

City of Springfield
Office of Planning & Economic Development
70 Tapley Street
Springfield, MA 01104

CASINO OVERLAY SITE PLAN REVIEW 30-DAY REVIEW

December 22, 2015

Springfield City Council
36 Court Street
Springfield, MA 01103
ATTN: Council President Fenton

Re: Casino Overlay Site Plan Review

Dear Council President Fenton:

As the Council is aware, the Office of Planning & Economic Development (OPED), on November 23, 2015, made the determination that the application for a Casino Overlay Site Plan Review, filed by Blue Tarp reDevelopment, LLC (the developer), was complete. As required under the Springfield Zoning Ordinance, Article 8, Section 8.5 and Article 12, Section 12.3, copies of the plans and application were then distributed to the City Council and all city departments for a 30-day review. As a result of this review, a number of comments have been received including comments from city departments, the city's casino consultant team (planning/traffic/law), City Council and abutters. All comments received were forwarded to the developer with a request that each comment be formally responded to in writing.

On December 21, 2015, OPED received a formal response from the developer on the submitted comments, thus far (see attached). OPED along with the Law Department, the Department of Public Works (DPW), the Building Department and the city's consultant team are currently in the process of reviewing the responses in preparation of the upcoming City Council Site Plan Review hearings, scheduled to take place in January 2016. Due to the number of comments/responses received, OPED is not prepared, at this time, to make a final recommendation to the City Council on the proposed development. *However, based on the progress we have made to-date in our review, we anticipate that OPED will be recommending conditional approval of the Site Plan subject to certain modifications and enhancements*". A full report and recommendation will be submitted to the City Council for consideration once a detailed review of the plans and responses has been completed.

Further, OPED is also continuing to work directly with the Law Department, Police Department, Fire Department and Park Department to ensure any and all issues have been addressed prior to making a final recommendation to the Council. In addition, we have just received the final

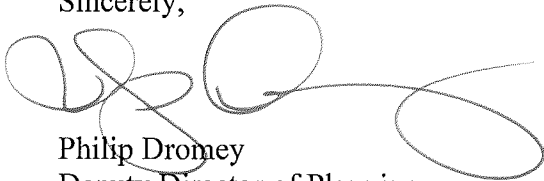
version of the Section 61 findings approved by the Massachusetts Gaming Commission and filed with MEPA, as well as the Memorandum of Understanding that has been signed by the Massachusetts Historic Commission. Copies of these will be sent to you early next week.

Lastly, DPW is continuing to work directly with the Board of Public Works on the street discontinuance process, which along with the Site Plan Review will need final approval by the City Council.

If you have any questions or you need any additional information, you can contact me at (413) 787-6020 or at my email address at: pdromey@springfieldcityhall.com.

Thank you and I hope you have a very Happy Holiday.

Sincerely,

A handwritten signature in black ink, appearing to read 'Philip Dromey', with a long horizontal flourish extending to the right.

Philip Dromey
Deputy Director of Planning
Office of Planning & Economic Development

cc: K. Kennedy, E. Pikula, DPW, Building, City Council, Casino Liaison Office, file



December 21, 2015

By Email (pdromey@springfieldcityhall.com)

Phil Dromey, Deputy Director of Planning
The Office of Planning and Economic Development
70 Tapley Street
Springfield, MA 01104

Re: *Site Plan Review 30-Day Review Comments*

Dear Mr. Dromey:

In response to your Site Plan Review 30-Day Comments letter dated December 3, 2015 (as supplemented), attached please find MGM Springfield's responses with appendices. We have endeavored to be as responsive as possible. In a few instances where indicated, we are still gathering information and formulating responses and will provide supplementary information as noted.

In the meantime, please do not hesitate to contact us with any questions, comments or requests for clarification. MGM Springfield looks forward to continued collaboration with your Office and the City Council as we collectively address this important Site Plan Review process.

Sincerely,

Seth N. Stratton
Vice President & General Counsel

Encl.

cc:
Kevin Kennedy, CDO, City of Springfield
Edward Pikula, Esq., Solicitor, City of Springfield
Chris Cignoli, DPW Director, City of Springfield
Michael Fenton, President, City Council
John Ziemba, Ombudsman, Massachusetts Gaming Commission

MGM Springfield
One Monarch Place, Suite 910
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413-273-5000

MGM Springfield
 Site Plan Review – 30 Day Review Comments and MGM/Consultant Responses
 December 21, 2015

General	
1	<p><i>Please provide a sidewalk construction detail for sidewalks that are to be built above existing underground basement vaults.</i></p> <p>It is currently anticipated the only vault area to remain on the project will be associated with 95-101 State Street. The structural plans to be submitted during the building permit process will reflect the spanning of these vaults.</p>
2	<p><i>All existing Municipal or Private Utility Manholes and Service castings within the project limits shall be removed and replaced if deemed obsolete, damaged, worn, or hazardous with regards to pedestrians or cyclists.</i></p> <p>The Allen & Major revised site improvement plans (dated 12-22-15) have been updated to state "All existing Municipal or Private Utility Manholes and Service castings within the project limits shall be removed and replaced if deemed obsolete, damaged or hazardous with regards to pedestrians or cyclists".</p>
3	<p><i>Any locations of brick sidewalks or wheelchair ramps must be shown and labeled on the plans.</i></p> <p>The Allen & Major revised site improvement plans (dated 12-22-15) have been updated to call-out all locations of brick sidewalks and wheel chair ramps.</p>
4	<p><i>Locations of Stormcrete porous concrete gutter panels must be shown on the plans.</i></p> <p>Porous concrete gutter panels have been removed from the drainage design in the Allen & Major revised site improvement plans (dated 12-22-15).</p>
5	<p><i>A receiving wheelchair ramp must be included in the crosswalk on Howard Street by the Colvest Group property entrance.</i></p> <p>The Allen & Major revised site improvement plans (dated 12-22-15) have been updated to include a handicapped accessible ramp at the crosswalk on Howard Street at the Colvest Group property entrance.</p>
6	<p><i>Please show the receiving wheelchair ramp for the mid-block crossing on Union Street. All mid block crossings must have a receiving wheelchair ramp on both sides of the roadway.</i></p> <p>Accessible ramps have been included in the Allen & Major revised site improvement plans (dated 12-22-15) at the mid-block crossing on Union Street as well as at the three mid-block crossings surrounding the site (State, Main, and Union). These ramps will be similarly detailed on the off-site plans prepared by TEC, Inc. for review by the City and MassDOT in mid-January.</p>
7	<p><i>Please update on page C-1 the Land Usage Table - Casino Overlay (COD) considering all changes to the plan.</i></p> <p>The Land Use Table has been updated to reflect the current site layout plan in the Allen & Major revised site improvement plans (dated 12-22-15).</p>

8	<p><i>Any irrigation proposed for this project, especially any irrigation that abuts the public ROW, must be shown on the plan.</i></p> <p>Based upon the extent of planting on the project and plant material selected, a site wide irrigation program is not anticipated. Depending on final design and overall LEED strategy, limited irrigation may be included in specialty areas. This will be shown as plans develop in 2016 and submitted for building permit approval.</p>
9	<p><i>Is there any granite curb, flush or otherwise, planned for the cul-de-sac on Howard Street?</i></p> <p>The Allen & Major revised site improvement plans (dated 12-22-15) have been updated to reflect flush granite curb at the cu-de-sac on Howard Street. In areas with flush curbing, bollards have been added to separate the roadway area from the pedestrian spaces.</p>
10	<p><i>Please add details for the following road markings: shared bicycle lanes, turning arrows, combined direction turning arrows, all patterns of crosswalk, hatched roadway/islands, and double yellow lane markers.</i></p> <p>The striping details will be included in the detailed off-site roadway design plans for review by the City and MassDOT in mid-January.</p>
11	<p><i>Please add a detail for any retaining walls included in the project.</i></p> <p>All proposed retaining walls are proposed to be modular block. A typical detail has been included in the Allen & Major revised site improvement plans (dated 12-22-15).</p>
12	<p><i>Are there plans for additional bike racks at other locations in this project (other than near the proposed retail buildings parking lot)?</i></p> <p>MGM intends to develop the site plan to show bike racks at major entrances to the facility. A secure indoor parking area and bike-share kiosk area will be reserved for employees and guests as part of the transportation demand management (TDM) measures previously committed to during the MEPA process.</p>
13	<p><i>New VGC is labeled along Bliss Street however the sidewalk is labeled "match existing" near the adjacent wheelchair ramp. Can the curb along this stretch of road be replaced without disturbing the existing sidewalk? Any damages caused by the installation of this curb must be repaired as needed by the developer.</i></p> <p>There is an existing grass strip between the face of curbing and the existing sidewalk. Replacing the granite curbing to provide a 6-inch reveal will not impact the adjacent sidewalk. To the extent sidewalk is damaged during curb installation, sidewalks will be repaired as needed.</p>

14	<p><i>Regardless of any approval granted under this process, detailed design engineering drawings still must be submitted to the DPW for our review and approval prior to any construction activity.</i></p> <p>Understood. MGM Springfield will be submitting permit applications for this work which will allow all proper agencies to review prior to construction.</p>
<p>Site Improvement Plans Dated October 23, 2015</p>	
15	<p><i>The plans submitted labeled "Existing Condition" show modified street lines on Bliss St., Howard St., and Union St. The property lines on this plan should show no proposed modification and should still show the existing street lines. Streetline modification will be handled separately through the Board of Public Works.</i></p> <p>The submitted existing conditions plans will always reflect the current right-of-way boundaries and will be revised once the modifications are made on site. Street line modifications should occur following DPW's review of the pending off-site roadway plans.</p>
16	<p><i>Separate review and approvals from this process will be completed for the Layout Plans, Grading and Drainage Plans, Details, etc.</i></p> <p>Understood.</p>
<p>Illustrative Site Plans and Traffic Study</p>	
17	<p><i>It appears that the bus pick-up drop-off area has been relocated from inside the parking garage with access off of Union St. to the previously identified area for the entrance to the hotel off of Bliss St. The number of stall has been reduced from the original layout. Why has the relocation occurred and why has there been a reduction in stalls?</i></p> <p>The bus drop off has been relocated to MGM Way in order to get patrons closer to the property, alleviate the vehicular traffic on Union St., and reduce the vehicle emissions within the garage. The prior site plan required circulation through the loading dock area and was located on the periphery of the site. The relocation of the bus depot will provide a more direct link between bus users and the center of the site and may better encourage multi-modal travel. The design team had previously located three saw-tooth bays in the area at the intersection of Bliss Street and MGM Way. The City provided comment that this design may encourage additional idling. Furthermore, the reverse operation of the buses to depart from the bays was less desirable. The plan has been modified to provide two stacked bus bays that will allow independent arrival and departure of each stall. Buses will discharge passengers to an area of the plaza where they can use a crosswalk and ramps to access the expansive sidewalk area.</p> <p>The stall quantity has been sized appropriately to match the perceived bus demand and schedule by MGM. The reduction in total stalls is due to the fact that this area is used for staging and drop-offs only. Bus parking will occur off site, which contributes to the reduction in total stalls. The current design can accommodate the ability of cars using the drop-off when buses are not present, increasing the flexibility of the space. Refer to bus drop off plans included in the Allen & Major revised site improvement plans (dated 12-22-15).</p>

18	<p><i>The layout of the roadway curbs, etc. in the proposed bus drop off area does not appear to have been adjusted dramatically from the previous design that did not include bus movements. Please show geometrically with proper turning templates that busses can make the necessary movements without impacting adjacent lanes while turning left onto State St. Please be aware that right turns on to State St. will only be allowed for passenger vehicles.</i></p> <p>Reference Appendix A. The bus depot design and the accommodations for access onto State Street have been adjusted in response to City comments.</p>
19	<p><i>Please review the left-turn movements, especially for busses, from MGM Way onto State St. The turn is occurring at a pedestrian crossing location and the geometry appears very tight.</i></p> <p>The proposed median pedestrian refuge island has been modified and shifted slightly to accommodate the bus turns as noted above. Reference Allen & Major revised site improvement plans (dated 12-22-15).</p>
20	<p><i>The revised traffic study presented to the DPW as part of the NPC, indicates that the traffic generated by the apartments is still included in the casino block traffic trip distribution even though the actual location of all 54 units is not specifically identified. Please be aware that once the final location for all of the units are identified, there may be a need to perform traffic analyses at the selected location.</i></p> <p>We understand that once off-site residential locations are selected they will go through their own permitting and review process.</p>
21	<p><i>Under the previous designs, assumed vehicular "drop-offs" could occur in the area by the hotel. There does not appear to be an area designated at this time. Please identify the area where proposed "drop-offs" will occur. It does not seem logical that someone would enter the garage to drop off a patron or employee and the City needs to be confident that there will not be a lot of vehicle "standing" impacting traffic flow around the facility.</i></p> <p>The drop-off for the hotel patrons will occur at the main drop-off area within the parking garage. This is considered a primary entrance to the property and will be signed accordingly. This weather-protected vehicle area will allow for efficient access to all the uses on the site. To further address City concerns, the bus drop-off area on MGM Way is designed to accommodate vehicle drop-offs, including employees, when buses are not present. Signage will be provided in other areas indicating that no parking or idling is allowed.</p>
22	<p><i>Please identify the location off-site where busses will stage and the proposed route to I from the location.</i></p> <p>The exact area of bus staging is not finalized and would not typically be expected to be finalized over 32 months prior to opening. MGM will submit a final location to the City for their review within 18 months prior to project opening.</p>

23	<p><i>The Howard St. cul-de-sac is labeled as a "Special Events Plaza". This area will need to be kept open to ensure vehicles who take Howard St. do not use Red Rose parking area as a turn around. This area will be part of the public right-of-way. Please ensure that this area is open for vehicular use and properly posted for "No Parking".</i></p> <p>Appropriate Signage has been added to the Allen & Major revised site improvement plans (dated 12-22-15). Motorists will not be permitted to park or stand in this area.</p>
24	<p><i>With the moving of the Hotel Lobby to the Main St. I Howard St. area, we are very concerned that more people/ cars/ taxis/ etc. will want to use the entrance at that location and use Howard St. as a pick-up/ drop-off area. There will not be any parking or loading allowed on Howard St. Please ensure through signage that vehicles will not "stand" in that area.</i></p> <p>Appropriate Signage has been added to the Allen & Major revised site improvement plans (dated 12-22-15). The site plans include "No Stopping / No Standing" signs along Howard Street to deter motorists from creating congestion in this area.</p>
25	<p><i>Why was the warehouse location moved from below grade in the parking garage causing a reduction in retail space?</i></p> <p>The warehouse has been moved to the ground floor in order to make the delivery of products more direct and efficient. Additionally, moving the warehouse to the ground floor eliminated the requirement to mechanically ventilate the garage and contributed to a more efficient garage in general. As demonstrated at the 11-18-15 presentation to the City, the total retail space provided has not been reduced from MGM's HCA commitment.</p>
26	<p><i>Why was the warehouse space reduced (25k to 9k sf)?</i></p> <p>Through development in the design and a greater understanding of the operational needs of the property, MGM has sized the warehouse appropriately in order to accommodate the anticipated demands of the project. The storage and immediate use of products will now occur in closer proximity to the main kitchen on level 2, increasing the efficiency of operations.</p>
27	<p><i>Will this space reduction require additional delivery trips?</i></p> <p>The current design of the warehouse will not require additional delivery trips. The loading dock, as currently designed, can accommodate four trucks (a mix of WB-67, WB-50, and SU-40 trucks) at the loading docks while also accommodating a fifth truck in the staging/turning area. The size of this loading dock facility is more than sufficient to accommodate MGM's projected delivery needs. All deliveries will occur in this area and will not be permitted to occur from within the public way. MGM will also actively manage its vendors for scheduled delivery times that do not result in queuing on Union Street.</p>
28	<p><i>Please provide details to what the proposed surface treatment will be in the cul-de-sac on Howard St.</i></p> <p>The proposed surface treatment on the Howard St. cul-de-sac is stamped and colored concrete. Refer to landscape plans in the Allen & Major revised site improvement plans (dated 12-22-15).</p>

29	<p><i>As stated in the City's review of the Draft and Final EIR, we do not accept that the Union St. East Columbus Ave. intersection be allowed to function at a level of service "D" for westbound traffic once the proposed development is open, as no other intersections in the area will function at that level. As stated in our previous reviews, we are requiring that additional mitigation be provided to reduce queue lengths and delays at the intersection. Based upon the traffic study, queue lengths for the thru movement on Union St. westbound back up to the ramp exiting the garage making exiting difficult during peak periods.</i></p> <p>The traffic signal operations and lane use were maximized based on the available City right-of-way. Based on prior discussions with DPW staff, the City had previously pursued right-of-way adjustments along Union Street in the past to add surplus capacity for the growth of downtown. Should additional right of way capacity be available, MGM is open to opportunities to provide additional lane capacity. However, additional lane capacity should not be deemed a condition of approval for Site Plan Review for MGM as the City has more discretion to determine right of way size and . level of Service 'D' is a traditionally acceptable level of service, particularly for a central business district in an urban area.</p>
30	<p><i>There does not appear to be a true "front door" on this site plan. The previous layout had a grand entrance at the old hotel location. Based upon the facility layout, what will be the proposed "address" of the front door (i.e. Main St., State St, MGM Way, etc.??)</i></p> <p>As consistent with an urban design approach, there are multiple entrances to the project in order to address pedestrian ease of access into the property. A primary entrance for the majority of guests will be through the valet drop off and self park areas within the parking garage. Signage and way finding strategies will direct the guests appropriately, and the level of detail on the Bliss Street façade signifies a grand entrance into the project. MGM has not yet determined the proposed street address for the project.</p>
31	<p><i>The site plans shows roadway improvement limits that are different from the limits shown in the Draft and Final EIR. Please adjust plans to either the limits shown in the EIR or to the limits of utility roadway work, whichever is greater. Detailed roadway improvement plans will be required to be submitted to the DPW.</i></p> <p>TEC, Inc. is currently preparing detailed off-site roadway improvement plans that will be submitted to the City and MassDOT for review. The limits of paving work will respect the extent of utility or curb line work as suggested.</p>
32	<p><i>With the changes in traffic patterns and volumes analyzed as part of the NPC, it is assumed that all off-site mitigation identified in the Draft and Final EIR will still be completed by the applicant to the full extent identified.</i></p> <p>The off-site mitigation commitments outlined within the FEIR are currently being advanced into final design and we expect to complete them as previously identified and as incorporated into the Massachusetts Gaming Commission's Section 61 findings.</p>
33	<p><i>Surface treatments of all sidewalks and plaza areas need to be identified.</i></p> <p>The Allen & Major revised site improvement plans (dated 12-22-15) have been updated to call-out all surface treatments of all sidewalks and plaza areas.</p>

34	<p><i>Is there direct pedestrian access from the State St. sidewalk to the Food Court area through the terrace garden, or is there a fence creating separation?</i></p> <p>There will be direct pedestrian access into the Food Market through the terrace garden. We will address this during the next phase of design. This will encourage pedestrian activity at the corner of State St. and MGM Way.</p>
35	<p><i>Specific Review of the engineering site plans in the "Site Improvement Plans for MGM - Springfield" is not included in this review. The detailed engineering review will be handled separately.</i></p> <p>Understood.</p>
36	<p><i>Site Plans for the Day Care Center have not been provided. DPW will require full site plans, drainage calculations, etc. for that facility.</i></p> <p>Confirmed. MGM Springfield intends on following the normal submittal and approval permitting process for the day care center.</p>
37	<p><i>On site proposed lighting details needs to be provided.</i></p> <p>Street lighting examples have been provided in the sample material sheet that are comparable to the existing Main Street conditions. Specific lighting details for façades and fixture selections will be made available for City review as the architectural plans progress.</p>
38	<p><i>Proposed on-street lighting (Main, Union, Bliss, Howard, State, E. Columbus, etc.) has not been identified.</i></p> <p>The submitted landscape plans indicate the proposed on-street lighting.</p>
39	<p><i>Proposed City owned sidewalk improvements need to be shown---texture, edging, etc.</i></p> <p>The sidewalks surrounding the site, where reconstructed, are shown with the intended surface texture, materials, and edge treatment in the Allen & Major revised site improvement plans (dated 12-22-15). The off-site improvements set to be submitted for review by the City and MassDOT in mid-January will likewise show the detailed material type as part of the 25% plan set.</p>
40	<p><i>A directional and regulatory signage package also needs to be submitted to DPW to coordinate final traffic regulations around the site and in proposed off-site mitigation areas.</i></p> <p>This information will be included in the detailed off-site roadway plans to be submitted for review by the City and MassDOT in mid-January.</p>
41	<p><i>A maintenance agreement needs to be developed that identifies issues such as street cleaning, sweeping, snow clearing removal in and around that Casino block area.</i></p> <p>MGM Springfield will coordinate with the City's Casino Liaison Office and City Solicitor's Office to develop a mutually acceptable maintenance agreement.</p>
42	<p><i>A detailed construction schedule identifying timeframes of all site I traffic related improvements must be provided to the DPW to ensure coordination with other area projects.</i></p> <p>After the site plan approval process is completed, MGM Springfield will provide regular schedule updates to the DPW. The MGM construction team will be actively coordinating with City DPW and MassDOT for scheduling needs linked to the active I-91 Viaduct</p>

	reconstruction project and other downtown projects.
43	<p><i>Please explain traffic flow on the west end of Howard Street. The plans submitted continue to show that a portion of the Howard Street public way will be discontinued to accommodate one way traffic exiting the parking garage. This needs to be clarified. Do we need to rename this section?</i></p> <p>A portion of the existing right-of-way has been retained at the westerly end of Howard Street in order to continue to provide legal access / egress to the MGM site and the abutting parcels. If the right-of-way at the westerly end of Howard Street was abandoned, the property control would revert back to the two closest abutting owners, precluding egress for a portion of MGM's garage trips. If the City would prefer to change the name of the short roadway, such as a change from Howard Street to Howard Lane, the design team will work with the City to refine the documents as part of the process to abandon the interior portion of Howard Street.</p>
44	<p><i>Is MGM proposed to be a public way? If so, a formal subdivision plan will need to be approved by the Springfield Planning Board.</i></p> <p>MGM Way is expected to be a public way. We understand that the Springfield Planning Board will need to approve the design.</p>
Planning Design Comments – General	
45	<p><i>The revised MEPA site plan represents some significant modifications with respect to the overall massing, layout, program area and distribution of uses, but generally maintains the essential components, mix of program, amenities and "urban" framework of prior plans.</i></p> <p>Comment by City of Springfield. No response required.</p>
46	<p><i>The major change with the hotel massing and location and resulting residential shift offsite into the neighborhood is significant but results in a plan that meets and may actually improve the overall configuration and impact to surrounding areas. Similar to the residential program, the Hotel relocation along Main Street brings significant activity and vitality to one of the key corridors in downtown and maintains this important edge. The corresponding second floor plan enhances the public roof gardens, making them a useable, integrated amenity to the Hotel, the banquet facilities, and employees, while connecting with the Events/entertainment plaza below.</i></p> <p>Comment by City of Springfield. No response required.</p>
47	<p><i>The move of residential into the neighborhood could be a very positive concept, helping to promote significant economic activity offsite and in areas of high need, be it current underutilized properties or other key city building initiatives.</i></p> <p>Comment by City of Springfield. No response required.</p>
48	<p><i>There are some new aspects with the modified plan changes that require further explanation and discussion with the City. To facilitate that discussion, we have outlined key questions related to the site plan below:</i></p> <p>Comment by City of Springfield. No response required.</p>

Planning Design Comments – Warehouse

49 *The warehouse function has been significantly reduced in size and relocated from within the garage to an area within the retail block fronting the garage; Can you explain why this function was moved and the impact of this new location on: retail, with respect to the resulting reduction of retail square footage and number of storefronts?*
See responses to numbers 25 to 27 above.

50 *The warehouse function has been significantly reduced in size and relocated from within the garage to an area within the retail block fronting the garage; Can you explain why this function was moved and the impact of this new location on: traffic with respect to potential increases in the amount and frequency of deliveries necessitated by the smaller warehouse size, if any?*
See responses to numbers 25 to 27 above.

Planning Design Comments - Retail (Retail Block)

51 *Can you please provide a detailed summary of the Retail depicted in the new plans including the reduction of retail square footage within the Retail block, changes in the number of store fronts and targeted uses (retail, Food and beverage, etc.)?*
As shown in the retail and food and beverage comparison graphics presented to the City on 11-18-15, the total retail square footage for these uses has not been reduced from the commitments set forth in the HCA. The programming for these spaces has not yet been determined beyond the designations set forth on the Level One Plan (Appendix B). Once leasing discussions with potential tenants progress, MGM will be in a position to update the City on specific uses.

52	<p><i>The retail along the pedestrian alley facing the Armory Marketplace has been reduced (as cited above) from both the HCA and FEIR plans. The resulting reduction in actual storefronts/businesses, potential tenants/uses (originally shown in the FEIR as a mix of Food and Beverage and Retail vs. "retail" and potentially blank walls of the bowling alley) and overall square footage is concerning in that it lessens the potential attraction and draw of a more robust, lively retail area/corridor; why has this been reduced? How does this plan create that same attraction as in prior approved submittals to ensure a successful, unique restaurant/retail experience?</i></p> <p>Through the incorporation of the seasonal ice skating rink, farmers market, relocated church, Armory, and various retail storefronts directly attached to the armory marketplace, the allure and appeal of this space has been improved from the original HCA plans. The design of the bowling alley elevation architecturally satisfies the urban design approach for the project, with various articulations and signage elements. The provision of retail storefronts along Main Street and State Street will now increase the area of effect for new retail attractions across the site and encourage increased pedestrian activity throughout the project. Refer to updated Level One Plan (Appendix B) and updated elevation set (Appendix C), attached.</p>
53	<p><i>Can you please articulate the plans for the proposed retail at the corner of Union and Main? Is this a renovation of the existing building and if so, can you please provide additional detail and drawings?</i></p> <p>The retail at the corner of Union and Main will be new construction and of the same architectural character of the Main Street façades. As potential tenant discussions mature, we will provide this information to the City.</p>
Planning Design Comments - Retail (Casino Block)	
54	<p><i>Can you please provide a detailed summary of the Retail depicted in the new plans for the Casino Block including the reduction of retail square footage within the Retail block, changes in the number of store fronts and targeted uses (retail, Food and beverage, etc.)?</i></p> <p>As demonstrated in the retail comparison graphics presented to the City on 11-18-15, the total retail square footage across the property has not been reduced.</p>
55	<p><i>The reduction of retail tenants and square footage down Howard Street and fronting the events plaza is a concern. Prior HCA and FEIR plans show retail lining Howard Street which in turn would greatly activate the events plaza. Why has this been eliminated and how does this plan create that same attraction to ensure a successful, attractive and activated experience along Howard Street and the events plaza?</i></p> <p>Through continued discussions with the City of Springfield, the potential for "pop-up" and seasonal stores have been indicated within the plaza adjacent to Howard Street in order to enliven the façades. Refer to updated Level One Plan in Appendix B attached.</p>
56	<p><i>Is the retail use depicted at the corner of State and Main anticipated to be a new retail tenant?</i></p> <p>The retail at this location is expected to be owned and operated by MGM Resorts or a new retail tenant.</p>

Planning Design Comments - Circulation (Entry/ Access/ Pedestrian Flow)	
57	<p><i>All prior submittals included a highly visible and identifiable "front door" off of State Street adjacent to the Garage, with a clear porte cochere drop off and main entry doors into the Casino/Hotel. The current plans show this same area as a bus drop off with a set of doors into the Casino. While it appears the intent is to encourage multiple entry points for pedestrians which is good and consistent with the integrated urban plan approach, does this plan provide for the typical "main entry" and if so, where? Please provide more detail and design for that entry.</i></p> <p>There are multiple pedestrian entries into the project, each with a canopy above. A primary entrance for the guests will be through the valet drop off within the parking garage. Signage and way finding strategies will direct the guests appropriately, and the level of detail on the Bliss Street façade signifies a grand entrance into the project. Through continued discussions with the City of Springfield, a decorative metal awning and signage element have been added to the bus drop-off area on MGM Way in order to signify entry at this location.</p>
58	<p><i>Is the alley between 101 State Street and 95 State Street an entry into the Casino? Can you explain further the connection to the Casino from 101 State Street through the lobby space?</i></p> <p>The alley between 101 State Street and 95 State Street is not an entry into the casino. This area is currently where mechanical functions for 101 State Street and 95 State Street occur. The connection from the 101 State Street lobby into the casino is a controlled access point only for MGM employees.</p>
59	<p><i>Are there access points into the Casino along State Street? Through Starbucks? Through the historic façade at the Food Court? Through the terraces?</i></p> <p>Pedestrians can access the casino through Starbucks and the food market terrace.</p>
60	<p><i>The new location and design of the Hotel as more of an urban infill, low/mid-rise scenario has much appeal and definitely helps energize further economic development along Main Street. While the "front door" and lobby of the Hotel appears at Howard and Main Street, how/where do you plan on accommodating the typical demands of queuing, drop off, valet etc. related to the hotel use?</i></p> <p>The drop-off for the hotel patrons will occur within the parking garage. This is considered a primary entrance to the property and will be signed accordingly. Valet, drop off, and taxi access will occur in this area. Through continued discussions with the City of Springfield, the City has expressed interest in having two taxi queuing spots on Main Street, adjacent to the hotel lobby indicated on the Level One Plan (Appendix B). We will continue to explore taxi queuing with the City.</p>

61	<p><i>The three main pedestrian spaces of the development (the Plaza/Events Plaza, DaVinci Park and Armory Marketplace) require more detail as to entry, how the spaces work together from a pedestrian flow and use perspective and access between the three (particularly with the fencing shown around some of the spaces). Can you provide more detail on how these will be designed together to ensure a successful, accessible and logical pedestrian space (definition of spaces and circulation through landscape/hardscape, connections between, uses, etc.)?</i></p> <p>The landscape plans included in the Allen & Major revised site improvement plans (dated 12-22-15) show the anticipated treatment between the three spaces mentioned. The primary entrance to these areas will be along Howard Street and at the terminus of the entertainment block at Union Street. Although branded as three distinct zones, pedestrians will be encouraged to move seamlessly between each space, utilizing the totality of the site. Da Vinci park will have a decorative fence with multiple access points to link each adjacent plaza.</p>
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Planning Design Comments - Circulation (Vehicular)

62	<p><i>What is the potential traffic impact from the relocated hotel entry on traffic down Howard Street and the events plaza turnaround?</i></p> <p>MGM does not anticipate a measurable change in traffic flow patterns when compared to the prior site plans. The primary valet / drop-off / pick-up area remains consistent at the originally planned location under the garage off Bliss Street. Local trips to the project were previously anticipated and projected to travel along Main Street in this area to access the Union Street surface lot.</p>
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Planning Design Comments - Elevations, Materials & Signage (General)

63	<p><i>The drawings reflect a very conceptual level of design for the elevations. Additionally, while many of the plans and interior layouts have advanced or changed, some of the elevations remain the same (former Porte Cochere entry, garage elevations, events plaza entry) and do not reflect the changes in entry, uses, etc. This requires further discussion and/or explanation as to the key areas of emphasis or importance on the elevations (representing major entry points, reflective of the use behind such as retail, etc.).</i></p> <p>The current elevations correctly reflect the points of entry and uses within. Through continued discussions with the City of Springfield, the elevations have advanced to further to highlight specific entry locations and the refinement of the Entertainment block elevations. See progress elevations included as Appendix C.</p>
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64	<p><i>Can you please provide more definition with respect to the design of the elevations, delineation and use of materials, and overall quality required to ensure a high quality, durable project? In particular, there is an abundance of "simulated" materials (stone, metal, brick, plaster, etc.). Can you please provide more information on these materials, their preliminary specifications, etc.? Is this cast stone, cast brick panels, etc.? What is simulated metal? The use of EIFS (dryvit) systems is discouraged, as it is inconsistent with the character of a high quality project and the context of the historic downtown Springfield.</i></p> <p>MGM provided a table of possible materials that will be used in the project with the site plan supplemental materials provided on 11-18-15. The materials chosen will contextually relate to the character of downtown Springfield.</p>
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Planning Design Comments - Elevations, Materials & Signage (Main Street Elevation)	
65	<p><i>Generally, the overall design and character of the elevations are appealing. The glass curtain wall portion over the existing historic façade needs more detail and definition. Can you provide more detail?</i></p> <p>The glass curtain wall over the existing historic façade is intended to be a neutral backdrop for the historic architecture that surrounds it. The glass is slightly stepped back from the historic façade to allow the historic architecture to stand out as a signature feature of the project. This treatment was discussed with the local Historical Commission as part of the Historical approval process.</p>
66	<p><i>The use of "plaster" on the corner hotel building is a concern. Is this intended to be stucco? Given the brick and stone character of Main Street and the importance of this corner building, should this be a more durable, higher end material consistent with the street?</i></p> <p>MGM provided a table of possible materials that will be used in the project with the site plan supplemental materials package on 11-18-15. The plaster specified will be a smooth plaster and will contextually relate to the character of downtown Springfield. This particular façade will be a combination of simulated limestone and plaster. The downtown area is a composition of old and new façades that have been developed over time, which is a driving force behind the design.</p>
Planning Design Comments - Elevations, Materials & Signage (Union Street Elevation)	
67	<p><i>Corner building at Union and Main needs detail. Can you provide more detail as to the design of improvements to the building if a renovation, or new elevations if all new?</i></p> <p>The retail at the corner of Union and Main will be new construction. The elevations relate to the same architectural character shown on the retail and entertainment façades. However, MGM is interested in discussions with potential tenants progressing before committing to the precise detail of that construction.</p>
Planning Design Comments - Elevations, Materials & Signage (Entertainment Block Elevation)	
68	<p><i>There is a significant scale shift between the theater and bowling alley side and the YWCA "emulated" elevation. Please provide more detail on these elevations and what is intended with the emulated façade.</i></p> <p>Through continued discussions with the City of Springfield, the design of the entertainment block elevation has advanced to relate more closely in scale with the emulated YWCA façade. Material differentiation has been detailed and signage elements have been added to improve the scale shift between the façades. The emulated façade is intended to closely relate to the existing YWCA materials, proportions, and articulations, adjusted to function within the project. Current elevations are included as Appendix C.</p>
69	<p><i>The "colored plaster" façade above the YWCA needs detail and design. How does this integrate with the theater façades to the left? Perhaps this can be "designed" to help mitigate the significant scale shift between the two.</i></p> <p>Through continued discussions with the City of Springfield, the design of the colored plaster façade above the emulated YWCA façade has been advanced to show detail in the division of plaster and the incorporation of numerous banners along the façade. These enhancements have linked both portions together into a more harmonious façade. Current elevations are included as Appendix C.</p>

Planning Design Comments - Elevations, Materials & Signage (Garage Elevations)	
70	<p><i>All of the garage elevations need more design detail and discussion. Prior submittals included a higher level of design (brick piers, panels, cornices, arched "windows", etc. consistent with the character of Springfield). The latest drawings are very conceptual and appear to show less detail and "design" features. Please explain these changes?</i></p> <p>Through continued discussions with the City of Springfield, the design of the parking garage has been advanced to include the introduction of more articulation along Columbus Avenue, and a color change between various façades. Higher façade elements add undulation and depth to the façades. These changes provide a higher quality of design that highlights the garage as a feature element of the project.</p>
71	<p><i>Is the valet entry to the garage the main visitor entry and should the design of this entry reflect that importance perhaps as the new "porte cochere"?</i></p> <p>The drop-off in the garage is the main vehicular entry for the project. The Bliss Street elevation is designed as the most prominent garage elevation to signify its importance as the main vehicular entry into the project.</p>
Planning Design Comments - Elevations, Materials & Signage (Signage)	
72	<p><i>The overall signage concept and strategy for the entire project needs further definition. As a key element of each elevation, the signage will be very important feature that further defines and activates the façades, the notion of entry, delineation of "uses" and tenants, etc. Can you please provide more detail on your signage strategy?</i></p> <p>MGM has requested to defer the signage package to a later date as it remains under development.</p>
73	<p><i>Prior submittals began to integrate the signage as a feature into the overall design of the Garage façades. The latest drawings show less detail and design integration of the signage. Can you please explain any changes to the signage concept and provide more specificity as to what is anticipated -are these static billboards, active video signs, illuminated etc.?</i></p> <p>MGM has requested to defer the signage package to a later date .</p>
74	<p><i>As a signature and highly visible elevation for many patrons coming to the casino, how does the Columbus elevation and signage design reflect this importance? Can you articulate your concept and design advancement of the signage for this façade?</i></p> <p>MGM has requested to defer the signage package to a later date as it remains under development.</p>

Planning Design Comments - Residential	
75	<p><i>Will revised plans be submitted outlining the total number of units to be located within 195 State Street as well as location for the remaining units?</i></p> <p>It is intended that we will follow the normal permitting process for 195 State Street once plans are available.</p>
76	<p><i>Preface: The supplemental landscape drawings dated November 12, 2015 and submitted on November 16, 2015 provide additional detail for the Site Plan Review with respect to the overall landscape, hardscape and streetscape vision for the MGM development. As a preliminary conceptual set, there are a number of aspects that are positive but would benefit from further explanation, discussion and advancement, some of which has already occurred with the MGM design team. Per our discussion, Friedmutter has stated that this is an early landscape set that has not yet been coordinated with the architecture, elevations, plans and that they will be issuing another set shortly.</i></p> <p>Comment by City of Springfield. No response required.</p>
Review of Supplemental Landscape Drawings (General Comments)	
77	<p><i>Based on this, from an overall review of the conceptual set, we do not find any major issues with the initial directions subject to a more detailed review of the next refined set. Additionally, the 2nd floor roof garden landscape plans were not included in this set. In a subsequent work session held on November 30, 2015, Friedmutter shared a progress plan suggesting that they were still working with the Landscape Architect to refine and coordinate the plan with the architecture, etc. Our review does not include comments on these plans and MGM will be required to submit these plans as part of the next submittal for formal review.</i></p> <p>Comment by City of Springfield. No response required.</p>
78	<p><i>One overarching idea is to give consideration to an appropriate "family and hierarchy" of materials (from paving, to landscaping, to lighting, to fencing/piers, etc.) that can be used throughout the development to help bring synergy, consistency, and district I brand identify throughout. Additionally, the relationship, layout and design of the horizontal plane need to be considered within the context of the vertical plane/elevations and design. These ideas can be explored in subsequent submittals as the plans advance.</i></p> <p>Comment by City of Springfield. No response required.</p>
Review of Supplemental Landscape Drawings (Specific Comments By Drawing - LA-A: Plaza/ Armory/ DaVinci Park)	
79	<p><i>Overall, the three spaces generally feel separate and distinct with little relationship between them. Some consideration should be given to the uses and activities within each space and how they may relate to each other. For example, there was some discussion about using DaVinci Park for events and in conjunction with the Armory Marketplace. The design of the Park and extent of useable area becomes an important factor as well as the connections (gates, openings etc.) between the two spaces.</i></p> <p>Comment by City of Springfield. No response required.</p>
Review of Supplemental Landscape Drawings (Specific Comments By Drawing - LA-A: Paving)	
80	<p><i>The paving between the three is separate and distinct and does not necessarily flow from one space to the other</i></p> <p>The majority of the site will have similar paving treatments – patterned concrete with brick</p>

	borders. We will work with the City to make sure tones and brick selection are similar throughout the streetscape and plaza areas. DaVinci park is treated differently as we would like the park to have a different identity than the more urban plaza and streetscape areas.
81	<p><i>There is no alignment of patterns to each other or to key components of the plan such as major building entries, doorways, spatial form, etc. Is there a reason for this? Or is there the potential to adjust the design/layout to respond better to the opportunities presented by these proximities? Or perhaps add a border along buildings to minimize the visual misalignments</i></p> <p>We are open to adding a border along the buildings and are open to potential adjustments to the paving pattern alignment as long as the finishes remain the same.</p>
Review of Supplemental Landscape Drawings (Specific Comments By Drawing - LA-A: Landscape)	
82	<p><i>There is minimal landscaping within the plaza areas themselves such as larger specimen trees or planter areas; the space reads quite large and could appear very empty without some further design elements and/or delineation of space (in front of DaVinci park, within the plaza; to further define DaVinci park along the parking edges, etc.); is there potential to add a few trees and/or planter areas to further define and embellish the plaza?</i></p> <p>We expect the potential to add a few trees and or planter areas to be explored once tenant discussions are realized. We agree the edge conditions can be softened with some minor adjustments to the landscaping.</p>
83	<p><i>Additionally, is there enough depth to add trees along the MGM Cinema promenade in front of the retail/cinema/bowling alley? Or could planters and trees matching those at the church be repeated along the Armory marketplace edge/corners?</i></p> <p>We will explore the potential of this after the ice rink plans and marketplace coordination/seasonal change out needs are determined.</p>
84	<p><i>Street trees should likely follow a fairly regular spacing and consistency along major streets (is there a Springfield Mass Landscape Ordinance?) and respond to any city ordinances/requirements (size, spacing, applicable species etc.).</i></p> <p>Street tree locations on Main Street were placed to coordinate and relate to the architecture.</p>
85	<p><i>Should there be additional landscaping to screen some of the parking, particularly along the relocated church façade</i></p> <p>We are open to discussing this, but do not currently see the need for this along the church façade.</p>
86	<p><i>DaVinci Park landscape design is quite formal, wraps the perimeter which is further enclosed by a fence; is this intentional? Similar to the earlier comment about relationship and flow of spaces, could the landscape respond to opportunities to relate to the adjacent space and promote flow between them?</i></p> <p>The City has consistently requested topiaries be integrated into this park. Topiaries are by their nature very formal and we are using the park design to be consistent with this request. The park will likely have pedestrians and young children using this space and for safety purposes we feel a short ornamental fence is needed. The fence protects children from wandering into parking areas and allows for securing the park at night.</p>

87	<p><i>Landscape architect should ensure proper placement of trees, appropriate specification and size/caliper to maximize tree viability, growth, sunlight, protection, etc. throughout the development</i></p> <p>Understood.</p>
<p>Review of Supplemental Landscape Drawings (Specific Comments By Drawing - LA-A: Lighting)</p>	
88	<p><i>Street lights appear to only be on major street but do not yet flow into or through some of the interior spaces (plaza, armory marketplace, etc.)</i></p> <p>Street lighting similar to the current Main Street lighting conditions are placed throughout the perimeter of the design, and into the plaza at the Howard Street Cul-de-Sac. Added street lamps in the plaza and terraces will be shown on the landscape plans. General building lighting will illuminate the facades of the building and the spaces adjacent to them. Specifics will be provided to the City as the design progresses. This will be addressed in building permit sets.</p>
89	<p><i>Is there a specific style of streetlights and/or "family" of lights (taller street poles, lower pedestrian poles, wall sconces, etc.) considered that can be used throughout the entire development and tie it together? Is there a specific "Springfield" standard that should be used, particularly along Main Street to be contextual</i></p> <p>This has been shown on the finishes matrix. We intend on using the current City light fixtures as our standards.</p>
90	<p><i>Building lighting through accent/spot lights, highlights, billboard style etc. will be important to enliven the spaces at night and provide additional highlights/accents on key-features</i></p> <p>MGM agrees that building lighting and accents are a key element of the project, and will share specific lighting solutions with the City as they are developed in the design process.</p>
<p>Review of Supplemental Landscape Drawings (Specific Comments By Drawing - LA-A: Other Streetscape)</p>	
91	<p><i>There is some indication of brick piers along the Union Street parking lot frontage; piers should also be added at the NE corner at the entry into the parking lot</i></p> <p>MGM is open to discussing this option.</p>
92	<p><i>Is there a knee wall in brick along this parking lot as well with fencing on top?</i></p> <p>There are brick piers connected with an ornamental fence.</p>
93	<p><i>Is there a family of brick piers, bollards that could be used throughout the development at key entries, corners, etc. that help define the MGM development and provide some consistency, demarcation, and brand identity throughout?</i></p> <p>MGM is open to discussing this as landscape plans develop.</p>
94	<p><i>Is there any street furnishings considered beyond the tables and umbrellas? Other benches, built in seating, walls that help define the spaces and provide seats, etc.?</i></p> <p>MGM agrees that benches, seating and furnishings shall be coordinated throughout the project.</p>

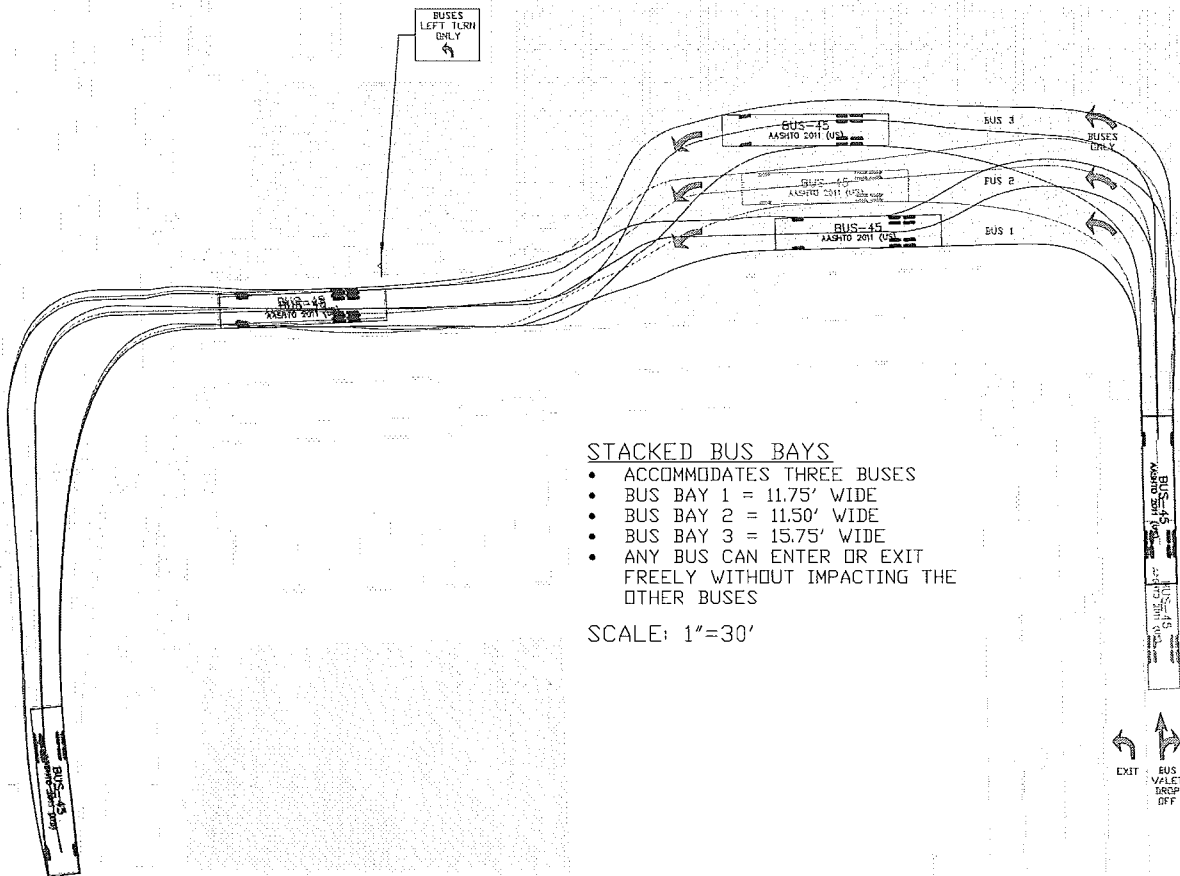
95	<p><i>Fencing locations and spans, styles, gateways/openings throughout should be discussed; some areas appear clearly separated by fencing with minimal or no entries; this may be intentional but should be discussed; some areas may benefit from more permeability (i.e. along DaVinci and Armory Marketplace; fencing can also serve as a unifying element if used in key locations throughout the development</i></p> <p>MGM is open to discussing this as plans continue to develop.</p>
<p>Review of Supplemental Landscape Drawings (Specific Comments By Drawing - LA-B: State Street/ Bliss Drop Off)</p>	
96	<p><i>Bus drop-off plan and resulting drop-off areas are better configured as a pull through to eliminate backup movement, idling buses, etc.; (from prior site plan comments and discussion in Springfield); the resulting revised landscape I hardscape plan will require rework; is there any shelter planned for the bus drop-off area?</i></p> <p>Through continued discussion with the City of Springfield, the bus drop-off has been reconfigured to eliminate backup movement and provide a more effective and direct drop-off experience for patrons. The drop-offs are now in a stacked configuration, allowing each bus to drop off and exit independently of each other, as a straight pull through with no backing up. When buses are not actively using the drop-off, access for cars can be accommodated. A shelter is not currently planned and arriving guests will be accommodated inside.</p>
97	<p><i>Food Court appears to be surrounded in fencing without openings/gateways; there was discussion that patrons/visitors could enter through the Food Court from here so some openings in the fence will be necessary; this may be an opportunity to use a standard brick pier to delineate the opening and further knit the development together</i></p> <p>There is no fence surrounding the food market terrace garden. Pedestrians can directly enter the food court from the exterior at the corner of State Street and MGM Way.</p>
98	<p><i>Lighting seems minimal with only a few streetlights; might consider some pedestrian scale lighting at plaza areas, garage sconces, etc.</i></p> <p>MGM is willing to discuss as lighting plans are developed.</p>
<p>Review of Supplemental Landscape Drawings (Specific Comments By Drawing - LA-C: Main Street, State Street, Union Street)</p>	
99	<p><i>Is there a Springfield street light standard? What is contemplated here?</i></p> <p>All proposed street lights will have the City's standard features.</p>
100	<p><i>What is City requirement for street trees and proper spacing?</i></p> <p>MGM believes street trees should relate to the architecture and not just placed at equal intervals. It is rare in urban cities to achieve equal intervals due to underground utility needs.</p>
101	<p><i>Landscape architect should ensure proper placement of trees, appropriate specification and size/caliper to maximize tree viability, growth, sunlight, protection, etc.</i></p> <p>Understood.</p>

Springfield City Council - President Fenton Requests	
102	<p><i>Traffic studies relative to changes in traffic patterns, impacts based on the MGM Springfield project, and planned improvements to public right-of-ways prepared based on the plans as proposed in the HCA dated May 1, 2013</i></p> <p>The 2013 traffic study is obsolete and has been superseded by other more detailed traffic studies that have been reviewed and accepted by DPW, MassDOT, and PVPC through the Massachusetts Environmental Policy Act (MEPA) process. The reference documents are as follows:</p> <ul style="list-style-type: none"> -Draft Environmental Impact Report (DEIR) 12/16/13 -Final Environmental Impact Report (DEIR) 11/6/14 -Notice of Project Change (NPC) 10/15/15 -Letter to Pioneer Valley Planning Commission 11/9/15 -TEC Memorandum to Springfield DPW re: Garage Layout Modifications 11/13/15
103	<p><i>Traffic studies relative to changes in traffic patterns, impacts based on the MGM Springfield project, and planned improvements to public right-of-ways prepared based on the revised plans submitted to the Office of Planning and Economic Development on or about November 18, 2015</i></p> <p>This information was provided to the City in the November 13, 2015 updated traffic memorandum to Springfield DPW. The garage layout modifications had a negligible impact on the traffic conditions for those entering and exiting the MGM facility.</p>
104	<p><i>Assessment relative to impact that MGM Springfield proposed design changes will have on market for development and a revenue broken down by source prepared based on the plans as proposed in the HCA dated May 1, 2013</i></p> <p>While MGM believes the information requested is beyond the scope of the Site Plan Review process, MGM Springfield understands the desire to consider this information in connection with anticipated Host Community Agreement amendments which MGM will be seeking from the City in connection with project schedule and design changes. MGM will work collaboratively with the City, including the City Solicitor's Office, to provide supplemental information addressing these questions in a reasonable manner that accommodates the confidential, propriety and commercially sensitive nature of any of the information sought.</p>
105	<p><i>Assessment relative to impact that MGM Springfield proposed design changes will have on market for development and a revenue broken down by source prepared based on the revised plans submitted to the Office of Planning and Economic Development on or about November 18, 2015</i></p> <p>While MGM believes the information requested is beyond the scope of the Site Plan Review process, MGM Springfield understands the desire to consider this information in connection with anticipated Host Community Agreement amendments which MGM will be seeking from the City in connection with project schedule and design changes. MGM will work collaboratively with the City, including the City Solicitor's Office, to provide supplemental information addressing these questions in a reasonable manner that accommodates the confidential, propriety and commercially sensitive nature of any of the information sought.</p>
106	<p><i>Economic impact assessment relative to impacts that MGM Springfield proposed design changes will have on the "spin-off" expected for the regional economy</i></p> <p>While MGM believes the information requested is beyond the scope of the Site Plan</p>

	<p>Review process, MGM Springfield understands the desire to consider this information in connection with anticipated Host Community Agreement amendments which MGM will be seeking from the City in connection with project schedule and design changes. MGM will work collaboratively with the City, including the City Solicitor's Office, to provide supplemental information addressing these questions in a reasonable manner that accommodates the confidential, propriety and commercially sensitive nature of any of the information sought.</p>
107	<p><i>Parking studies which analyze the number of public/private spaces being eliminated and the number of spaces being created as a result of the MGM Springfield development prepared based on the plans as proposed in the HCA dated May 1, 2013</i></p> <p>The 2013 parking analysis is obsolete and has been superseded by other more detailed parking studies that have been reviewed and accepted by DPW and SPA through the Massachusetts Environmental Policy Act (MEPA) process. The Final Environmental Impact Report (FEIR, dated 11-06-15) included a detailed analysis of the surplus SPA parking supply to support the temporary construction impacts.</p>
108	<p><i>Parking studies which analyze the number of public/private spaces being eliminated and the number of spaces being created as a result of the MGM Springfield development prepared based on the revised plans submitted to the Office of Planning and Economic Development on or about November 18, 2015</i></p> <p>The Final Environmental Impact Report (FEIR, dated 11/06/14) and Notice of Project Change (NPC, dated 10-15-15) included detailed analysis of the anticipated parking demand and parking supply for the MGM site and the surrounding uses that are also expected to utilize the proposed garage. DPW and Planning have copies of those documents.</p>
109	<p><i>Timeline for the project including: the anticipated date in which MGM Springfield will open its parking garage</i></p> <p>The parking garage is expected to be completed no later than December 2017. Public access will be available as soon as all applicable permitting and life safety requirements by the authorities having jurisdiction reasonably allow.</p>
110	<p><i>Timeline for the project including: the anticipated date in which MGM Springfield will have its grand opening for the site</i></p> <p>Project opening is expected September 2018.</p>
111	<p><i>Cost analysis relative to current cost estimates and the savings expected from the recent design changes</i></p> <p>While MGM believes the information requested is beyond the scope of the Site Plan Review process, MGM Springfield understands the desire to consider this information in connection with anticipated Host Community Agreement amendments which MGM will be seeking from the City in connection with project schedule and design changes. MGM will work collaboratively with the City, including the City Solicitor's Office, to provide supplemental information addressing these questions in a reasonable manner that accommodates the confidential, propriety and commercially sensitive nature of any of the information sought.</p>

112	<p><i>An executive summary which explains all of the above referenced data and which articulates MGM Springfield position as to why approving the requested design changes are in the best interests of the residents of the City of Springfield.</i></p> <p>MGM will make a supplemental submission in advance of City Council hearings containing the requested executive summary.</p>
<p>Joseph Conant, Fire Commissioner Questions and Comments 12/11/15</p>	
113	<p><i>Will there be actual windows above grade level on the cinema building and the YMCA façade or are they just for aesthetic purposes?</i></p> <p>There is the potential for real windows, with drapes behind to block out the light. A final decision will be made in consultation with the cinema operator once the operator selection is finalized.</p>
114	<p><i>What is the general purpose of the cul-de-sac? What is the composition of materials under it? Will there be a wall or bollards around the perimeter of it?</i></p> <p>The cul de sac provides continued access from within a public way as an emergency access point for the event plaza. Cars will not be permitted to stand (or wait) in this area. It will also serve as a turnaround area for box trucks that currently deliver products to the Red Rose Pizza site from within Howard Street while also providing public access to their rear parking lot. Furthermore, it provides legal frontage for the park, which would otherwise be landlocked without the proposed cul-de-sac right-of-way. The cul-de-sac paving will be patterned concrete or asphalt. The base will be newly applied and compacted according to City standards. The cul-de-sac will be surrounded by decorative steel bollards to separate the vehicular and pedestrian spaces. Selected bollards will be break-away or removable for fire truck accessibility to the plaza area.</p>
115	<p><i>What is the composition of the surface materials and underneath of the courtyard area beyond the cul-de-sac?</i></p> <p>The courtyard area is concrete with a gravel subbase.</p>
116	<p><i>What is the width of the alleyway off of Union Street between the cinemas and the market area and what is the composition of the surface and underneath it?</i></p> <p>The width ranges from 20' at its narrowest between the retail and the Armory, to 33.9' between the retail and Church. The surface matches the courtyard area, concrete with a gravel subbase.</p>
117	<p><i>There is one Fire Dept. Connection (FDC) for the garage at the end of Bliss Street. Would it be possible to have a secondary FDC on the Union Street side of the garage in case Bliss Street is blocked or if the FDC is blocked or inaccessible?</i></p> <p>A secondary FDC has been added on the Union Street side of the garage.</p>
118	<p><i>The FDC on the old Armory Building is on the D side of the building in the walkway between the Armory Building and the YMCA façade building. With the hydrant being on the AB corner of the building on Howard Street, Could the FDC be moved to that corner for better accessibility?</i></p> <p>The FDC has been moved to the AB corner of building on Howard Street.</p>
119	<p><i>What type of fire alarm monitoring system will the property be using?</i></p> <p>This will be addressed in building permit plans, to be submitted as they are available.</p>

APPENDIX A
12-18-15-In-Line Bus Bay Exhibit



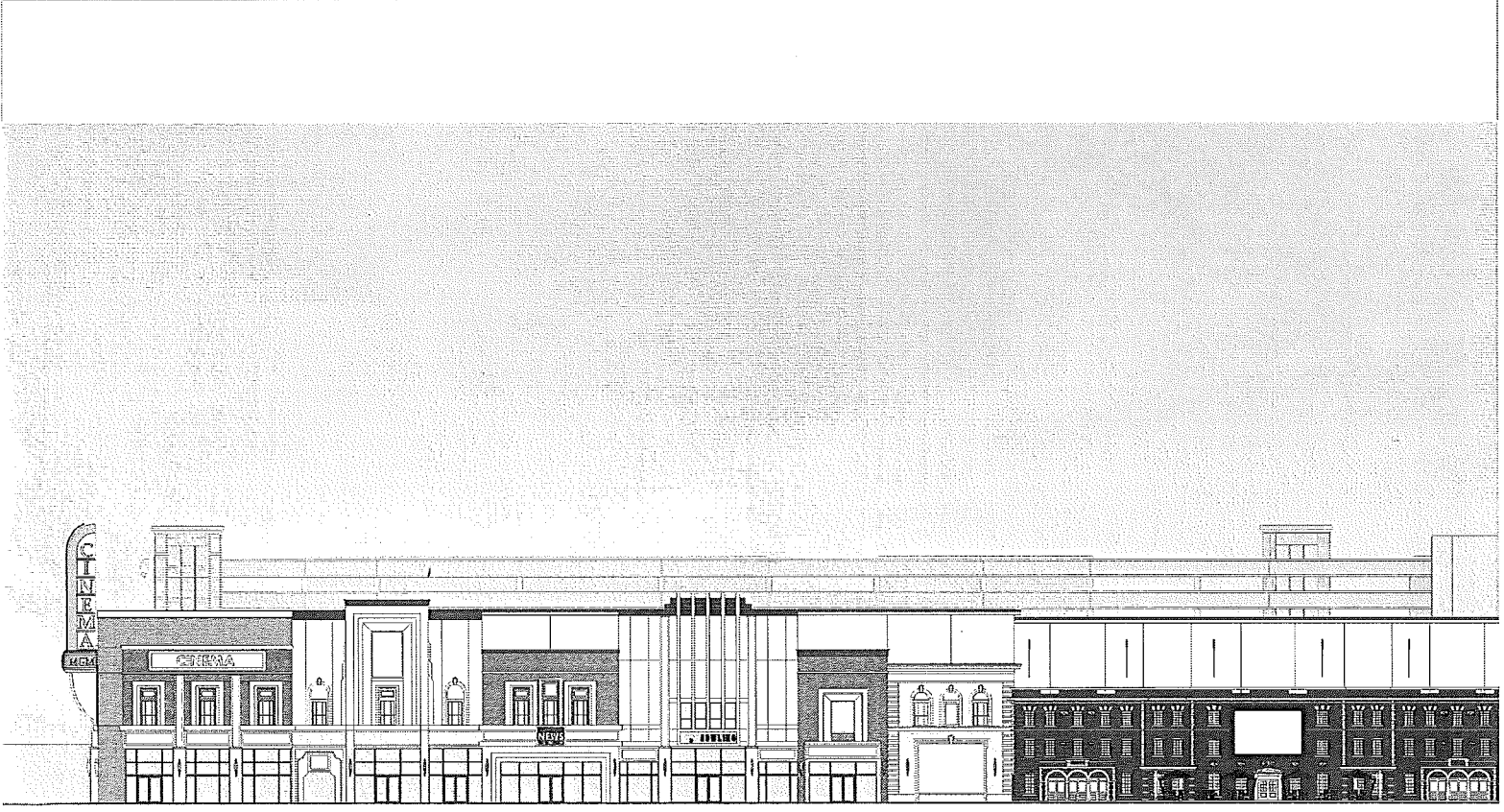
STACKED BUS BAYS

- ACCOMMODATES THREE BUSES
- BUS BAY 1 = 11.75' WIDE
- BUS BAY 2 = 11.50' WIDE
- BUS BAY 3 = 15.75' WIDE
- ANY BUS CAN ENTER OR EXIT FREELY WITHOUT IMPACTING THE OTHER BUSES

SCALE: 1"=30'

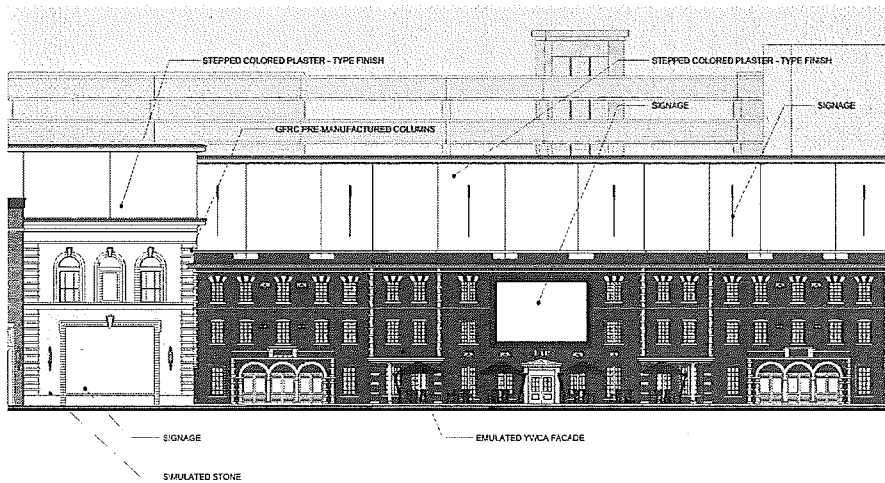
APPENDIX B
12-18-15-Level One Plan

APPENDIX C
12-18-15-Progress Elevations

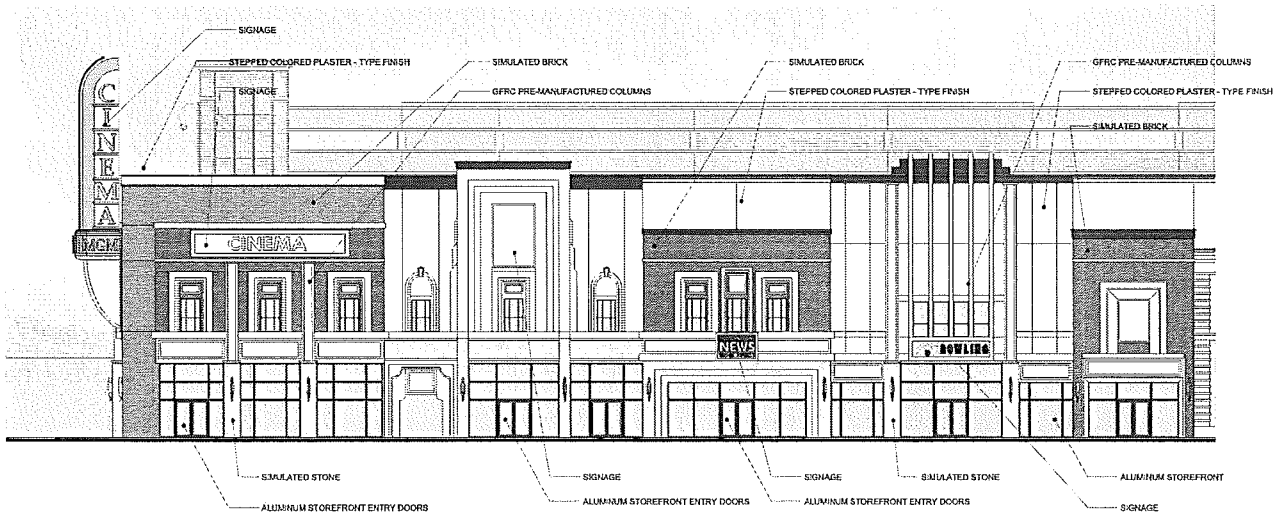


MGM  SPRINGFIELD

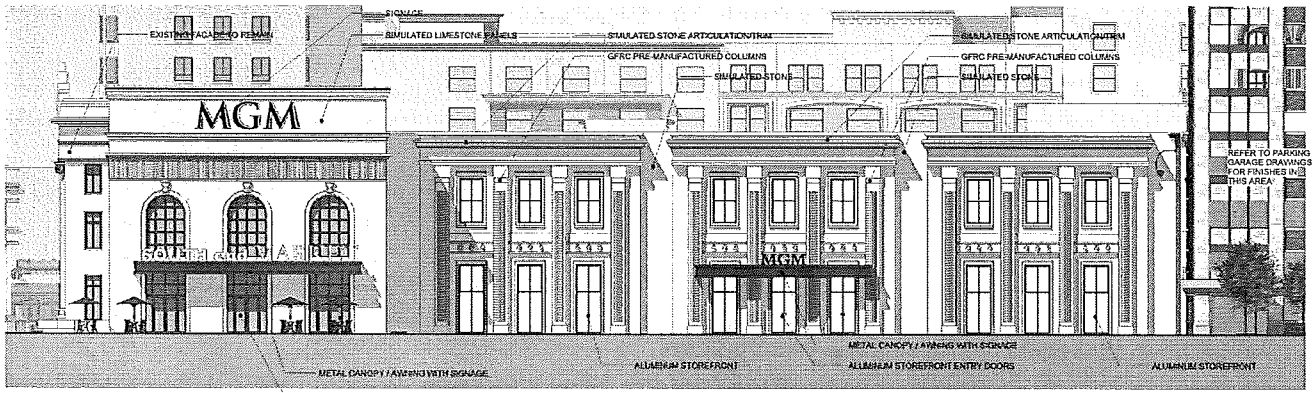
OVERALL ENTERTAINMENT BLOCK ELEVATION



ENLARGED ENTERTAINMENT BLOCK
ELEVATION (PART 1 OF 3)



ENLARGED ENTERTAINMENT BLOCK
ELEVATION (PART 2 OF 3)



ENLARGED MGM WAY ELEVATION (PART 1 OF 2)