



TRANSFORMING DOWNTOWN SPRINGFIELD: THE GREEN AND EQUITABLE CITY OF TOMORROW

Senior Urban Design Studio Fall 2020

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UMass Amherst Design Center in Springfield
Department of Landscape Architecture & Regional Planning
In Collaboration with the City of Springfield Office of Planning and Economic Development
Senior Urban Design Studio Fall 2020
Professor: Frank Sleegers

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EXECUTIVE PROJECT SUMMARY

This urban design studio is a community service project that developed visions for the downtown in Springfield, MA, as a revitalized mixed-use walkable neighborhood. The project emphasizes neighborhood connectivity through walking and biking and creating a green mosaic of places to sit and gather outdoors. We understand cities as active, vibrant, and inclusive places that are accessible and inviting to all. The project covers 7 team projects from Dwight Street down to the Connecticut River.

Main Project Goals:

Create visions for a green downtown district and ways to foster the creation of an equitable neighborhood that reflects Springfield's diversity.

Main Design Objectives:

- Provide better walk-ability and bike-able streets
- Design a diversity of places to eat play and relax outside
- Create a downtown that promotes public health and community well-being
- Include local residents and underrepresented youth and teens
- Provide places that welcome people of color and traditionally underrepresented communities
- Develop opportunities for small entrepreneurs to create a more equitable economy
- Apply strategies that limit impervious surfaces/stormwater•Create places for diverse arts that express diversity

Process and Outcomes :

A thorough community engagement process included online discussion and collaboration with the downtown neighborhood council AQCA (Amoury Quadrangle Civic Association) and personal and online engagement with the Arts for the Soul Gallery. Students learned about the exciting art from local and international artists of the Black and Latinx community and the necessity of amplifying their voices. A recent tangible outcome of the studio was that the design concept for the riverfront became part of an official application for a Community Preservation Act grant proposal in order to enhance the riverbank of the Connecticut River and a \$75,000 grant to implement skateboard parks in Springfield, Holyoke and Chicopee.

TABLE OF CONTENTS

EXECUTIVE PROJECT SUMMARY	4
ACKNOWLEDGMENTS & SPECIAL THANKS	6 - 7
INTRODUCTION	8 - 13
PROCESS	14 - 19
PROJECT ANALYSIS AND ASSESSMENT	20 - 61
- DOWNTOWN REVITALIZATION	22
- ECONOMY AND CULTURE	24
- DEMOGRAPHICS	28
- ECOLOGY AND PUBLIC GREEN SPACE	32
- ZONING, LAND USE AND CURRENT PLANNING	40
- STREETS AND TRANSPORTATION	48
- STREET TYPOLOGIES, CHARACTER AND TACTICAL URBANISM	54
COMMUNITY OUTREACH	62 - 65
DESIGN PROPOSALS	66 - 165
THE BACKBONE - Rachel Newman • Zachary Numan	70
THE VALLEY LINK - Joshua Lemieux • Carter Roy	84
THE FRINGE - Abriana Browne • Ella Cormier	98
PASEO OF THE ARTS - Matheus Gomes • Justin Hailey	118
AVENIDA HARRISON - Benjamin Devos • Stuart Han	132
THE UNDERLINE - Ming Huang • Nan Jiang	142
THE GATEWAY - Makenna Palzkill • Hannah Welsh	156

ACKNOWLEDGMENTS

The Department of Landscape Architecture and Regional Planning, UMass Amherst, continues the successful collaboration with the Office of Planning and Economic Development of the City of Springfield in the Fall of 2020. The studio is coordinated and sponsored through an agreement between the City of Springfield and the UMass Amherst Design Center.

This Graduate Urban Design Studio produced visions for re-imagining an overlooked district in downtown Springfield through the eyes of the landscape. For this studio it was a major goal to create visions and ideas how a new community could look like. We envision a community that is inclusive and sensitive to the social and cultural context while being more economically balanced community than today. A place that provides educational services, that creates diverse small-scale business opportunities and new places to live. The framework of the landscape is a crucial element to achieve this. The landscape is how people perceive a place. Is it walkable and connected, is it safe, does it provide moments of enjoyment and relaxation in nature? Does it inspire us to come together and does it attract us with beauty? The metro center neighborhood in downtown Springfield could be a place like this. We are grateful to Mayor Dominic Sarno for his ongoing support of the UMass Amherst Design Center in Springfield.

We sincerely thank Principal Planner Scott Hanson from the Springfield Department of Planning and Economic Development for his untiring enthusiasm and great cooperation. We would also like to thank all other stakeholders and people that attended our meetings, came to our presentations and gave feedback and support of any kind. We are truly thankful for the faculty of the Department of Landscape Architecture and Regional Planning for participating and contributing their valuable comments during our studio reviews.

Finally, we thank all the students of Urban Design Studio. They were tireless and most enthusiastic, despite the challenges of the Pandemic. We thank them for their great work to develop and present creative ideas for the City of Springfield.

Frank Slegers
Associate Professor,
Associate Director UMass Amherst Design Center

SPECIAL THANKS

- **Scott Hanson:** Principal Planner, City of Springfield, MA
- **Betsy Johnson:** President Armoury Quadrangle Civic Association (AQCA)
- **Alan Goldsmith:** Armoury Quadrangle Civic Association (AQCA)
- **Rosemary Tracy Woods:** Executive Director and Chief Curator of Art for the Soul Gallery, Springfield, MA
- **Michael DiPasquale:** Extension Assistant Professor, University of Massachusetts Amherst
- **Alex Train, AICP:** Director of Housing and Community Development Department, Chelsea, MA
- **Laura Masulis:** Co-founder of Make-it Springfield & Lead Fellow at MassDevelopment, Springfield, MA
- **Chris Russel:** Executive Director, Springfield Business Improvement District, Springfield, MA
- **Stacy Beuttell:** Executive Director, WalkBoston, Boston, MA
- **LeighAnn Taylor:** WalkBoston, Boston, MA
- **Alex Weck:** Director of RadSpringfield, Springfield, MA
- **Bob Malloy:** Resident Springfield

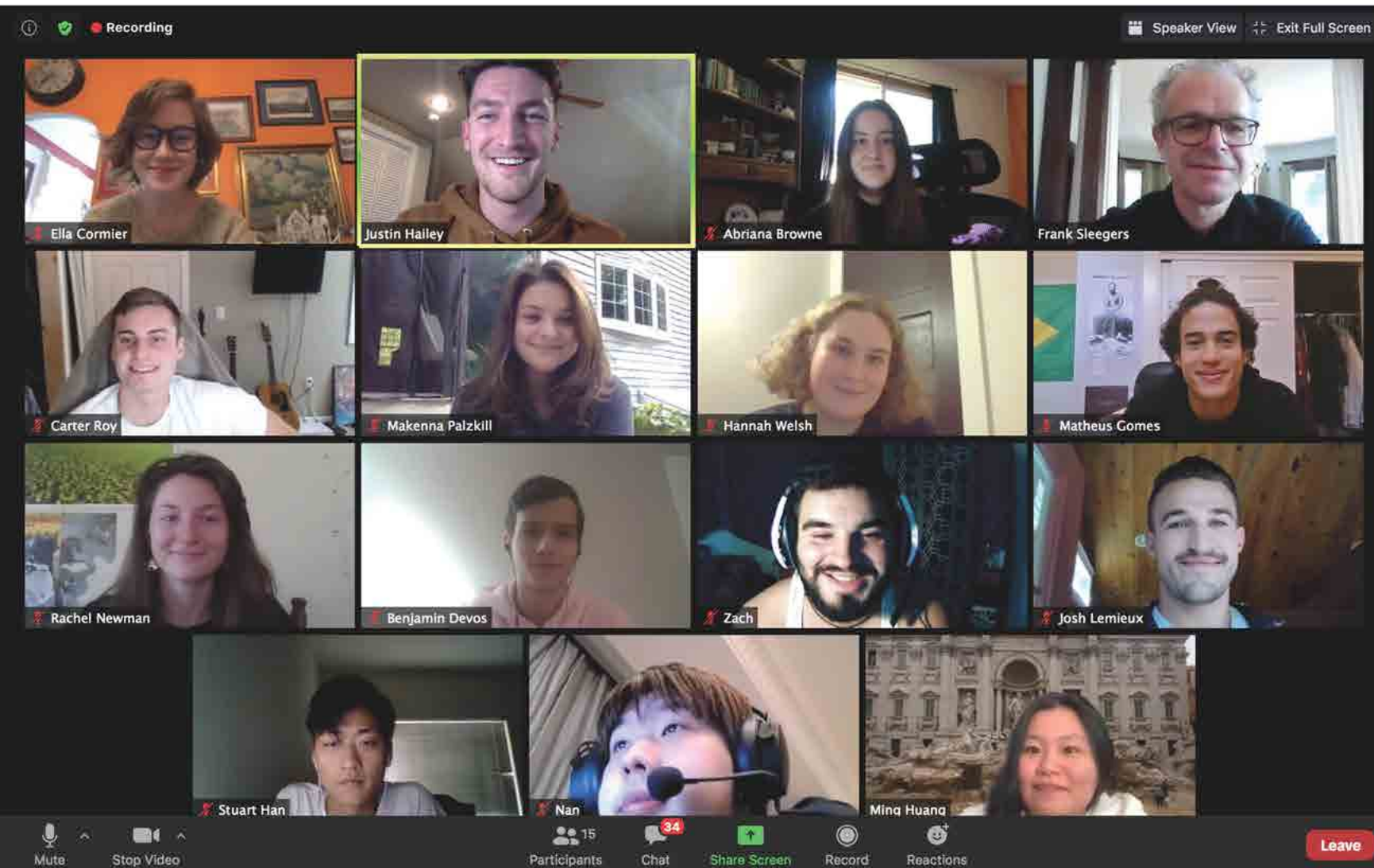
- Office of Planning and Economic Development, City of Springfield, MA
- Make-It Springfield, Springfield, MA

OUR GUESTS:

- **Joshua Burgel:** Principal at Lemon Brooke, LLC & Adjunct Professor at University of Massachusetts Amherst
- **Patrick Henry:** LARP Alumn, BSLA 2007
- **Michael Wang,** Principal at Form+Place



INTRODUCTION



WHO ARE WE?

INSTRUCTOR

- Frank Slegers

SENIOR DESIGNERS

- Abriana Browne
- Ella Cormier
- Benjamin Devos
- Matheus Gomes
- Justin Hailey
- Stuart Han
- Ming Huang
- Nan Jiang
- Joshua Lemieux
- Rachel Newman
- Zachary Numan
- Makenna Palzkill
- Carter Roy
- Hannah Welsh



THE GREEN AND EQUITABLE CITY OF TOMORROW

STUDIO GOALS AND OBJECTIVES

Our project creates a vision for the Downtown District, as a revitalized mixed-use walkable neighborhood.

The project will emphasize neighborhood connectivity through walking and biking and creating a green mosaic of places to sit and gather outdoors.

We envision an active, vibrant place that is accessible and inviting to all.

Studio Goal:

- Present a vision for a vibrant, connected, mixed-use TOD neighborhood
- Propose ways to encourage the creation of an equitable neighborhood that reflects Springfield's diversity
- Create an equitable framework for future development

Studio Objectives

- Better walk-ability and bike-able streets
- Create a neighborhood that promotes public health and community well-being
- Apply strategies that limit impervious surfaces and storm water

EXISTING SCOPE OF WORK

FOCUS AREA

GOALS

- Improve walk-ability and bike-ability
- Create equitable spaces
- Create vibrant connected spaces

STRATEGIES

- Understanding Challenges of Pandemic
- Understanding Place and People
- Analyze Urban Systems

KEY PROJECTS

1. Walking Tour
2. Lynch Analysis
3. Community Design Charrette



PROCESS

Springfield Quick Facts (Fall, 2020)

Assignment 1: Green and Equitable City

Assignment 2: Street Experience and Vision

Assignment 3: Neighborhood Perception and Legibility

Assignment 4: Districts

Assignment 5: Community Engagement

Assignment 6: Area Analysis

Assignment 7: Concept Development

PROCESS

This studio builds on several years worth of student exploration into the fabric of Downtown Springfield. Through a process of comprehensive analysis, and thoughtful design, students aim to identify and address priority areas while responding to the larger context.

Assignment 1: Green and Equitable City

Assessed case studies of various scales and scope.

Assignment 2: Street Experience and Vision

Analyzed the context of individual streets in the urban fabric. Created idealistic collages based on our first impressions of each individual neighborhood.



Assignment 3: Neighborhood Perception and Legibility

Created mental maps based on Kevin Lynch's style of analysis. Discussed the character of downtown Springfield as well as the walk-ability throughout downtown.

Assignment 4: Districts

Furthered our Lynch analysis to determine and discuss downtown districts.

Assignment 5: Community Engagement

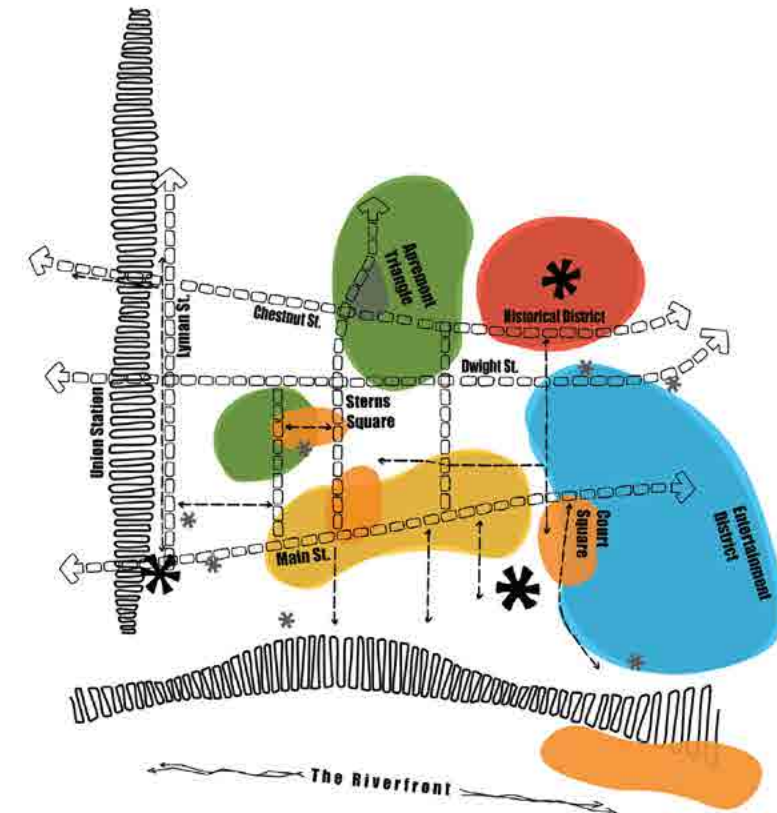
Utilized a diverse range of media to reach out to individuals in the community to better understand the perception of downtown,

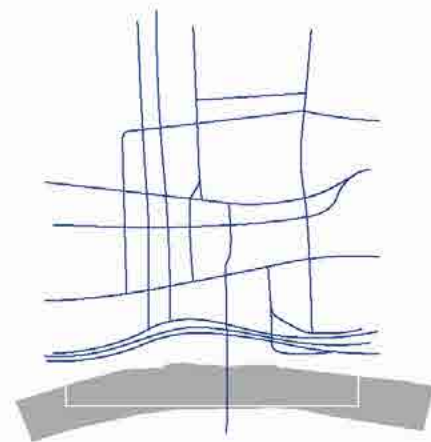
Assignment 6: Area Analysis

Analyzed and diagrammed subjects such as; street hierarchy, assets, land use, natural systems, demographics.

Assignment 7: Concept Development

Compiled case studies, began concept development and determined scope of work.





Community engagement is the best resource for collecting information that can guide design.

From local business owners to residents of downtown, each perspective provides insight into what Springfield has to offer, as well as what is desired for the future.

CUMULATIVE TAKEAWAYS

- Design for children and teenagers
- More flexibility for diverse activities within public green spaces
- Public art opportunities
- Cultural diversity
- Benefits for adjacent businesses
- Pedestrian safe walkways
- Parking close by is important for residents
- Areas for pets



ANALYSIS AND ASSESSMENT

THEN

In the past, the city of Springfield was a lively city with an active street life. Most of its buildings were multi-purpose and this lent for great community involvement and an active lifestyle.

- Smaller Streets
- Normal two directional traffic
- Wider sidewalks
- Emphasis on small retail shops
- City-wide street car system

NOW

Today the city as we know is much different. There are not as many mixed use buildings as there was before and more large businesses have there home in the city.

- Wide Streets
- One way traffic
- Smaller sidewalks
- More commuter-based traffic
- Smaller need for one item shops



MAIN STREET, LATE 1920'S



MAIN STREET, CURRENT

DOWNTOWN REVITALIZATION



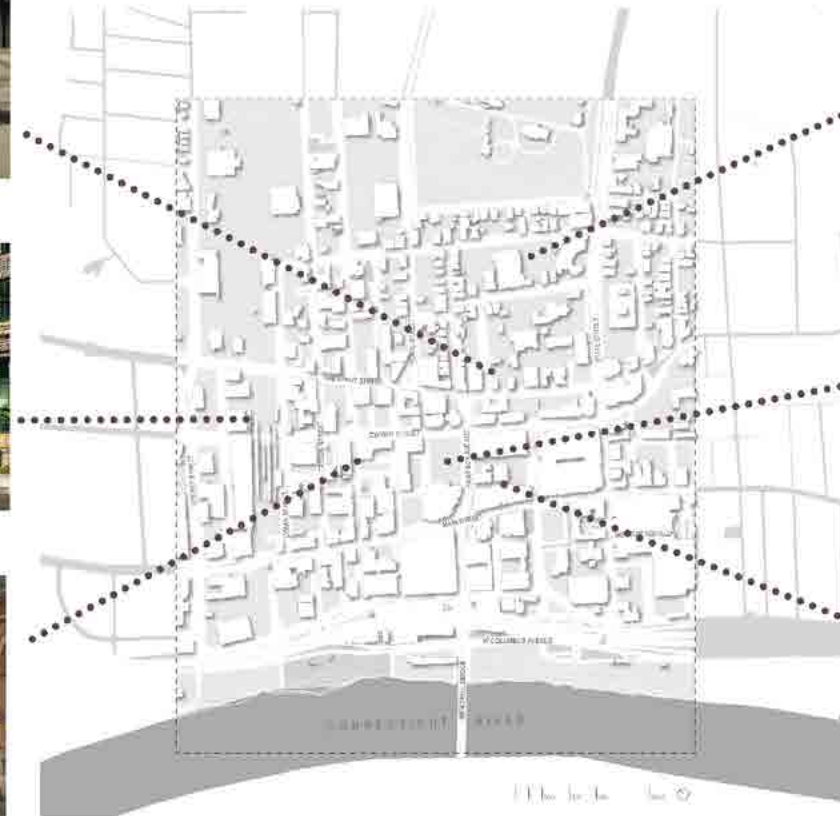
REVITALIZED PARKS



UNION STATION



DOWNTOWN RESTAURANTS



SPRINGFIELD MUSEUMS



COURT SQUARE



MGM CASINO

SPRINGFIELD'S ECONOMY

MAJOR INDUSTRY TRENDS IN SPRINGFIELD

- Manufacturing
- Growing service in healthcare and Education
- The return of small business in the downtown area
- Professional service industry

ECONOMIC DEVELOPMENT IN SPRINGFIELD

Springfield had nearly \$4.16 billion in economic investment in recent years, including projects like Union Station, Pyncheon Park, and MGM Casino

Plans for new projects in residential development

- Willy's Overland Lofts

Unemployment (pre-covid) was its lowest since 2009 (6.2%)

The Downtown Dining District Fund (DDDF)

- Geared to attract and assist full service restaurants seeking a place in the downtown area



▲ WILLY'S OVERLAND LOFT CONCEPT ILLUSTRATION

CULTURE

Springfield's culture has proliferated in the last years. The movement of public art has been a main driver. Local Art utility box paintings in 2016

- Fresh Paint Springfield yearly local art contests
 - Art Alley Project's over the last 4 years
- Another contribution is through the BID's recommendations for more public events that rouse the community.
- Pop-up beer gardens, city block concert series, and weekly skills building workshops



▲ UTILITY BOX PAINTED BY A LOCAL ARTIST IN 2016



▲ AN ART ALLEY PROJECT (2018-CURRENT)



▲ A FRESH PAINT SPRINGFIELD PROJECT

CULTURE

ACTIVISM THROUGH ART

Another major contribution to Springfield's Culture is through the latest involvements through social movements. Springfield has come together in unity to display and demand for change in many different fashions such as public art, speech's and unified movements.



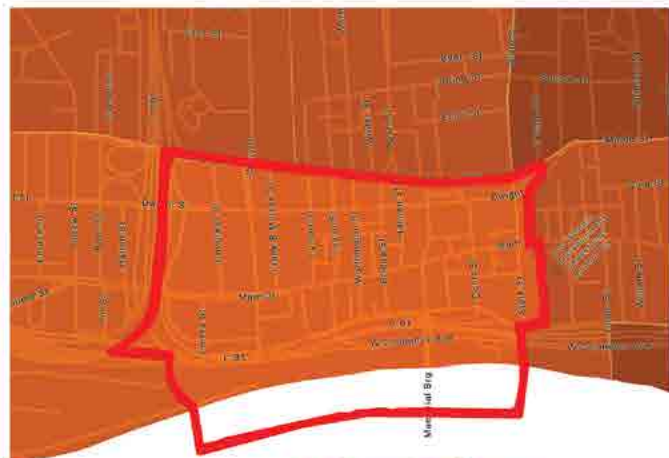
▲ SAY THEIR NAMES MURAL, MLK COMMUNITY CENTER



▲ BLACK LIVES MATTER PROTEST, DOWNTOWN SPRINGFIELD

◀ BLACK LIVES MATTER STREET ART, COURT STREET





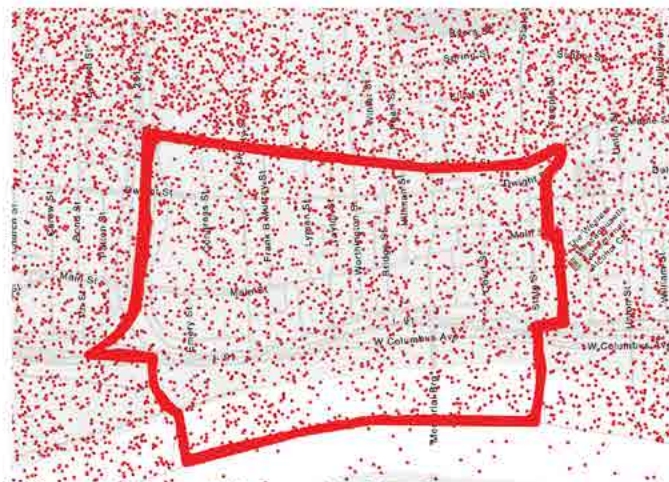
Population Density

POPULATION



Population of Springfield:
155,472

Population of Metro Center:
5,496



Population Hispanic/Latino

ETHNIC COMPOSITION



White-Hispanic, Spanish speaking (Latino) residents make more than half of population (76%)

Black residents are second biggest %



Population 25 Years+ With Bachelor's Degree or Better

EDUCATION



Educational attainment is below the City's average (8.99% of population 25+ has at least a Bachelor's degree)



Population > 18 Years Old

AGE



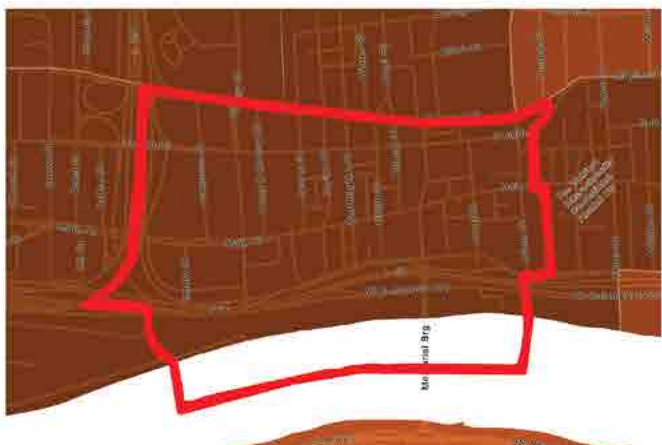
Largest 80% of population aged between 18-65 years old

Conclusion:

Designing for a diverse and underserved population.



Median Household Income



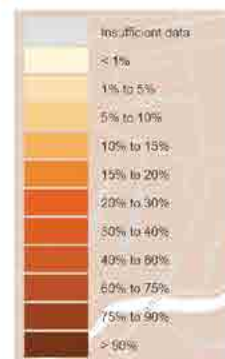
Renter Occupied Housing Units

INCOME



Low-income community
with an average income of
\$19,164.33

HOUSING



95.9% are renter-occupied
units

Average gross rent in Metro
Center: \$798 (\$759-\$915)

MARKET POTENTIAL

Downtown Average Annual Market Potential
(Excluding Single-Family Detached)

	Multi-Family	Single-Family Attached	
	For-Rent	For-Sale	All Ranges
Total Households:	1,369	76	264
(Mix Distribution):	80.1%	4.4%	15.4%
			Total
			1,709
			100.0%

Around 700+ more units can be developed in Metro Center
in parking lots, vacant lots/buildings, etc.

ALTERNATIVE HOUSING MODELS

Community Land Trusts

Deed Restriction Programs

Limited Equity Co-ops

Diversifying the high 95% of housing being rented

- Residents build equity
- Housing stays affordable and central to amenities for generations
- People live and work in Springfield
- Residents encouraged to participate directly with housing boards

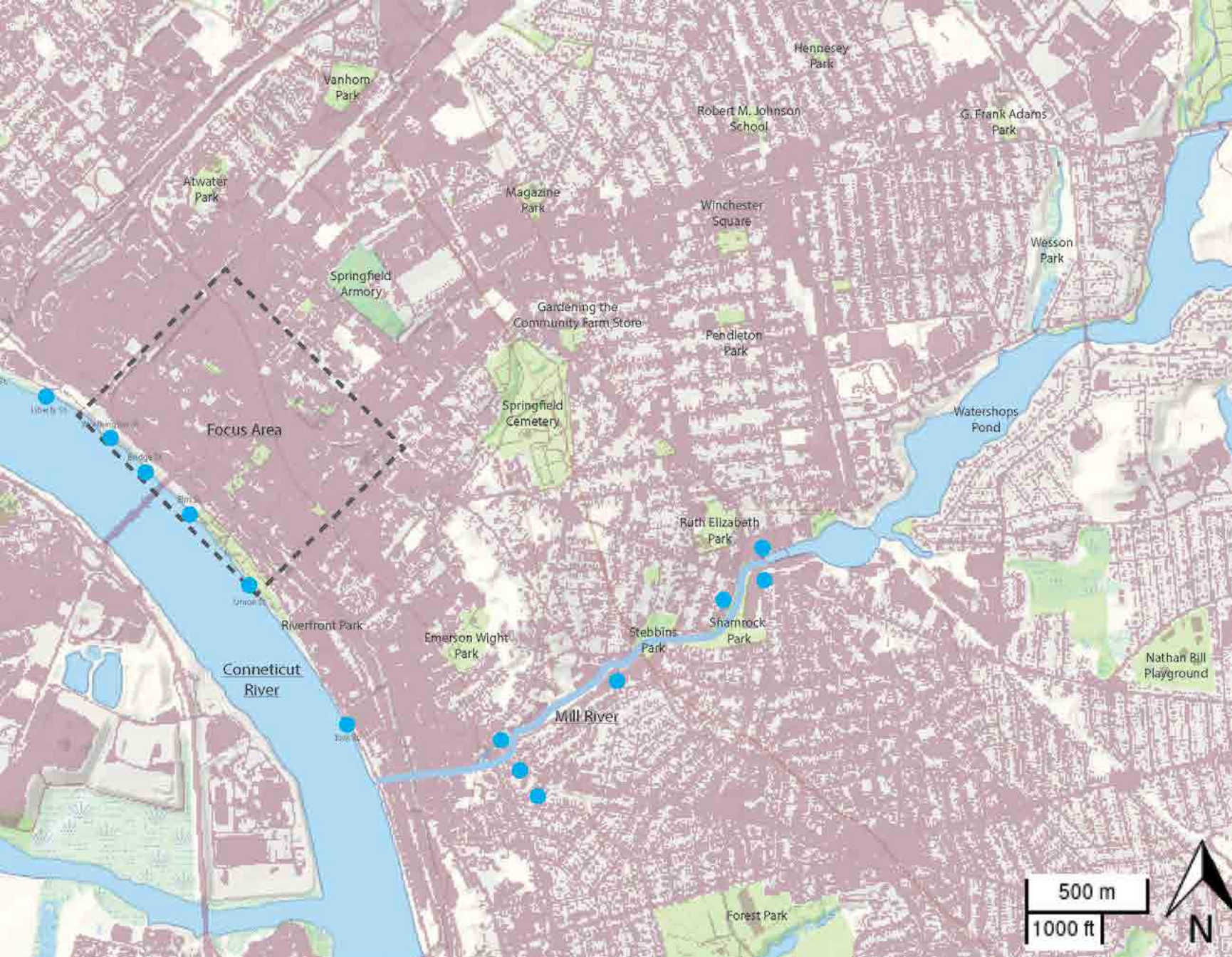
Conclusion:

Applying alternative and equitable housing models to increase ownership of Black and Latino population.

WATER FLOW AND IMPERVIOUS SURFACES

REGIONAL PLAN DEPICTING THE RELATIONSHIP BETWEEN SPRINGFIELD'S IMPERVIOUS SURFACES, OPEN SPACES, AND COMBINED SEWER OVERFLOW (CSO'S)

Downtown Springfield is entirely part of the Connecticut River watershed. Four CSO's are within our focus area. During large storm events they drain polluted water just into the River. The number of CSO's is required to accommodate water runoff from the large amount of impervious surfaces that cover most of downtown. Storm water mitigation is necessary in design implementation and should be addressed through rain gardens, green roofs and other measures to infiltrate stormwater or slow down conveyance or increase permeable surfaces.



- 30 ft contours
- Combined Sewer Overflow (CSOs)
- Open Spaces
- Impervious Surfaces

◀ WATER FLOW ANALYSIS



▲ COMBINED SEWER OVERFLOW

PUBLIC GREEN SPACES & CONNECTIONS

Downtown Springfield has numerous smaller public green and open spaces, while the few larger ones are predominantly just outside of the downtown area, for example the Armory National Historic Park or Riverfront Park. Seeing them in plan helps visualize how they relate to each other, and how to better connect them.

■ Green Space

--- Green Connection

Currently the two largest problems with the public green and open spaces in downtown Springfield are that they are not cohesive, and they accommodate similar uses. They offer space for passive recreation and focus on ornamental qualities. In order to help diversifying the green spaces of downtown Springfield, it is necessary to add spaces with more flexible uses that serve the diverse population. Gaps in the open space network have to be identified and connected.

Pyncheon Plaza acts as a connection between Dwight and Chestnut Streets. The CT River Walk and Bikeway acts as a connection for most of Springfield's riverfront, connecting North and South. However, the connections from downtown to the River Walk and Bikeway are weak. A few pocket parks in the core of downtown, namely Duryea Way, Stearns Square, Tower Square, and Market Street act as a robust green connection from Union Station to the Mass Mutual center. This connection, however, could be strengthened and reinforced.





..... DURYEA WAY

TOWER SQUARE



NO PLACE TO PLAY

The range of activities that are accommodated in the smaller parks and plazas of downtown Springfield are walking, strolling, and sitting spaces. Aside from Riverfront Park, which is hardly accessible, there are no open spaces for children and adults that foster playing. There is also no dog park.



..... STEARNS SQUARE

STREET TREES

Plan of downtown showing the locations of street trees.

The pattern of street trees in Downtown Springfield is not coherent. Mid-size trees are prevalent. Some areas have neat grids, while others are planted in a random way. Bradford Pear trees dominate.

● Street Tree

A more cohesive, a comprehensive tree plan should overlay the downtown's green spaces and cityscapes. A diverse group of species should be chosen to avoid mass death due to incoming invasive species, including the Emerald Ash Borer and the Spotted Lanternfly. The variety of tree species should also be diversified to create more aesthetically pleasing plantings.



ZONING

Zoning is a planning tool used to govern the physical development of land and what kind of uses those properties may have. By evaluating the zoning plan for downtown Springfield we are able to understand how planners of the past intended Springfield to be developed. It also gives us insight into how the city has grown into and sometimes beyond the predetermined zoning plan.

As we can see, most of downtown Springfield falls under the Business C zoning domination. Business C notates Central Business, which is intended to stimulate a pedestrian and transit oriented mixed use environment supporting residential, retail, and other commercial uses. While this zoning distinction may be a good fit, there are some areas in downtown that may benefit from a redeveloped zoning plan. Some locations we pinpointed in our analysis were the large Industrial A zoning district northeast of Union Station and the Business C district along the riverfront. Both remain largely vacant and underutilized spaces that could benefit from rezoning.

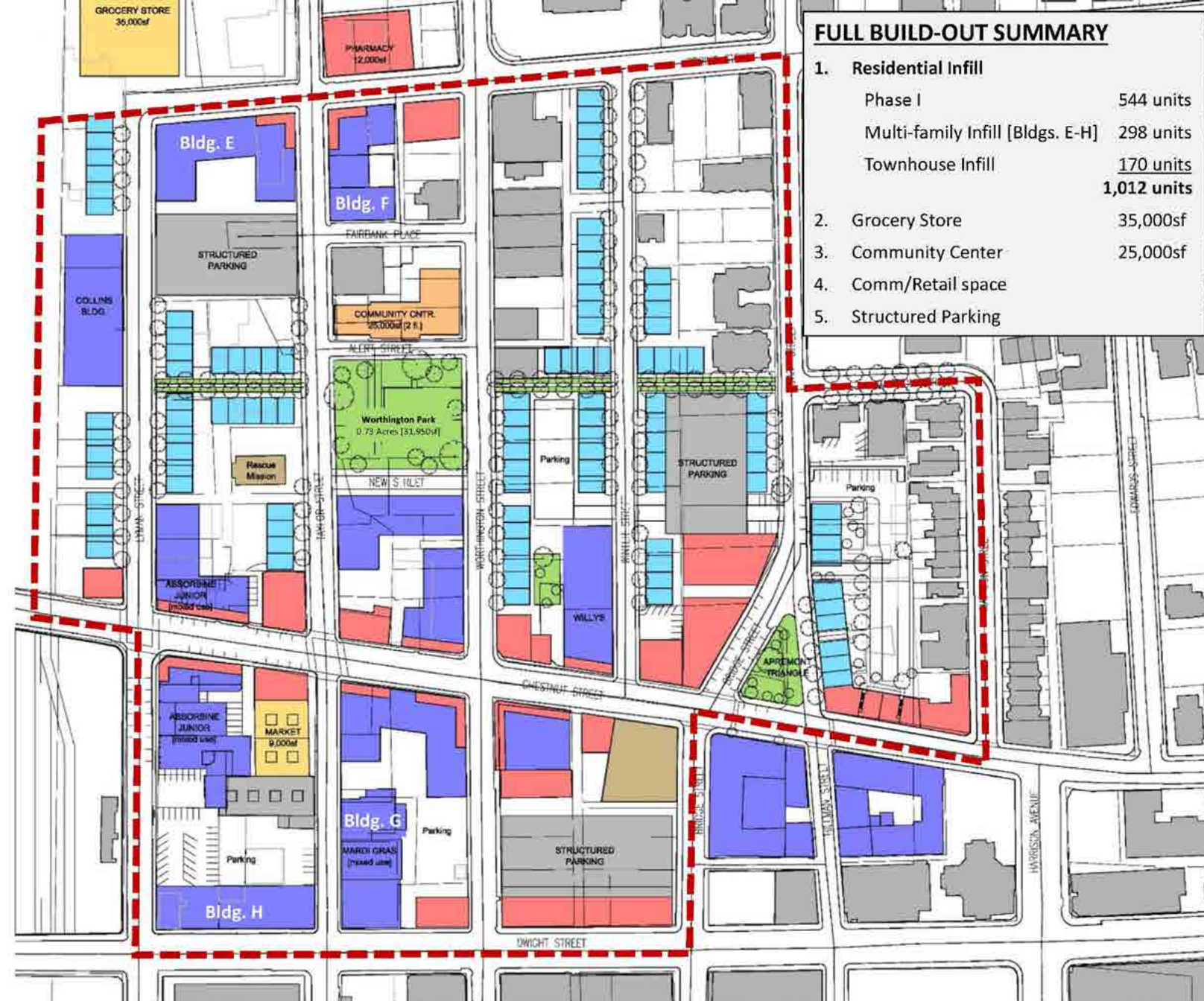


LAND USE

By evaluating the land use of Springfield we are able to understand the social, commercial, and recreational activities of the downtown at a glance. This analysis will enable us to gain a better understanding of how downtown is currently being used, and emphasize areas of potential. This visual categorization of the space will also enable us to create new connections to existing locations which can be a vital component of a successful design.

Specific to Springfield, the land use map helps us understand the residential to commercial transition in downtown. The largely residential areas of downtown are located east of Dwight Street and contrast with the commercial centers of MassMutual and MGM. Understanding where people shop, live, and work can prove to be vital when designing open spaces and defining its intended use. Other areas that catch our attention are the vacant lots and buildings around upper Lyman Street. These areas create potential for new housing but also public open space that is lacking there.





FULL BUILD-OUT SUMMARY

1. Residential Infill	
Phase I	544 units
Multi-family Infill [Bldgs. E-H]	298 units
Townhouse Infill	170 units
	1,012 units
2. Grocery Store	
	35,000sf
3. Community Center	
	25,000sf
4. Comm/Retail space	
5. Structured Parking	

CURRENT PLANNING

CHESTNUT ST. AND APREMONT TRIANGLE

FORM AND PLACE PLAN FOR SPRINGFIELD'S NORTHEAST DOWNTOWN DISTRICT

Newton, Massachusetts-based architecture and planning firm developed a development plan for the vacant lots and buildings focused around Chestnut Street and Apremont Triangle. This area has been coined the "Springfield's Northeast Downtown District". The location of the planned "Worthington Park" is based on previous UMass LARP studio work.



(Color scheme does not follow APA Guidelines)

- Focus on commercial and residential infill
- Neighborhood - commercial spine on Chestnut Street
- Re-purpose of vacant buildings
- Worthington Park in the central to neighborhood development
- Proposed grocery store and community center add important services for the district



CURRENT PLANNING CHESTNUT ST. AND APREMONT TRIANGLE

3D RENDERING OF DESIGN PROPOSAL FOR APREMONT TRIANGLE

- "Complete Streets" concept
- New "Commercial Spine" of downtown
- 2 Lane travel
- Bike lane travel
- Street parking
- Outdoor dining
- Expanded green space
- Shorter pedestrian crossings

STREET HIERARCHY

REGIONAL PLAN DEPICTING MAJOR AND MINOR STREET CONNECTIONS

- Busy and wide primary arterial streets
- Smaller neighborhood streets
- I-91, generate high traffic volume
- Primary streets: Dwight St, Chestnut St, Main St, State St, East Columbus St, West Columbus

TRAFFIC FLOW & CHESTNUT 2-WAY CONVERSION

- Highway
- Primary Street
- Secondary Street
- Neighborhood Street



BEFORE

AFTER

PARKING

REGIONAL PLAN DEPICTING LOCATIONS OF PARKINGS LOTS AND GARAGES

- **Parking options:** street, garage, and lot
- Most streets in the downtown district have on-street parking paid by meter
- Parking is important to local residents who do not want to walk far from home to car
- Many of the lots and garages are privately owned and not typically available for long-term use
- Parking deck underneath West Columbus blocks pedestrian walk-ability to the River



- Parking Garage
- Parking Lot

PUBLIC TRANSPORTATION

REGIONAL PLAN DEPICTING LOCATIONS OF LOCAL TRANSPORTATION AMENITIES

- **Public transportation amenities:** PVTA Buses, Valley-bike Co-op and the Buses and Trains at Union Station
- **PVTA:** 25 lines with more than 35 stops, 6:00 AM - 9:30 PM
- Many residents left without reliable transportation in the morning and at night
- **Valley BikeShare:** Hour long rentals at 9 locations, 10 bikes per station
- **Greyhound and Peter Pan:** Long distance routes to Albany, New York City, Hartford, and Boston
- **Hartford Line and Northeastern Corridor of Amtrak trains:** Springfield to New Haven, Connecticut to Vermont, Boston to Albany, 4:30 AM - 12:30 AM

- Valley BikeShare
- Bus Stop
- Union Station
- Train Rails

Notable Destinations

North: Chicopee, Holyoke, Medical District

East: Boston Road, Madison Square

South: Forest Park, Longmeadow

West Springfield



STREET TYPES



.01 // DOWNTOWN COMMERCIAL

Most important and most heavily-trafficked streets: should be designed to accommodate for the needs of all user groups and become vibrant centers of Springfield's civic and commercial life.

Downtown Commercial Streets, examples of which include Dwight Street, Chestnut Street, and Main Street contain a mix of office, commercial, and institutional buildings and see high volumes of vehicular, pedestrian, and bicycle traffic.



.02 // DOWNTOWN CROSS STREET

Typically, secondary streets that connect major streets and often contain parking and loading zones: should be designed as urban destinations as well and not just passive parking.

Many of these streets such as Worthington, Bridge and Taylor Street are one-ways; therefore, traffic speed has to be taken into consideration. On streets with relatively low traffic speed and volume, new bicycle facilities can help complete important connections in the overall network.



.01 // MAIN STREET

Design Suggestions:

- **More green-scape:** aesthetic and ecological attributes.
- **Character:** murals, art installations.
- **Safer bike lanes:** choice of street paint.
- **Low-cost initiatives:** lighting, flags, banners.



.02 // BRIDGE STREET

Design Suggestions:

- **Movement:** pedestrian circulation that promotes movement between spaces.
- **Planting:** develop current street planting into a larger unified green belt.
- **Character:** develop a cohesive image to downtown cross streets.

UNION STATION

Built in 1926, the Union Station has served as the transportation hub of downtown Springfield. It's recent 100 Million renovation completed in 2017 has re-opened this crucial asset after 40 years of being closed. This has allowed all transportation systems to once again flow through this complex. For its function and importance to the development of downtown, the entrances to Union Station are of particular importance.



LYMAN STREET (EAST ENTRANCE)

Harsh contrast of pedestrian experience between opposite side of the street.

Design Suggestions:

- **Sidewalk:** widen sidewalk to increase pedestrian safety and improve street experience alongside Union Station Wall - 20ft high.
- **Landscape Features:** soften wall presence: green wall, art displays.
- **Multi-functional Spaces:** movable planters that can block off parking spaces and create gathering nodes.



FRANK B MURRAY STREET (NORTH TRANCE)

Limited pedestrian experience with no identified bike lanes and lacking gathering space.

Design Suggestions:

- **Low-cost Strategies:** develop character and aesthetic by adding lighting, banners, planters.
- **Access:** provide adequate access to all user groups: bicyclists



Dwight Street Tunnel from Dwight Street

CHARACTERISTICS

- Large dark overpass
- Multiple lanes of traffic
- Major parking garage through overpass

WALK-ABILITY

- Poor
- Overpass is dark and intimidating
- One way traffic



Convention Center and Parking on Dwight

CHARACTERISTICS

- One way traffic
- Urban art is abundant
- Condition of the sidewalk varies

WALK-ABILITY

- Sparse planting
- Bike lane is non consistent
- One way traffic is much faster than two way traffic



Market Street Entrance

CHARACTERISTICS

- Lively retail corridor
- Quiet with no traffic
- Lack major connection to Main Street

WALK-ABILITY

- Excellent
- Mature canopy cover
- No vehicular movement through Market Street



West Columbus St. looking under I-91

CHARACTERISTICS

- Loud and intimidating
- Condition of walks varies
- Shade under bridge

WALK-ABILITY

- Poor
- Very little canopy cover
- Several cross walks to get to Riverfront Park

URBAN TACTICAL MEASURES

"Streets direct people; they move goods; they accommodate cars, buses, and bicycles; they provide social connections, and ultimately they establish the "An approach to neighborhood building using short term, low cost, and scalable interventions to catalyze long term change" - City of Fayetteville Arkansas



.01 // TEMPORARY MEASURES

Short term interventions are easily installed, can be quickly cleaned up, and can liven up a streetscape.

Design Suggestions:

- Duct tape; spray paint; chalk
- Traffic cones; traffic tape
- Wood pallets
- Flexible bollards; movable furniture
- Signs; art installations



.02 // PERMANENT MEASURES

Long term interventions can permanently change the aesthetic of a street.

Design Suggestions:

- Low impact pavers; painted curbs
- Expanding curbs, sidewalks and bike lanes
- Consolidation of parking lots
- Shortening crosswalks
- Lighted corridors; trees; city planters
- Pocket parks
- Historic preservation

.03 // COVID-19 MEASURES

Directs movement while promoting user interaction. Can be either temporary or become permanent.

Design Suggestions:

- Co-working remote spaces
- Expanded sidewalks
- Shortened crosswalks
- Outdoor seating/dinning
- Parking day



COMMUNITY OUTREACH

COMMUNITY OUTREACH

A LIST OF COMMUNITY MEMBERS WHO LIVE, WORK, AND PLAY IN SPRINGFIELD, AS WELL AS PEOPLE WHO HAVE INSIGHT FOR URBAN PLANNING DESIGN

- **Rosemary Tracy Woods:** Owner of Artist Square Group Gallery in Springfield
- **Betsy Johnson:** President Armoury Quadrangle Civic Association (AQCA)
- **Laura Masulis:** Transformative Development Lead Fellow, MassDevelopment Springfield
- **Alex Train:** Director of Housing and Community Development Department in Chelsea, MA
- **Armoury Quadrangle Civic Association (AQCA)**
- **Stacey Beuttell:** Executive Director of WalkBoston
- **Ibrahim Ali:** Resident at Six Corners and Director of Gardening the Community Springfield
- **Charles Irwing:** Davenport Companies, Boston-based developer in Springfield

A SYNTHESIS OF ALL THE RESPONSES WE COLLECTED FROM THE INDIVIDUALS WHO PARTICIPATED IN OUR COMMUNITY OUTREACH

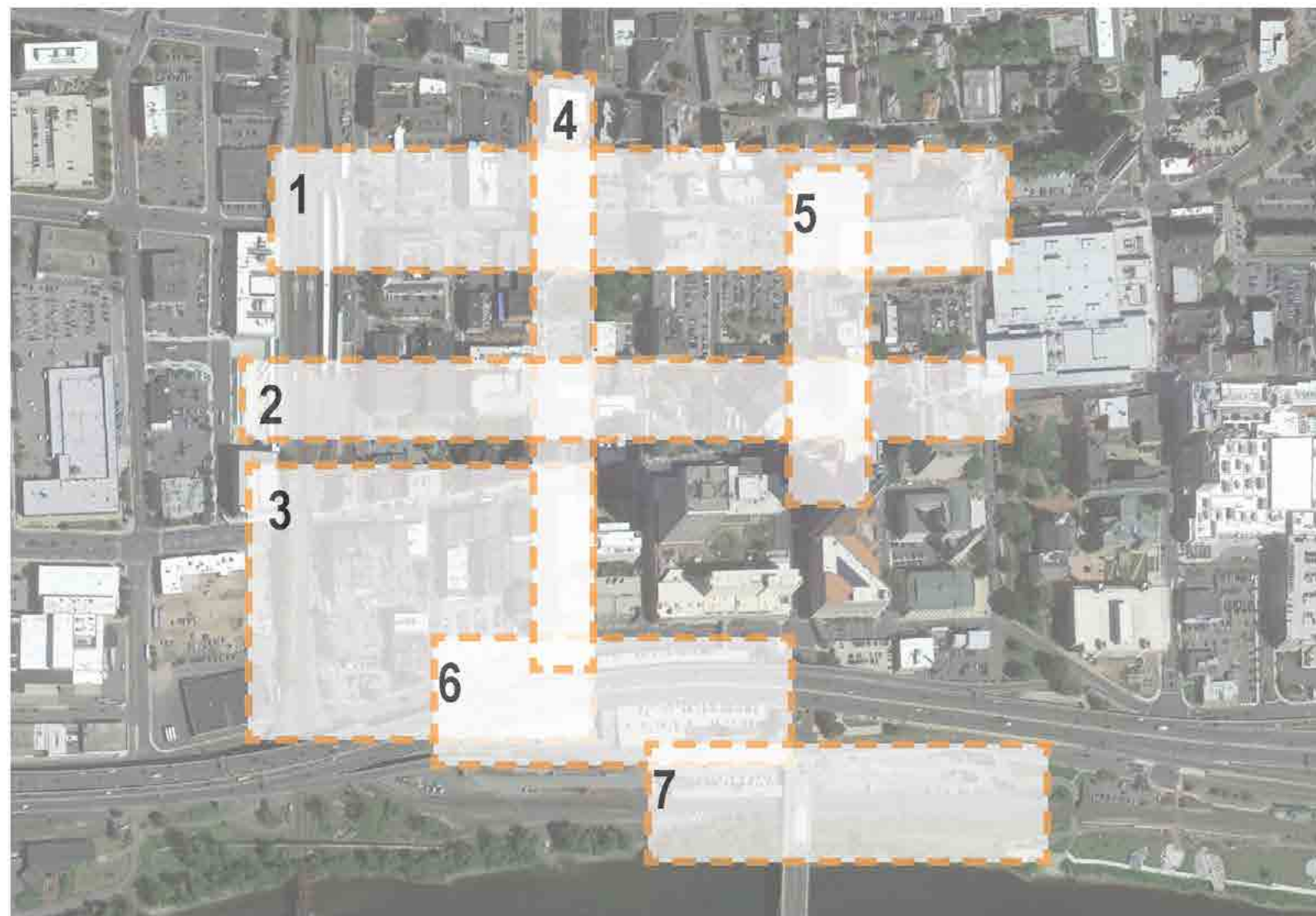
WHAT WE LEARNED/IMPLICATIONS FOR DESIGN:

- Provide amenities for local businesses
- Bilingual fliers and bulletins
- Phased planning; low to high impact interventions
- Emphasis on beauty, art, and aesthetics
- Maintain parking near residences
- Include safe space for children to play
- Continuation of Complete Streets
- Accommodate pet owners
- Create strong connection to Union Station
- Implement creative seating options
- Create a safe, lively, well lit walking system
- Create a new attraction for downtown, for residents and tourists
- Community gathering and event space
- Details representing Springfield's diverse character and culture



DESIGN PROPOSALS

LOCATIONS OF DESIGN PROPOSALS



DESIGN PROPOSALS



.01 // THE BACKBONE - RACHEL NEWMAN • ZACHARY NUMAN .70



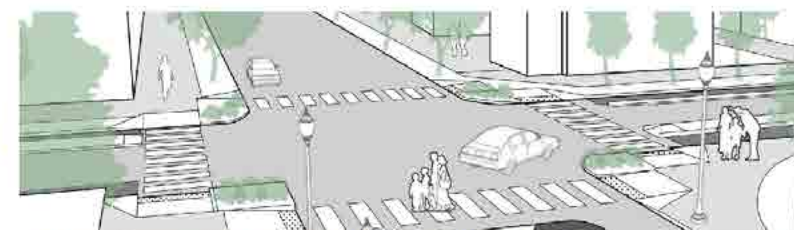
.02 // THE VALLEY LINK - JOSHUA LEMIEUX • CARTER ROY .84



.03 // THE FRINGE - ABRIANA BROWNE • ELLA CORMIER .96



.04 // PASEO OF THE ARTS - MATHEUS GOMES • JUSTIN HAILEY .118



.05 // AVENIDA HARRISON - BENJAMIN DEVOS • STUART HAN .132



.06// THE UNDERLINE - MING HUANG • NAN JIANG .142



.07 // THE SPRINGFIELD GATEWAY - MAKENNA PALZKILL • HANNAH WELSH .156

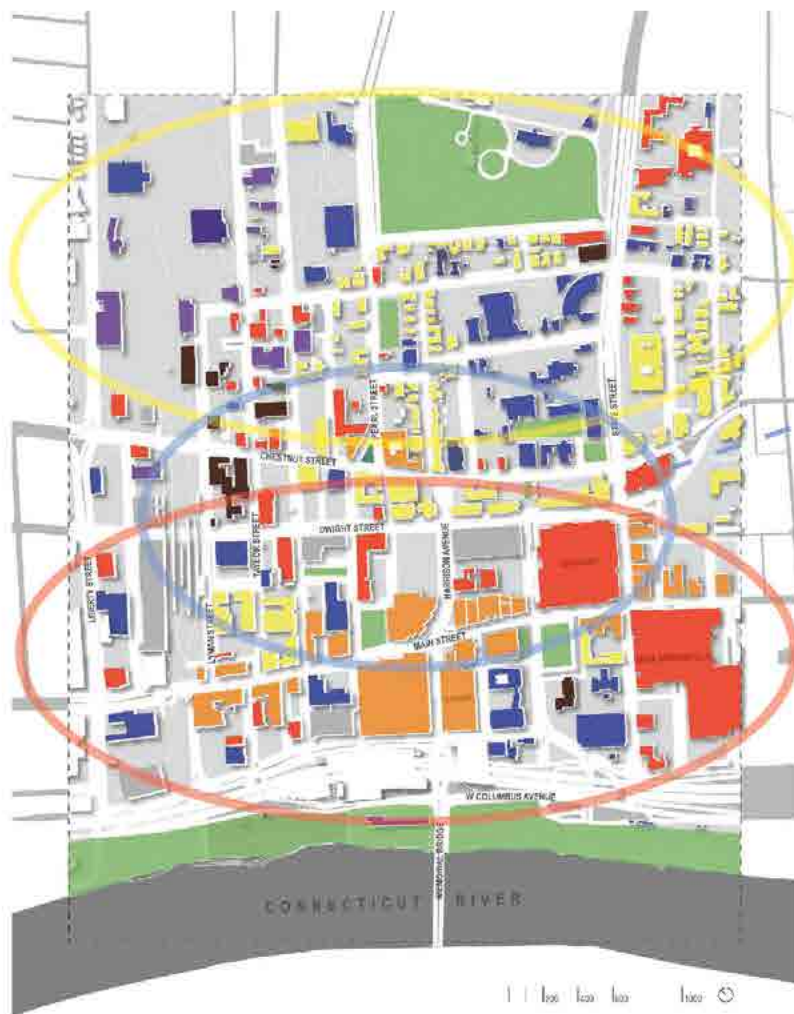
THE BACKBONE

RACHEL NEWMAN AND ZACH NUMAN



SITE ANALYSIS

ISOLATED LANDUSES



RESIDENTIAL

FOCUS AREA

RESIDENTIAL

SCATTERED GREEN SPACE



THE PROBLEM

Generally, separated land uses create a middle ground that acts as a physical and social barrier between different parts of downtown. Connecting these land uses would build a sense of community and walkability.



CONTEXT

VISION

Create a neighborhood identity for Dwight Street that provides new community services within a cohesive central backbone of Springfield that strengthens connections into surrounding districts.

OBJECTIVES

Create a common pattern of vegetation, arts, safety, and lighting to transform Dwight Street into a strong linear connection between different community systems.

Community Systems:

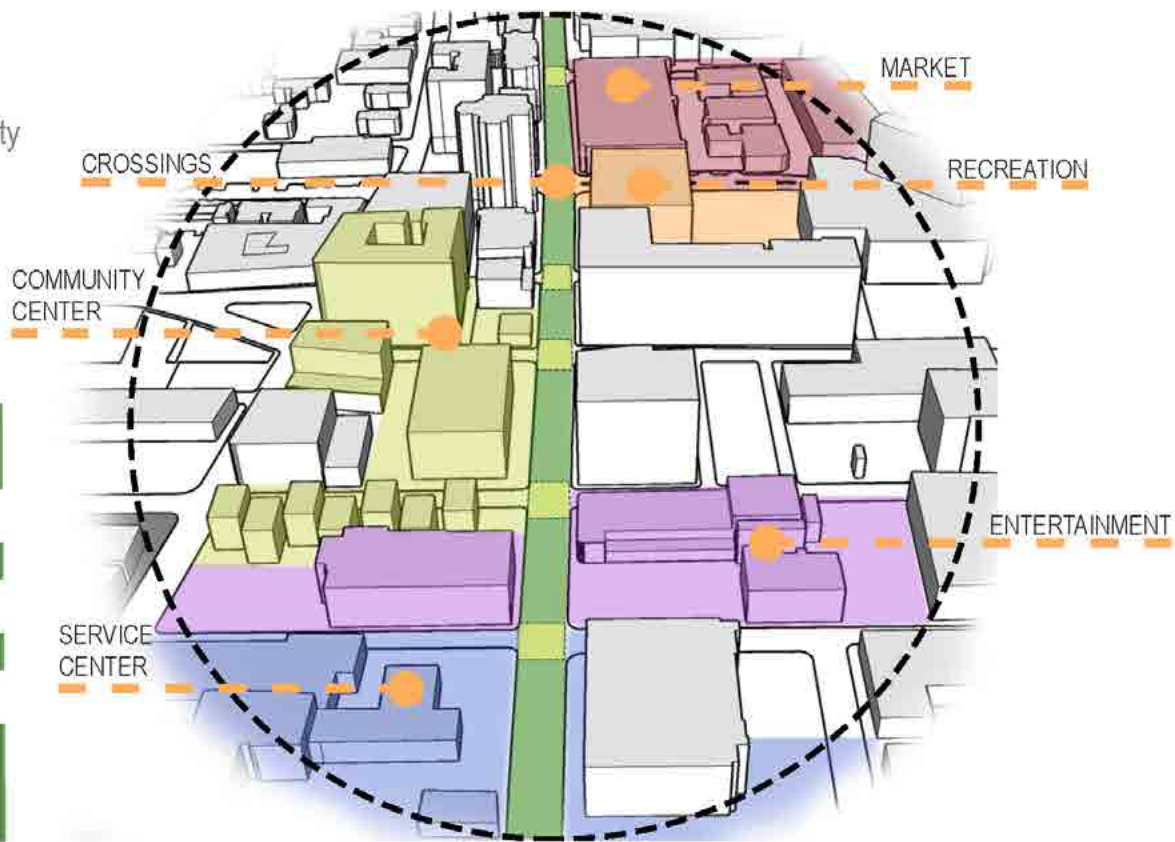
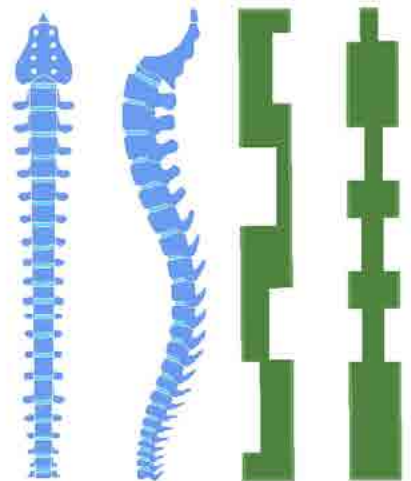
- Gateway & Service Center
- Dining & Entertainment
- Community Center & Gardens
- Recreation & Event Space
- Market & Local Businesses

THE BACKBONE

FORM AND IDENTITY

Like the function of a backbone, we want Springfield to be a strong and supportive neighborhood.

Like the form of a backbone, we want Springfield to provide a primary axis of movement that connects to secondary community systems.



COMMUNITY SYSTEMS

COMMUNITY DRIVEN PHASING

START SMALL

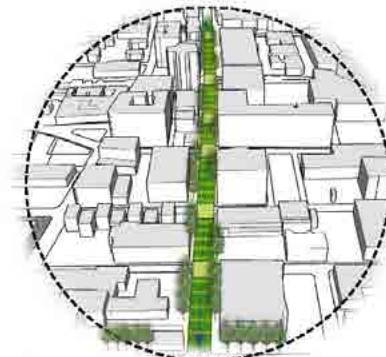
Neighborhood as a system and a space
Community engagement informs phases
Begin on Dwight Street to improve existing conditions, then move outward to improve secondary connections.



PHASE 1:

Safe Connections on Dwight St.

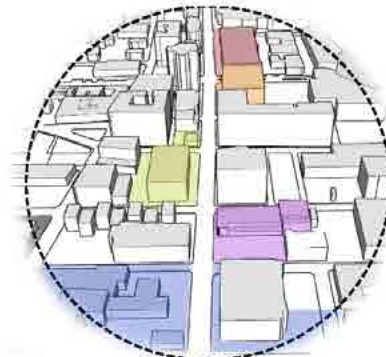
- Street trees
- Convert to 2-way street
- Lighting
- Gateway
- Bike lanes
- Crossings



PHASE 2:

Infill Edges Along Dwight St.

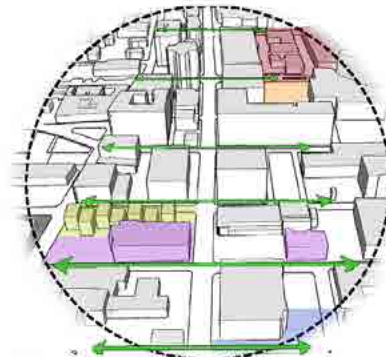
- Community center
- Farmer's market & grocery
- Mixed density housing
- Outdoor seating and dining
- Stormwater management
- Parking



PHASE 3:

Secondary Community Systems

- Gateways at intersections
- Connection to Apremont & Main St. through side streets
- Update infrastructure and land use



REDEFINED STREETScape



GROCERY AND
COMMUNITY CENTER

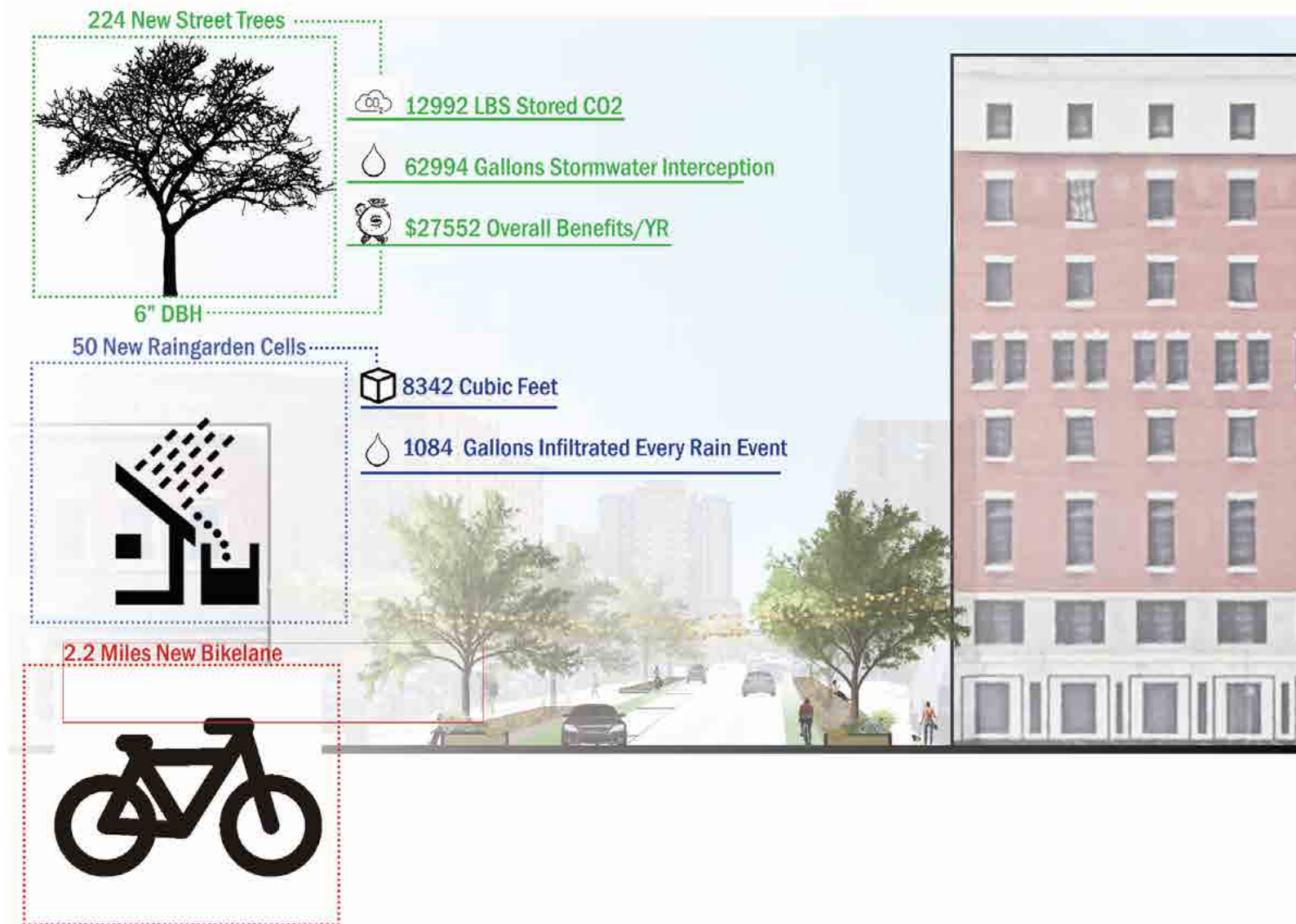
BIKE LANES AND
PARKING

LIGHTING

RAISED BEDS AND
SEATING

WDMR TV

Sidewalks become welcoming corridors and spaces to gather with a ceiling of street trees. The two way street gives room for additional parking that alternates with new planting beds throughout the street. Bike lanes are protected by speed barriers and form cohesive lanes on both sides of the road.



MASTER PLAN



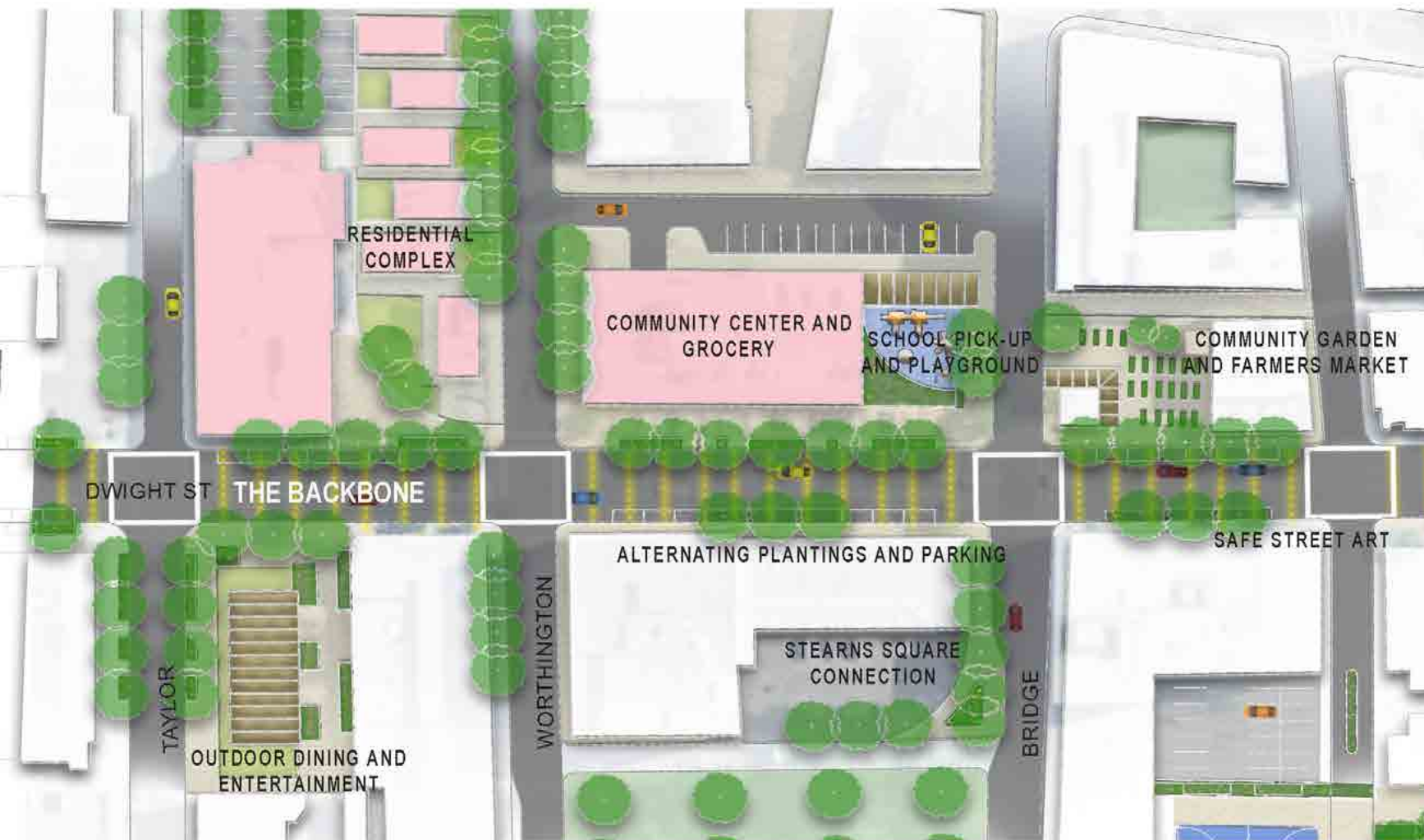
Dwight Street becomes the central support for its own identity as a neighborhood and as a connection between surrounding community systems. At this scale, notable features include: new parking, street trees, lighting, workshops, pergolas, outdoor seating, playgrounds, community gardens, and event space.

STREETSCAPE AND WATER

The street circulation network creates new synergies with the stormwater infiltration system. The proposed design turns Dwight into 2 ways, bike lanes on both sides, and large sidewalks capable of handling heavy pedestrian use. Large rain garden cells with healthy trees buffering the pedestrians from traffic. These gardens capture significant amounts of stormwater runoff and help Springfield reducing CSOs into the Connecticut River. The street is also lined with bike racks at each shop, and plenty of seating. String lights line the street making it a comfortable and welcoming environment.



COMMUNITY CENTER



COMMUNITY GARDENS

Another parking lot at the corner of Bridge and Dwight can be converted into a community garden. The proposed design for this corner incorporates over 25 5'x10' community garden plots in a fenced in area. There is also a community garden farm stand so that users can have a space to sell their goods, as well as to help ease the food desert in downtown Springfield, giving residents a place to purchase fresh fruits and vegetables. The area has bilingual signage in both Spanish and English to cater towards the demographics in the downtown area.



OUTDOOR SEATING



The surface parking lot at the corner of Taylor and Dwight is transformed into a permanent outdoor seating space. - very important in our upcoming post Covid-19 world. The outdoor seating platform leaves room for an entertainment area and provides new opportunities as a back space for the restaurants on Worthington Street. Planting beds buffer the pedestrian areas from the street, and 3D crosswalks are painted in place to help further slow the course of traffic in the area.



RECREATION AND EVENT SPACE



The current TD Bank parking lot provides new opportunities. The lot is downsized and provides new housing, diverse recreational areas: basketball courts, playground, turfgrass. A food truck rotunda provides a low cost food court.

THE VALLEY LINK

JOSHUA LEMIEUX AND CARTER ROY

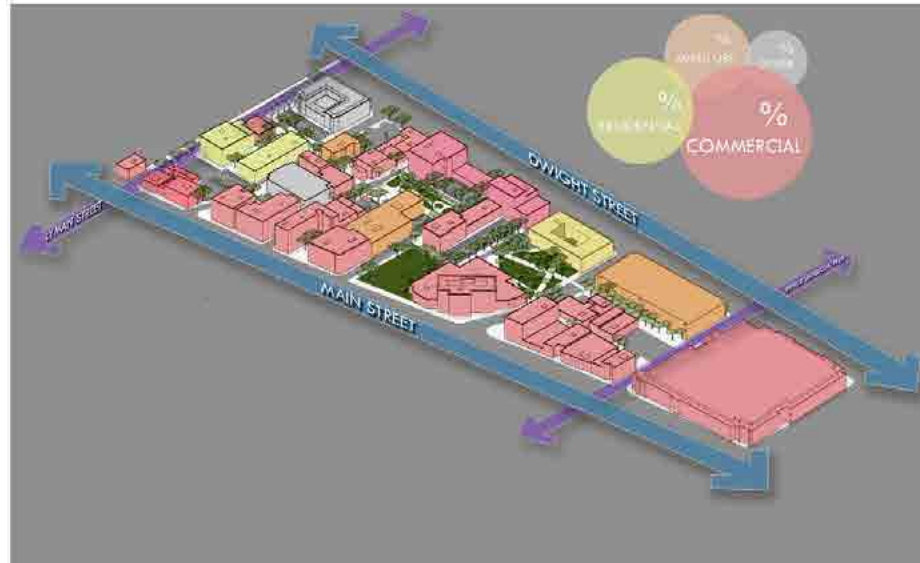
S P R I N G F I E L D



SITE ANALYSIS

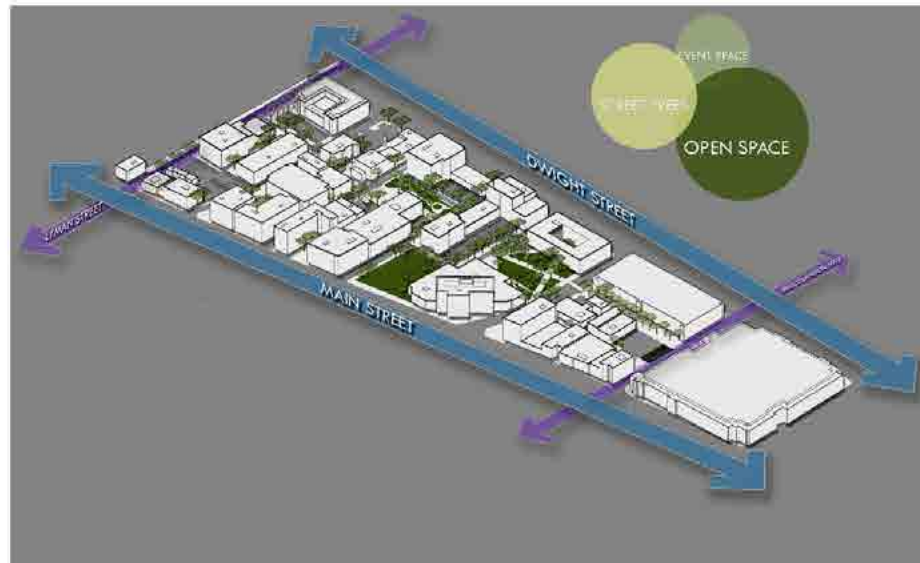
ECONOMIC GROWTH

The Valley Link provides Springfield's core downtown district with a boost in economic growth. This will be done through commercial and mixed-use infill.



GREEN INITIATIVES

The design will include 234 new street trees, reducing the heat island effect. There will be 4 new event spaces for Springfield, as well as nearly 100,000 square feet of public open green space. These ideas will promote a more healthy city and will provide users with much needed shade in summer months.



CONCEPT DEVELOPMENT

MARKET STREET

As part of the early stages in our design philosophy, taking inspiration from the existing site was key and the Market Street pedestrian corridor was the ideal precedent.

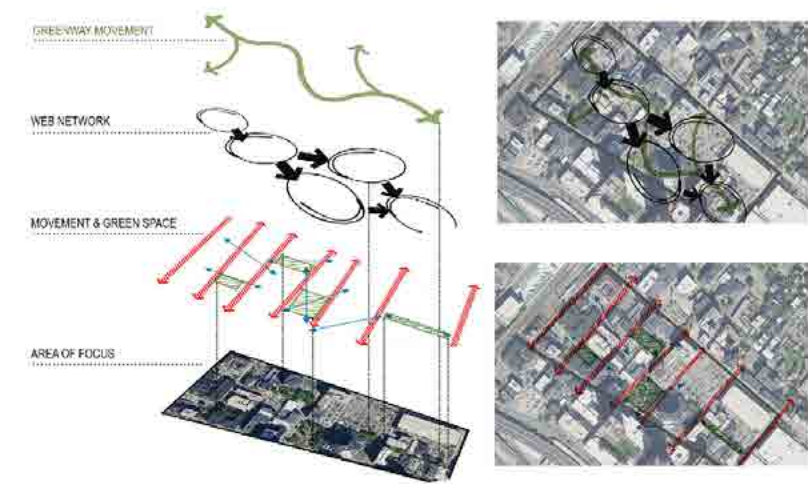
Market Street is an successful, existing commercial pedestrian corridor. A well lit, wide walkway with ample seating, vegetative cover, and direct access to commercial and recreational uses. Our goal was to apply this proven method on a much larger scale.

RIVER VALLEY

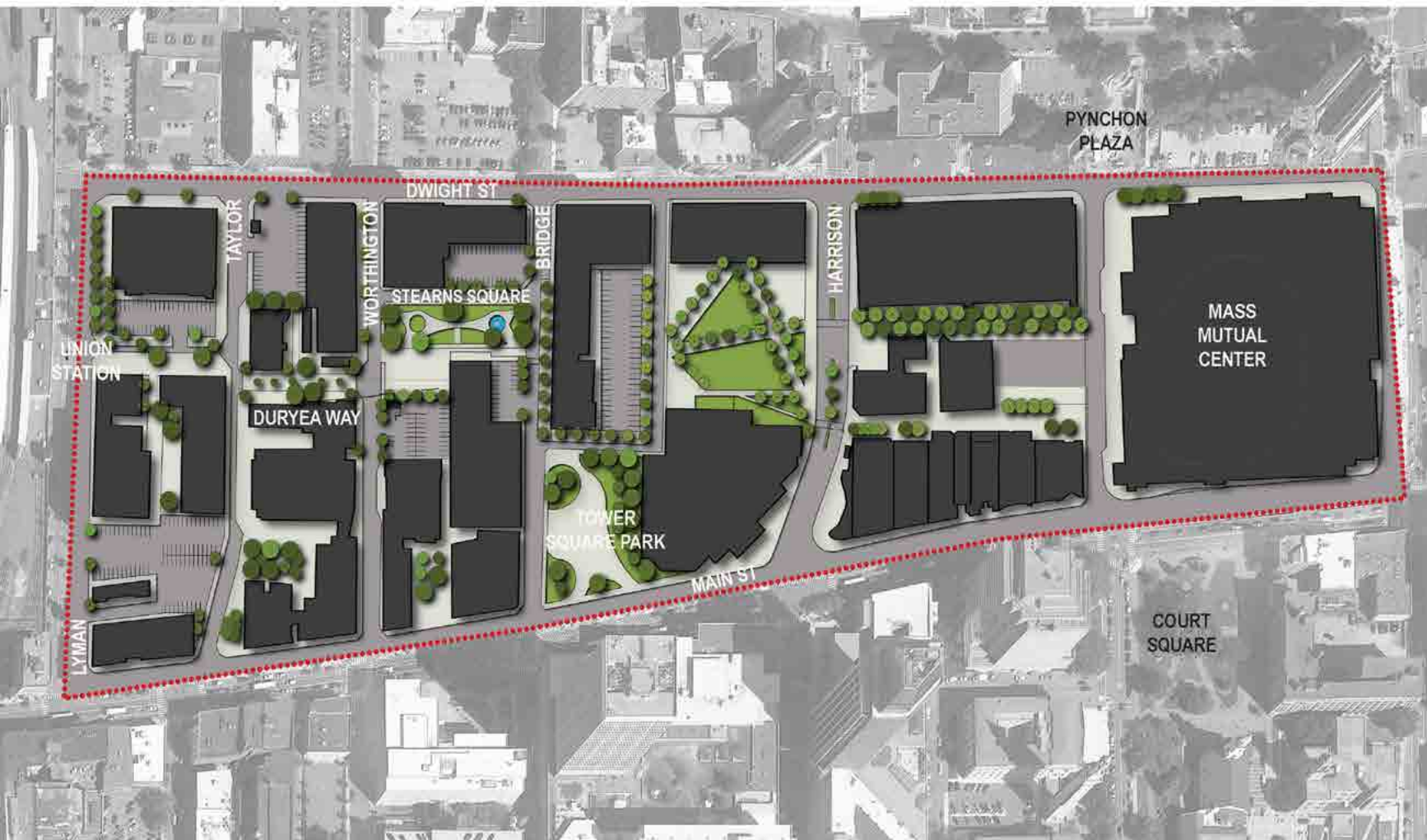
The other driving force was the idea of a river cutting through a mountain range. Rivers act as speedy and direct connections for the populations that use them.

We saw The Valley Link as a similar sort of connection. It provides direct access to major locations and allows users to experience the culture of the city as they walk past the businesses, restaurants, and parks of Springfield.

MARKET STREET: INSPIRATION



MASTER PLAN



PHASING

The Valley Link is a commerce based green corridor in Springfield's Metro Center. The intent is to increase adjacent business exposure by drawing foot traffic from the newly constructed Union Station to the Mass Mutual Arena.

By establishing a gateway by Union Station, people will be drawn into the corridor, where they will then be guided along by cohesive plantings, lighting, and public art installations.

Throughout the system measures will be implemented in a phased manner to generate a gradual renovation of the area. We hope that by starting with low impact interventions we can avoid any displacement of residents and assist the existing community by allowing them to provide feedback as the proposal progresses.

PHASE 1:

- Pedestrian only street
- Movable planters
- Temporary installations
- Street trees



Phase 1: Stearns Square Redesign

PHASE 2:

- Temporary sidewalk bump-outs
- Parking lot pop up park
- Business amenities
- New lighting
- Public art
- Street trees



Phase 2: Stearns Square Redesign

PHASE 3:

- New sidewalks extensions
- Improved street crossings
- New event space
- Pop up installations
- New lighting
- Public art
- Street trees



Phase 3: Stearns Square Redesign

LYMAN STREET TO BRIDGE STREET



KAYNOR STREET

This section of Kaynor Street highlights the relationship between mixed-use buildings and a lively pedestrian friendly streetscape.



STEARN'S SQUARE

This section of Stearn's Square details how the use of space is maximized by restricting vehicle access and implementing more pedestrian amenities.





The parking lot across from Stearns Square is a great opportunity for a pop up experience. This will include mural walls, food truck stations, movable seating, and play opportunities.

POP-UP PARK



STEARNS SQUARE

The street adjacent to Stearns Square to the south is an example of a pedestrian-only street. This will include street side business access, a wider sidewalk, new seating, wayfinding, and improved lighting.



BRIDGE ST. TO BRUCE LANDON WAY



TD BANK PLAZA

Sandwiched between a new mixed-use commercial building and the existing TD Bank building will be the largest addition to the park system. The TD Bank Plaza (below) will provide open and shaded green space for both active and passive uses, as well as a new adventure playground that utilizes landform as a play structure. Adjacent to the playground will be a sculpture garden for local artists to display their works.

Market Street and the new Mass Mutual Strip (below) will work in tandem as commercial corridors, taking advantage of the foot traffic coming to and from the arena. The area will include a parking garage with first floor commercial use, new shaded seating areas, basketball courts, and a parking lot.





The Strip takes advantage of new mixed-use infill and accents it with safer crossings, improved lighting, permanent plantings, public art, and new open space. This creates a safe and lively experience.

MASS MUTUAL STRIP



THE CORNER

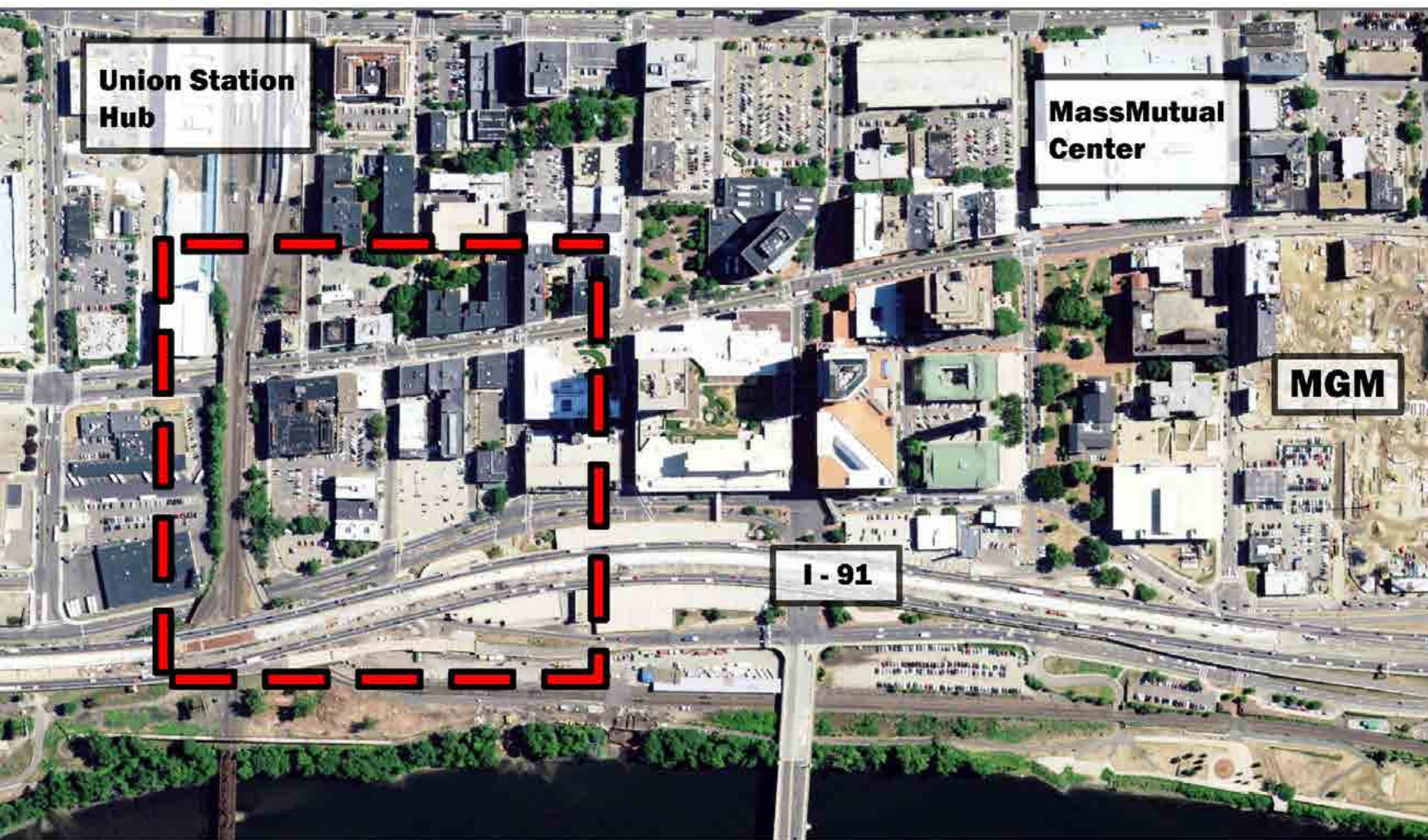
The corner of Bridge St. and Hillman St. provides street access for businesses, wayfinding displays, temporary planters and seating, and public art installations. This generates an active street edge and improves commercial access.





THE FRINGE

ABRIANA BROWNE AND ELLA CORMIER



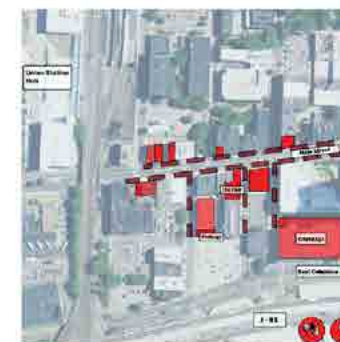
The Fringe Cultural District is a proposal for a new entertainment-focused neighborhood hub adjacent to downtown Springfield's existing amenities. A place where local creatives can display their artistic talents in all forms in a safe, pedestrian-friendly neighborhood.

Interventions include a transformed, safer street experience, "The Fringe" Lane, Fort Street Plaza, and the Hampden Street Artisan Hub, which each provide new space for the surrounding existing and proposed businesses, the community to hold events, and organizations to host community-oriented classes.

ENTERTAINMENT



RESTAURANTS



HOUSING



GREEN SPACE



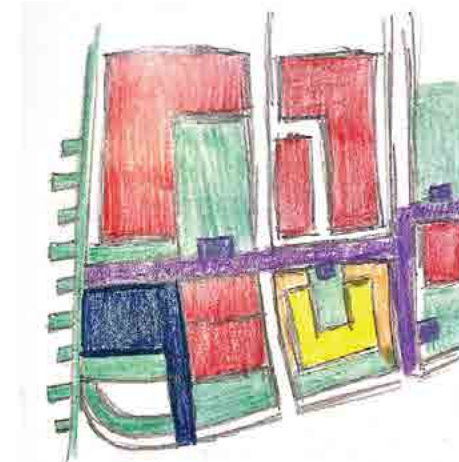
MASTER PLAN



PHASING

The area of the "Artisan Fringe Cultural District" is currently underutilized with vacancies and impervious parking that lacks biodiversity. It makes up a corner edge of downtown Springfield and just as the fringe of a blanket is the edge that ties up the fabric, the district ties local creative and cultural expression into the urban fabric.

CONCEPT



PHASE 1:

- Main Street
- East Columbus Boulevard
- "The Fringe" Lane
- Safe, well lit, and vegetated circulation connections
- 1 mile of 3 additional bike lanes
- 1 mile of vegetated circulation



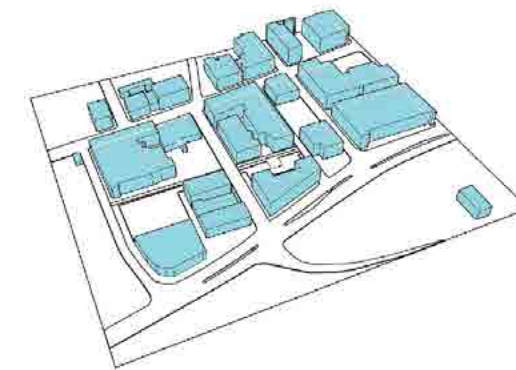
PHASE 2:

- Artisan Hub
- Fort Street Plaza
- "The Fringe" Art Spaces
- Mixed-use spaces activate new and existing businesses
- Green: 24,000 sq. ft.
- Hardscape: 12,000 sq. ft.



PHASE 3:

- Paramount Theater
- Artisan Apartments
- The Fringe Galleries and Apartments
- Fringe Studios
- Springfield Art Schools
- 130 2-bedroom apartment units
- 63,000 sq. ft. of entertainment infill



FRINGE LANE: GRIDIRON STREET



The closure of Gridiron Street creates a unique and safe connection with art and leisure spots to Main Street and Union Station. Multi-Modal Transportation Hub for pedestrians and bikers. The distinct fringe pattern is represented with large planter stone wall pop outs and small seating coves with art boards for the public to sit and enjoy. In partnership with community organizations like "Fresh Paint Springfield", more murals painted by local artists are displayed.



Railroad Embankment



Railroad Buffer

Seating and Art

Bike Connection

MAIN STREET



Main Street is also transformed into a green and pedestrian friendly street. To reduce the vacant storefronts, new art schools that prioritize providing services for locals, such as free classes and events, encourage pedestrians to interact with businesses. More ecological friendly plantings line the street to help safely separate pedestrians and the new bike lane from cars. There is also new seating added to provide space for workers and customers.

"Street Theater", Building Opened for Engagement with Pedestrians

Public Seating and Bright Lighting



Taylor Street Mural Connection New Art Schools

Vehicular Transformation

Ecological Pedestrian Transformation

EAST COLUMBUS BOULEVARD



The new sidewalk on the south side of East Columbus Boulevard along with plantings buffer traffic for pedestrian and vehicular safety. The parking garage under the highway is turned into a green filtration area with seating.



UNDERPASSES



A more creative solution to make the East Columbus underpass usable and act as a portal into the city is to add art and lighting. Safety for pedestrians and drivers is the number one priority for the underpass. The Main Street underpass to the Union Station pedestrian path is also transformed in a similar way.



SECTION FACING NORTH ALONG WORTHINGTON

Local businesses such as The Zone and the radio stations have flexible outdoor spaces designed to consider the issue of Covid-19 safety.



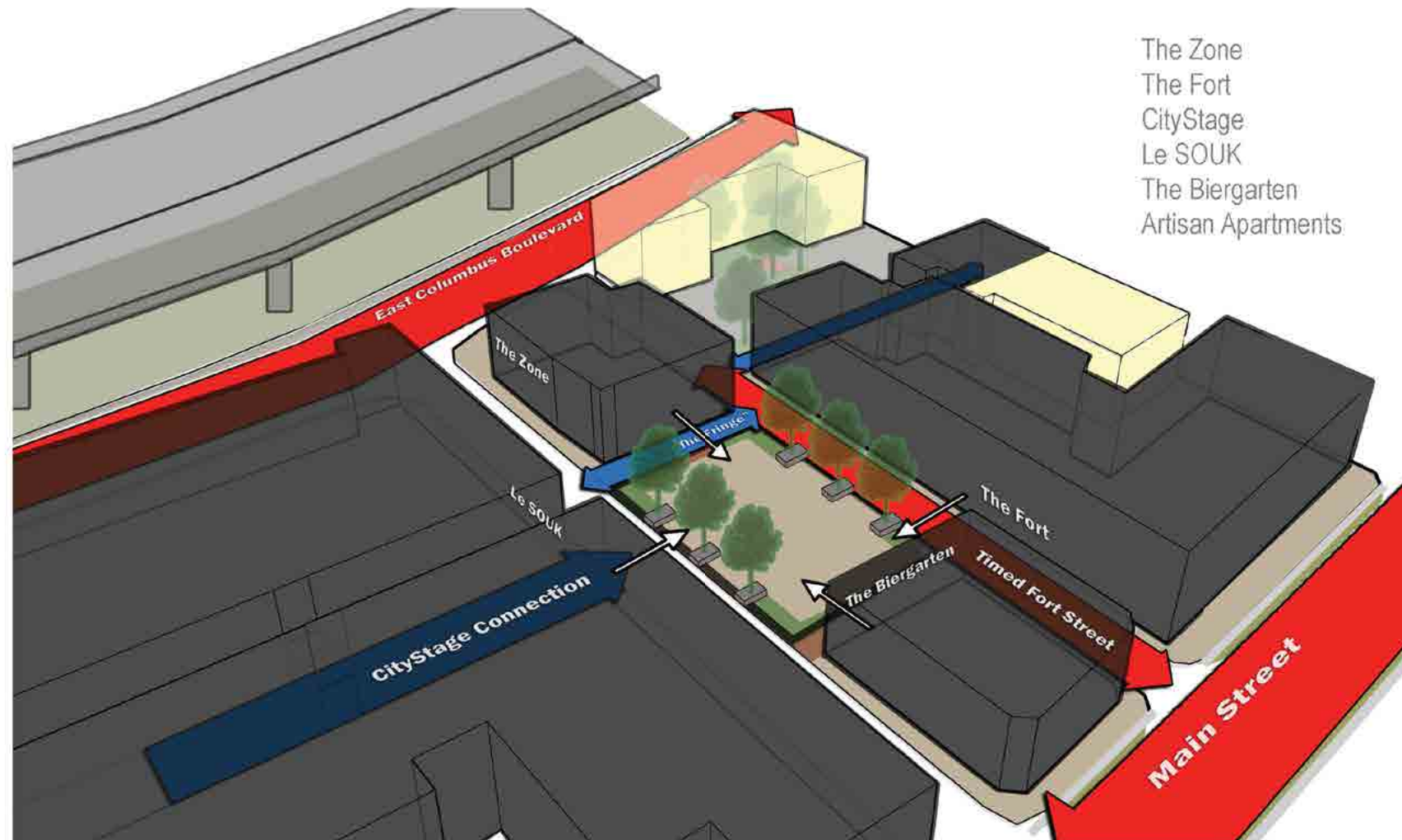
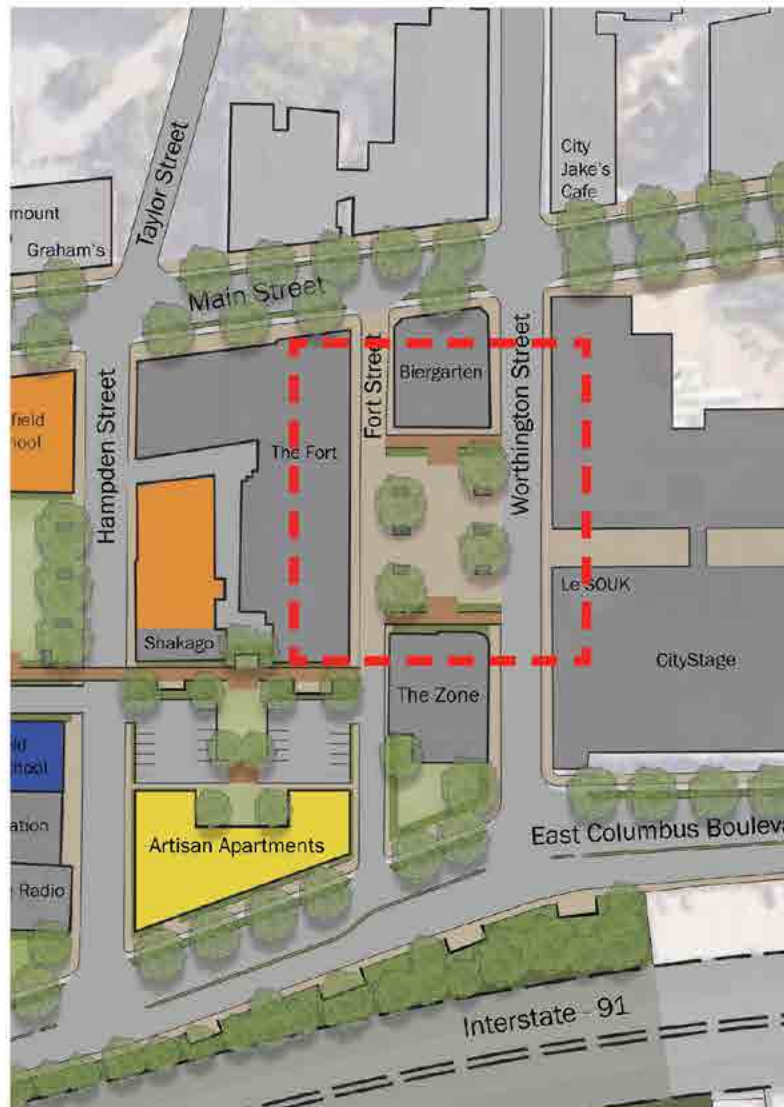
Green Filtration “Fringe” Seating and Planting

East Columbus Avenue

Bike Connection

The Zone Outdoor Extension

FORT STREET PLAZA



CONNECTIONS

The Zone
The Fort
CityStage
Le SOUK
The Biergarten
Artisan Apartments

FORT STREET PLAZA

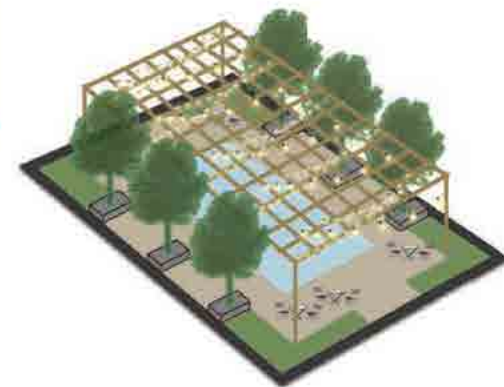
The first focus area is Fort Street Plaza. This multi-use space engages the existing entertainment businesses by giving them and other coordinators, for example in collaboration with the Springfield Cultural Partnership, space to host events or allow for casual daytime engagement. Some uses of the space can include staging, markets, food festivals, and ice skating in the winter along with just regular seating for casual night and day activities hosted by The Fort Restaurant or The Zone Nightclub. It also acts as a CityStage connection.

SPACE USES:

Markets



Ice Skating
Food Trucks
Show Staging
Relaxation





TIMED FORT STREET

Timed Fort Street will close Fort Street at night during certain days of the week. This allows the multi-use space and the street to be utilized even more by these surrounding businesses. Movable seating and multilingual signage would be incorporated here and elsewhere on the site.



Multilingual Signage

"The Fort" Activation

Pedestrian-Only Timing

FRINGE LANE: FORT STREET

From this angle of Fort Street, the newly designed Artisan Apartments building with private parking and the renovated apartments above The Fort are seen. They allow locals to live and work within walking distance to downtown, cutting down on the need for parking spaces. "The Fringe" Lane acts as a connection for all these spaces.



New Artisan Apartments and Private Parking

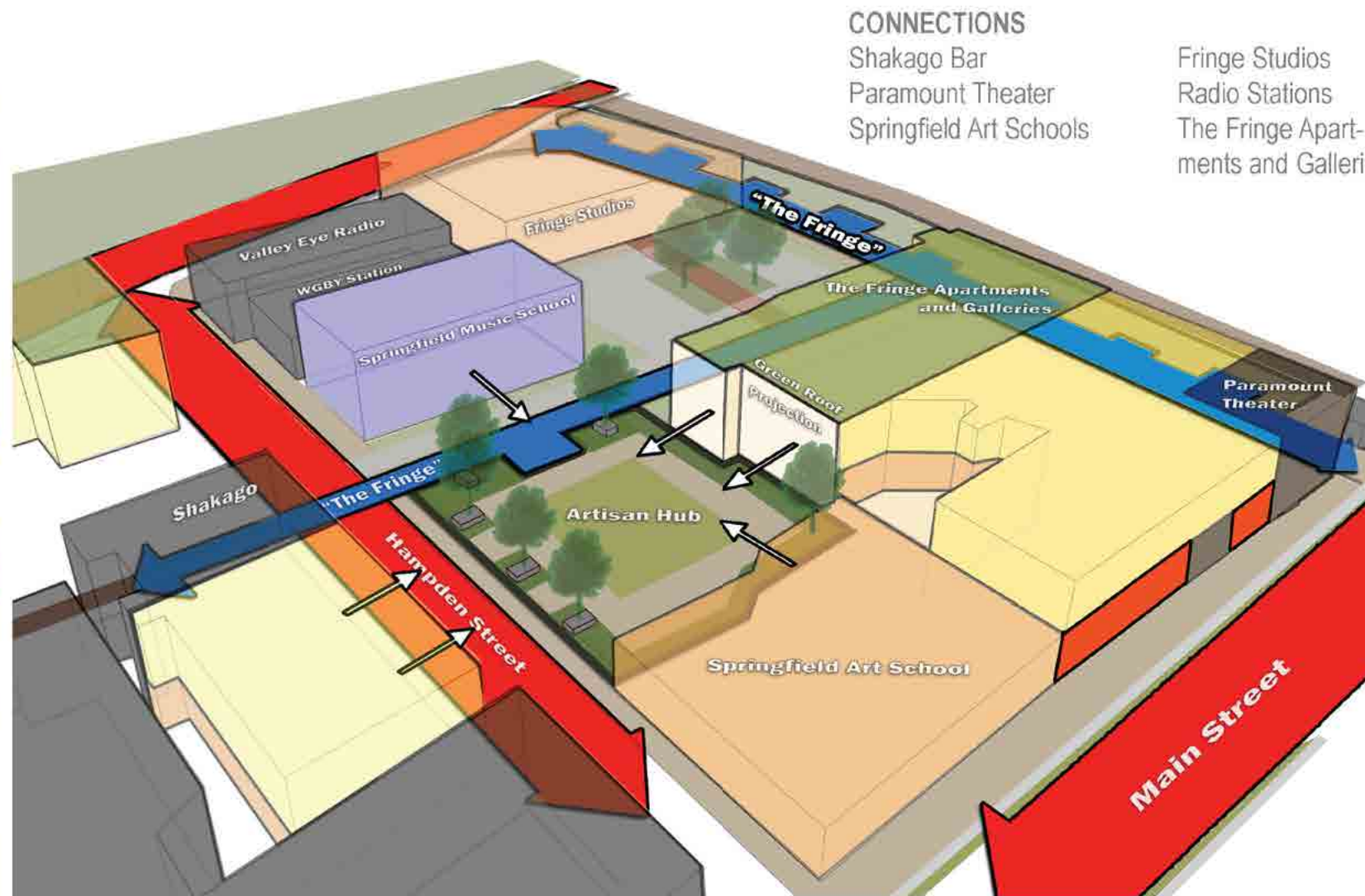
"The Fringe" Lane Connection

Diversifying Store Types

HAMPDEN STREET ARTISAN HUB



HAMPDEN STREET ARTISAN HUB



CONNECTIONS

Shakago Bar
Paramount Theater
Springfield Art Schools

Fringe Studios
Radio Stations
The Fringe Apartments and Galleries

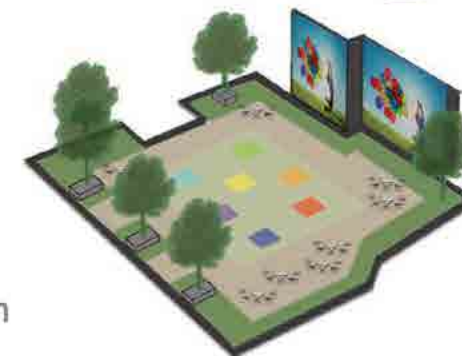
The Hampden Street Artisan Hub is the second focus area. This space has green and hardscape elements that act as the hub for the surrounding existing Shakago Martini Bar, The Paramount Theatre, and radio stations. The hub engages with the proposed art-focused schools, apartments, galleries, studios, and eateries. Staging, projections for movies, art showings, and other uses of the space are shown here, with a similar format to the Fort Street Plaza.

SPACE USES:

Art Shows



Movies
Staging
Relaxation



FRINGE LANE: HAMPDEN STREET



"The Fringe" Lane connects the hub elements. Projections, art and music shows, and other uses of the space pull in people from the street and eateries. A little eatery space for outdoor seating is included by Shakago.



Vibrant, Multi-Use Hub

"The Fringe" Lane Connection

Outdoor Eatery Seating

BENEFITS FOR SPRINGFIELD

- Creates new engaging open green spaces that can host exciting cultural and art events
- Utilizes vacant lots and buildings to provide more economic opportunities for local entrepreneurs and creatives
- Welcomes new residents with alternative housing options that are within easy walking distance to Main Street amenities
- Enlivens streetscapes with seating and planting to encourage entertainment businesses and eateries to engage with the sidewalks
- Renovates streetscapes to provide safe and quick connections between amenities for pedestrians and bicyclists, as well as providing more scenic commutes for drivers



PASEO OF THE ARTS

MATT GOMES AND JUSTIN HAILEY



SITE ANALYSIS



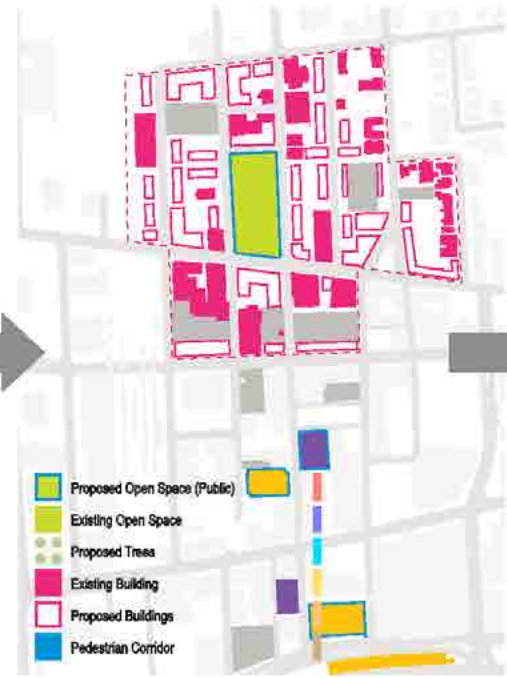
DILEMMA: LACK OF OPEN SPACE / URBAN VOID

Downtown Springfield lacks functional open space. It is characterized by an urban condition that relies upon convenient and inexpensive surface parking. The consistent revenue generated by such lots is a disincentive to future development. While there are many places to park, there is a lack of green open space. This creates an absence of place that diminishes the overall value of urban life.



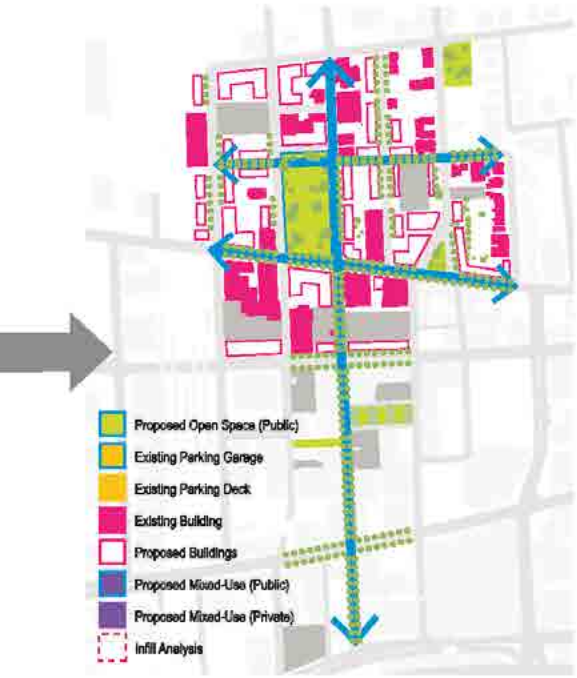
RESIDENTIAL AND COMMERCIAL INFILL

In order to fill the urban void of upper downtown, this zoning analysis proposes both commercial and residential infill. This will help address Springfield's vacancy while attracting new residents and businesses. It also proposes a new community center and emphasizes the integration of the existing Rescue Mission for the homeless.



OPEN SPACE / CONSOLIDATE PARKING

A large central area within the proposed infill will serve as a connective green space between residential and commercial sectors. It will allow residents to enjoy the presence of nature within the urban setting of downtown. This will not only help satisfy the city's need for open space, but can serve as a prominent public park which residents can bring kids and pets.



ESTABLISH PEDESTRIAN ORIENTED CORRIDOR

Worthington Greenway will better connect new development to the greater downtown. It will serve as not only the economic spine of Downtown but also a prominent civic amenity. A greater network of open space will contribute to a strong sense of place. Articulating a new street experience, Paseo of the Arts will become a seamless, accessible, and integrated corridor that will connect people with places.

Figure 01: Existing Condition

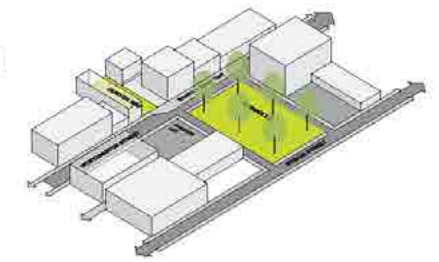


Figure 02: Use Analysis // Vacancy

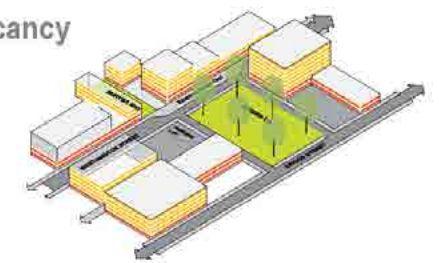


Figure 03: Design Interventions

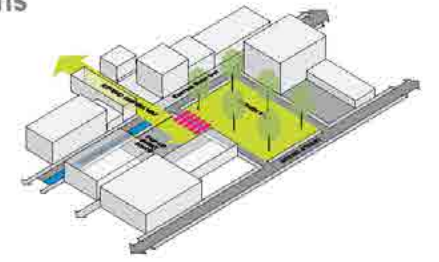
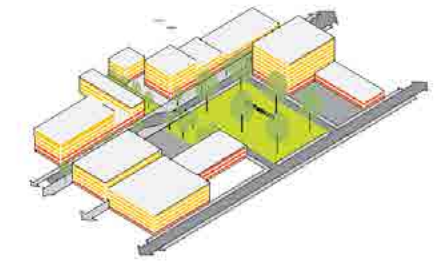
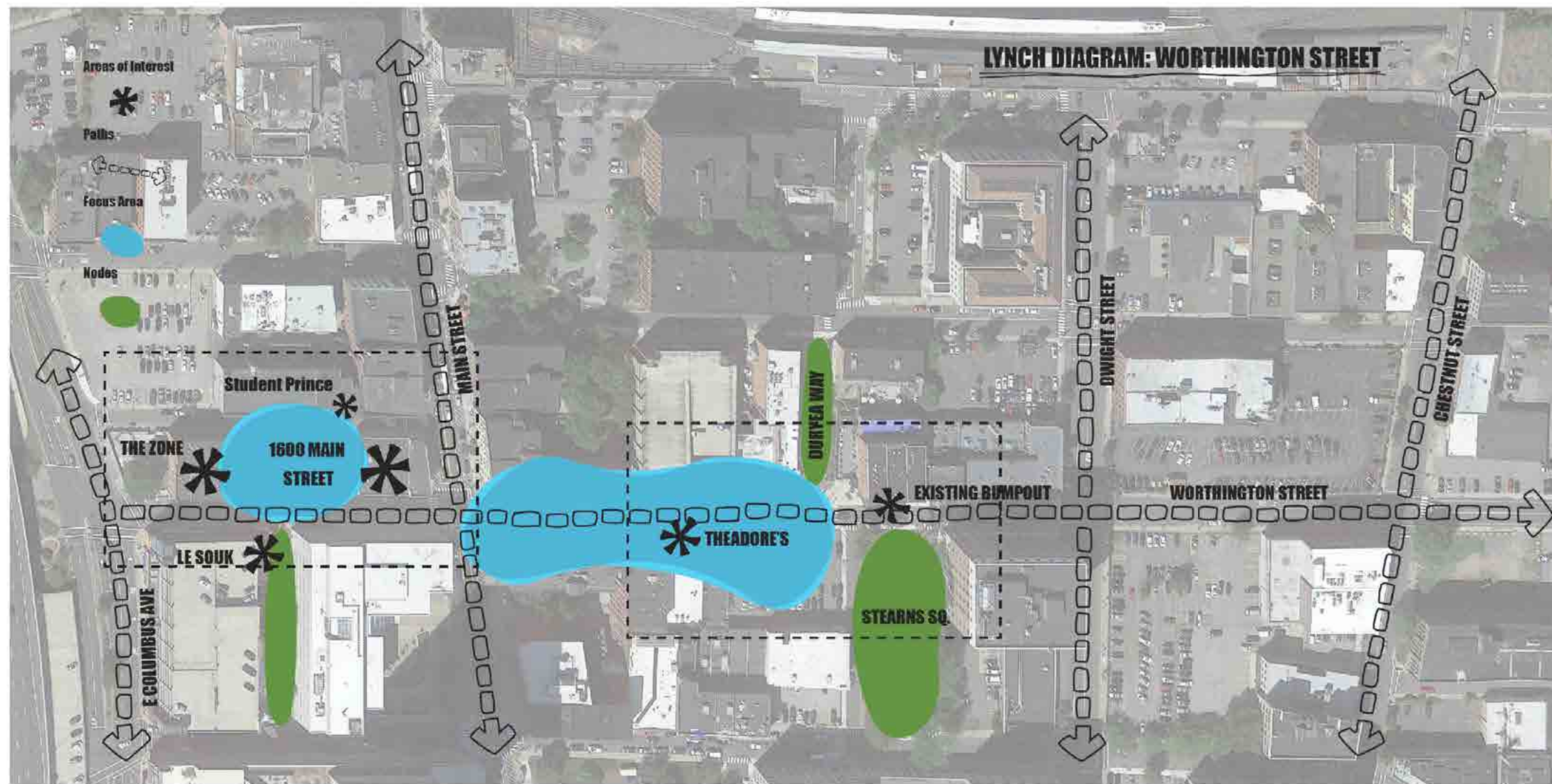


Figure 04: Proposed



CONCEPT DEVELOPMENT



MAPPING THE URBAN FABRIC

By using a technique made famous by urbanist Kevin Lynch, Worthington street can be analyzed at a much more simple scale. Areas of interest, paths, nodes, and focus areas are identified above.

Efforts were targeted to two areas in particular. The restaurant node, which includes Theodore's BBQ shows great potential for immediate intervention. Business owners have been leveraging the existing parking spaces as a temporary means for outdoor dining and the City of Springfield has expressed great interest in creating a better environment for dining. The second area of interest is the building and lot located at 1600 Main Street. This building hosts new restaurant events, and gives the opportunity for entrepreneurs to test their ideas with little to no upfront investment. Its adjacency to several other local businesses makes it a great candidate for design intervention. By focusing effort in these two key areas, a new commercial spine can lead way to the area of current development interest by Willies Overland.

COVID-19 ACCOMMODATIONS



VACANT STOREFRONTS



SOCIAL FACTORS



DESIGN PHASING



EXISTING RESTAURANT NODE

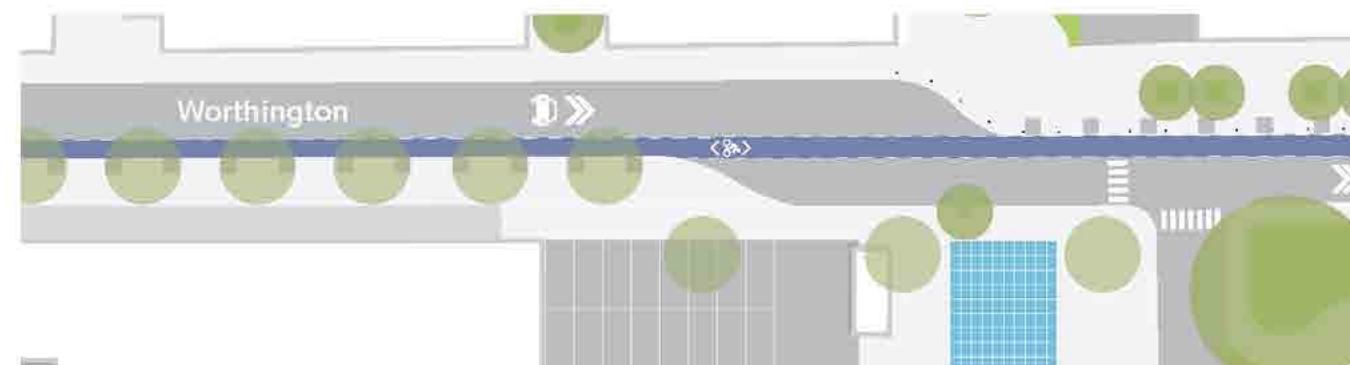
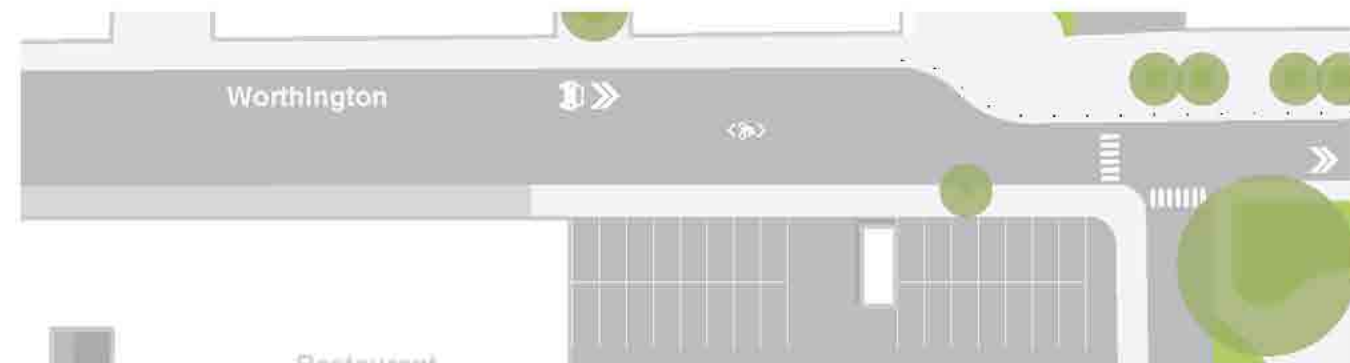
The existing condition of Worthington shows a wide street, small sidewalks, and street parking.

PHASE 1: PALLETS & PAINT

Temporary measures reduce the width of the side street, slowing traffic and increasing usable pedestrian space.

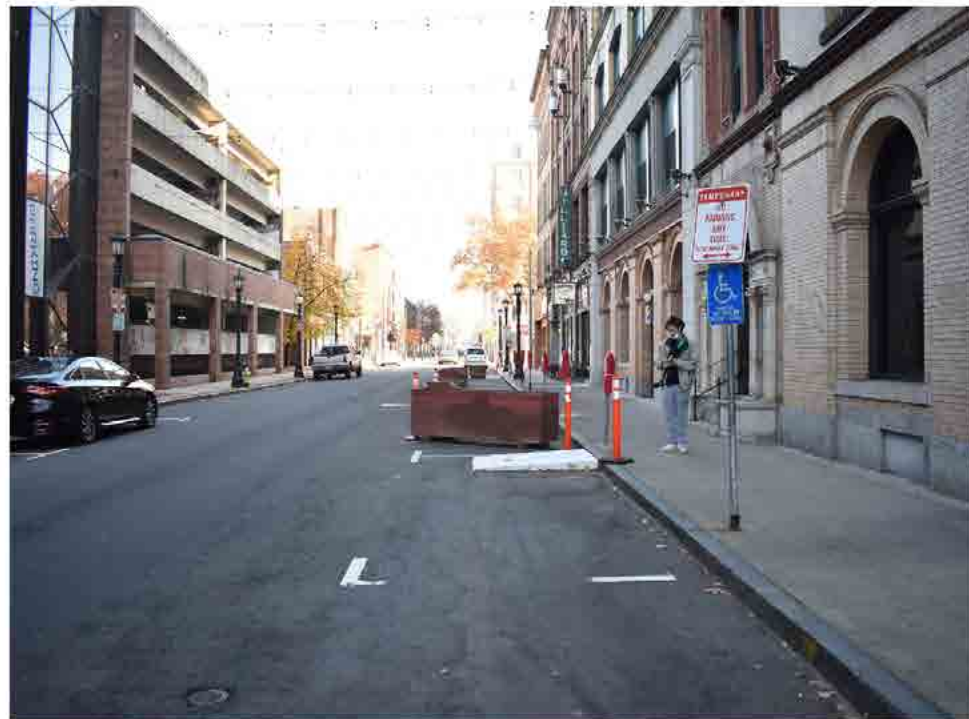
PHASE 2: A NEW STANDARD

Outdoor seating, protected dining, street trees and a dedicated bike lane combine to create a new pedestrian experience throughout Worthington, setting a new standard for side streets in downtown.



DESIGN PHASING

EXISTING



- Wide street
- String lights
- Pop up outdoor dining
- Small sidewalks

PHASE 1: POP UP PASEO



- Paint and pallets extend sidewalk
- Outdoor dining at grade with restaurant
- Pop up outdoor seating
- Dedicated and well marked bike lanes
- Can be implemented immediately with little investment upfront

PHASE 2: PASEO OF THE ARTS



- Extend sidewalk amplifies the pedestrian experience
- Outdoor dining at grade with restaurant
- Outdoor seating protects walk
- Opportunity to intercept rain water with planting

INTERVENTION PROGRAMMING



- Wide vehicular lanes,
- Small sidewalks
- Underutilized parking lot
- Close proximity to Main Street



Bumpouts and string lights improve the pedestrian experience. Removable bollards at the mouth of the street allow for temporary street closings. 1600 Main Street will benefit and foster economic growth on Worthington.

- Wide vehicular lane
- Small sidewalks
- On-street parking, and
- Temporary outdoor dining



The bumpout across Theodore's will be extended all along Worthington Street. A dedicated bike lane fosters safety for bicyclists. Further signage, local art and cultural programming will enliven Worthington Street.

DESIGN NARRATIVE AND EXPERIENCE

Worthington Greenway will establish a new civic node and precedent for Springfield's pedestrian-oriented future. The proposal addresses the city's need for new development as well as preserving open space. Sectioned across phases, the design seeks to transform the immediate surrounding by engaging with it in a creative way. Low-cost initiatives are at the forefront of the project. Designed during and in response to the COVID-19 pandemic, they are targeted to promote development that meets people where they are, ultimately placing community engagement at the center of the project.

The Paseo of the Arts looks to establish a new art district that will bring people and places together through culture and art. By widening the pedestrian landscape, there is greater opportunity for both passive and interactive engagement. In phase 01, plastic pallets will be used to shape spaces, define edges, and extend the footprint of businesses. This is intended to help businesses affected by the pandemic recover lost revenue. The height of the pallets match the existing height of the curbs, therefore creating a seamless platform

that can be used for outdoor activities such as dining, leisure, and play. Ultimately, they provide a more immediate foundation that can be implemented as early as Spring 2021. This allows the city to assess the project in terms of function and community reception before applying more permanent measures through the next phases.

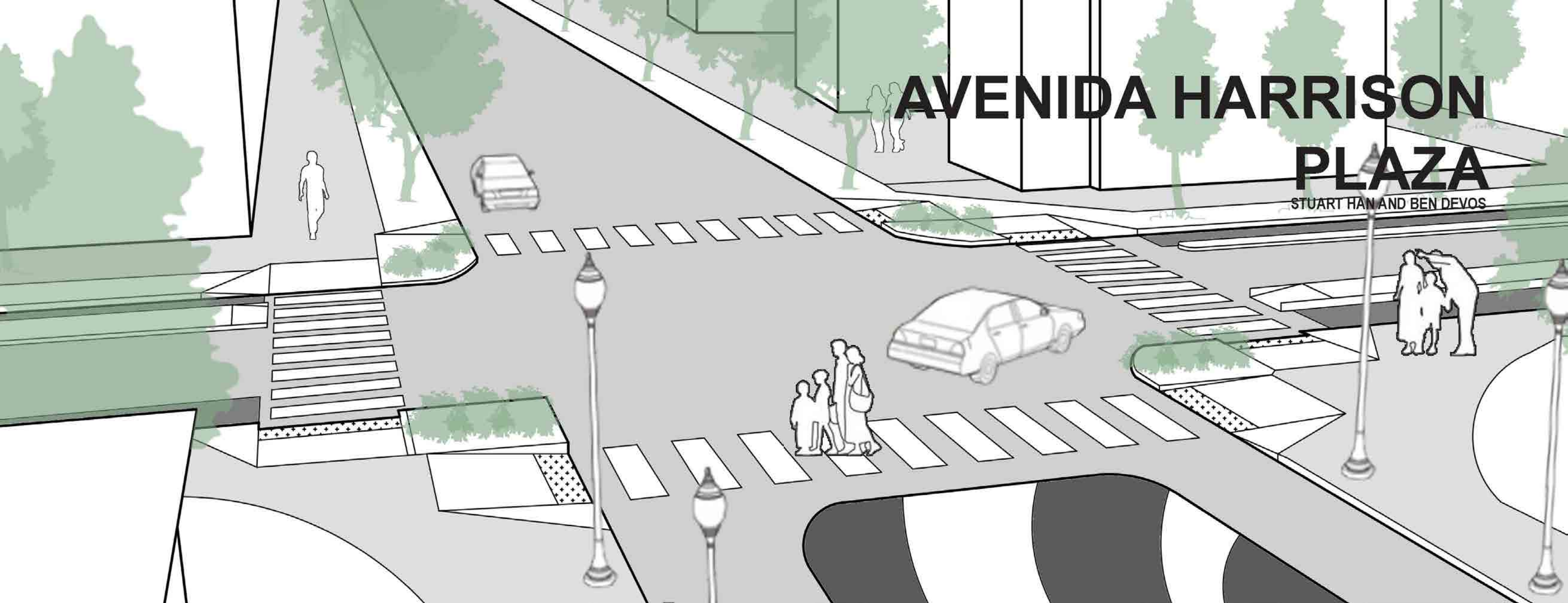
With seasonal and cultural programming, the design proposes a partnership between the city, people, and the arts. The careful redesign of 1600 Main St. will better facilitate the local economy by building upon the idea of incubating local business. This will hopefully fruit more progressive initiatives to fill Springfield's vacant store fronts. Parking lots may be re-purposed to provide open space for events like beer gardens, art hubs, and block parties. By articulating a new street experience and open spaces, Worthington Greenway will become a seamless, accessible, and integrated corridor that will connect people with places. The Paseo of the Arts is intended to encourage tourism and allows for large scale community events. Seen as the commercial spine to downtown Springfield, Worthington Street is vital to the future of the city.



- Extend sidewalk amplifies the pedestrian experience
- Removable bollards allow for larger events to take place at 1600 Main Street
- Lighting and programming brings nightlife to downtown
- A new economic catalyst can be implemented immediately with little financial investment

AVENIDA HARRISON PLAZA

STUART HAN AND BEN DEVOS



GOALS AND OBJECTIVES

The focus area is Harrison Ave and Dwight Street, including the connections to Bruce Landon Way at Mass Mutual. The goal is to transform the way users interact with Springfield's downtown. Focusing on a small-scale streetscape in the heart of an urban center, the dynamic of street use shifted from a heavy flow of cars and foot traffic to a more equitable and pedestrian friendly environment. It starts with the "complete street" implementation on Dwight Street and using the overlooked potential of Harrison Avenue. The transformation into "Avenida Harrison Plaza" engages and connects residents and businesses in the downtown area and creates a new culture with multiple opportunities.



Design Objectives:

- Transform Dwight Street to a two-way "complete" street
- Reroute traffic from Harrison Ave to Bruce Landon Way
- Transform Harrison Ave into Avenida Harrison Plaza
- Proposed new mixed-use building on existing parking lot behind current TD Bank building
- Incorporate imaginative and unifying paving pattern in the spirit of Roberto Burle Marx' Avenida Atlantica
- Create bike lanes and extend sidewalks on Dwight Street
- Plant hardy trees, shrubs, and groundcover
- Add proper lighting and inviting street art
- Create a greenway between Harrison Ave and Bruce Landon Way

PRECEDENTS AND INSPIRATION

The world-famous paving pattern of Avenida Atlantica in Rio de Janeiro provides a unifying and still enticing theme for a promenade in a diverse context.



The street median on Georgia Street, Indiana integrates places to sit and rest with ecological services and multi-modal transportation.

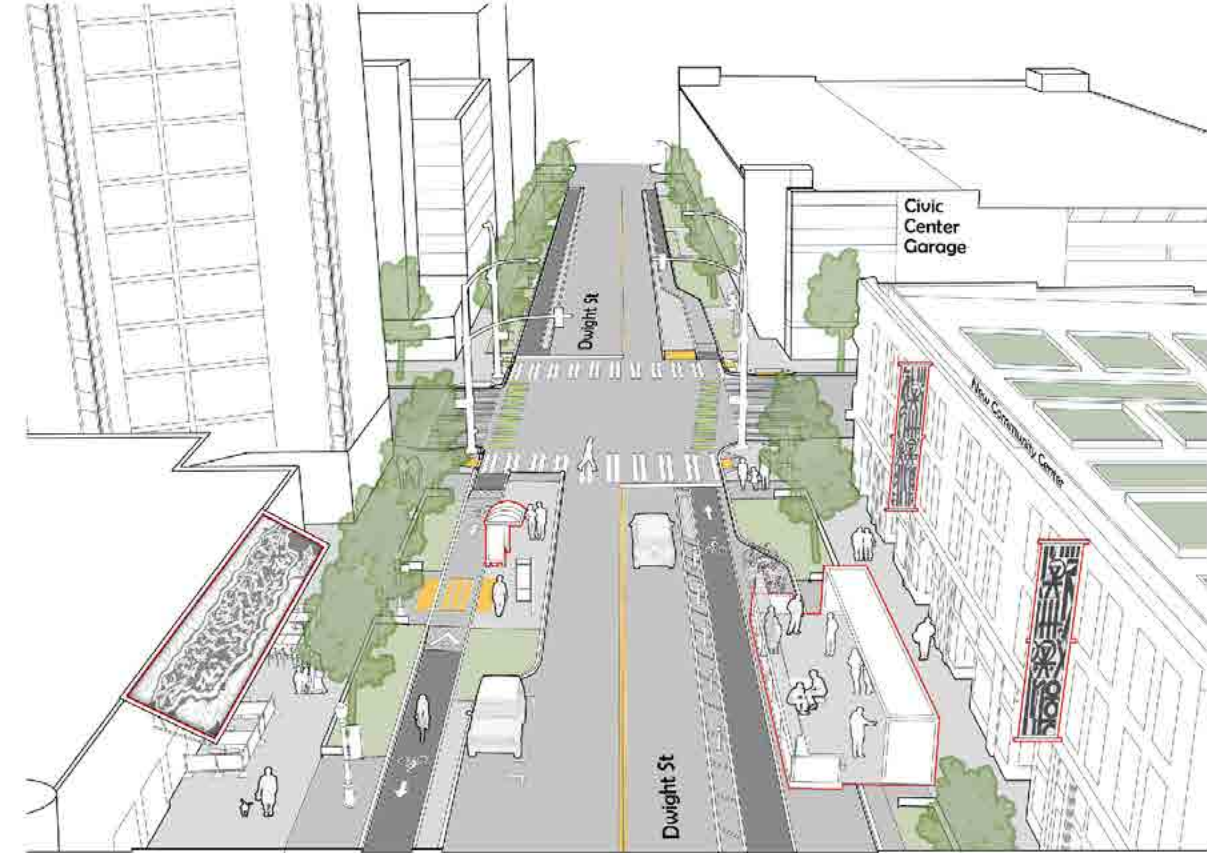


MASTER PLAN



Dwight Street is transformed into a 2-way "complete street" system with extended pedestrian crosswalks and canopy coverage. Infill for a mixed use commercial and residential building defines street edge and reduces existing surface parking. Harrison Avenue is transformed into La Avenida Harrison creating a vibrant neighborhood boulevard from Dwight to Main. The historic block between Market and Main provides new residential units on upper floors that have been vacant.

DWIGHT STREET

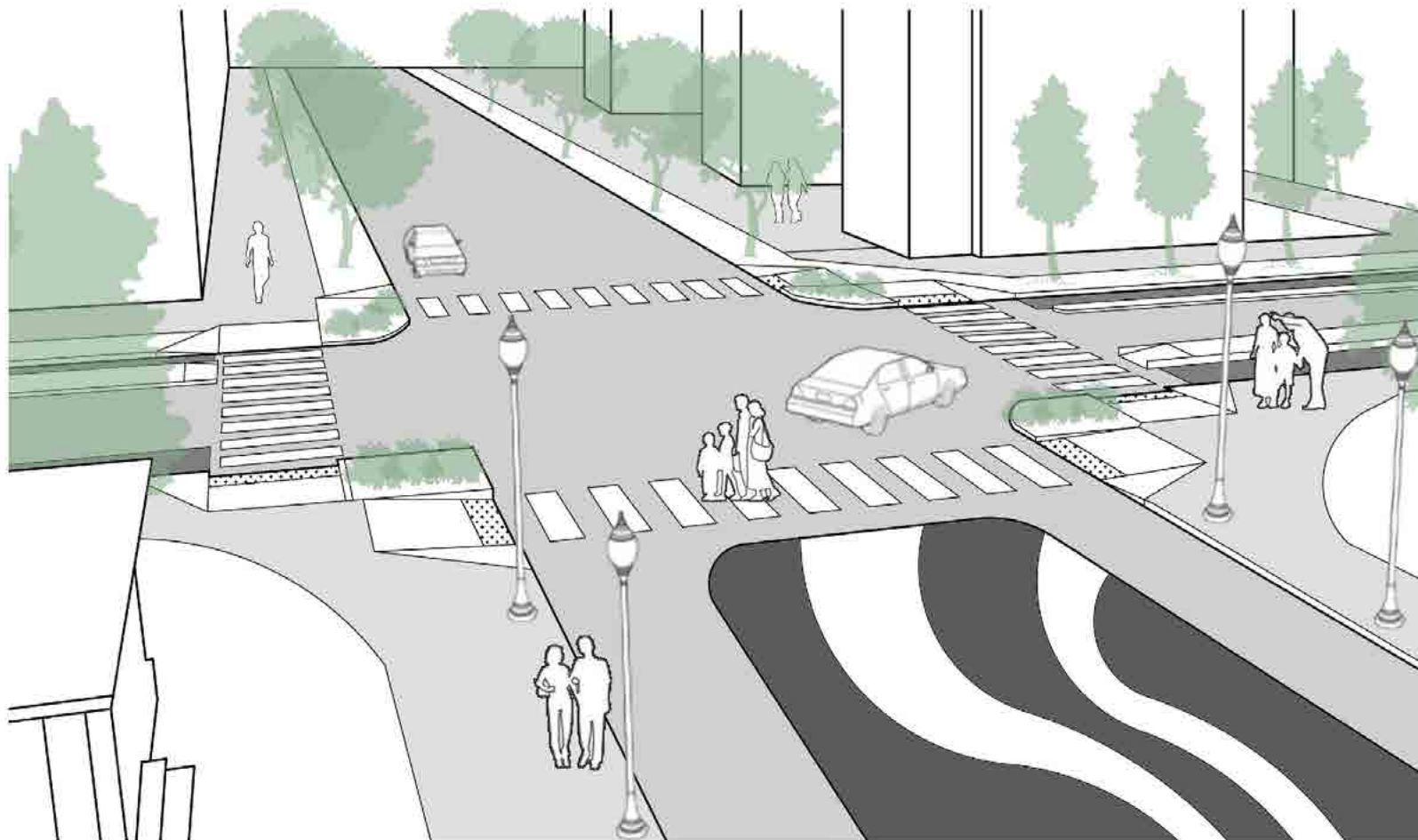


0' - 6'	6' - 8'	8'	8'	3'	8'	11'	11'	3'	5'	8'	8'	6' - 8'	0' - 6'
Frontage zone	Pedestrian clear zone	Landscape/Furniture zone	Bike lane	Buffer	FlexPark zone	Travel/Transit lane	Travel/Transit lane	Buffer	Bike lane	FlexPark zone	Landscape/Furniture zone	Pedestrian clear zone	Frontage zone



Dwight Street is converted into a 2 two way street. The vehicle lanes are narrowed to make room for wider side walks and bike lanes. The proposed community center on the right is a mixed-use building with commercial uses on the first, residential on upper floors and a roof garden on top. The redesigned Dwight Street also includes outdoor decks as hang out spots or places for outdoor eating. Large scale banners are attached to the facades and display art from local artists while creating a new identity for the whole district.

INTERSECTION HARRISON AND DWIGHT



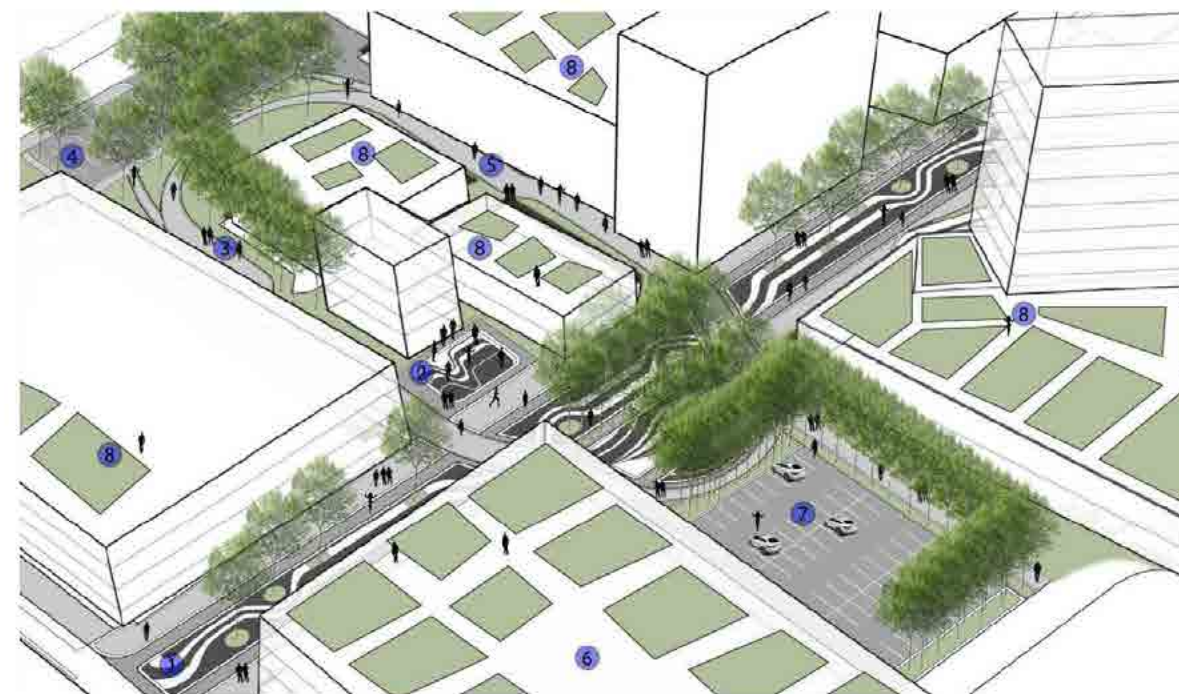
The intersection demonstrates the two-way Dwight Street renovations as well as extended sidewalks and La Avenida Harrison. Outdoor street painting and seating as well as plantings are spread throughout the strip. There are safe crosswalks at the intersections for pedestrians with ramps and edge plantings. The paving is universally designed and implemented.

HARRISON AVE PLAZA



DESIGN AND PROGRAM ELEMENTS

1. Avenida Harrison Plaza
2. New Gathering Space
3. Harrison Greenway Path
4. Parking Lot
5. Market Street
6. New Community Center
7. Parking Lot
8. Industrial Roof Gardens



Avenida Harrison Plaza and Harrison Greenway Path provide a new community hub in downtown. A community center integrates new housing opportunities. All the roof tops are usable to grow food and foster the sense of community. Avenida Harrison Plaza is a location for events, local farmers markets or just an enjoyable place to meet and congregate.

AVENIDA HARRISON



Section facing east between TD Bank and the historic, multi-story building at the corner of Main and Harrison. The corner of Harrison and Main is realigned, curb radii are reduced. This leads to a significant increase of usable outdoor space. In front of the TD bank building. Wherever possible, upper stories are used for residential uses to bring people back to the heart of downtown. First floor uses should activate life on the street level.



New residential uses take advantage of vacant upper stories. The median is expanded and provides a new public space. Seating and dining options on the sidewalk outside restaurants and down the middle of the plaza are offered. Bilingual information boards and signage is provided. Harrison Ave will provide lanes for emergency vehicle access and buses.

HARRISON AVE GREENWAY



Since Market Street is provides mostly hardscaped surface, a greenway is a great change of pace for the community and people who find themselves seeking an alternative route to reach their end destinations or just use the area. Seating and gathering areas serve people ages 8 to 80. The lush canopy provide greenery and shade. The greenway is in close proximity to the new community center, the convention center, and parking garage.

THE UNDERLINE

NAN JIANG AND MING HUANG



GOALS AND OBJECTIVES

The Underline Park will be an new downtown destination in Springfield as an innovative area connecting to the riverfront. In cooperation with low-line and offline communities, we are committed to re-imagining the role of public space in creating connected, healthy and equitable communities in the City. The Underline is a strategy of adaptive reuse of the existing parking deck under the I-91 highway bridge located between West and East Columbus Ave. It takes advantage of the existing structural framework of the deck and creates a playful mosaic through taking out portions of the concrete roof to reconnect to the sky. Other areas become planters and become a series of small gardens. People stroll through the garden, admire the graffiti art works of urban artists, taste local delicacies, keep in touch with friends and neighbors, or enjoy the view of the riverfront. The reused parking deck allows spectacular views on the Connecticut River.

PROGRAM

COMFORT AREA

Design a diversity of new parks and spaces to eat play and relax outside

NEW FLOODPLAN

Apply strategies that limit impervious surfaces/stormwater

POP EVENT SPACE

Include local residents and under-represented youth and teens in design

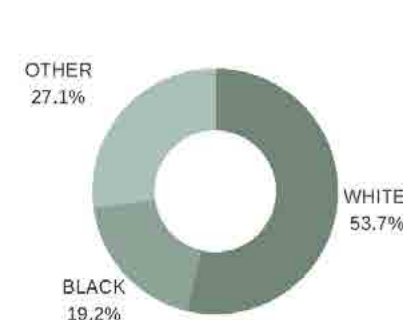
DOWNTOWN STREET ART

Provide places that welcome people of color and traditionally underrepresented communities

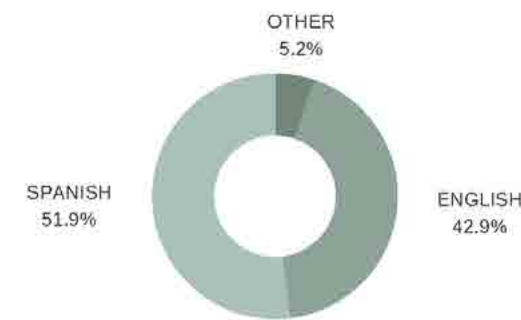
SHIPPING CONTAINER SHOP

Develop opportunities for small entrepreneurs to create a more equitable economy

DEMOGRAPHICS



BY POPULATION
RACE



BY LANGUAGE
SPOKEN



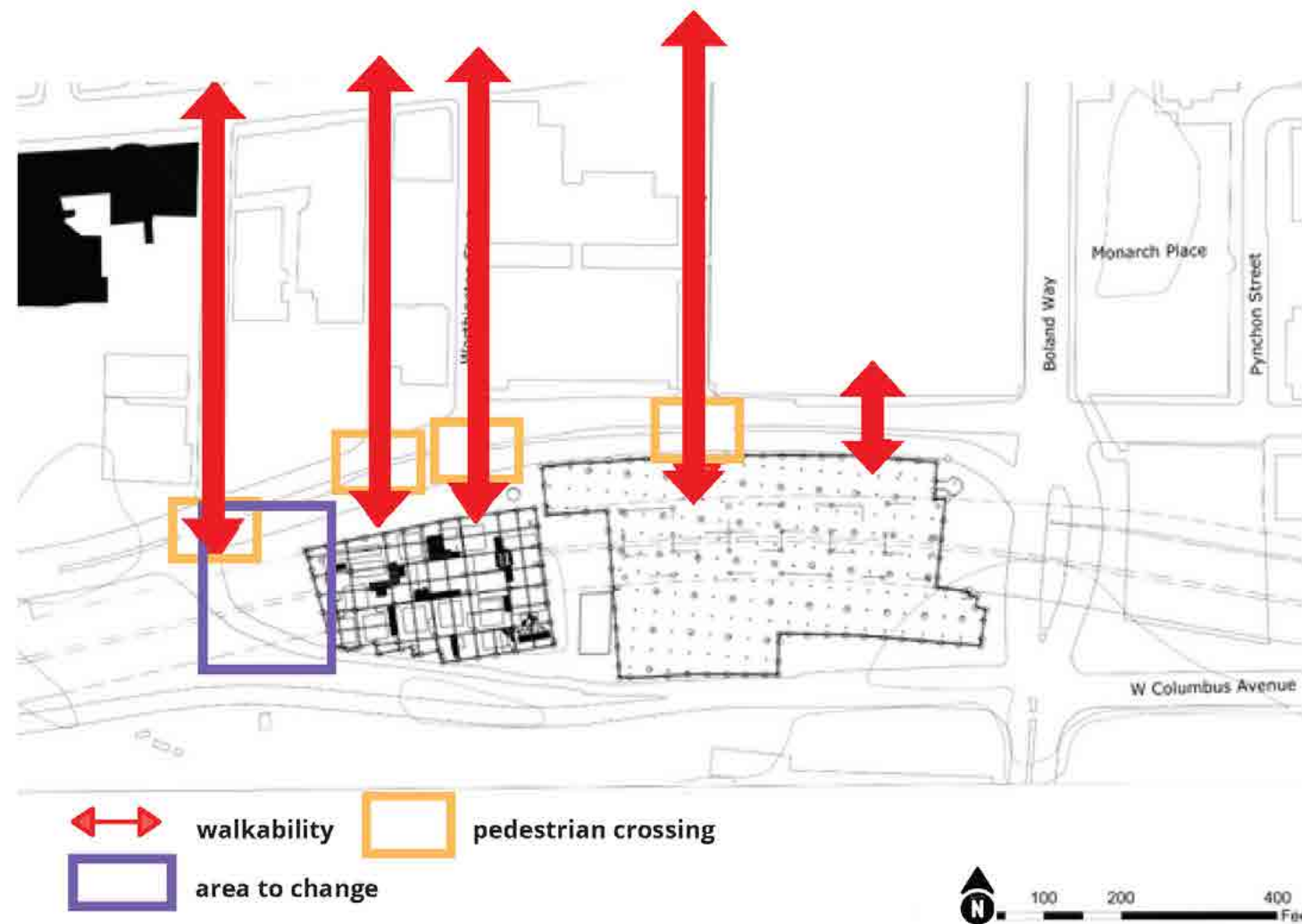
BY AVERAGE
INCOME

OPPORTUNITY

- Directly provide visitors an attraction& provide residents + community member's cultural expression (Design using art, space for events, atmosphere)
- For small local businesses to flourish
- Encourage participation for a low-income community
- Include spaces that offer healthy community living, education, and entertainment resources
- Design educational spaces
- Include multilingual signage

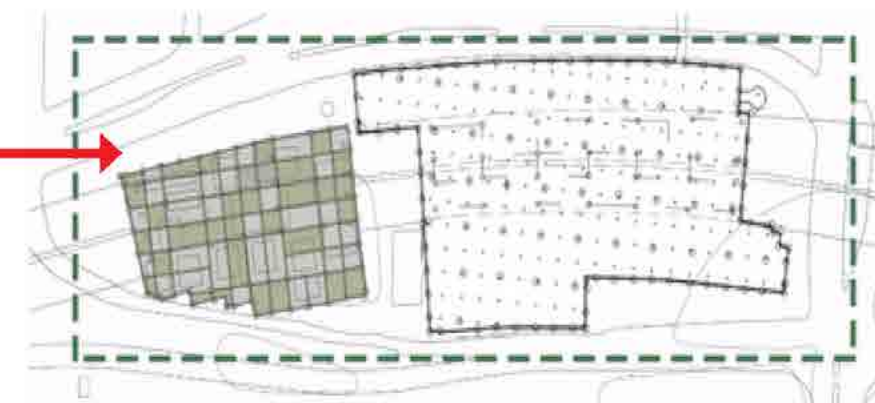
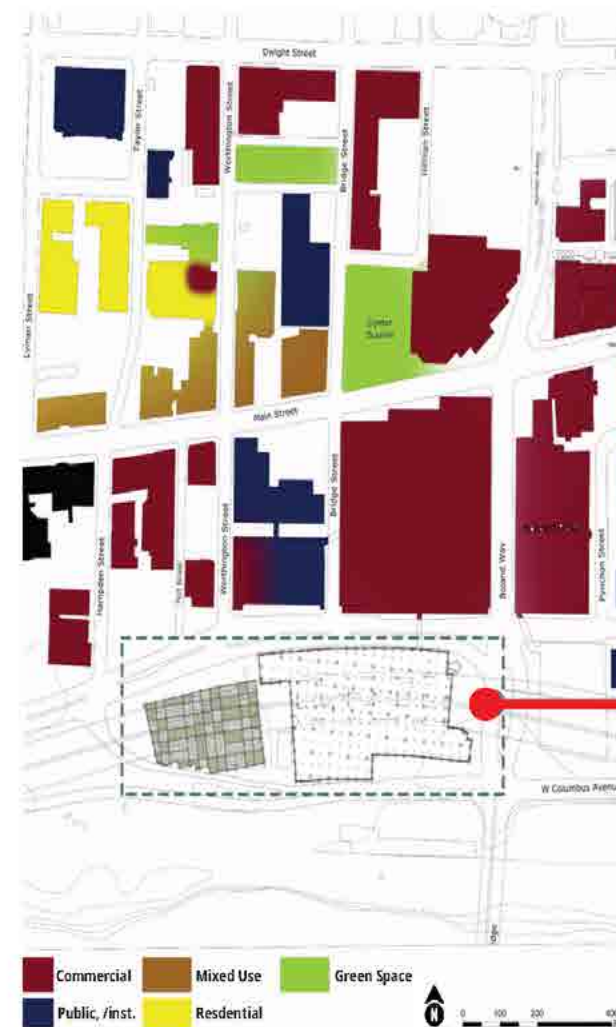
SITE ANALYSIS

PEDESTRIAN CONNECTIVITY



LAND USE ANALYSIS

- Commercial and public institutional land uses in the context of the underutilized parking structure
- People are predominantly employees
- The new space underneath I-91 will introduce flexible new spaces that engage in arts, culture, local cuisine and open green space

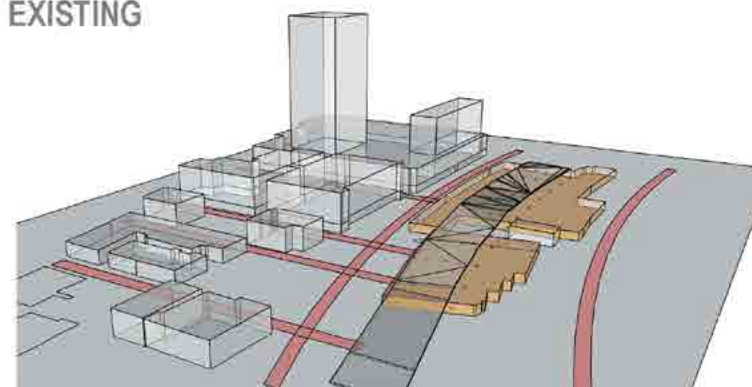


MASTER PLAN

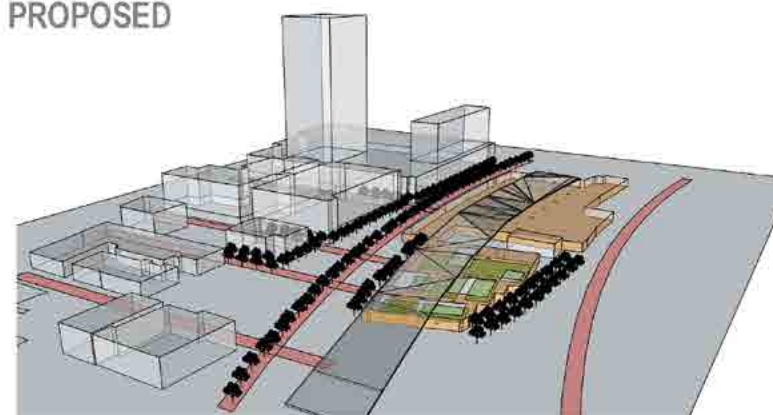


PHASING

EXISTING

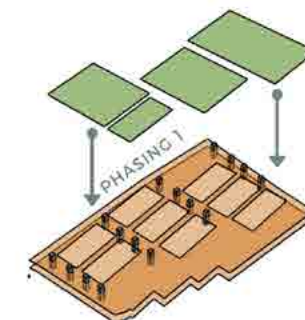


PROPOSED



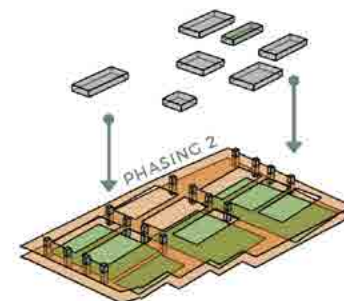
PHASE 1:

- Remove parking lot, leaving the structure
- Street trees
- Green space
- Benches and lighting



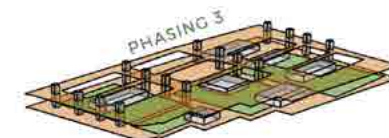
PHASE 2:

- Shipping containers
- Restaurants
- Shopping
- Art studios



PHASE 3:

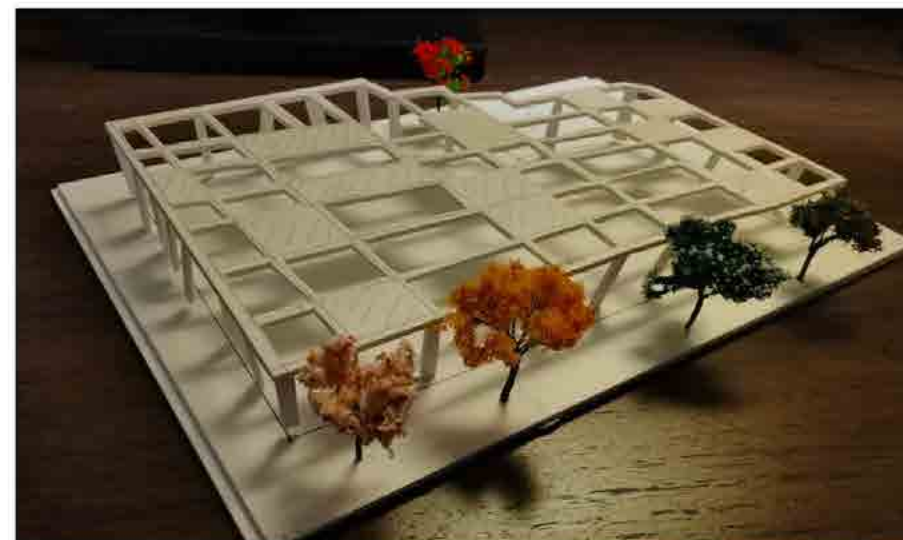
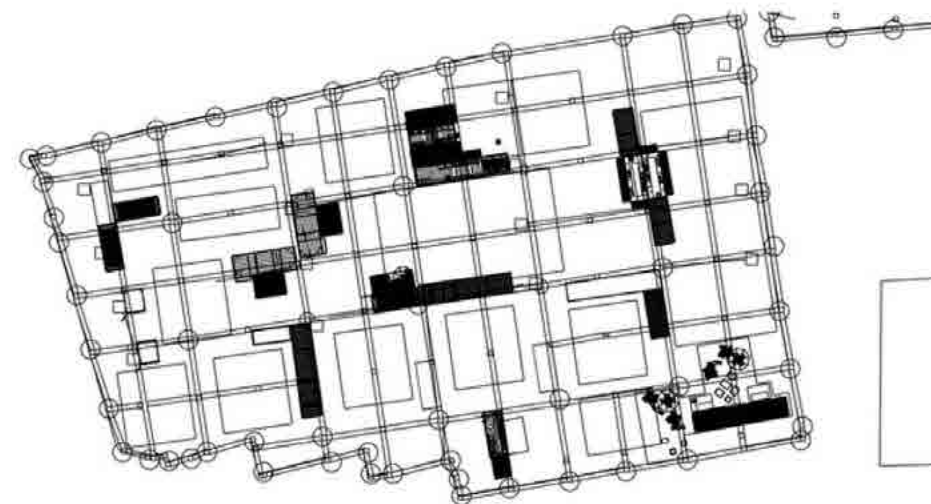
- Ceiling garden
- Viewing deck



PANORAMA VIEW AND SECTION



DETAIL PLAN AND MODEL



PERSPECTIVES



VIEW FROM EAST COLUMBUS AVE



SKATE PARK



PERSPECTIVES



CONTAINER SHOP



CEILING GARDEN AND VIEWING DECK



THE SPRINGFIELD GATEWAY

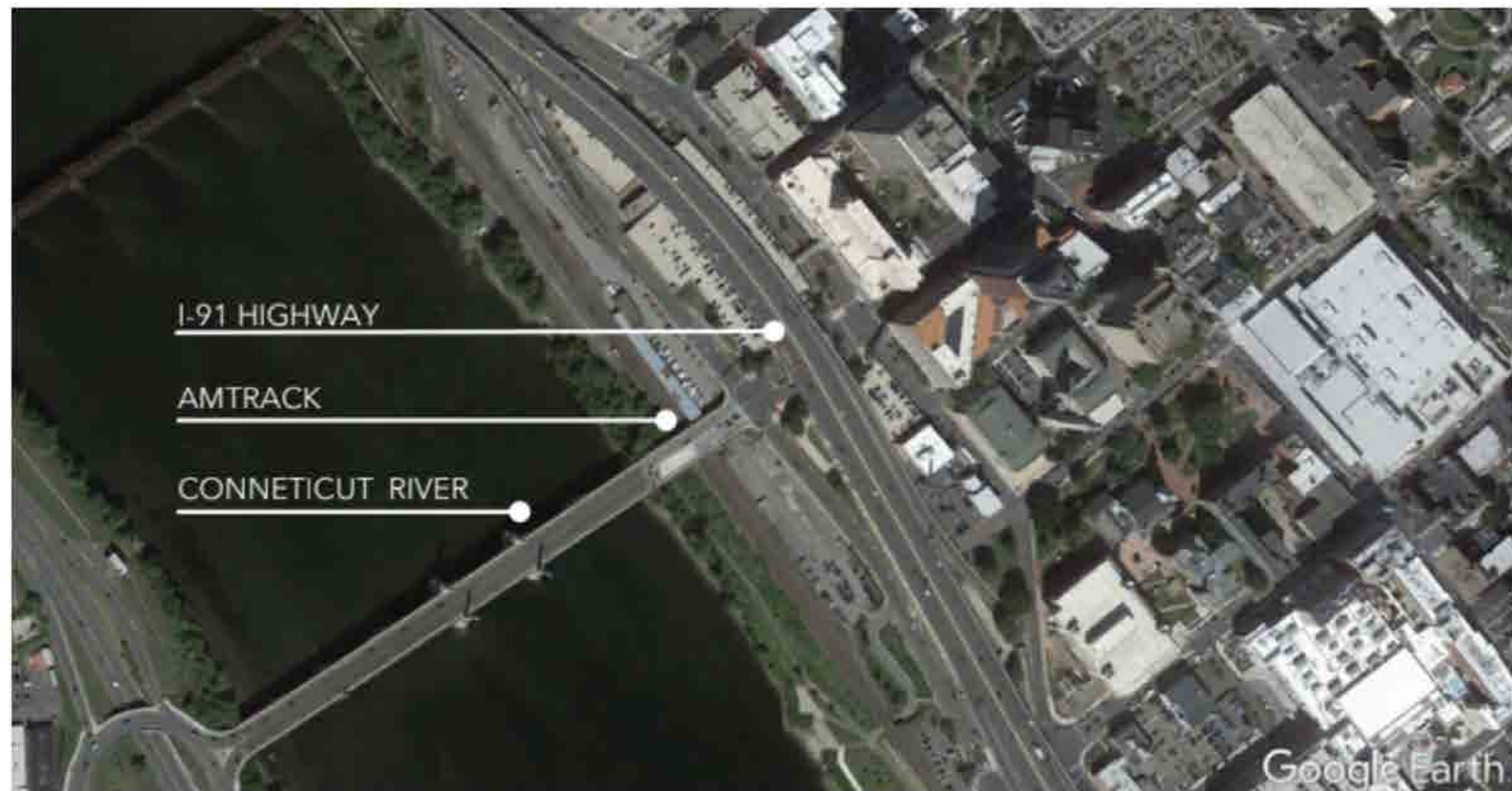
MAKENNA PALZKILL AND HANNAH WELSH



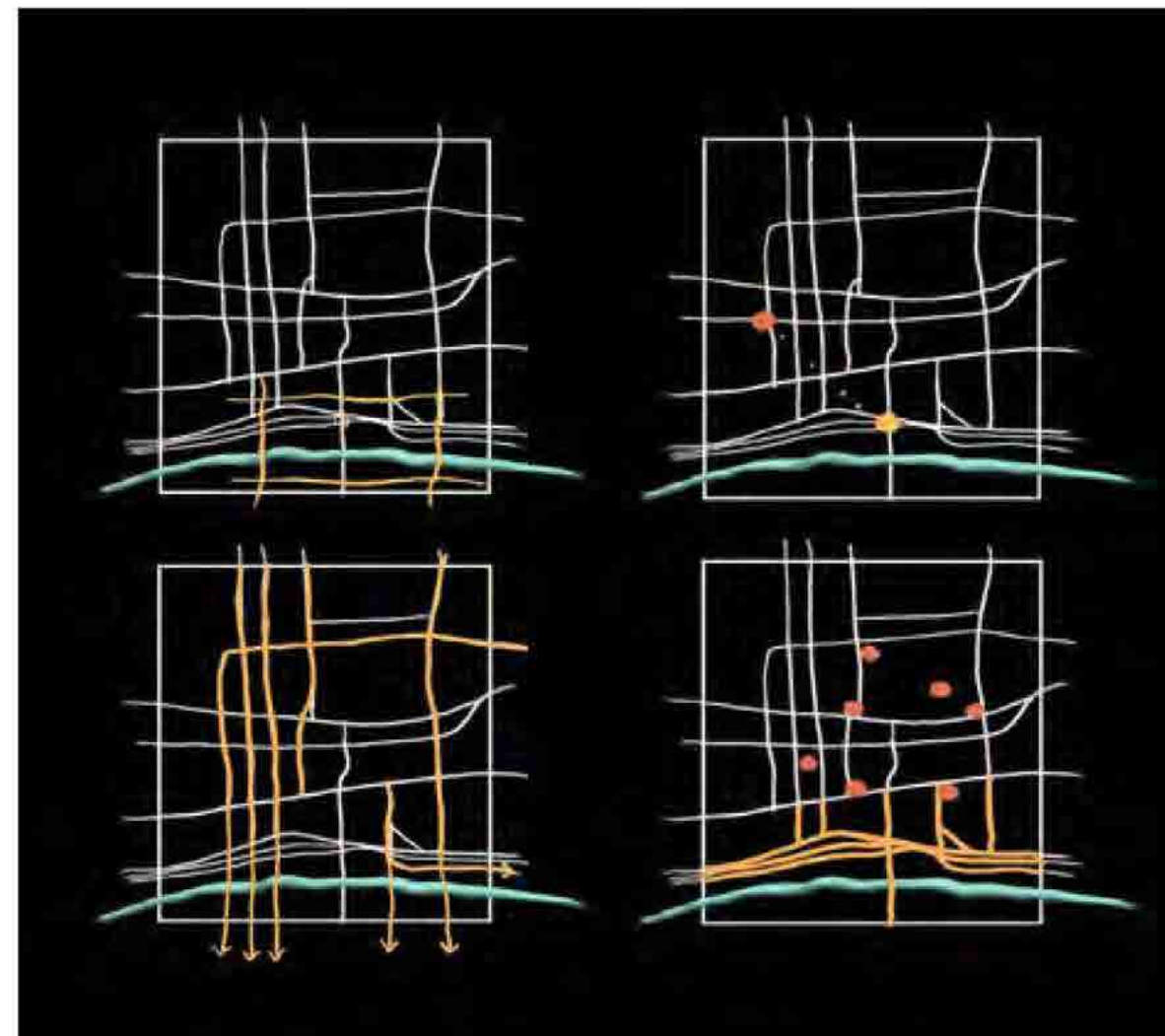
GOALS AND ANALYSIS

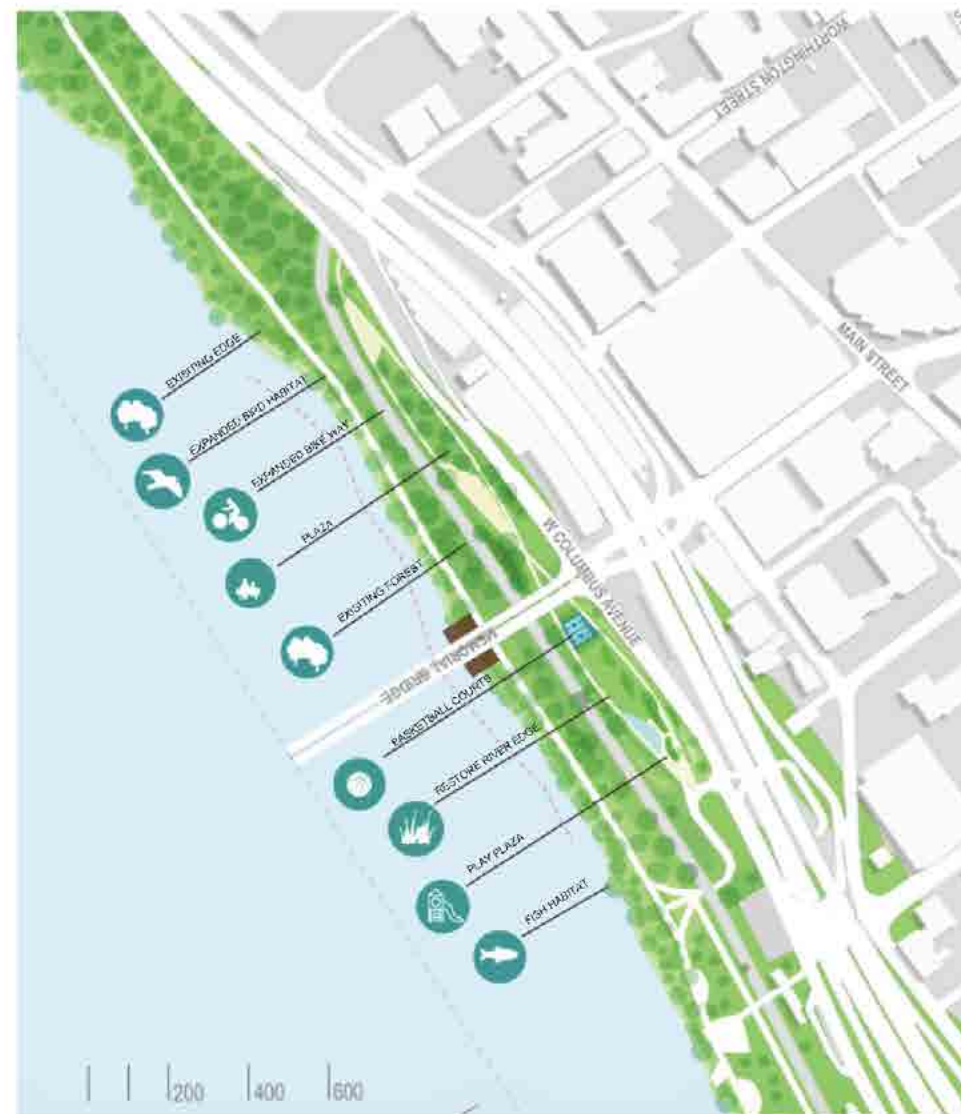
The Gateway will work to rediscover the riverfront returning this natural wonder to Springfield. By furthering existing infrastructure, and creating new destinations where visitors can embrace the river while honoring the cities industrial roots. We will work to transform the currently inaccessible and underutilized riverfront into a programmed destination that attracts individuals for leisure and recreation.

Rivers, railroads, and highways were the assets that made Springfield what it is today. Its central location now offers the potential for development of high technology communications leading to new growth in the twenty-first century.



URBAN SYSTEMS:

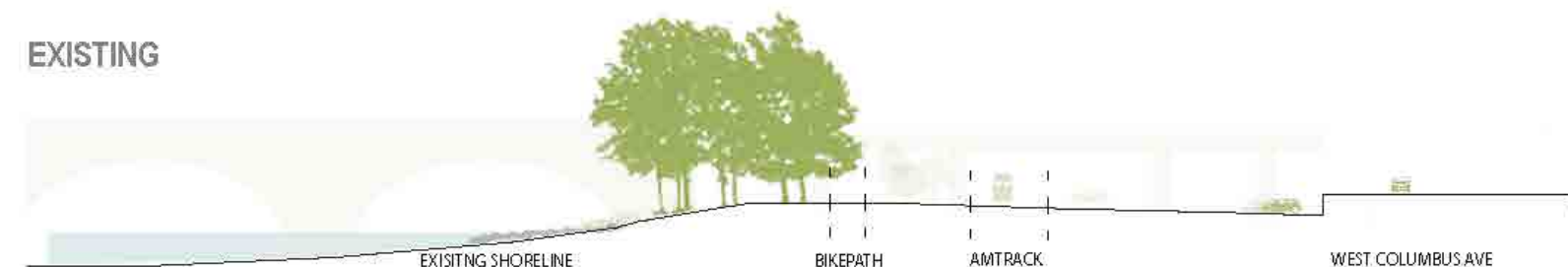




DESIGN AND PROGRAM ELEMENTS

- Expand terrestrial and aquatic habitat
- Play plaza and basketball court
- Education center and deck
- Expand existing River Walk and Bikepath and Riverfront Park
- Stormwater management
- Street art spaces
- Storm water management

EXISTING



PROPOSED



ENTRANCE PLAZA

The Entrance Plaza creates a safer feeling entrance to the Riverfront Park, with inviting landscape planting, art installation, and lighting. It is proposed to create a light display on the industrial power plant across the river celebrating Springfield's industrial past.



ENTRANCE PLAZA

GOALS

- Community Revitalization
- Create a Safer Space
- Promotes Arts and Cultural Programs
- Economic Development
- Promotes Public Health
- Tourism



PLAY PLAZA



The Play Plaza will allow playing for all ages such as the play mounds for children or the basketball courts for young adults.



HABITAT RESTORATION



Restore native river shoreline through cleanup, native planting scheme, water filtration, and restoration efforts. Cleaning the river will allow for more accessible clean air and nature for Springfield residents and visitors. The riverfront is regraded to account for rising flood levels along the Connecticut River.



EDUCATION DECK



In order to increase environmental literacy among Springfield youth it is proposed to build an environmental education deck along the river front including the covered spaces underneath Memorial Bridge.

