



CITY COUNCIL

City Clerk's Office 6/16/2022

Hearings Meeting Agenda~

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 August 22, 2022** at 07:00 PM.

City Clerk

Hearings

7:00 PM Meeting called to order on August 22, 2022 at Springfield City Hall -- Council Chambers, 36 Court Street, Springfield, MA.

Moment of Silence - Pledge of Allegiance

Petitions

- (1.) 22-16 Merrimac Ave Stop Sign
- (2.) Eversource- Moore St.

Orders

- (3.) State Primary Election Warrant ()

Special Permits

- (4.) For a Special Permit a Motor Vehicle Repairs and Used Car Sales at the Property Known as 419 Taylor Street (11430-0111) (Book#11063/Page#0262) as Allowed by M.G.L. and the Springfield Zoning Ordinance, Article 4, Table 4-4, Section 12.1 and 12.3(4) and M.G.L.

Request: See Above
Owner: Argo Automotive, Inc.
By: Vadim Romanchenko
Petitioner: Import Auto Sales, Inc.
By: Oleg Romanchenko

- (5.) For a Special Permit for the Exterior Renovations of a Structure(S) Totaling More Than One Thousand (1,000) Square Feet at the Property Known as 473 Sumner Avenue (11280-0417) (Book#22758/Page#383), in Accordance with M.G.L. and the Springfield Zoning Ordinance, Article 8, Section 8.1 (Neighborhood Commercial Design Overlay District).

Request: See Above
Owner: Sumner Avenue 473-477, LLC
By: Mark Shearholdt
Petitioner: Caring Health Center
By: Jacqueline M. Johnson

- (6.) For a Special Permit for a Temporary Truck or Truck Body Storage Lot at the Properties Known as 146 Verge Street (11840-0031)(Book#24540/Page#430), NS Verge Street (11840-0035)(Book#24540/Page#430) and NS Verge Street (11840-0038) (Book#24540/Page#426) as Allowed by M.G.L. and the Springfield Zoning Ordinance, Article 4, Table 4-4, Section 12.5(2) and M.G.L.

Request: See Above
Owner: Mr. Master, LLC
By: Karim Radzhabov
Petitioner: Maya Izzatova
By: Maya Izzatova

Zone Changes

- (7.) To Change the Zoning of the Property Known as ES Plainfield Street (A.K.A. 471) (09775-0199) from Residence a to Residence C. ES Plainfield Street None Yet

PETITIONER: Springfield Planning Board

ADDRESS: ES Plainfield Street

CHANGE REQUESTED: Res A to Res C

Informational

- (8.) From re:Court Square Urban Renewal Plan, Amendment #12 –

22-16

90 DAYS

TCM June 2022.

1.a


**DEPARTMENT OF PUBLIC WORKS
GENERAL WORK ORDER**

20100830

Street Name: **MERRIMAC AVE.**Date: **3/7/2022**

Category

Traffic Maint.Route To: **Signs**

Traffic Signal Number

Please install STOP SIGNS at the intersection of Victoria Street and Merrimac Ave. facing eastbound and westbound vehicles at Merrimac Ave.

(see attached sketch and photo).
Thanks.

Sketch if Required

Reported By: Traffic CommissionAuthorized By: hvez

Time Started:

Time Arrived

Time Completed

Total Time:

Work Completed

Date Completed

Completed By:

Comments

Materials Used:

Part Number

Quantity

Unit Price

Cost

Technician(s)

Helper(s)

Hours Used

O.T. Hours

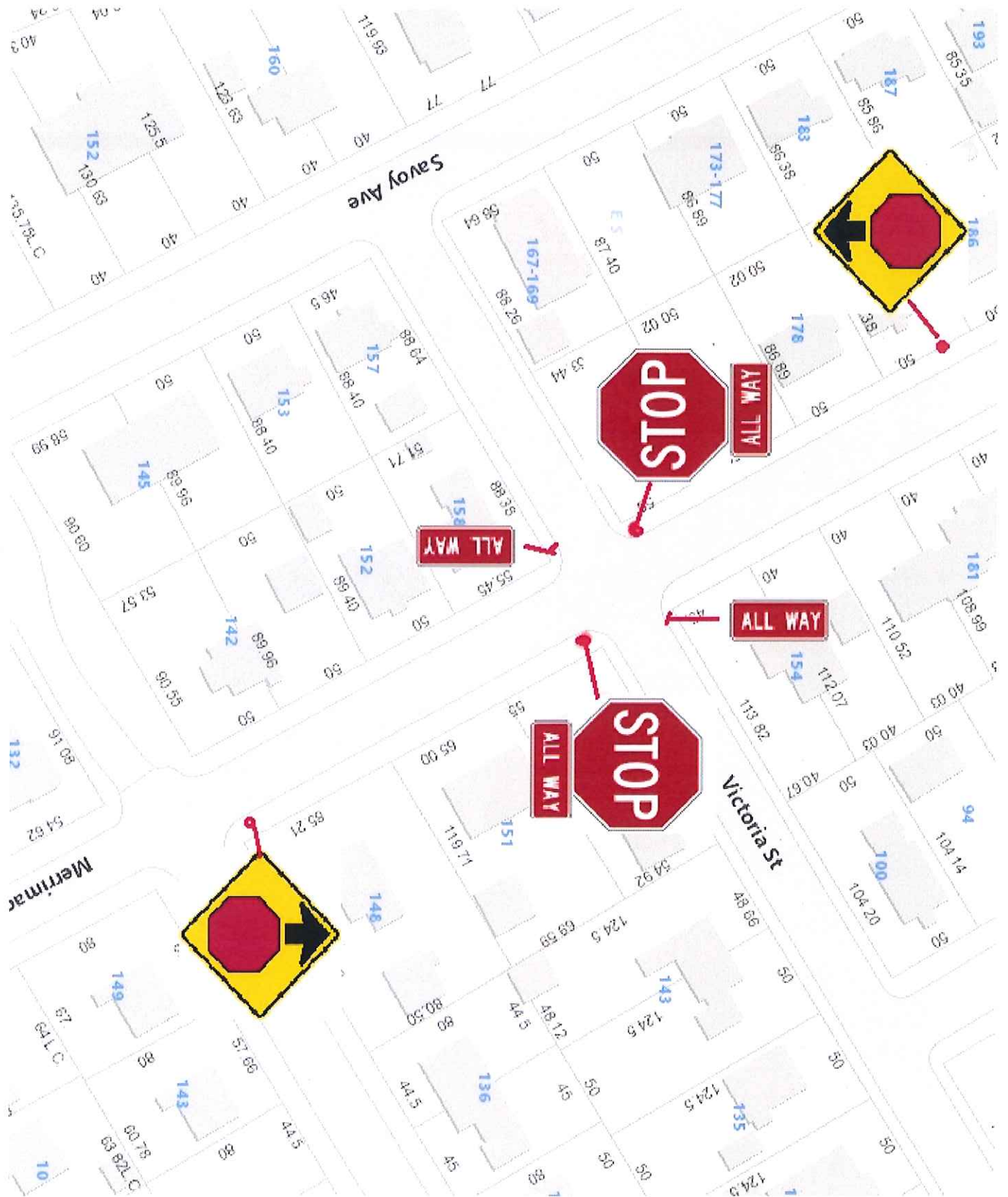
Truck No

Truck Hours

Date

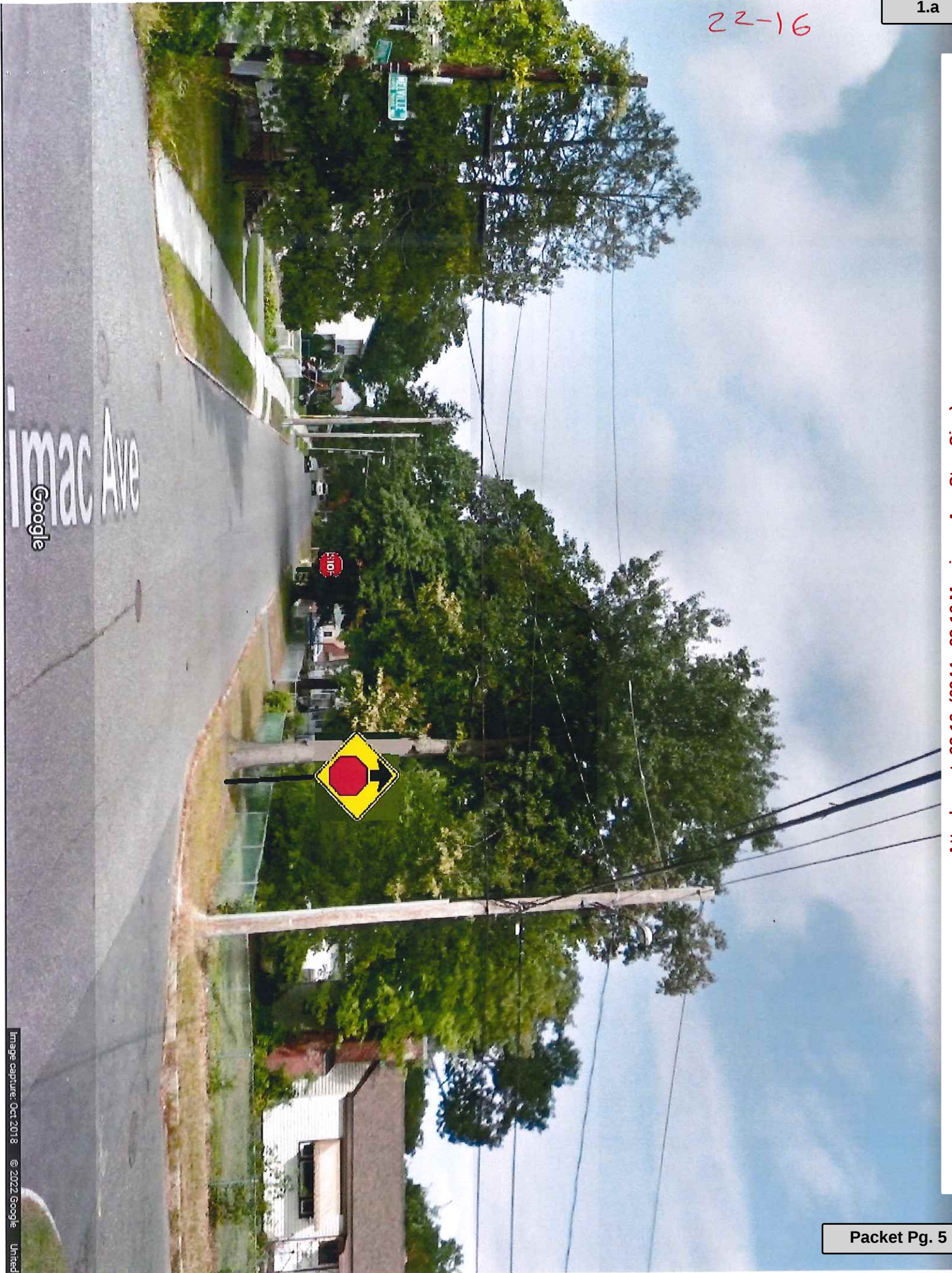
Attachment: 22-16 (6944 : 22-16 Merrimac Ave Stop Sign)

22-16



Attachment: 22-16 (6944 : 22-16 Merrimac Ave Stop Sign)

22-16



Attachment: 22-16 (6944 : 22-16 Merrimac Ave Stop Sign)

NOTICE OF MEETING

SPRINGFIELD TRAFFIC COMMISSION MEETING AGENDA

Monday, August 1, 2022

Meeting Hour: 10:15 A.M

In order to ensure that City officials can satisfy CDC social distancing guidelines to avoid exposure to contagions, the City of Springfield is providing public notice pursuant to Governor Baker's March 12, 2020 Order Suspending Certain Provisions of the Open Meeting Law, G.L. c. 30A, §18, that this meeting will be held utilizing remote participation technology via ZOOM.

ACCEPT MEETING MINUTES OF June 6, 2022**New items:**

22-12 Crosswalk Proposal- Central High School proposes the installation of a new crosswalk on Bay Street. **TB**

22-13 State Street- Remove parking near driveway of 33 State Street.

22-14 Valet Parking- Valet stand in the vicinity of Dewey's Lounge on Worthington Street. **TB**

22-15 Mid-Crosswalk- At Dickinson Street and Page Blvd.

TRAFFIC REGULATIONS 90 DAYS TRIAL

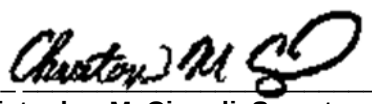
22-16 Merrimac Ave. STOP SIGNS at the intersection of Victoria Street and Merrimac Ave., facing eastbound and westbound vehicles at Merrimac Ave. (4 Way).

Other business that may lawfully come before the Traffic Commission pursuant to the Open Meeting Law

Copies of said petition, texts and maps may be requested by email or phone or viewed at Tapley Street by appointment. Emails should be directed to HVElez@springfieldcityhall.com or by calling the Traffic Commission at (413) 784-4891

To Provide for Public Comment on this petition in writing prior to or within five days after the hearing:
Mail: Department of Public Works, Attn: Board of Public Works, 70 Tapley Street, Springfield, MA 0110
or Email: HVElez@springfieldcityhall.com .

By: _____


Christopher M. Cignoli, Secretary
Springfield Traffic Commission



1.c

Attachment: 22-01 Merrimac Ave Map (6944 : 22-16 Merrimac Ave Stop Sign)

Packet Pg. 7

Velez, Hector

From: Cignoli, Chris
Sent: Thursday, December 2, 2021 9:28 AM
To: Krar, Andrew; Velez, Hector
Subject: RE: Merrimac Ave and Victoria St four way stop request

Follow Up Flag: Follow up
Flag Status: Completed

In general I do not have an issue with it either. However, Merrimac is a big cut through and I think we would need to install "stop ahead" signs as well. I have not gone out there but based on street view there is a large tree northbound that may bloc some signage.

Because of the street being a big cut through I would still recommend that a petition be submitted. Over the last couple of years where we have done something similar we ended up having to take the signs out (Senator St as an example). Thanks.

Christopher M. Cignoli, P.E.
 Director of Public Works
 City of Springfield
 70 Tapley Street
 Springfield, MA 01104
 Office 413-750-2808
 Cell 413-887-9321
 Fax 413-787-6029

-----Original Message-----

From: Krar, Andrew <AKrar@springfieldcityhall.com>
 Sent: Thursday, December 2, 2021 9:23 AM
 To: Velez, Hector <HVelez@springfieldcityhall.com>; Cignoli, Chris <ccignoli@springfieldcityhall.com>
 Subject: RE: Merrimac Ave and Victoria St four way stop request

Chris/Hector.

I just took a drive out there and travelled the Victoria with Merrimac intersection from all four direction. I generally agree with the four stop sign approach as long as it does not create an inordinate delay on the main street. In this case, I believe careful motorists should be able to stop on Victoria, look both ways, and proceed safely. However, I understand why this area can become a bit perilous. Intersection sight distance obstacles (parked cars and one tree) require you to stop/start before deciding to make the turn (or proceed straight). And I do not believe a four way stop will create any 'back ups'.

Victoria with Savoy:

My guess is that we have numerous cases like this. Here. The stop sign would have to be placed in the sidewalk.

Attachment: 22-01 Merrimac (6944 : 22-16 Merrimac Ave Stop Sign)

Andrew J. Krar, P.E.
City Engineer
City of Springfield
70 Tapley Street
Springfield, MA 01104
Office 413-784-4884
Cell 860-748-8279

-----Original Message-----

From: Velez, Hector <HVElez@springfieldcityhall.com>
Sent: Thursday, December 2, 2021 7:49 AM
To: Cignoli, Chris <ccignoli@springfieldcityhall.com>
Cc: Krar, Andrew <AKrar@springfieldcityhall.com>
Subject: FW: Merrimac Ave and Victoria St four way stop request

FYI

-----Original Message-----

From: Marc Passera <mpassera0528@gmail.com>
Sent: Wednesday, December 1, 2021 10:03 AM
To: Velez, Hector <HVElez@springfieldcityhall.com>
Subject: Merrimac Ave and Victoria St four way stop request

Good morning Hector,

My name is Marc Passera I live at the corner of Victoria St and Merrimac Ave, I am writing to you today because I would like to see how I can go about requesting a four way stop sign at this intersection. The reason for my request is that we get many bad car accidents at this intersection per year and we also get people driving from 40mph to 60mph down Merrimac Ave. I have owned my home since 2011 but grew up in this house and it is just getting worst and worst every year. With kids now back to school these car fly up and down and just do not care at all.

I will also like to state that on the corner of Victoria and Savoy there is no stop sign at all and car just turn left and right onto Savoy without stopping for on coming traffic.

If someone could please call me at 860.849.6206 and maybe guide me on what I need to do to make my street safe I would greatly appreciate it.

Thank you
Marc Passera

Attachment: 22-01 Merrimac (6944 : 22-16 Merrimac Ave Stop Sign)

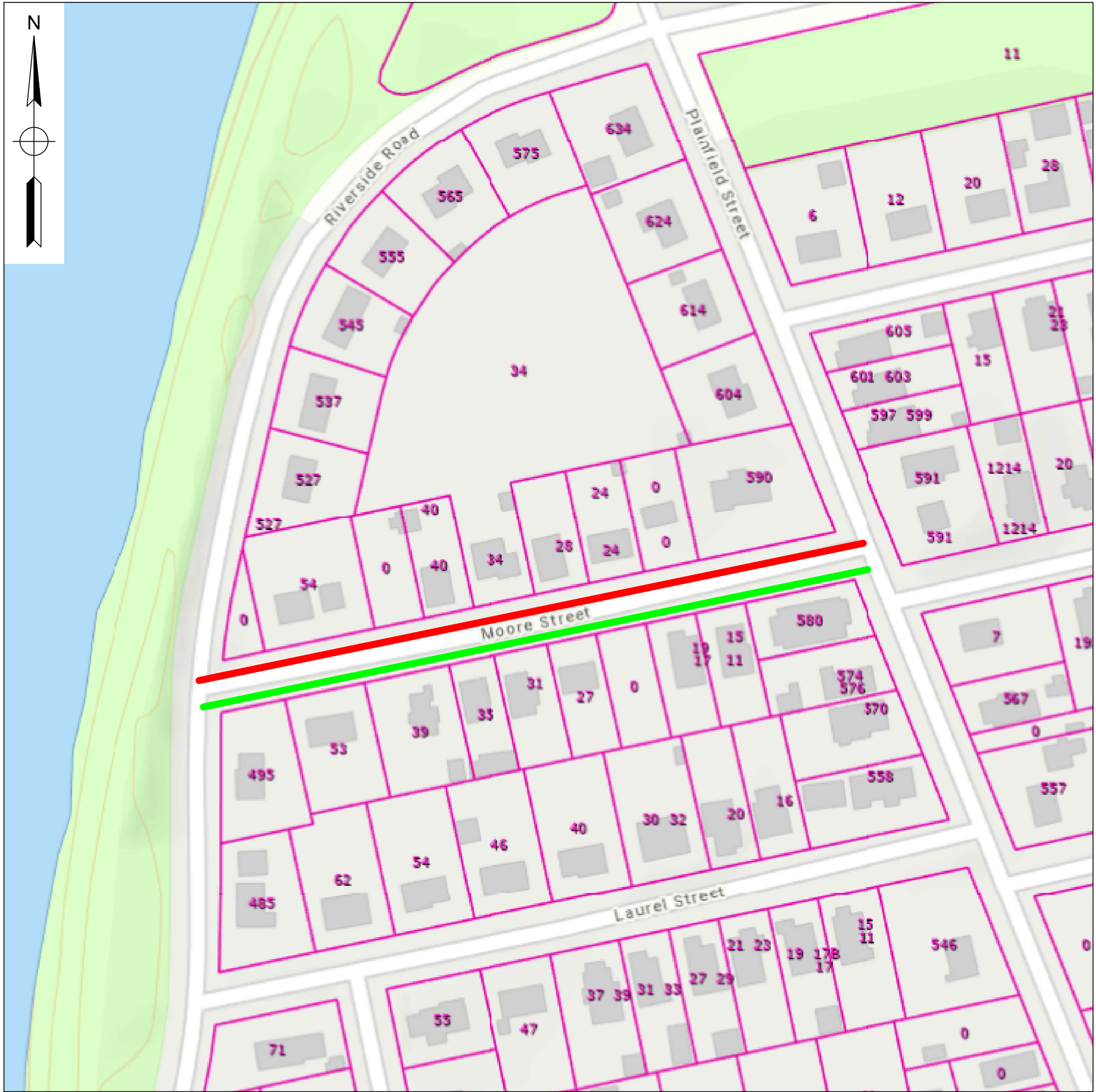
STOP SIGN PETITION

We, the undersigned residents of Liberty Heights Neighborhood do hereby petition to the Springfield Traffic Commission to install STOP SIGN at the intersection of Victoria Street & Merrimac Avenue stopping east and west bound traffic. We want a safe neighborhood and prevent accidents.

[illegible]

TABLE OF CONTENTS

SHEET #	TITLE
1 OF 04	COVER SHEET
2 OF 04	NOTES
3 OF 04	LEGEND
4 OF 04	PROJECT LOCATION PLAN



PROJECT OVERVIEW MAP

PROJECT SUMMARY TABLE

PROPOSED INSTALLATION			PROPOSED ABANDONMENT		
LENGTH (FT)	SIZE (IN)	TYPE	LENGTH (FT)	SIZE (IN)	TYPE
667	2	PHMP	529	4	CILP
			41	4	PHLP
667'	TOTAL INSTALLATION (FEET)		570'	TOTAL ABANDONMENT (FEET)	
PROPOSED GAS SERVICES					
	REPLACEMENTS	TIE OVERS	TOTAL SERVICES	METER OUTS	
ESTIMATED GAS SERVICES	8	6	14	14	

LEGEND	
	REGULATING STATION 50' BOUNDARY
	EXISTING GAS MAIN
	PROPOSED GAS MAIN
	GAS MAIN TO BE ABANDONED
	GAS MAIN WITH SERVICE TRANSFERS
	GAS MAIN WITH PRESSURE INCREASE

MOORE ST - RISK, SPRINGFIELD, MA
PROJECT #18-55282

Attachment: MA-SPR-PIP-22-031 FPO Drawing (6943 : Eversource-Moore St.)

A	FOR PERMIT ONLY	04/14/22	MJN/BJM
No.	Description	Date	Dw/Ck
Revision/Status			
EVERSOURCE ENERGY			
MOORE ST - RISK, SPRINGFIELD, MA			
PROJECT # 18-55282			
COVER SHEET			
SCALE: <i>Not to Scale</i>		SHEET 01 OF 04	
Drawn by / Date		Checked by / Date	Drawing Number
MJN / 04/14/22		BJM / 04/14/22	MA-SPR-PIP-22-031-01
			Rev. No.
			0

FOR PERMIT ONLY

PE STAMP AND SIGNATURE

VENDOR LOGO

FIELD VERIFY DIMENSIONS
PRIOR TO PIPE FABRICATION

GENERAL NOTES:

- A.

IF ANY OF THE FOLLOWING OCCUR A DRAWING REVISION IS REQUIRED AND MUST BE APPROVED AND/OR STAMPED BY THE ENGINEER OF RECORD. CHANGES CAN BE APPROVED AND/OR STAMPED BY A PROJECT ENGINEER, BUT THE ENGINEER OF RECORD MUST BE INFORMED.
1.

IF THE TIE IN POINT MOVES TO A DIFFERENT SEGMENT OF PIPE THAN SHOWN.
2.

IF A CHANGE IN THE LOCATION OF VALVES IS REQUIRED.
3.

IF THERE IS ANY CHANGE TO WHAT IS SHOWN ON THE DRAWING WITHIN 50 FT OF A PRESSURE REGULATING STATION, DISTRICT REGULATOR, OR GATE STATION.
4.

IF A CHANGE IN PIPE SIZE, MATERIAL, OR WALL THICKNESS IS REQUIRED.
5.

ALTERNATE FITTINGS THAT ARE ACCEPTABLE FOR ANY TIE-IN DETAIL WILL BE CALLED OUT IN THE DRAWING. FITTING CHANGES NOT SHOWN AS ALTERNATIVES ON THE DRAWING WILL NEED TO FOLLOW THE DRAWING CHANGE PROCESS CONTAINED IN SECTION V.D.
- B.

CONSTRUCTION DRAWINGS, LOCATIONS OF EXISTING UTILITIES, UNDERGROUND STRUCTURES AND WORK LOCATIONS ARE BASED ON BEST AVAILABLE INFORMATION BUT HAVE NOT BEEN FIELD VERIFIED.
- C.

ALL WORK, MATERIAL AND CONSTRUCTION SHALL BE PERFORMED AND COMPLETED IN COMPLIANCE WITH ALL PERMITS AND APPROVALS PER EVERSOURCE, LOCAL, STATE, OSHA AND FEDERAL REGULATIONS AND STANDARDS.
- D.

ALL LIVE GAS WORK EXCEPT SERVICE SIZE TAPS, INCLUDING BUT NOT LIMITED TO TAPPING OF FITTINGS ON LIVE MAINS, STOPPING, MANIPULATING VALVE, ABANDONMENT, SHALL BE PERFORMED BY, OR AT THE DIRECTION AND UNDER THE DIRECT SUPERVISION OF EVERSOURCE GAS PERSONNEL AND IN ACCORDANCE WITH THE WRITTEN PROCEDURE. DRAWING CHANGES MAY ALSO REQUIRE A CHANGE TO THE PROCEDURE.
- E.

EXCAVATOR IS REQUIRED TO PROTECT EXISTING UTILITIES, STRUCTURES, LANDSCAPES FEATURES, SIGNAGE, CURBS, ETC. CARE SHOULD BE TAKEN NOT TO DISTURB OR DAMAGE SUCH ITEMS. ROADWAY, SIDEWALKS, AND GRASS DISTURBED SHALL BE RESTORED TO THE SATISFACTION OF THE CITY OR TOWN. PLANT BEDS WILL BE RELOCATED TO THEIR EXISTING REGULAR LOCATION.
- F.

ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), INCLUDING ALL REVISIONS AND ADDENDA. ALL TRAFFIC CONTROL DEVICES WILL BE SUPPLIED BY EXCAVATOR.



OVERVIEW KEY MAP
NOT TO SCALE

FOR PERMIT ONLY

PE STAMP AND SIGNATURE

VENDOR LOGO

FIELD VERIFY DIMENSIONS
PRIOR TO PIPE FABRICATION

A	FOR PERMIT ONLY	04/14/22	MJN/BJM
No.	Description	Date	Dw/Ck
Revision/Status			
MOORE ST - RISK, SPRINGFIELD, MA			
PROJECT # 18-55282			
NOTES			
SCALE: <i>Not to Scale</i>		SHEET 02 OF 04	
Drawn by / Date	Checked by / Date	Drawing Number	Rev. No.
MJN 04/14/22	BJM 04/14/22	MA-SPR-PIP-22-031-02	0

DRAWING LEGEND

Gas Main Symbology

REGULATING STATION 50' BOUNDARY	
EXISTING GAS MAIN	
PROPOSED GAS MAIN	
GAS MAIN TO BE ABANDONED	
GAS MAIN WITH SERVICE TRANSFERS	
GAS MAIN WITH PRESSURE INCREASE	
RIGHT-OF-WAY	
ELECTRIC	
WATER LINE	
SEWER LINE	
TELEPHONE	
DRAIN LINE	
FENCE LINE	

Gas Main Material/Pressure Label References

MATERIAL CODES

CS*	Coated Steel Gas Main
CI*	Cast Iron Gas Main
BS*	Bare Steel Gas Main
WI*	Wrought Iron Gas Main
PH*	High Density Polyethylene Gas Main
PM*	Medium Density Polyethylene Gas Main
PRESSURE CODES	
*LP	Low Pressure (<0.5 PSIG or 14" W.C.)
*EL	Elevated Low Pressure (0.5 PSIG ≤ 2 PSIG)
*IP	Intermediate Pressure (>2 PSIG ≤ 60 PSIG)
*HP	High Pressure (>60 PSIG ≤ 99 PSIG)
*EH	Elevated High (>99 PSIG ≤ 199 PSIG)
*OHP	Special Pressure (>199 PSIG ≤ 750 PSIG)

MISCELLANEOUS CODES

*.SER	Service
*.R	Riser
(TC)	Transmission Class
Gas Main Installation Method Label References	
AT	Attached
BH	Bridge Hanger
BLGH	Building Hanger
DB	Directional Bore
IS	Inserted
OC	Open Cut
PB	Pneumatic Bore
PL	Plowed
RT	Roof Top
(E)	Existing
(P)	Proposed

Gas Facility Symbology

	x"GV	Gas Valve
	x"PV	Critical Gas Valve
		(Gate - GV, Plug - PV, PE Ball - BP, ST Ball - BV)
	x"HVTT	High Volume Tapping Tee
	x"SST	Pressure Control Fitting - ShortStopp Tee
	x"SPH	Pressure Control Fitting - Spherical Tee
	x"MF-BO	Pressure Control Fitting - Mueller Bottom-out
	x"MF-SO	Pressure Control Fitting - Mueller Side-out
	x"MF-FT	Pressure Control Fitting - Mueller Flange Tee
	x"SS	Pressure Control Fitting - ShortStopp
	x"MF	Pressure Control Fitting - Mueller Stopper
	x"x x" POLYTAP	Polytapp Side Saddle Fitting
	I	Transition
	-	End Cap
	d	Riser
	◀	Reducer
	EM	Electronic Marker
	TWS	Flush-mounted Tracer Wire Station
	↑	Post Pipeline Marker with Tracer Wire
	MM	Gas Main Marker without Tracer Wire
	W	Test Well
	R	Regulator Station
	R	Single Customer Regulator
	M	Meter
	M	Meter with Regulator
	P	Test Point (Station)
	T	Gas Service Tie-over
	R	Gas Service Replacement
	MMO	Meter Move Out
Swing Tie Symbology		
	T	Telephone Manhole
	D	Drain Manhole
	E	Electric Manhole
	CB	Catch Basis
	SM	Sewer Manhole
	FH	Fire Hydrant
	UP	Utility Pole
	PM	Property Marker
	TP	Telephone Pedestal
	TV	Television Pedestal
	U	Unknown Manhole
	WB	Water Box
	WG	Water Gate
	E	Electric Pedestal
	IP	Iron Pin
	☆	Light Pole
		INSIDE METER
		OUTSIDE METER

\\nu.com\Data\SharedData\Merge_Temp\Common\Gas Engineering CT-MA\EGNA\Springfield\030303\Maple St - Risk_18-55282\Drawings\

Attachment: MA-SPR-PIP-22-031 FPO Drawing (6943 : Eversource Moore St.)

FOR PERMIT ONLY

PE STAMP AND SIGNATURE

VENDOR LOGO

FIELD VERIFY DIMENSIONS
PRIOR TO PIPE FABRICATION

A	FOR PERMIT ONLY	04/14/22	MJN/BJM
No.	Description	Date	Dw/Ck
Revision/Status			
MOORE ST - RISK, SPRINGFIELD, MA			
PROJECT # 18-55282			
LEGEND			
SCALE: <i>Not to Scale</i>		SHEET 03 OF 04	
Drawn by / Date	Checked by / Date	Drawing Number	Rev. No.
MJN 04/14/22	BJM 04/14/22	MA-SPR-PIP-22-031-03	0

\\nu.com\Data\SharedData\Merger_Temp\Common\Gas Engineering CT-MA\EGMA\Springfield\2022\04\14\18-55282\Drawings\

A	FOR PERMIT ONLY	04/14/22	MJN/BJM
No.	Description	Date	Dw/Ck
Revision/Status			

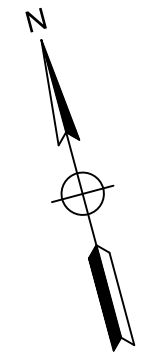
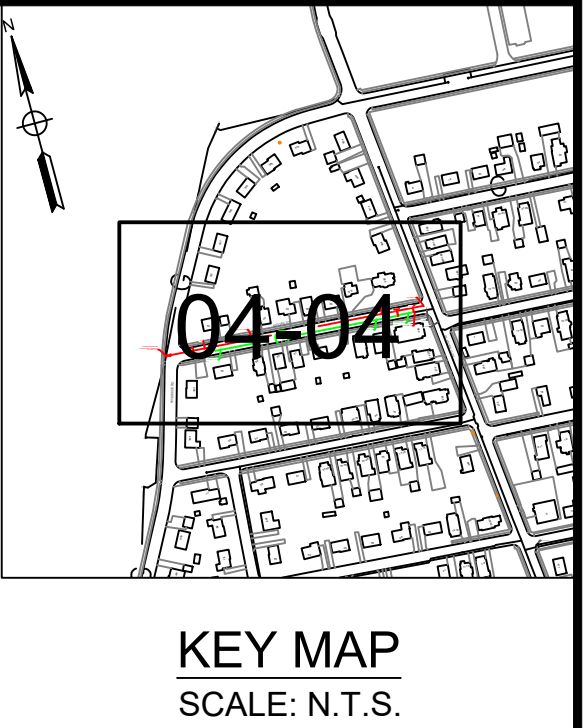
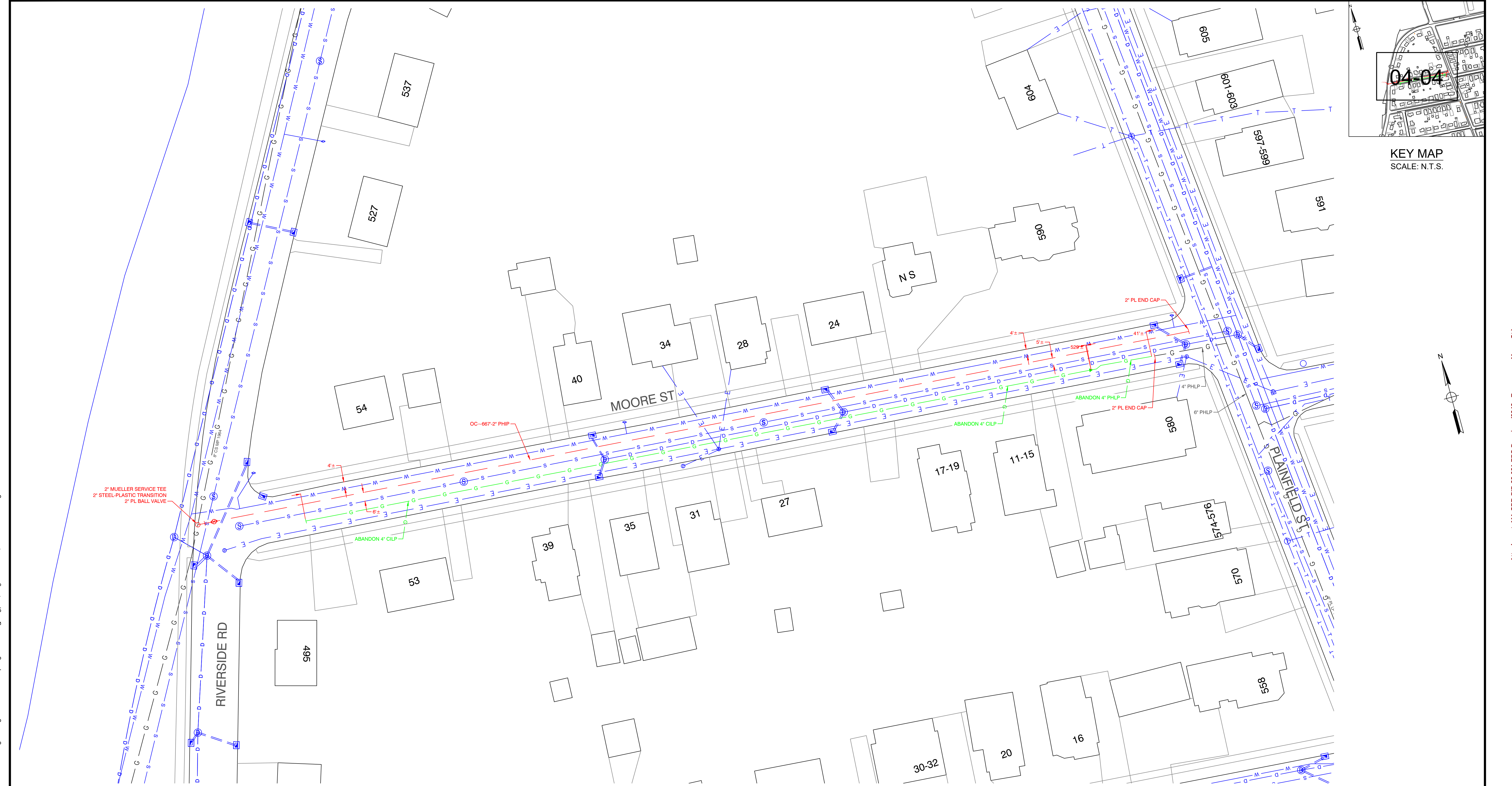
FOR PERMIT ONLY

PE STAMP AND SIGNATURE

VENDOR LOGO

FIELD VERIFY DIMENSIONS
PRIOR TO PIPE FABRICATION

MOORE ST - RISK, SPRINGFIELD, MA			
PROJECT # 18-55282			
PROEJCT LOCATION PLANS			
SCALE: 1"=30'		SHEET 04 OF 04	
Drawn by / Date	Checked by / Date	Drawing Number	Rev. No.
MJN 04/14/22	BJM 04/14/22	MA-SPR-PIP-22-031-04	





4/22/22

Honorable Mayor and City Council
City of Springfield
City Hall
Court Street
Springfield, MA 01103

ATTN: Mr. Anthony Wilson, City Clerk

PROJECT NAME: Moore St - Risk

Ladies & Gentlemen:

Columbia Gas of Massachusetts (CMA) hereby requests that it be granted a location for and permission to install and replace underground gas facilities within a section of the Moore St Neighborhoods (as seen in the attached plan). Work will extend to the following streets in varying degrees/durations:

<u>Street Name</u>	<u>From</u>	<u>To</u>
Moore Street	Riverside Road	Plainfield Street

This Project will introduce modernized natural gas facilities to the area and retire the aged cast iron low pressure natural gas infrastructure. All proposed work by EGMA will include such laterals and service connections as it may now or subsequently find necessary. This project is being done in order to eliminate cast iron mains within the Plainfield St neighborhood.

Sincerely,

Matthew Nichols
Engineer
Eversource Gas of Massachusetts
2025 Roosevelt Avenue
Springfield, MA 01104
Cell: 781-490-3039
Email: matthew.nichols@eversource.com

Attachment: Moore St - Springfield City Council Letter (6943 : Eversource- Moore St.)

CITY OF SPRINGFIELD, MASSACHUSETTS

Date: May 18, 2022

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

The Board of Public Works, to which was referred the petition of the Eversource-Gas of Massachusetts, dated April 04, 2022, to retire underground medium pressure gas main steel pipe and install medium pressure PVC plastic pipe on Moore Street. Starting from Plainfield Street running westerly direction with 2" inches PVC pipe approximately six hundred sixty-seven (667') feet to Riverside Road, all shown on a plan attached with the project name, Moore Street - ID # 18-55282 which is incorporated herein by reference and to lay and maintain underground gas main pipes for the purpose of improvements of the system, 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 May 18, 2022 at 3:30 P.M. at the corner of Plainfield Street and Moore Street in Springfield, MA., after due notice from the office of the City Clerk. Two (2) members of the Board and one (1) person interested in the matter were present. Of the latter, one (1) voted in favor of and no-one (0) voted against.

The Board finds the request necessary in order that the utility company can upgrade existing underground facilities in order to improve the quality of service in this area.

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.

Attachment: Moore St. Report (6943 : Eversource- Moore St.)

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 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.

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

That 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.

That 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.

That 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 J. Fitzgerald)
Ronald A. Chappell)
Michael C. Jiggs)

BOARD OF PUBLIC WORKS

**COMMONWEALTH OF MASSACHUSETTS
WILLIAM FRANCIS GALVIN
SECRETARY OF THE COMMONWEALTH**

WARRANT FOR 2022 STATE PRIMARY

SS.

To the Constables of the City of Springfield

GREETINGS:

In the name of the Commonwealth, you are hereby required to notify and warn the inhabitants of said city or town who are qualified to vote in Primaries to vote at:

Wards 1-8

See Attached Polling Location List

On **TUESDAY, THE SIXTH DAY OF SEPTEMBER, 2022**, from 7:00 A.M. to 8:00 P.M. for the following purpose:
To cast their votes in the State Primaries for the candidates of political parties for the following offices:

GOVERNOR	For this Commonwealth
LIEUTENANT GOVERNOR	For this Commonwealth
ATTORNEY GENERAL	For this Commonwealth
SECRETARY OF STATE	For this Commonwealth
TREASURER	For this Commonwealth
AUDITOR	For this Commonwealth
REPRESENTATIVE IN CONGRESS	FIRST DISTRICT
COUNCILLOR	EIGHTH DISTRICT
SENATOR IN GENERAL COURT	HAMPDEN DISTRICT
SENATOR IN GENERAL COURT	HAMPDEN, HAMPSHIRE & WORCESTER DISTRICT
REPRESENTATIVE IN GENERAL COURT	SECOND HAMPDEN DISTRICT
REPRESENTATIVE IN GENERAL COURT	NINTH HAMPDEN DISTRICT
REPRESENTATIVE IN GENERAL COURT	TENTH HAMPDEN DISTRICT
REPRESENTATIVE IN GENERAL COURT	ELEVENTH HAMPDEN DISTRICT
REPRESENTATIVE IN GENERAL COURT	TWELTH HAMPDEN DISTRICT
DISTRICT ATTORNEY	HAMPDEN COUNTY
SHERIFF	HAMPDEN COUNTY

Hereof fail not and make return of this warrant with your doings thereon at the time and place of said voting.
Given under our hands this 22 day of August, 2022.

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

City Council of: Springfield

Posted on the Official Bulletin Board of the Office of the City Clerk and on the City's Website

A True Copy Attested

Gladys Oyola-Lopez – City Clerk

August 22, 2022

Warrant must be posted by **August 30, 2022** (at least seven days prior to the **September 6, 2022** State Primary).

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

for a special permit a Motor Vehicle Repairs and Used Car Sales at the property known as 419 Taylor Street (11430-0111) (Book#11063/Page#0262) as allowed by M.G.L. and the Springfield Zoning Ordinance, Article 4, Table 4-4, Section 12.1 and 12.3(4) and M.G.L.

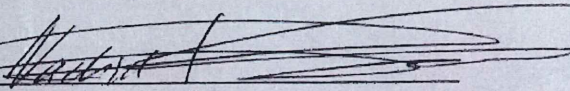
Mailing Address:

419 Taylor Street
Springfield, MA 01105

Owner:

Argo Automotive Inc.

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

By: 
Vadim Romanchenko

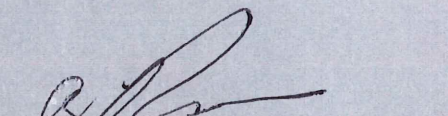
Mailing Address:

19 Shepard Street
Westfield, MA 01085

Petitioner:

Import Auto Sales, LLC

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

By: 
Oleg Romanchenko

Attachment: Taylor_St_419_Tax_Formal (6878 : 419 Taylor Street)



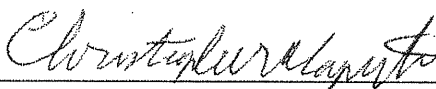
THE CITY OF
SPRINGFIELD, MASSACHUSETTS

06/14/2022

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 : 419 Taylor Street
Petitioner : Import Auto Sales, LLC
Landlord : Argo Automotive Inc.


Christopher A Caputo / Treasurer Collector

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

for a special permit for the exterior renovations of a structure(s) totaling more than one thousand (1,000) square feet at the property known as 473 Sumner Avenue (11280-0417) (Book#22758/Page#383), in accordance with M.G.L. and the Springfield Zoning Ordinance, Article 8, Section 8.1 (Neighborhood Commercial Design Overlay District).

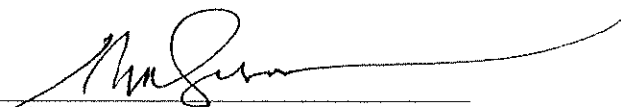
Mailing Address:

660 Harvey Road
 Manchester, NH 03103

Owner:

Sumner Avenue 473-477, LLC
 c/o Sentry Management Group

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

BY: 

Mark Shearholdt

Mailing Address:

1049 Main Street
 Springfield, MA 01103

Petitioner:

Caring Health Center

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

BY: _____

Jacqueline M. Johnson

Attachment: Sumner_Ave_473_Tax_Form (6882 : 473 Sumner Avenue)

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

for a special permit for the exterior renovations of a structure(s) totaling more than one thousand (1,000) square feet at the property known as 473 Sumner Avenue (11280-0417) (Book#22758/Page#383), in accordance with M.G.L. and the Springfield Zoning Ordinance, Article 8, Section 8.1 (Neighborhood Commercial Design Overlay District).

Mailing Address:

660 Harvey Road
 Manchester, NH 03103

Owner:

Sumner Avenue 473-477, LLC
 c/o Sentry Management Group

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

BY: _____
 Mark Shearholdt

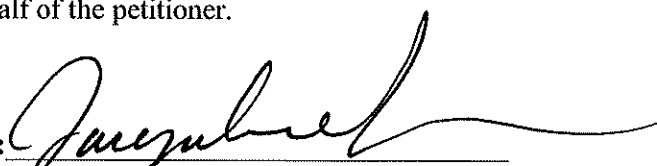
Mailing Address:

1049 Main Street
 Springfield, MA 01103

Petitioner:

Caring Health Center

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

BY: 
 Jacqueline M. Johnson

Attachment: Sumner_Ave_473_Tax_Form (6882 : 473 Sumner Avenue)

Christopher A. Caputo
Collector/Treasurer



THE CITY OF
SPRINGFIELD, MASSACHUSETTS

June 21, 2022

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: 473 Sumner Avenue -- (11280-0417)

Petitioner: Caring Health Center
1049 Main Street
Springfield, MA 01103

Property Owner: Sumner Avenue 473-477, LLC
C/O Sentry Management Group
660 Harvey Road
Manchester, NH 03103

Christopher A. Caputo: Treasurer/Collector

Attachment: Sumner_Ave_473_Tax_Format (6882 : 473 Sumner Avenue)

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

for a special permit for a temporary truck or truck body storage lot at the properties known as 146 Verge Street (11840-0031)(Book#24540/Page#430), NS Verge Street (11840-0035)(Book#24540/Page#430) and NS Verge Street (11840-0038) (Book#24540/Page#426) as allowed by M.G.L. and the Springfield Zoning Ordinance, Article 4, Table 4-4, Section 12.5(2) and M.G.L.

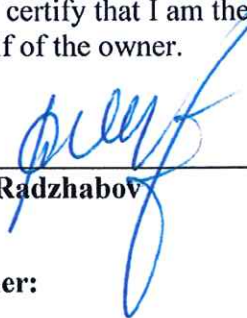
Mailing Address:

74 Hill Street
 West Springfield, MA 01089

Owner:

Mr. Master, LLC

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

By: 
 Karim Radzhabov

Mailing Address:

74 Hill Street
 West Springfield, MA 01089

Petitioner:

Maya Izzatova

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

By: 
 Maya Izzatova

Attachment: Verge_St_146_Tax_Formal (6883 : 146 Verge Street)



THE CITY OF
SPRINGFIELD, MASSACHUSETTS

06/14/2022

**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 : 146 Verge Street, NS Verge Street & NS Verge Street

Petitioner : Maya Izzatova

Landlord : Mr. Master, LLC

Christopher A Caputo / Treasurer Collector

Attachment: Verge_St_146_Tax_Formal (6883 : 146 Verge Street)

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 ES Plainfield Street (a.k.a. 471) (09775-0199) from Residence A to Residence C.

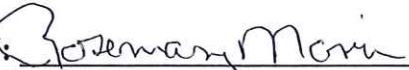
Mailing Address:

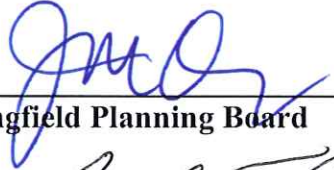
36 Court Street
 Springfield, MA 01103

Petitioner:

Springfield Planning Board

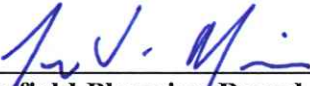
BY: 
 Springfield Planning Board

BY: 
 Springfield Planning Board

BY: 
 Springfield Planning Board

BY: 
 Springfield Planning Board

BY: 
 Springfield Planning Board

BY: 
 Springfield Planning Board

BY: 
 Springfield Planning Board

BY: 
 Springfield Planning Board

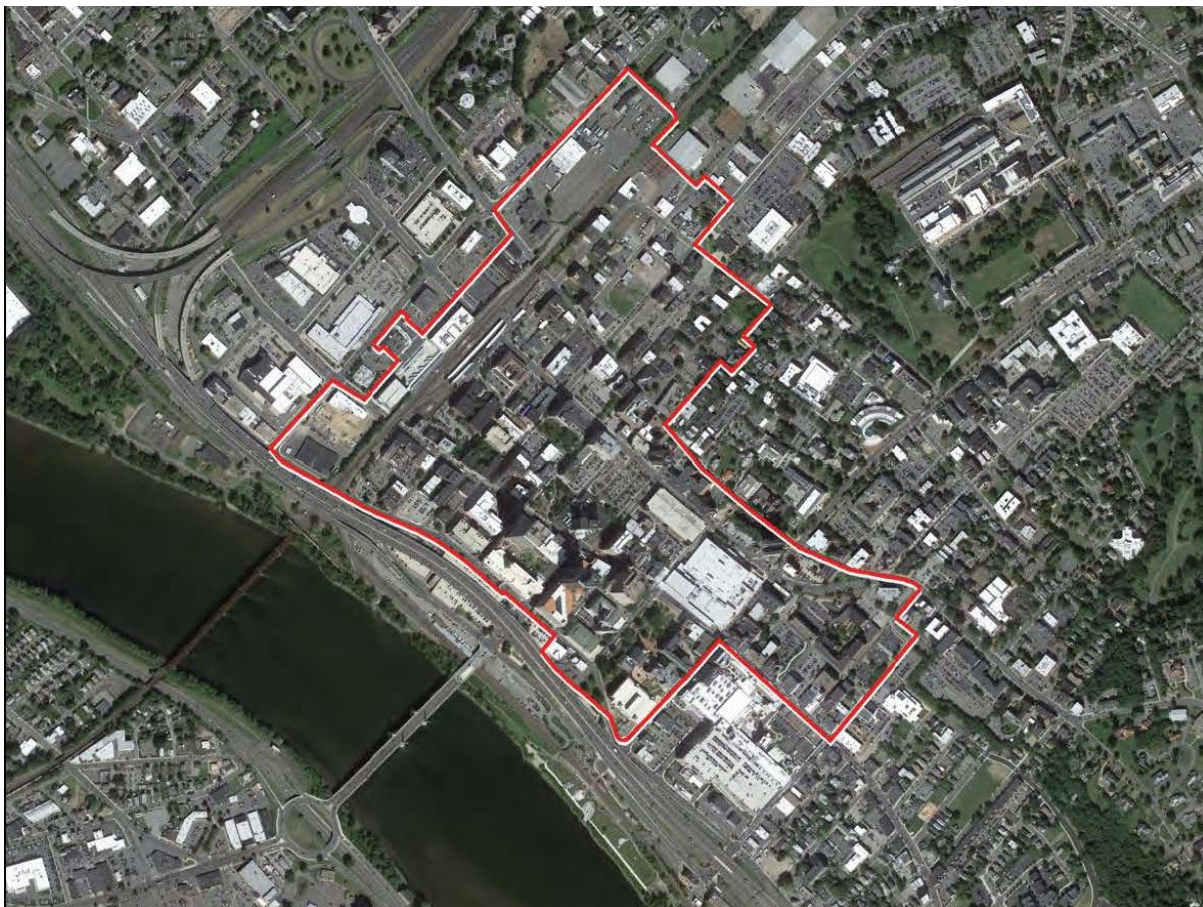
Executive Summary

Introduction To the Court Square Urban Renewal Plan

Overview of Amendment Number 12

Why the Springfield Redevelopment Authority prepared this Amendment 12 Consolidation Plan

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



district and the Northeast Downtown Development Plan, both completed in 2021. These new actions will not only help redevelop vacant and underutilized buildings/parcels, such redevelopment will also bring new jobs and residents into downtown to help with the economic revitalization of the larger CSURP area.

What is included in the CSURP Amendment 12

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

Overall, this plan promotes mixed-use redevelopment throughout downtown, with an emphasis on the Main Street Convention Center district as well as the Northeast Downtown District area, where a gas line explosion damaged many properties in 2012. The type of mixed-use proposed in this plan emphasizes active ground floor commercial (retail or commercial businesses with active foot traffic) uses with residential or office uses in the upper stories of buildings – all within a transit-oriented public realm framework to facilitate pedestrian and bicycle connections throughout downtown to the Union Station intermodal transportation center.

The Redevelopment Process

This urban renewal plan provides the SRA with certain abilities to help attract and facilitate redevelopment projects for economic investment and job creation in the downtown. Should a property owner, business, or developer wish to undertake a project within the CSURP area, they should initiate communication with the Executive Director of the SRA to discuss their plans. This will enable the Executive Director to provide advice regarding the SRA's vision for downtown and how a project could support that vision. Furthermore, the Executive Director can explain the SRA's Urban Design Guidelines and the review and approval process for any proposed project. This review process provides the SRA with the ability to review any project within the urban renewal area relative to the design guidelines presented in CSURP Chapter 10.1 to ensure the continuity of all projects within the CSURP through adherence to the urban design objectives and guidelines established for downtown.

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

Purpose of Amendment Number 12

This Court Square Urban Renewal Plan (CSURP or URP) Amendment 12 is a consolidation of the original CSURP and Amendments 1 through 11 to streamline the plan and 50+ years of history into a concise, comprehensive, and user-friendly document. Amendment 12 also updates the plan to more current needs and standards, adding new relevant objectives, actions, and guidelines from the recently completed Implementation Blueprint Phase One Master Development Plan, March 2021, and Northeast Downtown Development Plan, October 2021. These 2021 plans advance many of the objectives of the CSURP and add objectives and actions relevant to current conditions, market

demands and the City's long-term vision for downtown. As a result, the CSURP Amendment 12 provides a vision and strategic action plan to facilitate the continued improvements and urban renewal successes in downtown Springfield.

The original Plan was prepared by the Springfield Redevelopment Authority (SRA) and approved by the Commonwealth of Massachusetts in 1970. Since then, there have been 11 Amendments to the CSURP. Over this period, the intent of the Commonwealth's Urban Renewal Program has remained consistent. However, some of the UR regulations and report requirements, as currently administered by the Massachusetts Department of Housing and Community Development (DHCD), have evolved over time. Additionally, in many cases, the reuse or redevelopment sought by the various URP amendments has been achieved, necessitating change to the URP through Amendment 12 to reflect the current conditions and success of the plan program.

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

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

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

Integration of New Planning Documents

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

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

As a requirement of the City of Springfield's Host Community Agreement (HCA) with the developers of the MGM Springfield Casino (MGM), an "Implementation Blueprint" planning effort was conceived to leverage the MGM investment for the betterment of downtown, the City and entire region. The Implementation Blueprint was established in 2018 through a collaborative effort of the City and MGM to provide a roadmap and strategies to guide near, mid-, and long-term potential in response to the City and the region's evolving needs and opportunities. As the underlying premise to the plan, the introduction of gaming into downtown Springfield allows a limited window of opportunity to realize substantial catalytic economic development to enliven and strengthen the downtown, attract business

and leisure tourism, enhance nearby neighborhoods, and reinvigorate the broader Western Mass region. However, despite MGM's \$950M investment that transformed much of the casino area, the years since have seen no new significant investment, development, or catalytic activity in the Plan area. Instead, ongoing decline and disinvestment has prompted the City to revisit the Implementation Blueprint with new urgency and need. This Phase One effort described herein is a proactive master development strategy that further assesses, defines, and promotes the desired development and investment critical to reverse the ongoing decline surrounding MGM and the MassMutual Center (MMC). City must now drive the surrounding area development.¹

The MGM Springfield Renaissance

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

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

(* pre COVID-19 pandemic)

Current Conditions

In spite of these recent actions, certain challenges remain for the overall economic revitalization of the Main Street and Convention District including:

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

Phase One Product

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

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

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

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

The relevant elements and recommendations of this Phase One Master Development Framework Plan have been brought into this CSURP Amendment 12 document, such as:

The Main Street Corridor

- Reactivate the ground floor experience and corridor cohesiveness through “encouraged uses” that promote and expedite complimentary retail, restaurants, entertainment, and other supporting uses
- Encourage a comprehensive coordination and/or management of the entire ground floor uses through a “curated” approach

Court Square Reactivation

- Creatively reuse the City-owned Old First Church building as a “centerpiece” on the square with the potential to serve as a multipurpose asset for all the cultural, civic, entertainment and convention/conference functions surrounding it
- Engage/accommodate the 31 Elm residential project to leverage new residential

Main Street Corridor Enhancements

- When entering the Main Street corridor area, the character should transition from a vehicular experience to more pedestrian scale experience, particularly as one arrives at Main St.
- Expand the new vibrant and energized retail, restaurant and entertainment environment of MGM along the east and west Main St. frontage

Main Street aLIVE

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

Willow Street Collection

- Use civic and business leadership and outreach to organize a civically-sponsored residential redevelopment initiative to assist with employee housing assistance programs.

2021 Northeast Downtown Development Plan

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

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

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

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

Key Recommendations

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

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

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

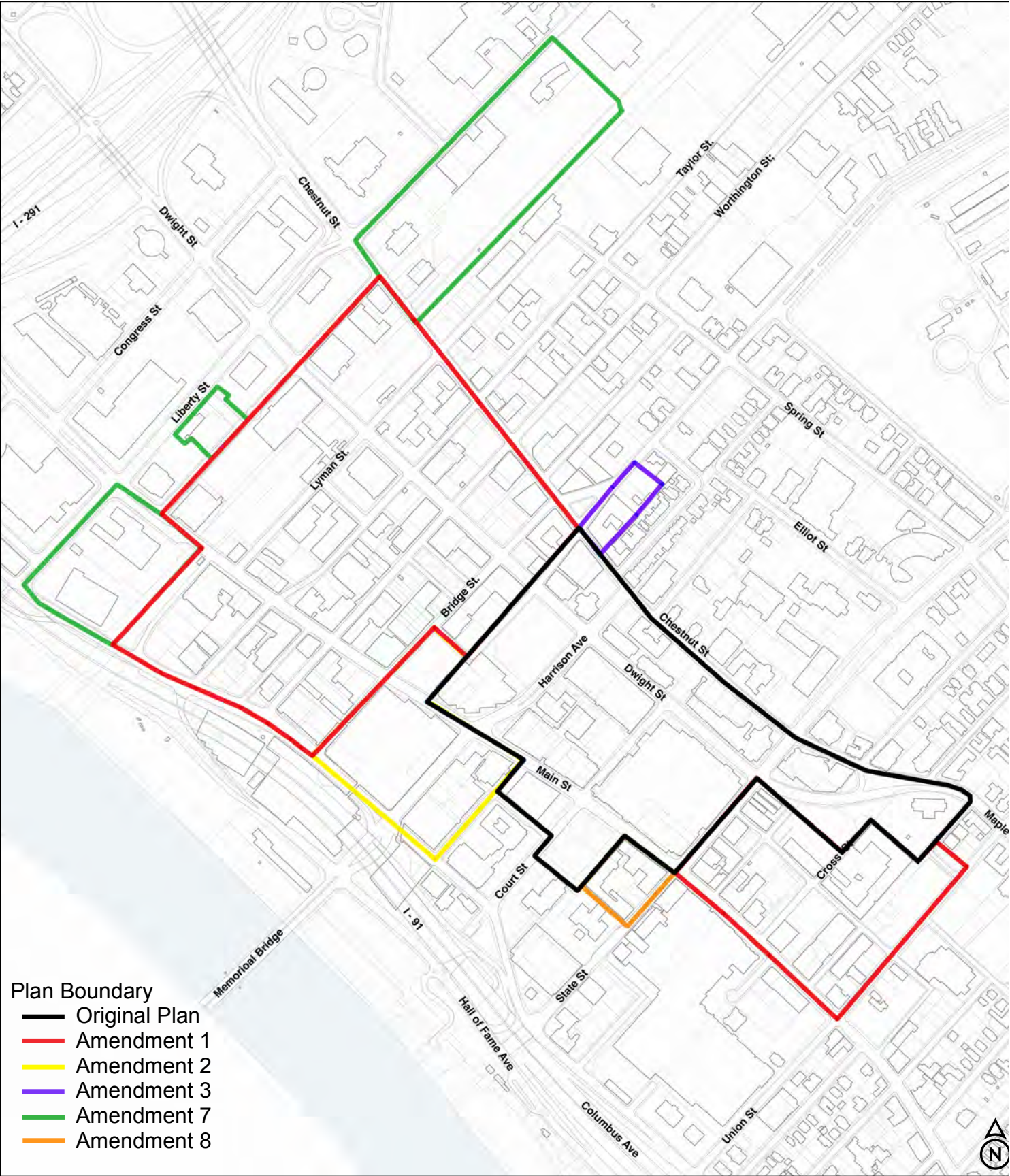
⁴ City of Springfield, Northeast Downtown District Master Plan, (October 2021), 85.

accessibility flexibility of use, and the ability to effectively engage surrounding businesses in a way that would prove beneficial. Rethinking vehicular circulation could greatly enhance the functionality and experiential qualities of the Triangle.

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

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

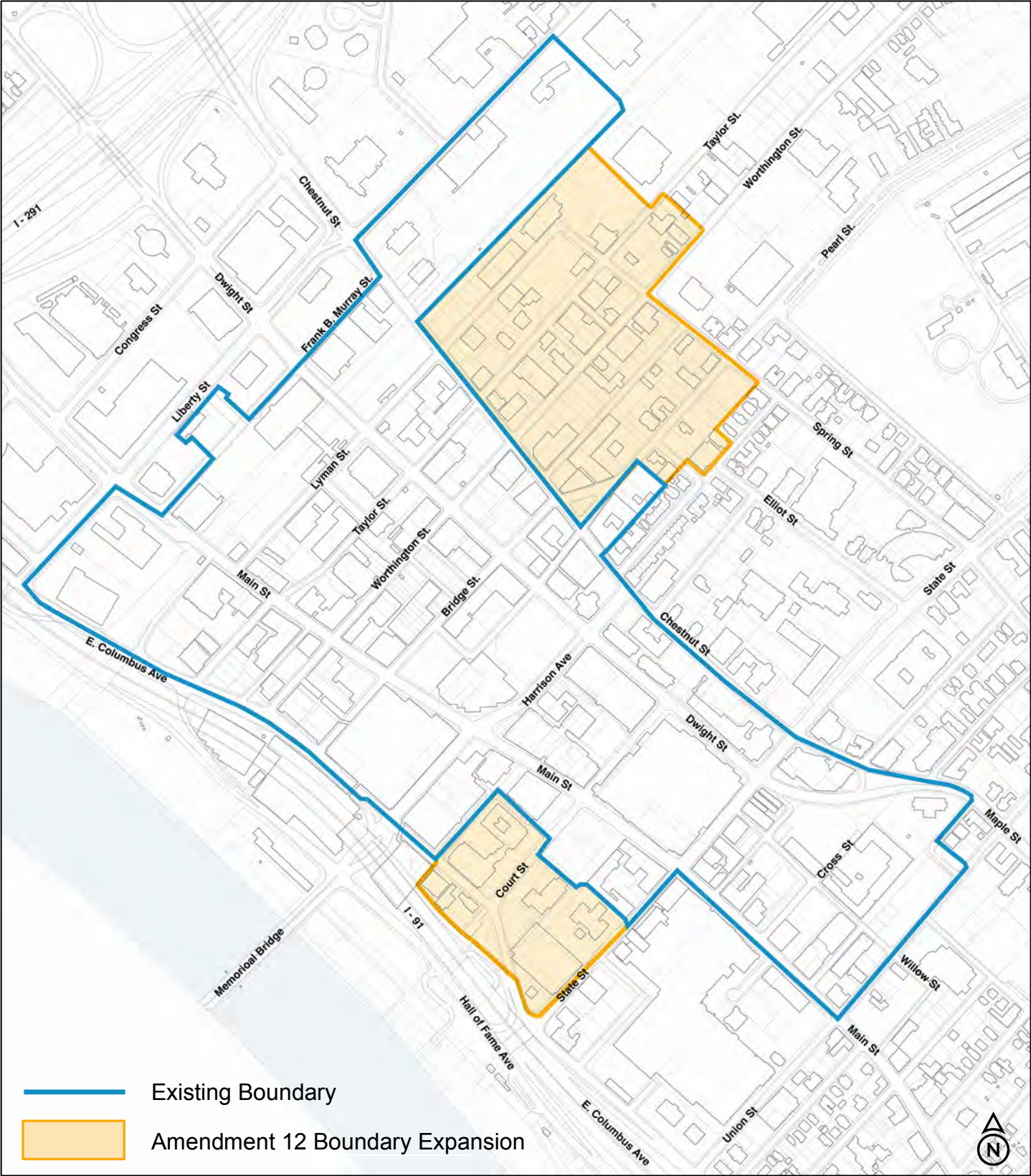
Court Square Urban Renewal District
Amendment 12



CSURP Boundary Changes 1970-2021

Attachment: Executive Summary 8-2-22 (6934 : Court Square Urban Renewal Plan, Amendment #12)

Court Square Urban Renewal District
Amendment 12



Attachment: Executive Summary 8-2-22 (6934 : Court Square Urban Renewal Plan, Amendment #12)

CSURP Proposed Amendment 12 Boundary Expansion