



23 | COMMUNITY MITIGATION FUND

2023 Projects of Regional Significance Grant Application Bid No. Bid No. BD-23-1068-1068C-1068L-81256

All completed applications must be sent by January 31st to be considered for funding for the 2023 Grant Round. Please submit this completed form as well as any relevant attachments to MGCCMF@Massgaming.gov.

For more detailed instructions as well as the 2023 Application Guidelines please visit <https://massgaming.com/about/community-mitigation-fund/>

I. Project Summary	
Legal Name of Applicant:	City of Springfield
Project Name (Please limit to 5 words):	Central Mixed-Use Parking Infrastructure Project
Amount Requested:	\$3,000,000
Brief Project Description (approx. 50 words):	Mitigating a multitude of adverse impacts from MGM, the Central Mixed-Use Parking Infrastructure Project seeks to solve for area parking deficiencies, improve traffic flow, and assist new economic development to reverse blight and stimulate the further growth of a the Main Street and Convention District around MGM Springfield and MassMutual Center as a regional economic anchor and destination.

II. Applicant Contact Information	
Please provide below the manager for this grant and any other individuals you would like to be copied on all correspondence.	
Grant Manager:	Ms. Cathy Buono, Director of Administration and Finance
Email Address:	CBuono@Springfieldcityhall.com
Telephone Number:	413-787-6082
Address:	City of Springfield, Office of Community Development 1600 East Columbus Ave. Springfield, MA 01103
Contact II:	Brian Connors, Deputy Director of Economic Development
Role:	Project Management Contact
Email Address:	BConnors@Springfieldcityhall.com
Telephone Number:	413-787-6524
Address:	City of Springfield, Office of Planning and Economic Development 70 Tapley Street Springfield, MA 01104
Contact III:	Timothy Sheehan, Chief Development Officer, Planning & Economic Development
Role:	Project Direction and Advancement
Email Address:	TSheehan@Springfieldcityhall.com

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Telephone Number: 413 787-6020

Address: City of Springfield, Office of Planning and Economic Development
70 Tapley Street
Springfield, MA 01104

III. Detailed Project Description & Mitigation

1)

A) Please describe in detail the impact that is attributed to the operation of a gaming facility. Please provide documentation or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e. surveys, data, reports)

The City's request for a Project of Regional Significance Grant seeks to address the negative impacts cited in prior successful grant requests for both the depressed real estate and blight conditions around MGM Springfield as well as the significant losses in parking revenue incurred by the Springfield Parking Authority (SPA) as a result of MGM Springfield's opening in 2018. Both impacts have been the subject of prior grant studies, detailed planning, and are now moving toward implementation and resolution. With this one project, new mixed-use public parking infrastructure near Cross St. and Willow St., the City seeks to solve for both impacts by:

- Increasing the viability of new development along Main Street through a shared proximate parking facility within the area
- Eliminating unsightly vacant, underutilized parcels and blight with new mixed-use infrastructure development improving the attraction, safety, and appeal of the area immediately adjacent to MGM
- Increase SPA's parking capacity and sources of revenue through a new facility, offsetting the loss of the former Civic Center garage SPA could no longer maintain or rebuild
- Improve traffic flow in and out of downtown through a new strategically located parking facility that provides another alternative for parking and better dispersal of parking and traffic throughout the area

Springfield has experienced significant urban development activity in its downtown over the last decade which is projected to continue, particularly around its destination anchors which thus far has been stagnant. As one of the largest land uses in Springfield, parking is critically important due to its influence on the character, form, function, and flow of the city and its capacity to serve ongoing development in the downtown. The underlying economic strength of Springfield's parking market both public and private was and remains negatively impacted by the development of MGM-Springfield's 3,400 space parking garage. The MGM garage goes beyond local zoning requirements by over 1,000 spaces. Further, the private business decision by MGM, to currently and for the foreseeable future offer all of the spaces free without restriction to the public, all day, every day of the year has deflated the economic value of all the existing proximate parking structures and made the future consideration and financing of new parking facilities to support the intended ancillary development surrounding the casino challenging. This is despite the impact urban revitalization and densification in the downtown which should have increased the overall economic value of these parking resources.

The potential for shared use of MGM-Springfield's parking resource to support the ancillary development contemplated in the city's Main Street Convention Center Master Plan District is not a workable standalone alternative to constructing a new public parking structure to support the development intended on the eastern side of Main Street. Developers contemplating mixed use development which

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includes market rate rental housing need to evidence accessible and convenient parking resources to support that type of development to their lenders and it is necessary to effectively market their project to commercial and residential tenants and to meet local zoning requirements.

The Mass Gaming Commission should be contemplating extensive mitigation of this casino impact if it seeks to see the land area surrounding the casino be redeveloped in manner that brings more market rate residential and commercial development and activated ground floor uses. This area has continued to recede despite MGM's investment of approximately \$1 billion directly across the street. MGM itself has indicated that it wants to see this area fully redeveloped, but one obvious key to unlocking that development potential is the restructuring of the existing surface parking lots into a structured public parking facility that can service the parking needs of the contemplated development and the non-casino related uses in the area. Both the size and the free nature of the MGM Parking Garage continue to weigh as a negative impact on all existing and future proximate parking resources. Having over 30% of the downtown parking supply affixed to one anchor development and for that parking to be free are real impacts on the future grow potential for the entire downtown and even more impactful on the area immediately surrounding the casino.

The Springfield Parking Authority (SPA) in collaboration with the Office of Planning and Economic Development (OPED) through the Massachusetts Gaming Commission has been pursuing a range of structured parking strategies, designs and related economics connected to the much needed redevelopment of this blighted area bordered by MGM Springfield to the west, Willow Street to the east, Union Street to the south and State Street to the north. As the City is advancing the solicitation process and initial outreach with the development community, Developers are already raising parking concerns about options that viably evidence to lenders, tenants, patrons and the City that a sufficient supply of public parking can support their intended redevelopment concepts. Though parking exists in adjacent areas, much of it is privately owned by MGM, MCCA/MMC, or not proximate to be considered accessible and/or dedicated from either a lending or tenancy perspective (See *Attachment A*). The construction of such parking resources cannot be reasonably underwritten by any one redevelopment project alone, therefore a public resource needs to be developed in which each emerging redevelopment projects in the area and existing uses contribute to the overall occupancy and fees associated with a new parking facility. This is a fundamental requirement for any viable development to locate in the blighted areas fostered by MGM's negative impacts to surrounding real estate, and therefore essential to achieve the true potential and goal of this dynamic development area as national destination anchor and regional economic engine.

As stated, MGM Springfield's unexpected adverse impact in downtown continues to be evident in the lack of new development and investment in immediately adjacent prime properties to the casino, the continued financial difficulties of the SPA and the growing traffic and parking concerns created with the loss of SPA's civic center garage. The City continues its efforts to advance the implementation of the Main Street and Convention District Master Development Plan which, while leading to near term improvements, is still hampered by fundamental viability issues arising out of the high project costs associated with development in this areas – contributing to this is the continued inflated property values, extensive property repair and renovation after years of speculation, decline and disinvestment, and access to essential proximate parking to serve real demand, "pencil out" in developer proformas, and satisfy lenders. Only more recently, are we beginning to see some correction in the real estate market, though in many cases, the neglect and disinvestment has created insurmountable hurdles or worse, complete project failure – in the form of growing foreclosures or even demolition as with the 24 Park

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Street property (which during MGM's planning and construction was slated to be a premier hotel in the historic structure).

As articulated in prior mitigation grant applications and substantiated with MGC grant awards (See excerpts in *Attachment B*), the real estate surrounding MGM Springfield continues to experience the lingering negative impact, disinvestment, and decline due to MGM Springfield's unforeseen opposite impact on the real estate market. Specifically, the MGM Springfield "economic engine" meant to stimulate much needed catalytic development outside the Casino area has in fact inadvertently stymied it through market inflation, area speculation, hyper real estate market expectations, inactivity, disinvestment and growing blight. The resulting uncertainty in the market continues to create higher risks to development, driving a higher degree of return which thus far has been unattainable. To reverse these conditions, the City must help mitigate this uncertainty, reduce the resulting risk and improve overall viability through strategic development assistance and implementation of their development plan. This includes a number of the tasks the City has undertaken in the last few years beginning with the creation and adoption of the Main Street and Convention District master development plan (to provide a clear, guiding plan), acquisition of prime properties beginning with the "foreclosed blocks" across from MGM (to ensure site control and acquisition costs), design and initiation of public district improvements (to improve pedestrian environment, strengthen connectivity and enhance property values and opportunities), and most recently the pursuit of a viable central mixed use parking facility design to alleviate the insurmountable parking burden to development along Main Street and enable a higher utilization of vacant, blighted sights across from MGM.

This continued economic inactivity and decline of large segments of real estate renders major street corridors and surrounding areas to MGM devoid of life, pedestrians, tenants, and vibrancy, greatly affecting market appeal, developer interest and new investment. MGM's closure of its Main Street entries to the retail and restaurants (which also lead to the casino) initially in response to the COVID 19 pandemic though continuing today, are in direct response to the blight conditions immediately across the street and are contributing to the growing insularity of MGM Springfield from downtown, counter to their fundamental urban integration and "porous concept."

Similarly, the negative impact described in both the Springfield Parking Authority's (SPA) 2020 and 2022 Specific Mitigation applications remain today, as the SPA continues to experience significant revenue loss as a direct result of the opening and ongoing operation of the free MGM Springfield parking. The parking study funded by the 2020 grant (Executive Summary included here as *Attachment C*) quantified losses at over \$600,000, or down to \$4M from \$4.6M through detailed analysis of the SPA portfolio of facilities, operational data, on-site surveys, and revenue data from 2017, 2018, and 2019 (with 2020, 2021 omitted due to unusual activity from the COVID 19 pandemic). These losses are even greater today with SPA's gross revenue now at \$2.4M for 2022 or down 52%, drastically below pre-2018/pre opening levels compounded from the subsequent sale of the aging Civic Center garage to MCCA.MMC due to SPA's inability to fund repairs or its much needed replacement.

The City's *Phase One Master Development Plan of the Implementation Blueprint* (funded in large part by a MGC 2020 grant) outlined a multi-faceted plan and strategy to: comprehensively rethink the area as a cohesive, asset-rich "district"; target key properties in decline and areas of blight for assistance and/or acquisition; and to initiate public realm and infrastructure improvements to promote and incentivize private investment while enhancing the pedestrian experience. Since it's approval in March 2021, the City

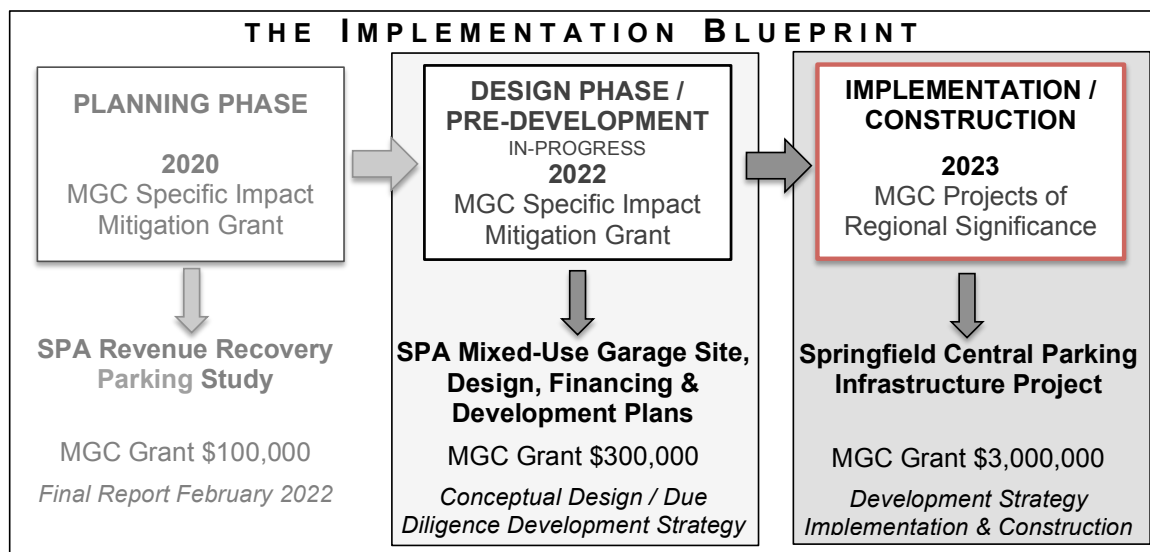
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has been aggressively implementing the plan and recommendations including: key property acquisitions (113 State Street, 1155 Main Street, 21 Stockbridge St); the Court Square Park and public realm improvement project commencing construction this spring 2023; regulatory enhancements and district guidelines through Amendment 12 to the Court Square Urban Renewal District; enhancing the MassMutual Center area/offers through collaboration with MCCA (including property acquisition and design assistance/direction) on their \$70M mixed-use, retail, parking and plaza project; and from initial directions in the City's *Master Development Plan*, the 2020 MGC Parking Study and Strategy and now the ongoing 2022 Central Mixed Use Garage design and development strategy, the City has identified a key location, size and conceptual design for a new 550 space mixed-use parking development. In combination, the City's multi faceted approach and implementation efforts thus far are all targeted at attracting development and revitalizing the district around MGM to reverse the negative impacts since its opening. In doing so, the City will strengthen Springfield as the tourist destination and economic heart of Western Mass, improving the surrounding communities and region with new investment, tourism, jobs and growth.

The City's 2023 MGC Project of Regional Significance grant request seeks funding support of \$3,000,000 for an approximate \$30,000,000 infrastructure project to initiate construction of this critical facility within two years. The City's request follows a similar progression of other MGC funded efforts from planning, design, predevelopment and now to construction which will continue the realization of the City's vision for a vibrant Main Street and Convention Center district around MGM that restores developer/investor confidence in the area and strengthens the destination attraction to the region.



B) Please describe how this is a regionally significant project including the overall project goals and what communities or other entities are beneficiaries of the project.

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When considering projects of regional significance, it is assumed that such projects qualitatively and quantitatively address a persistent problem and clearly connect the proposed improvement to sustainable economic productivity for the region.

Despite the significant investment made by MGM in developing MGM-Springfield nearly a dozen surface parking lots continue to occupy over 4.6 acres of land immediately surrounding the MGM campus. These lots have yet to be converted into active development sites. Some of the sites are remnants of the speculative investment activity immediately surrounding the casino campus. As value from development around the lots is realized the surface lot value steadily goes up. The end result of this type of investment strategy on the part of multiple owners in this small geographic area is that land which should be advancing development goes under-utilized and the perception of the area is that it lacks interest and vitality. This type of speculation along with the economic instability of the downtown parking market which was caused by the MGM Garage and its operational policies, creates a scarcity of new development activity in the area and moves development interest further away from the area immediately surrounding the casino and convention center. This diminishes the ability of these regional anchors to create a cohesive district that expands their regional impact.

The proposed 550 space public parking infrastructure development is intended to further the redevelopment activity surrounding MGM-Springfield, which both the MGC and City of Springfield agree is a regional business anchor for the Western Mass economy, by constructing a public parking resource that would free up existing surface parking lots for development activity that would strengthen the regional draw to the casino and the MassMutual Center. Redevelopment of the area surrounding the casino directly improves the region's attraction to, experience with and perceptions of the MGM-Springfield casino and resort property. Similarly, the proposed redevelopment of the area will also have a positive impact on the MassMutual Center which is yet another regional anchor again by improving the experience and engagement of its regional patrons with its facility and the Main Street Convention Center District surrounding it by providing the requisite public parking infrastructure to support mixed use development in an area that is currently negatively impacting both regional anchor institutions.

The proposed parking infrastructure project is needed to ensure the advancement of significant private investment in mixed use development that will expand market rate housing opportunities, cultural amenities, restaurants, entertainment venues, neighborhood goods and services businesses that will solidify the district's identity and leverage its regional anchors the Mass Mutual Center and MGM-Springfield. Raising the quality of the engagement and experience the region has with these two anchors in the heart of the largest city in all of Western Mass and in the Springfield Metropolitan Area is the regional significance associated with this application.

Springfield is the historic and economic heart to the region, the "capital" of the Western Massachusetts. Strengthening the downtown anchors through sustained surrounding economic growth and activation (anticipated with MGM though thus far unrealized), will increase the vitality of the area and spin off benefit of new businesses, residents, tourist and jobs. This mixed-use project, in solving one of the major impediments and cost to downtown development, parking, will go a long way to realizing sustained growth. Without it, development in the area which can mitigate these negative trends, is severely hamstrung and unviable. This success of this anchor district and recognition of it as a regional destination and economic engine, will only serve to drive new markets, visitors, businesses and jobs to surrounding

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communities improving their overall economic vitality. A revitalized destination district around MGM and MMC, creates a much stronger, more vibrant Springfield as the economic heart to the region.

2) *(If applicable)* Please explain how this impact was not anticipated in the Applicant's Host or Surrounding Community Agreement.

As cited before, there was much anticipation that the MGM Springfield project would produce substantial economic spin-off. This was an underlying objective and primary premise behind the City's structuring of the Host Community Agreement (HCA) which mandated the casino not be an island but a contextually responsive, outward focused and integrated anchor in downtown. Again, no one anticipated the negative impacts and stagnation to the surrounding real estate caused by MGM Springfield's inflation of values, area speculation, disinvestment and blight that continues today. Similarly, the negative impact of MGM on SPA's revenue, bonding capacity and portfolio was not anticipated in the agreement but rather it was expected that the MGM project would improve the SPA's operations. MGM's decision to make all of its parking free to the public without any restrictions was made after the Host Community Agreement had been signed and was made public roughly five weeks prior to the casino opening. Previous to the decision to make the parking free, MGM had indicated to the city that it was contemplating validating parking for its customers reflecting this in the design of the facility.

The City believes the MGM Springfield project and existing MGM HCA commitments still possess incredible potential and the right mix of urban assets, programming and uses to become the economic engine desired. With the City's advancing implementation efforts cited throughout and this MGC grant to address critical development needs, blight and SPA's decline, the City will be best positioned to reverse these trends and stimulate interest, investment and transformation.

3) Please describe what the Applicant is proposing and how the mitigation request will address the impact indicated.

The City is proposing that a new mixed-use public parking facility development be constructed within the blighted Main Street area adjacent to MGM to serve as a consolidate central parking resource for desired area development and source of new revenue to the SPA. This development contemplates a new 550-space public parking structure wrapped with activated ground floor retail space and potential residences above in the area around Willow St and Cross Street (see *Attachment D*). From the City's 2021 parking report which the MGC funded, the 550 spaces are needed to house anticipated demand from new development, the reuse and renovation of historic structures along Main Street (including 113 State St Clock tower building and the 1155 Main Street Colonial building) and replacement parking from the consolidation of underutilized area parking lots. With individual on-site parking garages by project infeasible, this development will congregate all area parking together, solving for developers/investors an essential component to the viability of their projects. Remote parking off-site is equally undesirable and considered inaccessible by lenders and retail, residential and office tenants. The cumulative demand of 550 space far exceeds the spatial limitations of individual parcels to accommodate, requiring a more efficient consolidated approach to housing developer demand. In return, the City expects developers to

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undertake the critical renovation projects along Main Street and potential new development around the parking facility garage that will greatly improve the vibrancy, appeal and attraction to the area around MGM, mitigating the blight.

Again, the construction of such a public parking infrastructure cannot be reasonably underwritten by any one redevelopment project alone but needs to be developed such that each emerging redevelopment project in the area and existing uses contribute to the overall occupancy and fees associated with a new parking facility. The success of this project relies on a multitude of funding sources. Only through this mitigation grant request, in combination with other City, State and Federal funding sources, private equity and projected revenues, will development in the area have a viable chance of success and transformative, “mitigating” impact to the area. In addition, this project enables the SPA to bolster their portfolio with a new facility, new sources of revenue and restored bonding capacity - all of which were negatively impacted by the MGM garage.

The funding requested for the proposed 550 space public infrastructure project would mitigate to a degree the negative impact that the MGM Garage has had on the economics of Springfield’s downtown parking market by having the grant shoulder some of the associated economic risk associated with the project due to the MGM Garage being completely free. There needs to be acknowledgement that constructing and making indefinitely free 3,400 parking spaces in the host community’s downtown, which represents roughly 1/3 of all the parking available in the downtown is a negative impact on the local existing and future parking resources. That negative economic impact directly impedes future development around the casino campus.

The MGM-Springfield Garage’s sense of scale and the lack of any fee significantly hinders the ability of developers and or the city to appropriately underwrite additional parking resources in the downtown which are essential to creating an environment around the casino campus that presents and feels like a place that visitors to MGM-Springfield and the MassMutual Center want to spend time in, rather than a place they want to avoid and or immediately leave from after their time at MGM-Springfield or the Mass Mutual Center. The MGC investing in that effort is a starting point towards mitigation of MGM’s negative impact on the local parking market. Should the MGC not recognize the negative impact as stated and the significant public subsidy required to overcome it, the development environment around the casino and the MassMutual Center will be slow to materialize. Further, the land immediately surrounding the casino now utilized for surface parking lots will continue to deaden the area snuffing out any sense of urban vitality or sense of place perpetuating an atmosphere that is inherently hostile to the pedestrian, dull and perceived as menacing.

4) For all Transportation Construction Applications, the applicant should consult with MassDOT and the appropriate regional planning agency to obtain input on the project and identify opportunities for regional efforts. The results of this consultation should be included in this section of the application.

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As the regional planning agency for western Massachusetts, The Pioneer Valley Planning Commission (PVPC) has been key to the advancement of important plans, most recently with the Rapid Recovery Plan for Springfield, stemming from the COVID 19 Pandemic, in which the City was a participant. Their 2021 plan titled “A Plan for the Main Street and Convention Center District” recognized the value and importance of the City’s efforts under the 2020 MGC grant to craft a realistic and targeted vision for the emerging district around MGM Springfield to lead revitalization. The PVPC plan endorsed and validated many of the recommendations from the City’s Main Street and Convention District plan including emphasis on area wide public realm improvements, park activation, MMC center enhancements through a new garage and Bruce Landon Way activation, expansion of housing options and the improvement and access to downtown parking. Nearly all of these activities are now underway in some form as the City and aggressively advance the implementation of the plan. The PVPC’s plan summary listed the top 15 initiatives emanating from their study, with number five specifically calling to improve parking access in downtown and a goal of launching a plan within the year. (See excerpt for the PVPC RRP *Attachment E*). As with prior efforts, the City has shared with PVPC some of the preliminary work on the garage project and will continue to engage with them as the City’s designs and development strategies advance.

While the City considers this an important infrastructure project, it currently is not within MassDOT’s purview. As the project advances, the City is open to engaging with MassDOT particularly around the anticipated improvements to traffic flow and parking in downtown. The net effect of a new strategically located parking resource in Springfield’s core downtown will increase the available parking options for all users, allow a better dispersal of parking to and from the core, and in turn enable better traffic flow in and out of this destination district around MGM.

IV. Scope, Budget, and Timeline

Applicant: The City of Springfield	Vendor Code: VC000192140
Total Grant Amount Requested: \$3,000,000	Estimated Total Project Cost: \$30,000,000 (see Cost Estimate <i>Attachment F</i>)

Scope of Work

Please include below a breakdown of the proposed work. The project scope should be sufficiently detailed to allow the review team to understand the steps required for project completion.

This grant request seeks funding to implement the 2022-2023 design and development strategies currently underway that build on the cumulative assessment, urban design directions, initial architectural designs/massing, site control alternatives and developer solicitation recommendations coming from this and the prior 2019 parking impact study. This implementation effort will be lead by the Office of Planning and Economic Development (OPED) in collaboration with the Springfield Parking Authority (SPA) and the Springfield Redevelopment Authority (SRA). Each agency brings a unique range of expertise and development tools to ensure the successful implementation from site acquisition/control, bonding capacities, and operations/management.

As referenced, the City has already advanced a number of these initiatives that enable the City team

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to move forward immediately upon MGC award and executed contract including securing HUD Section 108 funding for acquisition, and approval of Amendment 12 to the Court Square Urban Renewal Plan which solidifies the SRA's vision and development guidelines (based on the Main Street and Convention District Master Development Plan), updates key properties for acquisition (including all properties required for the garage), reinforces SRA authority, review process and development controls to ensure continuity of all projects in the CSUR district. (See *Attachments G & H*)

For reference and full project comprehension, the City is including the scope from the awarded 2022 MGC Specific Mitigation grant below whose Task A – Task D are advancing concurrently with an anticipated majority completion by Summer/Fall 2023. This Regional Significance grant will enable the City/SPA/SRA team to implement the subsequent Tasks E through Task G within the anticipated two-year window from Fall 2023 through Fall 2025:

MGC 2022 Specific Mitigation Grant Scope *(in-progress Winter 2022-Summer 2023)*

Task A - Site Due Diligence / Control

- Confirm preferred site(s) and project/parcel configuration
- Advance site feasibility and due diligence such as existing site conditions survey, property survey(s), preliminary environmental assessment, zoning/permitting, etc. as required
- Assess site ownership, outreach and engagement
- Assess market demand, capacity, site valuation and site cost
- Evaluate and define site assembly/control alternatives

Task B – Design / Program

- Define mixed-use program, design criteria and overall project parameters
- Advance urban design, layouts, and massing in conformity with Master Development Plan and responsive to neighborhood context
- Assess traffic access and flow, area ingress/egress, proposed roadway changes/enhancements
- Advance schematic design for parking garage, development “shell” wrapping structure, conceptual façades
- Refine order of magnitude costs
- Potential community, stakeholder engagement

Task C - Financial / Funding

- Evaluate project costs, pro forma and project financial feasibility
- Identify potential sources and uses exploring City/SPA funding, bonds, State and Federal grants, DIF, private participation, incentives, etc.
- Assess SPA risk and return
- Craft financial strategy for all phases of the project

Task D - Development Strategy / Implementation

- Identify precedent development projects/case studies with similar program, objectives, public and private collaboration, etc.
- Evaluate strategies for public / private partnership, and ownership / operational structures
- Outline development solicitation process and developer outreach strategy
- Advance schedule for key milestones: control, design, funding, solicitation, implementation
- Prepare a Development Brief of the opportunity, City due diligence, desired structure, benefits and schedule, to “tee up” project
- Engage stockholder, developer interest

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NEW Anticipated City Project Implementation Tasks (Spring 2023-Summer 2024)

Task E – Site Acquisition and Pre-Development Implementation

- Advance site acquisition efforts and parcel owner outreach/engagement through SPA or SRA through approved CSURP Amendment 12
- Prepare supporting appraisals, HUD Section 108 funds, market assessment, term sheet, negotiations, and execute purchase or other site control (assignable option)
- Initiate detailed site survey, utility survey, environmental plan, and new site parcelization, as required

Task F – Secure Project Funding for Development

- File for full range of Federal and State grants identified for Parking Infrastructure projects including CDAG, Off Street Parking Program, I-Cubed, Bipartisan Infrastructure Law, and others
- Prepare and Issue SPA / City Revenue bonds, with required approvals
- Initiate Community Development Fund project allocation request and required approvals

Task G – Development Strategy Implementation

- Draft preferred development solicitation process document to secure development partner
- Initiate project marketing, outreach and development industry engagement
- Issue RFQ/RFP and commence solicitation process
- Evaluate, select and negotiate with preferred development partner a redevelopment agreement

Task H – Final Pre Development and Design Implementation

- Implement City pre-development obligations if any (utility upgrades/relocation, street vacation/dedications, City/State approvals assistance, etc.)
- Final project design drawings by Developer in collaboration w/City Team and City needs

Proposed MGC 2023 Regional Significance Grant Tasks (Fall 2023 – Fall 2025)

Task I – Parking Structure Development Construction (Fall 2025 – Spring 2027)

- Initiate Construction (site prep, demolition, construction)

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Proposed MGC Grant Budget			
<p>Please use the following table to outline the budget of your project. Include any requests for proposals, quotes, or estimates that would quantify the costs associated with the mitigation as an attachment. In determining the funding request, please round up to the nearest hundred dollars.</p> <p>Please provide the estimate and percentage of the costs projected to be funded from other federal, state, local or private contributions (Applicants may include contributions from gaming licensees).</p> <p>Please indicate, through a commitment letter or otherwise, how such other funding will be available for the project. In the absence of a final commitment to such funding, please provide detail on any process needed to secure any non-CMF funding.</p>			
Timeline	Description of Purchase/Work	QTY	Budget
Spring 2023- Summer 2024	Site Control, Predevelopment Efforts (Surveys, Appraisals, Acquisition, Environmental, etc.)		TBD (City/SRA/SPA)
Summer-Winter 2024	Developer Solicitation / Selection (P3 or similar)		TBD (City/SRA/SPA)
Winter 2024- Fall 2025	Development Final Design / CDs		TBD (City/ Developer)
Summer/Fall 2025	Garage/Development Construction		\$30M
	TOTAL:		\$30M

Funding Source	Description of Purchase/Work	QTY	Budget
In Kind Services	Developer Contribution Value (P3/Parking Allocation)	3%	\$1M
Federal	The City/SRA has access to new and prior HUD Section 108 funding that will be used for the project as well as seek possible federal infrastructure funding through environmentally sensitive design and construction.	10%	\$3M
<ul style="list-style-type: none"> • HUD Section 108 • Bipartisan Infrastructure Law 		3%	\$1M
State Grants	The City/SRA is pursuing a range of potential State funds through public works, infrastructure, community development and mitigation grant programs. Funds will apply toward hard and soft costs associated with the garage construction.	+10%	\$2M-\$4M
<ul style="list-style-type: none"> • CDAG, Off-Street Parking Program, I-Cubed, other • MGC Regional Significance Grant 		10%	\$3M
Local Match/City	The City/SRA has a range of funding sources through SPA & City bonding, the existing Community Development Fund and property sales which will apply toward hard and soft costs associated with the garage construction.	+36%	\$10M-\$12M
<ul style="list-style-type: none"> • SPA/City Revenue Bond • Community Development Fund 		+25%	\$6M-\$8M
<ul style="list-style-type: none"> • Property Sale 		3%	\$1M
	TOTAL:	100%	\$30M

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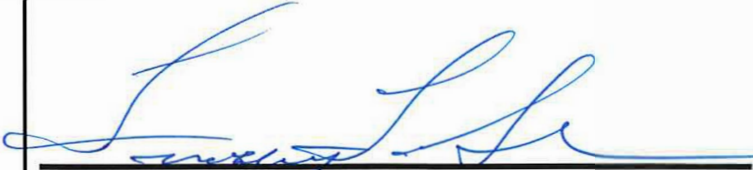
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V. Waiver If you are applying for a waiver, please submit the Waiver Form with your application. The form can be found at www.massgaming.com/about/community-mitigation-fund/forms/	
Are you applying for a waiver?	
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

VI. Please provide a brief description of each attachment.
<ul style="list-style-type: none">• <i>Attachment A: District Parking Diagram Map:</i> Downtown parking map & geographic “gap” diagram• <i>Attachment B: Prior MGC Grant Request Excerpts:</i> mitigation case excerpts establishing justification of ongoing negative impacts from MGM• <i>Attachment C: 2021 Parking Study Report Executive Summary:</i> MGC funded report assessing SPA losses and potential strategies to remedy losses (full report previously provided to MGC)• <i>Attachment D: Mixed-Use Parking Conceptual Plan:</i> Preliminary location and layout for the proposed 550-car garage between Cross, Willow and Stockbridge• <i>Attachment E: PVPC Rapid Recovery Plan Excerpt:</i> PVPC’s top 15 priority initiatives of the RRP including downtown parking• <i>Attachment F: Public Parking Infrastructure Cost Estimate:</i> Preliminary magnitude budget for 550 car public infrastructure project• <i>Attachment G: Approvals / Endorsements:</i> HUD Section 108 & SRA CSURP Plan Approval and Endorsement Letters: illustrating one of the City’s funding sources through HUD Section 108, the necessary regulatory controls to manage and facilitate development through SRA’s urban renewal plan district, and the endorsement and support of key agencies• <i>Attachment H: SRA Court Square Potential Acquisition Exhibit:</i> Illustrating the SRA’s ability to acquire properties necessary for the implementation of the plan

VII.

On behalf of the aforementioned Applicant/municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Signature of Responsible Municipal
Official/Governmental Entity

Date: 1/31/2025

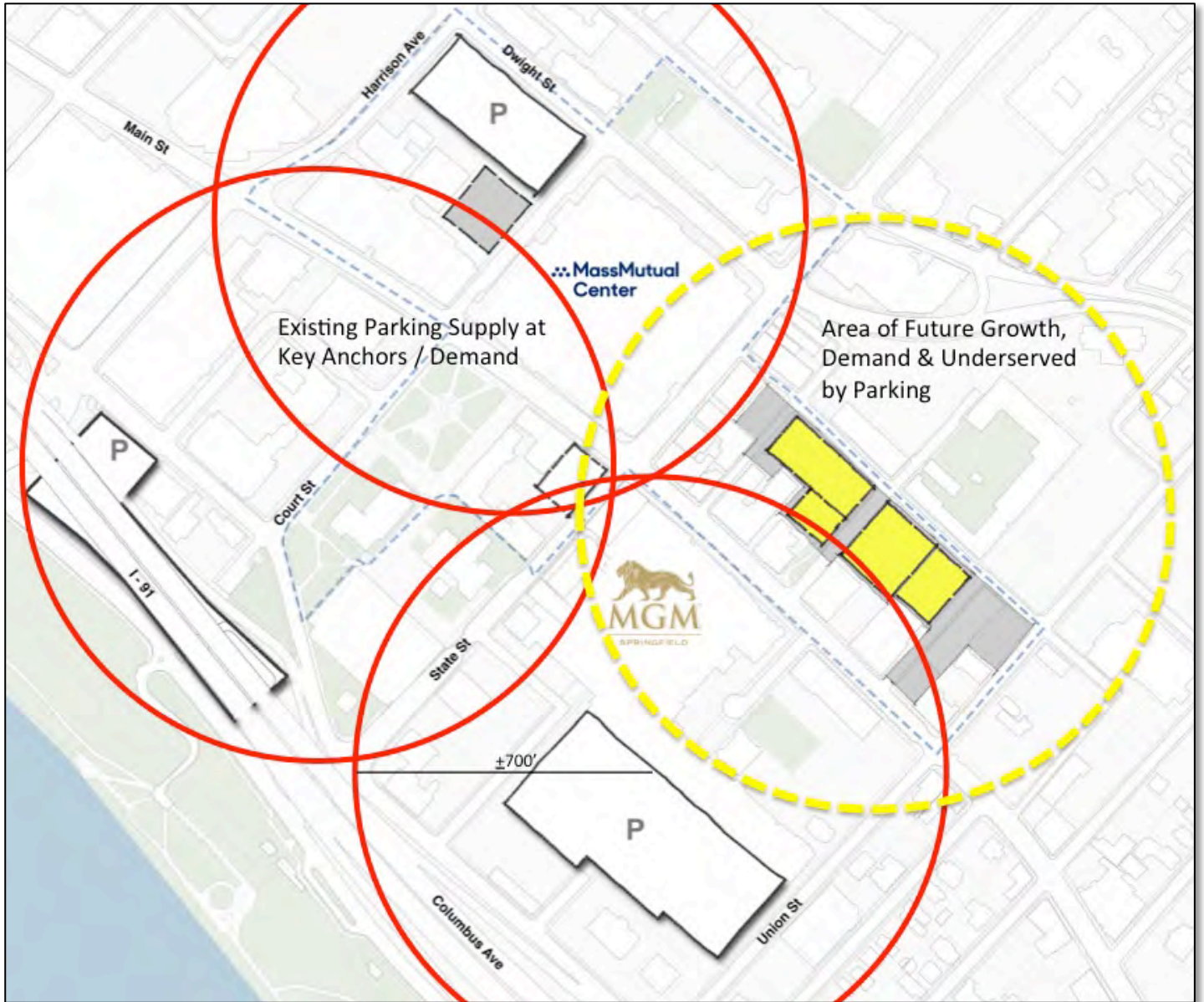


(print name)



Title:

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT A: Downtown District Parking "Gap" Diagram



2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT B: Prior MGC Grant Excerpts

From 2019 Specific Mitigation Grant

1. IMPACT DESCRIPTION

The purpose of this application is to seek funds to recover some of the lost parking revenue incurred by the Springfield Parking Authority, ("SPA"; a public entity created by the Legislature at the request of the City of Springfield), at the Civic Center Garage and I-91 South Garage facilities, as a direct result of the opening and continued operation of the MGM Springfield Parking Garage since August of 2018, and to utilize said recovered funds to conduct due diligence actions to revisit and reassess parking in the downtown and South End, particularly related to the impact the casino has had on existing garages, lots, overall usage, and revenues as well as new demand created by the loss of available downtown parking within the casino complex area. The SPA strongly desires to use the grant funds in furtherance of solutions that will reestablish sources of revenue for the Parking Authority, and more effectively locate shared, convenient and proximate parking in areas of high demand, while freeing up current abundant open land for critical redevelopment.

The SPA is a public agency, an independent body politic, and a subdivision of the Commonwealth, whose purpose is to support and foster economic development in Springfield, through providing affordable public parking in the Central Business District of the City. The SPA was incorporated in 1981, and currently operates 6 parking garage facilities and 3 surface parking lots in Springfield.

As is described in more detail below, the SPA has seen a significant drop in parking revenue from monthly, transient and event parkers at the Civic Center and I-91 South Garage facilities, which can be attributed to the opening of MGM Springfield's Parking facility approximately three blocks away. The MGM Garage is state-of-the-art, contains 3,500 parking spaces, and is completely free of charge to the public, regardless of whether parkers enter the MGM Casino building itself. The direct impact of the MGM Springfield parking facility on the SPA is perhaps best illustrated by examining the SPA's gross revenue numbers during the years before and after the MGM Garage went online.

In FY2016, the SPA recorded gross revenues at the Civic Center Garage and I-91 South Garage in the amount of \$2,088,362.25. In FY2017, the SPA recorded gross revenues at the two facilities in question in the amount of \$2,145,338.75. In FY2018, the SPA recorded gross revenues at the two facilities in question in the amount of \$2,294,307.93. In FY2019, during the first year of the MGM Springfield's operation, said gross revenues were recorded in the amount of \$2,049,739.44. Projected gross revenues for said facilities in FY2020 are forecast in the amount of \$1,583,072.96. As the data demonstrates, the opening of the MGM Springfield Parking Garage in August of 2018 coincides directly with a sharp decline in parking revenues at the two facilities that are closest to said MGM Garage. Please also see the attached Schedule A, which breaks down the historic revenues at the two garages in question from FY16-projected completion of FY20.

This negative impact on revenues has harmed the SPA's bonding capacity, and has consequently forced the SPA to alter its plan for ongoing capital improvements to its existing facilities. To finance needed improvements over the last decade, the SPA issued revenue bonds in 2013 and again in 2017, and anticipates bonding for more needed capital improvements to its facilities going forward; however, the impact of the free MGM Parking Garage has reduced incoming SPA revenues such that the Agency's bonding capacity has also decreased.

2. IMPACT DESCRIPTION/CONNECTION TO GAMING FACILITY

a) Please describe in detail the impact that is attributed to the operation of a gaming facility.

The impact described in detail in the Springfield Parking Authority (SPA) 2020 Specific Mitigation application (2020 Excerpt *Attachment A*) remains today, as the SPA continues to experience significant revenue loss as a direct result of the opening and ongoing operation of the free MGM Springfield Parking since August of 2018. The ensuing parking study funded by this 2020 grant assessed and quantified these losses through detailed analysis of the SPA portfolio of facilities, operational data, on-site surveys, and revenue data from 2017, 2018, and 2019 (with 2020, 2021 omitted due to unusual activity from the COVID 19 pandemic).

In their memo from August 2021 (see *Attachment B*), the City’s parking consultant Walker Consultants, further detailed the impact as follows:

- Gross annual revenue for SPA fell nearly \$600,000 from \$4.6M in 2018 to \$4.0M in 2019
- The majority of the revenue loss was disproportionately concentrated in SPA’s larger facilities closest to MGM which account for nearly 70% of the SPA total of 4,660 spaces
- Largest drop resulted from the loss of monthly parkers who are more likely to be price sensitive and who gravitated toward the large supply of free parking at MGM

Figure 1 - SPA Gross Revenue by Year



Source: SPA

Figure 17 - Monthly/Contract Parking Revenue by Year



Source: SPA

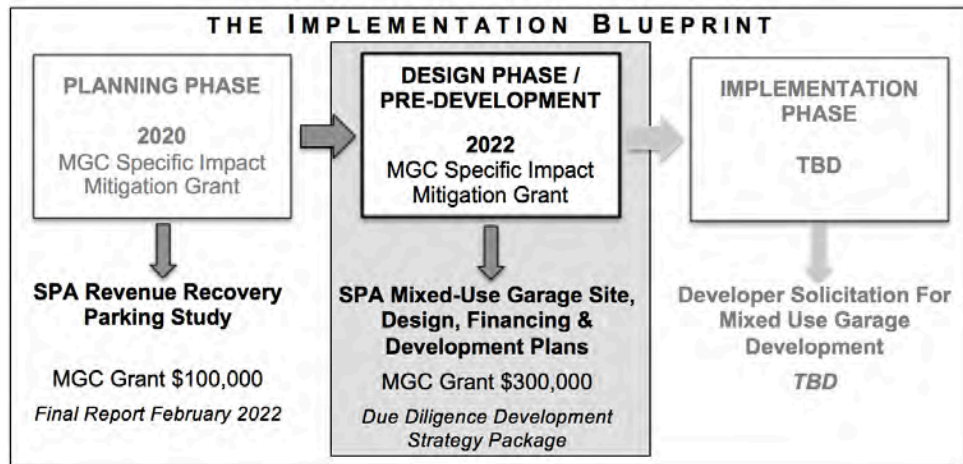
As cited in the 2020 application, this drop in revenue resulted in a decrease in the SPA’s bonding capacity, forcing changes to important capital improvements to its facilities. Hardest hit was the SPA’s Civic Center garage whose aging infrastructure combined with losses from monthly, transient, validated and event parking significantly devalued it rendering it essentially non-competitive. As a result, the SPA had little choice but to sell the facility in late 2019 due to the SPA’s inability to finance its replacement. With MassMutual Center’s (MMC’s) essential need for proximate event and conference parking and MCCA’s financing capacity, MCCA was determined to be the best alternative for the purchase and replacement of the garage. The domino effect from MGM’s opening has now led to even greater negative impact, the elimination of one of SPA’s primary garages, or nearly 26% of its parking capacity accounting for one third of its total annual revenue.

These compounding impacts place even greater pressure and immediate need for the SPA to find and/or create new sources of revenue to recover from the growing losses incurred from the free MGM garage. Through a second step planning assessment to the Parking Study, Walker Consultants and the Chicago Consultants Studio, Inc., the City’s planning consultant, advanced initial analysis and alternatives for potential locations and new

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT B: Prior MGC Grant Excerpts

2022 SPECIFIC IMPACT GRANT APPLICATION
BD-22-1068-1068C-1068L-68403
 Page 3 of 9

parking structures. From initial directions in the City’s Master Development Plan (see excerpts *Attachment C*), the study assessed current and future supply and demand, projected potential sizing and ideal dimensions, assessed a range of locations, studied initial layouts and massing, and generated a few preferred scenarios to test cost and revenue projections. Note, the final Parking Study from the consultant team is in final review and approval, and will be shared with MGC once complete. With this as a baseline, the SPA seeks funding from the 2022 MGC mitigation grants to advance the design, site due diligence, financing/development strategies for a new mixed-use parking garage project as a viable replacement and new source of revenue to offset the impact from MGM’s opening.



2022 SPECIFIC IMPACT GRANT APPLICATION
BD-22-1068-1068C-1068L-68403
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b) Please provide documentation, specificity or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e. surveys, data, reports)

The updated data presented in 2a and attachments is evidence that the negative impact caused from MGM’s opening of a free 3000+ space parking garage continues to result in losses for the SPA.

This includes:

- Continued loss of revenue: \$600,000 annually pre pandemic (see *Attachment B, Walker*)
 The data indicate that this significant loss incurred from 2018 to 2019, the year after the casino opened. While the pandemic has since altered a true accounting of revenue, 2020 was projected to have a larger drop than 2019 as monthly parkers continue the migration to free parking at MGM
- Lower bonding capacity:
 The loss of revenue had a ripple effect with the SPA and bonding capacity, necessitating changes to the SPA’s capital improvement plan. The very real evidence of this is in the SPA’s inability to finance the Civic Center garage replacement, despite the facility being a key asset in the portfolio, representing over 25% of its parking capacity, in a prime location adjacent to one of downtown’s major parking generators, MMC, and bringing in nearly one third of the SPA’s annual revenue.
- Sale of the Civic Center Garage:
 The resulting sale of the Civic Center garage to MCCA in late 2019 is direct evidence of this continuing detrimental impact on SPA from MGM Springfield’s opening in 2018. (see *Attachment D, SPA*). Proceeds from the sale were used to pay down the SPA’s debt and execute deferred maintenance under the SPA’s downsized capital improvement plan. (see *Attachment D*)



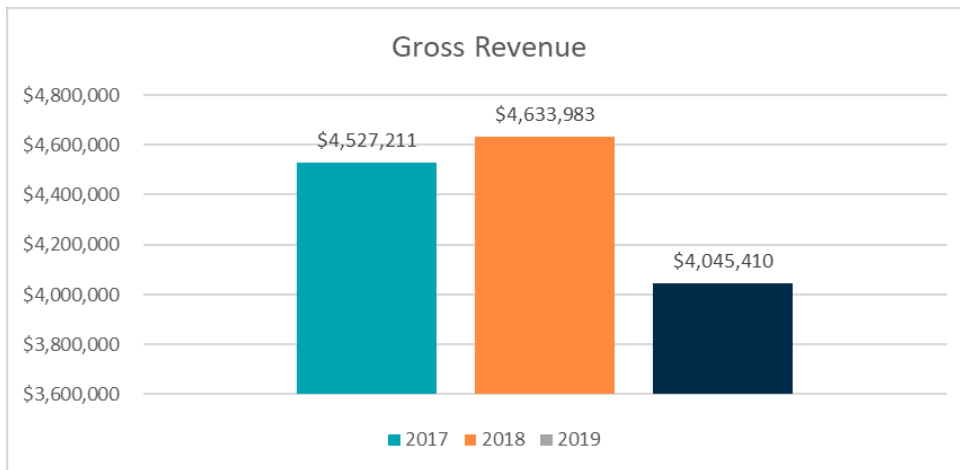
EXECUTIVE SUMMARY

The City of Springfield engaged the Chicago Consultants Studio, Inc. (CCS) to provide urban planning and strategic development services. In the process of developing a Phase One Master Development Plan of The Implementation Blueprint, the team identified parking as a critical component in the City’s vision for stimulating economic development towards a revitalized downtown district. To that end, the City and CCS hired Walker Consultants (Walker) to perform a supply and demand analysis of municipally-owned parking facilities, identify alternatives to meet any current and future parking shortages projected from the Phase One plan, and develop a financial proforma to model the impact of a new structure on the finances of the parking system managed by the Springfield Parking Authority (SPA). Walker worked with CCS to identify areas of highest need, and potential site locations for a new structure to solve for this demand, respond to the master development plan, and bolster the downtown development potential.

MGM Impact on SPA

Even before the effects of the COVID pandemic, the opening of the MGM Casino had significantly impacted the parking landscape in the downtown district. The opening of the casino’s 3,000+ space, free parking garage has likely shifted demand away from municipally-owned, paid parking structures. This reallocation of parkers, combined with the economic impacts and recent behavioral changes to parking activity, have encouraged the City and SPA to reimagine the parking operation. A first step in developing a new approach is quantifying the impacts to the parking system.

Figure 1 - SPA Gross Revenue by Year



Source: SPA

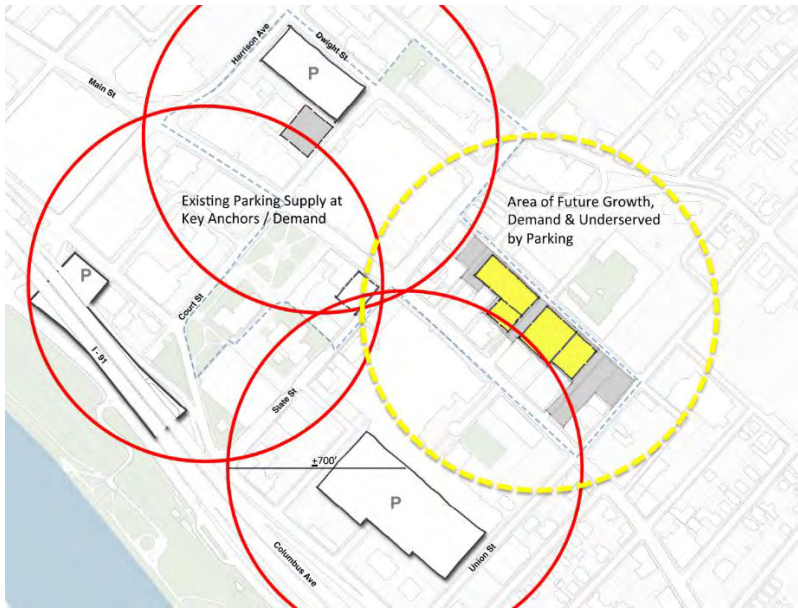
Impact Overview

- Gross annual revenue for SPA **fell nearly \$600,000** from \$4.6M in 2018 to \$4.0M in 2019
- The majority of the revenue loss was **disproportionately concentrated in SPA's larger facilities closest to MGM** which account for nearly 70% of the SPA total of 4,661 spaces
- Largest drop resulted from the **loss of monthly parkers** who are more likely to be price sensitive and who gravitated toward the large supply of free parking at MGM
- Significant loss of revenue **reduced SPA's bonding capacity**, forcing a major reduction to their capital improvements plan, including the much-needed Civic Center Garage replacement
- With ongoing pressing needs of MassMutual Center but inability to finance, SPA had little choice but to **sell the Civic Center Garage** to MCCA/MMC who had the capacity to execute the replacement
- The sale exacerbates the economic losses and **reduces SPA's portfolio and capacity to generate revenue by nearly 26%**

Potential New Facility Site and Size

Meanwhile, the rebirth of downtown Springfield continues and a master plan for development has been outlined. While there is some available parking capacity in downtown which can absorb new parking demand, as growth continues there may be a need for additional parking supply, particularly in the Willow Street area which has been targeted as part of the Phase One Plan for redevelopment. As communities such as Quincy, Massachusetts and Silver Spring, Maryland have shown, a new municipal parking facility can help jumpstart surrounding development and provide shared parking in a single location without the need for each developer to build their own supply. After decades of trying to revive their business district, Quincy opened the downtown municipal Hancock Garage with approximately 700 spaces in late 2019 and has been successfully leasing parking spaces to nearby developers. A second downtown municipal garage is being planned. Similarly, Silver Spring opened two county-owned garages with about 3,000 combined spaces in 2004 and these facilities supported a large amount of commercial and residential development on surrounding parcels in subsequent years.

Figure 2 – Future Projected Downtown Parking Supply and Demand



Source: CCS

Based on our analysis of existing conditions and projected future development, a municipal facility of approximately 500-600 parking spaces would be reasonable to meet the long-term demand from the additional development in the Main Street and Willow Street areas contemplated in the plan. Conceptual designs for three facility options were created, including a stand-alone garage as well as incorporation of the parking into a mixed-use development.

Little information about the proposed site, including soil conditions and adjacent properties, was available, so the opinion of probable cost for each option is a very preliminary estimate. Also, it should be noted that construction costs shown do not include design, land, legal, etc. Furthermore, costs are for construction of parking areas only, not including any other areas of a potential mixed-use development integrated with the garage.

Figure 3 - Summary of Conceptual Designs and Cost

Description	# of Spaces	Opinion of Construction Cost	Cost / Space
Stand-alone 3-bay Garage	600	\$26,244,000	\$43,740
2-bay Garage with adjacent liner building on Willow Street side	500	\$26,425,000	\$52,850
2-bay Garage Supporting Development Above	475	\$29,645,000	\$62,411

Source: Walker Consultants, 2021

New Facility Projected Revenue and Expense

The projected net income from such a facility is estimated to be approximately \$500K per year, which could substantially replace the lost SPA revenue from the MGM opening. This would not account for any debt service related to construction of the new facility, however, which would also need to be funded.

The figure on the following page summarizes the finances of the three options, including the net income expected in Year 1, the opinion of construction cost, the maximum loan principal which the net income could support, and the present value of the projected net income.

Figure 4 - Financial Summary for Year 1

Summary	Scenario One	Scenario Two	Scenario Three
Design Capacity (Spaces)	600	500	475
Weekday Allocation of Spaces			
Monthly - General	200	200	200
Monthly - Reserved	10	10	10
Transient - General	390	290	265
Financial Pro Forma Summary (Year 1)			
PARKING OPERATING REVENUE			
Effective Gross Revenue (EGR)	\$ 1,313,085	\$ 1,274,445	\$ 1,274,445
Effective Gross Revenue (EGR) per Space	\$ 2,188	\$ 2,549	\$ 2,683
PARKING OPERATING EXPENSE			
Operating Expense	\$ 742,698	\$ 723,698	\$ 718,948
Operating Expense per Space	\$ 1,238	\$ 1,447	\$ 1,514
NET OPERATING INCOME BEFORE REPAIRS & REPLACEMENT			
	\$ 570,387	\$ 550,747	\$ 555,497
Structural Repairs & Replacement	\$ 85,200	\$ 71,000	\$ 67,450
NET INCOME			
	\$ 485,187	\$ 479,747	\$ 488,047
Opinion of Construction Cost	\$ 26,250,000	\$ 26,400,000	\$ 29,650,000
Term (Years)	30.00	30.00	30.00
Tax-Free Annual Bond Rate	5.0%	5.0%	5.0%
Minimum Debt Coverage Ratio	1.25	1.25	1.25
Max Principal Amt from Net Income Surplus / (Deficit)	\$ 6,000,000	\$ 5,900,000	\$ 6,000,000
	\$ (20,250,000)	\$ (20,500,000)	\$ (23,650,000)
PRESENT VALUE OF NET INCOME (THRU 2053) AT 3.0%	\$ 14,000,000	\$ 13,900,000	\$ 14,100,000

Source: Walker Consultants, 2021

Recommendations

Near Term – Explore MGM Changes

Given the cause of SPA's loss is almost entirely due to MGM's "free" 3,400 space garage, low cost operational changes at MGM could significantly improve and restore SPA's market for monthly parkers including:

- Establish *hourly limits on free parking* to align with and accommodate the average patron stay (0 to 4 hours) and discourage daily parkers

- Institute *a state-of-the-art validation system* to better monitor and mitigate non-patron usage of the garage, while causing minimal impact on patrons
- The *MGM garage was specifically designed* in anticipation of a future system, controls, gates, etc.
- *Other urban casinos, including Encore in Everett, MA have paid parking* (originally at \$22 for 6 hours and \$42 for 24 hours) which is common and consistent in urban settings where space constraints and high demand require higher cost vertical parking structures
- *State-of-the-art parking systems could enable effortless validation* of MGM patrons through M Life, smartphones, and/or credit card reader technology so as not to significantly impact the user draw and experience
- It could be another *source of revenue for MGM from non-patron parkers*, much like other urban casino parking

The Amended Section 61 Findings from the Massachusetts Gaming Commission dated August 3, 2018 (just before MGM opening) summarized MGM's mitigation commitments, including:

- Studying market-rate parking pricing to reduce single-occupancy trips
- Annual monitoring of transportation usage with a goal of reaching target mode shares

Mid-Term - New Mixed-Use Development Parking Structure

This initial study has established the current need, future demand and strong potential for a new mixed-use parking structure development in the Willow St. / Cross St. area adjacent to downtown's two largest anchors – MMC & MGM. Further assessment and advancement of the critical design and predevelopment due diligence efforts will help ensure the viability of the project for the City, SPA, and future development interest. Potential key next steps include the following:

Task A - Site Due Diligence / Control

- Confirm preferred site(s) and project/parcel configuration
- Advance site feasibility and due diligence such as existing site conditions survey, property survey(s), preliminary environmental assessment, zoning/permitting, etc. as required
- Assess site ownership, outreach and engagement
- Assess market demand, capacity, site valuation and site cost
- Evaluate and define site assembly/control alternatives

Task B – Design / Program

- Define mixed-use program, design criteria and overall project parameters
- Advance urban design, layouts, and massing in conformity with Master Development Plan and responsive to neighborhood context
- Assess traffic access and flow, area ingress/egress, proposed roadway changes/enhancements
- Advance schematic design for parking garage, development “shell” wrapping structure, conceptual façades

- Refine order of magnitude costs
- Potential community, stakeholder engagement

Task C - Financial / Funding

- Evaluate project costs, pro forma and project financial feasibility
- Identify potential sources and uses exploring City/SPA funding, bonds, State and Federal grants, DIF, private participation, incentives, etc.
- Assess SPA risk and return
- Craft financial strategy for all phases of the project

Task D - Development Strategy / Implementation

- Identify precedent development projects/case studies with similar program, objectives, public and private collaboration, etc.
- Evaluate strategies for public / private partnership, and ownership / operational structures
- Outline development solicitation process and developer outreach strategy
- Advance schedule for key milestones: control, design, funding, solicitation, implementation
- Prepare a Development Brief of the opportunity, City due diligence, desired structure, benefits and schedule, to “tee up” project
- Engage stakeholder, developer interest

The projections on costs and revenue suggest a difficult project in terms of economic viability. While clearly a key factor, there are other tangible benefits that the City may deem important that potentially offset or go beyond pure economic proformas including overall increases of development potential in the area, reduction of development risk/responsibility (specifically parking), higher/better use of land, and overall vitality of the area to residents, patrons, etc. – all of which are key objectives cited in the City’s Phase One Master Development Plan. Left to its own, much of this area around the garage may likely stay the same as any individual mixed-use project will likely prove unviable when confronted with the market demands for proximate parking, particularly for residential.

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA

ATTACHMENT D: Conceptual Plan Mixed Use Parking Infrastructure Project

CITY OF SPRINGFIELD, MASSACHUSETTS
WILLOW STREET CONSULTING AND PLANNING



WILLOW ST. - OPTION B2
SITE PLAN

JANUARY 10, 2023
16-002930.02

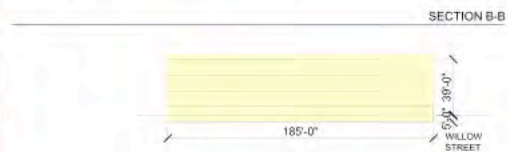
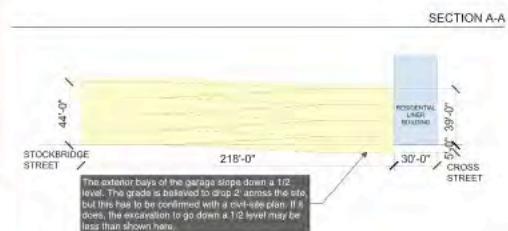
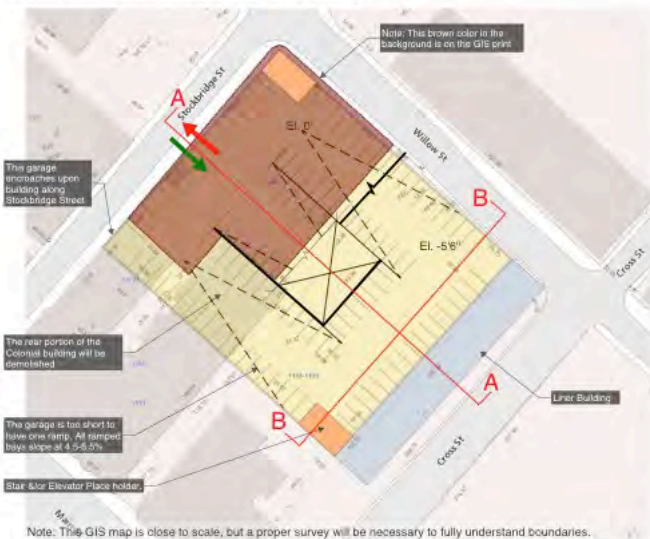
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Sk-01

CITY OF SPRINGFIELD, MASSACHUSETTS
WILLOW STREET CONSULTING AND PLANNING



Option B2: Stand alone garage with a residential liner immediately adjacent, but not interlocked with the garage.



WILLOW ST. - OPTION B2
SITE DETAILS & SECTION

CAR COUNT

5 Level Structure	
Ground Level	115
Typical Level	128
Typical Level	128
Typical Level	128
Top Level	114
Total	613
-10% Design Reduction	
TOTAL	550

JANUARY 10, 2023
16-002930.02

NORTH
↑

Sk-02

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT E: PVPC Rapid Recovery Plan Excerpt: Top Initiatives

In the Project Summary below, the 15 projects identified represent a balanced combination of initiatives in the Public Realm, the Private Realm, Revenue/Sales, Culture/Arts, Tenant Mix and Administrative Capacity. The projects interact well together and for just 1% of the city's initial American Rescue Plan Act (ARPA) funding, all of them could be launched within the year. At the end of the planning effort, a survey was sent to the stakeholders and wider business community. The survey asked respondents to choose the top five projects. The top 5 projects have been identified in **BOLD**.

Project Summary

	Project Name	Private Realm	Public Realm	Admin Capacity	Revenue Sales	Culture Arts	Tenant Mix
1	Black and Latinx/Hispanic Business Owners Support	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
2	Improving Business owner satisfaction with city permitting & Internal Citywide Communication by Streamlining and Digitizing the city's special event permitting processes			<input checked="" type="checkbox"/>			
3	Support and enhance City's existing Storefront Improvement program.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
4	Enhance existing Pedestrian Wayfinding with a new Wayfinding App and/or Wayfinding Web-based QR Codes to printed maps.		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
5	Improve Parking Access in Springfield's downtown	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
6	(Re)investing in the Private Realm with Creative Code Compliance	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			
7	Springfield Cycling Race in the Downtown		<input checked="" type="checkbox"/>				
8	Activating Court Square and Beyond with Targeted and Tactical Arts and Cultural Projects	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
9	Outreach to and Programming with and for District Businesses to encourage workers and customers to stay in the district longer		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
10	Small Business Fund for Pandemic Response Unanticipated Costs	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
11	Improve the "Entrances to the City" so they look beautiful and inviting as it is some people's first experience with the city		<input checked="" type="checkbox"/>				
12	Art in Vacant Buildings		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
13	Expand housing (and possibly lab/tech) options in downtown through commercial conversions.						<input checked="" type="checkbox"/>
14	Continue <i>Trust Transfer Project</i>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
15	Activate Bruce Landon Way on Mass Mutual Center and other Event Days a la Jersey Street in Boston	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT F: Public Parking Infrastructure Preliminary Cost Estimate

OPINION OF PROBABLE COST - CONCEPTUAL DESIGN
City of Springfield - Willow St.
Springfield, MA

Date: January 30, 2023

TIER	GRADE AREA (ft ²)	SUPPORTED AREA (ft ²)	TOTAL AREA (ft ²)	# OF CAR STALLS
Ground Tier	38,530		38,530	115
2nd Tier		40,330	40,330	128
3rd Tier		40,330	40,330	128
4th Tier		40,330	40,330	128
Top Tier		38,890	38,890	114
TOTALS	38,530	159,880	198,410	550

SQUARE FEET PER CAR STALL = 361

ITEM	DIV	DESCRIPTION	UNIT	TYPICAL COST/UNIT	QUANTITY	COST ⁽³⁾	\$/SF Floor Area
1	2	Structure Demolition	SF	\$15.00	28,800	\$432,000	\$2.18
2	2	Misc. Existing Foundation Demolition	ALL.	\$150,000	1	\$150,000	\$0.76
3	3	Foundations (Spread Footings) ⁽¹⁾	SF of Ground	\$25.00	38,530	\$963,000	\$4.85
4	3	Foundation Premium for Residential	SF	\$15.00	4,392	\$66,000	\$0.33
5	3	CIP Slab-on-Grade	SF of Ground	\$8.00	38,530	\$308,000	\$1.55
6	3	Precast concrete w/ erection ⁽²⁾	SF of Supported	\$45.00	159,880	\$7,195,000	\$36.26
7	3	Amenity Roof Premium	SF	\$30.00	6,000	\$180,000	\$0.91
8	4	Masonry	LS	\$200,000	1	\$200,000	\$1.01
9	4	Masonry (Fire separation)	SF	\$40.00	2,928	\$117,000	\$0.59
10	5	Structural Steel, Misc Metals, guard rails, etc.	SF	\$3.00	198,410	\$595,000	\$3.00
11	7	Expansion Joint Seals	LF	\$250.00	62	\$16,000	\$0.08
12	8	Doors and Hardware	LS	\$50,000	1	\$50,000	\$0.25
13	9	Stall Striping with Directional Arrows	Per Stall	\$30.00	550	\$17,000	\$0.09
14	10	Signage	SF	\$0.50	159,520	\$80,000	\$0.40
15	11	Parking Access and Revenue Control System	EA	\$45,000	3	\$135,000	\$0.68
16	14	Elevators	Per Stop	\$45,000	10	\$450,000	\$2.27
17	21/22	Mechanical (Drainage and Standpipes) ⁽⁴⁾	SF	\$3.00	198,410	\$595,000	\$3.00
18	21	Sprinklers	SF of Supported	\$9.00	159,880	\$1,439,000	\$7.25
19	23	Mechanical (Ventilation) ⁽³⁾	SF	\$2.00	0	\$0	\$0.00
20	23	Mechanical (Conditioning)	LS	\$50,000	1	\$50,000	\$0.25
21	26	Electrical/Fire Alarm ⁽⁵⁾	SF	\$9.00	198,410	\$1,786,000	\$9.00
22	26	Electric Vehicle Charging	Space	\$8,000	56	\$448,000	\$2.26
23	28	Security	SF	\$1.00	198,410	\$198,000	\$1.00
24	31	Excavation	CY	\$40.00	9,035	\$361,000	\$1.82
25	31	Controlled Fill Allowance	LS	\$300,000	1	\$300,000	\$1.51
26	31	Backfill	CY	\$25.00	6,023	\$151,000	\$0.76
27	31	Support of excavation	SF	\$50.00	10,632	\$532,000	\$2.68
28	31	Underpinning Allowance	ALL.	\$150,000	1	\$150,000	\$0.76
29	33	Utility & Subdrainage	SF of Ground	\$5.50	38,530	\$212,000	\$1.07
30	31/32	Site Work	SF of Ground	\$10.00	48,790	\$488,000	\$2.46
31		Façade Enhancements ⁽⁶⁾	SF of Elevation	\$100.00	11,904	\$1,190,000	\$6.00
32		Stair / Elevator Tower Enhancements	SF of Elevation	\$125.00	6,912	\$864,000	\$4.35
33		Misc Building Integration Allowance	LS	\$100,000	1	\$100,000	\$0.50
34		Parksmart Premium	LS	\$350,000	1	\$350,000	\$1.76
35		Misc Items (Painting, Drywall, Rough Carpentry, etc)	SF	\$0.75	198,410	\$149,000	\$0.75
SUBTOTAL						\$20,317,000	\$102.40
GENERAL CONDITIONS/GENERAL REQUIREMENTS				12.5%	of subtotal	\$2,540,000	\$12.80
DESIGN CONTINGENCY				15.0%	of subtotal	\$3,048,000	\$15.36
CONSTRUCTION CONTINGENCY				10.0%	of subtotal	\$2,032,000	\$10.24
TOTAL CONSTRUCTION COST						\$27,937,000	\$140.80
CARS = 550						\$50,795	CONST. \$/CAR

Notes:

1. Geotechnical recommendations were not available at the time of this estimate. Approximate quantities based on spread footing foundation system. Cost based on non-contaminated soil removal. Hazardous or regulated materials not included in costs (allowance included but not based on information related to soil classification).
2. Precast concrete includes structural elements (columns, beams, walls, tees) with architectural finishes.
3. Garage is assumed to be classified as an open parking structure and therefore will not require mechanical ventilation. This shall be confirmed during subsequent phases of design.
4. Opinion of probable cost does not include modifications to roadways adjacent to the parking structure
5. The structure is not designed for future expansion.
6. Architectural concept not developed at this time. Façade cost will vary widely depending on design and application areas. Quantity assumes apply a modest application to the Willow St. façade and approximately 30-ft along Stockbridge St.
7. Numbers rounded to the nearest thousand and reflect 2021 dollars.
8. The above numbers exclude project soft costs including design fees, owner's costs, testing costs, land and legal fees, owner's construction contingency, etc.
9. Costs do not include scope related to the adjacent liner building (for example excavation and site work) with the exception of the structural impacts to the parking structure foundations. Those costs are assumed to be carried in that building budget.

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT G: Approvals & Endorsements: HUD Section 108 , SRA CSURP Approvals,
SRA/SPA Endorsement



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FOR RELEASE
Tuesday
September 28, 2021

**HUD Awards Springfield, Massachusetts \$5 Million, Marking 2,000th Community
Development Block Grant Section 108 Loan
Program Provides Source of Low-Cost, Long-Term Financing for Economic and
Community Development Projects**

WASHINGTON, D.C. - U.S. Department of Housing and Urban Development (HUD) today awarded Springfield, Massachusetts \$5 million, marking the 2,000th approval through the Community Development Block Grant (CDBG) Section 108 Loan Guarantee Program. The program allows local governments to leverage 5 times their current CDBG grant into federally guaranteed loans large enough to pursue physical and economic revitalization projects capable of redeveloping entire neighborhoods. Public investment such as Section 108 loans can spur private economic activity, providing the resources or the confidence that private firms and individuals may need to invest in distressed areas.

Springfield's Section 108 loan guarantee will support the Main Street Convention District Overlay Zone Fund Project, with funds assisting in the purchase of vacant, abandoned, and foreclosed property located downtown to support redevelopment and revitalization of downtown Springfield.

"The cornerstone of HUD's Section 108 Loan Guarantee Program since its inception in 1978 has been its incredible flexibility," said Arthur Jemison, Principal Deputy Assistant Secretary for Community Planning and Development. "Section 108 combines the programmatic flexibility of the CDBG program with flexible loan terms that, together, enable states and local governments to address their community and economic needs that cannot be met from other sources. With this loan guarantee, Springfield will have resources it needs to produce transformative results."

After the passage of the Housing and Community Development Act in 1974, HUD's CDBG entitlement communities and states have leveraged their CDBG grant allocations into federally guaranteed loans for projects addressing economic development, affordable housing, infrastructure, and public facilities challenges. Since the beginning of the Program in 1978,



City Council

ADOPTED

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

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

Order Approving Amendment #12 to the Court Square Urban Plan

CITY OF SPRINGFIELD

In the City Council October 17, 2022

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

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

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

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

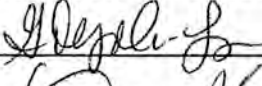

WHEREAS, the SRA has presented the proposed Amendment to the Springfield City Council’s subcommittee on Economic Development on April 13, 2022, May 18, 2022, and again on September 21, 2022, and the SRA met with business owners potentially impacted by the proposed Amendment to address their concerns;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

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

**2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT G: Approvals & Endorsements: HUD Section 108 , SRA CSURP Approvals,
SRA/SPA Endorsement**

Order (ID # 7058)

Meeting of October 17, 2022

RESULT:	ADOPTED [UNANIMOUS]
AYES:	Perez, Click-Bruce, Curran, Walsh, Brown, Davila, Hurst, Edwards, Allen, Govan, Fenton, Whitfield, Lederman
PRESENTED TO THE MAYOR ON: October 18, 2022	
CITY CLERK:	 _____
APPROVE:	 _____ DATE: October 18, 2022
	MAYOR

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT G: Approvals & Endorsements: HUD Section 108 , SRA CSURP Approvals,
SRA/SPA Endorsement

Springfield Redevelopment Authority

70 Tapley Street • Springfield, MA 01104 • (413) 787-6020

January 30, 2023

Massachusetts Gaming Commission
101 Federal St, 12th Floor
Boston, MA 02110

To Massachusetts Gaming Commission,

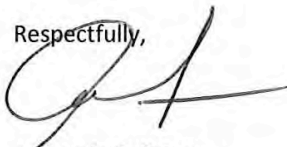
I would like to acknowledge and offer our support for the submission of an application for funding under the "Projects of Regional Significance" Grant Program through the MGC's 2023 Community Mitigation Fund.

The Springfield Redevelopment Authority shares the vision and planning efforts of the City of Springfield as seen through recent amendments and implementation of the Court Square Urban Renewal Plan (CSURP), in which this project resides. Furtherance of redevelopment of vacant and abandoned buildings and lots, expansion of housing, and overall stabilization of urban neighborhoods includes careful considerations for accessibility and supporting infrastructure, especially parking. Urban revitalization strategies will increase social infrastructure and create equitable transition to new technologies, such as EV chargers, to advance the region creating efficiencies necessary to support economic growth throughout.

As called out in our newly approved Amendment 12 to the CSURP, a strategically located centralized parking structure will consolidate parking demand for the area, enabling redevelopment of underutilized lots while providing safe parking for residents, employees, and visitors alike. Surface parking disrupts city streetscapes and diminishes the pedestrian environment, reducing the sense of security and perceived development value of the area. A new structure will facilitate and greatly improve the economic viability of the desired development in the area.

The proposed mixed-use garage will consolidate surface parking into an efficient footprint, promote adjacent renovation and mixed-use redevelopment, and increase the overall parking capacities to accommodate the needs driven by an increased development and economic growth that will strengthen Springfield as the economic heart of the region.

Respectfully,



Armando Feliciano
Chairman

Commissioners:

Armando Feliciano - Chair Dot Lortie - Vice Chair
Margaret Boyle - Secretary Cheryl Stanley - Treasurer Fiore Grassetti - At Large

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT G: Approvals & Endorsements: HUD Section 108 , SRA CSURP Approvals,
SRA/SPA Endorsement



150 Bridge Street,
Springfield, MA 01103
☎ 413 273 8440
📍 413 787 6165
✉ info@springfieldparkingauthority.com
www.springfieldparkingauthority.com

January 25, 2023

Massachusetts Gaming Commission
101 Federal St., 12th floor.
Boston, MA 02110

Subject: Letter of support on behalf of the Springfield Parking Authority

Dear Sir/Madam,

I am writing on behalf of the City of Springfield Parking Authority (SPA) to offer our support of the grant application for predevelopment and implementation funding for the Willow Street Public Parking Infrastructure project. We believe that this project could have a substantial impact on our city and be a great asset for the SPA, future development, and the community.

The City of Springfield has proposed to construct a new parking facility on Willow Street which will support area reuse and redevelopment as well as the MassMutual Center with supplemental parking during large events in the downtown area. In addition, nearby retail and residential buildings will also benefit from having proximate parking for residents as well as visitors. Our office highly supports this idea, as it has the potential to generate additional revenues for the SPA which has lost approximately \$600,000 in revenues annually since the opening of the MGM parking garage and even more since the sale of the Civic Center Garage. In addition, this project will activate underutilized parcels, enhance the public environment, increase public safety, and make access to areas around MGM Springfield and MassMutual Center more convenient.

We believe that this project could be of great benefit to our city and can help to transform our community for the better. The SPA team stands with the City of Springfield and this proposal, and we urge you to consider this request for an essential grant.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bokul Bhuiya', is written over a faint circular stamp.

Bokul Bhuiya
Executive Director
Springfield Parking Authority
Phone: (413) 273 - 8419

Email: BBhuiya@SpringfieldParkingAuthority.com

2023 REGIONAL SIGNIFICANCE GRANT APPLICATION: City of Springfield, MA
ATTACHMENT H: Court Square Urban Renewal Plan Potential Acquisitions Exhibit

**Court Square Urban Renewal District
Amendment 12**

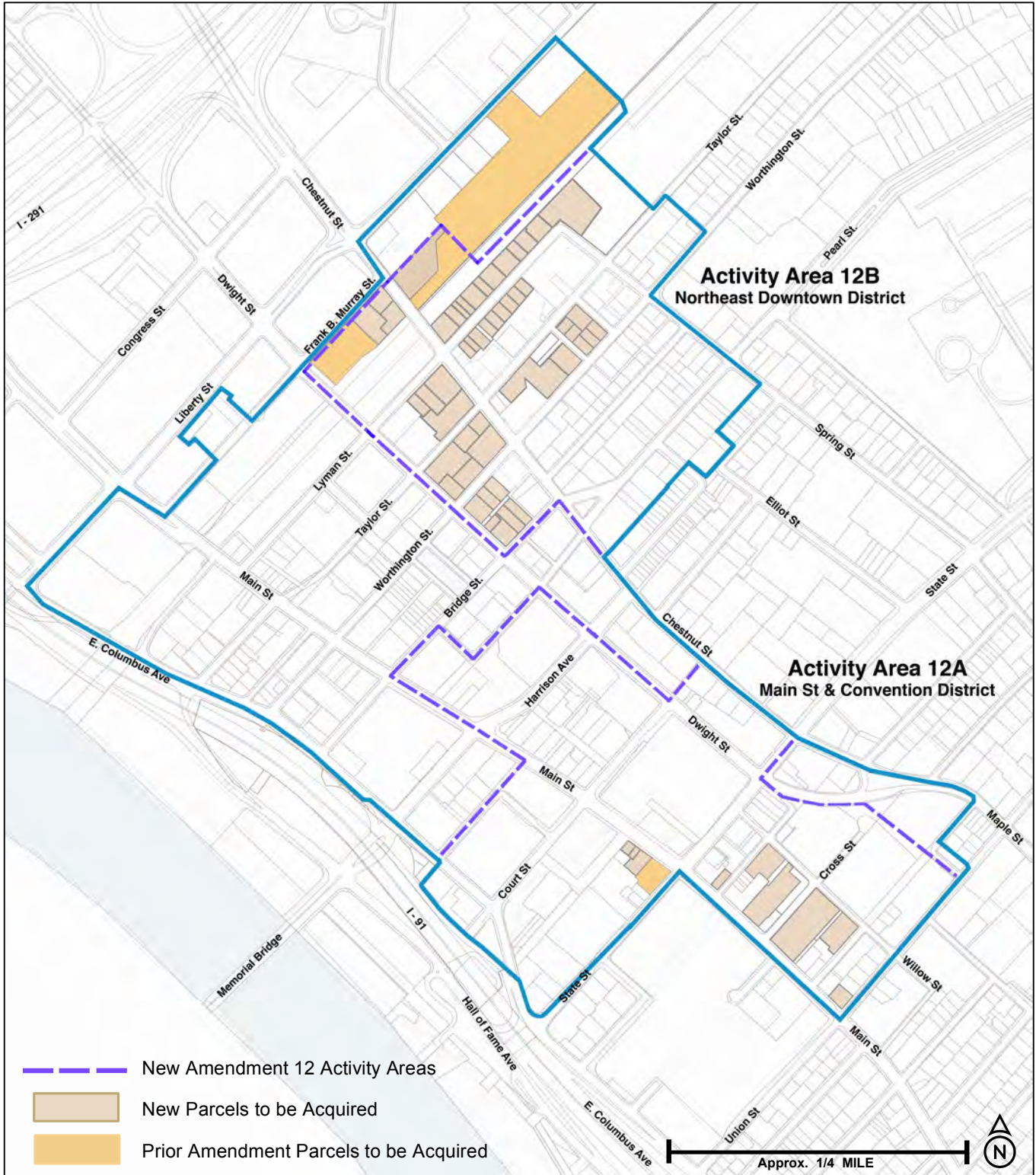


Exhibit F-1 Acquisition Parcels