% of the cost of certified rehabilitation expenditures in state tax credits. This credit, many times coupled with the Federal Rehabilitation Tax Credit, is a critical source of attaining project feasibility. The credits can be sold to a third-party investor for funds which are often put back into the project. The credit program makes evident the economic and community benefits of preservation.
- **District Improvement Financing (DIF):** Mass General Laws Chapter 40Q allows a municipality to set up a program in which new incremental property taxes within a defined redevelopment district can be earmarked for funding public infrastructure improvements or other investments needed to support and catalyze new growth. The estimated future incremental taxes are typically used to support debt service thereby allowing larger up-front investments. DIF revenues do not impact current General Fund property tax revenues (the baseline). All or a portion of the incremental DIF revenues can be used for property acquisition and improvements, public infrastructure including parking facilities and for administrative costs related to the DIF District. The creation and operation of a DIF program is approved and undertaken solely by the municipality (through the City Council) and does not require approval or review by state agencies under a 2015 amendment to the 40Q regulations.
- **MassDevelopment:** MassDevelopment, the state's finance and development agency, works with businesses, nonprofits, banks, and communities to stimulate economic growth. Through these collaborations they help create jobs, increase the number of housing units, revitalize urban environments, and address factors limiting economic growth including transportation, energy, and infrastructure deficiencies. Offering a wide range of finance programs and real estate development services, MassDevelopment supports economic growth, development, and investment across all sectors of the Massachusetts economy: public and private, commercial, industrial, and residential; and nonprofit, including healthcare, educational, cultural, and human service providers. They work in collaboration with private and public-sector developers, businesses, and banks to identify investors and leverage public and private funds to support economic growth.
 - ***TDI Equity Investment Program:*** MassDevelopment's TDI Program is a redevelopment program for Gateway Cities designed to enhance local public-private engagement and community identity; stimulate an improved quality of life for residents; and spur increased investment and economic activity. TDI is an integrated systems approach to investment and urban redevelopment on a scale that can amplify and accelerate revitalization. Along with the new tools in the Commonwealth of Massachusetts' Transformative Development Fund, MassDevelopment also utilizes additional existing finance products, and coordinates with private- and public-sector partners, to encourage development activity by private landowners, enterprises, and investors.
 - ***Brownfields Redevelopment Fund (BRF):*** The BRF is administered by MassDevelopment, which provides technical assistance and money, in the form of both loans and grants, to worthwhile projects around the state.
 - ***Site Readiness Program:*** The Site Readiness Program aims to increase the Commonwealth's inventory of large, well-located, project-ready sites; to accelerate

private-sector investment in industrial and commercial projects; and to support the conversion of abandoned sites and obsolete facilities into clean, actively-used, tax-generating properties. Eligible uses include site preparation, predevelopment, and permitting assistance.

- ***Underutilized Properties Program***: The Underutilized Properties Program funds projects that will improve, rehabilitate or redevelop blighted, abandoned, vacant or underutilized properties to achieve the public purposes of eliminating blight, increasing housing production, supporting economic development projects, increasing the number of commercial buildings accessible to persons with disabilities. Eligible uses fall into two categories, Buildings and Predevelopment.
- **Complete Streets Funding Program**: A Complete Street is one that provides safe and accessible options for all travel modes- walking, biking, transit and vehicles—for people of all ages and abilities. The MassDOT Complete Streets Funding Program provides technical assistance and construction funding for projects that support Complete Streets goals and principles to eligible municipalities.
- **Massachusetts Gaming Commission (MGC)**: Through the Mitigation Grant program; the 2021 Grant program was recently announced and offers a range of grants that could be utilized; these include Specific Impact Mitigation Grants of up to \$500,000 to address negative impacts from the casino, which could be pursued again to continue to fund the City's stabilization, redevelopment, and implementation efforts; Community Planning Grants of up to \$100,000; Transportation Planning Grants of up to \$200,000 or even Transportation Construction Grant of up to \$1,000,000 which could potentially fund future specific district infrastructure, utility, and corridor improvements.
- **Massachusetts Convention Center Authority (MCCA)**: For facilities or tourism planning. Given the importance of the Mass Mutual Center and Arena as a major anchor and economic engine for the District, as well as their current needs, there may be funding available through this state agency, particularly for development concepts that help expand the MMC's ability to better meet market needs, such as additional break-out meeting space and supporting hotel accommodations.
- **Chapter 121A**: Massachusetts General Laws Chapter 121A and Massachusetts Regulations 760 CMR 25.00 authorize the creation of single-purpose, project-specific, private Urban Renewal Corporations for undertaking residential, commercial, civic, recreational, historic or industrial projects in areas which are considered to be decadent, substandard or blighted open space. The statute and regulations authorize the exemption of 121A developments from real and personal property taxes, betterments and special assessments. They set forth procedures for negotiating an alternative tax payment on these developments and allow private developers to exercise the power of eminent domain to assemble development sites in specified circumstances.⁸

Federal Funding

1. **EPA/MassDEP Brownfields Funds**: The federal program provides funds to inventory, characterize, assess, and conduct planning (including cleanup planning) and community involvement related to brownfield sites. If contamination is discovered there are a number of federal and state grant programs to carry out clean-up activities, including the U.S.

⁸ <https://www.mass.gov/doc/mgl-chapter-121a-preparation-guide/download>

Environmental Protection Agency's (EPA) Brownfields Cleanup Grant, which provides funds for site clean-up for brownfield sites owned by the applicant, and MassDEP Brownfields Site Assessment/Cleanup Grant of Service, which through the EPA provides funding for site assessment and clean-up of brownfields on behalf of municipal and non-profit entities by using state contractors (rather than granting funding directly to the applicant).

2. **U.S. Department of Housing and Urban Development (HUD) Section 108 Loan:** The HUD Section 108 Loan Guarantee Program (Section 108) provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and other physical development projects, including improvements to increase their resilience against natural disasters. This flexibility makes it one of the most potent and important public investment tools that HUD offers to state and local governments. Section 108 offers state and local governments the ability to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects capable of revitalizing entire neighborhoods. Such public investment is often needed to inspire private economic activity, providing the initial resources or simply the confidence that private firms and individuals may need to invest in distressed areas. Loans typically range from \$500,000 to \$140 million, depending on the scale of the project or program. Under Section 108, project costs can be spread over time with flexible repayment terms, and borrowers can take advantage of lower interest rates than could be obtained from private financing sources.
3. **Land and Water Conservation Fund (LWCF):** Provided to the States, and through the States to local governmental jurisdictions, on a matching basis for up to fifty percent (50%) of the total project-related allowable costs for the acquisition of land and the development of facilities for public outdoor recreation. Appropriations from the LWCF may be made annually by Congress to the Secretary of the Interior who apportions the funds to the States. Payments for all projects are made to the state organization that is authorized to accept and administer funds paid for approved projects. Local units of government participate in the program as sub-grantees of the State with the State retaining primary grant compliance responsibility.
4. **The New Markets Tax Credits Program:** The New Markets Tax Credit Program (NMTC Program) was established by Congress in 2000 to spur new or increased investments into operating businesses and real estate projects located in low-income communities. The NMTC Program attracts investment capital to low-income communities by permitting individual and corporate investors to receive a tax credit against their Federal income tax return in exchange for making equity investments in specialized financial institutions called Community Development Entities (CDE's). The credit totals 39 percent of the original investment amount and is claimed over a period of seven years (five percent for each of the first three years, and six percent for each of the remaining four years). The investment in the CDE cannot be redeemed before the end of the seven-year period.
5. **HOME Investment Partnership Program (HOME):** The HOME Investment Partnerships Program (HOME) provides formula grants to States and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME is the largest Federal block grant to state and local governments designed exclusively to create affordable housing for low-income households.
6. **Transportation Alternatives (TA) Set-Aside Program:** A federal program that provides funding for a wide range of non-traditional surface transportation projects. Examples include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver

access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. TA Set-Aside funds are administered by the State Department of Transportation (DOT).⁹ MassDOT has sub-allocated 50 percent of TAP funding to urbanized areas with a population over 200,000, and has given control of these funds to the MPOs that cover such urbanized areas. The remaining 50 percent of the TAP funding is allocated for use in any area of Massachusetts as determined by MassDOT based on a competitive, merit-based process.

7. **Community Development Block Grant Program (CDBG):** A federally funded program that provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons. Assistance is provided to qualifying cities and towns for housing, community, and economic development projects that assist low and moderate-income residents, or by revitalizing areas of slum or blight. Communities may apply on behalf of a specific developer or property owner. Eligible CDBG projects include but are not limited to housing rehabilitation or development, micro-enterprise or other business assistance, infrastructure, community/public facilities, public social services, planning, removal of architectural barriers to allow access by persons with disabilities, and downtown or area revitalization.
8. **Community Development Fund:** Established in the Host Community Agreement to assist the City with advancing the redevelopment efforts of the Implementation Blueprint and Main Street/Convention Center Overlay District with annual payments of \$2.5 million; the fund currently has funding which can be applied across a range of goals and objectives stipulated in the HCA Exhibit F. Of the seven uses for these funds stipulated in the agreement, the last “betterment of City and its residents” is the most applicable to the downtown redevelopment strategy.
9. **Economic Development Administration (EDA):** The federal Economic Development Administration recently announced funding through the Coronavirus Aid, Relief, and Economic Security Act for community-based planning and technical assistance. The EDA Cares Act offers various funding mechanisms for communities and businesses impacted by the Covid-19 pandemic and may be applicable. Because of the pandemic’s impact on urban living and working patterns, this funding could support on-going revitalization efforts in the downtown District, including on-going strategic planning work and possible augmentation of the HUD Section 108 loan for acquisition and development of specific projects.
10. **Transportation Enhancement Program (TE):** TE offers funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.¹⁰

⁹ https://www.fhwa.dot.gov/environment/transportation_alternatives/

¹⁰ https://www.fhwa.dot.gov/environment/transportation_enhancements/

- **Tax Credits:** These programs provide the developer, or more likely investors in a project, the ability to lower their tax liability by purchasing credits through investment in a qualified project. Because of this benefit, investors are willing to fund up-front development costs with equity, thus making more capital available to the developer and/or lowering the cost of that capital. These savings in turn can be used to improve the financial feasibility of a project.
 - **Opportunity Zones (OZ):** Over half of the new Main St/Convention Center overlay district lies within an opportunity zone. This includes the Metro Center area of downtown with a southern border at MGM Way/Stockbridge Street and encompasses the important Convention Center, Court Square and State and Main Street corner area of the plan. Feasible projects within this designated area may attract low-cost equity capital.
 - **Low Income Housing Tax Credits (LIHTC):** The Low-Income Housing Tax Credit (LIHTC) program is the most important resource for creating affordable housing in the United States today. Created by the Tax Reform Act of 1986, the LIHTC program gives State and local LIHTC-allocating agencies the equivalent of approximately \$8 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households. This program could reduce a developer's equity costs for projects that include 20% affordable housing. An average of almost 1,400 projects and 106,400 units were placed in service annually between 1995 to 2018.¹¹

¹¹ <https://www.huduser.gov/portal/datasets/lihtc.html>

12.08 (13) Citizen Participation

Forthcoming upon completion of the Public Approval Process.

DRAFT

12.08 (14) Requisite Municipal Approvals

Forthcoming upon completion of the Public Approval Process.

DRAFT

12.08 (15) Massachusetts Environmental Policy Act

The Massachusetts Environmental Policy Act (MEPA), as administered by the Secretary of Energy and Environmental Affairs (EEA,) has jurisdiction when a new urban renewal plan or a major modification of an existing urban renewal plan requires review and approval by DHCD, per 301 CMR 121.03 (1)(b)(7). Specifically, the Project requires the Springfield Redevelopment Authority to file an Expanded Environmental Notification Form (EENF) with the MEPA Unit for review.

The Springfield Redevelopment Authority has not yet filed the EENF for the URDP but expects to do so in the near future. A copy will be sent to DHCD when the EENF is submitted to the Secretary. The Springfield Redevelopment Authority anticipates that any DHCD approval of the URP will be conditional upon obtaining necessary MEPA approvals and understands that implementation will not commence until the Secretary's Certificate is received.

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