

Court Square Urban Renewal Plan: Amendment 12

OCTOBER 2022



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Downtown Springfield circa 1825

List of Acronyms

Acronym	Definition
AQCA	Armory Quadrangle Civic Association
BSC	BSC Group, Inc.
CBD	Central Business District
CCS	Chicago Consultants Studio, Inc.
CDBG	Community Development Block Grant
CITY	City of Springfield, MA
CSURP	Court Square Urban Renewal Plan
DHCD	Massachusetts Department of Housing and Community Development
DIF	District Improvement Financing
EEA	Energy and Environmental Affairs
EENF	Expanded Environmental Notification Form
EJ	Environmental Justice
HCA	Host Community Agreement
HMP	Hazard Mitigation Preparedness
MassDEP	Massachusetts Department of Environmental Protection
MSCD	Main Street & Convention District
MEPA	Massachusetts Environmental Policy Act
MMC	MassMutual Center
NEDD	Northeast Downtown District
PVPC	Pioneer Valley Planning Commission
SRA	Springfield Redevelopment Authority
TIF	Tax Increment Financing
URA	Urban Revitalization Area
URP	Urban Renewal Plan

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Acknowledgements

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Downtown Springfield circa 2020

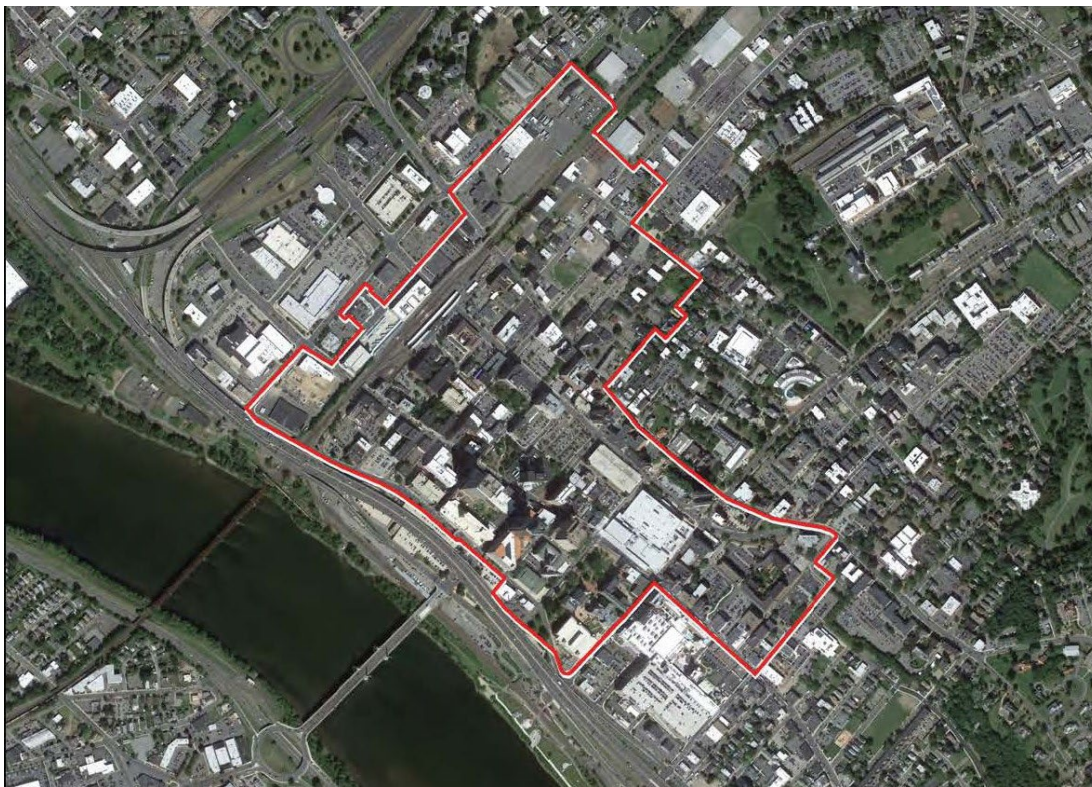
12.02 (1) Executive Summary

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 Court Square Urban Renewal Plan: (CSURP) Amendment 12, also referred to as the Urban Renewal Plan (URP), 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 contains, in one document, a summary of the original CSURP plan that was prepared in 1970, along with 11 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, buildings, jobs, residents, and public improvements into portions of the downtown area. However, there are still actions to be accomplished from previous amendments such as the redevelopment of parcels close to Union Station, and the appropriate rehabilitation and sustainable use of buildings that contribute to the historic character of the convention center area.



Amendment #12 CSURP Boundary

In addition, this amendment proposes new actions recommended in recent planning documents, such as the Main Street & Convention District Plan (MSCD) and the Northeast Downtown Development Plan, both completed in 2021. These new actions are intended to promote private investment to help redevelop vacant and underutilized buildings/parcels, along with bringing new jobs and residents into downtown to help with the economic revitalization of the larger CSURP area.

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 that are intended to attract private investment, such as improved streets, pedestrian connections, public spaces, wayfinding, new public facilities, and design guidelines. This Amendment 12 also identifies options for private sector investment to redevelop and revitalize key vacant or underutilized parcels and buildings that otherwise may not occur without public action. For example, appropriate private investment may necessitate SRA acquisition and assemblage of smaller parcels, mitigation of site or building contamination, and improved multi-modal access to key areas.

Overall, this plan promotes mixed-use redevelopment throughout downtown, with an emphasis on the Main Street and Convention District (MSCD) as well as the Northeast Downtown District (NEDD) area, where a gas line explosion damaged many properties in 2012. The type of mixed-use proposed in this plan emphasizes active ground floor retail or business 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 private 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 private-sector 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 10.1 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 private-sector 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 CSURP 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 MSCD Plan, March 2021, and NEDD 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 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 Community 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 URP regulations as described by DHCD's Urban Renewal Plan Preparation Guide. Information from the original plan and previous amendments have 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 to "tell the story" of the evolution of the CSURP area. If there is an inconsistency between the provisions of the original CSURP, as previously amended, and this current plan change, the provisions of the Amendment #12 will take precedence.

When reviewing prior amendments, some information 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 MSCD Plan and the 2021 NEDD 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 Main Street & Convention District Plan (MSCD) (herein as Project Activity Area 12A)

As a requirement of the City of Springfield's Host Community Agreement (HCA) with the developers of the MGM Springfield Casino (MGM), a strategic planning effort was conceived to leverage the MGM investment for the betterment of downtown, the City and entire region. The initial "Implementation Blueprint" plan was completed 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 Massachusetts region. However, despite MGM's \$950M investment that transformed much of the casino area, the years since have seen no new significant private investment, development, or catalytic activity in the Plan

area. Instead, ongoing decline and disinvestment has prompted the City to revisit the Implementation Blueprint priorities with new urgency and need. The subsequent Phase One effort which resulted in the MSCD Plan described herein, is a proactive master development strategy that further assesses, defines, and promotes the City's vision for desired development and investment critical to reverse the ongoing decline surrounding MGM and the MassMutual Center (MMC). The City must now drive the surrounding areas 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 future 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)

Current Conditions

Despite these recent actions, certain challenges remain for the overall economic revitalization of the MSCD including:

- A high number of vacancies (many of which are former retail/restaurants), underutilized buildings, surface parking lots, and undeveloped parcels have contributed to growing disinvestment and blight, creating negative perceptions and impediments to development and investment (see Map S-7)
- The MSCD lacks clear identity, cohesion, unified character, and overall vibrancy, thus creating a negative environment for pedestrians/visitors and impediments to development and investment

Phase One MSCD Product

In response to these needs and priorities of the Implementation Blueprint, the City hired Chicago Consultants Studio (CCS) to advance a Phase One “master development plan strategy” specifically

¹ The Chicago Consultants Studio, The Main St Convention District Master Development Plan (March 2021), 1-2.

² The Chicago Consultants Studio, The Main St Convention District Master Development Plan (March 2021), 1-2.

focused on a targeted area around MMC and MGM to provide clear direction, opportunity, and assistance to mitigate the current impediments and risks to private-sector development in downtown Springfield including:

- MSCD Master Development Plan
 - Articulating the City's vision, goals, and opportunities for an enhanced cohesive District around the City's major attractions and economic anchors
 - Provide a clear plan and implementation strategies to promote and facilitate compatible, complementary development focused along the Main Street corridor and around area economic anchors, MGM and MMC

The relevant elements and recommendations of this MSCD Phase One Framework Plan have been brought into this CSURP Amendment 12 document and are currently being advanced by the City, such as:

The Main Street Corridor

Create a redefined, cohesive, vibrant corridor from Harrison St. to Union St. with complimentary infill retail, restaurants and entertainment uses that reenergize the ground floor environment and leverage and expand the energy of MGM and area assets throughout.

- Encourage a comprehensive coordination and/or management of ground floor uses through a “curated” approach
- When entering the Main Street corridor area, the character should transition from a vehicular experience to more pedestrian scale experience, particularly as one arrives at Main St.
- Expand the new vibrant and energized retail, restaurant, and entertainment environment of MGM along the east and west Main St. frontage

Court Square Park and Public Realm Reactivation

- Renovation of the City's central park to highlight its historical significance and upgrade public features, landscape, hardscape, lighting, and street furnishings to enhance the pedestrian experience and encourage adjacent private sector investment
- Expand a new public realm palette into perimeter streets, edges and adjacent corridors for a cohesive district identity and character
- Creatively reuse the City-owned Old First Church building as a “centerpiece” on the square with the potential to serve as a multipurpose asset for all the cultural, civic, entertainment and convention/conference functions surrounding it
- Engage/accommodate the 31 Elm residential mixed-use project to enhance and leverage new residential offerings and market

Convention Center “Annex” and Activation

- Redevelopment of the Civic Center garage with new ground floor retail, setback for outdoor activity and other public realm improvements consistent with Court Square and district identity
- Reimagined and Reprogrammed Bruce Landon Way as an active “shared street” providing pregame, preshow, pre-function space for the MMC Arena, conventioners, and city
- Enhancement to the underutilized Bruce Landon Way parking lot as new activity space, proper terminus to Market Street, and future expansion of the MMC complex

Willow Street Collection

- Consolidate key underutilized parcels and parking lots for higher and better uses that leverage proximity to key anchors, MGM and MMC

- Promote mixed-use development that builds on the area assets and character including successful adjacent residential projects
- Use civic and business leadership and outreach to organize a civically sponsored residential redevelopment initiative to assist with employee housing assistance programs.

2021 Northeast Downtown Development Plan (herein as Project Activity Area 12B)

The northeast section of downtown Springfield is characterized by numerous 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.

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 10-minute walkable connectivity to the downtown and Springfield Museums – making it a prime location for a dense urban neighborhood with expanded market-rate housing opportunities. Furthermore, the area is fit to be redeveloped utilizing Transit Oriented Development principles for a walkable full-service neighborhood within a quarter mile of a transit hub. Another key component of the redevelopment strategy is the promotion of existing and new locally-owned business that will benefit from new investment and housing in this area.

Therefore, 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. While a phased development unfolds, the immediate focus will be on improving the blighted landscape through the redevelopment of vacant parcels, which will also help improve the perception of the district and provide amenities for surrounding neighborhoods. 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, locally owned businesses, and access to transit seems most welcome. This paradigm holds the potential to define a new urban lifestyle in Springfield's NEDD.⁴

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

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

Key Recommendations

Based on feedback received during the master planning process, the Form + Place team, in conjunction with City Staff and stakeholders, 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 into the CSURP area 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 on-street parking needed to support local businesses.
- The district currently lacks a holistic, usable, and pedestrian-friendly public realm. The impact of COVID-19 has underlined the need for a variety of usable open spaces of differing character including passive and active, particularly in urban downtown locations.
- The Apremont Triangle is an open space gem with historic merit, and the preservation of this open space in a way that provides the ability to effectively engage surrounding businesses will prove beneficial for both historic preservation and economic activity. Given the inherently small scale of Apremont Triangle and its presumed role as a neighborhood focal point, consideration should be given to developing a more flexible public open space that could accommodate necessary neighborhood amenities, flexible gathering space, and green space.
- 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



Vacancies in the Northeast Downtown District

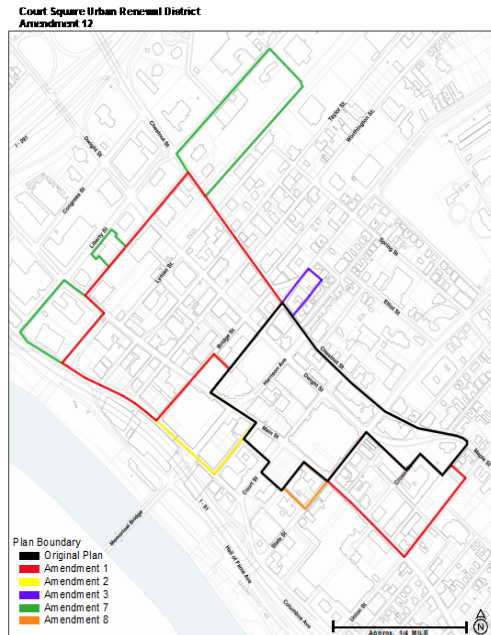
⁵ City of Springfield, Northeast Downtown District Master Plan, (October 2021), 15-16.

1.2 Summary of CSURP Original Plan

Purpose

The CSURP 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 Activity 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 number of 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 MMC today.



*MassMutual Center, Photo taken by John Phelan,
https://commons.wikimedia.org/wiki/File:Mass_Mutual_Center,_Springfield_MA.jpg*

1.3 Summary of Amendments 1-11

The following is a summary of the 11 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.

1.3.1 Minor Amendment - May 1974 (Unnumbered)

A minor amendment to the CSURP was approved by the 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.

1.3.2 Amendment 1 - July 1978

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 successfully 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 12A Activity Area" particularly building off the success of the prior residential and commercial development from the CSURP.

1.3.3 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 Activity 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.

1.3.4 Amendment 3 – April 1981

Purpose

Amendment 3 slightly modified the boundary of the Project Activity Area by 1.5 acres along Pearl Street to acquire two sites for public off-street parking, 27 Pearl Street and 33 Pearl Street, and to acquire the vacant Forbes & Wallace (department store) building for rehabilitation and/or demolition.

Completed Actions

The total Project Activity Area was expanded to comprise 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 former Stage West Performing Arts Theater. 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.

1.3.5 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.

1.3.6 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 immediate 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.

1.3.7 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

Hotel Charles was demolished. The SRA moved forward on a further major urban-renewal plan change through Amendment 7.

1.3.8 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 and extended the plan duration to “2030”. It also complied with DHCD’s requirement that a major plan change be submitted prior to redevelopment of the Hotel Charles parcel. In addition, planning efforts began for the rehabilitation and reuse of Union Station, into an intermodal transportation center.

1.3.9 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 formed the Springfield Civic Center, presently known as the MassMutual Center. Efforts to redevelop the former Court Square Hotel began.

1.3.10 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 MMC expansion and continue downtown revitalization. This project involved the acquisition of two commercial properties, approximately three 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, a 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. 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. Park Plaza Hotel vision for the historic renovation of the vacant Court Square Hotel building saw delays, property tax issues, and a decline in the market demand for a hotel. Furthermore, this site undertook a revised strategy for redevelopment of the property with a focused intent on preserving its aesthetic and historic significance.

1.3.11 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. These parcels are now integrated into the project that is renovating the former Court Square Hotel into a mixed-use project

1.3.12 Amendment 11 – August 2021

Purpose

Amendment 11 added the acquisition of three new properties, known as 113-117 State Street, 1139-1155 Main Street, and 11-21 Stockbridge Street, to the list of properties to be acquired due to disinvestment and deterioration. 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) is intended to preserve and restore important structures and enhance the revitalization of the Central Business District consistent with the overall intent and vision of the CSURP.

Completed Actions

Through Amendment 11, the SRA acquired the three properties in 2021 out of foreclosure when the private market failed to respond to the sale and eventual auction of the distressed properties, calling

into question the future of the buildings and vitality of the area. The SRA has commenced pre-development activities to better position the properties for a developer solicitation for their purchase and rehabilitation. Amendment 11 followed recommendations and priorities of the Phase One Main Street & Convention District Master Plan vision which identified these buildings as key structures and opportunities to the vitality of the area.

1.4 Commonwealth's Sustainable Development Principles

The Commonwealth has established 10 smart growth and sustainable development principles. Below is a discussion of how effectively the CSURP: 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 CSURP advances the principle of concentrating development and integrating land uses within a core area of Downtown Springfield. The CSURP boundary encompasses a dense area of commercial, residential, institutional, civic, and office uses. In addition, the Union Station area is primed for transit-oriented development. The vision of the URP 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 viable and vibrant 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 (EJ) 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 to meet the needs of all citizens. 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 recent and future 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 a project 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, mitigate 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 CSURP 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, 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 the 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 (PVPC). 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.

12.02 (2) Characteristics

The following description of the Court Square Urban Renewal Area states the original characteristics which established the CSURP 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

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 original Project Activity 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 Activity 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, the Marriott Hotel, the Monarch Building, and the Sheraton 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 Activity 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 are summarized in Exhibit B and are displayed on Figure S-1.

Current Boundary Changes

In this Amendment 12, the boundary is being expanded once again for similar reasons.

- Boundary expansion in Project Activity Area 12A is necessary in order to be consistent with and incorporate the recommendations of the MSCD Plan. There are also a number of publicly owned structures that are underutilized or vacant in this area, and expanding the boundary will give the SRA the authority to help facilitate the reuse of these properties in the future.

- Boundary expansion to include Project Activity Area 12B is a response to the 2012 gas explosion in the NEDD that damaged dozens of buildings, furthering the spread of blight in the area.

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 until it reaches the intersection of Union Street and East Park Street. The boundary travels along East Park Street where it reaches the intersection of Maple 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 westerly parcel lines of 18 Salem Street (Parcel 105300006). The boundary continues onto the south easterly parcel line on 18 Salem Street, and then onto the north easterly parcel line. The boundary then continues onto the south easterly line of 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
A-2	CSURP Existing Boundary
A-3	CSURP Proposed Amendment 12 Boundary Expansion
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
G-2	Disposition Parcels Numbered
H-1	Buildings to be Demolished
I-1	Buildings to be Rehabilitated
J-1	Buildings to be Constructed

2.3 Supplemental Maps

S-1	CSURP Boundary Changes 1970-2021
S-2	Project Activity Areas
S-3	Main Street & Convention District Master Development Plan
S-4	Northeast Downtown District Master Plan
S-5	Environmental Justice Populations

S-6 Environmental Constraints

S-7 CSURP Underutilized Property

**Court Square Urban Renewal District
Amendment 12**

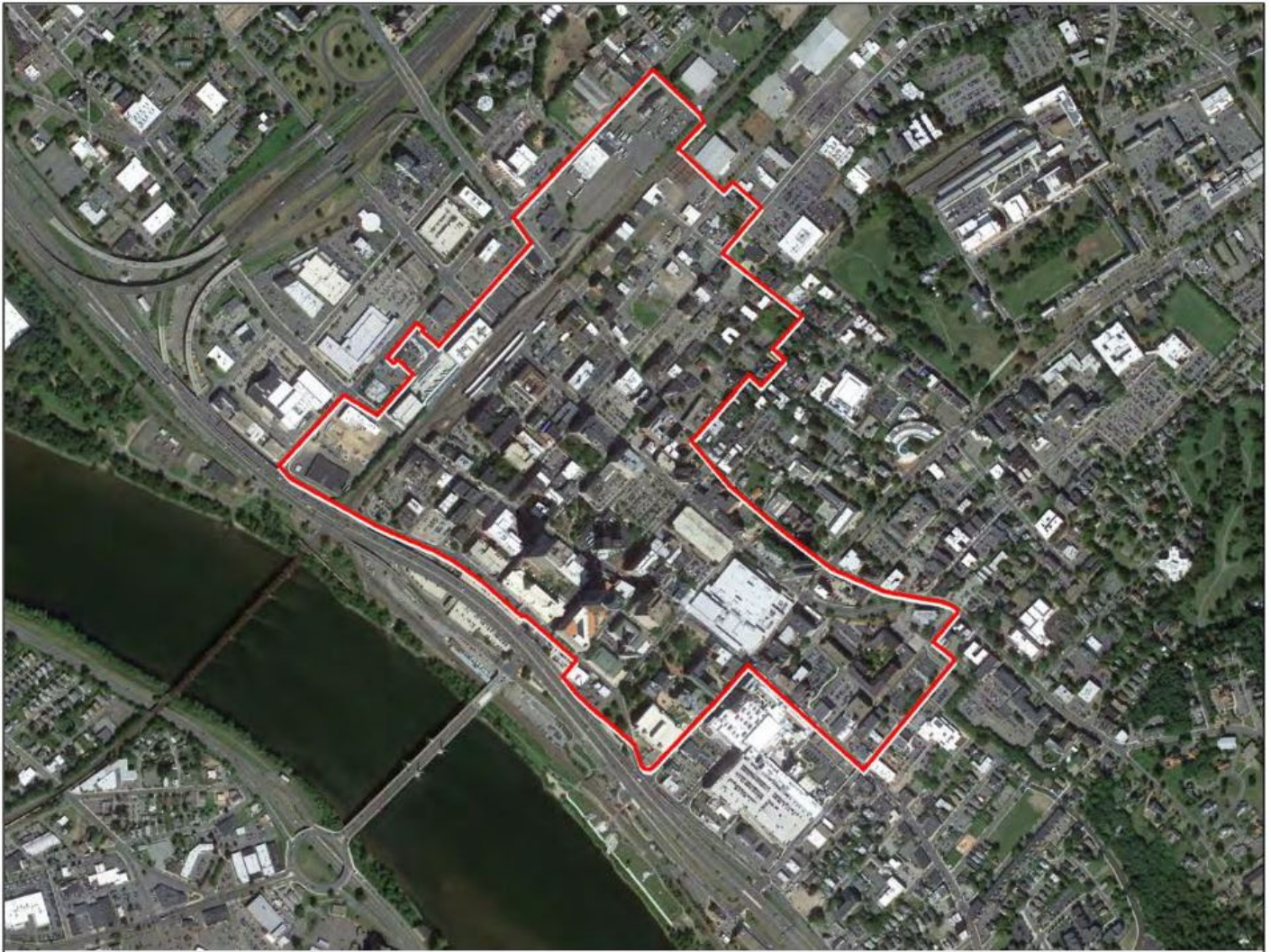


Exhibit A-1 Aerial Map with URA Expanded Boundary



Court Square Urban Renewal District Amendment 12

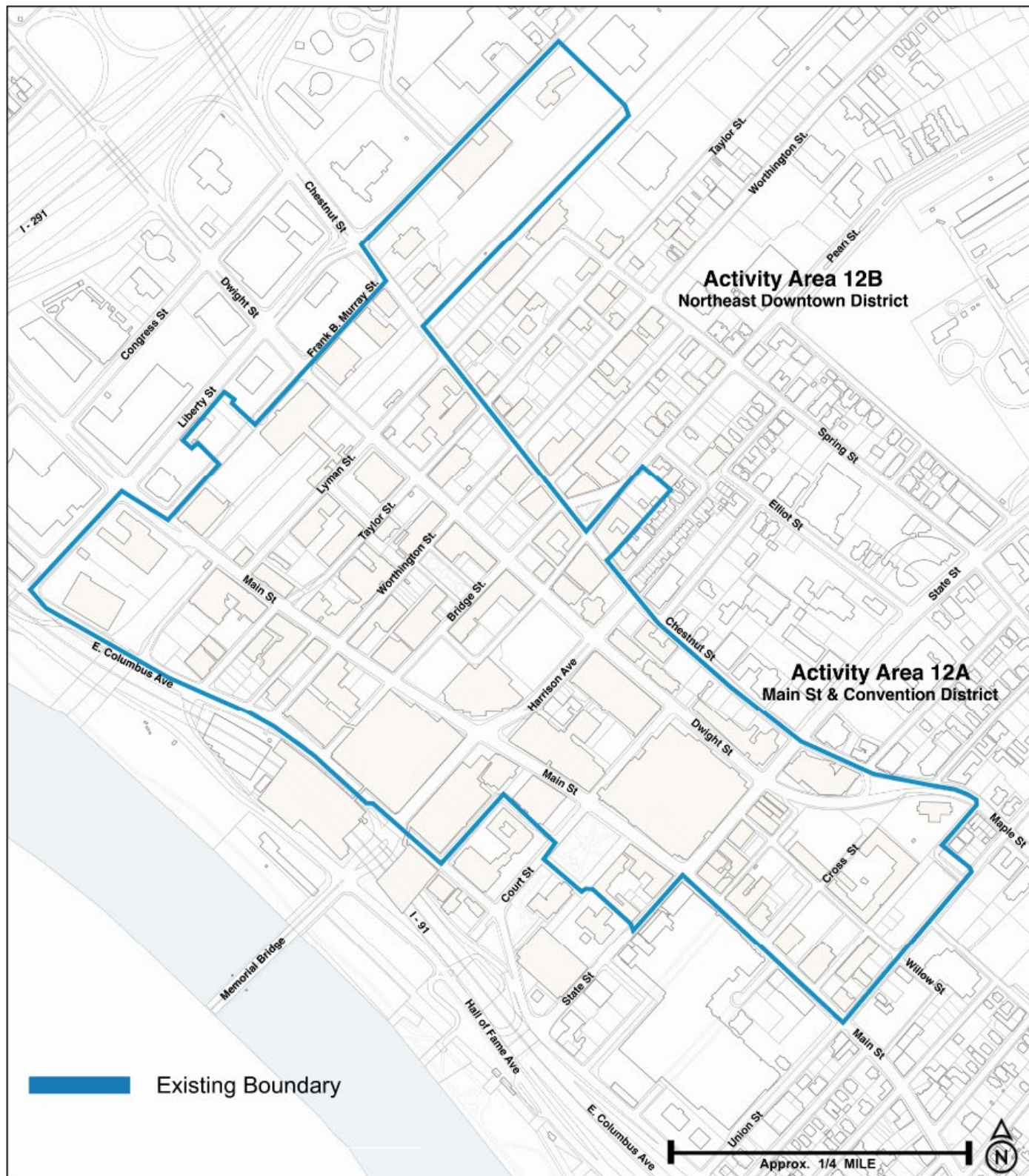


Exhibit A-2 CSURP Existing Boundary

Court Square Urban Renewal District Amendment 12

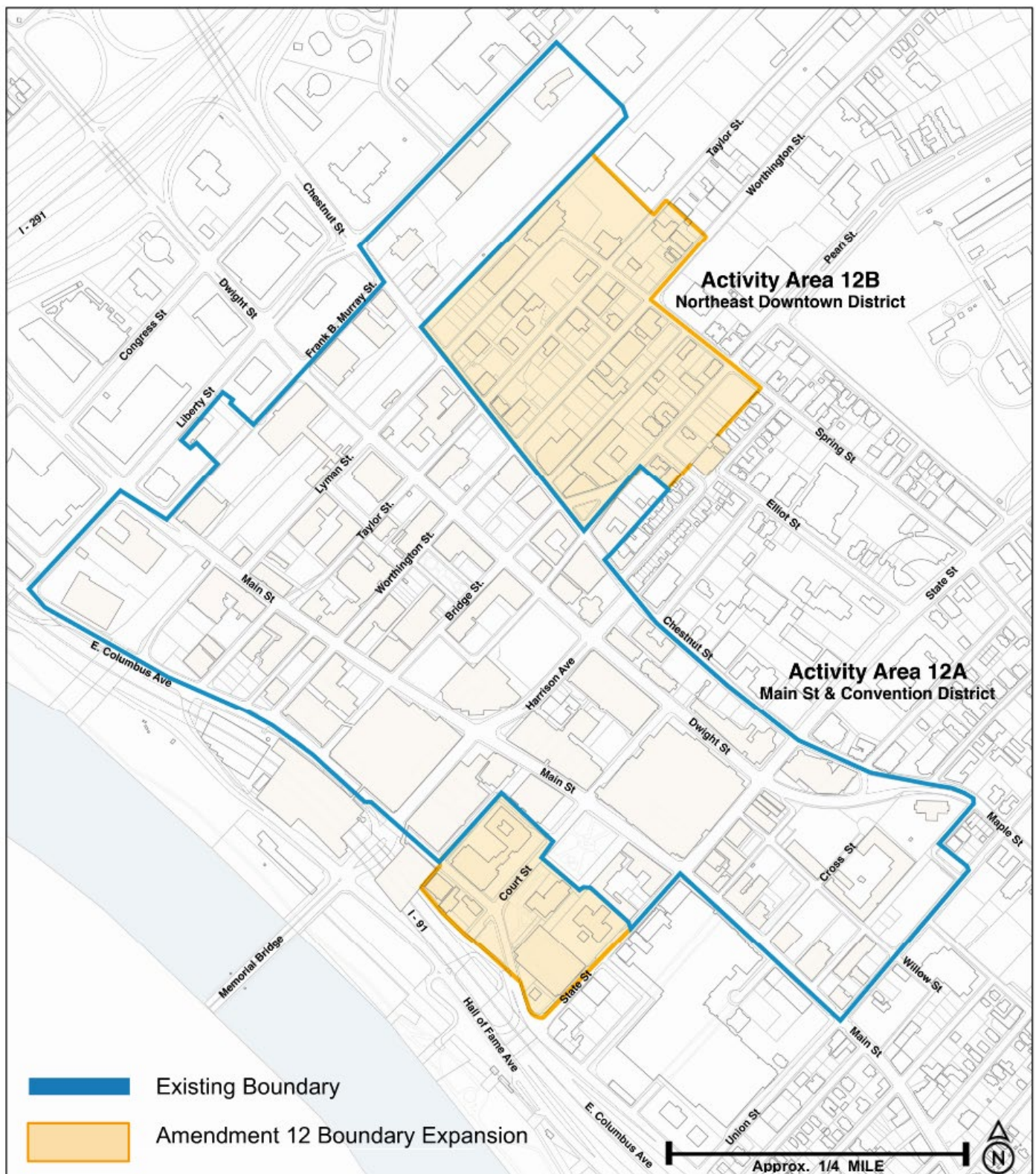


Exhibit A-3 CSURP Proposed Amendment 12 Boundary Expansion

Court Square Urban Renewal District Amendment 12

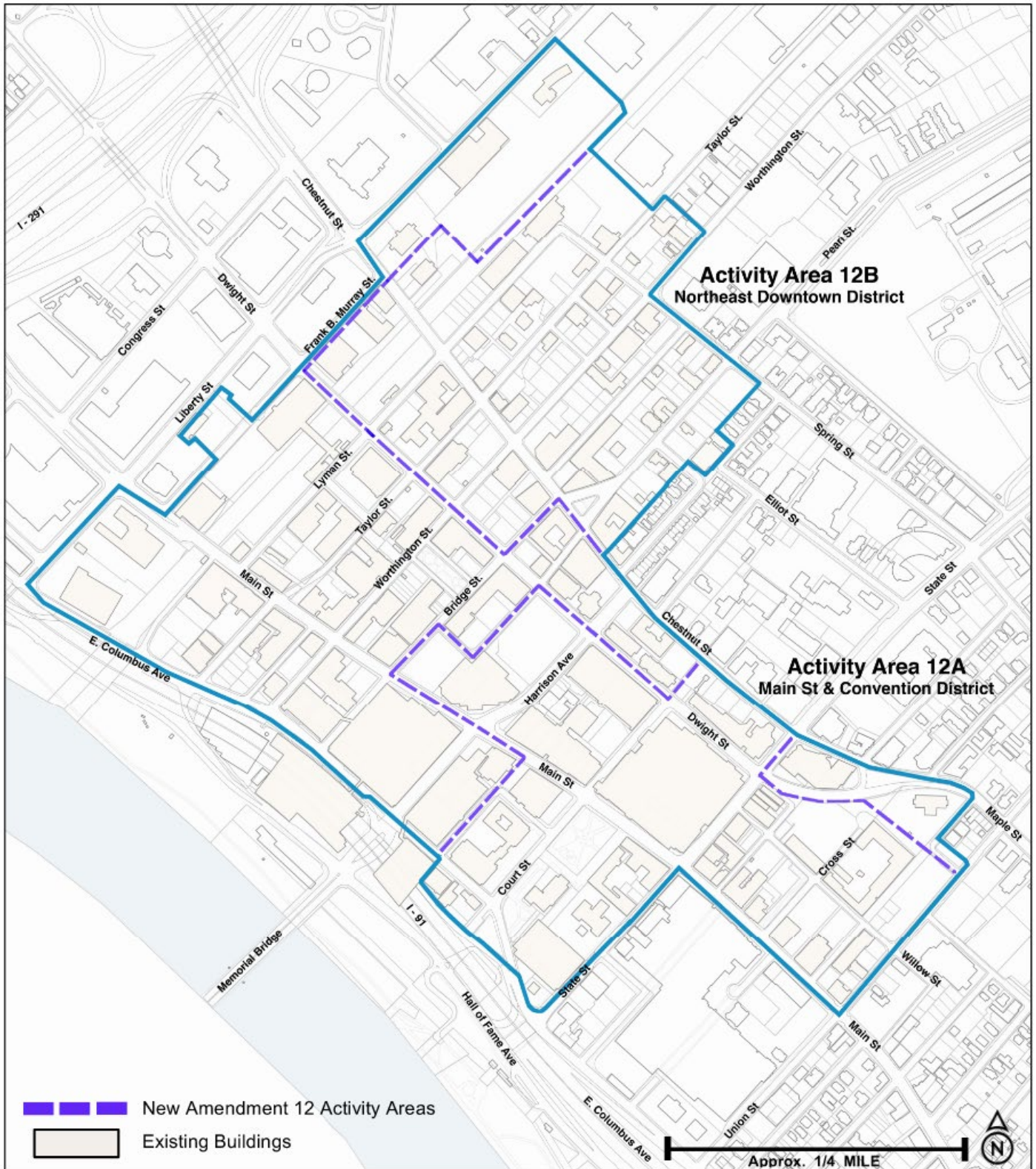


Exhibit B-1 Existing Property Lines and Building Footprints

Court Square Urban Renewal District
Amendment 12

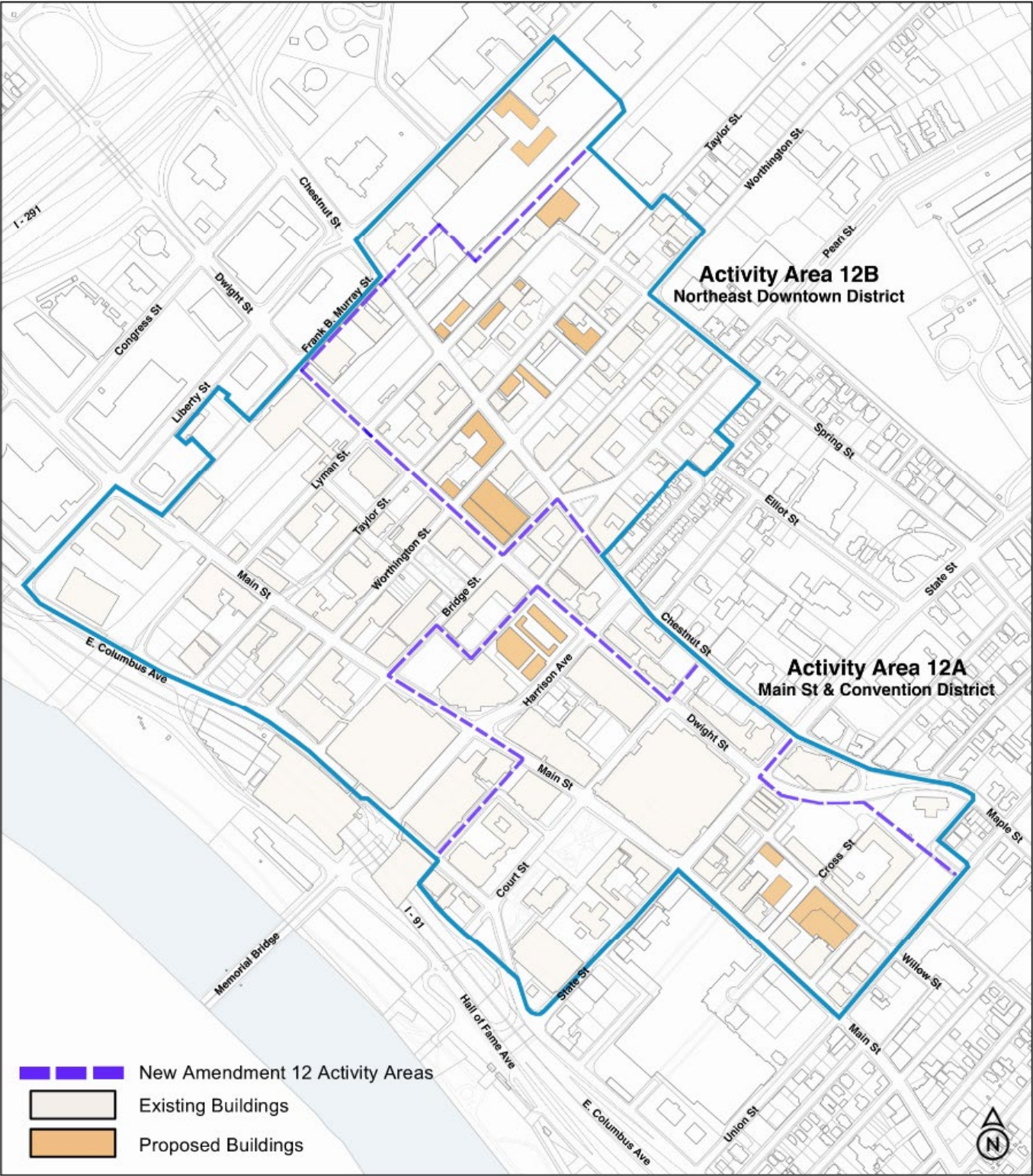


Exhibit B-2 Proposed Property Lines and Building Footprints

Court Square Urban Renewal District Amendment 12

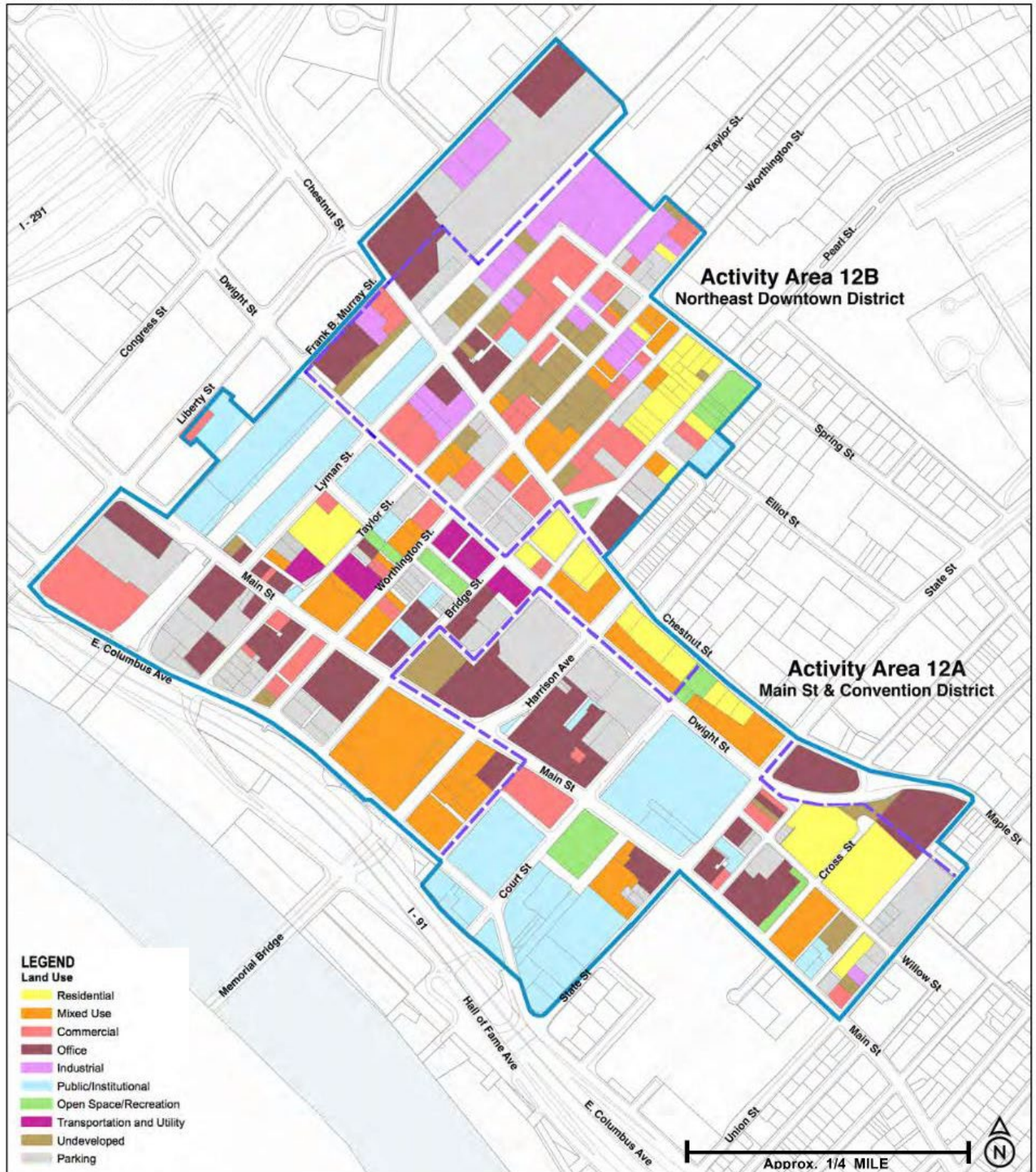


Exhibit C-1 Existing Land Uses

**Court Square Urban Renewal District
Amendment 12**

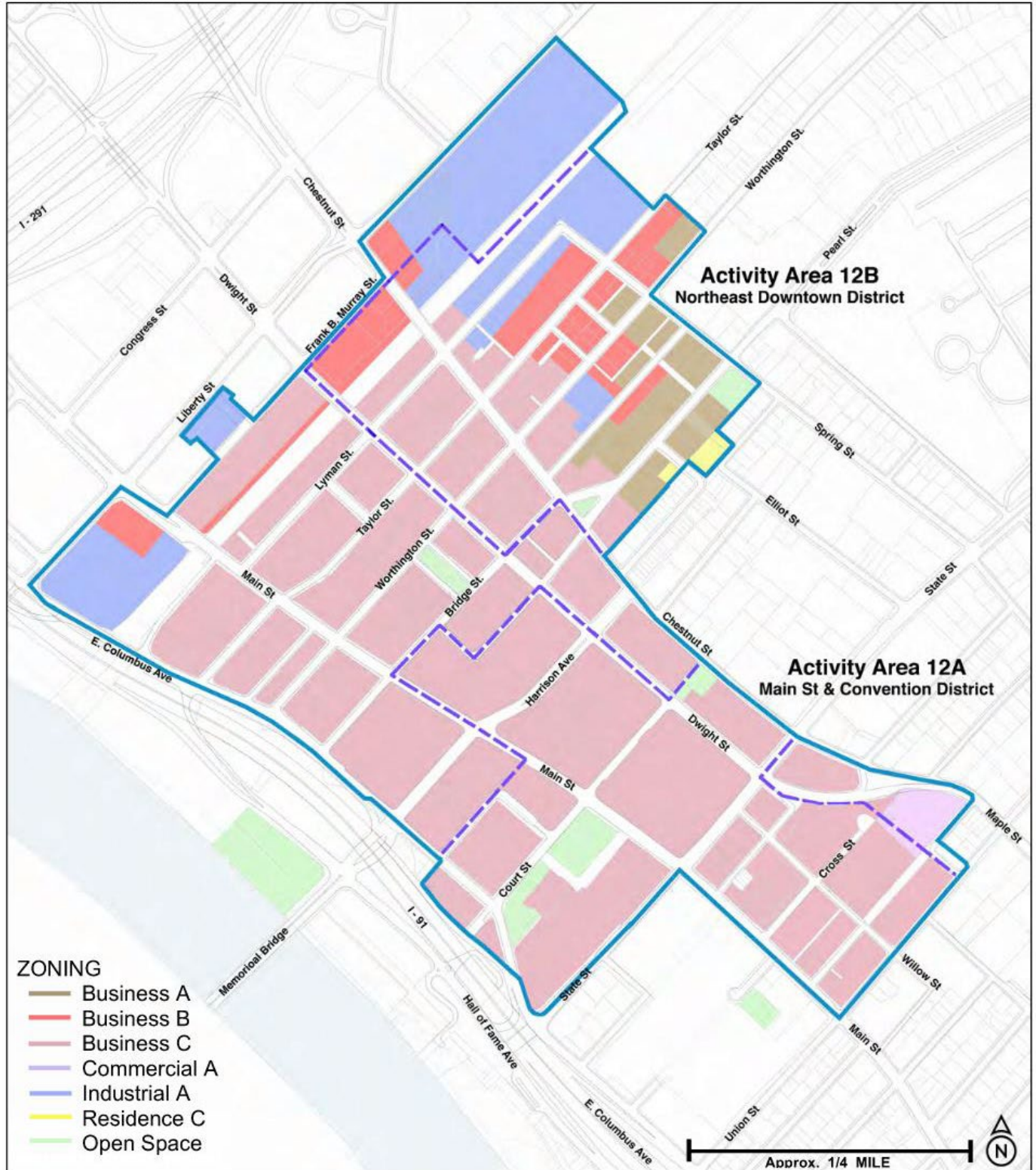


Exhibit C-2 Existing Zoning

Court Square Urban Renewal District Amendment 12

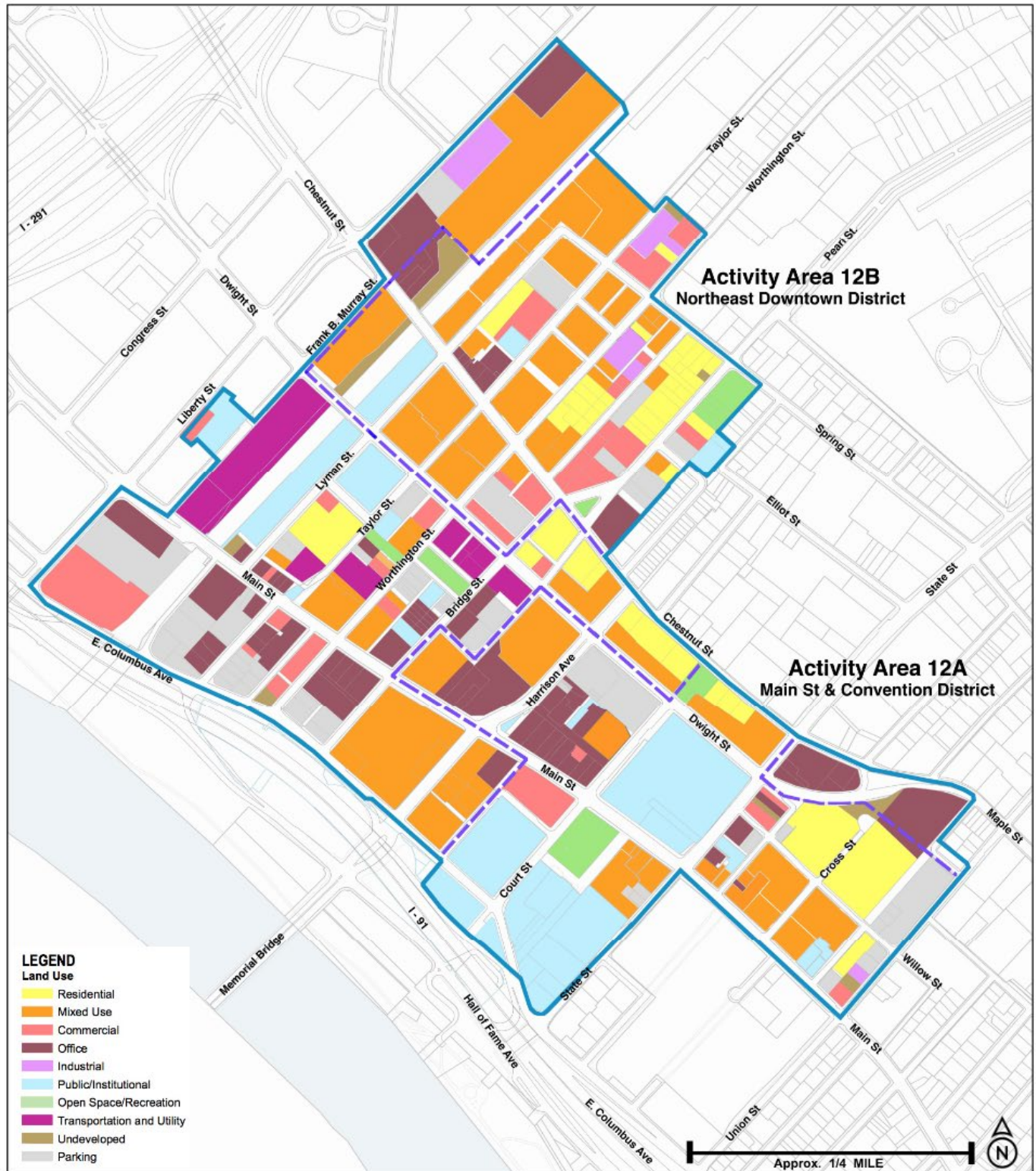


Exhibit D-1 Proposed Land Uses

Court Square Urban Renewal District Amendment 12

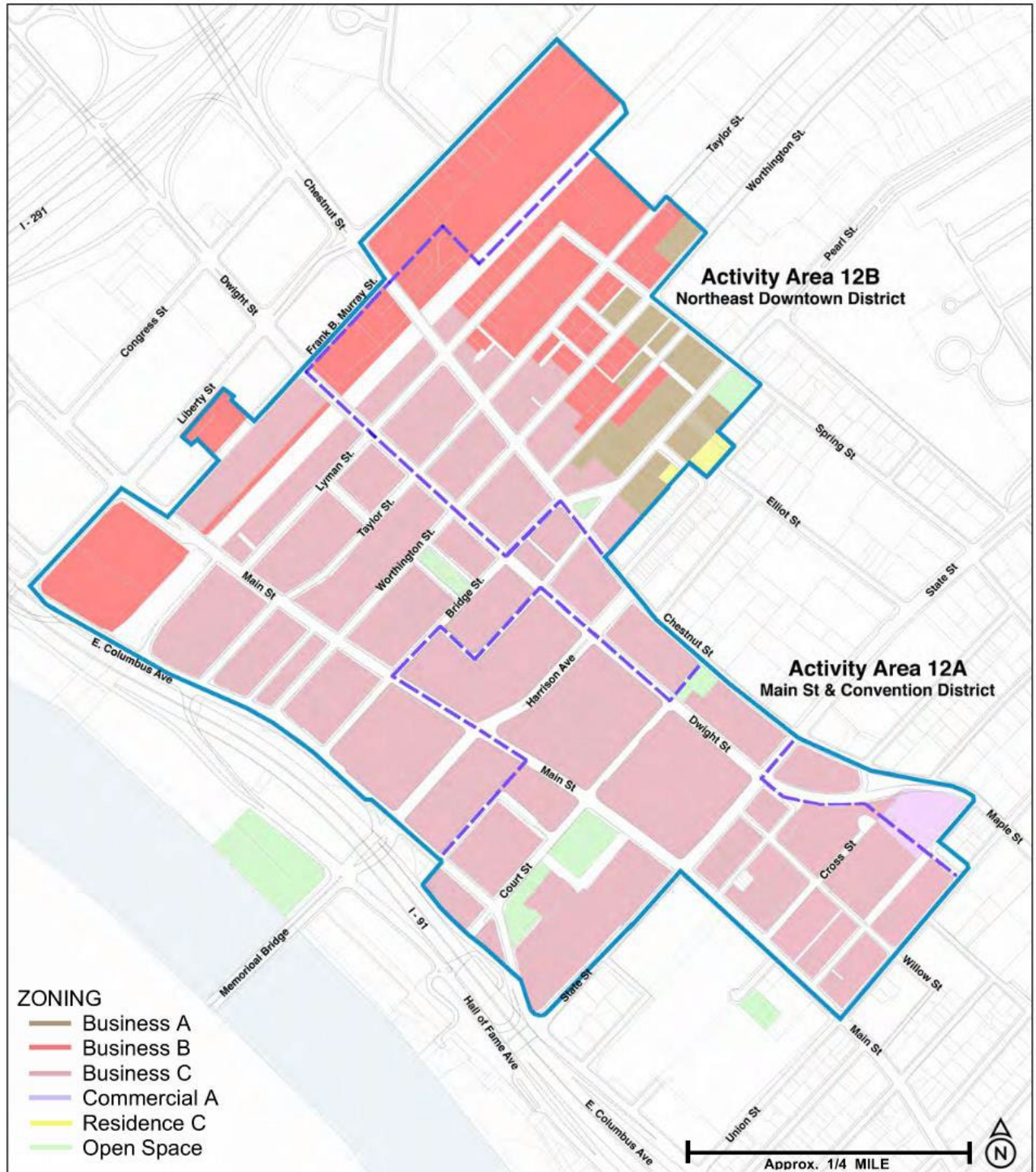


Exhibit D-2 Proposed Zoning

Court Square Urban Renewal District Amendment 12

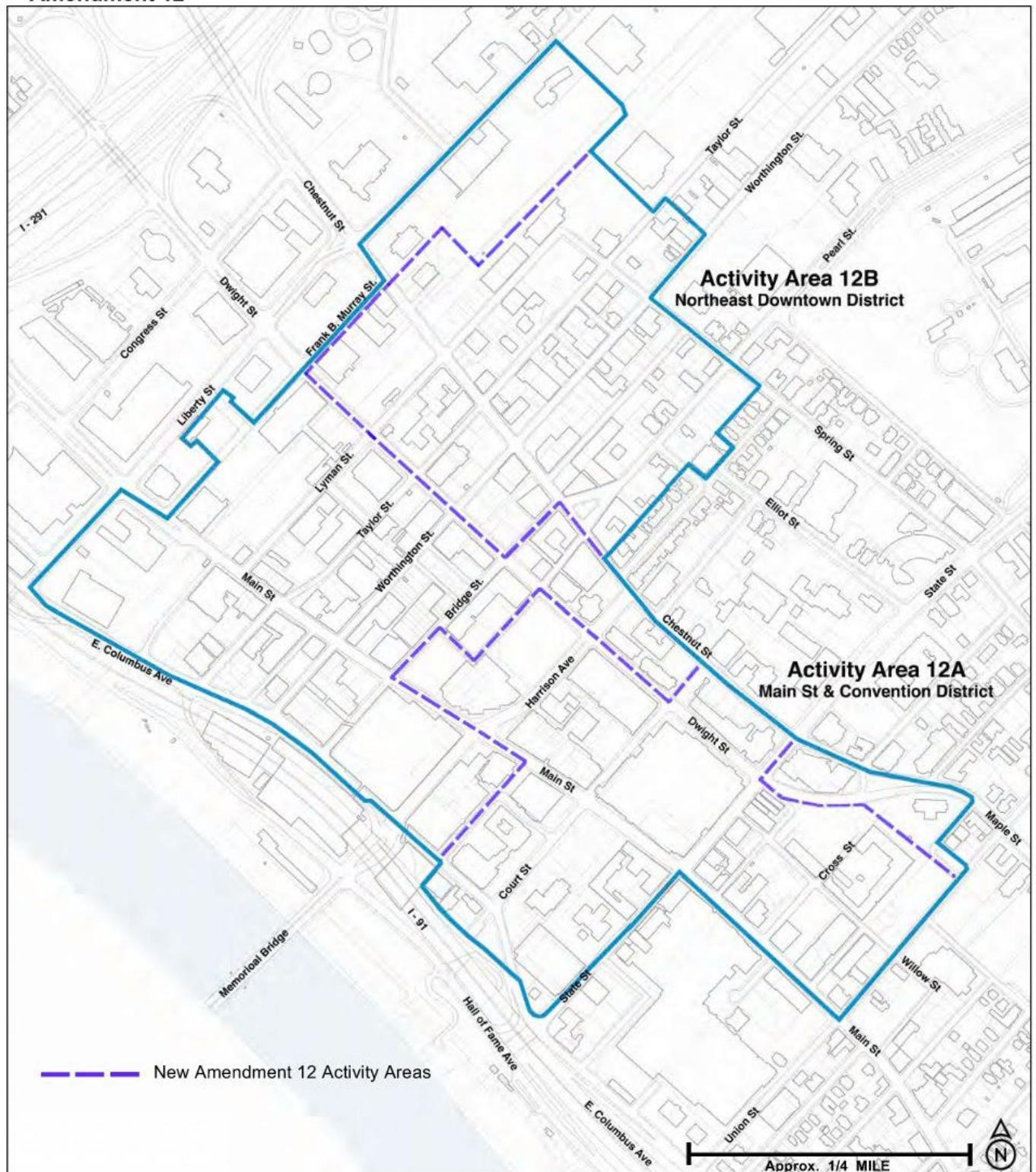


Exhibit E-1 Existing Thoroughfares, Public Rights-of-Way & Easements

Court Square Urban Renewal District Amendment 12

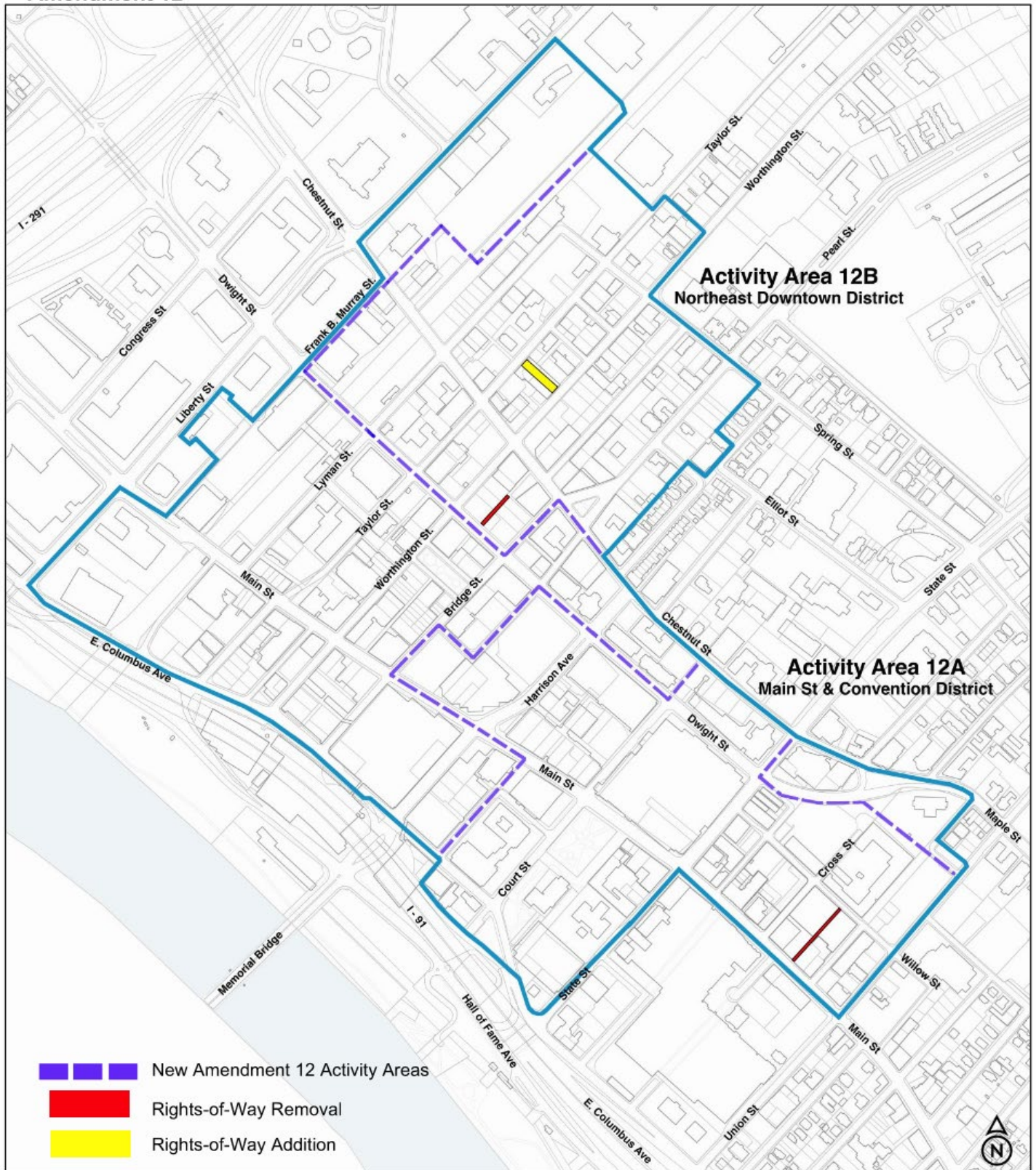


Exhibit E-2 Proposed Thoroughfares, Public Rights-of-Way & Easements

Court Square Urban Renewal District Amendment 12

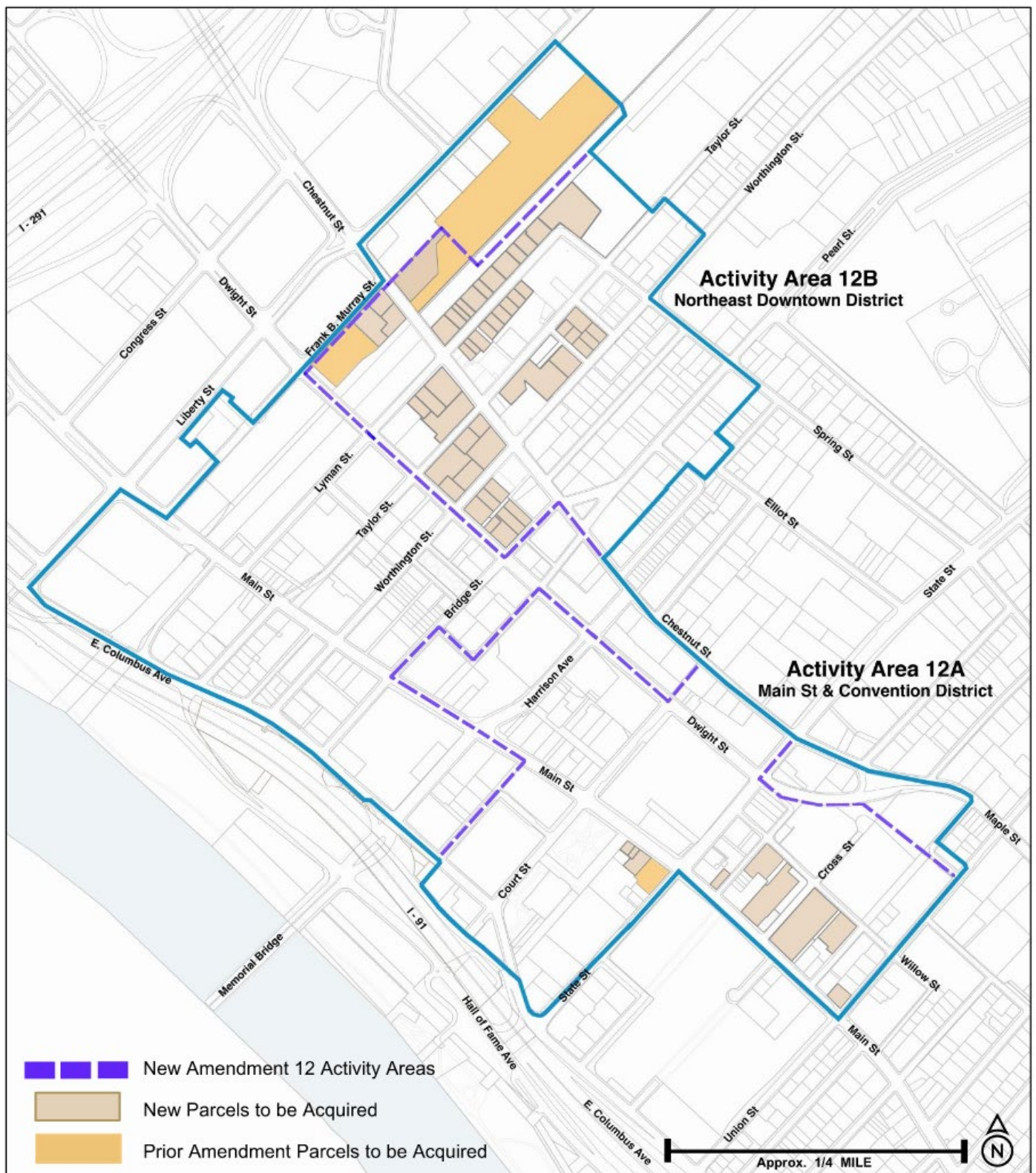


Exhibit F-1 Acquisition Parcels

**Court Square Urban Renewal District
Amendment 12**

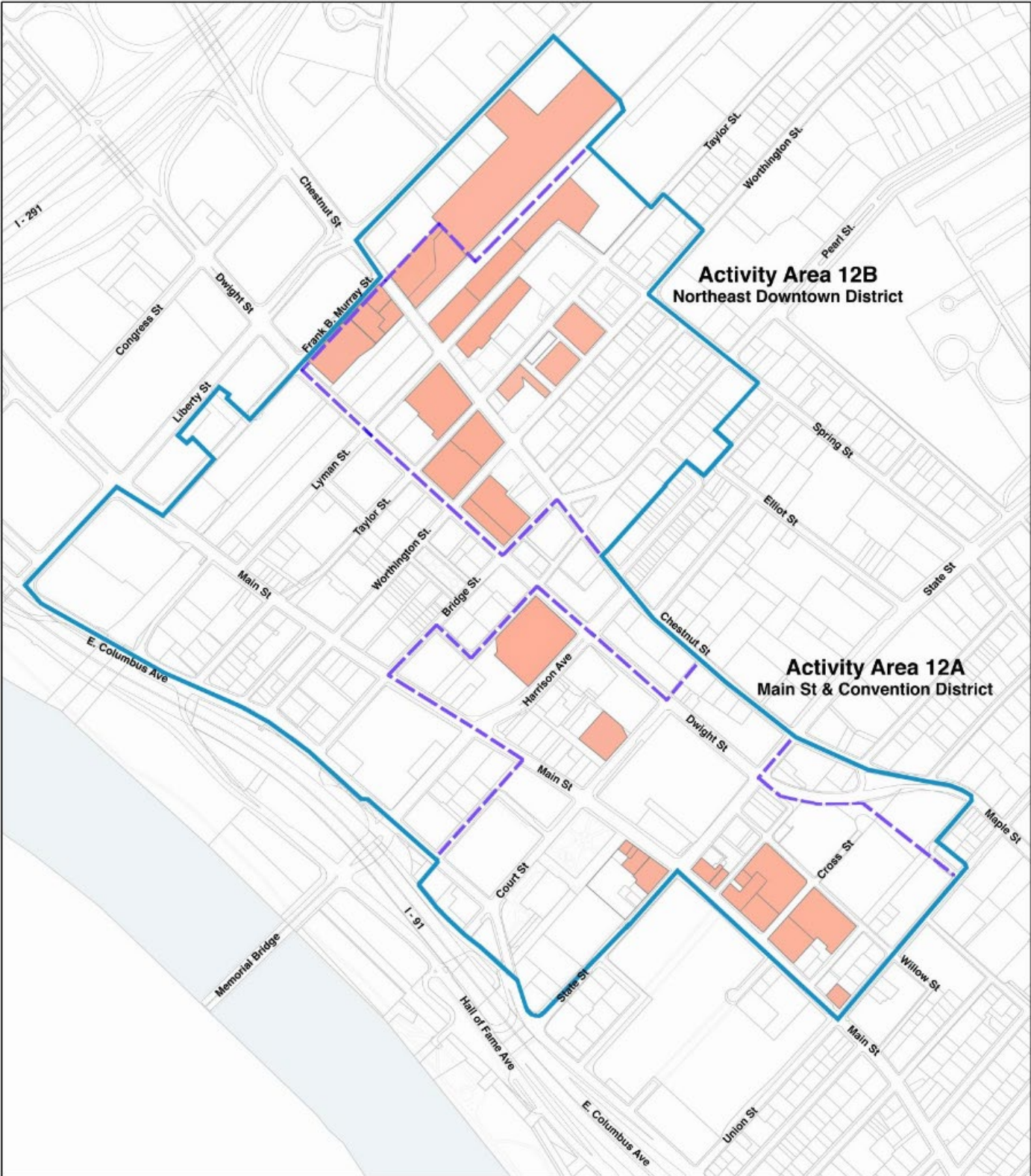


Exhibit G-1 Disposition Parcels Numbered

Court Square Urban Renewal District Amendment 12

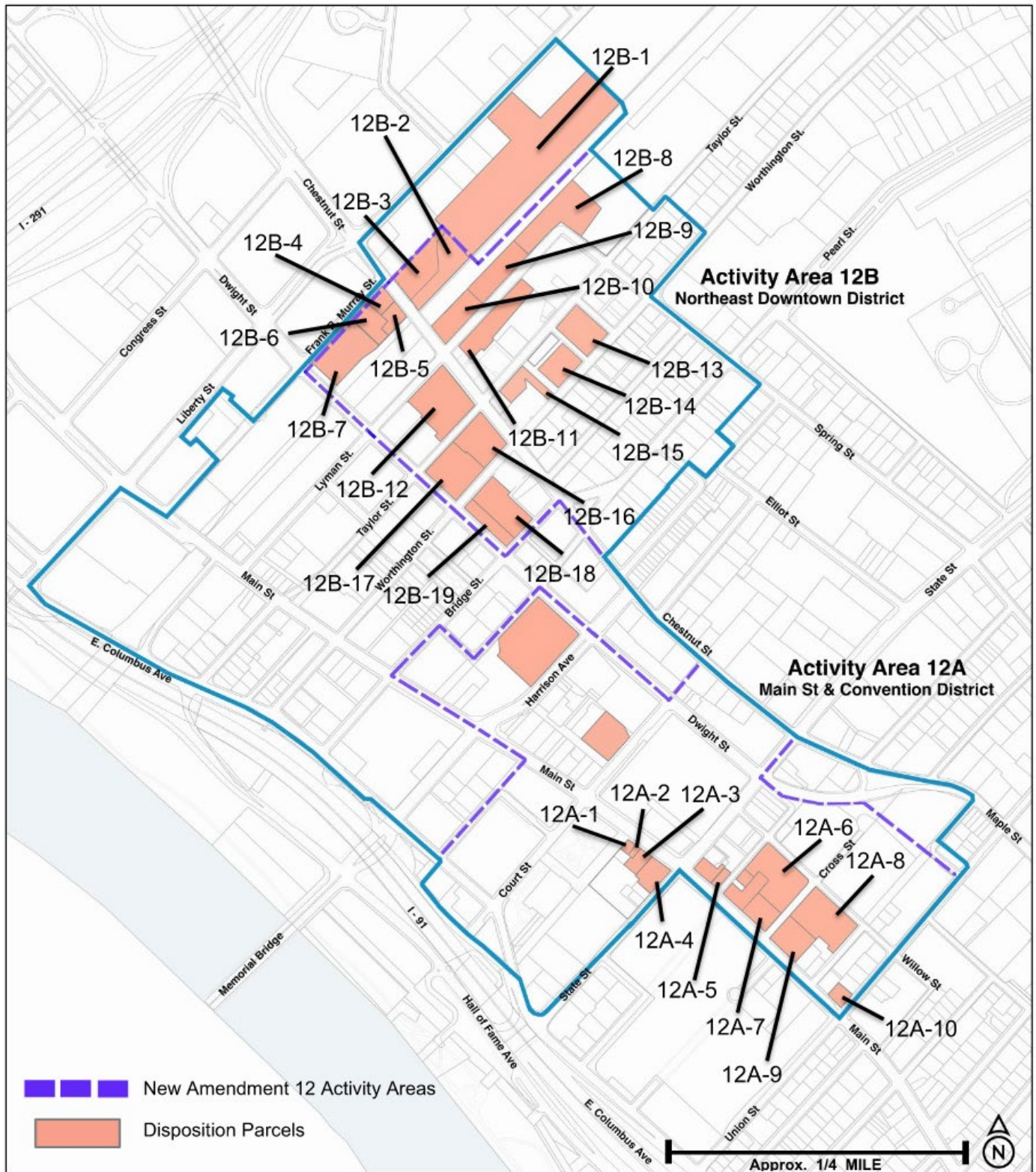


Exhibit G-2 Disposition Parcels Numbered

Court Square Urban Renewal District Amendment 12

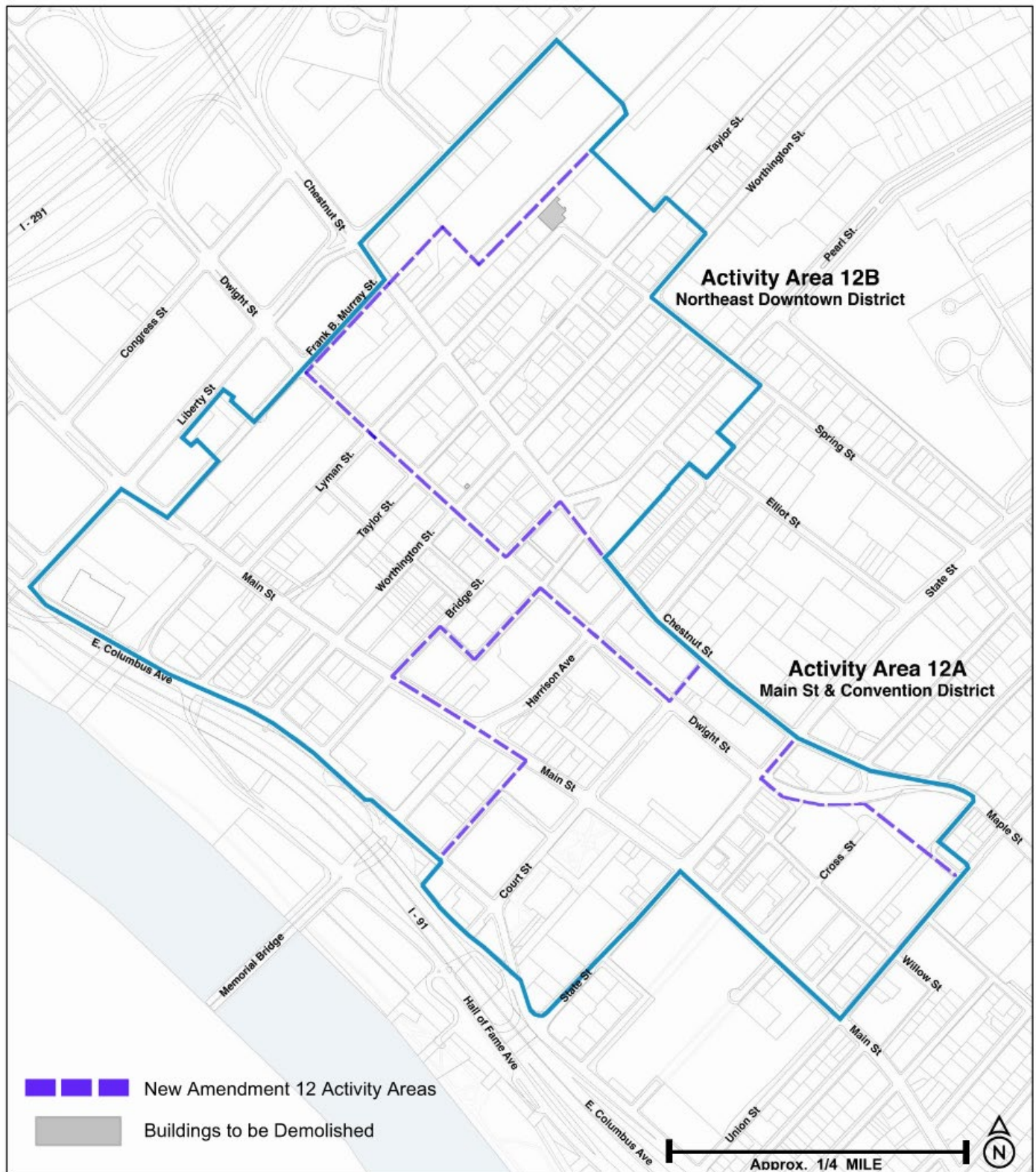


Exhibit H-1 Buildings to be Demolished

Court Square Urban Renewal District Amendment 12

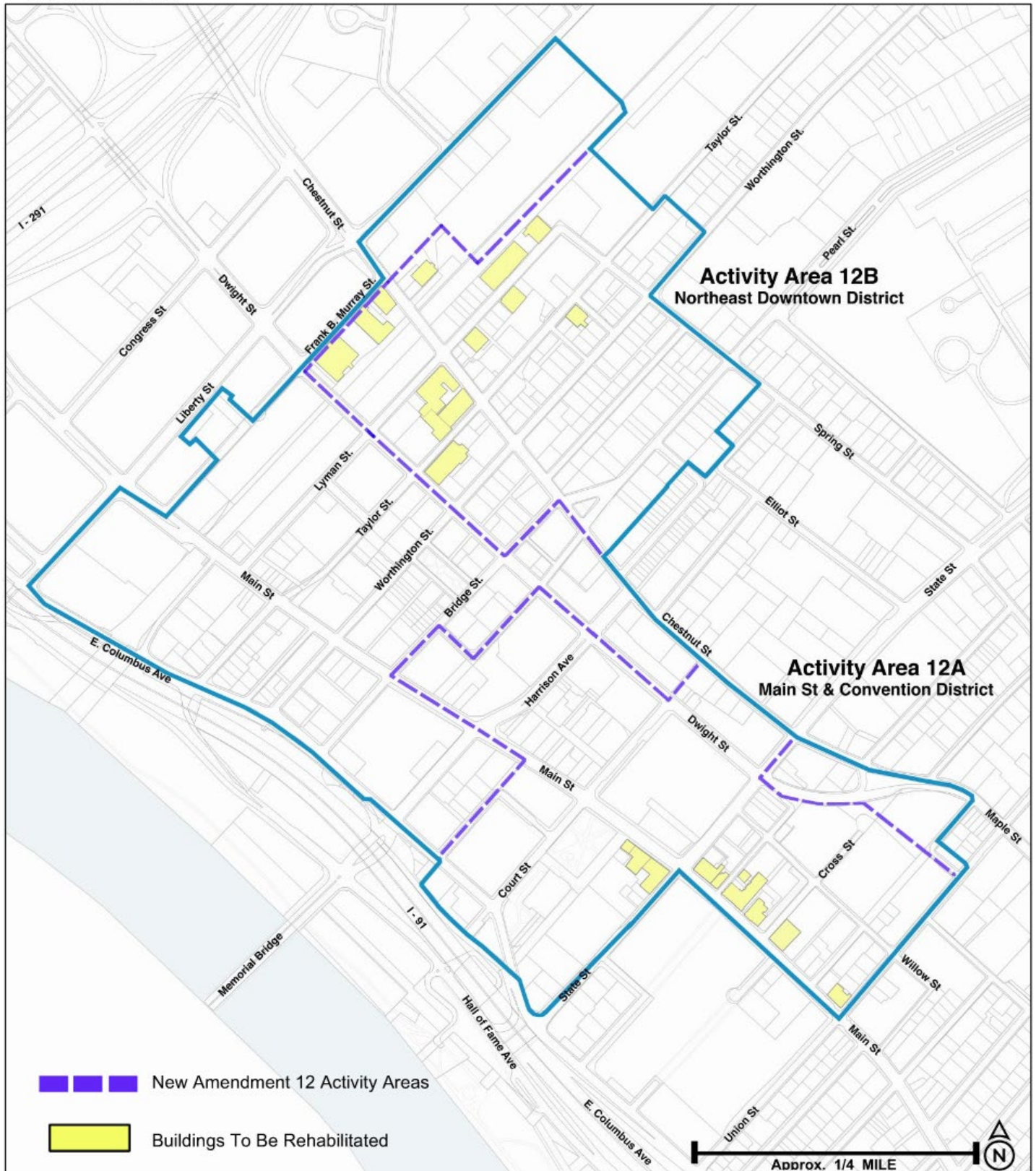


Exhibit I-1 Buildings To Be Rehabilitated

Court Square Urban Renewal District Amendment 12

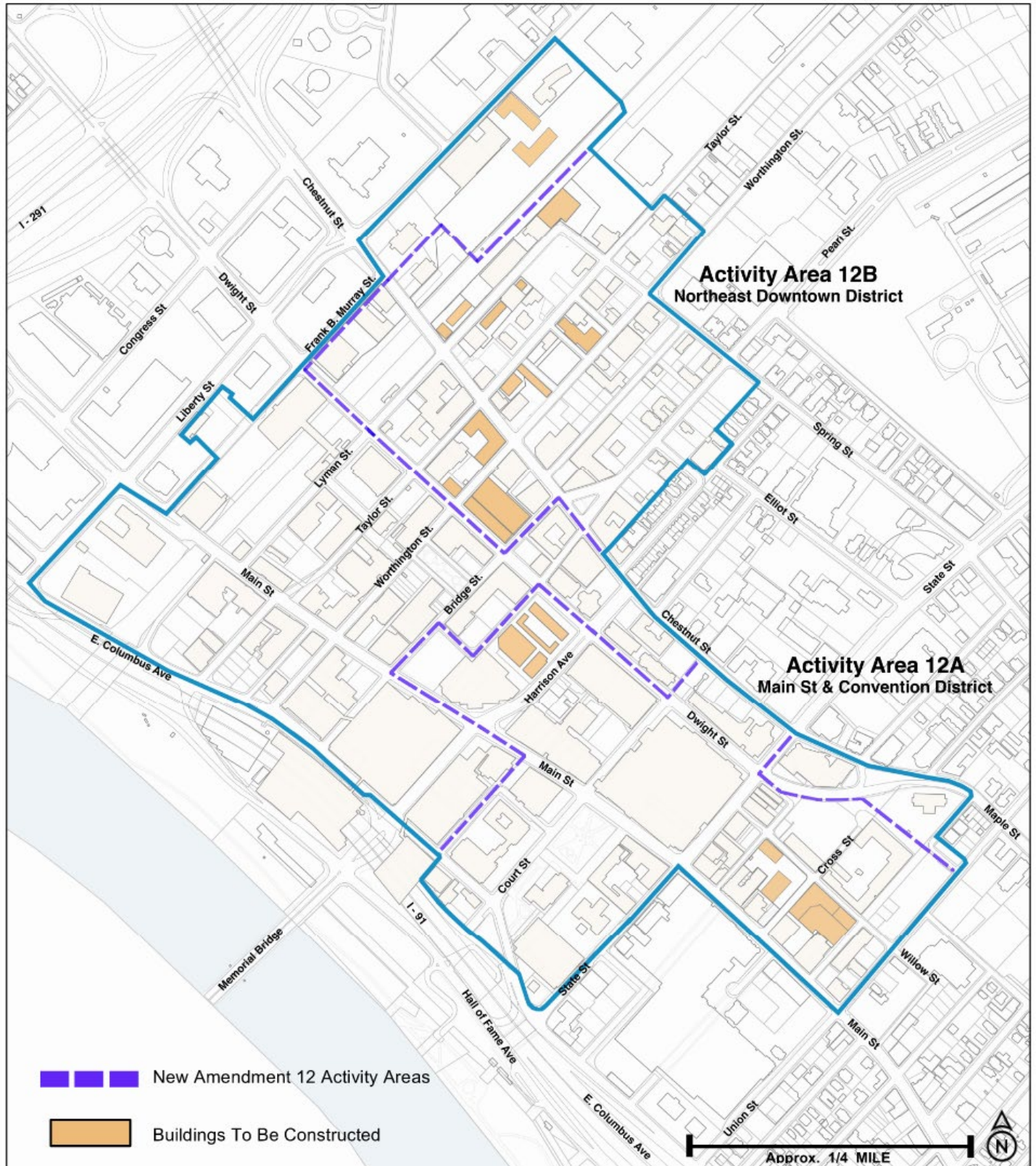


Exhibit J-1 Buildings To Be Constructed

Court Square Urban Renewal District Amendment 12

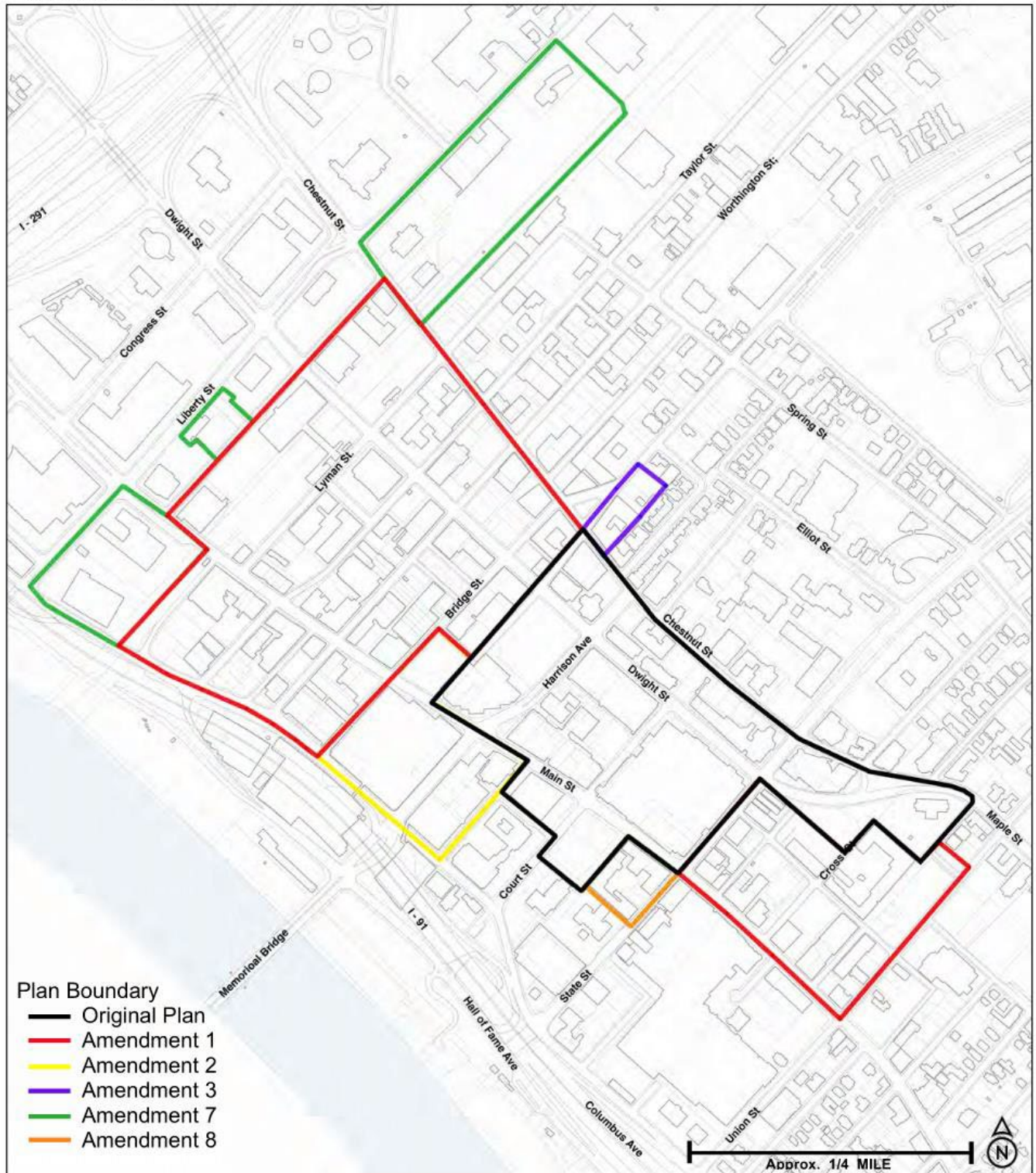


Exhibit S-1 CSURP Boundary Changes 1970-2021

Court Square Urban Renewal District Amendment 12

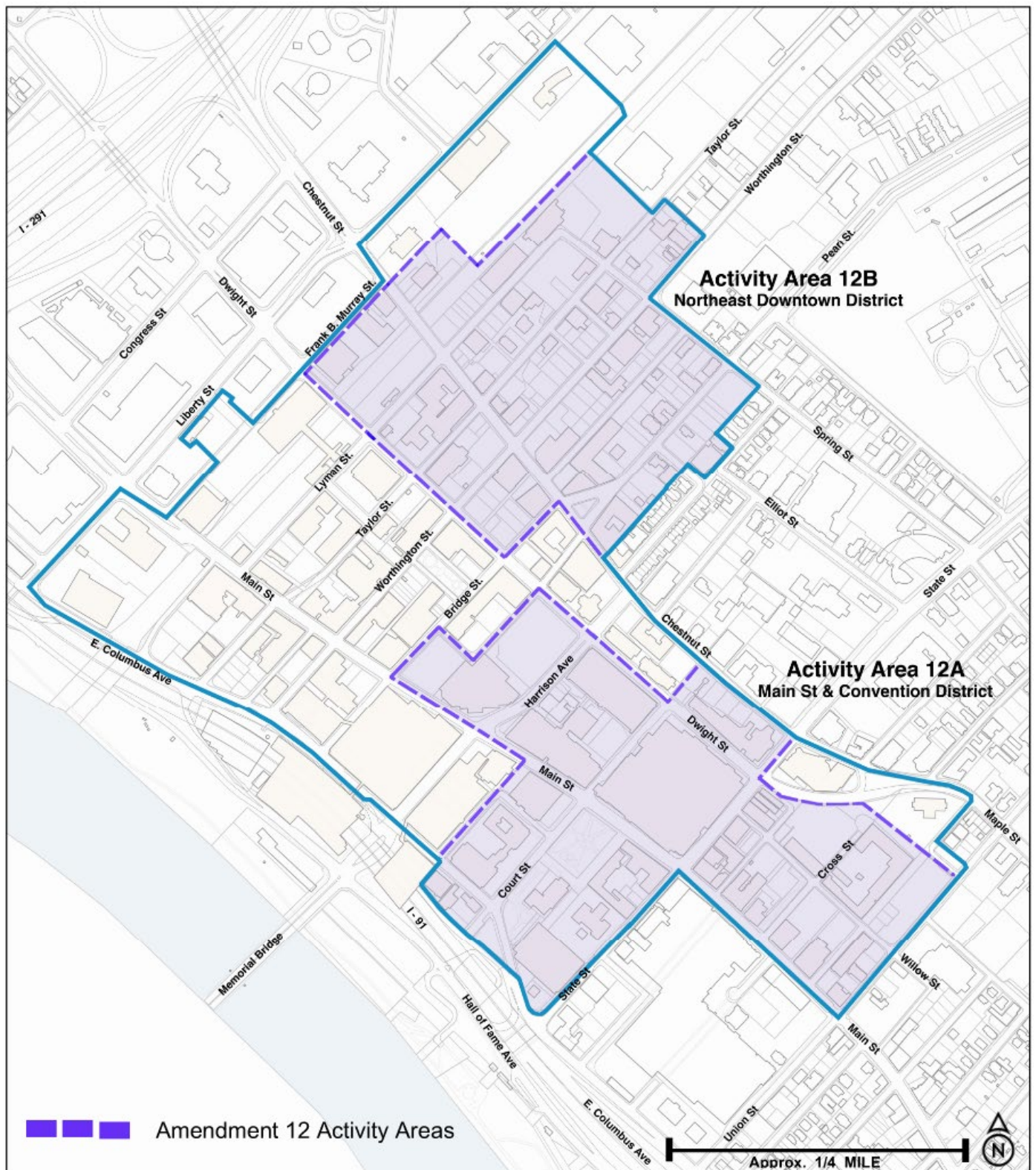


Exhibit S-2 Project Activity Areas

**Court Square Urban Renewal District
Amendment 12**

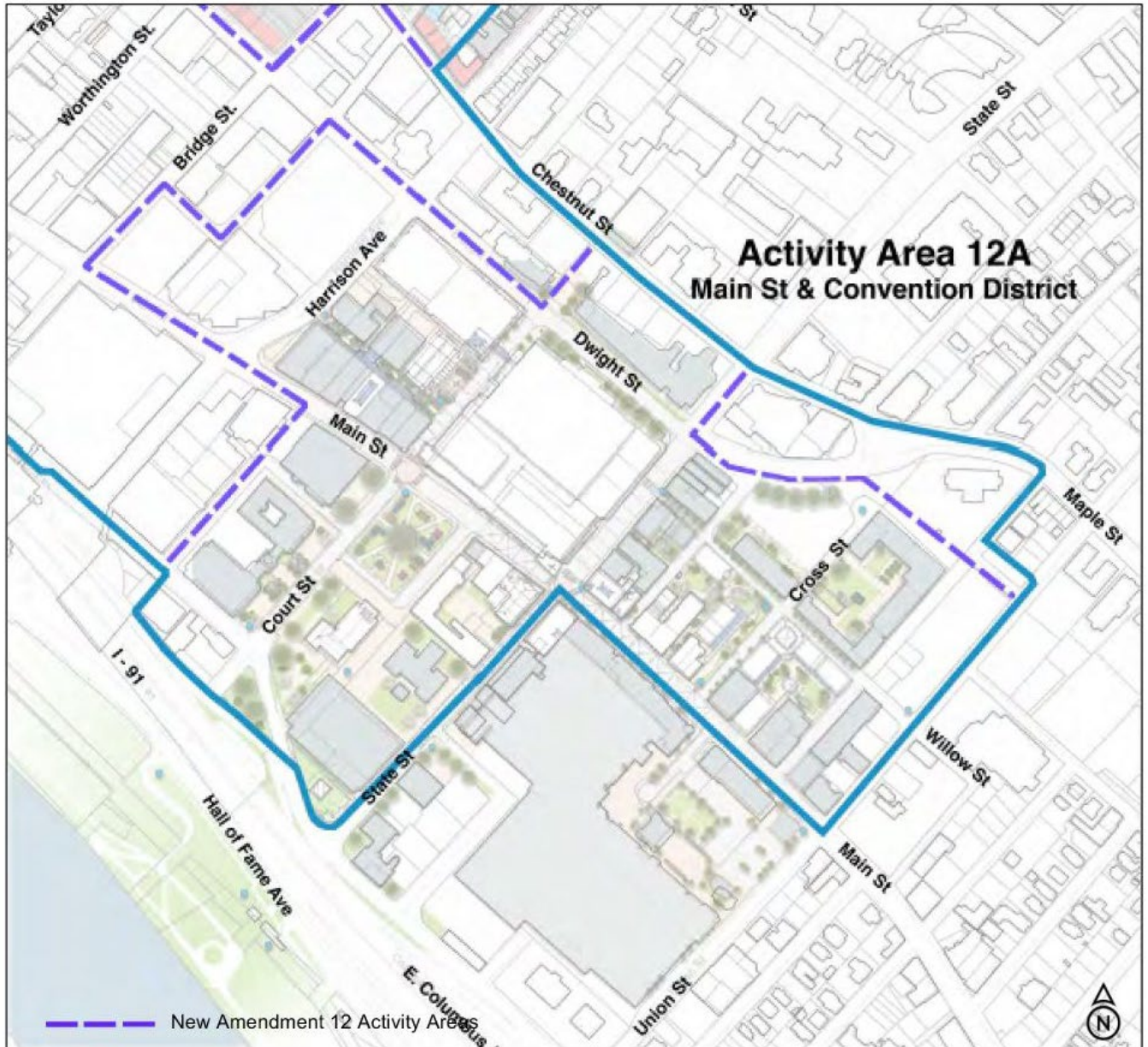


Exhibit S-3 Main Street & Convention District Master Development Plan

**Court Square Urban Renewal District
Amendment 12**

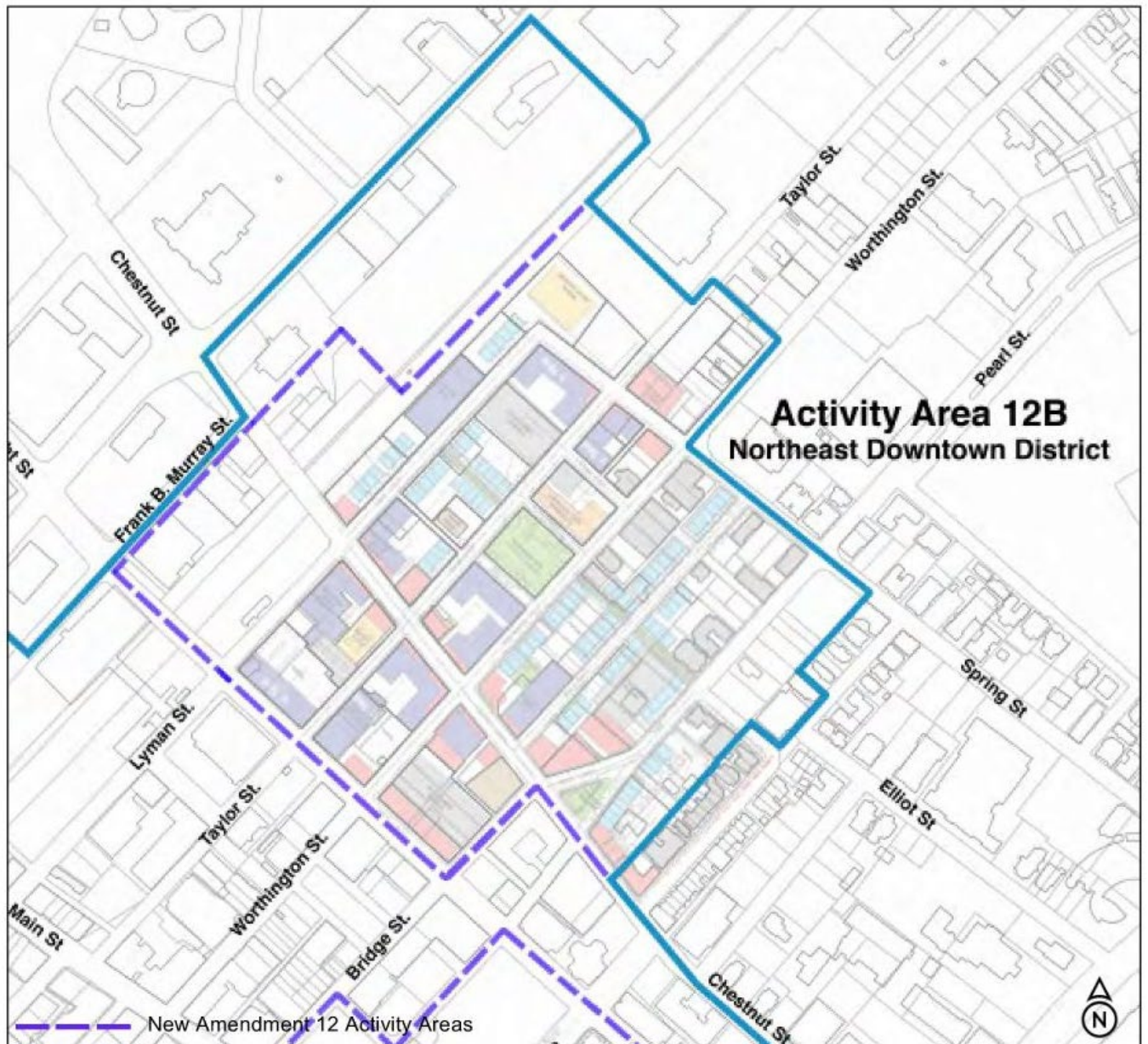
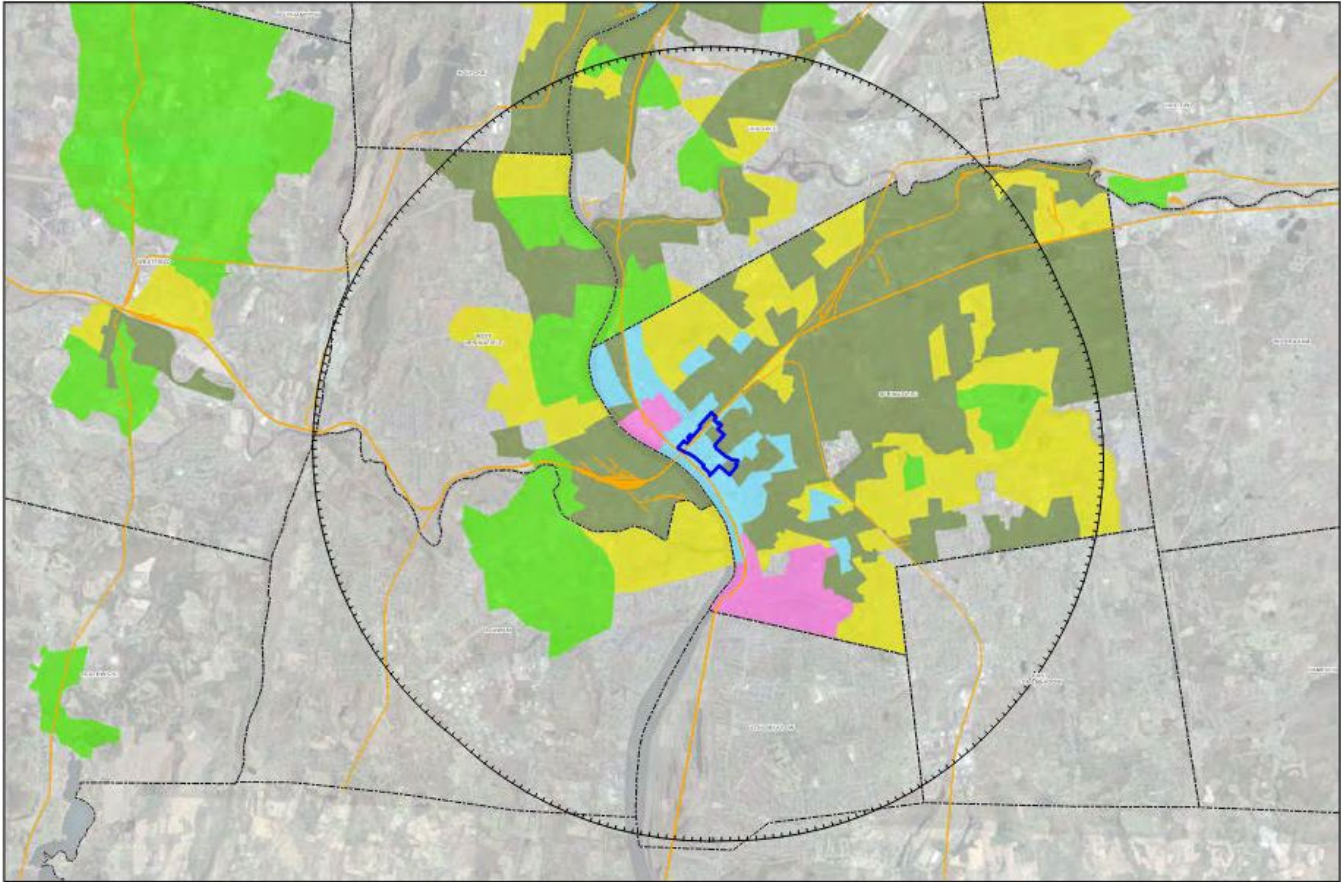


Exhibit S-4 Northeast Downtown District Master Plan

**Court Square Urban Renewal District
Amendment 12**



LEGEND

-  URA Boundary
-  5mi. Study Area Radius
-  Town Boundary
-  Railroad

Environmental Justice Populations 2020






-  Minority
-  Income
-  Minority and Income
-  Minority and English isolation
-  Minority, Income and English isolation

Exhibit S-5 Environmental Justice Populations



COURT SQUARE URBAN RENEWAL PLAN: AMENDMENT 12 **ENVIRONMENTAL CONSTRAINTS**

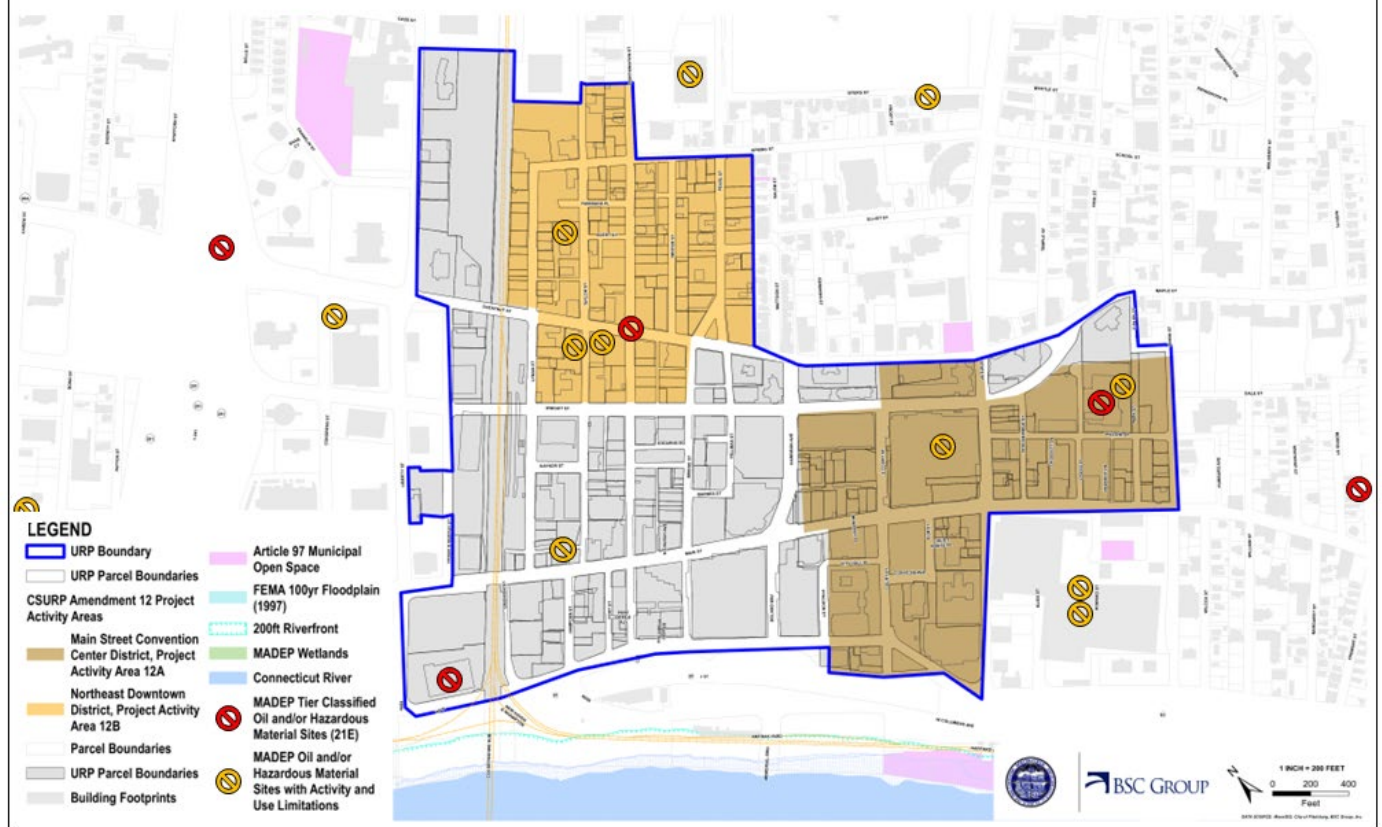


Exhibit S-6: Environmental Constraints

Court Square Urban Renewal District Amendment 12

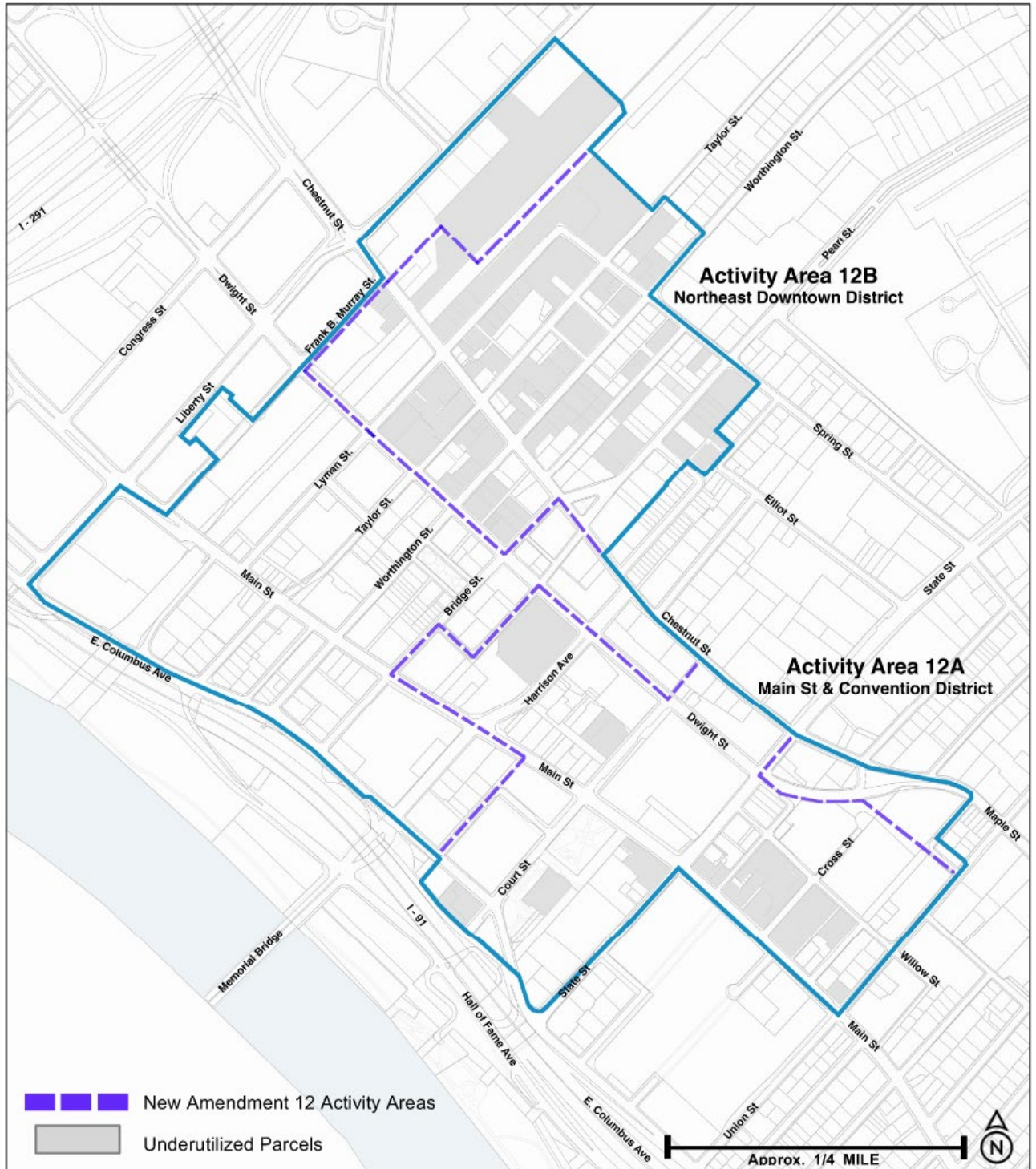


Exhibit S-7 CSURP Underutilized Properties

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 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 downtown 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 City Assessor's on-line information and uses visible from abutting streets.

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 for most of the key parcels identified in the Amendment 12. The type of mixed-use desired by the SRA includes first-floor commercial uses that are very interactive with the pedestrian and sidewalk environment such as retail stores, restaurants, cafes, and businesses that cater to walk-in customers. Upper floors of these mixed-use buildings would include commercial, residential, and institutional uses. Through a mix of uses, the SRA plans to create a sustainable economy in the throughout the CSURP.

Proposed residential uses will primarily include larger multi-family structures as stand-alone residential buildings, and mixed-use buildings with residential units above ground-floor commercial/retail uses.

The NEDD Master Plan proposed new owner-occupied townhouse type residential structures not rental units. Condominiums are also a consideration in both Project Activity Areas 12A and 12B.

Figure D-2: Proposed Zoning

Figure D-2 shows the proposed zoning for the entire CSURP area. One proposed zoning change is in the NEDD 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. For example, Business B will allow for a variety of uses that are not allowed in Industrial A, such as residential uses (two-family, multi-family, townhouses, apartments), mixed-use buildings (commercial with residential), home based businesses, day cares, and others that support mixed-use neighborhoods. Exhibit H includes excerpts from the Zoning Ordinance regarding allowed land uses, dimensional requirements and allowed density in these zoning districts.

Even though the 2021 MSCD Master Plan recommended a Zoning Overlay District, it was determined that an Overlay District is not needed at this time. Instead, and following the recommendation of prior CSURP amendments, areas along Main Street that were zoned Business B were recently changed to Business C, and the Urban Design Guidelines in this and prior CSURP amendments accommodate many of the controls proposed to be addressed in an overlay district.

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 63 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 disposition parcels within the URA. These include the parcels which will remain unchanged as well as the planned approach to parcel assemblage. (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 (Spot Clearance)

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

This Figure represents the potential build-out of parcels based on the recommendations of the MSCD Plan and the NEDD Plan.

2.4 Supplemental Maps

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

Figure S-1 presents URA boundary changes that have occurred since 1970.

Figure S-2: Project Activity Areas

Amendment 12 identifies two Project Activity Areas, the MSCC and the NEDD. Some specific actions and guidelines are tied to these areas.

Figure S-3: Main Street & Convention District Master Development Plan

The Main Street & Convention District Master Development Plan was prepared by the City in 2021 and approved by the City Council. Figure S-3 presents the conceptual vision from the 2021 MSCD Plan of the City's long-term vision for the redevelopment of this emerging district around two key economic anchors of downtown, MMC and MGM.

Figure S-4: Northeast Downtown District Master Plan

The NEDD Master Plan was prepared in 2021. Figure S-4 presents the conceptual vision from the NEDD Master Plan to illustrate the long-term vision for the redevelopment of the northeast quadrant of downtown Springfield. The appropriate public realm improvements as well as anticipated private redevelopment have been brought into the CSURP as appropriate.

Figure S-5: Environmental Justice Populations

Figure S-5 depicts EJ 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 Massachusetts Department of Environmental Protection, (MassDEP) files and sites with Activity and Use Limitations (AULs) within the URA. Please see **Section 3.3.6. Environmental Conditions** for additional details.

Figure S-7: Underutilized Properties

Figure S-7 highlights the areas that are either vacant (parcel and/or building), underutilized (50% or more of the building appears vacant), or a surface parking lot. With Project Activity Area 12A, approximately 20% of the land area is vacant, underutilized or surface parking, and in Project Activity Area 12B over 50% of the land area is vacant, underutilized or surface parking.



Some of the Underutilized Parcels in the NEDD Area

12.02 (3) Eligibility

The Commonwealth's Urban Renewal regulations require that URP reports provide "data and other descriptive material which demonstrates that the Project Activity 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." DHCD must make the following findings to approve a proposed urban renewal plan:

- Without public involvement, the area would not be (re)developed.
- Proposed public actions 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
- A 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 the 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 and a positive environment for the private market to invest. The Amendment 12 continues these incentives including regulatory changes, public infrastructure investments, development facilitation, and/or financing assistance. One primary purpose of the CSURP has been, and will continue to be, to identify the current conditions that prevent such private investment, determine the needs and goals for the area, 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 and are consistent with previous planning efforts at the local, regional, and state levels. The following 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:

- Main Street & Convention District Master Development Plan (2021)
- Northeast Downtown District Master Plan (2021)
- Springfield Local Rapid Recovery Plan (2021)
- Transportation/Parking plans
- Open Space and Recreation Plan

- Complete Streets Plan
- Hazard Mitigation Plan and Municipal Vulnerability Plan
- Residential Market Potential Plan – Downtown Study Area (2019)

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 Union Station intermodal facility. 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," an area 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 I-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 12 miles from Springfield.

3.3 URA History and Current Conditions

Since the 1970s, the City of Springfield and SRA have successfully implemented many urban renewal actions identified in the original CSURP and prior plan amendments – these have all been summarized in the executive summary. However, economic and social challenges still exist, hindering the city from achieving its true redevelopment potential. In 2012, a gas explosion destroyed multiple buildings on

Worthington Street. Over 40 buildings in total were damaged, and one building, the site of the explosion, was completely leveled. Blight has continued to grow in the area since then. 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.



Photo by the Boston Globe: <https://www.bostonglobe.com/metro/2012/11/24/springfield-explosion-injures-least-levels-strip-club/SX7MmBHvdfPUBkpyCgG6L/story.html>

3.3.1 Environmental Justice Populations

The Massachusetts 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 152,906⁷. The median age of Springfield is 33.6, slightly younger than Hampden County's median age of 39.4.

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%. Springfield's White population also grew by 12%, but a Springfield's African American population declined by 3.5%⁸.

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>.

⁷ United States Census Bureau, *Selected Economic Characteristics*, <https://data.census.gov/cedsci/table?q=Springfield%20city,%20Hampden%20County,%20Massachusetts&t=Income%20and%20Poverty&d=ACS%205-Year%20Estimates%20Data%20Profiles&tid=ACSDP5Y2020.DP03>

⁸ United States Census Bureau, *ACS Demographic And Housing Estimates*, <https://data.census.gov/cedsci/table?q=Hampden%20County,%20Massachusetts&d=ACS%205-Year%20Estimates%20Data%20Profiles>

Table 3-2: 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

Since 2010, Springfield has seen its median household income rise by 16.7% from \$34,628 in to \$41,571 in 2020⁹.

⁹ United States Census Bureau, *Selected Economic Characteristics*, <https://data.census.gov/cedsci/table?q=Springfield%20city,%20Hampden%20County,%20Massachusetts&d=ACS%205-Year%20Estimates%20Data%20Profiles&tid=ACSDP5Y2010.DP03>

3.3.3 Economic and Employment Data

Table 3-4: Industry Employment 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 NEDD and promotes pedestrian oriented shopping with residential allowed. Building heights are limited to four 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 two 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 three 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), and National Register Districts (NRD).

The Court Square NHD, established in 1974, is identified by many as the iconic historic center of downtown. It is bounded by Court Street, Main Street, State Street, East Columbus Avenue, and includes such notable features such as Old First Church and Court Square Park.



Examples of Significant Architecture in the Court Square NHD, Court Square, Photo taken by John Phelan, https://commons.wikimedia.org/wiki/File:Court_Square,_Springfield_MA.jpg#file (Right)

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 was designated as a NRD due to 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.



Rendering of proposed improvements to historic Willy's building, taken from Springfield.org website

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 3-4, there are many closed MassDEP listed parcels, and 1 (one) open MassDEP files for properties within the Project Activity Area. This is consistent with Springfield's industrial legacy.

Table 3-4: Summary of MassDEP Listed Sites				
Site Name & Address	MassDEP Site #	Chemical	Category / ROA Class	Status
Stockbridge Court Apts. 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 St.	1-0020005		120 Day / PN	Closed, PSNC
Union Station Construction Site, Frank B. Murray St.	1-0019835		2 Hour / PA	Closed, PSNC
Stockbridge Court Apts., 35-45 Willow Street	1-0019786		120 Day	Closed w/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 w/Use Limitation, RAO
No Location Aid, 110 Taylor St.	1-0013377	Oil	72 Hour / B2	Closed w/Use Limitation, RAO
No Location Aid, 181 Taylor St.	1-0014707	Oil	72 Hour / PA	Closed w/Use Limitation, RAO
Taylor Auto Service, 160 Taylor St.	1-0000719		None / A3	Closed w/Use Limitation, RAO
Civic Center Plaza, 1243 Main St.	1-0014774	Oil	120 Day / A3	Closed w/Use Limitation, RAO
Stockbridge Court LNAPL, 35 Willow Street	1-0020495		121 Day / A3	Closed w/ Use Limitations, RTN Closed
Stockbridge Court Apts., 35-45 Willow Street	1-0019786		120 Day / A3	Closed w/Use Limitation, RAO
Key to MassDEP Acronyms				
RAO Class				
The term RAO ("Response Action Outcome") has been retained in this table to indicate "Closure Type", although the use of this term in the cleanup regulations was eliminated in 2014.				

The “RAO” types associated with post-2014 closures are:

- **PA** - Permanent Solution with Conditions and a land use restriction (Activity and Use Limitation)
- **PC** - Permanent Solution with Conditions and no land use restriction. Note that site “conditions” may require special considerations or management as described in the closure documents.
- **PN** - Permanent Solution with No Conditions (unrestricted use)

The following RAO Classes have been discontinued as part of 2014 Regulatory Changes, but still apply to the subject sites.

- **Class A RAO**- Remedial work was completed and a level of "no significant risk" has been achieved.
 - **A3**: A permanent solution has been achieved. Contamination has not been reduced to background and an Activity and use Limitation (AUL) has been implemented.
- **Class B RAO**- Site assessment indicates that "no significant risk" exists. No remedial work was necessary.
 - **B2**: Remedial actions have not been conducted because a level of No Significant Risk exists, but that level is contingent upon one or more Activity and use Limitations (AULs) that have been implemented.

Chemical Type

The release may involve:

- **Oil**, such as gasoline or home heating fuel;

Compliance Status

The Compliance Status provides a snapshot of where the release/site stands in the assessment and cleanup process.

- **PSNC (Permanent Solution with No Conditions):**
(post-2014) A site/release where a Permanent Solution Statement was submitted indicating that response actions were sufficient to achieve a level of No Significant Risk for all current and foreseeable future uses of the site without the need to restrict the use of the property.
- **PSC (Permanent Solution with Conditions):**
(post-2014) A site/release where a Permanent Solution Statement was submitted indicating that response actions were sufficient to achieve a level of No Significant Risk for all current uses of the property, but that the conditions remaining at the site (such as anthropogenic background or contamination located under a parking lot) may limit how the property can be used without additional cleanup. Certain PSC closures require a deed notice or deed restriction, called an “Activity and Use Limitation” or “AUL”.
- **RAO (Response Action Outcome):**
(pre-2014) A site/release where a Permanent or Temporary Solution Statement (formerly RAO Statement) was submitted. This statement asserts that response actions were sufficient to achieve a level of no significant risk (for Permanent Solutions) or at least ensure that all substantial hazards (for Temporary Solutions) were eliminated.
- **RTN Closed:**
Future response actions addressing the release associated with this Release Tracking Number (RTN) will be conducted as part of the response actions planned for the site under another "primary" RTN. This occurs at sites where multiple releases (RTNs) have been combined under one primary RTN to simplify and streamline timelines and deadlines.
- **URAM (Utility-Related Abatement Measure):**
A Release Tracking Number has been assigned to a release where an abatement measure (response action) is being or was performed in conjunction with utility-related work.

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 an essential regional intermodal transportation center, servicing all of Western MA. 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),



*Photo taken by Benjamin Turon,
https://commons.wikimedia.org/wiki/File:Springfield_Union_Station_Front_Facade_02.jpg#filelinks*

operated by both CTRail and Amtrak¹⁰. 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 nine are used by Peter Pan and Greyhound¹¹. Although it is about 12 miles away from Springfield, Bradley International Airport, in Windsor Locks, Connecticut, serves as Springfield's primary airport.

¹⁰ Trains in the Valley, *Springfield Union Station*, (September 20, 2022) <https://trainsinthevalley.org/springfield-union-station/>

¹¹ MASSLIVE, *Peter Pan Bus Lines agrees on move to Springfield's Union Station*, (May 8, 2017) https://www.masslive.com/business-news/2017/05/peter_pan_agrees_on_union_station_move.html

3.3.8 Parking

Parking remains an important consideration in both the MSCD and NEDD areas as both a necessary use to serve current and future economic development though also as a potential detriment and underutilization when haphazardly located as surface lots on large swaths of prime, developable land. Both master plans call for the careful integration of parking through strategic placement of efficient structures and/or incorporation into mixed-use development where possible. This consolidation allows for a higher utilization of the land through redevelopment, eliminating vast open and unsightly areas of surface parking which often contribute to blight.



Large Surface Parking Lots are Found Throughout the NEDD Area

In Activity Area 12A, The City of Springfield reassessed parking in the downtown area to better understand the impact from MGM Springfield's opening and the future supply and demand necessitated by current and proposed uses. The City engaged the Chicago Consultants Studio, Inc. (CCS) and Walker Consultants to analyze the financial impacts from the opening of MGM casino on the Springfield Parking Authority (SPA), as well as conducted a feasibility and urban planning analysis for a potential new downtown garage mixed-use development to be centrally located. It found that the opening of the casino's 3,000+ space, free parking garage has likely shifted demand away from municipally SPA owned, paid parking structures. Most 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. 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 current and future development in the Main Street and Willow Street areas contemplated in the MSCD Plan. While there is some available capacity in downtown which can absorb new parking demand, as growth continues in both the MSCD area and the NEDD area, there will be a

need for additional, proximate parking particularly to accommodate the desired retail and residential users.

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, SRA will have ability to undertake revitalization activities to stimulate economic development and investment within the URA. Some of the actions involving improvements to the public realm, such as roadways, pedestrian spaces, wayfinding, and open space, may be undertaken in partnership with the City of Springfield. 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.

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 in certain sections of the CSURP area:

- Building(s) out of repair, physically deteriorated, unfit for human habitation, obsolete, or in major need of repair;
- 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.



Poor Conditions in the NEDD Area

The conditions which are applicable to the assessment of eligibility for downtown Springfield are indicated by a check mark.

Applicability to the URA	Decadent Area Conditions	Summary of Conditions
✓	Building(s) out of the 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.
✓	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 multifamily residential developments have been proposed or constructed in areas surrounding the URA.
✓	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 diversity of ownership.

3.4.2 Current Findings – Amendment 12

Main St and Convention District Master 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 MSCD Plan Area.

Northeast Downtown District Master Plan - Challenges to Redevelopment

The NEDD area represents the more significant Amendment #12 boundary expansion, and the NEDD 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 each of both areas include:

Finding #1

Prime buildings near the MGM Casino Springfield and MassMutual 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 MSCD Master Development Plan and by visual observations, properties in transition, vacant, or underutilized include:
- 113-117 State Street, Masonic Building, foreclosed property (owned by SRA)
- 1155 Main Street, Colonial Building, foreclosed property (owned by SRA)
- 11-21 Stockbridge Street, foreclosed property (owned by SRA)
- 1212 Main Street, Shean Building, (Previously identified in Amendment 8)
- 1242 Main Street
- 13-31 Elm Street (currently in redevelopment; sold by SRA in July of 2022)
- 50 Elm Street, historic Old First Church (City owned and vacant)
- 1127 Main Street, vacant historic buildings and surface parking lot
- 1091 Main Street surface parking lot (building has viable business)
- 24 Park Street parcel (recent demolition of unsafe, neglected and dilapidated structure)
- Civic Center Garage (MCCA), 41 Harrison Avenue
- 22 Falcons Way, Parking Lot (Previously identified in Original CSURP; acquired by SRA in 2022)
- 18-22 Willow Street (Surface parking lot)

In summary, approximately 20% of the parcels in the MSCD Project Activity Area 12A area are vacant, underutilized, or surface parking lots. See Table 3-1.

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, 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 throughout the CSURP area.

Within Project Activity Area 12A, the highest concentration of these vacancies or underutilization exists along the City's primary Main Street corridor, directly adjacent to MGM and MMC. Within the Project Activity Area 12B, vacancies and underutilization exist on numerous parcels and buildings included in the NEDD Plan, with a higher percentage of vacancies located closer to the location of the gas explosion.

Table 3.1 lists and Map S-7 shows the parcels within Project Activity Area 12A and 12B that are vacant, underutilized or surface parking lots which are not the highest and best use of land in the core of downtown and the CSURP.



Conditions in NEDD After Gas Explosion Photo by WAMC

Finding #4

The areas within the MSCD Project Activity Area 12A and the NEDD Project Activity Area 12B lack clear identity, cohesion, unified character, and overall vibrancy creating a negative environment for pedestrians/visitors and impediments to development and investment.

Many of the various uses, assets, and amenities in Project Activity Area 12A and 12B appear unrelated, disconnected, and 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.

Finding #5

Both Project Activity Areas 12A and 12B have a number of underutilized properties due to vacant lots, vacant buildings, and parcels with large surface parking lots. The NEDD has largely physically blighted landscape, due in part to the 2012 gas explosion and decades of disinvestment.

The MSCD area has a number of vacant buildings and large surface parking lots in close proximity to the casino and MMC, which generate a lot of activity and visitors. These underutilized properties in the MSCD have the potential for more dense and active uses.

The NEDD has experienced numerous economic challenges over the years, such as a decline in industrial activity, and a 2012 gas explosion that damaged dozens of buildings in the core of the district. A news report stated more than 200 buildings in Springfield were affected in one way or another by the gas explosion. Within the NEDD, one building was completely leveled, 12 other nearby buildings sustained significant damage, and 12 others suffered collateral damage. Over 50% of the parcels are vacant, underutilized, or surface parking lots. See Table 3-1.

3-1: Underutilized Properties in Activity Areas 12A and 12B

Parcel ID	Address	Current Use
Main Street/Convention Center District Activity Area 12A		
123100008	18-22 Willow St.	Parking Lot
033150020	68 Court St.	Parking Lot
033150012	N S Court St.	Parking Lot
033260001	1244 Main Street	Mostly Vacant
081300115	1242 Main Street	Mostly Vacant
081300114	1226-1236 Main Street	Mostly Vacant
111100643	113 State	Mostly Vacant
081300571	1127 Main St	Parcel with large surface parking lot
081300584	1021 Main St	Mostly Vacant
081300572	1155 Main Street	Mostly vacant
081300570	1163 Main Street	Mostly vacant
094970010	24 Park Street	Vacant
081300577	1091 Main Street	Parcel with large surface parking lot
081300115	1244 Main St	Mostly Vacant
033260001	Old First Church, Court Square	Mostly vacant
049050003	22 Falcon Way	Parking Lot
042220030	W S Dwight St	Parking Lot
Northeast Downtown District Activity Area 12B		
077700627	SS Liberty St	Vacant Land
080300040	N S Lyman St.	Vacant Land
080300032	NS Lyman St.	Vacant Land
080300031	N S Lyman St.	Vacant Land
080300029	N S Lyman St.	Vacant Land
080300028	N S Lyman St.	Vacant Land
080300027	N S Lyman St.	Vacant Land
080300026	N S Lyman St.	Parking Lot
080300034	162 - 168 Lyman St.	Vacant Building
080300037	170 - 172 Lyman St.	Vacant Building
080300038	180 - 182 Lyman St.	Vacant Building
080300043	192 - 194 Lyman St.	Vacant Building
080300045	204 Lyman St.	Vacant Parcel
080300051	SS Lyman St	Vacant Land
080300054	S S Lyman St.	Vacant Land
080300055	151 Lyman St.	Vacant Land
080300056	S S Lyman St.	Vacant Land
080300058	139-141 Lyman St.	Vacant Building
080300059	135 Lyman St.	Vacant Building
080300060	S S Lyman St.	Vacant Land
114300153	S S Taylor St.	Vacant Land
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
125350050	N S Worthington St.	Vacant Land
002300003	E S Alert St.	Vacant Land
002300004	E S Alert St.	Vacant Land
125350049	N S Worthington St.	Vacant Land
125350048	502 Worthington St.	Vacant Land
125350046	N S Worthington St.	Vacant Land
125350044	N S O Worthington St.	Vacant Land
125350042	N S O Worthington St.	Vacant
027500058	W S Chestnut St.	Parking Lots
114300187	S S Taylor St.	Vacant Land
125350037	N S Worthington St.	Parking Lots
042220361	ES Dwight St.	Parking Lots
125350281	345-349 Worthington St.	Parking Lots
125350282	337-341 Worthington St.	Parking Lots
042220365	341-359 Dwight St.	Parking Lots
018400046	410 Bridge St.	Parking Lots
018400043	N S Bridge St.	Parking Lots
042220370	315 Dwight St.	Parking Lots
042220367	329-333 Dwight St.	Parking Lots
125350268	S S Worthington St.	Developable Land
125350269	471 Worthington St.	Developable Land
123950013	N S Winter St.	Developable Land
123950012	N S Winter St.	Developable Land
125350271	S S Worthington St.	Developable Land
123950019	N S Winter St.	Parking Lots
125350273	Worthington St.	Vacant Land
123950009	Winter St.	Developable Land
125350274	Worthington St.	Vacant Land
027500525	Chestnut St.	Vacant Land
095850005	Pearl St.	Parking Lots
123950040	Winter St.	Parking Lots

Finding #6

The CSURP area, and especially 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

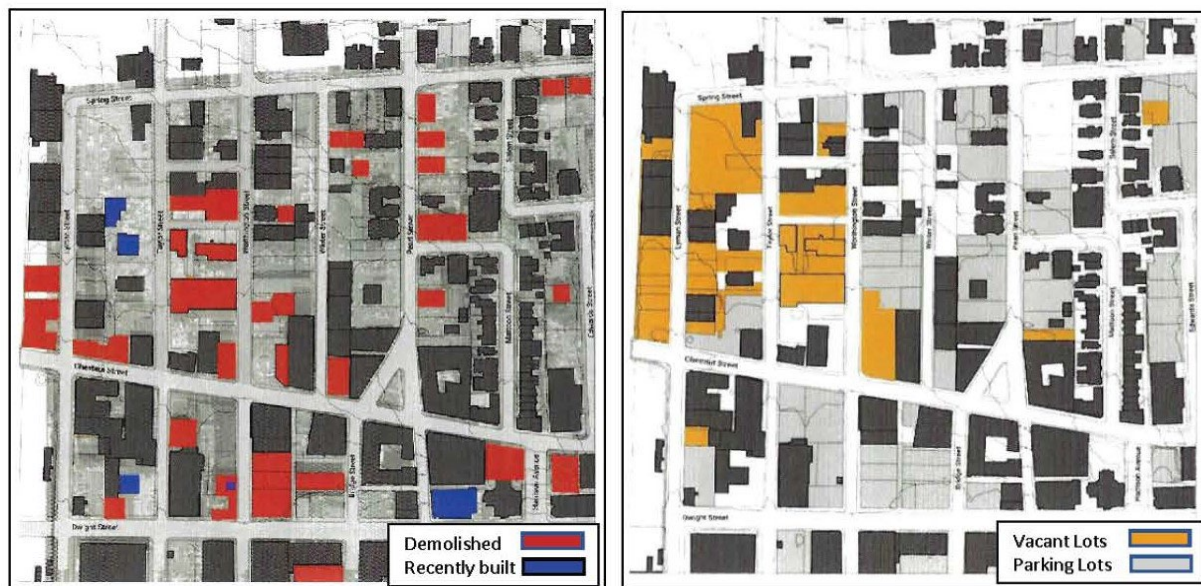
improvements to stimulate economic activity, such as a safer, more vibrant pedestrian environment, slowing down traffic, improving pedestrian crossings, and ensuring the preservation of adequate parking needed to support local businesses.

Large portions of the CSURP area currently lack a holistic, usable, and pedestrian-friendly public realm. Within the NEDD, 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 significant urban infill development to provide continuity to streetscapes.

Within the NEDD the 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, vacant lots should be cleaned up and blight removed, even if many parcels are not yet viable for redevelopment. Their clean-up of parcels, 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. In addition, any temporary reuse of these parcels can strengthen the streetscape, urban edges, and a feeling of safety.



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

Finding #8

Lack of market rate housing.

While a diverse range of housing alternatives should be purposefully preserved in the downtown area, up to ninety percent (90%) of current downtown units receive subsidies. In addition to the existing housing stock, both the MSCD and NEDD areas would benefit from having new market rate multi-family residential housing commensurate with the character and density of the area around any new housing location. 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.



Underutilized Parcels in the MSCD Area

12.02 (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 original CSURP and prior amendments, 13-20 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 Activity Areas 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 Urban Renewal Project Activity 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 Activity 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 12A Project Activity Area to leverage two of Springfield’s major economic anchors, MMC 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 urban renewal area'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 NEDD Project Activity Area 12B to provide the district with a new identity and link the area via pedestrian corridors and wayfinding to the adjacent Springfield Museums area and Union Station.
18. To encourage market rate residential development as part of a balanced housing goal throughout the urban renewal area
19. To advance with property owners and investors a realistic understanding of property values in the URP area and encourage investment to support local businesses and residential needs.
20. 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 that is most prevalent in the NEDD Project Activity Area.
21. 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.

4.2 Comments on the Status of Key Objectives

The SRA has taken actions to address many of the Objectives from the original URP and subsequent amendments. Zoning changes have been implemented downtown to change much of the CSURP area to "Business C". This change has been done to:

- Allow new higher-density, mixed-use development
- Promote complementary and compatible uses to the emerging mixed-use convention and entertainment district
- Control the use and development of land in conformity with the most applicable planning, zoning, and other regulations of the City of Springfield, and
- Achieve the desired land uses, densities, setbacks, land coverage and other dimensional requirements.

4.3 Economic Benefits and Jobs Analysis

The redevelopment of the URA will return property that is currently underutilized into places of commerce, productivity, and housing which increases employment for the local workforce. Consistent with the objectives outlined for the URP, economic benefits of the proposed plan include catalyzing private investment; creating temporary jobs during construction, then sustainable and permanent jobs in a variety of fields; increasing housing opportunities; and returning the value of vacant and underutilized land to the city's tax rolls.

Redevelopment within the URA will create temporary jobs during construction and permanent jobs upon completion. This will occur over the course of the 15-year implementation. Construction activity is expected to create approximately 839 temporary jobs (construction-related) and an estimated 482 new permanent full-time equivalent positions. These positions will include office workers and professionals in such areas as accountants, banking, attorneys and medical services. Other jobs associated with commercial development are expected to include service providers (e.g., restaurant workers/caterers, florists, security, maintenance, etc.) who open or work at small businesses.

12.02 (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. These parcels have been selected for potential acquisition because they are important buildings/sites to the master plans and are either underutilized based on current zoning, largely vacant or abandoned buildings, and empty or vacant lots. Parcels that were not selected for acquisition either currently conform and contribute to the overall vision of the area or have a high potential of being rehabilitated/upgraded by private means.

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 enable the SRA to mitigate current and future threats of blight and actively promote and facilitate mixed-use development that will help revitalize Downtown Springfield and spur additional private sector investment. See Map F-1 for the parcels to be acquired. See Table 6-1 for current use of acquisition parcels.

In all, 63 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. All displaced persons are entitled to relocation assistance and payments established under MGL c. 79A and 760 CMR 27.00.

Table 5-1: Parcels to be Acquired						
Parcel ID	Address	Owner	Lot Size (Acres)	Building Area (SF)	Assessed Value	Year Built
Full Acquisitions						
Main St./Convention District Project Area 12A						
081300570	1163-1167 Main St.	Cedar Green LLC	0.0886	5,598	\$ 558,600.00	1899
081300571	1127 Main St.	1111 Main St LLC	0.6795	28,954	\$ 849,100.00	1900
123100008	18-22 Willow St.	The Community Music School of Springfield INC	0.3700	128	\$ 170,800.00	2010
081300116	1252 Main St.	Charlou Realty LLC	0.0567	7,747	\$ 302,300.00	1880
081300114	1228-1236 Main St.	Collins Enterprises INC	0.1753	22,767	\$ 612,900.00	1911
081300115	1242 Main St.	Collins Enterprises INC	0.0333	4,170	\$ 197,800.00	1911
081300577	1091 Main St.	Frazier Carmelaa Trustee	1.0951	29,373	\$ 1,257,600.00	1918
081300584	1021 Main St.	AW Real State LLC	0.1609	6,741	\$ 602,800.00	1958
094970010	24 Park St.	JLL Realty Developers LLC	0.3843	N/A	\$ 340,700.00	N/A
081300112	1208 Main St	Maple Investments Incorporated	0.3249	23,489	\$ 835,500.00	1928

Northeast Downtown District Project Area 12B						
080300045	204 Lyman St.	Carando Peter F Jr & Ramon P & Dino J	0.8789	16,514	\$ 236,400.00	1956
080300043	192-194 Lyman St.	Carando Peter F Jr & Ramon & Dino	0.1845	8,504	\$ 194,600.00	1950
080300040	N S Lyman St.	Cara Development	0.1464	N/A	\$ 23,100.00	N/A
080300038	180-182 Lyman St.	Cara Development	0.1070	13,355	\$ 59,800.00	1890
080300037	170-172 Lyman St.	Lyman Corners LLC	0.2029	40,972	\$ 204,500.00	1890
080300034	162-168 Lyman St.	Lyman Corners LLC	0.1825	44,444	\$ 221,900.00	1890
080300032	NS Lyman St.	Lyman Corners LLC	0.0907	N/A	\$ 7,000.00	N/A
080300031	N S Lyman St.	Lyman Corners LLC	0.1796	N/A	\$ 29,000.00	N/A
080300029	N S Lyman St.	Lyman Corners LLC	0.0732	N/A	\$ 3,100.00	N/A
080300028	N S Lyman St.	Lyman Corners LLC	0.0557	N/A	\$ 2,400.00	N/A
080300027	N S Lyman St.	Lyman Corners LLC	0.1074	N/A	\$ 4,500.00	N/A
080300026	N S Lyman St.	Bruce Wright Group LLC	0.2156	N/A	\$ 50,900.00	N/A
080300051	SS Lyman St	Zimmerman Kurt R Trustee	0.0922	N/A	\$ 19,800.00	N/A
080300052	163 Lyman St.	Zimmerman Kurt R Trustee	0.0957	3,281	\$ 92,600.00	1920
080300053	157-159 Lyman St.	Zimmerman Kurt R Trustee	0.0980	3,534	\$ 107,100.00	1920
080300054	S S Lyman St.	Springfield City Of	0.1009	N/A	\$ 20,300.00	N/A
080300055	151 Lyman St.	Springfield City Of	0.0971	N/A	\$ 20,100.00	N/A
080300056	S S Lyman St.	Springfield City Of	0.0953	N/A	\$ 4,000.00	N/A
080300058	139-141 Lyman St.	Springfield City Of	0.1148	25,543	\$ 156,500.00	1910
080300059	135 Lyman St.	Springfield City Of	0.0580	25,543	\$ 143,400.00	1910
080300060	S S Lyman St.	Crowley Richard P & Roger A Slate	0.0735	N/A	\$ 3,100.00	N/A
114300167	179 Taylor St.	401 Liberty Street LLC	0.1741	13,807	\$ 208,700.00	1925
125350050	N S Worthington St.	401 Liberty Street LLC	0.0988	N/A	\$ 12,700.00	N/A
002300003	E S Alert St.	401 Liberty Street LLC	0.0784	N/A	\$ 10,000.00	N/A
002300004	E S Alert St.	401 Liberty Street LLC	0.0788	N/A	\$ 10,100.00	N/A
125350049	N S Worthington St.	401 Liberty Street LLC	0.0921	N/A	\$ 11,800.00	N/A
125350048	502 Worthington St.	401 Liberty Street LLC	0.0992	N/A	\$ 12,700.00	N/A
125350046	N S Worthington St.	Hastings Hill Realty LLC	0.2810	N/A	\$ 72,000.00	N/A
125350044	N S O Worthington St.	Hastings Hill Realty LLC	0.4260	N/A	\$ 109,100.00	N/A
080300065	127 Lyman St.	Bruce Wright Group LLC	0.3909	40,458	\$ 206,300.00	1890
080300067	113 Lyman St.	Bruce Wright Group LLC	0.2021	28,031	\$ 141,100.00	1890

080300068	101-103 Lyman St.	Bruce Wright Group LLC	0.1210	10,108	\$ 153,700.00	1890
027500064	186 Chestnut St.	Bruce Wright Group LLC	0.5399	12,560	\$ 236,600.00	1909
027500058	W S Chestnut St.	B S C Realty Inc	0.1348	N/A	\$ 36,100.00	N/A
114300187	S S Taylor St.	B S C Realty Inc	0.1769	N/A	\$ 98,200.00	N/A
042220358	405 Dwight St.	B S C Realty Inc	0.4774	66,181	\$ 2,540,800.00	1888
125350037	N S Worthington St.	B S C Realty Inc	0.4135	N/A	\$ 198,900.00	N/A
125350034	350 Worthington St.	B S C Realty Inc	0.2262	9,266	\$ 136,700.00	2012
042220361	ES Dwight St.	B S C Realty Inc	0.1563	N/A	\$ 100,300.00	N/A
125350281	345-349 Worthington St.	Springfield Parking Authority	0.1503	N/A	\$ 99,100.00	N/A
125350282	337-341 Worthington St.	Springfield Parking Authority	0.1228	N/A	\$ 92,300.00	N/A
042220365	341-359 Dwight St.	Springfield Parking Authority	0.2174	N/A	\$ 116,500.00	N/A
018400046	410 Bridge St.	Springfield Bridge Holding LLC	0.1495	N/A	\$ 99,400.00	N/A
018400043	N S Bridge St.	Springfield Bridge Holding LLC	0.1623	N/A	\$ 102,600.00	N/A
042220370	315 Dwight St.	Springfield Parking Authority	0.2091	N/A	\$ 114,300.00	N/A
042220367	329-333 Dwight St.	Springfield Parking Authority	0.0736	N/A	\$ 80,400.00	N/A
027500491	235 Chestnut St.	Altranais Home Care LLC	0.7868	28,576	\$ 925,900.00	1961
027500073	232-240 Chestnut St.	Frank B Murray LLC	0.1941	6,697	\$ 361,000.00	1910
053550040	125 Frank B Murray St.	Frank B Murray LLC	0.3786	29,540	\$ 402,900.00	1917
027500070	W S Chestnut St.	Frank B Murray LLC	0.2162	3,014	\$ 129,400.00	1910
077700627	S S Liberty St.	Liberty Street Acquisitions LLC	6.5	N/A	\$ 899,700.00	N/A
053550045	95-119 Frank B Murray Street	Dwight Station LLC	0.9626	22,521	\$ 2,559,400.00	1910
053550050	S S Frank B Murray St.	Dwight Station LLC	0.0898	N/A	\$ 10,100.00	N/A

12.02 (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 be 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. Over the last 50 years, the SRA has provided fair and equitable treatment, relocation assistance services, and payments to parties displaced due to public actions associated with the CSURP. Similar appropriate actions will be adhered to for all future relocations undertaken by the SRA.

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 SRA may continue to implement URP actions in phases until the CSURP expires, 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 aid, 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. The columns labeled "Current Use" and "Class" contains information from the City's Assessor's database. The column titled "Name of Business and/or Types of Use(s)" is based on observation by the Build Support Connect (BSC) Group at the time this Amendment 12 was prepared. Therefore, this is a list of potential relocations based on current occupancy. Approximately 28 business units will be displaced. 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	Name of Business and/or Types of Use(s)
Main St./Convention District Project Area 12A					
081300570	1163-1167 Main St.	Cedar Green LLC	Small Retail And Service Stores Under 10	Commercial	Law Offices of Perman Glenn, III
081300571	1127 Main St.	1111 Main St LLC	General Office	Commercial	Vacant
123100008	18-22 Willow St.	The Community Music School of Springfield INC	Parking Lot	Exempt	NA
081300116	1252 Main St.	Charlou Realty LLC	Multiple Use - Primarily Commercial	Commercial	Altagracia Oil Store (Temporarily Closed)
081300114	1228-1236 Main St.	Collins Enterprises INC	General Office	Commercial	Sol Karibe Restaurant Mike's Beauty Supply Boost Mobile
081300115	1242 Main St.	Collins Enterprises INC	General Office	Commercial	Sun Kim Bop
081300577	1091 Main St.	Fraziero Carmelaa Trustee	Multiple Use - Primarily Commercial	Commercial	Square One Lorilil Jewelers
081300584	1021 Main St.	AW Real State LLC	Eating And Drinking Establishments	Commercial	Canna World Cannamundo Puerto Rican Cuisine
094970010	24 Park St.	JLL Realty Developers LLC	Eating And Drinking Establishments	Commercial	Vacant
081300112	1208 Main St	Maple Investments Incorporated	General Office	Commercial	Juguitos healthy grab & go Crown Fried Chicken Loan USA C2Z Convenience Store Smoke Shop Grace Jewelry Central Barber Shop M.R.L.R. Property Maintenance
042220030	Dwight St.	Springfield Redevelopment Authority	Parking Lots	Commercial Accessory use	NA
049050003	22 Falcons Way	Springfield Redevelopment Authority	Parking Lots	Commercial Accessory use	NA
111100643	113 State St.	Springfield Redevelopment Authority	General Office	Commercial	NA
081300572	1155 Main St.	Springfield Redevelopment Authority	General Office	Commercial	NA
111900044	11 - 21 Stockbridge St.	Springfield Redevelopment Authority	General Office	Commercial	NA

Northeast Downtown District Project Area 12B					
080300045	204 Lyman St.	Carando Peter F Jr & Ramon P & Dino J	Manufacturing Warehouse Facilities	Industrial	Cara Distribution Company
080300043	192-194 Lyman St.	Carando Peter F Jr & Ramon & Dino	Storage, Warehouses And Distribution	Commercial	Unable to Determine
080300040	N S Lyman St.	Cara Development	Vacant Land - Accessory To Commercial Pa	CV	NA
080300038	180-182 Lyman St.	Cara Development	Storage, Warehouses And Distribution	Commercial	Vacant
080300037	170-172 Lyman St.	Lyman Corners LLC	Storage, Warehouses And Distribution	Commercial	Conklin Office Services, Inc. (Permanently Closed)
080300034	162-168 Lyman St.	Lyman Corners LLC	Storage, Warehouses And Distribution	Commercial	Conklin Office Services, Inc. (Permanently Closed)
080300032	NS Lyman St.	Lyman Corners LLC	Vacant Land	Commercial Accessory use	NA
080300031	N S Lyman St.	Lyman Corners LLC	Developable Land - Accessory To Industrial	IV	NA
080300029	N S Lyman St.	Lyman Corners LLC	Vacant Land - Industrial	IV	NA
080300028	N S Lyman St.	Lyman Corners LLC	Vacant Land - Industrial	IV	NA
080300027	N S Lyman St.	Lyman Corners LLC	Vacant Land - Industrial	IV	NA
080300026	N S Lyman St.	Bruce Wright Group LLC	Parking Lot	Commercial Accessory use	NA
080300051	SS Lyman St	Zimmerman Kurt R Trustee	Developable Land - Accessory To Industrial	IV	NA
080300052	163 Lyman St.	Zimmerman Kurt R Trustee	Storage, Warehouses And Distribution	Commercial	M & S Tomato Repacking Co Inc (Temporarily closed)
080300053	157-159 Lyman St.	Zimmerman Kurt R Trustee	Storage, Warehouses And Distribution	Commercial	Vacant
080300054	S S Lyman St.	Springfield City Of	Vacant Land	Exempt	NA
080300055	151 Lyman St.	Springfield City Of	Vacant Land	Exempt	NA
080300056	S S Lyman St.	Springfield City Of	Vacant Land	Exempt	NA
080300058	139-141 Lyman St.	Springfield City Of	Vacant Building	Exempt	NA
080300059	135 Lyman St.	Springfield City Of	Vacant Building	Exempt	NA

080300060	S S Lyman St.	Crowley Richard P & Roger A Slate	Vacant Land - Accessory To Commercial Pa	CV	NA
114300167	179 Taylor St.	401 Liberty Street LLC	Manufacturing Facilities	I	Carando Gourmet Foods
125350050	N S Worthington St.	401 Liberty Street LLC	Vacant Land - Accessory To Commercial Pa	CV	NA
002300003	E S Alert St.	401 Liberty Street LLC	Vacant Land - Accessory To Commercial Pa	CV	NA
002300004	E S Alert St.	401 Liberty Street LLC	Vacant Land - Accessory To Commercial Pa	CV	NA
125350049	N S Worthington St.	401 Liberty Street LLC	Vacant Land - Accessory To Commercial Pa	CV	NA
125350048	502 Worthington St.	401 Liberty Street LLC	Vacant Land - Industrial	IV	NA
125350046	N S Worthington St.	Hastings Hill Realty LLC	Vacant Land - Accessory To Commercial Pa	CV	NA
125350044	N S O Worthington St.	Hastings Hill Realty LLC	Vacant Land - Accessory To Commercial Pa	CV	NA
080300065	127 Lyman St.	Bruce Wright Group LLC	General Office	Commercial	Elements
080300067	113 Lyman St.	Bruce Wright Group LLC	Storage, Warehouses And Distribution	Commercial	Line Source Inc. (Permanently Closed)
080300068	101-103 Lyman St.	Bruce Wright Group LLC	Manufacturing Warehouse Facilities	I	Unable to Determine
027500064	186 Chestnut St.	Bruce Wright Group LLC	Manufacturing Warehouse Facilities	I	Bay Colony Antiques
027500058	W S Chestnut St.	B S C Realty Inc	Parking Lots	Commercial Accessory use	NA
114300187	S S Taylor St.	B S C Realty Inc	Vacant Land - Accessory To Commercial Pa	CV	NA
042220358	405 Dwight St.	B S C Realty Inc	Multiple Use - Primarily Commercial	Commercial	The Colbys Band (Temporarily Closed) The X-Room at Mardi Gras Smokey Joe's Cigar Lounge CreepSheek Studio LLC 350 Grill
125350037	N S Worthington St.	B S C Realty Inc	Parking Lots	CA	NA
125350034	350 Worthington St.	B S C Realty Inc	Eating And Drinking Establishments	Commercial	Chef Wayne's Cajun On The Go

042220361	ES Dwight St.	B S C Realty Inc	Parking Lots	Commercial Accessory use	NA
125350281	345-349 Worthington St.	Springfield Parking Authority	Parking Lots	Exempt	NA
125350282	337-341 Worthington St.	Springfield Parking Authority	Parking Lots	Exempt	NA
042220365	341-359 Dwight St.	Springfield Parking Authority	Parking Lots	Exempt	NA
018400046	410 Bridge St.	Springfield Bridge Holding LLC	Parking Lots	Commercial Accessory use	NA
018400043	N S Bridge St.	Springfield Bridge Holding LLC	Parking Lots	Commercial Accessory use	NA
042220370	315 Dwight St.	Springfield Parking Authority	Parking Lots	Exempt	NA
042220367	329-333 Dwight St.	Springfield Parking Authority	Parking Lots	Exempt	NA
027500491	235 Chestnut St.	Altranais Home Care LLC	General Office	Commercial	Rose Ihedigbo Western Mass Recovery Learning Community Bowen Resource & Wellness Center Dare Family Services
027500073	232-240 Chestnut St.	Frank B Murray LLC	Small Retail And Service Stores Under 10	Commercial	Top Self Bar and Lounge All Star Insurance
053550040	125 Frank B Murray St.	Frank B Murray LLC	Storage, Warehouses And Distribution	Commercial	New England Maintenance Depot
027500070	Chestnut St.	Frank B Murray LLC	Eating And Drinking Establishments	Commercial	Olympic Deli Restaurant Shadow Bar & Lounge
077700627	S S Liberty St.	Liberty Street Acquisitions LLC	Parking Lots	Commercial Accessory use	NA
053550045	95-119 Frank B Murray Street	Dwight Station LLC	Medical Office	Commercial	Sunrise Behavioral Health Clinic
053550050	S S Frank B Murray St.	Dwight Station LLC	Vacant Land - Accessory To Commercial Pa	CV	NA

12.02 (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/preparing buildings for reuse, stabilizing parcels as needed, 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 H-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. For the purposes of the Financial Plan, it is estimated that \$350,000.00 will be needed for initial site assessments and minor remediation activities, primarily in Project Activity Area 12B. Once and site assessments are completed, actions and costs for remediation may be modified, if necessary.

7.2 Demolition to Support Redevelopment

As shown in Figure H-1: Buildings to be Demolished, Spot Clearance is proposed at the locations identified in Table 7-1: Demolition Parcels. Demolition is proposed for only certain parcels in the NEDD area. Care has been taken to not propose the demolition of any buildings that have or may have historic significance. Where demolition will occur, all utility services to the structures will be cut and capped within 10 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 7-1: Demolition			
Parcel ID	Site Address	Lot Size (Acres)	Building Area (SF)
Northeast Downtown District Project Area 12B			
080300045	204 Lyman St.	0.8789	16,514

7.3 Building Rehabilitation

Several buildings are identified for rehabilitation because they have characteristics contributing to the urban character and historical fabric of downtown. Where feasible, 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 building assessment to identify the appropriate measures for addressing materials requiring special handling. Whether completed by the SRA or a private redeveloper, all work will be conducted under

the supervision of qualified professionals who are knowledgeable and appropriately licensed, where feasible, rehabilitation will be completed such that existing materials will materials will be reused, and the ornamental details are consistent with original features.

Table 7-2: Rehabilitation			
Parcel ID	Site Address	Lot Size (Acres)	Building Area (SF)
Main St./Convention District Project Area 12A			
081300570	1163-1167 Main St.	0.0886	5,598
081300571	1127 Main St.	0.6795	28,954
081300116	1252 Main St.	0.0567	7,747
081300114	1228-1236 Main St.	0.1753	22,767
081300115	1242 Main St.	0.0333	4,170
081300577	1091 Main St.	1.0951	29,373
081300584	1021 Main St.	0.1609	6,741
081300112	1208 Main St.	0.3249	23,489
111100643	113 State St.	0.1801	38,623
081300572	1155 Main St.	0.389	81,879
111900044	11 - 21 Stockbridge St.	0.081	5,656
Northeast Downtown District Project Area 12B			
080300038	180-182 Lyman St.	0.1070	13,355
080300037	170-172 Lyman St.	0.2029	40,972
080300034	162-168 Lyman St.	0.1825	44,444
080300052	163 Lyman St.	0.0957	3,281
080300053	157-159 Lyman St.	0.0980	3,534
080300058	139-141 Lyman St.	0.1148	25,543
080300059	135 Lyman St.	0.0580	25,543
080300065	127 Lyman St.	0.3909	40,458
080300067	113 Lyman St.	0.2021	28,031
080300068	101-103 Lyman St.	0.1210	10,108
027500064	186 Chestnut St.	0.5399	12,560
080300043	192-194 Lyman St.	0.1845	8,504
080300040	N S Lyman St.	0.1464	435.6
114300167	179 Taylor St.	0.1741	13,807
042220358	405 Dwight St.	0.4774	66,181
027500491	235 Chestnut St.	0.7868	28,576
027500073	232-240 Chestnut St.	0.1941	6,697
053550040	125 Frank B Murray St.	0.3786	29,540
027500070	Chestnut St.	0.2162	3,014
053550045	95-119 Frank B Murray Street	0.9626	22,521

7.4 Interim Use

The SRA 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 and otherwise conforms to the urban renewal regulations and requirements

12.02 (8) Public Improvements

A few 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, PVTAs, 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 District, Project Activity Area 12A

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

Overall, public realm improvements noted in the MSCD will establish and solidify an overall district identity, continuity, and character for the area. As visitors and residents approach the MSCD 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 Park and Public Realm improvement plans are being prepared to renovate the Court Square area so that it truly functions as the crossroads and connector between the downtown’s *major* anchors and assets. 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 MMC, MGM, Symphony Hall, and Pynchon Park Court Square will be renewed as the civic heart, new destination space, and feature attraction at the City’s front door. The City is actively pursuing funding and implementation of this

phase one public realm project to enhance the area around current and future development sites adjacent to this “hub” for downtown. Additionally, the Court Square project will establish a “palette” of public realm standards for improvement and expansion into other areas and corridors of the downtown district.

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 and programmatic enhancements are being developed to enliven this prime area as an active pre-function, pre/post game attraction at the front door of MMC. MCCA/MMC are also pursuing redevelopment of the Civic Center Garage with ground floor retail uses, setbacks for sidewalk activation and plaza programming and improvements in direct response to the City’s master plan. Future connections through reactivated ground plane and/or upper-level bridge(s) from MCC to neighboring building(s) may be considered to further unify all the uses into a comprehensive connected 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 as referenced in Section 3.1.7. Focused within the Main St, Cross St, and Willow St area, this study will consider the potential for acquisition and consolidation of underutilized parking lots into a central parking/mixed-use structure.

8.3 Northeast Downtown District, Project Activity Area 12B

The NEDD 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 NEDD 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 NEDD will create economic benefits for local businesses, and streetscapes will be upgraded to safely accommodate pedestrians, bicycles, and vehicles.

12.02 (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 leading 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 may negotiate directly with any business within the Urban Revitalization Area (URA) who wishes to redevelop or 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 on the MSCD Master Plan and the NEDD Master Plan (see Figure S-3 and S-4) are conceptual in nature and depict development which is consistent with the goals of the URP 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 URP 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.

Many of the parcels are proposed for Mixed Use. The type of mixed-use desired by the SRA includes first-floor commercial uses that are very interactive with the pedestrian and sidewalk environment such as retail stores, restaurants, cafes, and businesses that cater to walk-in customers. Upper floors of these mixed-use buildings would include commercial, residential, and institutional uses. Through a mix of uses, the SRA plans to create a sustainable and balanced economy in the downtown.

The Proposed Use listed in Table 9-1 for parcels that were proposed for disposition in prior amendments is the current proposed re-use and supersedes prior amendments.

Table 9-1: Disposition Parcels				
Disposition Parcel ID	Current Parcel(s) ID	Current Parcel Street Address	Proposed Use	Lot Size (Acres)
Main St./Convention District Project Area 12A				
12A-1	081300116	1252 Main St.	Mixed Use	0.0567
12A-2	081300115	1242 Main St.	Mixed Use	0.0333
12A-3	081300114	1228-1236 Main St.	Mixed Use	0.1753
12A-4	081300112	1208 Main St.	Mixed Use	0.3249
12A-5	081300570	1163-1167 Main St.	Mixed Use	0.0886
12A-6	123100008	18-22 Willow St.	Mixed Use/Parking Structure	1.02
	081300571	1127 Main St.	Mixed Use/Parking Structure	
12A-7	081300571	1127 Main St.	Mixed Use	0.37
12A-8	081300577	1091 Main St.	Mixed Use	1.03
	094970010	24 Park St.	Mixed Use	
12A-9	081300577	1091 Main St.	Mixed Use	0.53
12A-10	081300584	1021 Main St.	Commercial	0.1609

Northeast Downtown District 12B				
12B-1	077700627	S S Liberty St.	Mixed Use	5.816827
12B-2	077700627	S S Liberty St.	Vehicular Access	0.7080
12B-3	027500491	235 Chestnut St.	Commercial	0.7868
12B-4	027500073	232-240 Chestnut St.	Mixed Use	0.1941
12B-5	027500070	W S Chestnut St.	Mixed Use	0.2162
12B-6	053550040	125 Frank B Murray St.	Mixed Use	0.3786
12B-7	053550045	95-119 Frank B Murray Street	Mixed Use	0.9626
12B-8	080300045	204 Lyman St.	Retail	1.20
	080300043	192-194 Lyman St.	Retail	
	080300040	N S Lyman St.	Retail	
12B-9	080300038	180-182 Lyman St.	Mixed Use	0.67
	080300037	170-172 Lyman St.	Mixed Use	
	080300034	162-168 Lyman St.	Mixed Use	
	080300032	NS Lyman St.	Mixed Use	
	080300031	N S Lyman St.	Mixed Use	
12B-10	080300029	N S Lyman St.	Mixed Use	0.56
	080300028	N S Lyman St.	Mixed Use	
	080300027	N S Lyman St.	Mixed Use	
	080300026	N S Lyman St.	Mixed Use	
12B-11	080300051	SS Lyman St	Residential	0.83
	080300052	163 Lyman St.	Residential	
	080300053	157-159 Lyman St.	Residential	
	080300054	S S Lyman St.	Residential	
	080300055	151 Lyman St.	Residential	
	080300056	S S Lyman St.	Residential	
	080300058	139-141 Lyman St.	Residential	
	080300059	135 Lyman St.	Residential	
12B-12	080300065	127 Lyman St.	Mixed Use	1.19
	080300067	113 Lyman St.	Mixed Use	
	080300068	101-103 Lyman St.	Mixed Use	
	027500064	186 Chestnut St.	Mixed Use	
12B-13	114300167	179 Taylor St.	Mixed Use	0.62
	125350050	N S Worthington St.	Mixed Use	
	125350049	N S Worthington St.	Mixed Use	
	125350048	502 Worthington St.	Mixed Use	
	002300004	E S Alert St.	Mixed Use	
	002300003	E S Alert St.	Mixed Use	
12B-14	125350046	N S Worthington St.	Mixed Use	0.43
	125350044	N S O Worthington St.	Mixed Use	
12B-15	125350044	N S O Worthington St.	Mixed Use	0.6032
12B-16	027500058	W S Chestnut St.	Mixed Use	0.70
	114300187	S S Taylor St.	Mixed Use	

	125350037	N S Worthington St.	Mixed Use	
12B-17	042220358	405 Dwight St.	Mixed Use	0.83
	125350034	350 Worthington St.	Mixed Use	
	042220361	ES Dwight St.	Mixed Use	
12B-18	125350281	345-349 Worthington St.	Parking Garage	0.80
	125350282	337-341 Worthington St.	Parking Garage	
	042220365	341-359 Dwight St.	Parking Garage	
	018400046	410 Bridge St.	Parking Garage	
	018400043	N S Bridge St.	Parking Garage	
	042220370	315 Dwight St.	Parking Garage	
	042220367	329-333 Dwight St.	Parking Garage	
12B-19	042220365	341-359 Dwight St.	Retail	0.32
	042220367	329-333 Dwight St.	Retail	
	042220370	315 Dwight St.	Retail	
Formerly Approved Disposition Parcels				
Current Parcel(s) ID		Current Parcel Street Address	Proposed Use	Lot Size (Acres)
042220030		Dwight St.	Mixed Use	1.8912
049050003		22 Falcons Way	Mixed Use	0.6069
111100643		113 State St.	Mixed Use	0.1801
081300572		1155 Main St.	Mixed Use	0.389
111900044		11 - 21 Stockbridge St.	Mixed Use	0.081

12.02 (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 URP. 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)
- Detailed plan and 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 URP 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 URP, current zoning and any other regulations promulgated by the SRA and City.

10.1 Urban Design Objectives and Guidelines

The original 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 SRA 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 URP expiration date. All prior approved objectives,

guidelines, and unique review procedures may still apply and are included in Exhibit F. (consult with SRA Executive Director to determine applicability if necessary). However, disposition uses and development controls in this Amendment 12 shall take precedence over prior approved uses and controls if they are in conflict.

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 the CSURP area. Project Activity 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 Central Business District (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.

In addition, these guidelines reference specific requirements for the MSCD Project Activity Area 12A as shown on Map S-2

Court Square Urban Renewal District Amendment 12

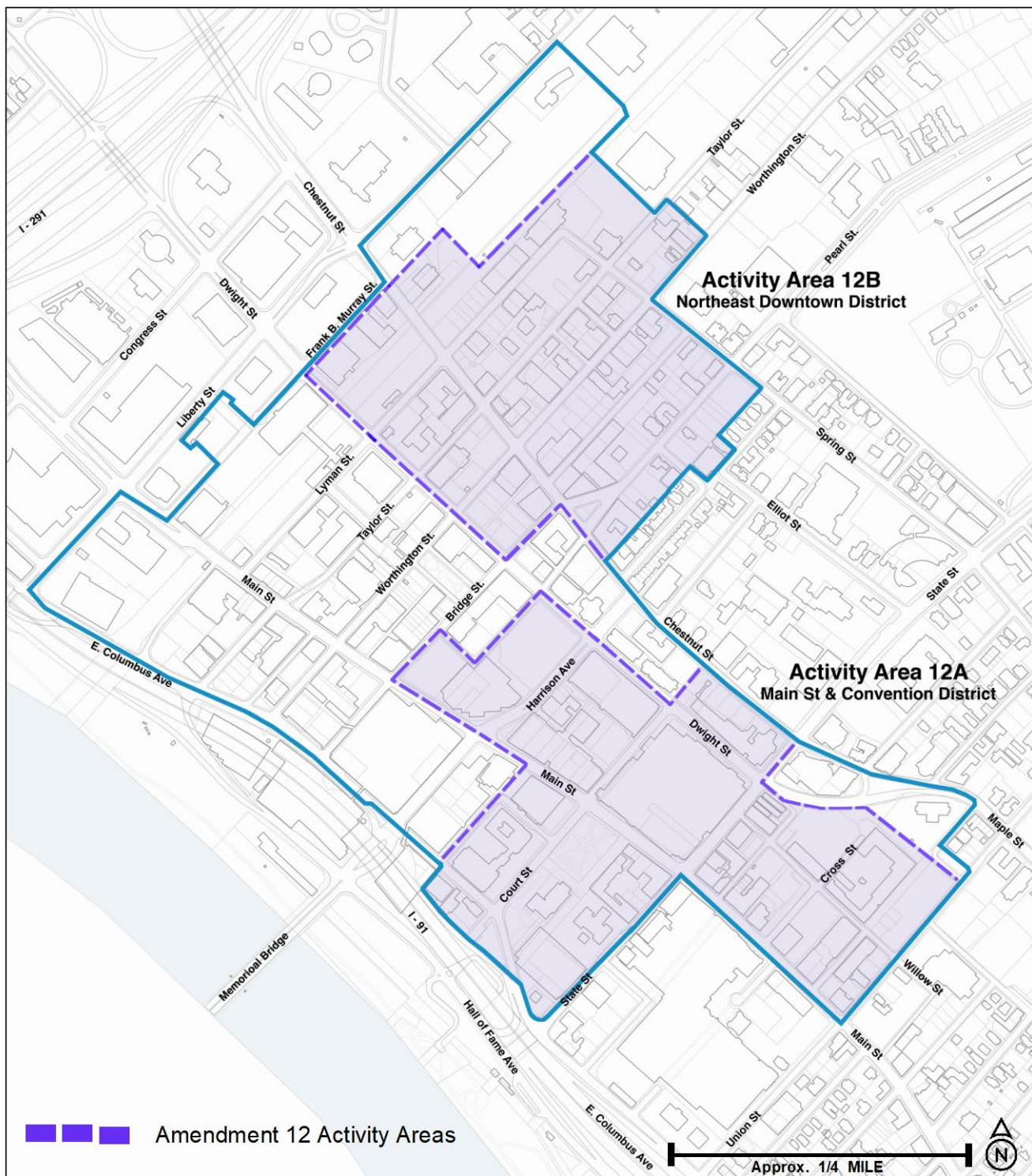


Exhibit S-2 **Project Activity Areas**

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 less strict 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 SRA shall use the following Urban Design Guidelines when reviewing any proposed project involving new building construction or building rehabilitation, and site construction within the entire CSURP Boundary.

1.1.1.1. 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 five 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 G. (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 MSCD Project Activity Area 12A, (Map S-2) the use of awnings, canopies, blade banners, and accent lighting generally consistent with Casino Overlay District is encouraged.

Building Massing

New development 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 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.

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.

1.1.1.2. 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 the architecture of Union Station and other historic buildings in the surrounding Union Station area that are designed in a traditional style.

Main Street & Convention District, Project Activity Area 12A

Furthermore, as per Amendment 12, for all new development within the MSCD Project Activity Area 12A the following also apply:

- Placement of Uses within Buildings:
 - 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.

- 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.

1.1.1.3. 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 three 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 two feet in height when planted and maintained at a height not to exceed four feet. Trees may be mixed in with lower screening plant material and in such cases the landscape strip must be a minimum of five 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.

1.1.1.4. 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 and 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.

1.1.1.5. 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.

1.1.1.6. Site Improvements for Specific Areas

The following requirements were established in prior amendments, and the plazas were constructed. These requirements are included for reference should plaza modifications be proposed during the lifetime of this CSURP Amendment 12.

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.

1.1.1.7. Signage

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 are permitted. Signs shall not exceed fifty (50) square feet.

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 MSCD.

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.

1.1.1.8. Signage for Specific Areas

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

Furthermore, within the Main Street Convention District, Project Activity Area 12A, the SRA will assess signage relative 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 to 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.

1.1.1.9. Underground Utility Lines

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

10.2 Springfield Redevelopment Authority 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 URP, 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 URP 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 URP requirements.

Springfield Redevelopment Authority 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 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 Activity 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:

2. **Site Plan.** A Site Plan incorporating the following information:
 - a. The locus.
 - b. 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).
 - c. The location, boundaries, and dimensions of each lot.
 - d. Property lines and adjacent public or private ways.
 - e. Size and location of existing and proposed structures, including adjacent structures.
 - f. Existing topography and future grading.

- g. Location of parking for automobiles, trucks, trailers, and other vehicles (labeled to show numbers and sizes of spaces).
- h. Size, design, location, and elevations of utilities including proposed services.
- i. Driveways, curb cuts, loading and unloading areas, and vehicular/pedestrian circulation internal to the project boundary.
- j. 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.
- k. Exterior lighting (including numbers, lumens, height, type, size, etc.).
- l. 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.
- m. Any areas to be used for snow storage.
- n. Any other plans, specifications, or information considered necessary by the SRA for adequate review of the proposed improvements.
- o. 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.
- p. 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.
- q. Materials. Specifications for construction and materials (including proposed colors) of all exterior materials and finishes (including window, roof, etc.)
- r. 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.
- s. Construction Schedule. A construction schedule from initiation of site activities to completion and occupancy.

3. 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 URP, 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 URP, 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.

4. Changes in Approved Plan

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

5. 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 DHCD, until the URP expiration date, unless amended.

12.02 (11) Time Frame

11.1 Implementation

The implementation of the URP is anticipated to be undertaken in phases. This CSURP: Amendment 12 extends the time period of the CSURP 15 years from the date DHCD approves Amendment 12. During this 15-year period, the SRA will review the CSURP every five years relative to private and public actions that have occurred and may influence the actions proposed in this CSURP Amendment 12. If the SRA believe the CSURP Amendment 12 needs to be amended as a result of those actions, the SRA may propose an amendment to the urban renewal plan, following DHCD guidance and requirements. As per the current URP regulations and guidelines, major urban renewal amendments require a full approval process involving a public hearing and approvals by the Planning Board, SRA, City Council and DHCD, as well as an update to MEPA Certificate for the Amendment 12.

In addition to this five-year review, this URP reflects current conditions in the SRA's development priorities, which are dynamic and subject to change. At any time, if there is a need for a major change to the URP, such change 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.

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.

Potential Implementation Sequence for Main Street & Convention District Project Activity Area 12A

The implementation timeline listed below is taken from the City's *Phase One MSCD Plan* dated March 2021, 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 SRA and the City. The SRA maintains a close working relationship with the City. Therefore, it is expected that most of the public realm actions, planning studies, and policy/regulatory actions will be executed jointly by the SRA and 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 public realm 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 assistance and developer facilitation as/if they advance or become available (Main St. corridor sites, Willow St. area, etc.) 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

STEP 3 - 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 – 10 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.

STEP 3 - 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
- Potential for civic / business leadership participation in residential Initiative

12.02 (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 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

This CSURP: Amendment 12 has been prepared with the understanding that “but for” the SRA’s actions, including the acquisition of key parcels, private redevelopment as described in this document, development will not occur. Very minimal investment has occurred in the NEDD since the gas explosion in 2012, and SRA actions are needed to stimulate redevelopment activities in the Project Activity Area 12B. In Project Activity Area 12A, private investment has not occurred in buildings that have been partially or completely vacant for years. Furthermore, there are a number of surface parking lots which are not the highest and best use of land in this area of downtown. SRA action is needed to attract private investment as well as implement public improvements to support private development.

Should the SRA need to acquire a parcel to facilitate private investment and redevelopment, 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, 63 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. For the purposes of the Financial Plan, it is estimated that \$350,000.00 will be needed for initial site assessments and minor remediation activities, primarily in Project Activity Area 12B. Once and site assessments are completed, actions and costs for remediation may be modified, if necessary.

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 15-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 URP 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. The third column in Table 12-1 references potential funding sources by letters which are keyed to letters from the list of funding sources which follows the Financial Plan table.

Financial Plan		
URP Public Action	Estimated Cost	Potential Funding Sources
If Necessary, Potential Cost of Acquiring Privately-Owned Parcels, Based on 2022 Assessed Values		
Project Activity Area 12A	\$ 5,728,100.00	A, B, C, M, R, T, W, Z
Project Activity Area 12B	\$ 11,046,000.00	A, B, C, E, M, T, W
Value of City-owned Property that may be Transferred from City to SRA	\$ 846,900.00	A, B, C, M, City contribution
Appraisals and Legal Costs for Acquisitions	\$ 600,000.00	A, B, C, M
Relocation Costs		
Relocation Plan, Relocation Consultant for Implementation, and Estimated Relocation Payments	\$ 6,000,000.00	A, B, C, M
Building Stabilization Prior to Rehabilitation		
Building Stabilization Costs	\$ 900,000.00	A, B, C, J, M, Q, T, Z, AA
Demolition and Site Preparation		
Demolition and Site Stabilization	\$ 165,140.00	A, B, C, M, N, Q, T, Z, AA
Site/Building Remediation	\$ 350,000.00	A, B, C, H, M, N, T
Public Realm Improvements		
Roadway and Streetscape Improvement	\$ 5,000,000.00	B, C, D, F, I, M, O, P, Q, Y, Z, CC
Park and Open Space Improvements	\$ 15,000,000.00	B, C, E, I, M, V, Z
New Structured Parking	\$ 75,000,000.00	B, C, M
Public Realm Improvements Total:	\$ 95,000,000.00	
Consultants		
Design Services for Public Realm Improvements	\$ 9,500,000.00	A, B, C, M
Administrative		
Support Services for Administration, Legal, Property Management Fees, etc.	\$ 1,400,000.00	A, B, Z
Sub total	\$131,536,149.00	
Contingency 10%	\$ 13,153,614.00	
Total Estimated Project Costs:	\$144,698,754.00	Total from above
Income from Sale (<i>Estimated</i>) of SRA Owned parcels and City Properties to be transferred to the SRA		
Value of parcels to be sold, existing SRA parcels & 14 parcels to be transferred from City to the SRA	\$ 2,182,550.00	
Income from Sale or Lease (<i>Estimated</i>) of Acquired properties		
From new disposition parcels	\$ 16,000,000.00	
Net Project Cost:	\$126,507,204.00	Total Project Cost minus Potential Income from Sales
Funding/Resources in Place		
Funding/Resources	\$ 15,000,000.00	Section funding, public realm improvement funding.
City support for Legal, Admin and Ct Sq.	\$ 10,000,000.00	A, B, Z
Total Estimated Funding Required:	\$101,507,204.00	
Anticipated Future Funding & Grants		
	\$101,507,204.00	

12.6 Financing Approach

The SRA will rely on a mix of local, state, and federal funding and programs to undertake actions and implement public improvements intended to spur private investments during the implementation phase of the URP. Potential grants and funding programs include, but are not limited to, the following.

Development Tools / Incentives / Grants Coordination

As a component of the CSURP development strategy, various 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 unviability 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 CSURP Area
- 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

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], 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, which 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>].

Local Funding

- A. **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.
- B. **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:
 - i. **Property transfers:** The plan identifies City of Springfield-owned parcels to be transferred to the SRA. This would be considered an 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 parcels to generate revenue.
- C. **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

- D. **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.
- E. **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.
- F. **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.
- G. **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.

- i. ***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.
 - ii. ***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.
- H. **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), Community Development Block Grant (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).
- I. **DCR Greening the Gateway Cities Program:** The Massachusetts Greening the Gateway Cities Program (GGCP) is an environmental and energy efficiency program designed to reduce household heating and cooling energy use by increasing tree canopy cover in urban residential areas in the state's Gateway Cities¹².
- J. **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. 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.
- K. **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.

¹²Department of Conservation and Recreation, Massachusetts, *Greening the Gateway Cities*
<https://www.mass.gov/doc/greening-the-gateway-cities-program-fact-sheet/download#:~:text=The%20Massachusetts%20Greening%20the%20Gateway,in%20the%20state's%20Gateway%20Cities.>

Chapter 40R also provides participating municipalities with one-time density bonus payments of \$3,000 per housing unit upon issuance of building permits.

- L. **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.
- M. **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.
- N. **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.
 - i. ***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.
 - ii. ***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.
 - iii. ***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.

- iv. ***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.
- O. **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.
- P. **Shared Streets:** The Shared Streets and Spaces Program is administered by the Massachusetts Department of Transportation (MassDOT). The program provides funding to municipalities and public transit authorities to quickly implement improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces in support of public health, safe mobility, and strengthened commerce. Building on the success of the program first launched as a response to the COVID-19 pandemic during the summer of 2020, the program continues to be an integral funding source for communities as they address ongoing challenges and seek to improve their transportation infrastructure.¹³
- Q. **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.
- R. **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.
- S. **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

¹³ Mass.Gov, *Shared Streets and Spaces Grant Program*, <https://www.mass.gov/shared-streets-and-spaces-grant-program>

developers to exercise the power of eminent domain to assemble development sites in specified circumstances.¹⁴

Federal Funding

- T. 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. 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).
- U. 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.
- V. 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.
- W. 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.

¹⁴ Department Of Housing & Community Development, M.G.L. Chapter 121A - Urban Redevelopment Corporations Preparation Guide, <https://www.mass.gov/doc/mgl-chapter-121a-preparation-guide/download>

- X. **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.
- Y. **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).¹⁵ 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.
- Z. **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.
- AA. **Community Development Fund:** Established in the HCA to assist the City with advancing the redevelopment efforts of the Main Street/Convention 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. 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.
- BB. **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

¹⁵ U.S. Department of Transportation, Federal Highway Administration, *Transportation Alternative*, https://www.fhwa.dot.gov/environment/transportation_alternatives/

District, including on-going strategic planning work and possible augmentation of the HUD Section 108 loan for acquisition and development of specific projects.

CC. 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.¹⁶

DD. 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.

- i. ***Opportunity Zones (OZ)***: Over half of the Main St/Convention 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.
- ii. ***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 2018.¹⁷

¹⁶ U.S. Department of Transportation, Federal Highway Administration, *Transportation Enhancement Activities*, https://www.fhwa.dot.gov/environment/transportation_enhancements/

¹⁷ Office of Policy Development and Research, *Low-Income Housing Tax Credit (LIHTC)*, <https://www.huduser.gov/portal/datasets/lihtc.html>

12.02 (13) Citizen Participation

This URP incorporates input received from public outreach efforts undertaken during the urban renewal planning process for the CSURP: Amendment 12. This Amendment 12 also builds upon the public input received from the previous planning efforts, including the Main St./Convention District Master Plan and the NEDD Master Plan that are the basis for many recommendations found in amendment 12 and the two activity areas.

Main St / Convention District Master Plan

Community participation was an important component of this planning effort. Public participation was initiated with a series of public presentations and input sessions of individuals representing diverse roles and responsibilities in the life of the downtown, including, citizens, representatives of agencies and interest groups. Key organizations included the Armory Quadrangle Civic Association (AQCA), South End Civic Association, downtown Business Improvement District (BID) members, PVPC, West Mass/CVCB, and larger landowners including MGM, MMC/MCCA and Related Properties.

Northeast Downtown District Master Plan

From September of 2020 through August of 2021, a series of community meetings were advertised and held via Zoom for the NEDD Master Plan. These included two meetings organized by the AQCA as well as meetings with local property owners and business owners in the Apremont Triangle/Chestnut Street corridor area. Feedback from participants, including representatives from the Springfield Museums and the Springfield Preservation Trust, led to refined feasibility studies for both the Chestnut Street right-of-way and the park in Apremont Triangle.

13.1 CSURP: Amendment 12

Citizen Advisory Committee

The SRA established a Citizen Advisory Committee (CAC) to advise the SRA, SRA staff and consultants on the actions that should be incorporated into this CSURP: Amendment 12. The Citizens' Advisory Committee (CAC) comprised a dedicated group of stakeholders who are committed to the development and implementation of the URP. The Committee represented a diversity of interests, backgrounds, cultures, and ages. The CAC consisted of the following members:

CAC Member	Springfield Association
Betsy Johnson	President of the Armory Quadrangle Civic Association
Maria Perez	City Councilor for Ward 1
Catherine Ratté	Director, Land Use and Environment Department - PVPC
Leo Florian	President of the South End Citizens Council

Citizen Advisory Committee involvement was initiated in the Spring of 2022. CAC meetings and topics of discussion included:

- *February 25, 2022 Meeting:* Court Square URP - Citizen's Advisory Committee (CAC) Kick Off Meeting. The CAC was provided with an overview of the Urban Renewal process, recent CSURP planning efforts, and a general overview of CSURP: Amendment 12 including:
 - The CSURP: Amendment 12 "Needs and Objectives" which Align with the Main St. Convention District Master Plan and NEDD Plan
 - Elements of the CSURP

- Key Considerations for Amendment 12
 - Economic Investment/ Strategies
 - Boundary Expansion
 - Public Improvements
 - The URP Amendment Process and Next Steps
- *May 16, 2022 Meeting*
 - Proposed CSURP actions
 - SRA Design Review Guidelines Process
 - Financial Plan
 - Approval Process

Public Input and Stakeholder Meetings

The SRA staff also organized public and stakeholder meetings to discuss the CSURP Amendment process and recommended CSURP actions. These meetings included:

- *April 21, 2022* - meeting with the Armory Quadrangle Civic Association
 - Needs and Objectives of CSURP Amendment 12
 - Align / Update CSURP with Current Master Plans and “City Vision”
 - Consolidate/Streamline into Comprehensive Document for Developer and SRA use
 - CSURP History and Key Elements
 - Amendment 12 Considerations
 - Economic Investment / Strategies
 - Boundary Expansion
 - Public Improvements
 - Amendment Process - Next Steps
- *June 9, 2022* – two meetings, one with key stakeholders and one with property/business owners. Meetings included a presentation of:
 - Introduction to the CSURP Plan and Amendment Process
 - Details of Amendment 12 and SRA Responsibilities
 - Boundary Expansion
 - Introduction of New Project Activity Areas
 - Actions
 - Urban Design
 - Timeline
 - Funding
 - Next Steps
- *September 15, 2022* – meeting with property/business owners. Meeting included a presentation of:
 - What We Heard at the Public Hearing
 - Adjustments to the Acquisition List – approach is to remove from the proposed acquisition list properties that had viable businesses on them and the business owner was also the property owner
 - Other CSURP Edits
 - Next Steps

Springfield Redevelopment Authority Meetings

The SRA has held meetings which are open to the public at which the CSURP Amendment was discussed. The SRA Executive Director updated the SRA on the status of the CSURP 12 Amendment at each of their monthly meetings in 2022. In addition, the URP consultants, CCS and BSC, provided an update to the SRA at the meeting dates. Topics discussed included:

- *September 14, 2021*
 - Introduction of BSC Staff
 - Intent of CSURP Amendment 12 is to consolidate all prior CSURP amendments into one document and incorporate recommendations from the MSCD Plan prepared by CCS
 - Build upon the original Court Square URP goals
 - Prepare an amendment that meets current DHCD URP Preparation Guidelines
 - Extend the original designation as an urban renewal area
 - Update actions to meet current vision and needs
- *January 26, 2022*
 - Overview of the MSCD Plan
 - CSURP 12 Consolidation Status
 - Overview of Plan Amendments and Consolidation Process
 - Status of CSURP 12 Amendment Elements
 - Objectives / CSURP Boundary Expansion / Acquisition Strategy
 - Redevelopment Review
 - Next Steps
- *May 12, 2022*
 - Intent of Amendment 12
 - Details of Amendment 12 and SRA responsibilities
 - Boundary Expansion
 - Introduction of New Project Activity Areas
 - Actions
 - Urban Design
 - Timeline
 - Funding
 - Next Steps

City Council Economic Development Subcommittee

The City Council Economic Development Subcommittee has held meetings which are open to the public at which the CSURP Amendment was discussed. The meeting dates and associated topics were:

- *April 13, 2022*
 - Needs and Objectives of the CSURP Amendment 12
 - Align / Update CSURP with Main St. & Convention District New Master Development Plan & Northeast Downtown District Plan
 - Consolidate & Streamline into Comprehensive Plan for Developer and SRA use
 - CSURP History and Key Elements
 - CSURP Amendment 12 Considerations
 - Economic Investment/ Strategies
 - Boundary Expansion

- Public Improvements
- Next Steps
- *May 18, 2022*
 - Details of Amendment 12 and SRA responsibilities
 - Boundary Expansion
 - Introduction of New Project Activity Areas
 - Urban Design Objectives/Design Guidelines
 - Actions
 - Funding
 - Next Steps
- *September 21, 2022*
 - What We Heard at the Public Hearing
 - Adjustments to the Acquisition List – approach is to remove from the proposed acquisition list properties that had viable businesses on them and the business owner was also the property owner
 - Other CSURP Edits
 - Next Steps

Public Hearing

A Public Hearing about the CSURP Amendment 12 was held by the Springfield City Council on August 22, 2022, in City Council Chambers in City Hall. Prior to the Hearing, a of the CSURP Amendment 12 report was made available on-line for public review. At the Public Hearing, the public was provided with an overview of the CSURP 12 including:

- Why is the SRA Preparing this CSURP Amendment 12
- The Benefits of an Urban Renewal Plan
- The Elements of CSURP Amendment 12
- Next Steps

The public was then allowed to provide comments and questions. Following public comments, City Council Members also provided comments and questions.

Planning Board Approval

The Springfield Planning Board approved the Amendment 12 on Wednesday, June 1st, 2022. The full resolution is included in CSURP 12 Section 12.02 (14). The following is an excerpt from that approval. "The Court Square Urban Renewal Plan: Amendment 12 is based on a local survey and is consistent with the comprehensive plan for the City of Springfield as a whole in accordance with MGL c.121b s.48."

City Council Approval

The Springfield City Council approved Amendment 12 to the Court Square Urban Renewal Plan on October 17th, 2022. The full resolution is included in CSURP 12 Section 12.02 (14). The following is an excerpt from that approval: **"NOW THEREFORE, BE IT ORDERED**, that the City Council of the City of Springfield hereby approves and authorizes the Springfield Redevelopment Authority to adopt Amendment #12 to the Court Square Urban Renewal Plan, in substantially the same form as the attached."

CSURP Amendment 12 Web Site

Additionally, SRA staff created a page on its website dedicated to CSURP Amendment 12. The site included easy access to the amendment (as updated), City plans (MSCD & NEDD), copies of presentations, relevant public communications about the URP, and allowed public to comment directly to the SRA relative to the amendment/process.

12.02 (14) Requisite Municipal Approvals



Springfield Planning Board

Regular Meeting

~ Minutes ~

Springfield, MA 01106
<http://www.springfieldcityhall.com>

Alvin Allen
(413) 787-6020

Wednesday, June 1, 2022

6:00 PM

City Hall--Room 220

I. Call to Order

6:00 PM Meeting called to order on June 1, 2022 at City Hall--Room 220, 36 Court Street, Springfield, MA.

Attendee Name	Title	Status	Arrived
Jennifer McQuade		Present	
Gloria DeFillippo		Present	
Leo Florian		Present	
Rico Daniele		Present	
Rosemary Morin		Present	
Chelsea Choi		Present	
Martin Cunningham		Present	
Luca Mineo		Present	

II. Acceptance of Minutes

III. Public Hearings:

A. Liquor License

1. Petition (ID # 6800)

All Alcoholic Liquor License at the Property Known as 762 Boston Road

COMMENTS - Current Meeting:

CONDITIONS:

- . The hours of operation shall be no later than 1:00AM.
- . There shall be no banners, streamers or other promotional material located on the exterior of the building, with the exception of "grand opening".
- . All parking spaces shall be clearly marked.
- . The required number of parking spaces for this building shall be confirmed by the Building Department. If the applicant does not meet the required number, a variance from the Board of Appeals shall be obtained prior to the issuance of a Certificate of Occupancy.

RESULT:	APPROVED [UNANIMOUS]
AYES:	McQuade, DeFillippo, Florian, Daniele, Morin, Choi, Cunningham, Mineo

IV. Non-Subdivision Plans

V. All Other Matters Properly Before the Board

Court Square Urban Renewal Plans: Amendment 12

The Court Square Urban Renewal Plan: Amendment 12, has been prepared as an Urban Renewal Plan (URP) as per the regulations under Massachusetts General Law Chapter 121B. As such, the information contained in the Plan must meet the State's regulations for an URP, including information that is specifically required for Planning Board review and endorsement of the plan.

Under Chapter 121B, Section 48, the Urban Revitalization Plan must include evidence that the Planning Board determined that the Plan is based *"on a local survey and conforms to any existing planning documents covering the urban renewal area as a whole, including, but not limited to, a comprehensive plan for the locality."* As such, the Planning Board's role is to review the boundary and actions of the Plan in order to make a finding that the proposed URP conforms to the plans of the City of Springfield. In addition, the City Council must also review and approve the Plan subsequent to the Planning Board's determination. If the plan were to substantially change after review by the City Council, it would come back before the Planning Board.

The Office of Planning and Economic Development has worked closely with SRA in the drafting of this amendment and has fully reviewed the submitted draft. After a full review, the staff has found the plan to be in conformance with the underlying planning documents. As such, the staff would recommend a favorable vote by the Board.

The Planning Board vote is a simple yes or no vote and the majority passes. The Planning Board vote is as follows:

"The Court Square Urban Renewal Plan: Amendment 12 is based on a local survey and is consistent with the comprehensive plan for the City of Springfield as a whole in accordance with MGL c.121b s.48."

VOTE OF THE BOARD:

8 - YES

0 - No



City Council

ADOPTED

Meeting: 10/17/22 07:00 PM
Initiator: Amanda Pham
Sponsors:
DOC ID: 7058

Order Approving Amendment #12 to the Court Square Urban Plan ()

Order Approving Amendment #12 to the Court Square Urban Plan

CITY OF SPRINGFIELD

In the City Council October 17, 2022

WHEREAS, the Springfield Redevelopment Authority (“SRA”) is a public urban renewal agency and independent body politic under M.G.L. c. 121B, engaged in the elimination of abandoned, blighted and/or decadent properties through authorized urban renewal projects; and

WHEREAS, the SRA, with the approval of the City of Springfield City Council and the Massachusetts Department of Housing and Community Development, previously approved the Court Square Urban Renewal Plan (“Plan”), as amended; and

WHEREAS, the SRA has undertaken a comprehensive review of the Plan, with the assistance of expert urban renewal and planning consultants, and is now proposing a major amendment to modernize the Plan, and to adjust the boundaries of the plan area; and

WHEREAS, on August 22, 2022, the Springfield City Council held a public hearing to review the amendment proposal and obtain public input; and

WHEREAS, the SRA has presented the proposed Amendment to the Springfield City Council’s subcommittee on Economic Development on April 13, 2022, May 18, 2022, and again on September 21, 2022, and the SRA met with business owners potentially impacted by the proposed Amendment to address their concerns; and

NOW THEREFORE, BE IT ORDERED, that the City Council of the City of Springfield hereby approves and authorizes the Springfield Redevelopment Authority to adopt Amendment #12 to the Court Square Urban Renewal Plan, in substantially the same form as the attached.

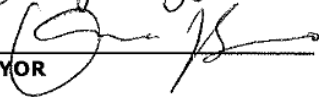
Updated: 10/13/2022 4:22 PM by Gladys Oyola-Lopez

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RESULT: **ADOPTED [UNANIMOUS]**
AYES: Perez, Click-Bruce, Curran, Walsh, Brown, Davila, Hurst, Edwards, Allen,
Govan, Fenton, Whitfield, Lederman

PRESENTED TO THE MAYOR ON: October 18, 2022

CITY CLERK:  _____

APPROVE:  _____ **DATE: October 18, 2022**
MAYOR

12.02 (15) Massachusetts Environmental Policy Act

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

The SRA has not yet filed the EENF for the URP 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 SRA 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.

The SRA has sent a copy of the CSURP Amendment 12 to the Massachusetts Historical Commission. The Commission has provided some initial comments which have been incorporated into the CSURP. The SRA and its consultant team is in the process of answering questions raised by the Commission.