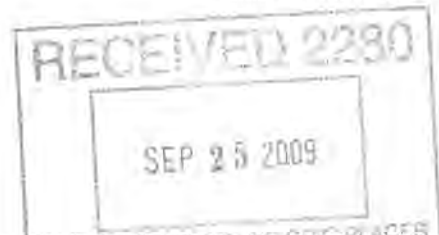


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name THE CALHOUN APARTMENTS

other names/site number _____

2. Location

street & number 1391-1399 DWIGHT ST. & 85 JEFFERSON AVE. not for publication _____

city or town SPRINGFIELD vicinity N/A

state MASSACHUSETTS Code MA county HAMPDEN code 013 zip code 01107

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination
☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of
Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property
☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant
☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Brona Simon

9/18/09

Signature of certifying official/Title

Brona Simon

Date

Massachusetts Historical Commission, State Historic Preservation Officer

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional Comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- ☒ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the
National Register
☐ See continuation sheet.
☐ determined not eligible for the
National Register
☐ removed from the
National Register
☐ other (explain): _____

Signature of the Keeper

Edson H. Beall

Date of Action

11-5-09

CALHOUN APARTMENTS

Name of Property

HAMPDEN COUNTY, MA

County and State

5. Classification**Ownership of Property**

(Check as many boxes as apply)

(Check only one box)

☒ private
☐ public-local
☐ public-State
☐ public-Federal

☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	building
0	0	sites
0	1	structures
0	0	objects
1	1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

NONE

6. Function or Use**Historic Functions**

(Enter categories from instructions)

DOMESTIC: Multiple dwelling
Commerce/trade: Specialty store

Current Functions

(Enter categories from instructions)

DOMESTIC: Multiple dwelling
COMMERCE/TRADE: Laundromat

7. Description**Architectural Classification**

(Enter categories from instructions)

EARLY 20TH CENTURY REVIVAL: Classical Revival

Materials

(Enter categories from instructions)

foundation Stone: Sandstone
walls Brick

roof Synthetics: Rubber
other Sandstone trim; metal cornice

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

(Please refer to continuation sheets)

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Continuation Sheet

Calhoun Apartments
Springfield (Hampden), MA

Section number 7 Page 1

SECTION 7: DESCRIPTION

The Calhoun Apartments in Springfield, MA, is a Classical Revival multi family brick apartment block with first-floor retail space built in 1914 by Home Realty Trust and designed by Springfield architect James D. Long. This bow-front tenement is typical of the multi family structures that dominated new residential construction in Springfield's urban neighborhoods during the early 20th century. Located on the corner of Jefferson Avenue and Dwight Street in Springfield's North End, the Calhoun stands out in a block of late 19th-century wood-frame houses. Although most of its original interior features were gutted in an earlier renovation and the long-vacant building had suffered from neglect and deterioration, the Calhoun's exterior has retained its historic appearance. The building has recently been completely rehabilitated as low-income apartments.

Dwight and Chestnut Streets are parallel north-south streets linking the North End of Springfield with the downtown area to the south. The general neighborhood is characterized by late Victorian and early 20th-century houses, interspersed with four-story brick apartment blocks. Buildings are closely spaced on small lots. Many of the houses have been converted to multi family use and updated with vinyl or aluminum siding. Intermixed with the earlier housing stock are a number of late 20th-century duplexes and modular ranch-style houses which replaced buildings destroyed by fire or demolished in the course of a series of urban renewal projects.

The Calhoun Apartments block is a four-story, L-shaped, yellow-brick tenement building at the southeast corner of Dwight Street and Jefferson Avenue, diagonally south of Calhoun Park. The exposed brownstone ashlar foundation is set near the front property line on both street elevations. The building has a shallow setback on Jefferson Avenue (north elevation) with short sections of aluminum fencing defining the entrances. The Dwight Street side (west elevation) has no setback and no landscaping. The rear section of the lot is a small fenced courtyard that provides common access to the rear porches and staircases.

Built in 1914 by Home Realty Trust, a real estate and development firm owned by the Alpert family, the Calhoun was designed by Springfield architect and engineer James D. Long. The building exhibits the regularity of the Classical Revival style with alternating rounded bays on the primary elevations (two bays on the north elevation along Jefferson Avenue, one at the northwest corner, and three bays along the west elevation on Dwight Street). Its simple ornamentation includes a bow front façade and bracketed and denticulated metal cornice. The flat roof is not visible from the street. (Photo 2)

The principal facades have yellow brick walls with rough-cut brownstone trim at window and door lintels and sills. Brownstone trim serves to delineate the various levels of the building, dividing it into three sections. The ashlar brownstone foundation extends to the sill level of the first-story windows. Between the first and second floors, a molded brownstone beltcourse contrasts with the yellow brick walls. Another beltcourse and two rows of corbelled brickwork at the sill level of the fourth floor separate the upper portion of the building from the lower. (Photo 3)

(continued)

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**Calhoun Apartments
Springfield (Hampden), MA**

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The fenestration is consistent on both street elevations, with paired and single double-hung windows (1/1 configuration) forming five bays on the north elevation and six bays on the west elevation. The end walls and rear elevation are common red brick, supporting a system of wooden porches that serve all units.

A recessed commercial entrance at the northwest corner with a broad metal cornice defines a former commercial space now outfitted as a self-service laundry for tenants. (Photo 1) A second commercial entrance on the west elevation was infilled with cast-concrete masonry in 1985. It has since been reconfigured with a brownstone base and windows above to echo the adjacent areas, but retains the heavy rectangular sandstone lintel.

The two primary residential entrances face Dwight Street and Jefferson Avenue. A pedimented brownstone surround encloses the glass and aluminum entrances, which lead to a shallow vestibule and a common interior stair. Both pedimented entrances have the Calhoun's name carved into the lintel. Over the Dwight Street entrance, at the fourth-floor level, is a decorative panel of raised yellow and red brick with a central diamond motif.

On the interior, the building is now arranged with four apartments on each floor (two at each staircase) and mechanical equipment in the unfinished basement. The residential units have all been rehabilitated with resurfaced walls and ceilings, new flooring underlayment and carpeting, as well as new kitchens and bathrooms. Historic wood trim survives in the common stairways and on the entry surrounds of some unit doorways. (Photo 5)

The form of the Calhoun has not changed substantially since 1914, but it was heavily damaged by water penetration, pigeons, and vandalism during the years it was vacant. The new fixtures and finishes that were installed in the 1985 rehabilitation were also heavily vandalized and deteriorated, and have been completely replaced.

The recent rehabilitation (2007) restores the exterior appearance of the Calhoun by repairing deteriorated masonry and roofing and installing appropriate window sash in all openings. The commercial storefront and the two residential entrances are restored to preserve the historic configuration. The deteriorated rear porches have been replaced in a similar configuration. (Photo 4)

On the interior, the rehabilitation includes a community laundry room in the corner storefront location and a handicapped accessible unit in the former Dwight Street storefront location. Some minor reconfiguration of interior space was required in order to provide closets and storage areas in the units. The basement level accommodates new mechanical systems and additional storage.

Archaeological Description

While no pre-Contact period sites are known on the Calhoun Apartments property or in the general area (within one mile), sites may be present. Environmental characteristics of the property represent some

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Continuation Sheet

Calhoun Apartments
Springfield (Hampden), MA

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locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of pre-Contact Native sites. The apartments are located on level to moderately sloping topography; however, the nearest wetlands are currently located well over 1,000 feet away and soil characteristics are impossible to determine. The Connecticut River lies more than a half mile southwest of the apartments. Central Pond (exact location unknown) was originally located in Calhoun Park but was filled in the 1920s as part of a plan to renovate the park. Soils in the area are classified as urban land or an area that has been so altered or obscured by urban works and structures that identification of soil types and their characteristics is impossible. Buildings, industrial areas, paved parking lots, sidewalks, roads, and railroad yards cover most of the surface. Given the above information, the size of the nominated property (less than one acre), and construction of the Calhoun Apartments building, which has a basement and covers nearly the entire lot, a low potential exists for locating significant pre-Contact period archaeological resources on the property. Any potential pre-Contact Native American resources that might have been present on the property were destroyed by construction of the Calhoun Apartments and the paved courtyard behind the apartments.

A low potential also exists for locating historic archaeological resources on the Calhoun Apartments property. Aside from its use as farmland, no historic structures, objects, or activities have been identified on the nominated property prior to construction of the Calhoun Apartments in 1914. Scarcity of open space around the apartments also limited the potential activities of tenants on the property. Any evidence of historic activities on the parcel was destroyed by construction of the Calhoun Apartments and the rear paved courtyard.

(end)

CALHOUN APARTMENTS

Name of Property

HAMPDEN COUNTY, MA

County and State

8. Statement of Significance**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant & distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):**HPCA # 17186**

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURESOCIAL HISTORYCOMMUNITY PLANNING & DEVELOPMENT**Period of Significance**1914-1959**Significant Dates**1914 (original construction)**Significant Person**

(Complete if Criterion B is marked above)

N/A**Cultural Affiliation**N/A**Architect/Builder**LONG, James D. (b. 1890), ArchitectHOME REALTY TRUST, General contractor**Primary location of additional data:**

- ☒ Massachusetts Historical Commission/SHPO
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government: Springfield Bldg. Dept.
- ☐ University
- ☒ Other

Name of repository: Connecticut Valley Historical Museum (Springfield, MA).

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**Calhoun Apartments
Springfield (Hampden), MA**

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HISTORICAL SIGNIFICANCE

The Calhoun Apartments block in Springfield, MA, is a four-story masonry apartment building that retains integrity of location, design, materials, setting, workmanship, feeling, and association. It meets National Register Criterion A at the local level as a representative example of the modern multifamily housing that was erected in Springfield's streetcar neighborhoods in the early 20th century. It also meets National Register Criterion C at the local level as a well-preserved example of the work of James D. Long, a local architect and engineer.

The Calhoun is a Classical Revival-style, multi family residential structure built in 1914. The Calhoun meets National Register Criterion A for its association with events that have made a significant contribution to the broad patterns of Springfield history. As Springfield's central business district grew and prospered in the late 19th century, residential development radiated out from the city's core. Improved roadways and streetcar service made the North End a more accessible and desirable place to live, as single-family farmsteads and estates gave way to newly subdivided streets lined with two- and three-family wood-frame homes and masonry apartment blocks.

The Calhoun was one of a number of bowfront, four-story, brick tenements that provided housing for clerical and industrial workers employed by downtown businesses. The Calhoun's owners and tenants reflect Springfield's ethnic heritage, with first- and second-generation immigrants occupying the apartments throughout its history.

The building's owners encompassed several immigrant groups, from Russian Jews to French-Canadians, to Italians, to Portuguese. The city's Jewish and Hispanic communities had the closest historical ties to the building. Built by a family of Russian Jewish immigrants and designed by a second-generation Irishman, for the first forty years of its existence the Calhoun provided income to a succession of members of Springfield's Jewish community. The Calhoun has links with significant persons and developments in Springfield's immigrant communities, particularly the city's Jewish and Hispanic communities, and so holds important associations with the city's 20th century growth.

In addition, the Calhoun meets Criterion C as a distinctive example of the work of a local architect (James D. Long) and local builders (Alpert family). The Alperets, a family of Russian Jewish contractors, constructed the building using designs by local architect James D. Long. The Calhoun is an example of the type of multi family residence that dominated Springfield's housing market through the early 20th century in response to both market demands and building safety concerns. It is the first of Long's buildings to be nominated to the National Register.

Colonial & Federal Periods (1636 – 1840)

In 1636, William Pynchon (1590-1662) led a group of English emigrants west from Roxbury, Massachusetts, to the Connecticut River Valley to exploit the area's potential for fur trading and to

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Calhoun Apartments
Springfield (Hampden), MA

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prevent Dutch settlement in the region. Settlement concentrated along what became Springfield's Main Street, which runs north-south and parallel to the river, with most early development occurring along the west side of the street, closer to the river. Springfield's strategic location on the Connecticut River midway between Boston and Albany was key to its later success as a center of trade and industry.

During the Revolutionary War, Colonel Henry Knox selected Springfield as "the best place in all the four New England States for a laboratory, cannon foundry, etc." (cited in Rettig and Shedd, 1974). A militia training field site was chosen, on a broad plain overlooking the town, and construction of the Springfield Arsenal [NHL] began in 1778 with a magazine, barracks, and ordnance laboratories. In 1794, the Springfield Arsenal became a National Armory by an act of Congress.

As in many communities, less desirable institutional development in Springfield was pushed to the edge of the village. In 1802, the town's Poor House Farm was sited between North Main Street and North Street, to the north side of the future Jefferson Avenue and near the present location of Calhoun Park.

Springfield's population grew steadily from 1,574 in 1790, just a few years before the Armory's establishment, to 2,312 in 1800, to 2,767 in 1810 – an increase of nearly 75% over twenty years. Springfield's growing significance as a commercial center was formally recognized in 1812, when Springfield became the shire town of the newly formed Hampden County.

By 1820, Springfield had become a thriving manufacturing community with a population of 3,914. According to the census, about 58% of the population was engaged in industrial work, whether at the Armory or in home-based industries. Armory workers brought religious and ethnic diversity, as newcomers arrived to work in the new factory. New residents in the predominately Congregationalist community included Baptists, Methodists, Universalists, and Roman Catholics.

Downtown development progressed rapidly during the early 19th century. The North End, however, was still a large expanse of rural land and scattered farms. The present Jefferson Avenue was originally a short jog where North Street curved east to meet Springfield Street (which later became a northern extension of Chestnut Street) before the road headed northeast into Cabotville (Chicopee Center).

Early Industrial Period (1840 – 1870)

By the 1840s and 1850s, Springfield's location along the Connecticut River midway between Boston and Albany made it a crossroads community for New England. Railroads came to Springfield fairly early, with the Western Railroad (later the Boston & Albany) linking Boston and Albany in 1839 and the Connecticut Valley Railroad (later the Hartford & Springfield Railroad, then the Boston & Maine) running north and south in 1844. The two railroads ensured the area's prosperity. Springfield was on its way to becoming a vital and bustling town. The town's population jumped to 10,985 in 1840.

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Calhoun Apartments
Springfield (Hampden), MA

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Springfield continued to grow, reaching a population of 11,766 by 1850. The town retained an industrial and mercantile center that attracted many levels of workers, from unskilled laborers to educated professionals. By 1850, the central business district had a public reservoir and sewer system and gas lighting. Springfield began to perceive itself, not as a town, but as a city. In 1852, the perception became reality when the community obtained a city charter.

Prior to the Civil War, the bulk of development in Springfield took place south of the Boston & Albany Railroad tracks. By the mid 19th century, some of the farmland in the North End was converted to suburban estates by successful professionals, merchants, and businessmen who constructed stylish homes on large lots.

The Civil War was a time of growth and prosperity for Springfield. The new city's population had reached 15,199 by 1860 and continued to grow through the war years. The Armory expanded during the war, manufacturing the famous Springfield rifle. The *Springfield Daily Republican* noted substantial additions to the Armory that year (*Springfield Daily Republican*, 8 Nov 1862, p. 4). Production increased from 1,000 guns per month in 1861 to 1,000 per day in 1864. Approximately 3,400 employees, nearly one-quarter of Springfield's workforce, worked around the clock at the Armory to keep up with orders.

Vacant lots surrounding downtown Springfield were the focus of new development after the Civil War, and new streets were finally planned in the North End. Calhoun Street, one block north of Jefferson Avenue, was the northern boundary for this new web of development.

After the Civil War, the Springfield Armory cut back its workforce greatly, keeping only skilled workers. However, the manufactory was still quite busy. In the private sector, manufacturers scrambled to transfer production from military products to other goods. Companies like Smith & Wesson (small arms) and the Wason Car Company (railroad cars) became leading employers in the postwar city. Banking, insurance, and publishing were also significant employers, with the Massachusetts Mutual Life Insurance Company and Merriam-Webster taking the lead.

Late Industrial Period (1870 – 1900)

By 1870, development in Springfield was increasingly dense, with construction extending east of the Armory and fanning out from the city center. In spite of fears of postwar stagnation, Springfield's population continued to grow, reaching 26,703 in 1870. Residential development throughout the city intensified through the 1870s and 1880s as developers saw opportunities in the North End when streetcar lines were laid out on Main, Dwight, and Chestnut streets.

By 1875, Jefferson Avenue had been laid out on the south side of the former City Farm property. The proposed street was to be a broad avenue with homes set back from the road by a wide grassy treebelt (see 1875 bird's-eye view). In the 1880s and 1890s, the old City Farm was subdivided, with some lots sold off for private development. The population increased steadily from 33,340 residents in 1880 to 44,179 in 1890. Developable land near the city center was snatched up almost as soon as it became available.

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Calhoun Apartments
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Transportation and transportation-related industries supported the late 19th-century development of the North End. Springfield's position at a major railroad juncture made it an ideal site for the manufacture of railroad cars. The Wason Car Manufacturing Company, founded in 1845, exploited an international market for both passenger and freight cars ranging from the utilitarian to the luxurious. At its peak, the company employed 700 workers at a sixteen-acre riverfront site in the North End. Real estate developers recognized the opportunity to make a profit building homes for Wason plant employees.

Changes in local transportation also fostered the rapid expansion of the North End in the late 19th century. In 1868, the Springfield Street Railway was organized and became a major force in enabling suburban development. The railway's first stables were sited on the corner of Main and Hooker Streets, in the North End. Within a few years, streetcar lines connected Springfield neighborhoods to downtown and to surrounding communities, allowing workers greater opportunities for employment, shopping, and entertainment outside their immediate neighborhood.

When the street railway was electrified in 1900, the company had 400 employees and 68 miles of track. The Railway Company's facilities expanded, becoming one of the North End's major employers. By 1897, the Springfield Street Railway facility was at its peak of prosperity and streetcar access along Main, Dwight, and Chestnut streets increased the marketability of house lots in the North End.

The mid to late 19th century brought a number of new ethnic groups to Springfield, including French-Canadians, Germans, Italians, Swedes, Greeks, Poles, Russians, and other Eastern Europeans, in addition to the Irish immigrants already there; many of the new residents settled in the North End.

By 1870, the North End's Irish community had grown to such an extent that the newly formed Springfield Diocese contemplated organizing a new parish there. Bishop Patrick O'Reilly commented that a new parish was needed for "the fast-growing section north of the railroad where many Irish families made their home..." (Cited by Burns, 1976, p. 21). By 1885, nearly one third of Springfield's Irish residents lived in the North End.

In the 1870s, French-Canadian immigration to the Springfield area surged as new immigrants took advantage of employment opportunities. In the 1910s and 1920s, the neighborhood had a French-Canadian community large enough to vote one of their own, Emile J. Erard, into office on the City Council (*The French and French-Canadian Community*, pp. 25-30).

Springfield had a small population of German Jews who had emigrated in the mid 19th century. From 1870 to the early 1900s, however, Russian Jews fleeing pogroms began to form a significant population in Springfield. In 1883, a small community of Jewish peddlers settled in the North End on Liberty Street. The community grew slowly along side streets just north of the Boston & Albany Railroad lines. Henry Glickman, who operated a grocery store, developed some of the North End's first apartment blocks (Schatz, *Jewish Community*, pp 3-8).

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Calhoun Apartments
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Around 1885, Eleftherios Pilalas, Springfield's first documented Greek resident, settled on Calhoun Street in the North End. Pilalas got his first job at the Kibbe Candy Company and subsequently helped many of his compatriots get jobs at the factory. A second influx of Greeks arrived around 1905.

Between 1885 and 1895, Springfield's Polish population rose from eight individuals to 246. This new ethnic group settled in Indian Orchard and the North End. By 1915, Springfield had about 5,000 Polish residents distributed between the two neighborhoods.

In the North End, while private funds constructed new homes and businesses, public funds provided amenities for the new residents. In 1883, the city's first Board of Park Commissioners proposed a new park in the North End and suggested squaring off the corner of North Street (now Dwight Street) at Jefferson Avenue and creating a park on a portion of the almshouse site:

We would...recommend that North street be extended from a point near the site of the former almshouse, in a line nearly parallel with Chestnut street, to Calhoun street, and that the land which will then lie between North street on the west, and Chestnut street on the east, and between Calhoun street on the north, and Jefferson avenue on the south, be set apart as a public square or park. This will comprise about two and one-half acres of land which the city now owns, and nothing need be expended for improvements at present unless it should be thought best to do some filling and tree-setting, which could be done at small cost." (*Springfield Municipal Register*, 1884, p. 234)

The new park was named after William Calhoun, who was mayor of Springfield in 1859, and served in both the Massachusetts and United States legislatures. By the turn of the 20th century, the area around Calhoun Park included schools, churches, and charitable institutions, and two hospitals.

The late 19th and early 20th centuries were times of increasing industrial and commercial growth in Springfield. As downtown businesses prospered, the market grew for multifamily housing for clerical and retail workers in and adjacent to the downtown area. To meet this demand, developers began to replace many older single- and two-family homes with large brick apartment blocks of eight or more units. Over the next 35 years, development density increased, until by 1930, four- and five-story apartment buildings were a common feature of the city's built environment.

While the northwestern corner of the future Calhoun parcel was in city hands, the southern portion of the parcel was one of a large number of lots owned by Samuel Ames (1822-1889), a prosperous merchant in the wholesale produce and provision business. Samuel's son, Robert Ames, purchased a portion of the lot from his brother James for \$1,000 in 1891. A month later, Robert Ames bought the northwestern portion of the Calhoun parcel from the city for \$2,600. The city placed the following restrictions on the parcel: no house could be built less than ten feet from Jefferson Avenue, and no house of a value lower than \$3,000 could be built. It appears that the city wanted to encourage middle-class suburban development along the new avenue.

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Robert P. M. Ames went to Springfield public schools, then entered Jefferson Medical College, graduating in 1880. Over the next ten years, he served in a number of posts as a surgeon for the Marine Hospital Service. He retired from the service in 1889 as an assistant surgeon with the rank of captain.

In 1890, Ames returned to Springfield and opened an office as a general practitioner in the Cooley House Block. In 1892, using Springfield architect George R. Pyne (1853-1911) as an intermediary, Ames conveyed the property, along with three other tracts of land, to his wife, Mary Benson Ames.

Between 1892 and 1896, a wooden single-family home was constructed on the northeast corner of the property. By 1899, the portion of the lot containing this house was sold to William Clogston. Mary Ames retained a large, undeveloped, L-shaped parcel that wrapped around the North Street/Jefferson Avenue corner, the eventual location of the Calhoun Apartments.

Early Modern Period (1900 – 1930)

By 1900, Springfield's population had reached 62,059. The city boasted a diverse industrial and commercial base with more than 500 manufacturing plants, twelve banks, three insurance companies, a prosperous central business district, more than 30 schools and churches, three daily and eight weekly newspapers (Bauer 1975, p. 8). Trolley lines crisscrossed the city, allowing suburban commuters easy access to downtown jobs. While developers built single- and two-family homes in suburban neighborhoods, the density of residential development in the center of the city increased rapidly (D'Amato 1985, pp. 138-139).

From 1900 to 1910, building activity climbed in Springfield. In its annual building reports, the *Springfield Republican* noted that building activity had increased by \$1 million or more each year from 1904 to 1910 (*Springfield Republican*, Jan 1, 1911, p. 6-7). Factories were expanding and downtown businesses prospered, creating new jobs. The *Republican* touted 1906 as a "banner year" for construction (*Springfield Republican*, Dec 31, 1906, p. 9). In 1908, development continued to hold steady, in spite of a brief business depression (*Springfield Republican*, Dec 28, 1908, p. 6). Even though rents rose, vacancy rates remained low.

The grocery stores, retailers, and service businesses crowding the North End catered to the neighborhood's varied ethnic groups. Many new apartment buildings included first-floor retail space, and a number of homeowners converted their first floors or added street-level shops to the fronts of their buildings. In 1913, the *Springfield Republican* tried to capture the flavor of the North End's shops:

It is hard to speak of this section of the city without constant reference to its picturesque element, for it is upon this quality that its reputation has been chiefly built in the past. It comprises a city within a city in its customs, its religion, its people and its business, and its thoroughfares are as widely separated from the ordinary shopping streets as are the ends of the earth. Few people will forget the sight of crowds of women shopping, shawls

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Calhoun Apartments
Springfield (Hampden), MA

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over heads and perhaps a canvas sack in hand to take home the chicken and vegetables which are to form the evening's meal (Cited by Schatz, *Jewish Community*, 1976, p. 18).

In 1909, the *Republican* reported \$5,303,435 in new construction citywide. The newspaper attributed this to the adoption of a new building code, which was to go into effect in 1910. Builders hoped to beat new fire codes, which they expected would increase construction costs. The newspaper noted rapid industrial growth accompanied by population increases of 2,000 a year over the past ten years. In 1910, the city's population reached 88,926.

In 1909, many Springfield industries enlarged their plants – U.S. Envelope and Powers Paper Company, Hende Manufacturing, and the Knox Automobile plant were a few of the firms that expanded. The electric, gas, and telephone companies also made additions to their plants in response to the increased demands on utility services made by growing industries and new residents (*Springfield Republican*, Jan 2, 1910, p. 10-11).

To accommodate the new workers, developers constructed 97 apartment blocks of four or more units in 1909 – double the number built in 1908. The newspaper noted, "The class of tenants that prefers this sort of habitation [i.e., the new apartment blocks] is not the one that has many children." (*Springfield Republican*, Jan 2, 1910, p. 10-11). Census records confirm this trend: many of the households who rented new apartments in the North End were small -- usually two or three individuals. The new tenants tended to be factory workers and retail and clerical workers employed in downtown shops and offices.

Growth continued through 1910, with many downtown improvements and factory expansions. From 1907 to 1910, there had been over \$15,000,000 in new construction, making up one-sixth of the assessors' valuation for the city. Growth continued steady from 1911 through 1916, with low vacancy rates and high wages (*Springfield Republican*, Dec 31, 1911, p. 17; Dec 29, 1912, p. 17-20; Dec 31, 1916, p. 2-3). With little open land available in the city's center, new apartment blocks replaced older, smaller homes that had been built in the 19th century. In the North End, vacant lots were quickly snatched up for new development.

Four-story brick apartment blocks were becoming the most popular new multi family structures, enabling builders to increase the density of developments by building up and maximizing lot coverage. The Springfield newspapers endorsed the replacement of "out-of-date" buildings with new modern apartments as a sign of much-needed progress, but also noted that new development was drastically altering the nature of Springfield's neighborhoods.

In 1914, new construction in Springfield nearly surpassed the 1912 record. The *Springfield Sunday Republican* reported: "If War had not entered as an influencing factor all past records might have been eclipsed." Total construction exceeded five million dollars, with "an amazing boom in the building of apartment and tenement houses." Although industrial and commercial construction had been sluggish, \$1.5 million was spent on the construction of new apartment blocks.

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In anticipation of a revised building code, which was expected to pass the next year, builders concentrated on masonry apartment blocks. Building Commissioner Fred Lumis was credited with setting high standards for new construction. Sixty-three apartment blocks and fourteen combination retail/residential buildings were completed that year. Seventy-seven permits were issued for buildings of six or more units. Springfield led all other western New England cities in construction activity for the year, including Hartford, New Haven, and Bridgeport, CT. The newspaper paid particular attention to developments on North (Dwight) Street: "North St...is becoming a tenement-house street, and almost every side street in the North End has its share of tenement-houses" (*Springfield Sunday Republican*, Dec 27, 1914, p. 14).

In 1915, a new building code was adopted in an attempt to improve fire safety. The new code prohibited the construction of wood-frame three deckers. The four-story brick tenements that had become popular during the first decade of the century were seen as providing better natural light and ventilation and more fireproof construction than their wooden predecessors. Blocks like the Calhoun became the norm for new multifamily construction.

City efforts to control and guide new development culminated in the creation of a 1922 zoning ordinance, which was followed the next year by a master plan that set guidelines and goals for future growth. "Springfield is growing faster than any other city in Massachusetts," the report noted. "Several hundred subdivision plats have been laid out during the last fifty years mostly with streets that do not connect, streets of all widths and kinds, and blocks and lots of the greatest variety." Public garages and factories were located in residential neighborhoods and multi family tenements grew up side-by-side with single- and two-family houses—a situation typified by North (Dwight) Street. "Large buildings have been springing up amongst groups of low buildings, cutting off their light and air," the report lamented.

Planners recommended widening several streets and extending Dwight Street north to connect with North Street (Springfield Planning Board, *A City Plan for Springfield*, 1923, pp. 14-15). In 1926, the extension of Dwight Street was completed, and North Street officially became part of Dwight. The addresses were renumbered to reflect the change.

By the 1920s, Calhoun Park needed sprucing up, and a safe play area for children was needed in a neighborhood that had become so densely settled over the past few decades. In 1926, a plan was laid out to renovate the park by filling in the central pond, adding landscaping, and improving play areas. The *Springfield Union* described the plan by landscape architect Herbert Wallace Headle to "remove the ugly barrenness of the present playground" by creating a central play area surrounded by trees, flowering shrubs, and flower beds to make "a pleasure spot for young and old alike." Plans were made to create a skating rink in the winter by flooding the center of the park (*Springfield Sunday Union*, Jun 27, 1926). In 1927, the park was reopened. Shrubs and flowers had been planted and new turf laid. A six-foot-tall wire fence enclosed the play area, with vines planted to camouflage the fence (*Springfield Union*, May 31, 1927).

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In 1909, Mary Ames sold the North Street/Jefferson Avenue parcel to Chicopee fuel dealer Charles C. Abbey (1853-1919), the owner of the Springfield Coal and Wood Company. In addition to his fuel business, Abbey developed a number of streets in Springfield and Chicopee.

Abbey also served as director of the Springfield National Bank, president of Chicopee Co-Operative Bank, trustee of Hampden Savings Bank, and as director of the National Scale Company of Chicopee Falls ("Well-known realty owner" [obituary of Charles C. Abbey], *Springfield Morning Union*, May 26, 1919, p. 1). Over the next year, Abbey developed the southern portion of the lot along North Street with three closely spaced, wood-frame, three-story, multifamily dwellings (no longer extant).

As Springfield's Jewish community prospered, successful merchants and businessmen began to invest in real estate. A family of Russian Jewish immigrants developed the remaining corner of the North/Jefferson Street parcel in 1914. In 1906, Michael Alpert, a Russian Jew, immigrated to the United States and by 1911, he had saved enough to send for his wife Mary and his two children. He settled in Springfield as a general contractor and builder.

Carpenters Hyman and Max Alpert (relationship unknown) arrived in America in 1908. Together with Nathan Alpert and carpenter Morris Alpert, they formed Home Realty Trust to develop real estate in the city. Michael served as president, Hyman as vice president in 1914, and Nathan as vice president in 1915. Another Russian Jew, mason and building contractor Max Ratner completed the partnership. In February 1914, they purchased the vacant land at the corner of North Street and Jefferson Avenue. Abbey added one more restriction to those placed on the property by the city; the new buyers could not build within ten feet of the property which Abbey retained (the southern parcel with the three wood-frame multifamily dwellings).

The Alperks hired James D. Long to design the brick multifamily tenement that they built at 1391-1399 North (Dwight) Street. The son of an Irish immigrant, Long listed himself in Springfield city directories as an architect and mechanical engineer for only three years. He was only twenty-four years old when the Alperks hired him to build the Calhoun. Before 1914 and after 1918, he is listed as a draftsman or teacher. In 1919, Long went to work for local manufacturer American Bosch. Four years later, he became a drafting and cabinetry teacher at Springfield's Vocational School, where he taught until about 1944. By 1935, Long had moved out of Springfield, commuting to his job from a house in Brimfield. Given the combined construction experience of the Alperks and Max Ratner, it is likely that they did the actual construction, although no builder is listed on the building permit. The total cost of the project was \$27,000.

Long followed trends in Springfield multifamily construction by designing a four-story, Classical-Revival, bow front, brick apartment block. This was becoming the most popular mode of construction for

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new urban residential buildings. Construction was completed in November 1914, and the building was christened the "Calhoun" after the nearby park. Trimmed with local brownstone, the yellow-brick Calhoun was the only masonry apartment building fronting on the park until the conversion of the nearby Jefferson Avenue School in 1988.

The new building included fourteen apartments and two stores. The first commercial tenants were Jacob and Anna Nadich, Russian Jews who had been brought to America by their parents in the 1880s. (Jacob arrived in 1880, Anna in 1882.) According to their lease, the Nadiches ran a "grocery, fruit, stationery, tobacco, and soda store" in the ground floor of the building. From 1916 to 1920, the Nadiches rented an apartment in the new building along with their retail space. The other shop was rented by hairdresser Katherine Kennedy.

The first residential tenants were a mixture of working-class residents, including teachers, Springfield Street Railway employees, factory workers, and shop clerks. Most worked at nearby downtown businesses within walking distance or a short trolley ride of their home. Last names reveal an ethnic mix of Irish, Eastern European, and French Canadian, along with a few Yankee names. Besides the Nadiches, two business proprietors rented apartments in the Calhoun: Harry L. Berman, partner in the hardware and paint business Berman & Cohen, and Haskell Frank, partner with Barnett Frank in the Frank Brothers Paper Company.

The Alpersts did not retain their new building for very long. It was not even completed before they sold it to Jacob Magaziner (1880-1967), another Russian Jewish immigrant who ran a string of successful bakeries in Springfield. Magaziner opened his first bakery in 1912 had built the operation into one of the largest in the region. He had a flour brokerage and bakery supply business on Chestnut Street, and two bakeries, one on North (Dwight) Street and one on Chestnut. He advertised his bakery as a model business, the "Largest Daylight Bakery in New England." The Magaziner Bakery continued to operate after its founder's departure in 1944; it remained a Springfield institution until it closed in 1981.

After selling the Calhoun, Michael Alpert went on to run a hardware business, Morris founded Springfield Sash and Glass Company, and Nathan became a peddler. Hyman Alpert and Max Ratner continued in the construction trades.

In 1918, Jacob Magaziner sold the Calhoun to scrap metal dealer Lisle I. Alport (1876-1956). Alport was a Russian Jew who immigrated to the United States in 1890. He started out as a junk dealer and eventually moved up to the scrap metal and iron trade, operating a scrap yard on Union Street. He prospered enough to become involved in property management and real estate. By the 1940s, he was operating a real estate business as well as the metal yard.

By 1920, Springfield's population had passed the 100,000 mark, reaching 129,614. Census records from 1920 continue to show a mixture of ethnic groups living at the Calhoun. Although most residents were

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born in the United States, nearly all has immigrant parents. Irish, French-Canadian, Russian, German, Swedish, and Austrian heritage were all represented by the building's tenants. Residents were primarily young families; only one resident was over forty years old, and only two apartments were rented by single tenants.

Eight of the thirteen households included one or two children; with Jefferson Avenue School right next door and Chestnut, Lincoln, and Carew Street Schools not far away, and a park across the street, Jefferson Avenue was a good neighborhood for young families. The Calhoun provided affordable housing for families who could not yet buy their own homes. Clerical and blue-collar workers predominated, although there was one attorney in residence.

Late Modern Period (1930 – 1958)

With the Great Depression, construction stalled throughout the city and many industries cut back their workforce. The city's population, which had trended upward throughout its history, saw its first decline, slipping to 149,554 by 1940.

By the 1930s, the North End's identity had been well established as a mixed ethnic neighborhood. Multifamily housing predominated, whether in the form of buildings specifically designed for apartments, or as old single-family homes converted to accommodate multiple dwelling units.

When World War II military production revived Springfield's manufacturers, the city began to pull out of the Depression. The Armory went into round-the-clock production, as did many of the city's other manufacturers. Companies that geared up or converted their facilities for wartime production included Indian Motorcycle, Smith & Wesson, Van Norman Machine & Tool, American Bosch, Westinghouse, Monsanto, and Chapman Valve.

After World War II, Springfield's population shifted toward new suburban developments in the eastern sections of the city. As in many cities during the 1950s and 1960s, Springfield's industrial base was declining, with established manufacturing firms leaving town or shutting down altogether. The closing of the Armory in 1968 took away Springfield's third largest employer, leaving more than 3,000 workers unemployed.

The Jewish, Irish, French-Canadian, and Polish residents in the North End gradually dispersed to more suburban neighborhoods, leaving the North End's tenements and duplexes for a new generation of immigrants. In the late 1940s and early 1950s, a new wave of immigrants began arriving in Springfield. Puerto Ricans seeking manufacturing jobs in Springfield businesses and agricultural jobs in surrounding towns began moving to the city. Like many other immigrants, a large number found their first homes in Springfield's North End.

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In 1950, about six percent of the North End's population was Hispanic (*Urban Renewal Progress Report*). This figure was to increase rapidly over the next few decades. By 1980, the number of Hispanic residents in the city overall had surpassed all other ethnic groups. Tenancy at the Calhoun reflected this trend.

As early as 1947, the North End had become the target of proposals for clearance and rebuilding. A 13 May 1947 *Springfield Union* article spoke of clearing the North End between Liberty Street and Morgan Street down to Columbus Avenue "of its present accumulation of old time, passé buildings of all types and substituting modern multiple housing." Planners at first hoped to keep new development concentrated near the city center, especially with the need for inexpensive new homes for returning GIs. Suburban subdivision development was criticized as being an expensive and inefficient use of city services. "The housing problem is now being met largely by erection of clusters of small cottages in more or less isolated areas of the city which will entail sometimes very heavy expenditures upon the city to lay the necessary water and sewer mains" (*Springfield Union*, May 13, 1947).

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The residential mix at the Calhoun shifted slightly in 1930 with the addition of two Greek families. Perhaps because the recent financial crash made it more difficult for families to afford their own houses, family sizes at the Calhoun were larger, with some households including as many as four children. The tenants also included a few retirees. With the exception of one physician, who kept both his office and apartment at the Calhoun, residents continued to be primarily blue collar or clerical workers, usually employed by downtown or North End businesses. As in the 1920s, most residents were either first- or second-generation immigrant families.

In the postwar years, the Calhoun went through a quick succession of owners, with few retaining the property for more than a year. In 1945, Lisle Alport sold the Calhoun to his brother-in-law Mandell Gutfarb. That same day, Gutfarb turned the property over to his in-laws Albert and Libby Gutfarb Raffeld.

Albert Raffeld (1893-1980) immigrated to the United States from Poland, moving to Springfield around 1930. Raffeld held a number of leadership positions in the Jewish community, including president of the Henry Lasker Lodge of B'nai B'rith, Western Massachusetts chapter of the Zionist Organization of America, and Kodimoh Synagogue Men's Club, and director of the United Hebrew School and Jewish Community Center. In 1973, he retired to Florida.

The Raffelds held the property for barely a year before selling it to Morris Bennett, along with a parcel of land at Fort Pleasant and Warner Streets in the Forest Park area and one on Bancroft and Calhoun Streets, not far from the Calhoun. Bennett ran the Springfield Wrecking Company. In March 1947, Bennett sold the three parcels to Welly and Emma Roy, who quickly sold them to Luigi Fresia (1895-1979). In 1948,

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Luigi Fresia turned the property over to Tullio A. Francesconi (1911-1988) and Joseph R. Dragone (1916-1996) of Pittsfield, doing business as Cavalier Realty. Born in Pittsfield to Italian immigrant parents, Dragone made a name for himself as a real estate developer and public servant in both Pittsfield and Springfield. Dragone moved to Springfield in 1958. His public career included service as a commissioner for the state Transportation Board under Governors Foster Furcolo, Endicott Peabody, and John A. Volpe, as executive director of the Massachusetts Tramway Authority, and as a land appraiser for the U.S. Department of the Interior. He also ran for mayor when he lived in Pittsfield, and served as president of the Berkshire County Real Estate Board. Dragone developed residential and resort properties in the Berkshires and in Maine, and was a joint venturer in the Las Vegas MGM Grand Hotels. Toward the end of his career, he became known as an advocate for legalized gambling in Massachusetts, and worked as a consultant on a number of proposals to bring casino gambling into the state (*Valley Advocate*, Feb 20, 1980, p. 10).

Tullio Francesconi was an Italian immigrant who came to America with his family in 1924. He grew up in the predominantly Italian South End of Springfield. A graduate of Technical High School, Francesconi became a lawyer in 1940. He served in the Navy during World War II. Upon his return, he served on several city boards, including the Police Commission, Board of Public Works, and Planning Board, and made a living as a lawyer and real estate investor in partnership with Joseph Dragone.

In 1967, Francesconi received the award of "Cavaliere" from the Italian government for his "outstanding spirit of cooperation and solidarity with the need and activities of the Italian community of this City." He was cited as "an example of an Italian-American citizen to be imitated." ("Francesconi Is Honored By Italian Government" *Springfield Union*, Dec 13, 1967) In 1970, he was appointed as Juvenile Court Judge, and was praised by his colleagues as "discerning, fair, objective and a good listener" ("Juvenile Judge Seen Fair, Firm," *Springfield Union*, Jan 3, 1970).

Recent History (since 1958)

Springfield developed a new Master Plan in 1955, partly in response to the Federal Housing Act of 1949, and partly in anticipation of the passage of the highway legislation and construction of the Massachusetts Turnpike (I-90) and Interstates 91 and 291. Planners saw an opportunity to "eliminate deteriorating conditions, improve neighborhoods, produce new tax ratables and provide opportunities for new housing, commercial and industrial development" (Cited in Bauer, p. 133).

Planners accepted the inevitability of suburban growth and noted deteriorating housing conditions in the city's older neighborhoods. Because the North End had the largest concentration of substandard housing, the plan set priorities for overhauling the neighborhood.

Property surveys conducted for the urban renewal project found that most of the housing in the neighborhood consisted of two- and three-story wood-frame homes. Ninety-one residential buildings were four-story masonry structures of a type similar to the Calhoun; about a quarter of those had more than

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twelve units. Businesses of various kinds were intermixed throughout the neighborhood. The survey found 172 retail businesses, 52 service businesses, 77 wholesale businesses, and 72 industrial concerns.

A survey of residential properties in the North End found that more than half of the structures were "substandard." According to a 1958 Urban Renewal Progress Report, housing "lacks basic heating and sanitary facilities. Schools are ancient and obsolete. Streets are narrow and congested. Business and industry cause noise, odor, unsightliness and congestion in and near residential sections. Private capital is unwilling or unable to risk investment in the area." The mixture of residential and business use throughout the neighborhood was seen as a "major blighting factor." The urban renewal plan also recommended replacement of all the schools in the area and creation of more parks (*Urban Renewal Progress Report*, pp 4-7).

Springfield's economic base continued to erode, and the city lost business and population to surrounding suburban towns. From a peak of 174,463 in 1960, the city's population declined steadily over the next two decades, to 163,905 in 1970 and 152,319 in 1980. Since 1980, population has stabilized somewhat, fluctuating between 151,000 and 157,000.

During the 1970s, a growing historic preservation movement caused Springfield civic and business leaders to recognize the importance of the city's architectural history. In the North End, historic preservation was less of a concern than overcoming the devastating effects of highway construction and urban renewal. In spite of urban renewal's promises of a revitalized city, by the 1970s, neglect, vandalism, and arson had caused serious damage to many urban neighborhoods, including the North End.

Because promised improvements were slow to take place, neighborhood residents began to view urban renewal as a plan to systematically destroy Springfield's Hispanic community. Racial and ethnic tensions complicated matters, setting neighborhood residents against Springfield police and government officials. Two shootings of North End residents by police in 1975 sparked a series of riots that resulted in the firebombing of a number of buildings between Jefferson Avenue and Hebron Street. The Calhoun was one of the few buildings on that section of Dwight Street to escape destruction.

In 1974, the Jefferson-Brookline urban renewal plan and a 1976 amendment to that plan targeted the area bounded by Jefferson and Brookline Avenues and Chestnut and Dwight Streets for the construction of new two-family homes. Nearly all of Allendale Street and the north side of Hebron Street were developed as the Bel-Air Homes project. The 1983-1984 Dwight Street plan involved construction of twelve new homes between Church and Bancroft Streets. Some new construction projects, such as the building of modular ranch-style homes, were not always visually compatible with the neighborhood's historic housing (Springfield Planning Department, *Memorial Square Neighborhood Statistics*). Perhaps because it had survived the 1975 fires and remained occupied, the Calhoun was spared demolition.

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Springfield's Hispanic community currently accounts for the majority of the North End's population. According to the 1990 census, 81% of the Memorial Square neighborhood's population was Hispanic, the largest percentage in the city. The median income for the neighborhood was the lowest in the city, with high unemployment continuing to be a problem. Homeownership was low, and 72% of the residential properties had absentee landlords; more than half of those were subsidized developers like BDC or the Springfield Housing Authority. Forty-eight substandard structures were identified, including eighteen multifamily buildings containing 156 units, or 15% of the neighborhood's dwelling units (Springfield Planning Department. *Memorial Square Neighborhood Statistics*).

While promotion of new commercial development is seen as key to the city's economic success, the need for affordable housing has also been identified as a critical issue for Springfield. Construction of new multifamily housing units declined significantly over the past twenty years, from 588 new units in 1987 to a low of only four units permitted in 2000. At the same time, average rents have risen, so that by 2004, 29.4 % of households were spending half or more of their income on rent (Pioneer Valley Planning Commission, pp 68-77). This ongoing crisis in affordable rental housing has created a critical need for new rental units for low- and moderate-income tenants, particularly in poorer neighborhoods like Memorial Square.

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While the North End was in the midst of urban renewal, the Calhoun's ownership, by contrast, was relatively stable, with only two changes in ownership over the course of thirty years. Cavalier Realty held the property for four years before selling to Bradford R. (1916-1987) and Mabel F. Collins (1921-1992) in 1952.

Collins was the first American-born owner of the Calhoun; his parents and grandparents were born in Massachusetts. Bradford transferred his interest in the property to his wife in 1958. A resident of West Springfield, Bradford Collins was a real estate broker in Springfield for Trevallian Real Estate. During the 1960s and 1970s, Collins ran the Western Massachusetts Mortgage Services Company in West Springfield, along with his real estate office.

In 1963, Mabel Collins sold the Calhoun to Virginia and Abel Gomes (1926-2005) of Chicopee Falls. They sold the property in 1964 to Harvey W. and Lorraine C. Moses of West Springfield. In the 1960s, Harvey Moses was an agent for Prudential Insurance. By the 1980s, Moses was working as a salesman for Harold Kent Ford in Chicopee, while Lorraine was driving a bus for the city of Springfield. Moses and his wife held the property for nearly twenty years.

In 1982, the Calhoun became home to the Jefferson Market, a neighborhood grocery store run by Benjamin Ramos (1924-2004), a prominent leader in the Puerto Rican community. Born in Puerto Rico, Ramos moved to New York City, then to Springfield in 1968. Ramos was a community activist, President of the New North Citizens' Council from 1985 to 1993, Chairman of the Ward 1 Democratic Committee, Police Commissioner, and Springfield's first Latino Fire Commissioner.

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Ramos coordinated local Hispanic support for a number of state and national political campaigns, and was a founding member of many of the city's public service and political organizations, including the Spanish American Union, Western Massachusetts Political Action Committee, Western Massachusetts Latino Chamber of Commerce, and North End Educational Development Fund. At his death, Ramos was lauded by both local and state officials: "'He's the one you went to when you needed milk for your kids and you didn't have any money,' said Barbara Rivera, executive director of the New North Citizens Council...Rivera said Ramos was the backbone of the Hispanic Community" (Arbulu, Natalia E., "Hispanic leader dies at 79," *Springfield Republican*, Aug 13, 2004).

In 1983, the Calhoun became part of a North End redevelopment project, along with the Verona (NR pending), a similar tenement located down the street at 1245 Dwight. The Springfield Redevelopment Authority bought out the Moses interest in the property and turned it over to Housing Rehab, Inc. (later renamed Brightwood Housing Trust), with the stipulation that the property would be developed in accordance with the Brookline-Jefferson Avenue Urban Renewal Project. F. Austin Miller, who was president of the Brightwood Housing Trust, was also president of Brightwood Development Corporation.

The renovations by Housing Rehab were not done with an eye to historic preservation. The project virtually gutted the interiors of both buildings, replacing any surviving original finishes with new sheetrock walls and ceilings and new floors. Some of the building's original wood trim was left in the stairways and on the entry surrounds of some of the apartment doorways. One of the Calhoun's storefronts was blocked up with masonry, and new aluminum and glass exterior doors and aluminum windows were installed.

In 1985, Brightwood Housing Trust transferred the Calhoun and the Verona to Dwight Manor Associates, a for-profit limited partnership consisting of the same board members as the Brightwood Housing Trust for \$160,000. In 1989, a fire gutted a first-floor apartment on the Jefferson Avenue side of the Calhoun, causing about \$35,000 worth of damage.

A fiscal crisis in the city of Springfield resulted in the creation of a state-appointed Control Board to oversee city management in 2004. The Board set up a \$1.8 million demolition fund to take down abandoned deteriorating buildings, particularly in the North End, South End, and Old Hill neighborhoods. In an effort to increase revenues, the city also stepped up efforts to confiscate and sell tax-delinquent properties. The Calhoun was one such property.

When Dwight Manor Associates fell delinquent on its tax obligations in 1997, the city placed a tax lien on the Calhoun. In 2004, the city formally foreclosed on the property and took possession. By that time the building had been vacant for several years. In 2006, the city conveyed the Calhoun and another apartment building, the Verona (NR pending), to the Jefferson Park Limited Partnership for rehabilitation into low- and moderate-income housing.

The tax-advantaged rehabilitation of the Calhoun in 2007 preserves a building with links to Springfield's vibrant immigrant history while providing much-needed affordable housing in the city.

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(continued)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Calhoun Apartments
Springfield (Hampden), MA

Section number 9 Page 4

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(end)

CALHOUN APARTMENTS

Name of Property

HAMPDEN COUNTY, MA

County and State

10. Geographical DataAcreage of Property less than one acre**UTM References See continuation sheet.**

(Place additional UTM references on a continuation sheet.)

1. Zone 18 Easting 698100 Northing 4665230

 See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared Byname/title Michele Plourde-Barker & Gregory Farmer (consultants) with Betsy Friedberg, NR Directororganization Massachusetts Historical Commission date September 2009street & number 220 Morrissey Boulevard telephone 617-727-8470city or town Boston state Massachusetts zip code 02125-3314**Additional Documentation****Submit the following items with the completed form:****Continuation Sheets****Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs** - Representative **black and white photographs** of the property.**Additional items** (Check with the SHPO or FPO for any additional items)**Property Owner**

(Complete this item at the request of the SHPO or FPO.)

name Jeffrey P. Oldenburg, Jefferson Park LPstreet & number 69 Winter St. telephone 413-732-4111city or town Springfield state MA zip code 01105**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

**Calhoun Apartments
Springfield (Hampden), MA**

Section number 10 Page 1

Boundary Description

Beginning at an iron pin in the ground at the intersection of the easterly line of Dwight Street with the southerly line of Jefferson Avenue and running thence easterly along Jefferson Avenue 63.84 feet to the southern property line of 95 Jefferson Avenue; thence southerly along said property 85.4 feet to the northeasterly corner of 1373-1375 Dwight Street; thence westerly along said property 83 feet to Dwight Street; thence on Dwight Street 90 feet to the place of beginning.

Boundary justification

The boundary is the same as the property line for 1391-1399 Dwight Street/85 Jefferson Avenue.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Calhoun Apartments
Springfield (Hampden), MA

Section number photos Page 1

Calhoun Apartments
1391-1399 Dwight St. & 85 Jefferson Ave.
Springfield, Hampden County, Mass.

Photographer: Gregory Farmer
Date: February 2008
Digital Files: Agricola Corporation

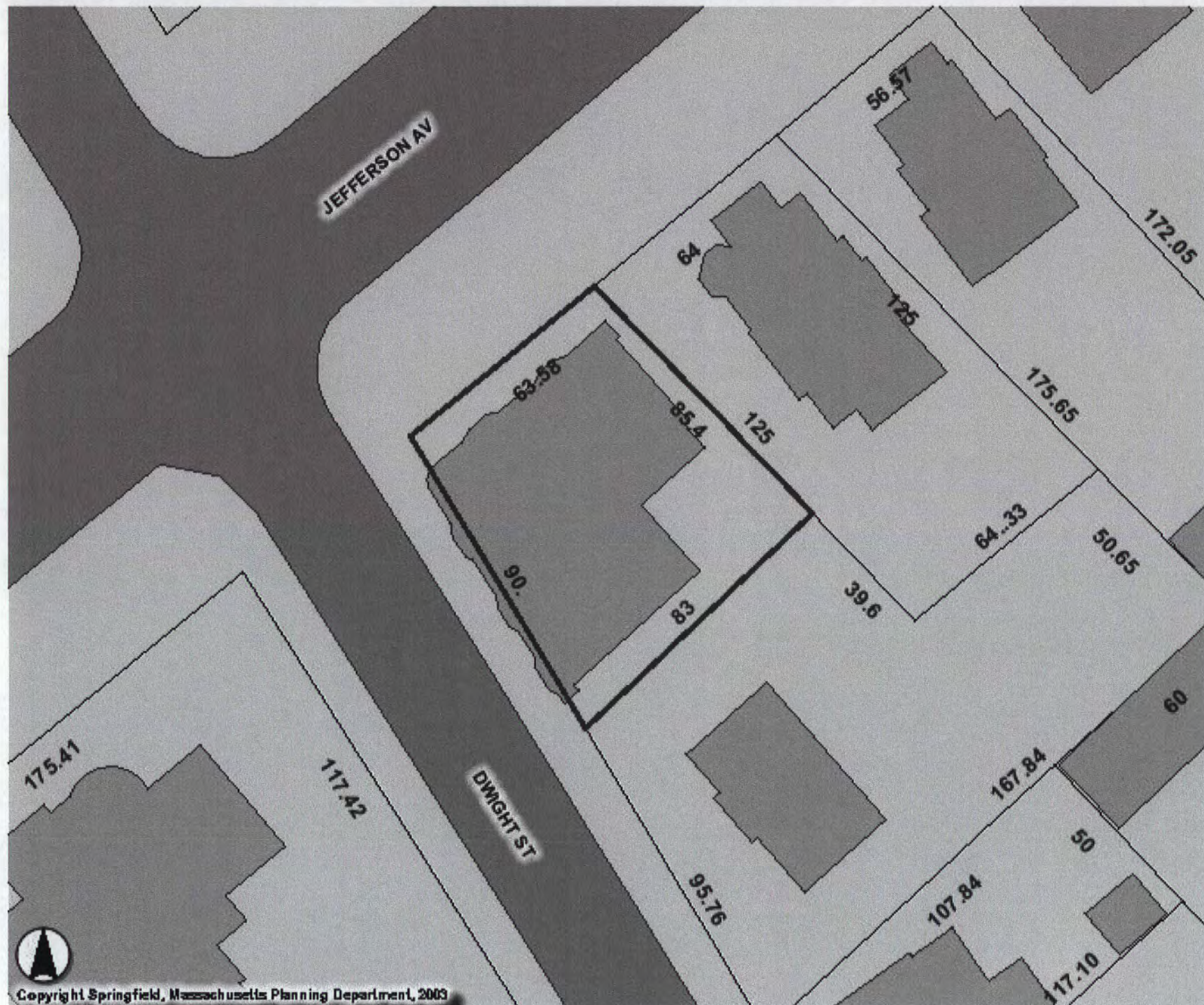
Photo #

1. Exterior view of Calhoun Apartments, showing north and west elevations.
2. Exterior view of Calhoun Apartments, showing east and north elevations.
3. Exterior view of Calhoun Apartments, showing west and south elevations.
4. Exterior view of Calhoun Apartments, showing south (rear) elevation.
5. Interior view of Calhoun Apartments showing typical stairhall details.

Attachments

- a) Assessors Map, Parcel #042220248 (1391 Dwight St.), City of Springfield, Mass. (2003).
- b) Aerial photograph of 1391 Dwight St. and surrounding neighborhood (2003) courtesy of Springfield Planning Dept.
- c) Map of Jefferson Ave. and Calhoun Park area from Walker, Atlas of the City of Springfield, Mass. (1882).
- d) Calhoun apartment block and surrounding neighborhood from Richards, Map of the City of Springfield, Mass. (1920).
- e) Calhoun apartment block and surrounding neighborhood from Sanborn Insurance Map of Springfield, Mass. (1931).
- f) Photographic views of the Calhoun Apartments from Springfield Code Enforcement Department files (1939).

(End of photographs and attachments)

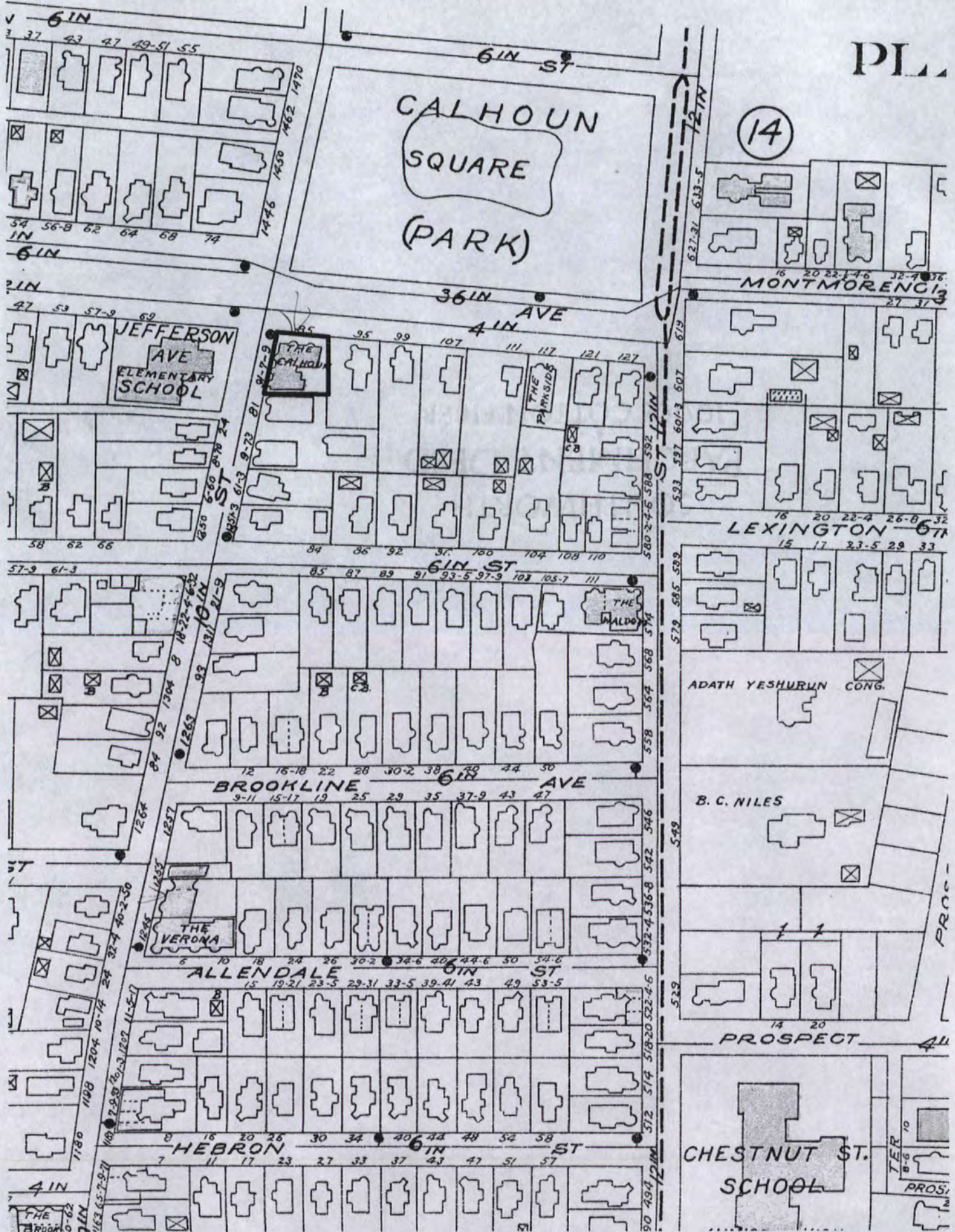


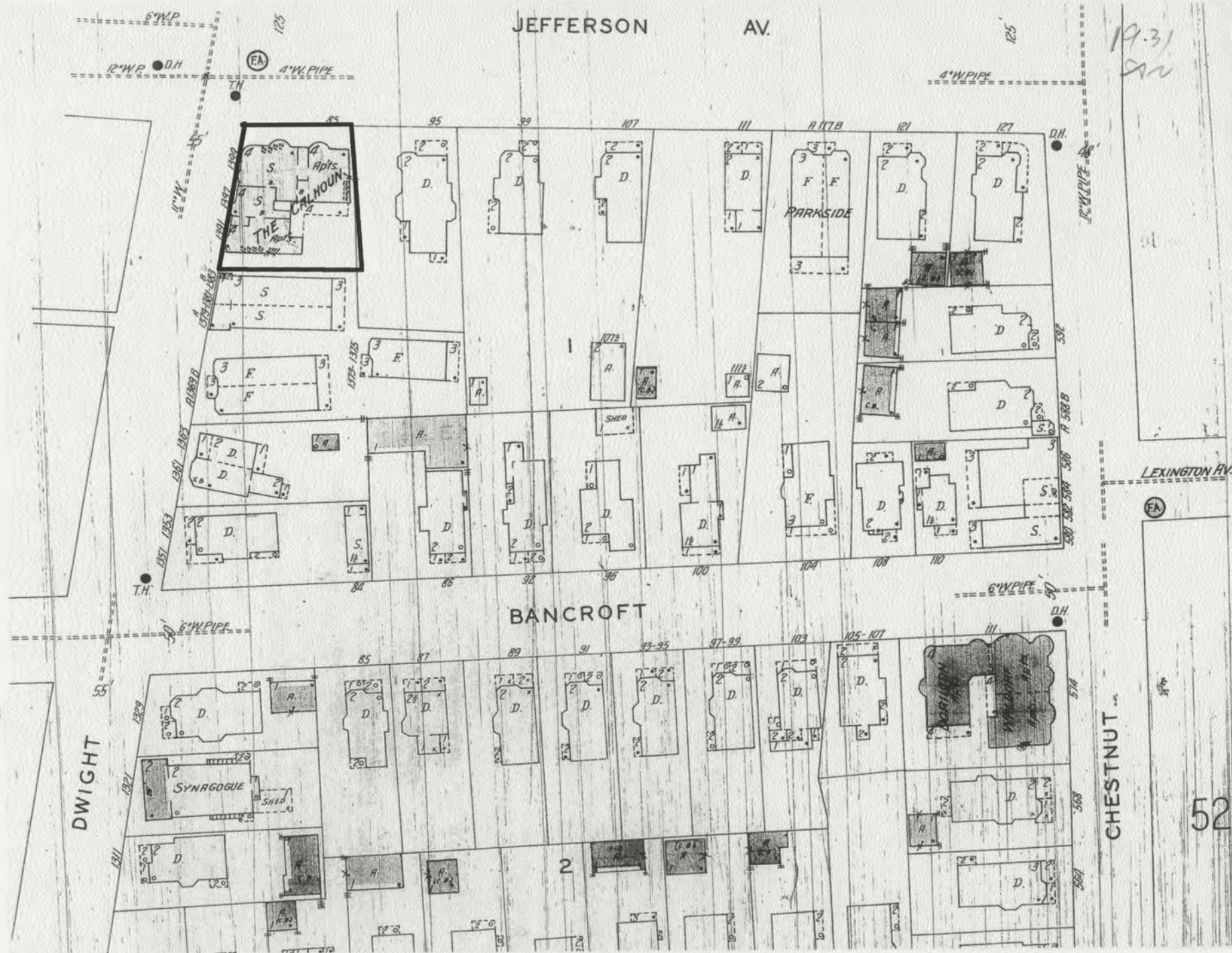
Assessor's map showing the Calhoun Apartments (1391-99 Dwight/85 Jefferson Avenue)



Aerial view of the Calhoun Apartments (1391 Dwight/85 Jefferson Avenue)

Calhoun Apartments (1299 Dwight Street/85 Jefferson Ave) outlined





Insurance Maps of Springfield, Massachusetts. New York: Sanborn Map Co., 1931, showing Calhoun Apartments, 1391-99 Dwight/85 Jefferson Ave.



1939 WPA photographs of the Calhoun Apartments,
1391-99 Dwight/85 Jefferson Ave.
From the Springfield Code Enforcement Department files

Massachusetts Historical Commission Photo Submission Form

Please submit one form for each group of digital images

NR nomination: The Calhoun Apts., 1391-1399 Dwight St. & 85 Jefferson Ave., Springfield, MA

About your digital files:

Camera Used: Canon PowerShot A570 IS (Photos 1-4, 7 megapixels), Canon EOS Digital Rebel (Photo 5, 10 megapixels)

Resolution of original image capture (camera setting including resolution and file format):

Photos 1-4: JPEG images 3072 x 2304 (2.3 MB); Photo 5: JPEG image 1536 x 2048 (1.3 MB) _____

File name(s) (attach additional sheets if necessary) check here ☒ to refer to attached photo log:

Calhoun01.jpg: Exterior view, N. & W. elev. _____

Calhoun02.jpg: Exterior view: E. & N. elev. _____

Calhoun03.jpg: Exterior view: W & S. elev. _____

Calhoun04.jpg: Exterior view: S. (rear) elev. _____

Calhoun05.jpg: Interior view: Common stairway _____

About your prints:

Printer make and model: Epson Stylus Photo R280 _____

Paper brand & type: Epson Ultra Premium Presentation Paper - Matte

Ink: Epson Claria High-Definition Ink, Cartridge 78 (six units: Cyan, Light Cyan, Magenta, Light Magenta, Yellow, Black) _____

Signature: (By signing below you agree that the information provided here is true and accurate.)

Signature: C. Farmer

Date: 9/26/08

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Calhoun, Apartments, The

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Hampden

DATE RECEIVED: 9/25/09 DATE OF PENDING LIST: 10/09/09
DATE OF 16TH DAY: 10/24/09 DATE OF 45TH DAY: 11/08/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000881

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 11.5.09 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered In
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



MA - HAMPDEN COUNTY (SPRINGFIELD) - CALHOUN 001. tff

CALHOUN APARTMENTS

SPRINGFIELD (HAMPDEN) MA

GREG FARMER photograph

EXTERIOR, N and W ELEVATIONS

PHOTO 1

Photo 01: Calhoun Apts, Springfield, Hampden County, MA.



Open Pantry
Community Services, Inc.

(413) 737-5354

www.openpantry.org

P.O. Box 5127
Springfield, MA 01101-5127

Helping our neighbors in need.

APARTMENT
FOR RENT
732-0111

MA - HAMPDEN COUNTY (SPRINGFIELD) - CALHOUN 002.fff

CALHOUN APARTMENTS

SPRINGFIELD (HAMPDEN) MA

GREG FARMER photographs

EXTERIOR, E and N ELEVATIONS

PHOTO 2

Photo 02: Calhoun Apts, Springfield, Hampden County, Mass.

2008



MA_HAMPDENCOUNTY (SPRINGFIELD) - CALHOUN 003. +ff

CALHOUN APARTMENTS

SPRINGFIELD (HAMPDEN) MA

GREG FARMER photographer

EXTERIOR, SHOWING W and S ELEVATIONS

PHOTO 3

Photo 03: Calhoun Apts, Springfield, Hampden County, MA.

2008



MA - HAMPDEN COUNTY (SPRINGFIELD) - CALHOUN COY. + + +

CALHOUN APARTMENTS

SPRINGFIELD (HAMPDEN) MA

GREG FARMER photographs

EXTERIOR, S (REAR) ELEVATION

PHOTO 4

2008

Photo 04: Calhoun Apts., Springfield, Hampden County, MA.



MA - HAMPDEN COUNTY (SPRINGFIELD) - CALHOUN 005. tff

CALHOUN APARTMENTS

SPRINGFIELD (HAMPDEN) MA

GREG FARMER photographs

INTERIOR, TYPICAL STAIRHALL DETAILS

PHOTO 5

2008

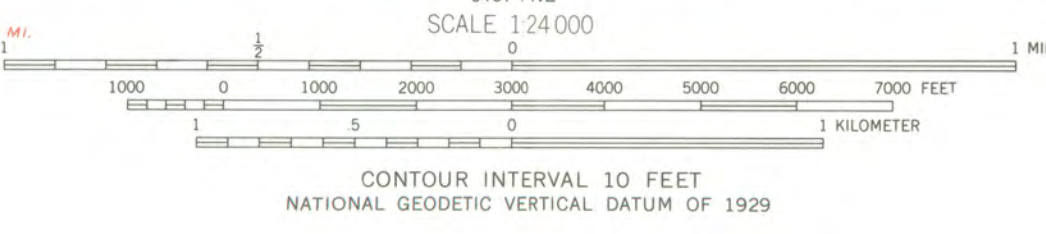
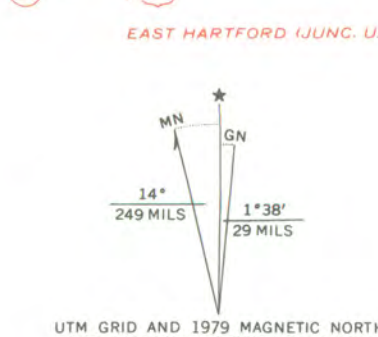
Photo 05: Calhoun Apts., Springfield, Hampden County, MA.

CALHOUN
APARTMENT
BLOCK
1391-99 DWIGHT
ST/85 JEFFERSON
AVE, SPRINGFIELD
HAMPDEN CO MA
ZONE EASTMAN NORTH
18 698100 4665230



To convert feet to meters
multiply by .3048
To convert meters to feet
multiply by 3.2808

Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, Massachusetts Geodetic Survey,
and Connecticut Geodetic Survey
Topography by planetable surveys 1933 and 1942
Culture revised from aerial photographs by photogrammetric
methods. Aerial photographs taken 1957. Field check 1958
Polyconic projection. 1927 North American datum
10,000-foot grids based on Massachusetts coordinate system,
mainland zone, and Connecticut coordinate system
1000-meter Universal Transverse Mercator grid,
zone 18
Red tint indicates areas in which only
landmark buildings are shown
Revisions shown in purple compiled in cooperation with the State of
Massachusetts agencies from aerial photographs taken 1975 and other
source data. This information not field checked. Map edited 1979



SPRINGFIELD SOUTH, MASS.-CONN.
42072-A5-TF-024
1958
PHOTOREVISED 1979
DMA 6468 II SE-SERIES V814

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

To place on the predicted North American Datum 1983,
move the projection lines 5 meters south and
38 meters west as shown by dashed corner ticks



The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

September 18, 2009

Mr. J. Paul Loether
National Register of Historic Places
Department of the Interior
National Park Service
1201 Eye Street, NW, 8th floor
Washington, DC 20005



Dear Mr. Loether:

Enclosed please find the following nomination form:

Calhoun Apartments, 1391-1399 Dwight Street, Springfield (Hampden), MA

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. The owners of the property were notified of pending State Review Board consideration 30 to 45 days before the meeting and were afforded the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Betsy Friedberg".

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

enclosure

cc: Gregory Farmer, Michele Plourde-Barker, consultants
Jeffrey Oldenburg, Jefferson Park LP
Mayor Domenic Sarno, City of Springfield
Ralph Slate, Springfield Historical Commission
Kerry Dietz, Springfield Planning Board