



# **CITY COUNCIL**

## **Hearings Meeting Agenda - 36 Court Street #223**

I hereby notify you that the following items of business have been filed with this office and can be acted upon at the meeting of the City Council **Monday, October 27, 2025** at 7:00 PM.

City Clerk

### **Roll Call**

### **Moment Of Silence - Pledge Of Allegiance**

### **Reports Of Committee**

Special Report from PILOT Committee - Councilor Davila

### **Petitions**

1. EVERSOURCE - 96 Audley Road
2. 25-25 St Jame St. Stop Sign
3. 25-26 Sunrise Terr. Stop Sign
4. 25-27 School St. Stop Sign
5. 25-28 Alden St. Stop Sign

### **Special Permits**

6. Change in Petitioner — 484 Boston Road, 472 Boston Road & NS Boston Road
7. Change in Petitioner — 480 Central Street

### **Zone Change**

8. Change the zoning of the property known as NS Hampshire Street, I.O. (06240-0010) from Residence B to Residence C.



## **ORDER FOR THE LOCATION OF CLASS 1 POLE**

**WHEREAS** The Board of Public Works, to which was referred the petition of 96 Audley Road of Eversource Electric Company dated September 30, 2025, to install (1) 40' pole in front of house 96 Audley Road.

**WHEREAS**, said petition 96 Audley Road, was referred to the Board of Public Works on September 30, 2025; and

**WHEREAS**, On October 1, 2025, a Notice of a Public Hearing on 96 Audley Road to be held on October 15, 2025, was sent by mail, to all property owners abutting an affected road, various Departments, Utility Companies, etc before the day of the hearing and posted on two public bulletin board a copy of which is attached a hearing of the Board of Public Works was held as scheduled on-site with the petitioner and interested parties.

**WHEREAS**, on May 20, 2025, the Board of Public Works reported thereon that, after careful consideration of the petition, 96 Audley Road to install (1) 40' Class I pole to be located approximately 100' Northeast of existing Pole 1777/B6 and approximately 80' Southwest of existing Pole 1777/B7. This structure will be used to accommodate the requested solar system for house #40 Signal Hill Cir. in Springfield. All are shown on a plan attached entitled:

EVERSOURCE, 96 Audley Road

Consisting of one (1) sheet, which plan is incorporated herein by reference and is on file in the office of the Engineering Division of the Department of Public Works, Springfield, Massachusetts.

**WHEREAS**, the petition for 96 Audley Road came before the City Council for a Public Hearing on this date,

### **NOW, THEREFORE, BE IT ORDERED:**

1. That due care for public safety is exercised during construction, including but not limited to the use of a police officer(s) for traffic control if necessary.
2. That said, construction would not unnecessarily interfere with the movement of vehicular or pedestrian traffic in the area.
3. That care be taken during said construction not to damage any underground services.
4. That the construction site be returned to the same condition as found or better.

5. Said company shall indemnify and save harmless against all damages, costs, and expenses whatsoever to which the City may be subjected in consequence of the acts or neglect of said Company, its agents or servants, or in any manner arising from the rights and privileges granted it by the City.
6. In addition, said company shall, before a public way is disturbed for the laying of its wire or conduit, execute its bond in the penal sum of Ten Thousand Dollars (\$10,000) conditioned for the faithful performance of its duties under this permit.
7. Said company shall comply with the requirements of existing Ordinances and orders and comply with any changes in Ordinances and orders as may hereafter be adopted by the Mayor and Council governing the construction and maintenance of buried cable, conduits, and wires.
8. Any sidewalks that are damaged or removed will be replaced in kind and in accordance with the City of Springfield's Standard Specifications.
9. Ramps for the handicapped will be provided if and where required by law and in conformance with the Rules and Regulations of the Massachusetts Architectural Barrier Board.
10. Any curbing that is disturbed during construction will be reset to the established street grade using proper construction procedures.
11. That all proposed silo, manhole, and hexhole covers will conform to and be compatible with the established street, tree belt, or sidewalk grades with suitable non-skid covers when in the sidewalk area.
12. The Springfield Water and Sewer Commission be notified before construction begins. All installations of adjacent utilities must be a minimum of 4 feet from the existing water and/or sewer main, edge to edge of pipe.
13. That asphalt trench restoration be done in accordance with the City of Springfield DPW requirements.
14. That all conditions outlined in the respective order are complied with.



CITY OF SPRINGFIELD, MASSACHUSETTS

Date: October 15, 2025

TO THE MAYOR AND CITY COUNCIL OF THE CITY OF SPRINGFIELD:

The Board of Public Works, to which was referred the petition 96 Audley Road of Eversource Electric Company dated September 30, 2025, to install (1) 40' Class I pole to be located approximately 100' Northeast of existing Pole 1777/B6 and approximately 80' Southwest of existing Pole 1777/B7. This structure will be used to accommodate the requested solar system for house #40 Signal Hill Cir, all as substantially shown on a plan attached, referred to 96 Audley Road, which is incorporated herein by reference, and to lay and maintain underground laterals, cables, and wires in the above or intersecting public ways for distributing purposes, reports thereon as follows:

By virtue of Chapter 708 of the Acts of 1977, the Board of Public Works held the hearing on the above matter, provided for in Section 22 of Chapter 166 of the General Laws. The hearing was held on October 15, 2025, at 3:30 P.M. in front of House 96 Audley Road, in Springfield, MA. Two (2) members of the Board and two (2) persons interested in the matter were present. Of the latter, two (2) voted in favor and no one (0) voted against.

The Board considers the request necessary to upgrade de service of house 40 Signal Hill Cir. for the installation of solar panels.

After careful consideration, the Board recommends the petition be granted, provided:

That due care for public safety is exercised during construction, including but not limited to the use of a police officer(s) for traffic control if necessary.

That said, construction would not unnecessarily interfere with the movement of vehicular or pedestrian traffic in the area.

That care be taken during said construction not to damage any underground services.

That the construction site be returned to the same condition as found or better.

Said company shall indemnify and save harmless against all damages, costs, and expenses whatsoever to which the City may be subjected in consequence of the acts or neglect of said Company, its agents or servants, or in any manner arising from the rights and privileges granted it by the City.

In addition, said company shall, before a public way is disturbed for the laying of its wire or conduit, execute its bond in the penal sum of Ten Thousand Dollars (\$10,000) conditioned for the faithful performance of its duties under this permit.

Said company shall comply with the requirements of existing Ordinances and orders and comply with any changes in Ordinances and orders as may hereafter be adopted by the Mayor and Council governing the construction and maintenance of buried cable, conduits, and wires.

Any sidewalks that are damaged or removed will be replaced in kind and accordance with the City of Springfield's Standard Specifications.

Ramps for the handicapped will be provided if and where required by law and in conformance with the Rules and Regulations of the Massachusetts Architectural Barrier Board.

Any curbing that is disturbed during construction will be reset to the established street grade using proper construction procedures.

That due care be exercised not to unnecessarily damage any public shade trees located within the construction area.

The Springfield Water and Sewer Commission be notified before construction begins. All installations of adjacent utilities must be a minimum of 4 feet from the existing water and/or sewer main, edge to edge of pipe.

That all conditions set forth in the respective order are complied with.

\_\_\_\_\_  
John A. Fitzgerald )  
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BOARD OF PUBLIC WORKS

# **PETITION TO INSTALL AND MAINTAIN UNDERGROUND LINES FOR THE TRANSMISSION OF ELECTRICITY**

To the Select Board of the City of Springfield, Massachusetts.

WESTERN MASSACHUSETTS ELECTRIC COMPANY prays that after due notice and a hearing as provided by the law it may be granted permission to install and maintain below the surface of the ground in the public way hereinafter named, a line or lines for the transmission of electricity consisting of conduits located as shown upon the plan filed herewith and made a part hereof together with the necessary wires, cables, transformers, switches, protective devices and other appurtenances, and likewise the manhole and vault construction connected with said lines as indicated by said plan marked:

The following is the public way above referred to:

**Location:** The area of Audley Rd. Springfield, MA.

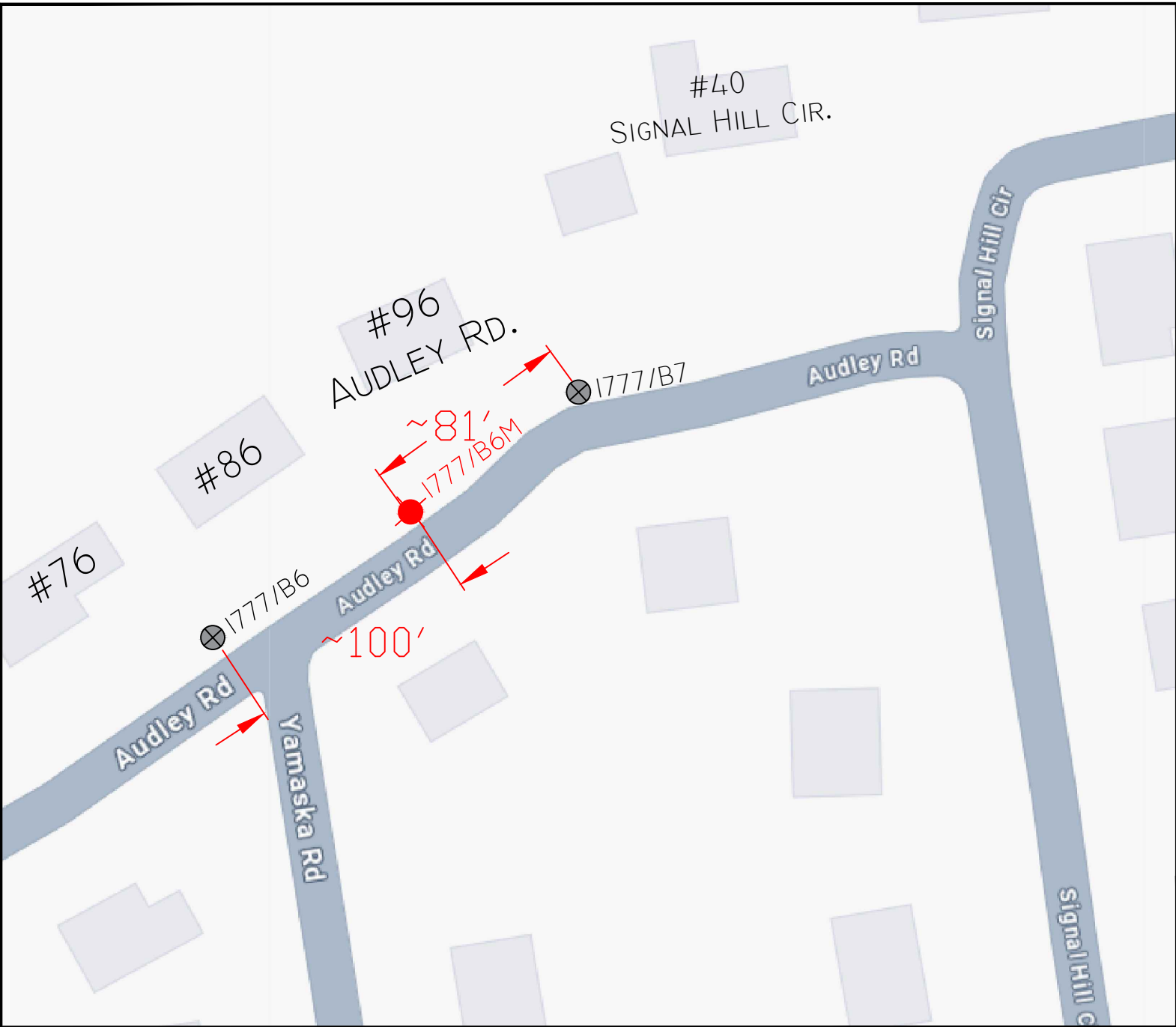
**Reason:** Eversource is requesting permission to install (1) 40' Class I pole to be located approximately 100' Northeast of existing Pole 1777/B6 and approximately 80' Southwest of existing Pole 1777/B7. This structure will be used to accommodate the requested solar from #40 Signal Hall Cir. Springfield.

Drawing # 80402583

Also, for permission to lay and maintain underground laterals, cables, and wires in the above or intersecting public ways for the purpose of making connections with such poles and buildings as it may desire for distributing purposes.

WESTERN MASSACHUSETTS ELECTRIC COMPANY

By: Andrew Blajda  
Engineering Designer  
Phone: 413-787-9554  
Dated this 30<sup>th</sup> day of September 2025



LEGEND

- PROPOSED JOINT POLE
- PROPOSED EVERSOURCE POLE
- EXISTING JOINT POLE
- EXISTING EVERSOURCE POLE
- EXISTING EVERSOURCE POLE TO BE JOINT
- EXISTING FOREIGN POLE TO BE JOINT
- PROPOSED PAD MOUNT TRANSFORMER
- EXISTING PAD MOUNT TRANSFORMER
- EXISTING MANHOLE
- UG EXISTING CONDUIT
- UG PROPOSED CONDUIT
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- ANCHOR
- PROPOSED SILO
- EXISTING SILO
- PROPOSED HEXHOLE

PROPRIETARY INFORMATION:

THE INFORMATION ON THIS MAP SHALL BE CONSIDERED PROPRIETARY TO EVERSOURCE AND THE USER (WHICH SHALL BE DEFINED AS ANY PERSON OR ENTITY WHO HAS RECEIVED THE MAP THROUGH SALE, PURCHASE, EXCHANGE, GIFT OR OTHERWISE) SHALL KEEP IT IN CONFIDENCE AND SHALL NOT FURNISH OR DISCLOSE IT TO ANY THIRD PARTY WITHOUT PRIOR WRITTEN PERMISSION OF EVERSOURCE UTILITIES.

**EVERSOURCE**  
ENERGY

PURPOSE AND DESCRIPTION:

EVSOURCE IS REQUESTING PERMISSION TO INSTALL (I) 40' CLASS I POLE. TO BE LOCATED APPROXIMATELY 100' NORTH EAST OF EXISTING POLE 1777/B6 AND APPROXIMATELY 80' SOUTH WEST OF EXISTING POLE 1777/B7 . THIS STRUCTURE WILL BE USED ACCOMMODATE REQUESTED SOLAR FROM #40 SIGNAL HILL CIR, SPRINGFIELD

PETITION PROPOSAL  
AUDLEY RD.  
SPRINGFIELD

| DATE     | CIRCUIT | VOLTAGE  | WORK ORDER | WORK REQUEST |
|----------|---------|----------|------------|--------------|
| 09/02/25 | 20A21   | 13.8kV   | 22600757   | 80402583     |
| SCALE    | NTS     | DRAWN BY | A. BLAJDA  |              |

**C I T Y O F S P R I N G F I E L D**

**In the City Council on October 27, 2025**

**"In accordance with the provisions of Chapter 89, Section 9 of the General Laws, the following street is designated as a STOP street at the following intersection and in the direction indicated."**

**SAINT JAMES AVE.** STOP SIGN at the intersection of ST James Ave. and Thompson Street facing northbound and southbound vehicles on Saint James Avenue (4-way).

May 29, 2025

Mr. Andrew Krar  
City Engineer  
City of Springfield  
70 Tapley Street  
Springfield, MA 01104

RE: Springfield - Saint James Avenue at Thompson Street  
Link to Site in Google Maps:  
<http://maps.google.com/maps?q=42.11381932461568,-72.57224145087345>  
All Way Stop Control (AWSC)  
MassDOT District 2

Dear Mr. Krar:

**Greenman-Pedersen, Inc. (GPI)**, on behalf of MassDOT, has completed its review of the above-referenced intersection in Springfield, MA, for eligibility to convert to All-Way Stop Control (AWSC) for this project cycle. MassDOT is collaborating with communities to identify, investigate, and assist in converting municipally owned intersections from two-way stop control to all-way stop control, to address known safety issues. The intersection of Saint James Avenue at Thompson Street was identified as eligible for further assessment based on its crash history, a preliminary evaluation of the existing conditions, and community interest in participating in the program.

This evaluation found that the intersection of Saint James Avenue at Thompson Street is **recommended for moving forward with conversion to All-Way Stop Control**. The following provides a summary of the report's key findings and details regarding the logistics for implementing the AWSC conversion for locations that were deemed suitable.

### **GENERAL DESCRIPTION OF THE INTERSECTION**

Saint James Avenue at Thompson Street consists of four (4) approaches, and recent crash statistics indicate eight (8) angle crashes that are susceptible to correction with AWSC, between January 1, 2019, and December 31, 2021. The crash history meets MUTCD warrant A (Crash Experience) for all-way stop control.

The intersection is located in an urban residential environment. The Saint James Avenue and Thompson Street intersection is skewed, with the two Thompson Street approaches connecting into Saint James Avenue offset to the right of each other. The intersection is also centered within a horizontal curve along Saint James Avenue. Buffered sidewalks with street trees are present on all four approaches, and two crosswalks cross both Thompson Street approaches. Overhead cobra head luminaires are present at the intersection. On-street parking is permitted along Saint James Avenue. It was observed that some on-street parking also occurs on Thompson Street; however, the narrower roadway section results in some drivers parking partially up onto the curb.

It was observed that the street trees' limbs and foliage along Saint James Avenue encroach on the roadway and limit sight lines approaching the intersection. This is partially prevalent along the southbound approach. There is also existing foliage that limits visibility of the existing stop sign along the eastbound Thompson Street approach.



Table 1 provides an overview of the observed conditions at the intersection.

**Table 1 – Intersection Characteristics**

| Road                                  | Speed Regulation Present | Speed Reg. or Posted Limit (mph) <sup>a</sup> | 85 <sup>th</sup> % (mph) | 50 <sup>th</sup> % (mph) | Statutory Speed (mph) <sup>b</sup> | Design Speed | Federal Functional Classification | ADT <sup>c</sup> |
|---------------------------------------|--------------------------|-----------------------------------------------|--------------------------|--------------------------|------------------------------------|--------------|-----------------------------------|------------------|
| <b>Saint James Avenue<sup>d</sup></b> | No                       | 30                                            | 35                       | 30                       | 25                                 | 35           | Minor Arterial                    | 8,998            |
| <b>Thompson Street</b>                | No                       | N/A                                           | N/A                      | N/A                      | 25                                 | 25           | Local                             | N/A              |

<sup>a</sup> If Speed Regulation is not present, the posted speed limit value shown is from the MassDOT Road Inventory Speed Limit field, and the posting is not supported by a Regulation; N/A indicates data is not available

<sup>b</sup> Municipality has opted in for Chapter 90 Section 17C - (25mph Statutory Speed)

<sup>c</sup> Average daily traffic major approach only; see appendix for minor approach turning movement counts

<sup>d</sup> Major Street

### General Speed Limit Considerations

All posted speed limits must be established by and conform to a Special Speed Regulation (SSR). It is recommended that for road segments with SSRs, the community should replace any non-compliant posted speed limit signs with appropriate signs in the correct locations so that the speed limits can be enforced, and citations adjudicated accordingly. If there is no SSR for the roadway segment, the statutory speed limit prevails, and any posted speed limit signs should be removed.

## TRAFFIC OPERATIONS EVALUATION

A peak-hour operations analysis of unadjusted turning movement counts at the intersection was conducted for the morning and evening peak hours to determine the impacts of converting the intersection to an All-Way Stop Control. The operations analysis was conducted utilizing the methodologies outlined in the Highway Capacity Manual 7<sup>th</sup> Edition (HCM)<sup>1</sup> with analysis tools of Synchro<sup>2</sup> or Highway Capacity Software<sup>3</sup>. **Table 2** presents the worst case predicted Levels of Service (LOS) along the main line and side street approaches, as well as an overall intersection LOS. Raw traffic count data, along with the full traffic operations analysis outputs, are included in the appendix.

If the operations analysis indicates that LOS D or better occurs along all approaches, the intersection is rated as acceptable for AWSC operations. If LOS E is anticipated along the currently free-flowing major street approach, the intersection will require further assessments to determine if AWSC would be appropriate, and if any currently free-flowing major street approach operates at a LOS F (failing), it was determined that AWSC would not be an appropriate measure.

**Table 2 - Level of Service Operations**

| OPERATIONS ANALYSIS SCENARIO                              | LOS RESULTS |
|-----------------------------------------------------------|-------------|
| <b>Major Street: (Saint James Avenue) Worst Case LOS:</b> | C           |
| <b>Minor Street: (Thompson Street) Worst Case LOS:</b>    | B           |
| <b>Overall Intersection Worst Case LOS:</b>               | C           |
| <b>Recommendation based on LOS:</b>                       | Pass        |

<sup>1</sup> Highway Capacity Manual 7<sup>th</sup> Edition Transportation Research Board; Washington, D.C.; 2022

<sup>2</sup> Synchro plus SimTraffic 11; Trafficware Ltd.; Sugar Land, TX.; 2018

<sup>3</sup> Highway Capacity Software 7; McTrans; Gainesville, FL; 2022

## **SITE ASSESSMENT**

A desktop assessment was conducted for all locations that met the traffic operation evaluation criteria to determine whether the site conditions at the intersection are suitable for AWSC conversion. This assessment considered intersection and approach geometry, sight distance, existing access management, interaction with nearby intersections, and other important factors. Table 3 provides a summary of some of the common assessment features considered at each location. It should be noted that the information listed in Table 3 is intended to help inform the recommendation for AWSC conversion; however, it is not an all-encompassing list.

A field assessment was conducted at all locations identified as suitable based on the desktop assessment to confirm the findings and investigate intersection features not suitable for desktop review. The field assessment of the intersection was conducted on May 7, 2025.

**Table 3 – Site Assessment Summary**

| <b>EVALUATION CONDITION</b>                                                                                                                                                               | <b>RESULT</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Is there an intersection where spillback occurs? (Could be a result of AWSC queueing or adjacent intersection queues impacting AWSC location)                                             | No            |
| Is there an at-grade railroad crossing along any approaches to the intersection?                                                                                                          | No            |
| Is the minor road at an awkward skew or are there any other issues requiring widely separated STOP positions?                                                                             | Yes           |
| Does the placement of curb ramps impact STOP locations or operations?                                                                                                                     | No            |
| Will the AWSC hinder any adjacent driveways or streets?                                                                                                                                   | No            |
| Are dedicated turn lanes provided on any approaches?                                                                                                                                      | No            |
| Are bike lanes provided on any approaches?                                                                                                                                                | No            |
| Is there any roadway superelevation? (Typically, may occur on higher speed/volume mainline approaches)                                                                                    | No            |
| Are there any site conditions that could impact sign placement? (Limited ROW, physical obstructions, shaded area for LED, etc.)                                                           | Yes           |
| Does the available sight distance approaching the intersection exceed the minimal stopping sight distance based on the Design Speed from Table 1? (Main Road > 250 ', Minor Road > 155 ') | Yes           |

## **AWSC CONVERSION RECOMMENDATION**

Based on the engineering analysis and site visit, this intersection is **recommended for moving forward with conversion to All-Way Stop Control.**

Selective tree limb trimming is required to ensure adequate solar exposure for LED-enhanced STOP signs and to improve sightlines to the intersection and signage. Stop bars shall be installed at least four feet from crosswalks. It is not anticipated that the existing intersection offset or skew will impact the function or safety of implementing all-way stop control at the intersection.

It is recommended that the city consider reviewing parking restrictions on the subject streets to determine whether it is appropriate to restrict parking in vicinity of the intersection to ensure sightlines to stop signs are maintained.

## **NEXT STEPS**

For intersections recommended for AWSC conversion, a design package has been prepared and included in the appendix of this memorandum that provides the necessary details for the conversion. The design package includes an aerial plan,



standard details, and a summary of materials that will be supplied by MassDOT. The aerial plan will indicate the Work Items required for AWSC conversion. The work items are divided into two categories:

- *Work Items supplied by MassDOT, installed by the community,*
- *and Work Items supplied and installed by the community.*

If the community agrees with the findings and recommendations in this memorandum, it must perform the necessary internal steps to gain approval for an intersection control and relay confirmation of that approval to GPI and MassDOT.

The standard AWSC conversion sign package includes LED stop signs on both the major and minor street intersection approaches. LED stop signs are an effective tool to improve intersection safety by gaining driver attention and increasing the intersection's conspicuity. However, LED stop signs require continuing maintenance to ensure effective operation, including battery and solar panel maintenance and routine vegetation clearing to ensure adequate sunlight for charging. The flashing lights along the LED stop sign border may also result in concerns from residents adjacent to the intersection. Traditional static STOP signs may be provided and installed as an alternative, if specifically requested by the municipality. **It is essential that communities review the LED STOP signs proposed in the AWSC conversion sign package to ensure site conditions have been considered and to determine if LED STOP signs are still preferred for this location.**

A Memorandum of Agreement (MOA) between Springfield and MassDOT will need to be executed. This MOA will establish the agreed-upon conditions under which the assets provided by MassDOT to Springfield will be installed, and agreement to complete the required community element tasks identified in the attached plan. Upon executing this MOA, MassDOT will fabricate and deliver the proposed signs and materials identified in this memorandum (see the **Appendix** for the list of proposed signs).

All improvements shown on the enclosed design plan, some of which will be provided by MassDOT and others by the community as indicated, are required for the AWSC conversion. Other optional treatments are described in the report that the community can choose to install at their cost to supplement the required elements. **If the community has any concerns or requests for changes to the proposed design, please bring them to our attention within 5 days of receipt of this report as this project is advancing on a tight timeline.**

The following is a summary of the Work Items included in this project. Please refer to the design package for detailed information on the **Work Items**.

#### **Required Work Items:**

The proposed signs and quantities to be provided by MassDOT for the municipality to install are shown in **Table 4**. All new STOP signs, either LED or standard, will be supplemented with red signpost reflectors. Note – the proposed sign locations indicated in the Design Plan (see appendix) are intended to conform to MUTCD guidance, but should be modified in the field as needed to optimize their visibility and to accommodate roadside features such as lawns, landscaping, driveways, building entrances, pedestrian ramps, and any other features that might be considered sensitive.

**Table 4 – Quantities**

| TYPE OF SIGN                          | QUANTITY |
|---------------------------------------|----------|
| LED Stop Sign (R1-1)                  | 6        |
| Standard Stop Sign (R1-1)             | 1        |
| Stop Ahead Sign (W3-1)                | 6        |
| All-Way Placard (R1-3P)               | 7        |
| New Traffic Pattern Ahead (W23-2)     | 2        |
| Total Number of Square Tube Signposts | 15       |

Mr. Krar

Springfield - Saint James Avenue at Thompson Street All Way Stop Evaluation

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Required Work Items supplied and installed by the Community:

- STOP bars are to be provided along each approach according to the Design Plan.
- Existing lane markings to be removed where needed to conform to new stop bar locations.
- Removal or relocation of existing signage as noted on the provided plans.
- Trim and maintain roadside vegetation to ensure visibility of signs and adequacy of sunlight exposure to LED STOP sign solar panels

**Optional Work Items:**

Optional Work for consideration by the municipality includes:

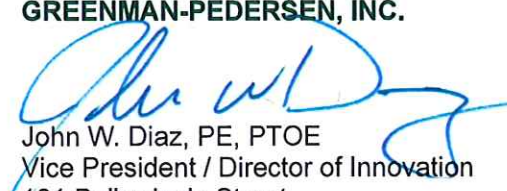
- NEW plaques on STOP signs on new controlled approaches (W16-15p)
- Yellow signpost reflectors on STOP AHEAD signposts
- NEW TRAFFIC PATTERN AHEAD signs on minor approaches – recommend removal after 6 months
- Warning flags on STOP AHEAD signs on new control approaches
- Pavement Markings – install STOP and STOP AHEAD stencils
- Changeable message signs – install prior to conversion for advance notice to drivers
  - Recommended 2 weeks in advance and 2 weeks after installation
- Optical speed bars – install for speed management on intersection approaches
- Speed study – perform speed measurements after the acclimatization period to determine if a speed limit change on the new stopped approaches would be supported
- Restripe existing crosswalks and install crosswalks along remaining approaches

Included in the memorandum appendix is an *informational flyer that provides best practices and recommendations* for changing an intersection control within a community as well as the traffic volume, LOS analysis and speed data collected for the intersection of Saint James Avenue at Thompson Street as part of the project. The municipality is strongly encouraged to notify the community of the upcoming change in traffic control prior to implementing the change.

Should you have any questions or concerns, please contact me directly at [jdiaz@gpinet.com](mailto:jdiaz@gpinet.com) or at 978-570-2953.

Sincerely,

**GREENMAN-PEDERSEN, INC.**



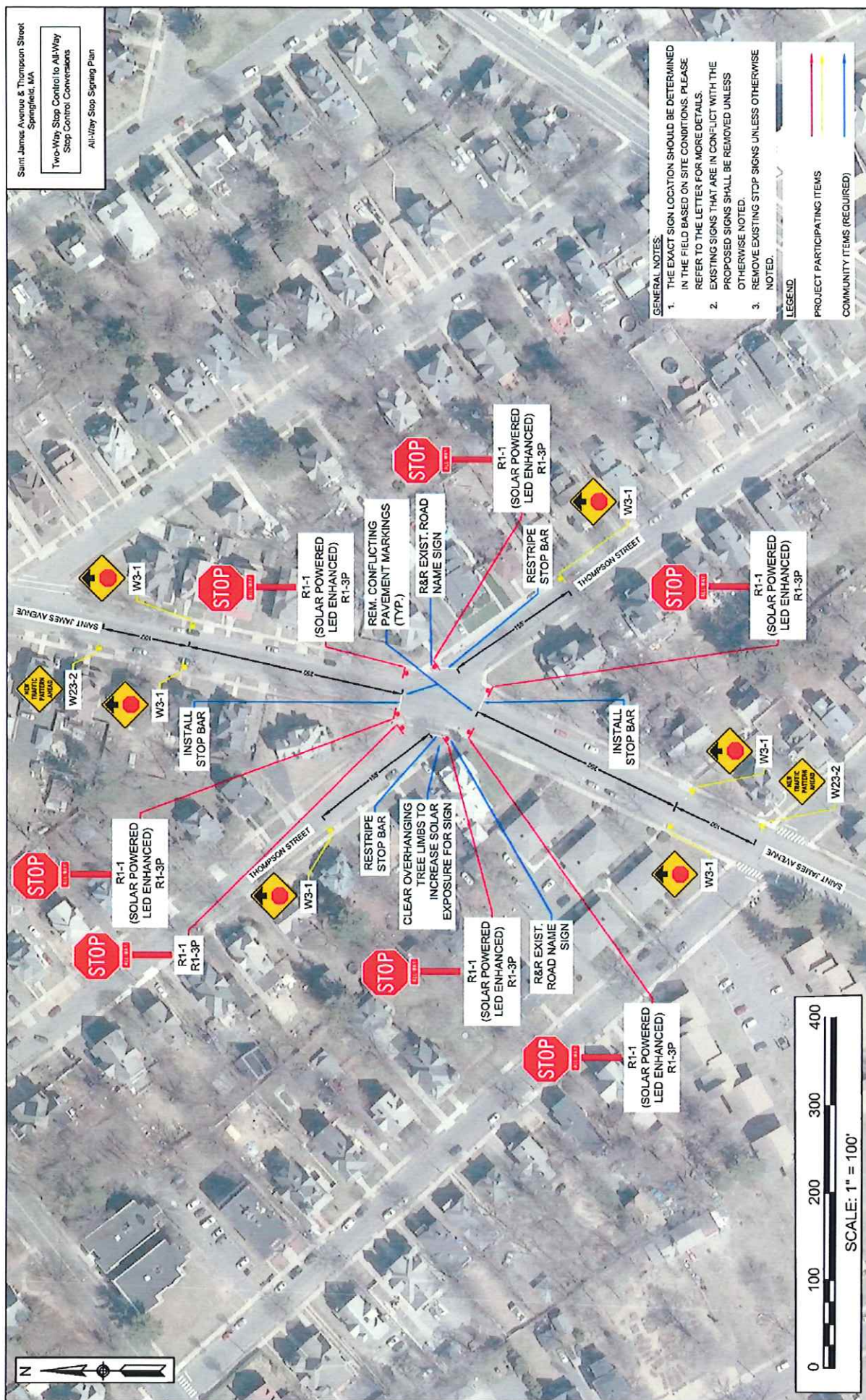
John W. Diaz, PE, PTOE  
Vice President / Director of Innovation  
181 Ballardvale Street  
Suite 202  
Wilmington, MA 01887

enclosure(s)

cc: Bonnie Polin  
Dakota DelSignore

**DESIGN PLAN  
&  
SIGN SUMMARY**





**C I T Y O F S P R I N G F I E L D**

**In the City Council on October 27, 2025**

**"In accordance with the provisions of Chapter 89, Section 9 of the General Laws, the following street is designated as a STOP street at the following intersection and in the direction indicated."**

**SUNRISE TERR.**      STOP SIGN at the intersection of Sunrise Terrace and Lumae Street, facing westbound and eastbound vehicles on Sunrise Terrace (4-way).



May 21, 2025

Mr. Alvin Allen  
Civil Engineer  
City of Springfield  
70 Tapley Street  
Springfield, MA 01104

RE: Springfield - Sunrise Terrace at Lumae Street / North Brook Road  
Link to Site in Google Maps:  
<http://maps.google.com/maps?q=42.1223455156046,-72.50516188035732>  
All Way Stop Control (AWSC)  
MassDOT District 2

Dear Mr. Allen:

**Greenman-Pedersen, Inc. (GPI)**, on behalf of MassDOT, has completed its review of the above-referenced intersection in Springfield, MA, for eligibility to convert to All-Way Stop Control (AWSC) for this project cycle. MassDOT is collaborating with communities to identify, investigate, and assist in converting municipally owned intersections from two-way stop control to all-way stop control, to address known safety issues. The intersection of Sunrise Terrace at Lumae Street was identified as eligible for further assessment based on its crash history, a preliminary evaluation of the existing conditions, and community interest in participating in the program.

This evaluation found that the intersection of Sunrise Terrace at Lumae Street / North Brook Road is **recommended for moving forward with conversion to All-Way Stop Control**. The following provides a summary of the report's key findings and details regarding the logistics for implementing the AWSC conversion for locations that were deemed suitable.

#### **GENERAL DESCRIPTION OF THE INTERSECTION**

Sunrise Terrace at Lumae Street consists of four (4) approaches, and recent crash statistics indicate twelve (12) angle crashes that are susceptible to correction with AWSC, between January 1, 2019 and December 31, 2021. The crash history meets MUTCD warrant A (Crash Experience) for all-way stop control.

The intersection is within a large area of single-family residential development. There are no sidewalks or crosswalks at the intersection. There are several tall trees near the intersection. Also, there are residential driveways on both sides of Sunrise Terrace with the nearest driveways less than 100' from the intersection.



Table 1 provides an overview of the observed conditions at the intersection.

**Table 1 – Intersection Characteristics**

| Road                         | Speed Regulation Present | Speed Reg. or Posted Limit (mph) <sup>a</sup> | 85 <sup>th</sup> % (mph) | 50 <sup>th</sup> % (mph) | Statutory Speed (mph) <sup>b</sup> | Design Speed | Federal Functional Classification | ADT <sup>c</sup> |
|------------------------------|--------------------------|-----------------------------------------------|--------------------------|--------------------------|------------------------------------|--------------|-----------------------------------|------------------|
| Sunrise Terrace <sup>d</sup> | Yes                      | 30                                            | 40                       | 35                       | 25                                 | 40           | Major Collector                   | 2,624            |
| Lumae St / North Brook Rd    | Yes <sup>e</sup>         | 25                                            | N/A                      | N/A                      | 25                                 | 25           | Local                             | N/A              |

<sup>a</sup> If Speed Regulation is not present, the posted speed limit value shown is from the MassDOT Road Inventory Speed Limit field, and the posting is not supported by a Regulation; N/A indicates data is not available

<sup>b</sup> Municipality has opted in for Chapter 90 Section 17C - (25mph Statutory Speed)

<sup>c</sup> Average daily traffic major approach only; see appendix for minor approach turning movement counts

<sup>d</sup> Major Street

<sup>e</sup> North Brook Road only

### General Speed Limit Considerations

All posted speed limits must be established by and conform to a Special Speed Regulation (SSR). It is recommended that for road segments with SSRs, the community should replace any non-compliant posted speed limit signs with appropriate signs in the correct locations so that the speed limits can be enforced, and citations adjudicated accordingly. If there is no SSR for the roadway segment, the statutory speed limit prevails, and any posted speed limit signs should be removed.

### TRAFFIC OPERATIONS EVALUATION

A peak-hour operations analysis of unadjusted turning movement counts at the intersection was conducted for the morning and evening peak hours to determine the impacts of converting the intersection to an All-Way Stop Control. The operations analysis was conducted utilizing the methodologies outlined in the Highway Capacity Manual 7<sup>th</sup> Edition (HCM)<sup>1</sup> with analysis tools of Synchro<sup>2</sup> or Highway Capacity Software<sup>3</sup>. **Table 2** presents the worst case predicted Levels of Service (LOS) along the main line and side street approaches, as well as an overall intersection LOS. Raw traffic count data, along with the full traffic operations analysis outputs, are included in the appendix.

If the operations analysis indicates that LOS D or better occurs along all approaches, the intersection is rated as acceptable for AWSC operations. If LOS E is anticipated along the currently free-flowing major street approach, the intersection will require further assessments to determine if AWSC would be appropriate, and if any currently free-flowing major street approach operates at a LOS F (failing), it was determined that AWSC would not be an appropriate measure.

**Table 2 - Level of Service Operations**

| OPERATIONS ANALYSIS SCENARIO                    | LOS RESULTS |
|-------------------------------------------------|-------------|
| Major Street: (Sunrise Terrace) Worst Case LOS: | A           |
| Minor Street: (Lumae Street) Worst Case LOS:    | A           |
| Overall Intersection Worst Case LOS:            | A           |
| Recommendation based on LOS:                    | Pass        |

<sup>1</sup> Highway Capacity Manual 7<sup>th</sup> Edition Transportation Research Board; Washington, D.C.; 2022

<sup>2</sup> Synchro plus SimTraffic 11; Trafficware Ltd.; Sugar Land, TX.; 2018

<sup>3</sup> Highway Capacity Software 7; McTrans; Gainesville, FL; 2022

## **SITE ASSESSMENT**

A desktop assessment was conducted for all locations that met the traffic operation evaluation criteria to determine whether the site conditions at the intersection are suitable for AWSC conversion. This assessment considered intersection and approach geometry, sight distance, existing access management, interaction with nearby intersections, and other important factors. **Table 3** provides a summary of some of the common assessment features considered at each location. It should be noted that the information listed in Table 3 is intended to help inform the recommendation for AWSC conversion; however, it is not an all-encompassing list.

A field assessment was conducted at all locations identified as suitable based on the desktop assessment to confirm the findings and investigate intersection features not suitable for desktop review. The field assessment of the intersection was conducted on May 7, 2025.

**Table 3 – Site Assessment Summary**

| EVALUATION CONDITION                                                                                                                                                                      | RESULT |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Is there an intersection where spillback occurs? (Could be a result of AWSC queueing or adjacent intersection queues impacting AWSC location)                                             | No     |
| Is there an at-grade railroad crossing along any approaches to the intersection?                                                                                                          | No     |
| Is the minor road at an awkward skew or are there any other issues requiring widely separated STOP positions?                                                                             | No     |
| Does the placement of curb ramps impact STOP locations or operations?                                                                                                                     | No     |
| Will the AWSC hinder any adjacent driveways or streets?                                                                                                                                   | No     |
| Are dedicated turn lanes provided on any approaches?                                                                                                                                      | No     |
| Are bike lanes provided on any approaches?                                                                                                                                                | No     |
| Is there any roadway superelevation? (Typically, may occur on higher speed/volume mainline approaches)                                                                                    | No     |
| Are there any site conditions that could impact sign placement? (Limited ROW, physical obstructions, shaded area for LED, etc.)                                                           | Yes    |
| Does the available sight distance approaching the intersection exceed the minimal stopping sight distance based on the Design Speed from Table 1? (Main Road > 305 ', Minor Road > 155 ') | Yes    |

## **AWSC CONVERSION RECOMMENDATION**

Based on the engineering analysis and site visit, this intersection is **recommended for moving forward with conversion to All-Way Stop Control.**

During the site assessment, it was observed that a small tree at the roadside on the eastbound approach (about 100' west of the intersection) and overhanging limbs on the westbound approach may hinder the visibility of proposed signs. Tree removal or selective limb clearing should be considered. Despite the proximity of the driveways to the intersection, the predicted traffic operations with AWSC are very good with short delays and queues. Intersection queues should not interfere with driveway operations.

## **NEXT STEPS**

For intersections recommended for AWSC conversion, a design package has been prepared and included in the appendix of this memorandum that provides the necessary details for the conversion. The design package includes an aerial plan, standard details, and a summary of materials that will be supplied by MassDOT. The aerial plan will indicate the Work Items required for AWSC conversion. The work items are divided into two categories:



- *Work Items supplied by MassDOT, installed by the community,*
- *and Work Items supplied and installed by the community.*

If the community agrees with the findings and recommendations in this memorandum, it must perform the necessary internal steps to gain approval for an intersection control and relay confirmation of that approval to GPI and MassDOT.

The standard AWSC conversion sign package includes LED stop signs on both the major and minor street intersection approaches. LED stop signs are an effective tool to improve intersection safety by gaining driver attention and increasing the intersection's conspicuity. However, LED stop signs require continuing maintenance to ensure effective operation, including battery and solar panel maintenance and routine vegetation clearing to ensure adequate sunlight for charging. The flashing lights along the LED stop sign border may also result in concerns from residents adjacent to the intersection. Traditional static STOP signs may be provided and installed as an alternative, if specifically requested by the municipality. **It is essential that communities review the LED STOP signs proposed in the AWSC conversion sign package to ensure site conditions have been considered and to determine if LED STOP signs are still preferred for this location.**

A Memorandum of Agreement (MOA) between Springfield and MassDOT will need to be executed. This MOA will establish the agreed-upon conditions under which the assets provided by MassDOT to Springfield will be installed, and agreement to complete the required community element tasks identified in the attached plan. Upon executing this MOA, MassDOT will fabricate and deliver the proposed signs and materials identified in this memorandum (see the **Appendix** for the list of proposed signs).

All improvements shown on the enclosed design plan, some of which will be provided by MassDOT and others by the community as indicated, are required for the AWSC conversion. Other optional treatments are described in the report that the community can choose to install at their cost to supplement the required elements. **If the community has any concerns or requests for changes to the proposed design, please bring them to our attention within 5 days of receipt of this report as this project is advancing on a tight timeline.**

The following is a summary of the Work Items included in this project. Please refer to the design package for detailed information on the **Work Items**.

#### **Required Work Items:**

The proposed signs and quantities to be provided by MassDOT for the municipality to install are shown in **Table 4**. All new STOP signs, either LED or standard, will be supplemented with red signpost reflectors. Note – the proposed sign locations indicated in the Design Plan (see appendix) are intended to conform to MUTCD guidance, but should be modified in the field as needed to optimize their visibility and to accommodate roadside features such as lawns, landscaping, driveways, building entrances, pedestrian ramps, and any other features that might be considered sensitive.

**Table 4 – Quantities**

| TYPE OF SIGN                          | QUANTITY |
|---------------------------------------|----------|
| LED Stop Sign (R1-1)                  | 6        |
| Standard Stop Sign (R1-1)             | 0        |
| Stop Ahead Sign (W3-1)                | 6        |
| All-Way Placard (R1-3P)               | 6        |
| New Traffic Pattern Ahead (W23-2)     | 2        |
| Total Number of Square Tube Signposts | 14       |

Required Work Items supplied and installed by the Community:

- STOP bars are to be provided along each approach according to the Design Plan.
- Existing lane markings to be removed where needed to conform to new stop bar locations.
- Removal or relocation of existing signage as noted on the provided plans.

Mr. Allen

Springfield - Sunrise Terrace at Lumae Street / North Brook Road All Way Stop Evaluation

Page 5

- Trim and maintain roadside vegetation to ensure visibility of signs and adequacy of sunlight exposure to LED STOP sign solar panels

**Optional Work Items:**

Optional Work for consideration by the municipality includes:

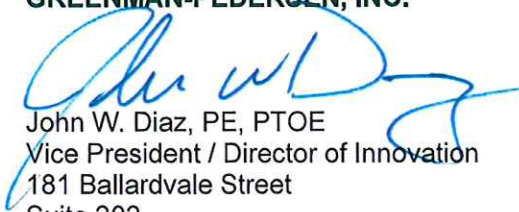
- NEW plaques on STOP signs on new controlled approaches (W16-15p)
- Yellow signpost reflectors on STOP AHEAD signposts
- NEW TRAFFIC PATTERN AHEAD signs on minor approaches – recommend removal after 6 months
- Warning flags on STOP AHEAD signs on new control approaches
- Pavement Markings – install STOP and STOP AHEAD stencils
- Changeable message signs – install prior to conversion for advance notice to drivers
  - Recommended 2 weeks in advance and 2 weeks after installation
- Optical speed bars – install for speed management on intersection approaches
- Speed study – perform speed measurements after the acclimatization period to determine if a speed limit change on the new stopped approaches would be supported

Included in the memorandum appendix is an *informational flyer that provides best practices and recommendations* for changing an intersection control within a community as well as the traffic volume, LOS analysis and speed data collected for the intersection of Sunrise Terrace at Lumae Street / North Brook Road as part of the project. The municipality is strongly encouraged to notify the community of the upcoming change in traffic control prior to implementing the change.

Should you have any questions or concerns, please contact me directly at [jdiaz@gpinet.com](mailto:jdiaz@gpinet.com) or at 978-570-2953.

Sincerely,

**GREENMAN-PEDERSEN, INC.**



John W. Diaz, PE, PTOE  
Vice President / Director of Innovation  
181 Ballardvale Street  
Suite 202  
Wilmington, MA 01887

enclosure(s)

cc: Bonnie Polin  
Dakota DelSignore

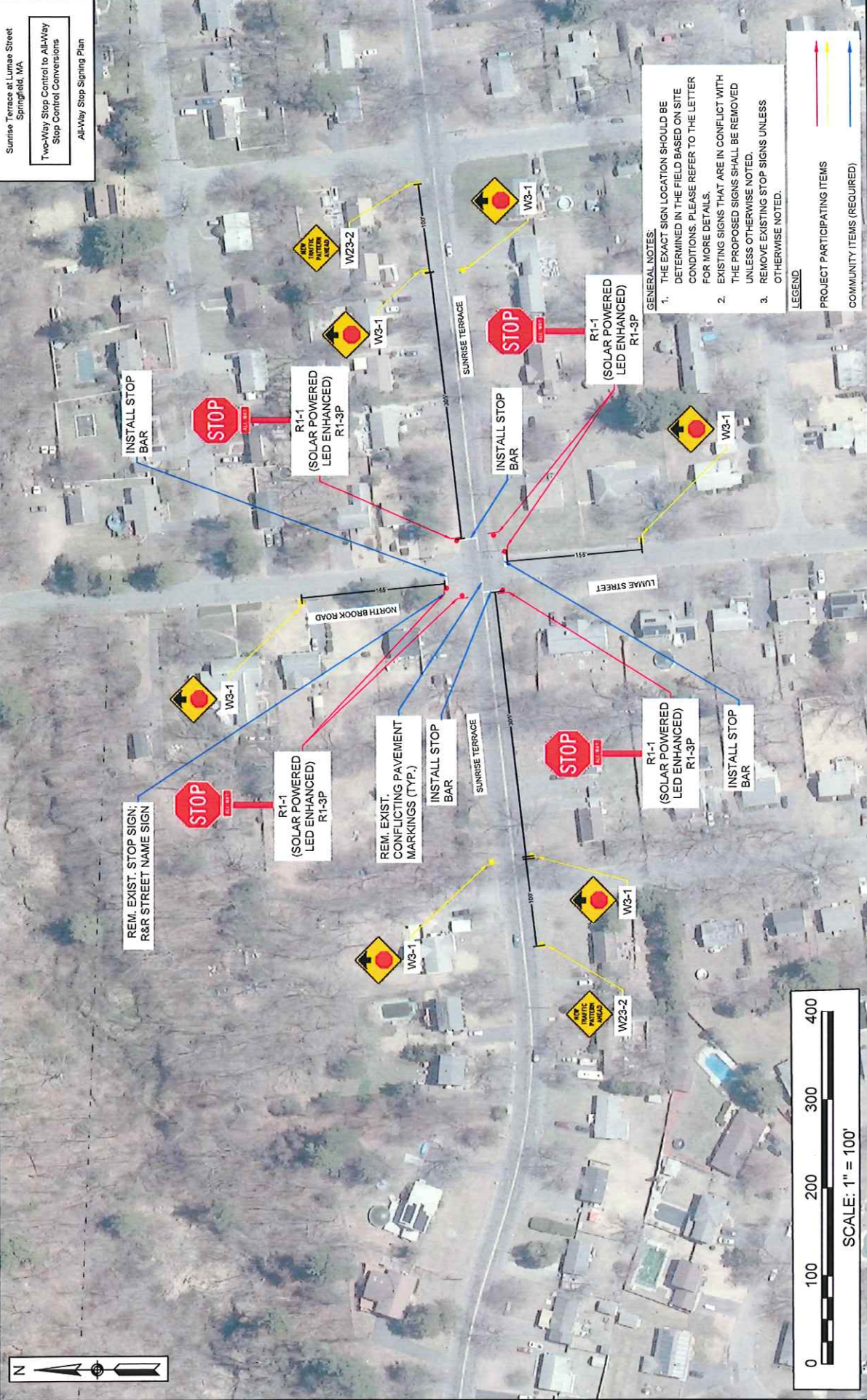


**DESIGN PLAN  
&  
SIGN SUMMARY**

Sunrise Terrace at Lumae Street  
Springfield, MA

Two-Way Stop Control to All-Way  
Stop Control Conversions

All-Way Stop Signing Plan



- GENERAL NOTES:
1. THE EXACT SIGN LOCATION SHOULD BE DETERMINED IN THE FIELD BASED ON SITE CONDITIONS. PLEASE REFER TO THE LETTER FOR MORE DETAILS.
  2. EXISTING SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED SIGNS SHALL BE REMOVED UNLESS OTHERWISE NOTED.
  3. REMOVE EXISTING STOP SIGNS UNLESS OTHERWISE NOTED.

LEGEND

PROJECT PARTICIPATING ITEMS

COMMUNITY ITEMS (REQUIRED)

**C I T Y O F S P R I N G F I E L D**

**In the City Council on October 27, 2025**

**"In accordance with the provisions of Chapter 89, Section 9 of the General Laws, the following street is designated as a STOP street at the following intersection and in the direction indicated."**

**SCHOOL ST.**      STOP SIGN at the intersection of School Street and High Street, facing northwesterly vehicles and southeasterly vehicles on School Street (4-way).



May 30, 2025

Mr. Andrew Krar  
City Engineer  
City of Springfield  
70 Tapley Street  
Springfield, MA 01104

RE: Springfield - **School Street at High Street**  
Link to Site in Google Maps:  
<http://maps.google.com/maps?q=42.10368578036668,-72.58084271510707>  
All Way Stop Control (AWSC)  
MassDOT District 2

Dear Mr. Allen:

**Greenman-Pedersen, Inc. (GPI)**, on behalf of MassDOT, has completed its review of the above-referenced intersection in Springfield, MA, for eligibility to convert to All-Way Stop Control (AWSC) for this project cycle. MassDOT is collaborating with communities to identify, investigate, and assist in converting municipally owned intersections from two-way stop control to all-way stop control, to address known safety issues. The intersection of School Street at High Street was identified as eligible for further assessment based on its crash history, a preliminary evaluation of the existing conditions, and community interest in participating in the program.

This evaluation found that the intersection of School Street at High Street is **recommended for moving forward with conversion to All-Way Stop Control**. The following provides a summary of the report's key findings and details regarding the logistics for implementing the AWSC conversion for locations that were deemed suitable.

### **GENERAL DESCRIPTION OF THE INTERSECTION**

School Street at High Street consists of four (4) approaches, and recent crash statistics indicate nine (9) angle crashes that are susceptible to correction with AWSC, between January 1, 2019, and December 31, 2021. The crash history meets MUTCD warrant A (Crash Experience) for all-way stop control.

The intersection is in an urban mixed-residential environment. Buffered sidewalks are along School Street, and sidewalks are along High Street. Two crosswalks cross both High Street approaches. The High Street western approach is a one-way traffic flow entering the intersection. Street lighting is present along both streets. Fences are present immediately behind the sidewalk on three of the four quadrants. On-street parking is permitted along the western edge of High Street and the northern edge of School Street.

The adjacent signalized intersections along School Street at State Street and Union Street are approximately 535' north and 350' south of High Street, respectively.



Table 1 provides an overview of the observed conditions at the intersection.

Table 1 – Intersection Characteristics

| Road                       | Speed Regulation Present | Speed Reg. or Posted Limit (mph) <sup>a</sup> | 85 <sup>th</sup> % (mph) | 50 <sup>th</sup> % (mph) | Statutory Speed (mph) <sup>b</sup> | Design Speed | Federal Functional Classification | ADT <sup>c</sup> |
|----------------------------|--------------------------|-----------------------------------------------|--------------------------|--------------------------|------------------------------------|--------------|-----------------------------------|------------------|
| School Street <sup>d</sup> | No                       | 30                                            | 30                       | 25                       | 25                                 | 30           | Major Collector                   | 3,776            |
| High Street                | No                       | 25                                            | N/A                      | N/A                      | 25                                 | 25           | Major Collector                   | N/A              |

<sup>a</sup> If Speed Regulation is not present, the posted speed limit value shown is from the MassDOT Road Inventory Speed Limit field, and the posting is not supported by a Regulation; N/A indicates data is not available

<sup>b</sup> Municipality has opted in for Chapter 90 Section 17C (25mph Statutory Speed)

<sup>c</sup> Average daily traffic major approach only; see appendix for minor approach turning movement counts

<sup>d</sup> Major Street

### General Speed Limit Considerations

All posted speed limits must be established by and conform to a Special Speed Regulation (SSR). It is recommended that for road segments with SSRs, the community should replace any non-compliant posted speed limit signs with appropriate signs in the correct locations so that the speed limits can be enforced, and citations adjudicated accordingly. If there is no SSR for the roadway segment, the statutory speed limit prevails, and any posted speed limit signs should be removed.

## TRAFFIC OPERATIONS EVALUATION

A peak-hour operations analysis of unadjusted turning movement counts at the intersection was conducted for the morning and evening peak hours to determine the impacts of converting the intersection to an All-Way Stop Control. The operations analysis was conducted utilizing the methodologies outlined in the Highway Capacity Manual 7<sup>th</sup> Edition (HCM)<sup>1</sup> with analysis tools of Synchro<sup>2</sup> or Highway Capacity Software<sup>3</sup>. Table 2 presents the worst case predicted Levels of Service (LOS) along the main line and side street approaches, as well as an overall intersection LOS. Raw traffic count data, along with the full traffic operations analysis outputs, are included in the appendix.

If the operations analysis indicates that LOS D or better occurs along all approaches, the intersection is rated as acceptable for AWSC operations. If LOS E is anticipated along the currently free-flowing major street approach, the intersection will require further assessments to determine if AWSC would be appropriate, and if any currently free-flowing major street approach operates at a LOS F (failing), it was determined that AWSC would not be an appropriate measure.

Table 2 - Level of Service Operations

| OPERATIONS ANALYSIS SCENARIO                  | LOS RESULTS |
|-----------------------------------------------|-------------|
| Major Street: (School Street) Worst Case LOS: | A           |
| Minor Street: (High Street) Worst Case LOS:   | A           |
| Overall Intersection Worst Case LOS:          | A           |
| Recommendation based on LOS:                  | Pass        |

<sup>1</sup> Highway Capacity Manual 7<sup>th</sup> Edition Transportation Research Board; Washington, D.C.; 2022

<sup>2</sup> Synchro plus SimTraffic 11; Trafficware Ltd.; Sugar Land, TX.; 2018

<sup>3</sup> Highway Capacity Software 7; McTrans; Gainesville, FL; 2022

## **SITE ASSESSMENT**

A desktop assessment was conducted for all locations that met the traffic operation evaluation criteria to determine whether the site conditions at the intersection are suitable for AWSC conversion. This assessment considered intersection and approach geometry, sight distance, existing access management, interaction with nearby intersections, and other important factors. **Table 3** provides a summary of some of the common assessment features considered at each location. It should be noted that the information listed in Table 3 is intended to help inform the recommendation for AWSC conversion; however, it is not an all-encompassing list.

A field assessment was not conducted for this site.

**Table 3 – Site Assessment Summary**

| <b>EVALUATION CONDITION</b>                                                                                                                                                               | <b>RESULT</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| Is there an intersection where spillback occurs? (Could be a result of AWSC queueing or adjacent intersection queues impacting AWSC location)                                             | No            |
| Is there an at-grade railroad crossing along any approaches to the intersection?                                                                                                          | No            |
| Is the minor road at an awkward skew or are there any other issues requiring widely separated STOP positions?                                                                             | No            |
| Does the placement of curb ramps impact STOP locations or operations?                                                                                                                     | No            |
| Will the AWSC hinder any adjacent driveways or streets?                                                                                                                                   | No            |
| Are dedicated turn lanes provided on any approaches?                                                                                                                                      | No            |
| Are bike lanes provided on any approaches?                                                                                                                                                | No            |
| Is there any roadway superelevation? (Typically, may occur on higher speed/volume mainline approaches)                                                                                    | No            |
| Are there any site conditions that could impact sign placement? (Limited ROW, physical obstructions, shaded area for LED, etc.)                                                           | No            |
| Does the available sight distance approaching the intersection exceed the minimal stopping sight distance based on the Design Speed from Table 1? (Main Road > 200 ', Minor Road > 155 ') | Yes           |

## **AWSC CONVERSION RECOMMENDATION**

Based on the engineering analysis and site visit, this intersection is **recommended for moving forward with conversion to All-Way Stop Control.**

Due to the limited Right-of-Way available along School Street, signage will need to be installed in the front or back of the existing sidewalk. Stop bars along School Street shall be at least four feet from the existing crosswalks. It is recommended that the City consider revising on-street parking restrictions in the vicinity of the intersection to ensure sightlines to the proposed STOP signs are maintained. Additionally, it is recommended that routine pruning be conducted for existing street trees on School Street in the vicinity of the intersection to ensure sightlines to the STOP signs are maintained.

Traffic operations analyses were conducted for the adjacent intersections of School Street at State Street and School Street at Union Street. The operations analysis indicated that queues on School Street during peak periods are short and no queue spillback between adjacent intersections is expected.

## **NEXT STEPS**

For intersections recommended for AWSC conversion, a design package has been prepared and included in the appendix of this memorandum that provides the necessary details for the conversion. The design package includes an aerial plan,



standard details, and a summary of materials that will be supplied by MassDOT. The aerial plan will indicate the Work Items required for AWSC conversion. The work items are divided into two categories:

- *Work Items supplied by MassDOT, installed by the community,*
- *and Work Items supplied and installed by the community.*

If the community agrees with the findings and recommendations in this memorandum, it must perform the necessary internal steps to gain approval for an intersection control and relay confirmation of that approval to GPI and MassDOT.

The standard AWSC conversion sign package includes LED stop signs on both the major and minor street intersection approaches. LED stop signs are an effective tool to improve intersection safety by gaining driver attention and increasing the intersection's conspicuity. However, LED stop signs require continuing maintenance to ensure effective operation, including battery and solar panel maintenance and routine vegetation clearing to ensure adequate sunlight for charging. The flashing lights along the LED stop sign border may also result in concerns from residents adjacent to the intersection. Traditional static STOP signs may be provided and installed as an alternative, if specifically requested by the municipality. **It is essential that communities review the LED STOP signs proposed in the AWSC conversion sign package to ensure site conditions have been considered and to determine if LED STOP signs are still preferred for this location.**

A Memorandum of Agreement (MOA) between Springfield and MassDOT will need to be executed. This MOA will establish the agreed-upon conditions under which the assets provided by MassDOT to Springfield will be installed, and agreement to complete the required community element tasks identified in the attached plan. Upon executing this MOA, MassDOT will fabricate and deliver the proposed signs and materials identified in this memorandum (see the **Appendix** for the list of proposed signs).

All improvements shown on the enclosed design plan, some of which will be provided by MassDOT and others by the community as indicated, are required for the AWSC conversion. Other optional treatments are described in the report that the community can choose to install at their cost to supplement the required elements. **If the community has any concerns or requests for changes to the proposed design, please bring them to our attention within 5 days of receipt of this report as this project is advancing on a tight timeline.**

The following is a summary of the Work Items included in this project. Please refer to the design package for detailed information on the **Work Items**.

#### **Required Work Items:**

The proposed signs and quantities to be provided by MassDOT for the municipality to install are shown in **Table 4**. All new STOP signs, either LED or standard, will be supplemented with red signpost reflectors. Note – the proposed sign locations indicated in the Design Plan (see appendix) are intended to conform to MUTCD guidance, but should be modified in the field as needed to optimize their visibility and to accommodate roadside features such as lawns, landscaping, driveways, building entrances, pedestrian ramps, and any other features that might be considered sensitive.

**Table 4 – Quantities**

| TYPE OF SIGN                          | QUANTITY |
|---------------------------------------|----------|
| LED Stop Sign (R1-1)                  | 6        |
| Stop Ahead Sign (W3-1)                | 7        |
| All-Way Placard (R1-3P)               | 7        |
| New Traffic Pattern Ahead (W23-2)     | 2        |
| Total Number of Square Tube Signposts | 15       |

Required Work Items supplied and installed by the Community:

- STOP bars are to be provided along each approach according to the Design Plan.

- Existing lane markings to be removed where needed to conform to new stop bar locations.
- Removal or relocation of existing signage as noted on the provided plans.

**Optional Work Items:**

Optional Work for consideration by the municipality includes:

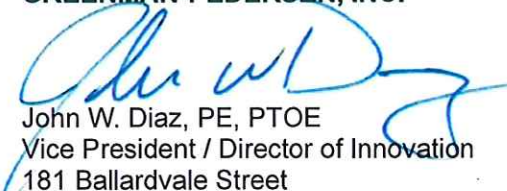
- NEW plaques on STOP signs on new controlled approaches (W16-15p)
- Yellow signpost reflectors on STOP AHEAD signposts
- NEW TRAFFIC PATTERN AHEAD signs on minor approaches – recommend removal after 6 months
- Warning flags on STOP AHEAD signs on new control approaches
- Pavement Markings – install STOP and STOP AHEAD stencils
- Changeable message signs – install prior to conversion for advance notice to drivers
  - Recommended 2 weeks in advance and 2 weeks after installation
- Optical speed bars – install for speed management on intersection approaches
- Speed study – perform speed measurements after the acclimatization period to determine if a speed limit change on the new stopped approaches would be supported

Included in the memorandum appendix is an *informational flyer that provides best practices and recommendations* for changing an intersection control within a community as well as the traffic volume, LOS analysis and speed data collected for the intersection of School Street at High Street as part of the project. The municipality is strongly encouraged to notify the community of the upcoming change in traffic control prior to implementing the change.

Should you have any questions or concerns, please contact me directly at [jdiaz@gpinet.com](mailto:jdiaz@gpinet.com) or at 978-570-2953.

Sincerely,

**GREENMAN-PEDERSEN, INC.**



John W. Diaz, PE, PTOE  
Vice President / Director of Innovation  
181 Ballardvale Street  
Suite 202  
Wilmington, MA 01887

enclosure(s)

cc: Bonnie Polin  
Dakota DelSignore

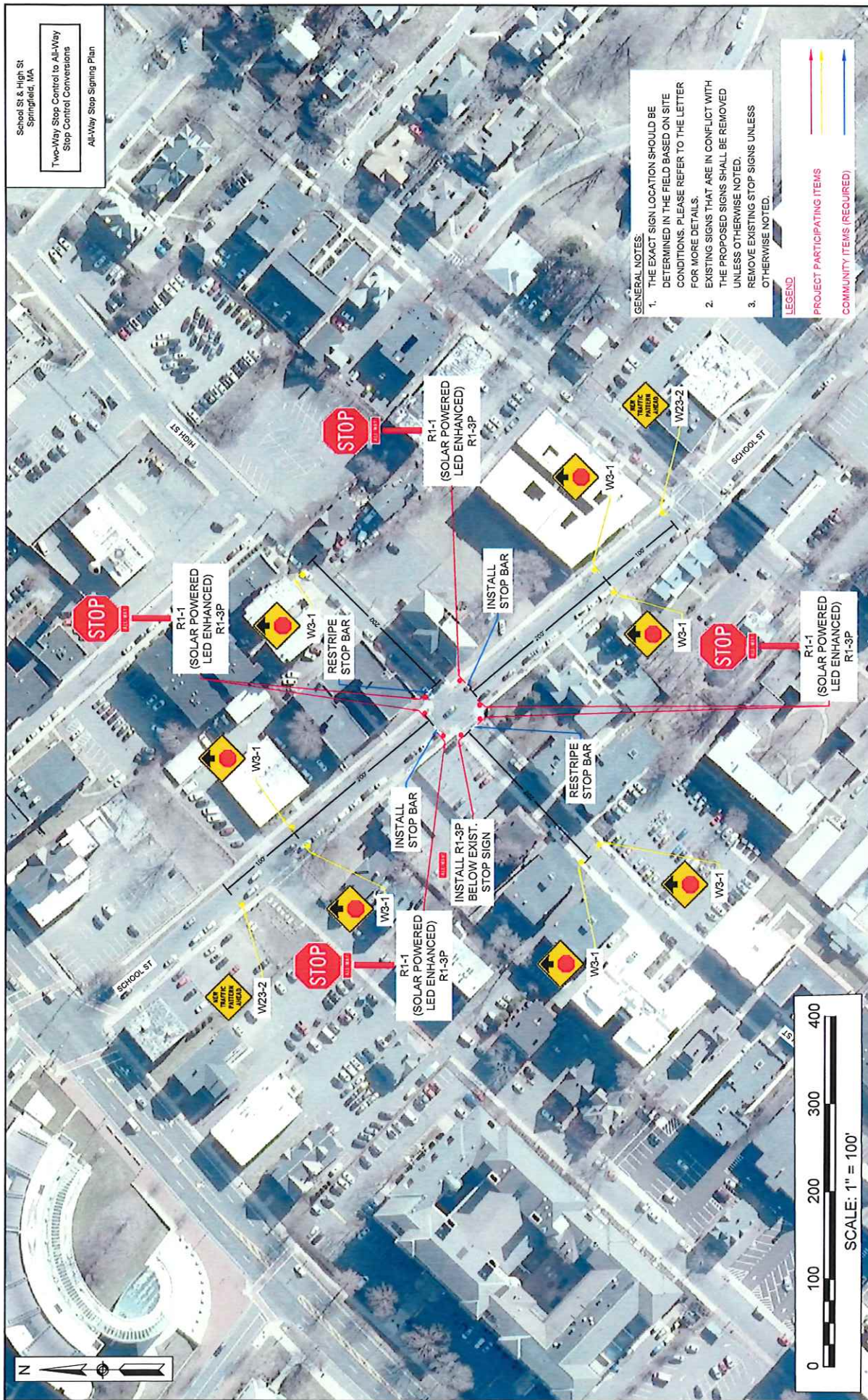


**DESIGN PLAN  
&  
SIGN SUMMARY**

School St. & High St  
Springfield, MA

Two-Way Stop Control to All-Way  
Stop Control Conversions

All-Way Stop Signing Plan



**C I T Y O F S P R I N G F I E L D**

**In the City Council on October 27, 2025**

**"In accordance with the provisions of Chapter 89, Section 9 of the General Laws, the following street is designated as a STOP street at the following intersection and in the direction indicated."**

**ALDEN ST.**      STOP SIGN at the intersection of Alden Street and Middlesex Street, facing westbound and eastbound vehicles on Alden Street (3-way).



May 21, 2025

Mr. Alvin Allen  
Civil Engineer  
City of Springfield  
70 Tapley Street  
Springfield, MA 01104

RE: Springfield - Alden Street at Middlesex Street  
Link to Site in Google Maps:  
<http://maps.google.com/maps?q=42.10533610873242,-72.55025805201997>  
All Way Stop Control (AWSC)  
MassDOT District 2

Dear Mr. Allen:

**Greenman-Pedersen, Inc. (GPI)**, on behalf of MassDOT, has completed its review of the above-referenced intersection in Springfield, MA, for eligibility to convert to All-Way Stop Control (AWSC) for this project cycle. MassDOT is collaborating with communities to identify, investigate, and assist in converting municipally owned intersections from two-way stop control to all-way stop control, to address known safety issues. The intersection of Alden Street at Middlesex Street was identified as eligible for further assessment based on its crash history, a preliminary evaluation of the existing conditions, and community interest in participating in the program.

This evaluation found that the intersection of Alden Street at Middlesex Street is **recommended for moving forward with conversion to All-Way Stop Control**. The following provides a summary of the report's key findings and details regarding the logistics for implementing the AWSC conversion for locations that were deemed suitable.

### **GENERAL DESCRIPTION OF THE INTERSECTION**

Alden Street at Middlesex Street consists of three (3) approaches, and recent crash statistics indicate six (6) angle crashes that are susceptible to correction with AWSC, between January 1, 2019 and December 31, 2021. The crash history meets MUTCD warrant A (Crash Experience) for all-way stop control.

The intersection is in an area of single-family residential development and abuts the Springfield College campus. Norfolk Street intersects Middlesex Street approximately 100' north of Alden Street and is under yield control with a severe skew. There are sidewalks on the north side of Alden Street and both sides of Middlesex Street, all of which are separated from the roadside by a grass strip. There is a crosswalk on Middlesex Street at Alden Street. The Springfield College gateway is immediately west of the intersection on Alden Street. The nearest driveways along Alden Street are 200' east and 70' west of the intersection.

Table 1 provides an overview of the observed conditions at the intersection.

**Table 1 – Intersection Characteristics**

| Road                            | Speed Regulation Present | Speed Reg. or Posted Limit (mph) <sup>a</sup> | 85 <sup>th</sup> % (mph) | 50 <sup>th</sup> % (mph) | Statutory Speed (mph) <sup>b</sup> | Design Speed | Federal Functional Classification | ADT <sup>c</sup> |
|---------------------------------|--------------------------|-----------------------------------------------|--------------------------|--------------------------|------------------------------------|--------------|-----------------------------------|------------------|
| <b>Alden Street<sup>d</sup></b> | Yes                      | 30                                            | 40                       | 35                       | 25                                 | 40           | Minor Arterial                    | 8,067            |
| <b>Middlesex Street</b>         | Yes                      | 25                                            | N/A                      | N/A                      | 25                                 | 25           | Major Collector                   | N/A              |

<sup>a</sup> If Speed Regulation is not present, the posted speed limit value shown is from the MassDOT Road Inventory Speed Limit field, and the posting is not supported by a Regulation; N/A indicates data is not available

<sup>b</sup> Municipality has opted in for Chapter 90 Section 17C - (25mph Statutory Speed)

<sup>c</sup> Average daily traffic major approach only; see appendix for minor approach turning movement counts

<sup>d</sup> Major Street

### General Speed Limit Considerations

All posted speed limits must be established by and conform to a Special Speed Regulation (SSR). It is recommended that for road segments with SSRs, the community should replace any non-compliant posted speed limit signs with appropriate signs in the correct locations so that the speed limits can be enforced, and citations adjudicated accordingly. If there is no SSR for the roadway segment, the statutory speed limit prevails, and any posted speed limit signs should be removed.

## TRAFFIC OPERATIONS EVALUATION

A peak-hour operations analysis of unadjusted turning movement counts at the intersection was conducted for the morning and evening peak hours to determine the impacts of converting the intersection to an All-Way Stop Control. The operations analysis was conducted utilizing the methodologies outlined in the Highway Capacity Manual 7<sup>th</sup> Edition (HCM)<sup>1</sup> with analysis tools of Synchro<sup>2</sup> or Highway Capacity Software<sup>3</sup>. **Table 2** presents the worst case predicted Levels of Service (LOS) along the main line and side street approaches, as well as an overall intersection LOS. Raw traffic count data, along with the full traffic operations analysis outputs, are included in the appendix.

If the operations analysis indicates that LOS D or better occurs along all approaches, the intersection is rated as acceptable for AWSC operations. If LOS E is anticipated along the currently free-flowing major street approach, the intersection will require further assessments to determine if AWSC would be appropriate, and if any currently free-flowing major street approach operates at a LOS F (failing), it was determined that AWSC would not be an appropriate measure.

**Table 2 - Level of Service Operations**

| OPERATIONS ANALYSIS SCENARIO                            | LOS RESULTS |
|---------------------------------------------------------|-------------|
| <b>Major Street: (Alden Street) Worst Case LOS:</b>     | C           |
| <b>Minor Street: (Middlesex Street) Worst Case LOS:</b> | B           |
| <b><u>Overall Intersection Worst Case LOS:</u></b>      | <u>C</u>    |
| <b>Recommendation based on LOS:</b>                     | Pass        |

<sup>1</sup> Highway Capacity Manual 7<sup>th</sup> Edition Transportation Research Board; Washington, D.C.; 2022

<sup>2</sup> Synchro plus SimTraffic 11; Trafficware Ltd.; Sugar Land, TX.; 2018

<sup>3</sup> Highway Capacity Software 7; McTrans; Gainesville, FL; 2022



## **SITE ASSESSMENT**

A desktop assessment was conducted for all locations that met the traffic operation evaluation criteria to determine whether the site conditions at the intersection are suitable for AWSC conversion. This assessment considered intersection and approach geometry, sight distance, existing access management, interaction with nearby intersections, and other important factors. **Table 3** provides a summary of some of the common assessment features considered at each location. It should be noted that the information listed in Table 3 is intended to help inform the recommendation for AWSC conversion; however, it is not an all-encompassing list.

A field assessment was conducted at all locations identified as suitable based on the desktop assessment to confirm the findings and investigate intersection features not suitable for desktop review. The field assessment of the intersection was conducted on May 7, 2025.

**Table 3 – Site Assessment Summary**

| EVALUATION CONDITION                                                                                                                                                                      | RESULT |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| Is there an intersection where spillback occurs? (Could be a result of AWSC queueing or adjacent intersection queues impacting AWSC location)                                             | No     |
| Is there an at-grade railroad crossing along any approaches to the intersection?                                                                                                          | No     |
| Is the minor road at an awkward skew or are there any other issues requiring widely separated STOP positions?                                                                             | No     |
| Does the placement of curb ramps impact STOP locations or operations?                                                                                                                     | No     |
| Will the AWSC hinder any adjacent driveways or streets?                                                                                                                                   | No     |
| Are dedicated turn lanes provided on any approaches?                                                                                                                                      | No     |
| Are bike lanes provided on any approaches?                                                                                                                                                | No     |
| Is there any roadway superelevation? (Typically, may occur on higher speed/volume mainline approaches)                                                                                    | No     |
| Are there any site conditions that could impact sign placement? (Limited ROW, physical obstructions, shaded area for LED, etc.)                                                           | Yes    |
| Does the available sight distance approaching the intersection exceed the minimal stopping sight distance based on the Design Speed from Table 1? (Main Road > 305 ', Minor Road > 155 ') | Yes    |

## **AWSC CONVERSION RECOMMENDATION**

Based on the engineering analysis and site visit, this intersection is **recommended for moving forward with conversion to All-Way Stop Control**.

During the site assessment, it was observed that the trees on the south side of Alden Street may limit the amount of sunlight available to power the LED STOP signs. Selective limb clearing may be needed to ensure sufficient sunlight for solar power. Also, peak hour queues on Alden Street will extend past the nearest driveways. Brief driveway blockages are expected.

## **NEXT STEPS**

For intersections recommended for AWSC conversion, a design package has been prepared and included in the appendix of this memorandum that provides the necessary details for the conversion. The design package includes an aerial plan, standard details, and a summary of materials that will be supplied by MassDOT. The aerial plan will indicate the Work Items required for AWSC conversion. The work items are divided into two categories:

- *Work Items supplied by MassDOT, installed by the community,*



- and *Work Items supplied and installed by the community.*

If the community agrees with the findings and recommendations in this memorandum, it must perform the necessary internal steps to gain approval for an intersection control and relay confirmation of that approval to GPI and MassDOT.

The standard AWSC conversion sign package includes LED stop signs on both the major and minor street intersection approaches. LED stop signs are an effective tool to improve intersection safety by gaining driver attention and increasing the intersection's conspicuity. However, LED stop signs require continuing maintenance to ensure effective operation, including battery and solar panel maintenance and routine vegetation clearing to ensure adequate sunlight for charging. The flashing lights along the LED stop sign border may also result in concerns from residents adjacent to the intersection. Traditional static STOP signs may be provided and installed as an alternative, if specifically requested by the municipality. **It is essential that communities review the LED STOP signs proposed in the AWSC conversion sign package to ensure site conditions have been considered and to determine if LED STOP signs are still preferred for this location.**

A Memorandum of Agreement (MOA) between Springfield and MassDOT will need to be executed. This MOA will establish the agreed-upon conditions under which the assets provided by MassDOT to Springfield will be installed, and agreement to complete the required community element tasks identified in the attached plan. Upon executing this MOA, MassDOT will fabricate and deliver the proposed signs and materials identified in this memorandum (see the **Appendix** for the list of proposed signs).

All improvements shown on the enclosed design plan, some of which will be provided by MassDOT and others by the community as indicated, are required for the AWSC conversion. Other optional treatments are described in the report that the community can choose to install at their cost to supplement the required elements. **If the community has any concerns or requests for changes to the proposed design, please bring them to our attention within 5 days of receipt of this report as this project is advancing on a tight timeline.**

The following is a summary of the Work Items included in this project. Please refer to the design package for detailed information on the **Work Items**.

#### **Required Work Items:**

The proposed signs and quantities to be provided by MassDOT for the municipality to install are shown in **Table 4**. All new STOP signs, either LED or standard, will be supplemented with red signpost reflectors. Note – the proposed sign locations indicated in the Design Plan (see appendix) are intended to conform to MUTCD guidance, but should be modified in the field as needed to optimize their visibility and to accommodate roadside features such as lawns, landscaping, driveways, building entrances, pedestrian ramps, and any other features that might be considered sensitive.

**Table 4 – Quantities**

| TYPE OF SIGN                          | QUANTITY |
|---------------------------------------|----------|
| LED Stop Sign (R1-1)                  | 5        |
| Standard Stop Sign (R1-1)             | 0        |
| Stop Ahead Sign (W3-1)                | 5        |
| All-Way Placard (R1-3P)               | 5        |
| New Traffic Pattern Ahead (W23-2)     | 2        |
| Total Number of Square Tube Signposts | 12       |

Required Work Items supplied and installed by the Community:

- STOP bars are to be provided along each approach according to the Design Plan.
- Existing lane markings to be removed where needed to conform to new stop bar locations.
- Removal or relocation of existing signage as noted on the provided plans.

Mr. Allen

Springfield - Alden Street at Middlesex Street All Way Stop Evaluation

Page 5

- Trim and maintain roadside vegetation to ensure visibility of signs and adequacy of sunlight exposure to LED STOP sign solar panels

**Optional Work Items:**

Optional Work for consideration by the municipality includes:

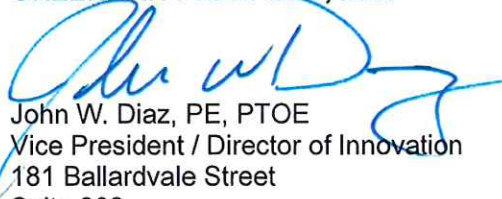
- NEW plaques on STOP signs on new controlled approaches (W16-15p)
- Yellow signpost reflectors on STOP AHEAD signposts
- NEW TRAFFIC PATTERN AHEAD signs on minor approaches – recommend removal after 6 months
- Warning flags on STOP AHEAD signs on new control approaches
- Pavement Markings – install STOP and STOP AHEAD stencils
- Changeable message signs – install prior to conversion for advance notice to drivers
  - Recommended 2 weeks in advance and 2 weeks after installation
- Optical speed bars – install for speed management on intersection approaches
- Speed study – perform speed measurements after the acclimatization period to determine if a speed limit change on the new stopped approaches would be supported

Included in the memorandum appendix is an ***informational flyer that provides best practices and recommendations*** for changing an intersection control within a community as well as the traffic volume, LOS analysis and speed data collected for the intersection of Alden Street at Middlesex Street as part of the project. The municipality is strongly encouraged to notify the community of the upcoming change in traffic control prior to implementing the change.

Should you have any questions or concerns, please contact me directly at [jdiaz@gpinet.com](mailto:jdiaz@gpinet.com) or at 978-570-2953.

Sincerely,

**GREENMAN-PEDERSEN, INC.**



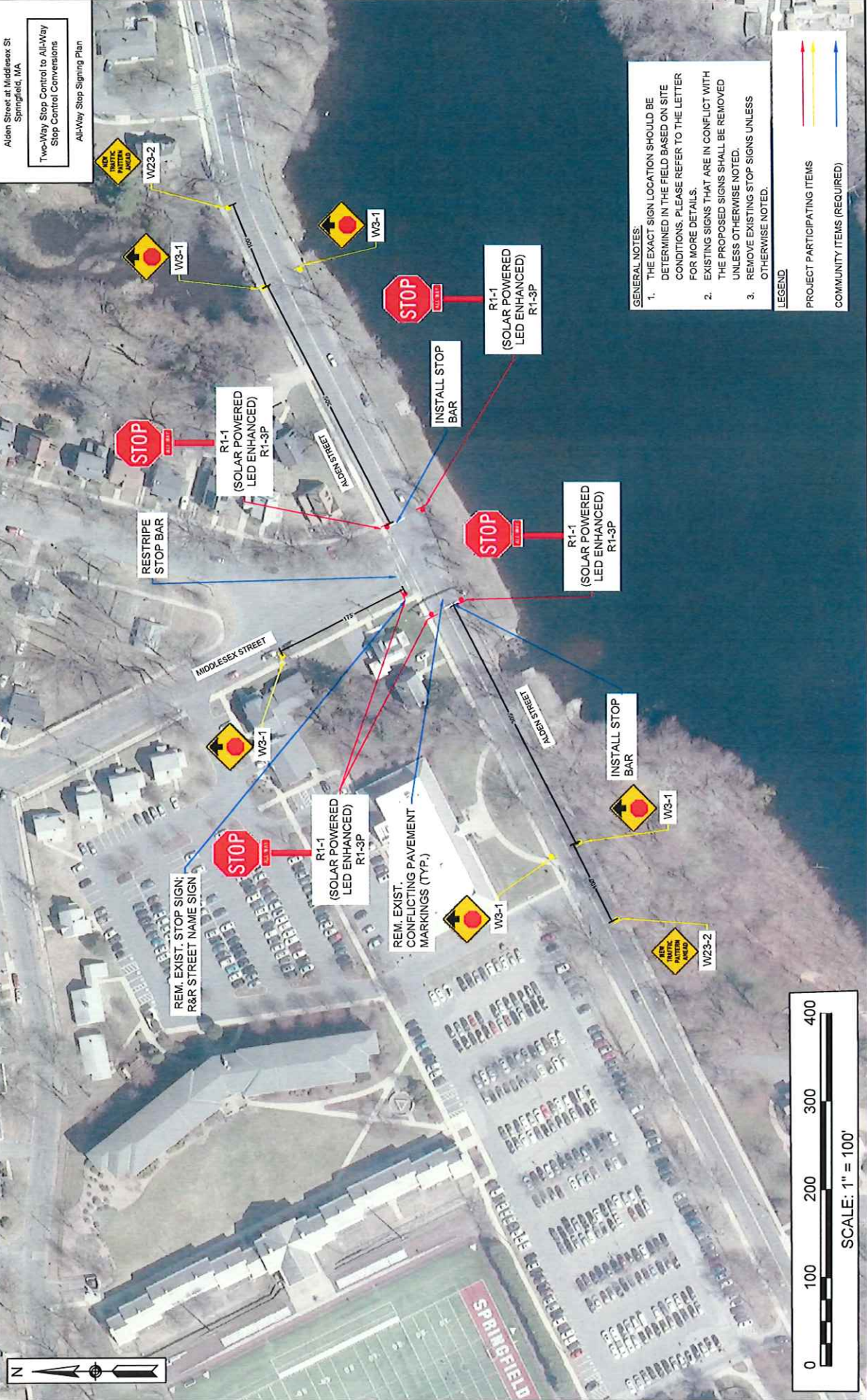
John W. Diaz, PE, PTOE  
Vice President / Director of Innovation  
181 Ballardvale Street  
Suite 202  
Wilmington, MA 01887

enclosure(s)

cc: Bonnie Polin  
Dakota DelSignore

**DESIGN PLAN  
&  
SIGN SUMMARY**





Alden Street at Middlesex St  
Springfield, MA  
Two-Way Stop Control to All-Way  
Stop Control Conversions  
All-Way Stop Signing Plan

- GENERAL NOTES:
1. THE EXACT SIGN LOCATION SHOULD BE DETERMINED IN THE FIELD BASED ON SITE CONDITIONS. PLEASE REFER TO THE LETTER FOR MORE DETAILS.
  2. EXISTING SIGNS THAT ARE IN CONFLICT WITH THE PROPOSED SIGNS SHALL BE REMOVED UNLESS OTHERWISE NOTED.
  3. REMOVE EXISTING STOP SIGNS UNLESS OTHERWISE NOTED.

LEGEND

PROJECT PARTICIPATING ITEMS

COMMUNITY ITEMS (REQUIRED)



**OFFICE OF PLANNING & ECONOMIC DEVELOPMENT  
ANALYSIS FOR A SPECIAL PERMIT**

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**484 BOSTON ROAD, 472 BOSTON ROAD AND NS BOSTON ROAD  
PRE-EXISTING, NON-CONFORMING USE (MOTOR VEHICLE REPAIRS/SALES)**

*General Information*

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|                                                       |                                                                 |
|-------------------------------------------------------|-----------------------------------------------------------------|
| <b>Petitioner:</b>                                    | 484 Boston Road, LLC                                            |
| <b>Request:</b>                                       | Motor vehicle repairs/sales                                     |
| <b>Proposed use of the property:</b>                  | Motor vehicle repairs/sales                                     |
| <b>Parcel Size:</b>                                   | 73,780 s.f.                                                     |
| <b>Compatibility with current planning documents:</b> | The Pine Point Neighborhood Plan shows no changes to this area. |
| <b>Neighborhood council notification:</b>             | Pine Point Neighborhood Council: 9-2-25                         |
| <b>Tax Status:</b>                                    | <b>SEE ATTACHED</b>                                             |
| <b>Site Visit:</b>                                    | 8-29-25                                                         |
| <b>Hearing Date:</b>                                  | 9-23-25                                                         |

*Staff Analysis*

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**Neighborhood characteristics:**

The parcels are currently zoned Business A and are located along the commercial corridor of Boston Road. The surrounding land uses include:

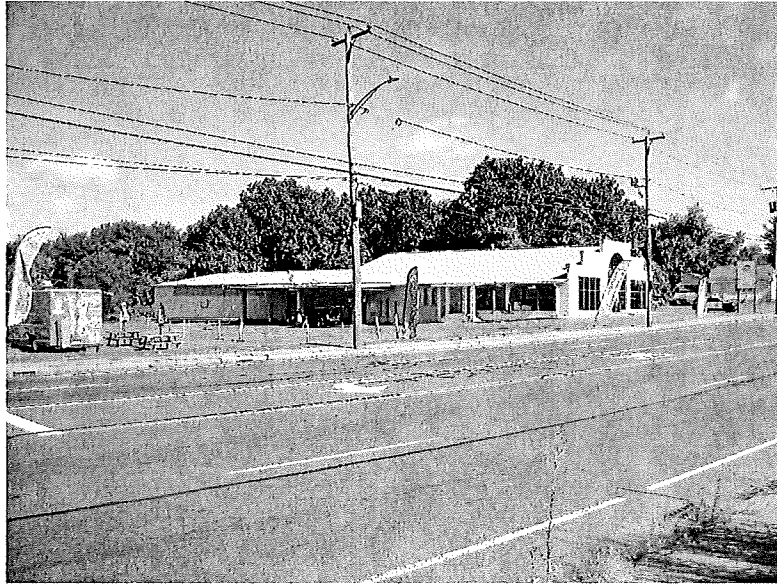
- To the north is a motor vehicle sales and service operation zoned Business A.
- To the south is a vacant motor vehicle sales and service operation zoned Business A.
- To the east are a small commercial shopping plaza and single-family homes zoned Business A and Residence A.
- To the west is vacant wetlands zoned Business A.

**Site plan review:**

The petitioner has requested a special permit to operate a pre-existing, non-conforming use (motor vehicle repairs/sales) at the properties known as 484 Boston Road, 475 Boston Road and NS Boston Road. This site has been used for this use for a number of years.

After reviewing the plans and visiting the site, the staff does not object to the proposed use but does have the following comments. Currently, the site is not being used for motor vehicle service or sales but is occupied by a number of food trucks. These food trucks are currently being parked in the area that will be used for the display of used cars.

In reviewing the plans submitted by the petitioner, the food trucks will now be relocated in an area to the left side of the building, along the frontage of Boston Road. The plans submitted indicate that there will be space for eleven (11) food trucks to be parked in this area. It should be noted, however, that there is a note on the plans submitted that states that there will be twenty-six (26), food truck, parking spaces. Again, the drawing only shows room for eleven (11) trucks, so the staff does not know where the other fifteen (15) food truck would be located. If there are to be more food trucks located on this site, a revised site plan needs to be submitted to show where these will be parked.



Overall, the staff does not object to the site being used for food trucks on a portion of the property, however, the petitioner must ensure that all the food trucks using this site are properly permitted. Further, while this site is located along the commercial corridor of Boston Road, there are a number of abutting residents. As such, this food truck operation should not be allowed to have late night operations. Noise associated with this use should be controlled as well. Lastly, there are currently a number of temporary signs located along the front of this property. If these signs have not been properly permitted, they need to be removed.

Additionally, it does need to be noted that there was a condition placed on the March 2022 special permit requiring the petitioner to file an ANR plan incorporating all the parcels, including the discontinued Hobson Street into one (1) parcel. This was also required in the original special permit issued back in 2008. As far as the staff can tell, this step has never been completed. This is an important step as this use is currently using this portion of the discontinued Hobson Street as part of its operation but is not being properly assessed for use of this land. This step should be required as part of the approval of this special permit.

Further, the plan submitted notes that the petitioner is looking for one hundred and sixty-three (163) vehicles to be displayed for sale at this location. However, in counting the total number of spaces shown on the plan, excluding the area for the food trucks, the staff only counted one hundred and fifty-seven (157) total spaces. If allowed to display the full amount requested, this will leave no spaces for customer or employee parking. As such, the staff would recommend that no more than one hundred and forty (140) vehicles be allowed to be stored/displayed for sale on this property at any one time.

Lastly, it should also be noted that the rear of this parcel abuts wetlands. As such, no additional paving should be completed without a full review by the Conservation Commission. There should also be no parking of vehicles on areas of the parcel that are not paved.

#### *Recommendation*

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Approve, with conditions.



Recommended Conditions:

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1. This special permit is granted solely for the re-establishment of a pre-existing, non-conforming use (motor vehicle sales/service) at the properties known as 484 Boston Road (01655-0083), 472 Boston Road (01655-0081) and NS Boston Road (01655-0085 & 0086).
2. The use shall be developed according to the attached site plan, with the addition of conditions #3 through #18.
3. All parking for display vehicles, customers and employees shall be clearly marked.
4. There shall be no more than one hundred and forty (140) vehicles displayed/stored for sale on the property at any one time.
5. There shall be no storage of junk or inoperable vehicles at this location.
6. The building shall be maintained graffiti free.
7. The site shall be maintained free of all overgrown vegetation, weeds, trash and debris.
8. There shall be no auto body work or painting done at this location.
9. There shall be no banners, streamers or other promotional materials located on the vehicles, building or site.
10. There shall be no parking of vehicles on any area that is not paved.
11. The public sidewalk along Boston Road shall be maintained, including snow removal.
12. An Approval Not Required Plan (ANR) combining all the parcels, including the discontinued portion of Hobson Street, shall be filed with the Springfield Planning Board for approval and then recorded at the Hampden County Registry of Deeds.
13. There shall be no more than eleven (11) food trucks located on the property.
14. All food trucks shall be properly permitted through the City of Springfield.
15. Food trucks shall be parked in the location identified on the submitted plans.
16. Food trucks shall be open no later than 11:00PM.
17. The food truck/picnic area shall be maintained free of all litter, trash and debris.
18. The City Council shall have the authority to modify, amend, review or revoke its approval of a special permit upon written application of the owner, lessee or Zoning Administrator; provided, however, that such action is consistent with the purpose and intent of the Springfield Zoning Ordinance and a public hearing is held.
19. Compliance with these conditions, as well as any and all zoning regulations, is required. Failure to comply may result in denial of the issuance of a Building Permit and/or Occupancy Permit, revocation of any permits issued and/or enforcement by the Code Enforcement Department punishable by fines of up to \$200 per day for each day a violation exists.

Sandra Powell  
*Collector/Treasurer (acting)*



THE CITY OF  
SPRINGFIELD, MASSACHUSETTS

August 7, 2025

## Special Permit Tax Certification

I certify that all identifiable real estate, personal property and excise taxes have been paid by the petitioner and/or landlord associated with the special permit request shown below:

**Special Permit:**

484 BOSTON RD - (01655-0083)  
472 BOSTON RD - (01655-0081)  
NS BOSTON RD - (01655-0085)  
NS BOSTON RD - (01655-0086)

**Petitioner**

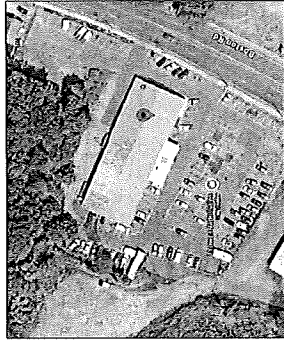
484 BOSTON ROAD REALTY LLC

**Property Owner:**

484 BOSTON ROAD REALTY LLC  
484 BOSTON RD  
SPRINGFIELD MA 01109-1227

A handwritten signature in cursive script that reads "Sandra Powell". The signature is written in dark ink and is positioned above a horizontal line.

Sandra Powell: Treasurer/Collector (acting)



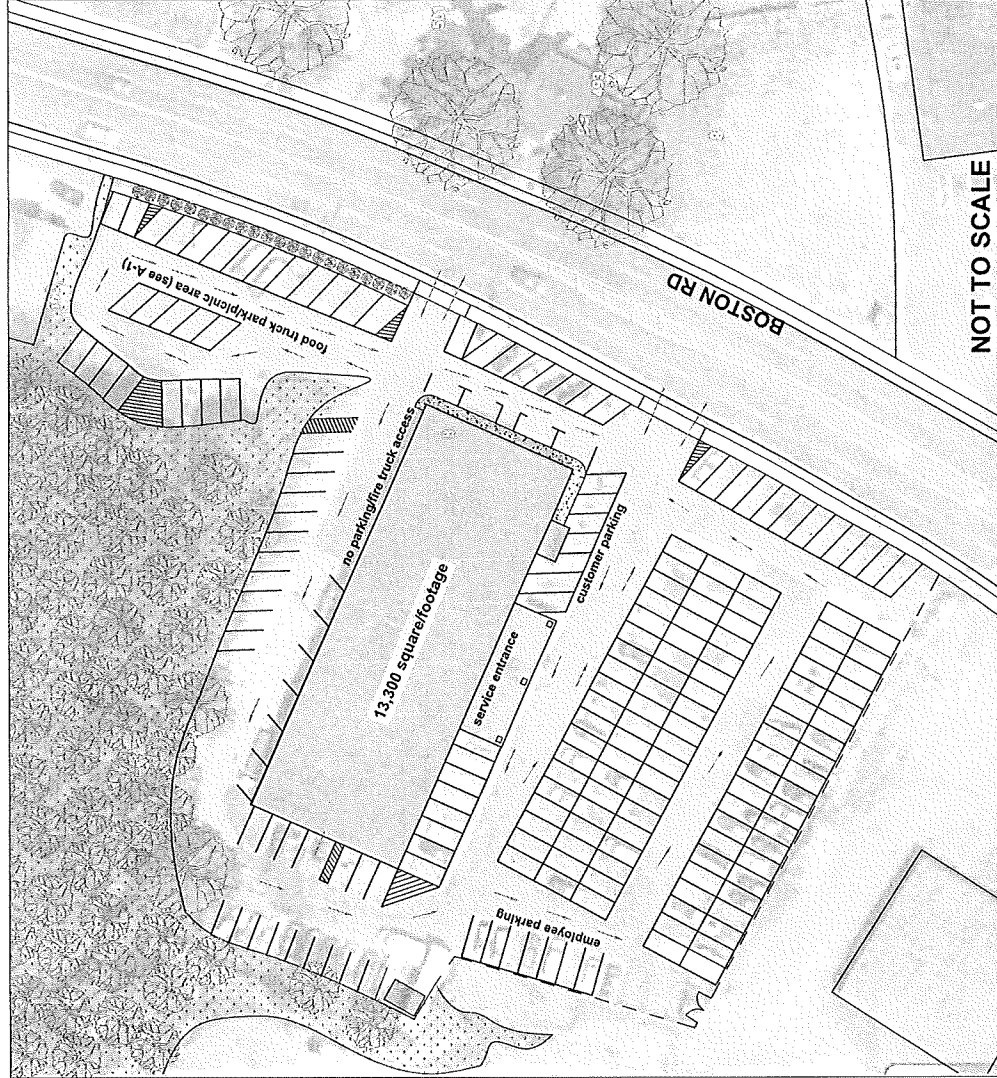
**SATELLITE VIEW - N.T.S**

PROJECT NAME: Auto dealership licensing review  
780 CMR, Massachusetts Building Code, 10th Edition (2021 IBC with MA Amendments)  
521 CMR, Massachusetts Architectural Access Board, Rev. 1.27.06  
Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register  
2021 International Existing Building Code

|                                                                   |                                                         |                                                                 |
|-------------------------------------------------------------------|---------------------------------------------------------|-----------------------------------------------------------------|
| <b>EXISTING ZONING:</b>                                           | <b>Zoning:</b><br><b>Class:</b><br><b>Building Use:</b> | <b>Business 1</b><br><b>Commercial</b><br><b>Car Dealership</b> |
| <b>EXISTING BUILDING INFORMATION:</b>                             |                                                         |                                                                 |
| Existing One-Story Building built in 1971 (on Total Acres:0.7125) |                                                         |                                                                 |
| <b>Parking:</b> 203 spaces total (only 133 needed by code)        |                                                         |                                                                 |
| -                                                                 | 7 employee parking spaces                               |                                                                 |
| -                                                                 | 7 customer parking spaces                               |                                                                 |
| -                                                                 | 163 cars for sell- parking spaces                       |                                                                 |
| -                                                                 | 26 food truck parking spaces/picnic area (see A-1)      |                                                                 |

Construction Type: NO CHANGE  
Existing Building TYPE: IIIB  
Masonry Exterior  
Parcels consolidation to be reviewed

Height & Area Limitations: Existing Building Size - No Change  
Area of Entire Building ...13,300 GROSS Square Feet  
Building Height..... 14 ft +/-



**NOT TO SCALE**

**EXISTING CONDITIONS TO BE VERIFIED ON SITE**

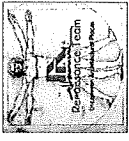
NOT FOR REINFORCEMENT  
CONSTRUCTION UNLESS  
TESTED APPROVED

DATE:  
08.08.2025  
PROJECT NO:  
25-124-0-01

25-124-0-01  
N & ZONING  
S-1

**UNCOMMON ARCHITECTURAL PLACES**  
A.W.NARDI, ARCHITECT - A.W.NARDI@AWNARDI.COM - 413.246.8264





FOOD TRUCK PARK  
484 Boston Road, Springfield MA

NOT FOR CONSTRUCTION  
NOT A CONTRACT  
NOT A PERMIT  
NOT A LICENSE

DATE:

08.08.2025

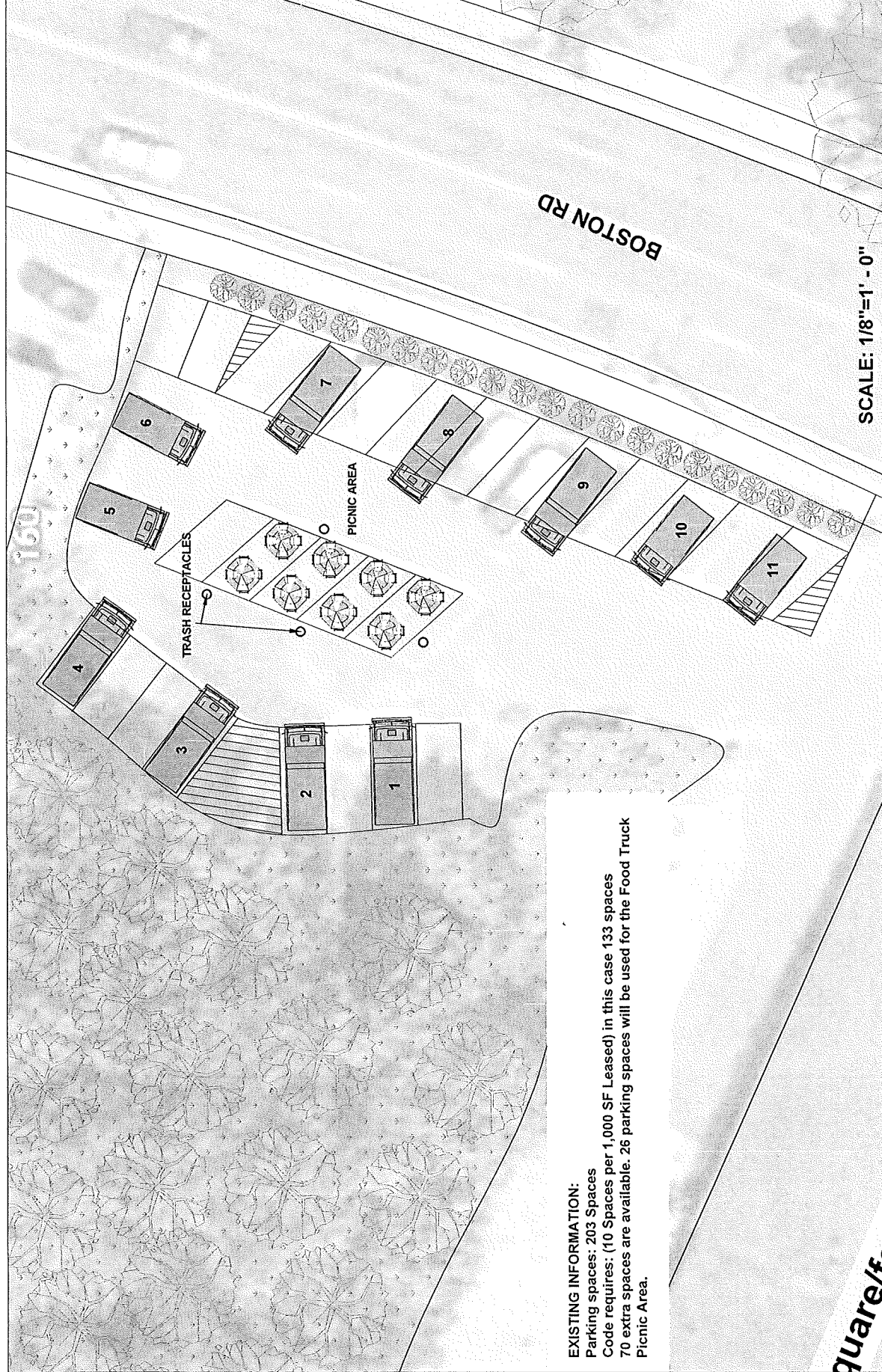
PROJECT NO:

25-124-0-01

PROPOSED FOOD TRUCK PICNIC AREA

A-1

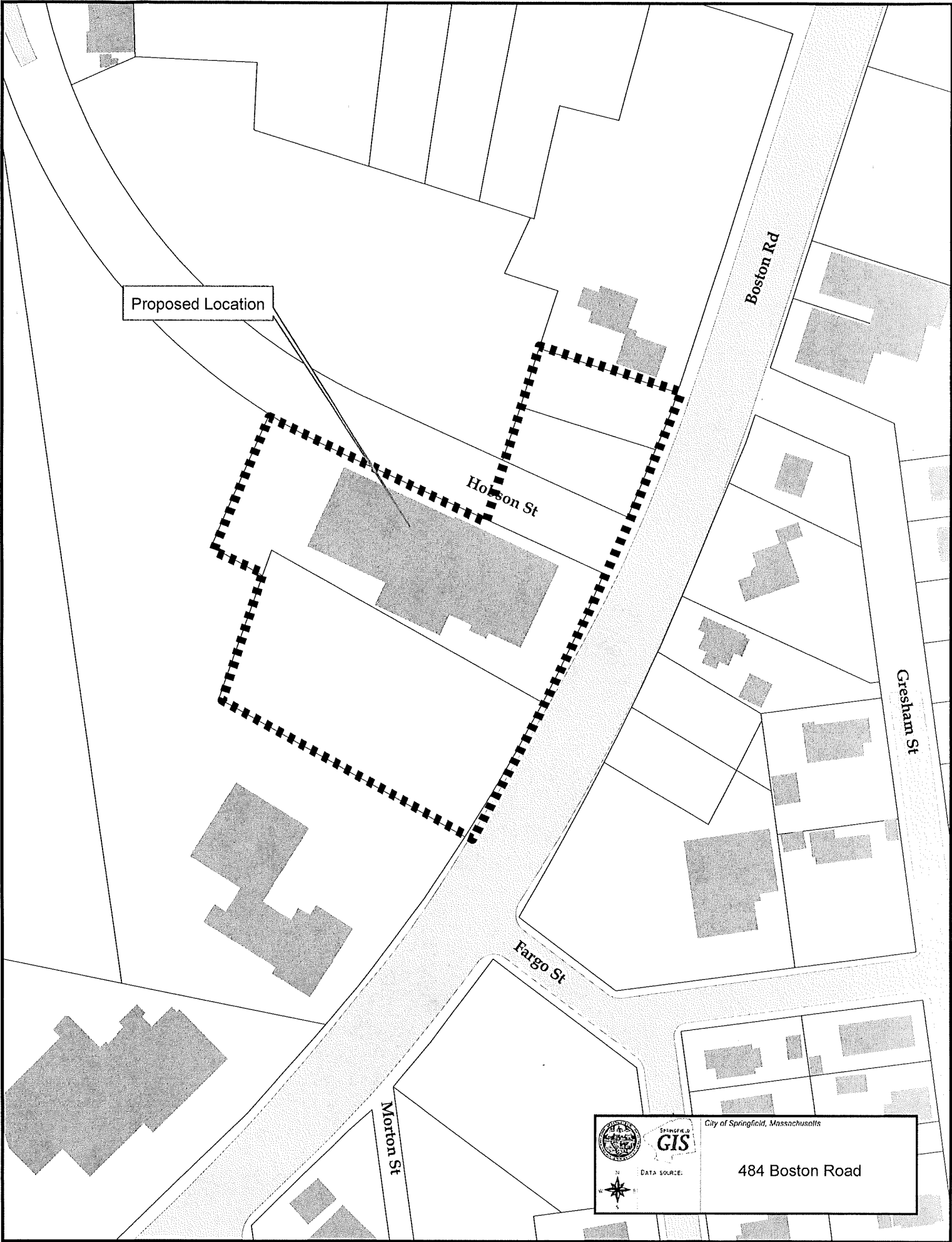
UNCOMMON ARCHITECTURAL PLACES  
A.W. NARDI, ARCHITECT - A.W.NARDI@AWNARDI.COM - 413.246.8264



EXISTING INFORMATION:

Parking spaces: 203 Spaces  
Code requires: (10 Spaces per 1,000 SF Leased) in this case 133 spaces  
70 extra spaces are available. 26 parking spaces will be used for the Food Truck Picnic Area.





Proposed Location

Holson St

Boston Rd

Gresham St

Fargo St

Morton St



Springfield  
**GIS**  
DATA SOURCE

City of Springfield, Massachusetts

**484 Boston Road**

**To The City Council of the City of Springfield:**  
*The undersigned respectfully petition your honorable body*

to amend an existing special permit (motor vehicle service/sales), granted June 2022, by allowing a change to the petitioner, at the properties known as 484 Boston Road (01655-0083), 472 Boston Road (01655-0081) and NS Boston Road (01655-0085 & 0086), as allowed by M.G.L. and the Springfield Zoning Ordinance Article 10, Section 10.1.41.

**Mailing Address:**

484 Boston Road  
Springfield, MA 01109

**Owner & Petitioner:**

**484 Boston Road Realty, LLC**

I hereby certify that I am the owner and petitioner or acting on behalf of the owner and petitioner.

By: 

**Mohammad Ali Saleem**



Sandra Powell  
*Collector/Treasurer (acting)*



THE CITY OF  
SPRINGFIELD, MASSACHUSETTS

August 7, 2025

## Special Permit Tax Certification

I certify that all identifiable real estate, personal property and excise taxes have been paid by the petitioner and/or landlord associated with the special permit request shown below:

**Special Permit:**

484 BOSTON RD - (01655-0083)  
472 BOSTON RD - (01655-0081)  
NS BOSTON RD - (01655-0085)  
NS BOSTON RD - (01655-0086)

**Petitioner**

484 BOSTON ROAD REALTY LLC

**Property Owner:**

484 BOSTON ROAD REALTY LLC  
484 BOSTON RD  
SPRINGFIELD MA 01109-1227



Sandra Powell: Treasurer/Collector (acting)

**OFFICE OF PLANNING & ECONOMIC DEVELOPMENT  
ANALYSIS FOR A SPECIAL PERMIT**

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**484 BOSTON ROAD, 472 BOSTON ROAD AND NS BOSTON ROAD  
PRE-EXISTING, NON-CONFORMING USE (MOTOR VEHICLE REPAIRS/SALES)**

*General Information*

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|                                                       |                                                                 |
|-------------------------------------------------------|-----------------------------------------------------------------|
| <b>Petitioner:</b>                                    | 484 Boston Road, LLC                                            |
| <b>Request:</b>                                       | Motor vehicle repairs/sales                                     |
| <b>Proposed use of the property:</b>                  | Motor vehicle repairs/sales                                     |
| <b>Parcel Size:</b>                                   | 73,780 s.f.                                                     |
| <b>Compatibility with current planning documents:</b> | The Pine Point Neighborhood Plan shows no changes to this area. |
| <b>Neighborhood council notification:</b>             | Pine Point Neighborhood Council: 9-2-25                         |
| <b>Tax Status:</b>                                    | SEE ATTACHED                                                    |
| <b>Site Visit:</b>                                    | 8-29-25                                                         |
| <b>Hearing Date:</b>                                  | 9-23-25                                                         |

*Staff Analysis*

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**Neighborhood characteristics:**

The parcels are currently zoned Business A and are located along the commercial corridor of Boston Road. The surrounding land uses include:

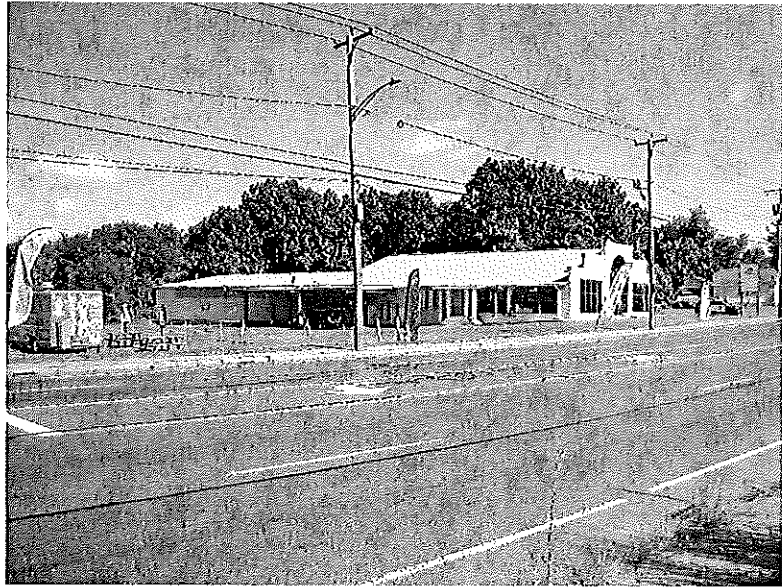
- To the north is a motor vehicle sales and service operation zoned Business A.
- To the south is a vacant motor vehicle sales and service operation zoned Business A.
- To the east are a small commercial shopping plaza and single-family homes zoned Business A and Residence A.
- To the west is vacant wetlands zoned Business A.

**Site plan review:**

The petitioner has requested a special permit to operate a pre-existing, non-conforming use (motor vehicle repairs/sales) at the properties known as 484 Boston Road, 475 Boston Road and NS Boston Road. This site has been used for this use for a number of years.

After reviewing the plans and visiting the site, the staff does not object to the proposed use but does have the following comments. Currently, the site is not being used for motor vehicle service or sales but is occupied by a number of food trucks. These food trucks are currently being parked in the area that will be used for the display of used cars.

In reviewing the plans submitted by the petitioner, the food trucks will now be relocated in an area to the left side of the building, along the frontage of Boston Road. The plans submitted indicate that there will be space for eleven (11) food trucks to be parked in this area. It should be noted, however, that there is a note on the plans submitted that states that there will be twenty-six (26), food truck, parking spaces. Again, the drawing only shows room for eleven (11) trucks, so the staff does not know where the other fifteen (15) food truck would be located. If there are to be more food trucks located on this site, a revised site plan needs to be submitted to show where these will be parked.



Overall, the staff does not object to the site being used for food trucks on a portion of the property, however, the petitioner must ensure that all the food trucks using this site are properly permitted. Further, while this site is located along the commercial corridor of Boston Road, there are a number of abutting residents. As such, this food truck operation should not be allowed to have late night operations. Noise associated with this use should be controlled as well. Lastly, there are currently a number of temporary signs located along the front of this property. If these signs have not been properly permitted, they need to be removed.

Additionally, it does need to be noted that there was a condition placed on the March 2022 special permit requiring the petitioner to file an ANR plan incorporating all the parcels, including the discontinued Hobson Street into one (1) parcel. This was also required in the original special permit issued back in 2008. As far as the staff can tell, this step has never been completed. This is an important step as this use is currently using this portion of the discontinued Hobson Street as part of its operation but is not being properly assessed for use of this land. This step should be required as part of the approval of this special permit.

Further, the plan submitted notes that the petitioner is looking for one hundred and sixty-three (163) vehicles to be displayed for sale at this location. However, in counting the total number of spaces shown on the plan, excluding the area for the food trucks, the staff only counted one hundred and fifty-seven (157) total spaces. If allowed to display the full amount requested, this will leave no spaces for customer or employee parking. As such, the staff would recommend that no more than one hundred and forty (140) vehicles be allowed to be stored/displayed for sale on this property at any one time.

Lastly, it should also be noted that the rear of this parcel abuts wetlands. As such, no additional paving should be completed without a full review by the Conservation Commission. There should also be no parking of vehicles on areas of the parcel that are not paved.

#### **SUPPLEMENTAL REVIEW:**

In order to provide some clarification to the Council on the proposed special permit, the staff wanted to supplement the original analysis.

First, it is important to note that the special permit being applied for at this location is for motor



vehicles repairs and sales. While this site is also the location of a number of food trucks, the food truck use does not trigger the need for a special permit. Food trucks are considered to be a by-right use in Business A. It should also be noted that the food trucks are already operating at this location. The specific reason that that the staff addressed the food truck operation in the analysis was to ensure that there is adequate room for both the used car sales and the food truck operation.

After reviewing the plans submitted and speaking with the petitioner directly, the staff is satisfied that there will be sufficient room at this location, including customer parking, for both uses. It was also confirmed by the petitioner that there will only be a total of eleven (11) food trucks parked at this location.

Second, it was also confirmed that an ANR plan was completed and recorded at the Registry of Deeds back in 2018. The staff will work with Assessor's office to update the city records to incorporate this property into the larger parcel.

Overall, the staff does not object to the requested special permit. As noted above, this site has been used as a used car dealership for well over thirty (30) years. The staff also believes the introduction of food trucks at this location offers a unique outdoor dining experience for the Pine Point neighborhood. As noted above, while the food truck operation is not part of the special permit application, these trucks will be required to follow any and all regulations that the city currently has in place or plans to implement in the future.

#### Recommendation

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Approve, with conditions.

#### Recommended Conditions:

---

1. This special permit is granted solely for the re-establishment of a pre-existing, non-conforming use (motor vehicle sales/service) at the properties known as 484 Boston Road (01655-0083), 472 Boston Road (01655-0081) and NS Boston Road (01655-0085 & 0086).
2. The use shall be developed according to the attached site plan, with the addition of conditions #3 through #18.
3. All parking for display vehicles, customers and employees shall be clearly marked.
4. There shall be no more than one hundred and forty (140) vehicles displayed/stored for sale on the property at any one time.
5. There shall be no storage of junk or inoperable vehicles at this location.
6. The building shall be maintained graffiti free.
7. The site shall be maintained free of all overgrown vegetation, weeds, trash and debris.
8. There shall be no auto body work or painting done at this location.
9. There shall be no banners, streamers or other promotional materials located on the vehicles, building or site.
10. There shall be no parking of vehicles on any area that is not paved.
11. The public sidewalk along Boston Road shall be maintained, including snow removal.
12. An Approval Not Required Plan (ANR) combining all the parcels, including the discontinued portion of Hobson Street, shall be filed with the Springfield Planning Board for approval and then recorded at the Hampden County Registry of Deeds.
13. There shall be no more than eleven (11) food trucks located on the property.
14. All food trucks shall be properly permitted through the City of Springfield.

15. Food trucks shall be parked in the location identified on the submitted plans.
16. Food trucks shall be open no later than 11:00PM.
17. The food truck/picnic area shall be maintained free of all litter, trash and debris.
18. The City Council shall have the authority to modify, amend, review or revoke its approval of a special permit upon written application of the owner, lessee or Zoning Administrator; provided, however, that such action is consistent with the purpose and intent of the Springfield Zoning Ordinance and a public hearing is held.
19. Compliance with these conditions, as well as any and all zoning regulations, is required. Failure to comply may result in denial of the issuance of a Building Permit and/or Occupancy Permit, revocation of any permits issued and/or enforcement by the Code Enforcement Department punishable by fines of up to \$200 per day for each day a violation exists.

Sandra Powell  
Collector/Treasurer (acting)



THE CITY OF  
SPRINGFIELD, MASSACHUSETTS



August 7, 2025

## Special Permit Tax Certification

I certify that all identifiable real estate, personal property and excise taxes have been paid by the petitioner and/or landlord associated with the special permit request shown below:

**Special Permit:**

484 BOSTON RD - (01655-0083)  
472 BOSTON RD - (01655-0081)  
NS BOSTON RD - (01655-0085)  
NS BOSTON RD - (01655-0086)

**Petitioner**

484 BOSTON ROAD REALTY LLC

**Property Owner:**

484 BOSTON ROAD REALTY LLC  
484 BOSTON RD  
SPRINGFIELD MA 01109-1227

A handwritten signature in cursive script that reads "Sandra Powell".

Sandra Powell: Treasurer/Collector (acting)





# AUTO DEALERSHIP LICENSING REVIEW

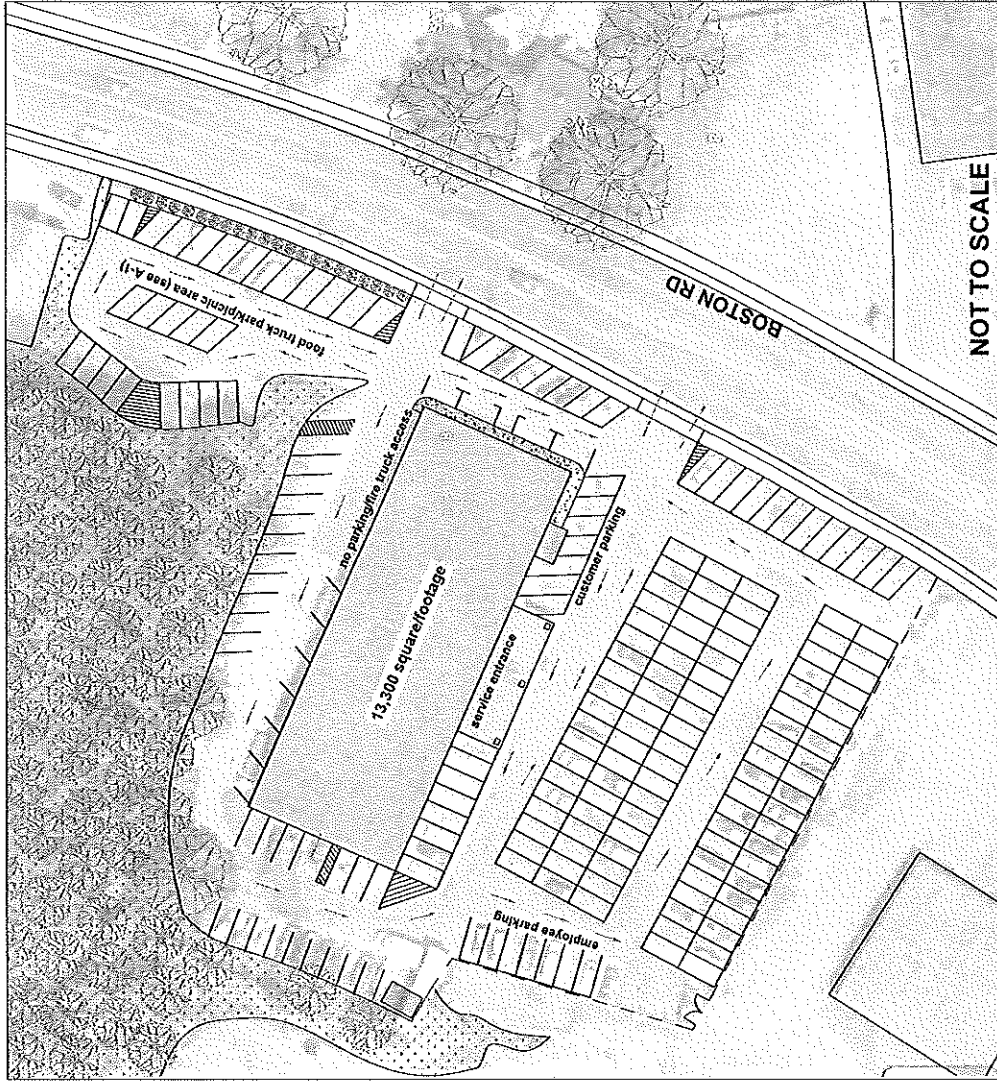
484 Boston Road, Springfield MA

NOT FOR CONSTRUCTION  
FOR INFORMATION ONLY  
DO NOT SCALE  
DATE: 08.08.2025

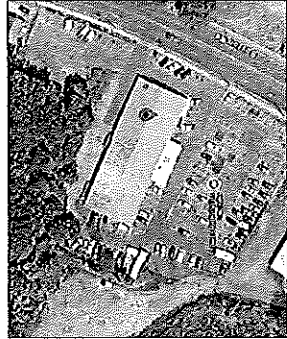
DATE: 08.08.2025  
PROJECT NO: 25-124-0-01

## EXISTING SITE PLAN & ZONING

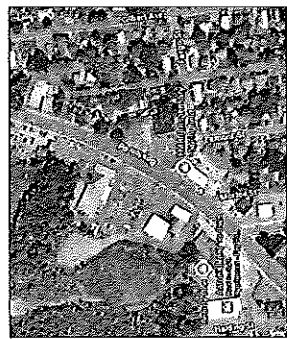
UNCOMMON ARCHITECTURAL PLACES  
A.W.NARDI, ARCHITECT - A.W.NARDI@AWNARDI.COM - 413.246.8264



EXISTING CONDITIONS TO BE VERIFIED ON SITE



SATELLITE VIEW - N.T.S



LOCATION PLAN - N.T.S.

### ZONING & BUILDING CODE REVIEW

PROJECT NAME: Auto dealership licensing review  
780 CMR, Massachusetts Building Code, 10th Edition (2021 IBC with MA Amendments)  
521 CMR, Massachusetts Architectural Access Board, Rev. 1.27.06  
Americans with Disabilities Act of 1990 (ADA) were published in the Federal Register  
2021 International Existing Building Code

EXISTING ZONING: Zoning: Business 1  
Class: Commercial  
Building Use: Car Dealership

EXISTING BUILDING INFORMATION:  
Existing One-Story Building built in 1971 (on Total Acres:0.7125)  
Parking: 203 spaces total (only 133 needed by code)

- 7 employee parking spaces
- 7 customer parking spaces
- 163 cars for self-parking spaces
- 26 food truck parking spaces/picnic area (see A-1)

Construction Type: NO CHANGE  
Existing Building TYPE: IIIB  
Masonry Exterior  
Parcels consolidation to be reviewed

Height & Area Limitations: Existing Building Size - No Change  
Area of Entire Building ...13,300 GROSS Square Feet  
Building Height..... 14 ft +/-



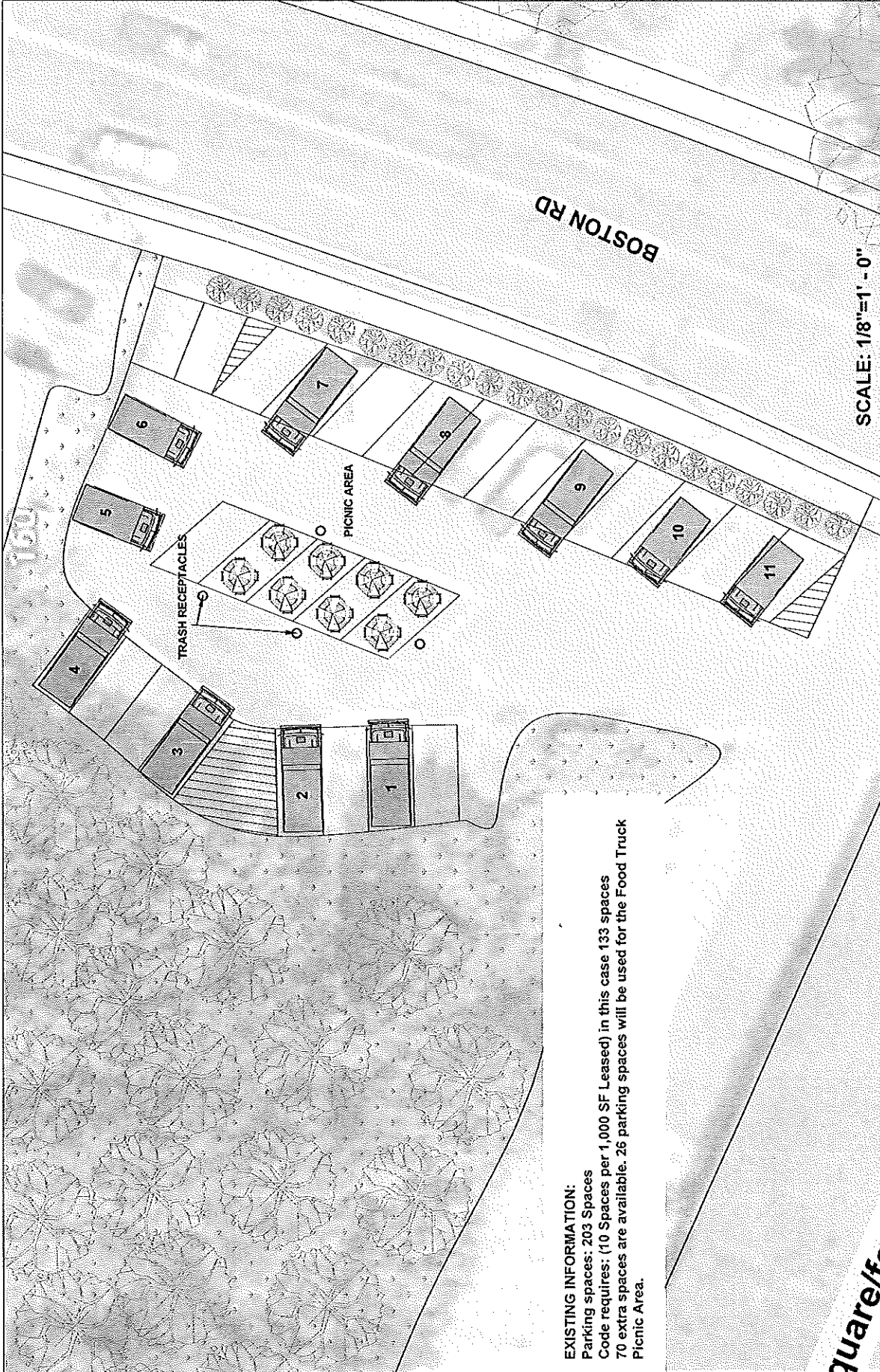
FOOD TRUCK PARK  
484 Boston Road, Springfield MA

NOT SCALE  
DATE: 08.08.2025  
PROJECT NO: 25-124-0-01  
A.W. NARDI ARCHITECT

DATE: 08.08.2025  
PROJECT NO: 25-124-0-01  
PROPOSED FOOD TRUCK PICNIC AREA

UNCOMMON ARCHITECTURAL PLACES  
A.W. NARDI, ARCHITECT - A.W. NARDI@AWNARDI.COM - 413.246.8264

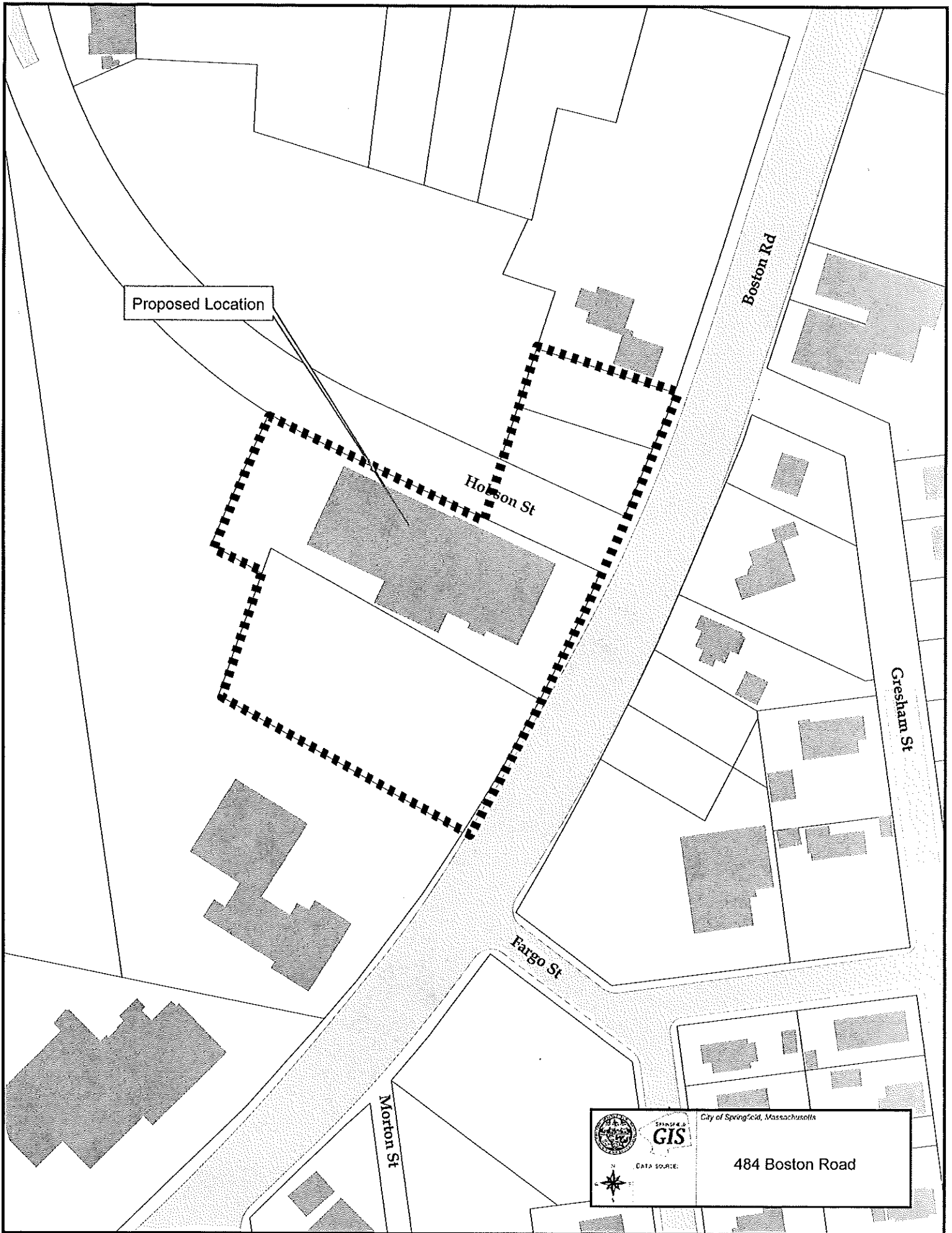
A-1



EXISTING INFORMATION:  
Parking spaces: 203 Spaces  
Code requires: (10 Spaces per 1,000 SF Leased) in this case 133 spaces  
70 extra spaces are available. 26 parking spaces will be used for the Food Truck Picnic Area.



C



Proposed Location

Hobson St

Boston Rd

Gresham St

Fargo St

Morton St



GIS

City of Springfield, Massachusetts

DATA SOURCE:

484 Boston Road

**To The City Council of the City of Springfield:**  
*The undersigned respectfully petition your honorable body*

to amend an existing special permit (motor vehicles sales), grant January 1998, by allowing a change in the petitioner, at the property known as 480 Central Street (02560-0100) (Book#09254/Page#0130), as allowed by M.G.L. and the Springfield Zoning Ordinance, Article 4, Table 4-4, Section 12.1.

**Mailing Address:**

2071 Riverdale Street  
West Springfield, MA 01089

**Owner:**

**Attilio Cardaropoli**

I hereby certify that I am the owner or acting on behalf of the owner.

By: Attilio Cardaropoli  
**Attilio Cardaropoli**

**Mailing Address:**

147 Catherin Street  
Springfield, MA 01109

**Petitioner:**

**Gregory Quiroz**

I hereby certify that I am the petitioner or acting on behalf of the petitioner.

By: GREGORY QUIROZ  
**Gregory Quiroz**



Sandra Powell  
*Collector/Treasurer (acting)*



THE CITY OF  
SPRINGFIELD, MASSACHUSETTS

September 15, 2025

## Special Permit Tax Certification

I certify that all identifiable real estate, personal property and excise taxes have been paid by the petitioner and/or landlord associated with the special permit request shown below:

Special Permit: 480 Central St – (02560-0100)

Petitioner: Gregory Quiroz  
147 Catherine St  
Springfield, MA 01109

Property Owner: Attilio Cardaropoli  
2071 Riverdale ST  
West Springfield, MA 01089

A handwritten signature in cursive script that reads "Sandra Powell". The signature is written in dark ink and is positioned above a horizontal line.

Sandra Powell: Treasurer/Collector (acting)

**OFFICE OF PLANNING & ECONOMIC DEVELOPMENT**  
**ANALYSIS FOR A SPECIAL PERMIT**

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**480 CENTRAL STREET (02560-0100)**  
**AMEND AN EXISTING SPECIAL PERMIT (USED CAR SALES)**

*General Information*

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|                                                       |                                                                                                                     |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| <b>Petitioner:</b>                                    | Gregory Quiroz                                                                                                      |
| <b>Request:</b>                                       | To amend an existing special permit (used car sales), granted January 1998, by allowing a change to the petitioner. |
| <b>Proposed use of the property:</b>                  | Motor vehicle sales.                                                                                                |
| <b>Parcel Size:</b>                                   | 7,785 s.f.                                                                                                          |
| <b>Compatibility with current planning documents:</b> | The Six Corners Neighborhood Plan shows no changes to this area.                                                    |
| <b>Neighborhood council notification:</b>             | Maple High/Six Corners Neighborhood Council: 10-6-25                                                                |
| <b>Tax Status:</b>                                    | SEE ATTACHED                                                                                                        |
| <b>Urban Renewal Plan Status:</b>                     | This parcel is located within the Central Street Urban Renewal Plan.                                                |
| <b>Site Visit:</b>                                    | 10-8-25                                                                                                             |
| <b>City Council Hearing:</b>                          | 10-27-25                                                                                                            |

*Staff Analysis*

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**Neighborhood characteristics:**

The parcel is currently zoned Business B and is located within an area that has a mixture of commercial and residential uses.

To the north is an auto repair operation zoned Business B.  
To the south are single-family homes zoned Residence B.  
To the west is a vacant lot zoned Business B.  
To the east is a small shopping plaza zoned Business B.

**Site plan review:**

The petitioner has requested to amend an existing special permit (used car sales), granted January 1998, by allowing a change to the petitioner, at the property known as 480 Central Street.

As noted above, this site was issued a special permit back in 1998. As part of that approval there were a number of conditions attached. One of them being that all uses at this site, including the used car sales was

to be located inside the existing building. There was to be no storage of vehicles or any work completed to vehicles outside the building. If approved, the staff would recommend that this and all other conditions placed on the 1998 special permit remain in place.

After visiting the site, the staff does not object to the proposed use. Due to the fact that the uses at this location are taking place inside the existing building, the staff believes there is little to no impact on the abutting properties.

Lastly, while not part of this special permit, it was noted during the site visit that the vacant lot next door to this building, which is in held in common ownership, was in need of maintenance. The staff noted that site was overgrown with a number of piles of materials, including equipment trailers. This issue should be addressed by the property owner.



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#### ***Recommendation***

Approve, with conditions.

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#### ***Recommended Conditions***

1. This special permit is granted to this petitioner only.
2. This special permit is granted solely for the sale of used cars at the property known as 480 Central Street (02560-0100).
3. All conditions placed on the January 1998 special permit shall remain in effect.
4. The City Council shall have the authority to modify, amend, review or revoke its approval of a special permit upon written application of the owner, lessee or Zoning Administrator; provided, however, that such action is consistent with the purpose and intend of the Springfield Zoning Ordinance and a public hearing is held.
5. Compliance with these conditions, as well as any and all zoning regulations, is required. Failure to comply may result in denial of the issuance of a Building Permit and/or Occupancy Permit, revocation of any permits issued and/or enforcement by the Code Enforcement Department punishable by fines of up to \$200 per day for each day a violation exists.

Sandra Powell  
*Collector/Treasurer (acting)*



THE CITY OF  
SPRINGFIELD, MASSACHUSETTS

September 15, 2025

## Special Permit Tax Certification

I certify that all identifiable real estate, personal property and excise taxes have been paid by the petitioner and/or landlord associated with the special permit request shown below:

Special Permit: 480 Central St – (02560-0100)

Petitioner: Gregory Quiroz  
147 Catherine St  
Springfield, MA 01109

Property Owner: Attilio Cardaropoli  
2071 Riverdale ST  
West Springfield, MA 01089

A handwritten signature in cursive script, reading "Sandra Powell", is written over a horizontal line.

Sandra Powell: Treasurer/Collector (acting)



DEPARTMENTAL AND INTERDEPARTMENTAL CORRESPONDENCE  
CITY OF SPRINGFIELD  
MASSACHUSETTS

DATE: January 9, 1998

TO:

*Planning*

FROM: William J. Metzger

DEPARTMENT:

DEPARTMENT: City Clerk

COPIES TO:

SUBJECT: Special Permit:  
480 Central St. ✓

This is to inform you that at a meeting of the City Council held on Monday evening, December 15, 1997, it was voted by the Council in accordance with law to grant a Special Permit on the petition of Owner: 480 Central Street Realty Trust, Attilio Cardaropoli, Trustee and Petitioner: Attilio Cardaropoli, for the right to have used automobile sales at **480 Central Street** as provided by Massachusetts General Law and the Springfield Zoning Ordinance with the following restrictions:

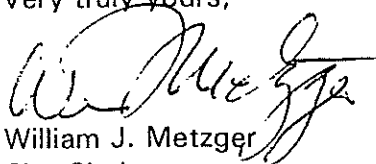
1. This special permit is granted to this petitioner only.
2. The special permit is granted solely to the highlighted area, as shown on the attached site plan.
3. The property shall be used for used automobile sales within the confines of the existing building, with no auto repair or auto body work done on the site.
4. There shall be no outdoor vehicle parking, repair, sales activity, nor shall there be any customer or employee parking located on abutting parcels.
5. There shall be no more than 10 vehicles located within the building at any one time and there shall be no vehicles located outside of the building or on the street at any one time.
6. There shall be no on-street parking associated with the use of 480 Central Street.
7. There shall be no exterior signs on the premises.
8. There shall be no exterior illumination.
9. This permit shall not be effective until these conditions are met to the satisfaction of the Code Enforcement Commissioner.
10. The Code Enforcement Commissioner shall review this special permit and meet with the Six Corners Neighborhood Council by June 15, 1998 and provide a written report to the City Council, Planning & Economic Development subcommittee.
11. This special permit shall be effective from 9 a.m. to 4 p.m. Monday through Friday and at no other times.

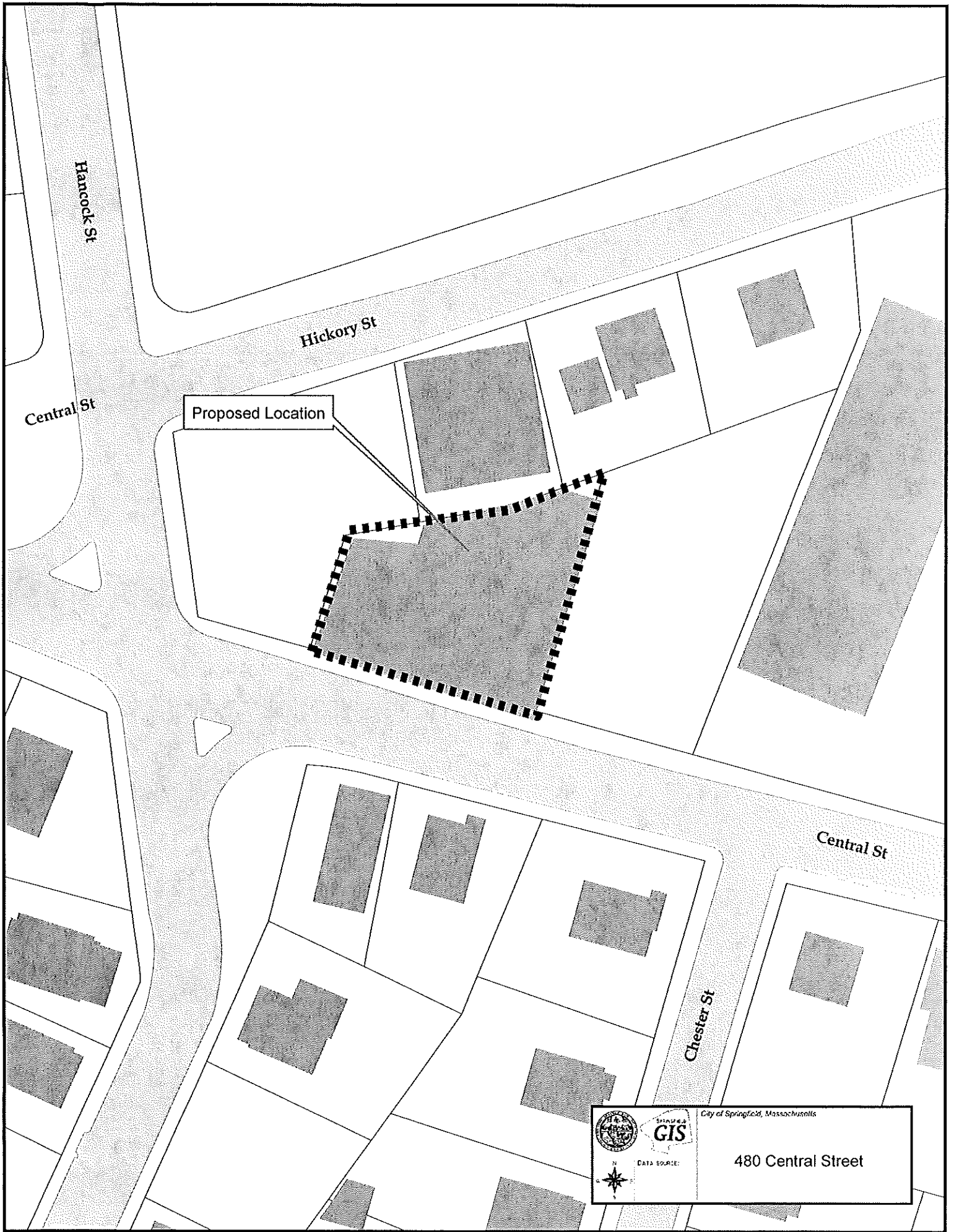
A copy of this decision and all plans referred to in the decision have been filed with the Planning Board and City Clerk.

REASONS: (1) The specific site is an appropriate location for use, structure, or condition. (2) The use developed will not adversely affect the neighborhood. (3) Adequate and appropriate facilities will be provided for the proper operation of the proposed use.

This permit becomes effective on January 9, 1998.

Very truly yours,

  
William J. Metzger  
City Clerk



Hancock St

Hickory St

Central St

Proposed Location

Central St

Chester St



City of Springfield, Massachusetts

 DATA SOURCE:

480 Central Street

OFFICE OF PLANNING & ECONOMIC DEVELOPMENT  
ANALYSIS FOR A ZONE CHANGE

#3255 NS HAMPSHIRE STREET (06240-0010)  
RESIDENCE B TO RESIDENCE C

GENERAL INFORMATION

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|                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant:</b>                         | Bukowski Construction                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Request:</b>                           | Residence B to Residence C                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Location:</b>                          | NS Hampshire Street, I.O.                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Parcel Size:</b>                       | 52,760 s.f.                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Purpose:</b>                           | Multi-family development                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Surrounding Land Use and Zoning:</b>   | <p>The property is located in the Indian Orchard neighborhood. This area has primarily residential uses. The surrounding uses include:</p> <p>To the north are single, two (2) and three (3) family homes zoned Residence B.</p> <p>To the south are Long Pond and John F. Kennedy Middle School zoned Residence A.</p> <p>To the east are single and two (2) family homes zoned Residence B.</p> <p>To the west is vacant land zoned Residence B.</p> |
| <b>Comprehensive/ Neighborhood Plan:</b>  | The Indian Orchard Neighborhood Plan shows no changes to this area.                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Site Visit:</b>                        | 9-22-25                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Urban Renewal Plan:</b>                | This parcel is located not within an urban renewal plan.                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Neighborhood Council Notification:</b> | Indian Orchard Neighborhood Council: 9-2-25                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Planning Board Hearing Date:</b>       | 10-1-25                                                                                                                                                                                                                                                                                                                                                                                                                                                |

SPECIAL INFORMATION

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|                                  |     |
|----------------------------------|-----|
| <b>Traffic &amp; Parking:</b>    | N/A |
| <b>Physical Characteristics:</b> | N/A |
| <b>Other Notes:</b>              | N/A |

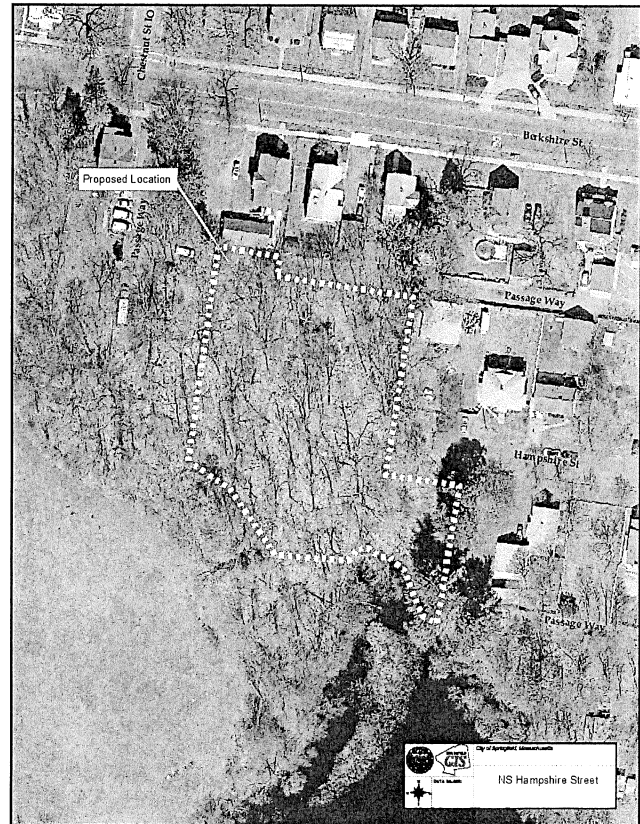
ANALYSIS

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The petitioner has requested to change the zoning of the property known as NS Hampshire Street from Residence B to Residence C. This site is currently wooded and vacant. The petitioner intends to construct a multi-family development.

As noted above, the petitioner is proposing to develop this site into a multi-family development. The petitioner has submitted two (2) site plans. One of the site plans show a layout for four (4), two-family homes. The second site plan shows a layout for an eight (8) unit, townhouse development. Both proposals require a zone change to Residence C to be constructed.

It is important to note that while site plans are requested when petitioning for a zone change, unlike a special permit, the submitted site plans are not attached as a condition of the approval. As such, the site plan can change when, or if, a zone change is approved. In this case, the developer has submitted two (2) site plans showing two (2) separate developments. If the zone change is approved, as per the underlying zoning requirements, either a special permit or Planning Board Site Plan Review will also be required in order to construct this new development. As part of that review process, a full set of finalized site plans will be required to be submitted. At that time, the staff will fully review the plans for compliance with all underlying zoning requirements.



In addition, it also needs to be noted that there are wetlands located on the property as this site abuts Long Pond. As part of this development a full review and approval by the Conservation Commission will also be required. Further, a full review by the Department of Public Works will also be required, prior to any work being started. This will also include any and all required improvements to Hampshire Street. Lastly, the staff would strongly recommend that the petitioner contact the City Forester to ensure that no significant trees will be removed without the proper permitting.

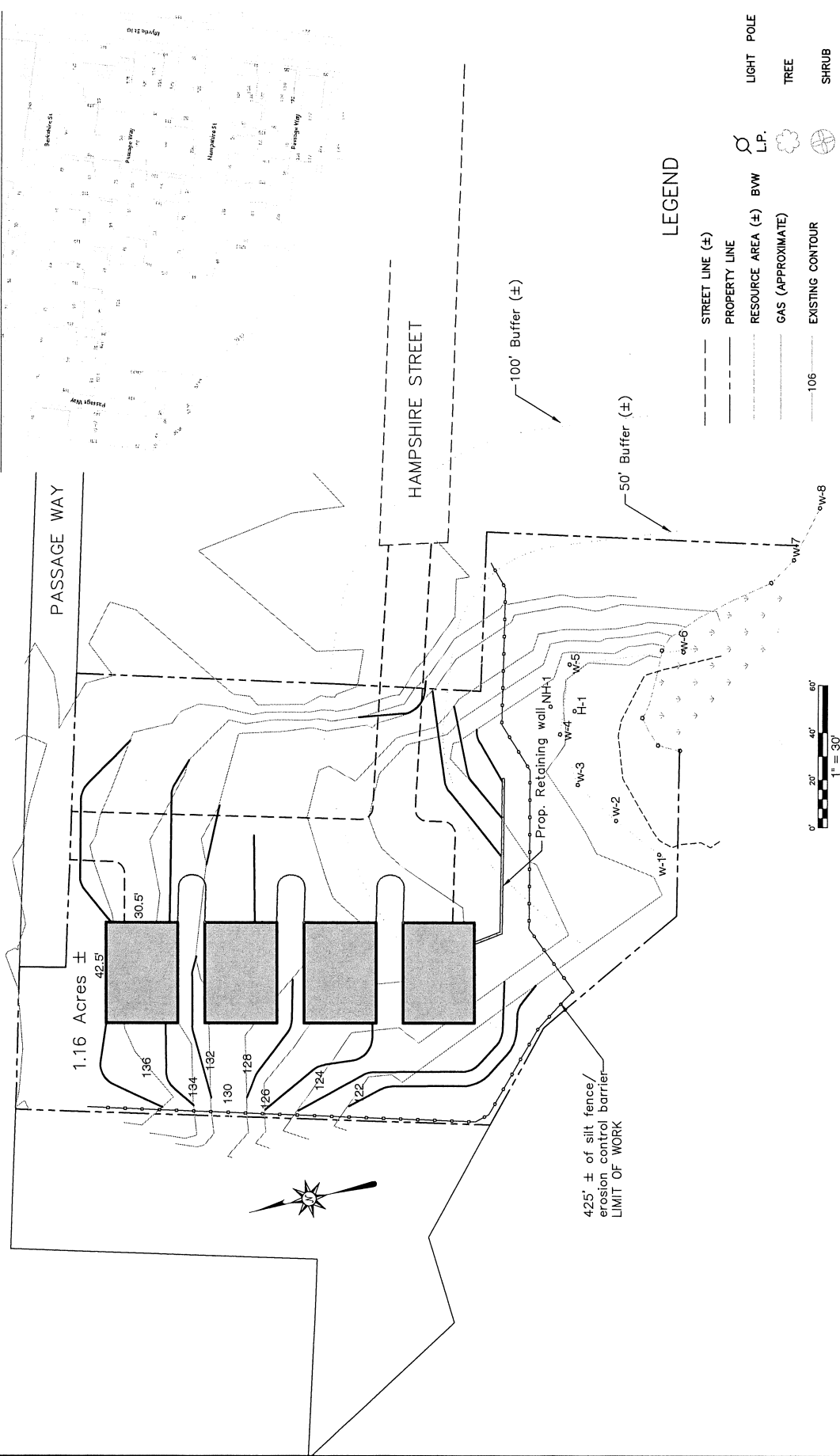
Overall, after a review of the submitted plans, the staff does not object to the proposed request. While this is a change to Residence C, the proposed development pattern is similar to the surrounding properties. As noted above, there are a number of two (2) and three (3) family homes in this area. As such, the staff does not believe the proposed change will have a negative impact on the abutters or on the neighborhood as a whole.

## RECOMMENDATION

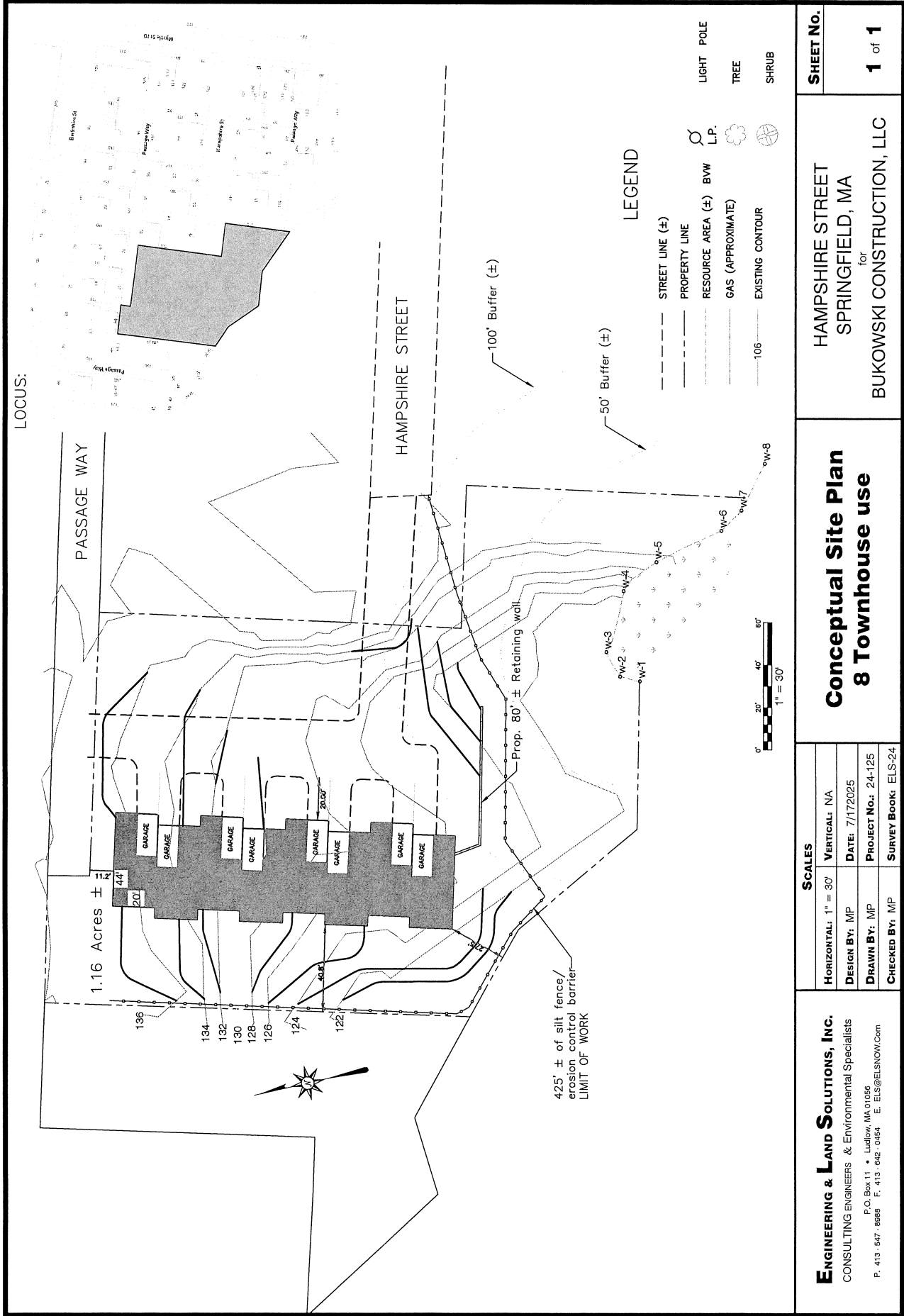
**APPROVE.**

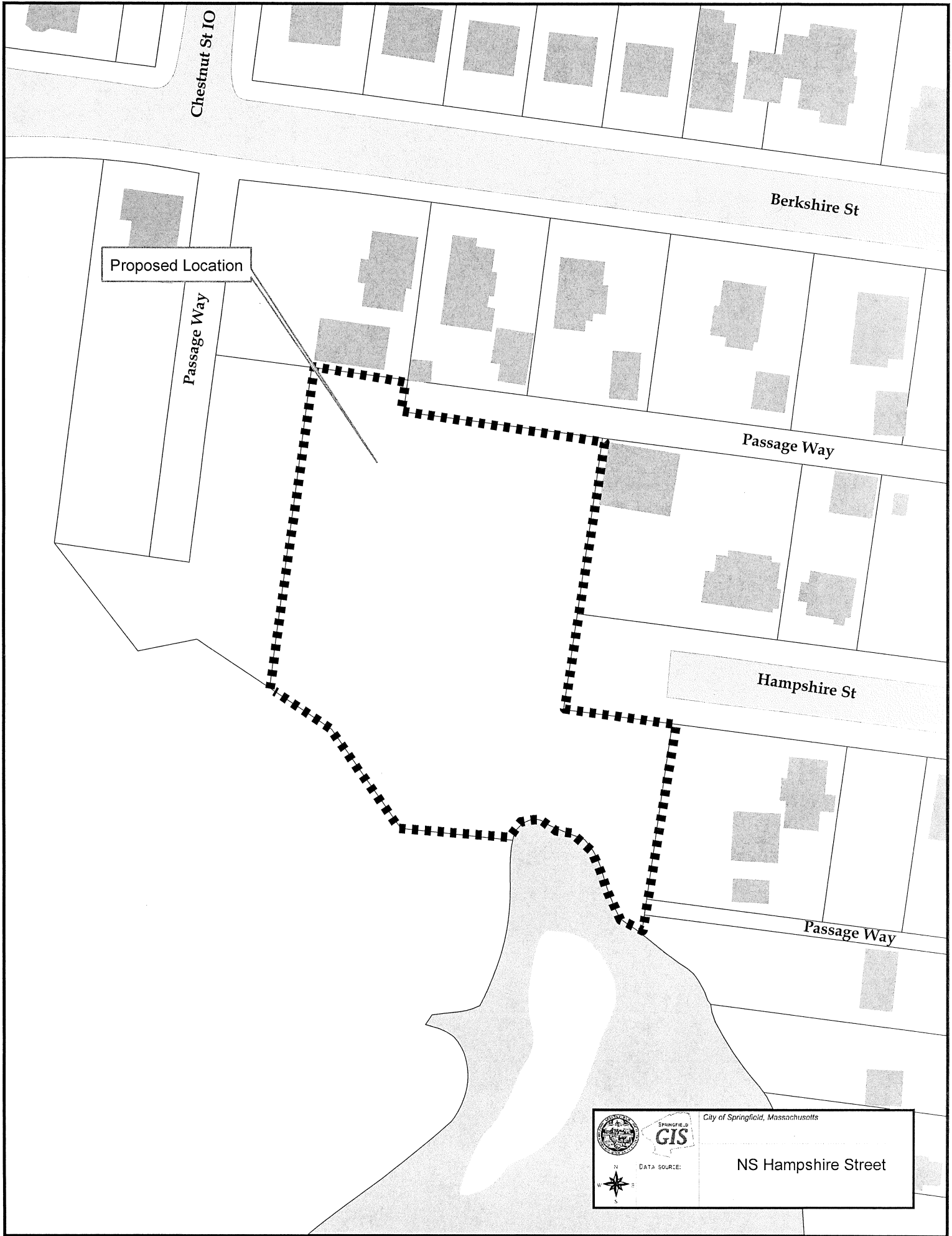


LOCUS:



|                                                                                                                                                                                          |                             |                     |                                                    |                      |                                                                                               |                                       |                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|---------------------|----------------------------------------------------|----------------------|-----------------------------------------------------------------------------------------------|---------------------------------------|-----------------------|
| <b>ENGINEERING &amp; LAND SOLUTIONS, INC.</b><br>CONSULTING ENGINEERS & Environmental Specialists<br>P.O. Box 11 • Ludlow, MA 01056<br>P. 413-547-8888 F. 413-642-0464 E. ELS@ELSNOW.COM | <b>SCALES</b>               |                     | <b>Conceptual Site Plan</b><br><b>4 Duplex use</b> |                      | <b>HAMPSHIRE STREET</b><br><b>SPRINGFIELD, MA</b><br>for<br><b>BUKOWSKI CONSTRUCTION, LLC</b> | <b>SHEET No.</b><br><br><b>1 of 1</b> |                       |
|                                                                                                                                                                                          | <b>HORIZONTAL:</b> 1" = 30' | <b>VERTICAL:</b> NA | <b>DESIGN BY:</b> MP                               | <b>DATE:</b> 7/17/25 | <b>DRAWN BY:</b> MP                                                                           | <b>PROJECT No.:</b> 24-125            | <b>CHECKED BY:</b> MP |





Chestnut St IO

Berkshire St

Proposed Location

Passage Way

Passage Way

Hampshire St

Passage Way



City of Springfield, Massachusetts



DATA SOURCE:

NS Hampshire Street



# CITY OF SPRINGFIELD

IN THE YEAR TWO THOUSAND AND TWENTY-FIVE

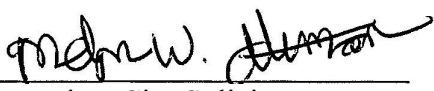
## AN ORDINANCE

AMENDING SECTION 16 OF THE BUILDING ZONE MAP

*Be it ordained by the City Council of the City of Springfield as follows:*

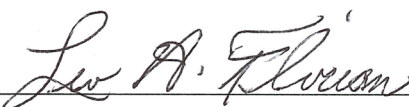
SECTION 1. The Zoning Ordinance of the City of Springfield, Massachusetts entitled “An Ordinance for Consolidating and Arranging, Enlarging, Modifying and Amending the Ordinances of the City Restricting Buildings, Structures, and Premises According to Their Use or Construction to Specified Parts of the City”, text enacted, May 28, 2013, as amended, is hereby further amended by changing from **Residence B to Residence C** the zoning on **Plot #3255, Section 16** of the Building Zone Map as indicated in red ink on the plan thereof hereto attached and marked “**Section 16 Building Zone Map of the City of Springfield.**”

Approved as to Form;

  
Associate City Solicitor

In accordance with Mass. Gen. Laws c. 40A, section 5, the Planning Board held a hearing on October 15, 2025 regarding the above Ordinance amendment.

2 Person(s) appeared in favor, and 6 Person(s) appeared in opposition.

  
Leo Florian, Chairperson





# CITY OF SPRINGFIELD

IN THE YEAR TWO THOUSAND AND TWENTY-FIVE

## AN ORDINANCE

AMENDING SECTION 16 BUILDING ZONE MAP

SECTION 1. The Zoning Ordinance of the City of Springfield, Massachusetts entitled “An Ordinance for Consolidating and Arranging, Enlarging, Modifying and Amending the Ordinances of the City Restricting Buildings, Structures, and Premises According to Their Use or Construction to Specified Parts of the City”, text enacted, May 28, 2013, as amended, is hereby further amended by changing from **Residence B to Residence C** the zoning on **Plot #3255, Section 16** of the Building Zone Map as indicated in red ink on the plan thereof hereto attached and marked “**Section 16 Building Zone Map of the City of Springfield.**”

**REPORT TO CITY COUNCIL  
ZONE CHANGE HEARING**

**PETITION: #3255**  
**SECTION: 16**

**DATE: October 16, 2025**

**To the Honorable Mayor and City Council of the City of Springfield, Massachusetts, the Planning Board submits the following report on the Zone Change Petition, which was referred to the Board for its recommendation:**

**PETITIONER:** Bukowski Construction

**ADDRESS:** NS Hampshire Street (06240-0010)

**CHANGE REQUESTED:** Proposed zone change from Residence B to Residence C

**PETITIONER'S PURPOSE STATEMENT:** Multi-family development

**DATE OF PUBLIC HEARING:** October 15, 2025

**DATE OF FINAL DECISION:** October 15, 2025

**BOARD MEMBERS PRESENT and COUNT:** five (5): Mr. Cunningham, Mr. Florian, Mr. Daniele, Ms. Morin and Mr. Mineo.

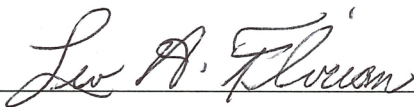
**FINAL MOTION:** APPROVE

**IN FAVOR:** two (2): Mr. Daniele, Ms. Morin

**OPPOSED:** two (2): Mr. Mineo and Mr. Cunningham

**ABSTAINED:** one (1): Mr. Florian

**RECOMMENDATION: NO RECOMMENDATION**

  
\_\_\_\_\_  
**Leo Florian, Chairperson**

**To The City Council of the City of Springfield:**  
*The undersigned respectfully petition your honorable body*

to change the zoning of the property known as NS Hampshire Street, I.O. (06240-0010) from  
Residence B to Residence C.

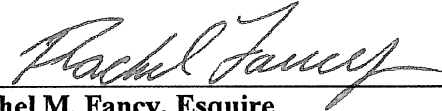
**Mailing Address:**

1307 Tinkham Road  
Wilbraham, MA 01095

**Owner:**

**Tadeusz Bukowski**

I hereby certify that I am the owner or acting  
on behalf of the owner.

BY:   
Rachel M. Fancy, Esquire

**Mailing Address:**

1307 Tinkham Road  
Wilbraham, MA 01095

**Petitioner:**

**Bukowski Construction**

I hereby certify that I am the petitioner or  
acting on behalf of the petitioner.

BY:   
Rachel M. Fancy, Esquire

City of Springfield, MA

AUG 15 2025

City Clerk's Office