



# North End Neighborhood Investment Plan 2024-2034

*City of Springfield and the New North Citizens' Council, Residents, local Businesses, Organizations, and other Stakeholders*



# North End Neighborhood Investment Plan 2024-2034



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## **Acknowledgements**

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*Goal: To enhance and inform the delivery of municipal services and the investment of municipal, state, federal, and private funding, and other resources in the North End neighborhoods of Brightwood and Memorial Square through collaborative planning and implementation between residents, including resident businesses and organizations, and other stakeholders and city departments.*

## Introduction

Welcome to the North End Neighborhood Investment Plan 2024.

This plan begins with a brief history of how the neighborhood developed over time. We want everyone reading the plans to know that, just as your neighborhood was created by people who came before you, so too can you influence the way your neighborhood develops into the future.

In 2022, as the city and the nation emerged from the COVID 19 pandemic, the city of Springfield allocated \$746,340 of [American Rescue Plan Act](#) funds to update the city's [Neighborhood Data Atlas](#) and facilitate development of [Neighborhood Investment Plans](#) in twelve neighborhoods where residents experienced disproportionately high rates of COVID infection, hospitalization, and death, including the South End neighborhood. The city engaged the [Pioneer Valley Planning Commission](#) (PVPC) to complete this work, and PVPC subsequently engaged [Way Finders Community Building and Engagement](#) team via a competitive procurement process to lead engagement focusing on residents, local businesses, and community-based organizations.

The goal of this neighborhood plan and the planning process that led to its development is to establish and agree on shared priorities for investment in the neighborhood and to strengthen the connection between the neighborhood—its residents, small businesses, institutions, and community-based organizations, along with the [Neighborhood Council](#), the New North Citizens' Council, and the city's many departments. The city of Springfield works with residents through the city's neighborhood councils, and the city relies on them to share information with their residents. Residents who want to get involved in their neighborhoods can start with the neighborhood council. Recognizing that the city's neighborhood councils needed financial support and technical assistance, the city invested [\\$1.7 million in the form of \\$100,000 grants to each neighborhood council](#) in 2022-2024 and developed a neighborhood council handbook.

This planning process was initiated by the city [Office of Planning and Economic Development](#) (OPED) [Division of Neighborhood Services](#), and this city office is working to ensure integration and acceptance of these prioritized projects by all city departments, boards, and commissions. Through this plan, the city and the neighborhood are proclaiming their shared commitment to work collaboratively on behalf of their residents to implement these priority investments over the next ten years, through 2034.

Cover image: *The Connecticut Riverwalk and Bikeway in the Brightwood neighborhood.*

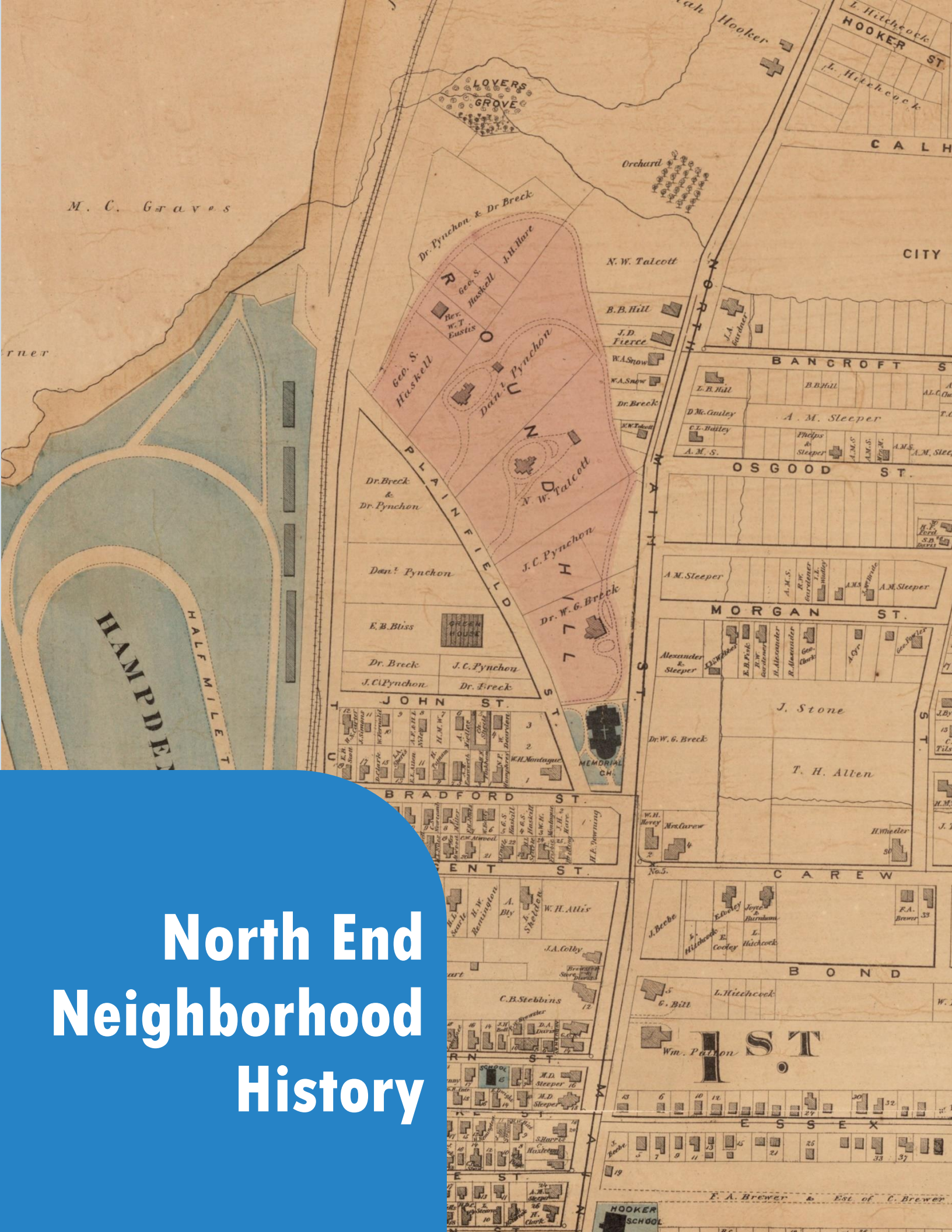
Previous page: *Looking north on Main Street from Grove Street in the Memorial Square neighborhood.*



## **Executive Summary**

The executive summary including the list of recommendations, will be prepared following public engagement workshops in April and May 2024.





M. C. Graves

HAMPDEN  
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# North End Neighborhood History

HOOKER  
SCHOOL

F. A. Brewer & Est. of C. Brewer





*A view of the North End from around 1892, facing west from Atwater Terrace. In the distance is the Wason Manufacturing Company facility on Wason Avenue. From Picturesque Hampden (1892).*

### Residential Development

For much of Springfield's early history, the North End was only sparsely settled. The 1835 Springfield map, for example, shows just 20 houses in the present-day North End, including only three in the area that would become the Brightwood neighborhood. However, this would begin to change in the second half of the 19th century, when the city began to experience rapid population growth.

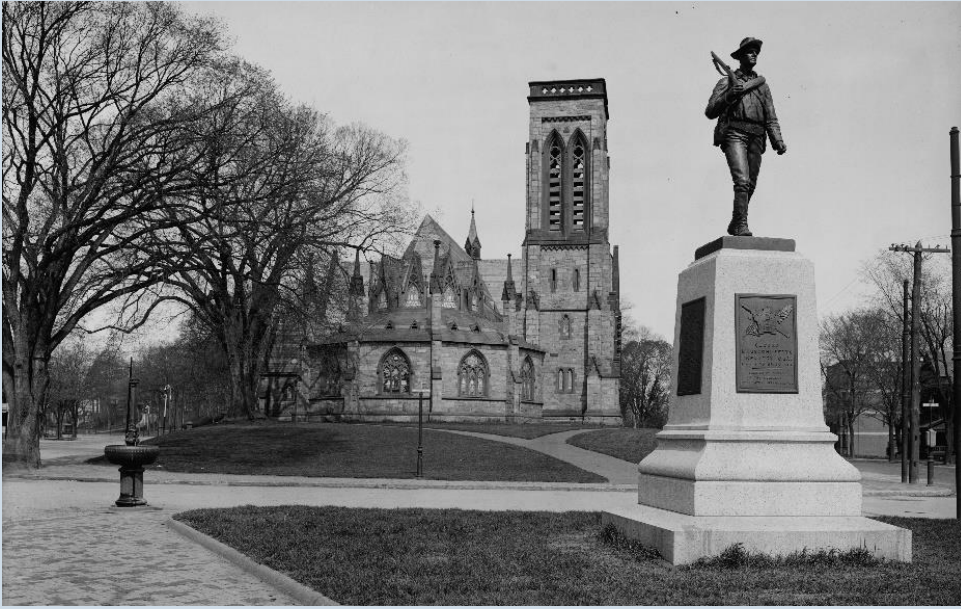
For some of Springfield's more affluent residents, they were drawn to the North End by many acres of undeveloped land. In 1843, former congressman and future Springfield mayor William B. Calhoun purchased 21 acres of land on Chestnut Street, near the corner of

*Previous page: Detail from 1870 map of Springfield, showing the area around present-day Memorial Square. Boston Public Library, Norman B. Leventhal Map Center.*

what would become Montmorenci Street. Calhoun Park was later named in his honor, and it is located across Chestnut Street from where his house once stood.

Other notable residents during this period included George M. Atwater, president of the Springfield Street Railway. In 1853 he built "Rockrimmon," a 38-room mansion in the northern part of the neighborhood, near the Chicopee line. It was designed by prominent architect Richard Upjohn, and it was a neighborhood landmark until 1957, when it was destroyed by a fire. One of George Atwater's neighbors was Josiah G. Holland, a famous poet and novelist who built his estate "Brightwood" on Atwater Terrace in 1862. Although located just outside the present boundaries of the North End, Holland's house became the namesake of the Brightwood neighborhood.





Memorial Square around 1908. Library of Congress, Detroit Publishing Co. Collection

### Industrial Development

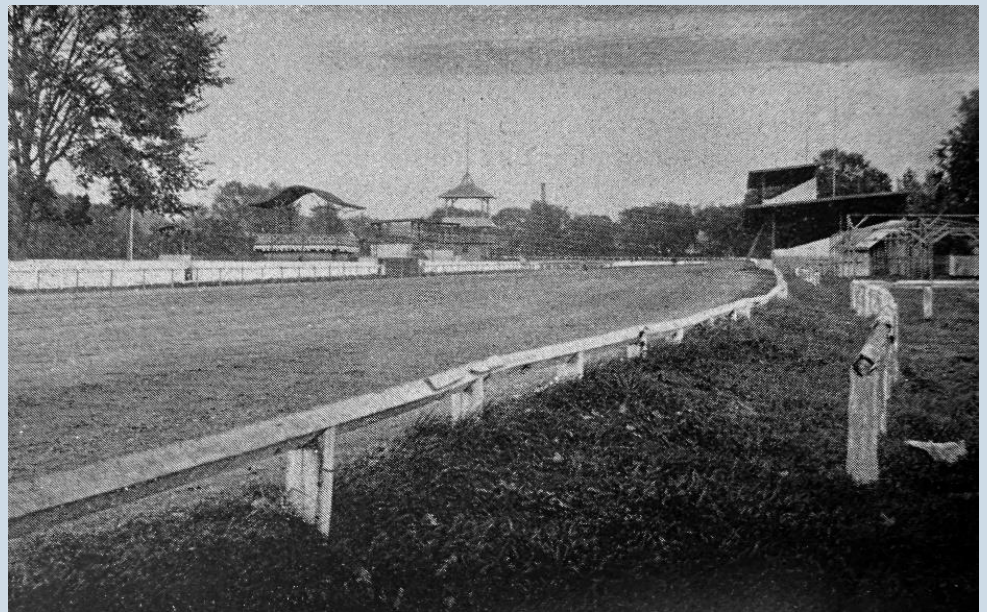
As it turned out, though, the large tracts of undeveloped land in the North End were also well-suited for industry, particularly the land along the railroad tracks. Probably the most important company in the North End during the late 19<sup>th</sup> century was the Wason Manufacturing Company, which specialized in producing railroad cars. In 1872, Wason moved from its downtown location to a new facility on Wason Avenue in the North End. It became one of the largest employers in the city, with over 700 workers, and it was the largest railroad car manufacturer in New England. After the turn of the 20<sup>th</sup> century, Wason began to specialize in electric trolleys, but the company was hit hard by the Great Depression. This was also around the time that many cities began replacing trolleys with buses, and Wason ultimately closed in 1932.

### Hampden Park

Aside from industry, the North End was also once the site of Hampden Park and its successor, Pyncheon Park, located just to the south of the North End Bridge. The park opened in 1857 as a venue for horse shows, but it was also used for a number of other spectator sports. It was here that George Hendee, the future founder of Indian Motorcycle, gained fame as a bicycle racer. Hampden Park was also frequently used as a neutral ground for Ivy League

football games, including the infamous 1894 “Hampden Park Bloodbath” between Harvard and Yale.

Overall, though, the park’s longest use was professional baseball. Springfield’s first minor league team started playing here in 1878, and subsequent teams would use both Hampden Park and Pyncheon Park until 1965, when the



The racetrack and grandstand at Hampden Park, around 1892. The Connecticut Riverwalk and Bikeway now passes through the right side of this scene. From Picturesque Hampden.



Springfield Giants left the city at the end of the season. The grandstands were destroyed by a fire a year later, and the site of the park is now industrial and commercial development along Avocado Street.

### Later Development

In the meantime, the North End was steadily subdivided into new streets and house lots during the late 19th and early 20th centuries. This development generally progressed from south to north, and consisted primarily of single-family homes.

However, there were also a number of apartment buildings and mixed use residential and commercial buildings, particularly along the section of Main Street to the south of Memorial Square. Industrial development also continued during this time, particularly along the railroad corridor, which passes through the center of the North End.

By 1920, the industrial development in the North End included foundries, machine shops, and paper mills, along with the trolley production at the Wason Manufacturing Company. Other factories produced a wide range of consumer goods, including tools, lawn mowers, household plumbing fixtures, rugs, spring beds, and sporting goods.

Springfield did not adopt its first zoning ordinance until 1921, after most of the industrial development had already occurred in the North End. As a result, when zoning districts were established in the North End, the industrial zones were largely based on existing uses. This meant that



*Calhoun Park, shown in an early 20<sup>th</sup> century postcard. Private collection.*



*Mixed-use residential and commercial buildings on Plainfield Street, near Brightwood Avenue, around 1938-1939. Springfield Preservation Trust.*



the two predominantly residential North End neighborhoods were divided by a strip of industrial land that abutted the railroad tracks.

In his 1985 book *Springfield—350 Years*, historian Donald J. D’Amato argues that this industrial development in the midst of a residential area ultimately contributed to the decline of the North End. The presence of the factories made the area less desirable, which in turn led to fewer investments in housing during the early 20th century.

And, as it turned out, the industries themselves also struggled in the 20th century. Many of the factories were in aging facilities that were poorly suited for modern manufacturing needs, which led many of the companies to either move out of the North End, or close entirely.

#### A Diverse Community

By the mid-20th century, the North End had a diverse population that included ethnic groups such as French, Greek, Polish, and Russian immigrants. Starting in the 1950s, the North End also became home to a small but growing population of Puerto Ricans. By 1957, there were approximately 1,400 Puerto Ricans living in the North End, many of whom had to overcome linguistic and cultural barriers while also facing discrimination from other residents.

#### Neighborhood Redevelopment

As was the case in cities throughout America during this time, the high poverty rates and the presence of large numbers of ethnic and linguistic minorities in the North End made it a target for redevelopment efforts. Many officials raised concerns regarding overcrowded



*A portion of the abandoned Wason Manufacturing Company facility on Wason Avenue around 1938-1939, several years after the company closed. Springfield Preservation Trust.*

housing units, code violations, and other substandard living conditions, and used this as justification for redeveloping large portions of the North End.

This ultimately led to the large-scale demolition of much of the North End, including portions of the present-day Metro Center neighborhood that were historically often considered to be part of the North End. Nearly all of the buildings from the Main Street railroad arch to Memorial Square were demolished in the 1960s, and much of that land became Interstate 291, which has several exits in the North End, along with an interchange with Interstate 91. The construction of Interstate 91 also had a significant impact on the North End by further exacerbating the divide that had previously existed with the railroad and the industrial development.

Much of this redevelopment effort was guided by a Citizens Action Commission, which was created in 1958. It consisted of 140 members, including a 17-person executive committee. However, the membership was not representative of the city’s overall



demographics. The 17 members of the executive committee included just one woman and one person of color. None of the executive committee members lived in the North End, and fewer than half lived anywhere in Springfield, with most of the other members residing in Longmeadow.

This lack of North End representation in the planning process resulted in a redevelopment plan that favored the interests of commuters who drove into the city from the suburbs, rather than the interests of the people who lived in the North End. This included the construction of the highways, which generated considerable controversy in the early 1960s. Some North End residents spoke out against the highways, including State Representative Armand N. Tancredi, who was opposed to any highways in the city, predicting that they would create “ghost towns.” By contrast, though, the legislators from the more suburban parts of the city—which would not be directly affected by the highways—voiced their support for these projects. Among them was Representative John D. B. Macmillan of suburban East Forest Park, who dismissed concerns about the routes by arguing that, either way, “someone has to be hurt.”

#### New North Citizens’ Council

The many changes in the North End during the mid-20<sup>th</sup> century helped to spur the creation of the Memorial Square Citizens’ Council in 1973. This provided a greater voice for neighborhood residents, while promoting social and economic development to benefit the neighborhood and its residents. In 1986, the organization merged with the Brightwood Neighborhood Council



Modern highways overlaid in black on a 1920 map of the Memorial Square area. The blue checkered pattern covers the “clearance area” that was designated in 1959, and nearly all of those buildings were demolished in the early 1960s. Sources: Boston Public Library, Norman B. Leventhal Map Center and MassGIS.

and formed the New North Citizens’ Council. Since then, the organization has continued its mission of strengthening the Brightwood and Memorial Square neighborhoods, and it is governed by a board of directors that is elected by North End residents.



### The North End Today

Over the years, the North End has continued to be at the center of Springfield's Puerto Rican community. Citywide, nearly half of Springfield residents identify as being Hispanic or Latino, the vast majority of whom specifically identify as Puerto Rican. In the North End, however, these rates are even higher, with 85% of residents identifying as Hispanic or Latino on the 2020 census.

This high percentage of Hispanic/Latino residents has led to a vibrant Puerto Rican community within the North End. However, the demographic data also points to the long-term effects of de facto segregation and inequities. The 2014 *Knowledge Corridor Fair Housing and Equity Assessment* highlighted the issue of White/Latino segregation within the Springfield Metropolitan Statistical Area (MSA). The Department of Housing and Urban Development uses the dissimilarity index to measure segregation within MSAs, and an index score of 0.55 or higher is considered to have a high level of segregation. As of 2010, the Springfield MSA had a dissimilarity index of 0.634 for White/Latino segregation. This is the third highest figure for any MSA in the country, and the highest for MSAs with a population over 500,000.

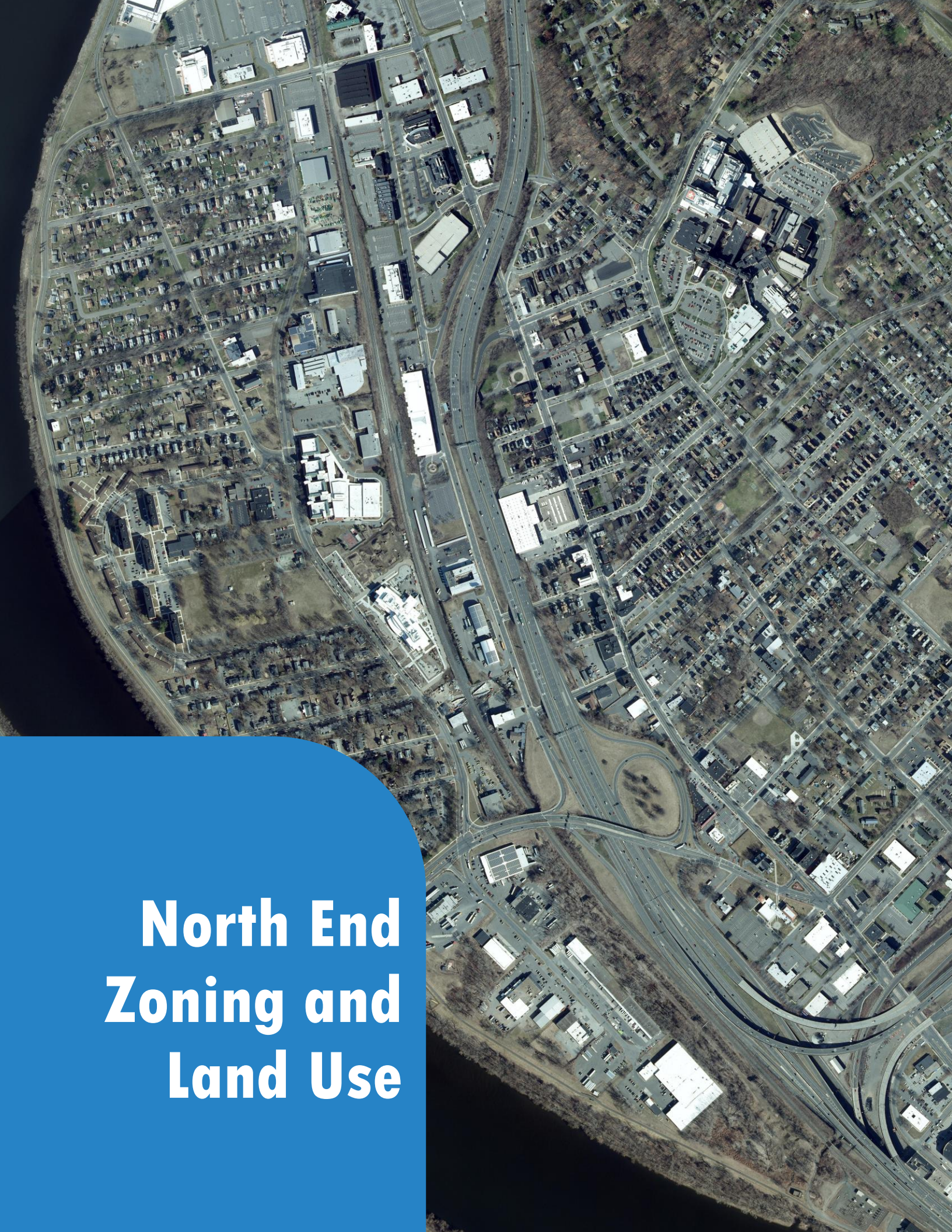
Because of the high levels of segregation within communities and neighborhoods of the Springfield Metropolitan Statistical Area, and because of the legacy of marginalization within the North End, it is important to ensure that ongoing planning efforts continue to involve the voices of all North End residents. As such,



*A mural on Jefferson Avenue celebrating longtime Springfield resident Miguel González and the Puerto Rican heritage of the North End neighborhoods. Painted by Vincent Ballentine for Common Wealth Murals.*

the New North Citizens' Council and other local community-based organizations are important partners in the creation of this neighborhood investment plan.





# North End Zoning and Land Use



### Neighborhood Boundaries

The North End is comprised of the two northwesternmost neighborhoods in Springfield: Brightwood and Memorial Square. Because of their geographic proximity, similar demographics, and close ties to each other, this neighborhood investment plan is addressing the needs, goals, and objectives of the two neighborhoods collectively.

The boundaries of the Brightwood neighborhood are defined by the city border to the north, the Connecticut River to the west, the railroad tracks to the east, and the CSX railroad tracks to the south.

The Memorial Square neighborhood is directly to the east of Brightwood, and it is bounded by the city line to the north, the railroad tracks to the west, and Interstate 291 to the south. The eastern boundary follows a more complicated path, along Chestnut Street from Interstate 291 to Carew Street, and then along Bartlett Street, Narragansett Street, Chapin Terrace, Marvin Street, Pratt Street, and then back to Chestnut Street and Interstate 91.

### Zoning Overview

The zoning in the North End is a patchwork of residential, business, and industrial use with a variety of densities. Historically, the railroad corridor was heavily industrialized, and it remains zoned as such, although most of this land is no longer used for industry. Instead, many of the industrial-zoned parcels are now medical outpatient facilities, schools, warehouses, and self-storage facilities. As such, it may be beneficial to

Previous page: 2021 aerial image of the North End neighborhoods. Source: MassGIS



*Low-density residential development in the northern part of Brightwood*



*Medium-density homes on Calhoun Street in Memorial Square*



*Residence C apartments on Clyde Street in Brightwood*





*Residence C-2 high-rise apartments in Brightwood*

explore whether rezoning these parcels to Business B would better support the long-term development goals of the neighborhood.

Aside from industrial zoning, there are also a significant number of parcels that are zoned for Business A and Business B. Much of this land is along Main Street, but there are also scattered business and commercial parcels along Dwight and Chestnut Streets, particularly in the southern part of the neighborhood. Brightwood has far less business zoning, but there are several parcels on and around Plainfield Street.



*Mixed-use residential and business development on Main Street*

### Residential Zoning

In Memorial Square, the residential areas are primarily zoned Residence B, which allows for medium-density housing such as single-family and two-family homes. Most of these homes date back to when this area was developed around the turn of the 20th century, but there are also more recent infill houses interspersed throughout the neighborhood. On the west side of the North End, in Brightwood, the northern part of the neighborhood is primarily zoned for low-density Residence A (single-family homes).

The southern part is a mix of Residence A and higher-density Residence C (multi-family buildings and apartment complexes), along with several Residence C-2 parcels, which allow for high-rise residential use.



*Business development on Main Street*

### Business and Industrial Use

Main Street, located in Memorial Square, is the primary commercial corridor in the North End. It features a variety of businesses that serve the needs of local residents, but there are also opportunities for further growth, as





Gas station and convenience store on West Street. This is one of the few retail establishments in Brightwood.



Medical facilities on Wason Avenue in Brightwood

discussed in more detail in the Economic Development Opportunities section.

In contrast to Memorial Square, the Brightwood neighborhood has very limited business development. Much of the non-residential land is either institutional—such as schools and medical facilities—or consists of warehouses, self-storage units, and similar development.

**Hospitals**

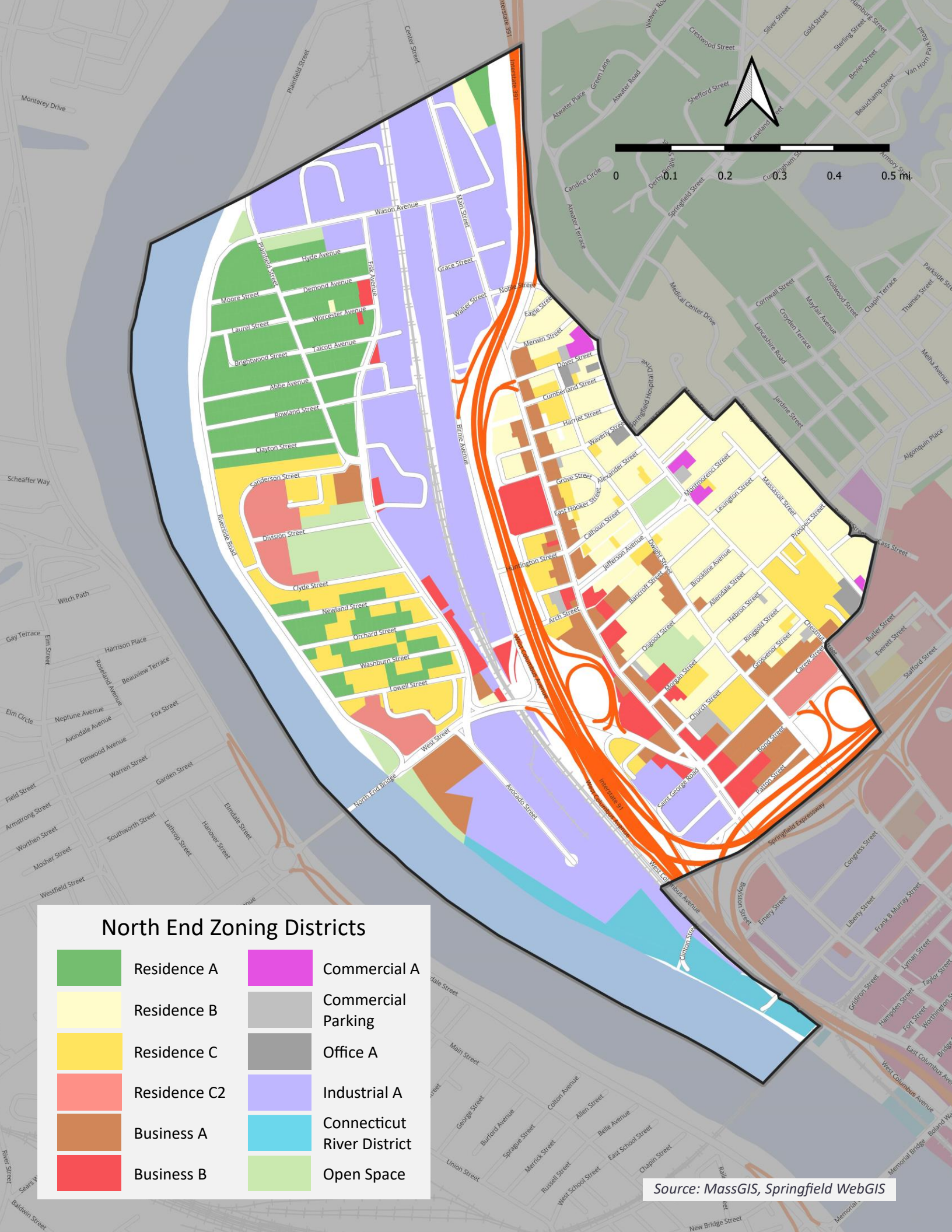
The North End is located directly adjacent to the main campuses of the city’s two major hospitals: Baystate Medical Center and Mercy

Summary of North End Zoning Districts	
District	Description
Residence A	Low density residential, primarily single-family detached
Residence B	Medium density residential, primarily single-family and two-family
Residence C	Single-family dwellings, two-family dwellings and multi-family dwellings
Residence C-2	High-rise residential, with limited business activities on the ground floor.
Commercial A	Small scale retail and service convenience type commercial establishments.
Business A	Main Street and pedestrian oriented shopping districts with residential allowed.
Business B	Highway-oriented automotive and service business activities.
Industrial A	Full range of industrial and business uses compatible with a major urban center.

Medical Center. Neither hospital is located within the boundaries of the North End, but their proximity has led to the construction of a variety of outpatient medical facilities here in the North End. Much of this has occurred on former industrial sites in the northern part of the two neighborhoods, particularly on Main Street, Birnie Avenue, and Wason Avenue.

Although located within the North End, these outpatient medical facilities are largely isolated from the rest of the neighborhood, with large parking lots and direct highway access. At the same time, the patients and employees at these facilities form a large pool of potential customers for North End businesses, and representatives from the New North Citizens’ Council and North End Neighborhood Council are eager to build upon this opportunity.



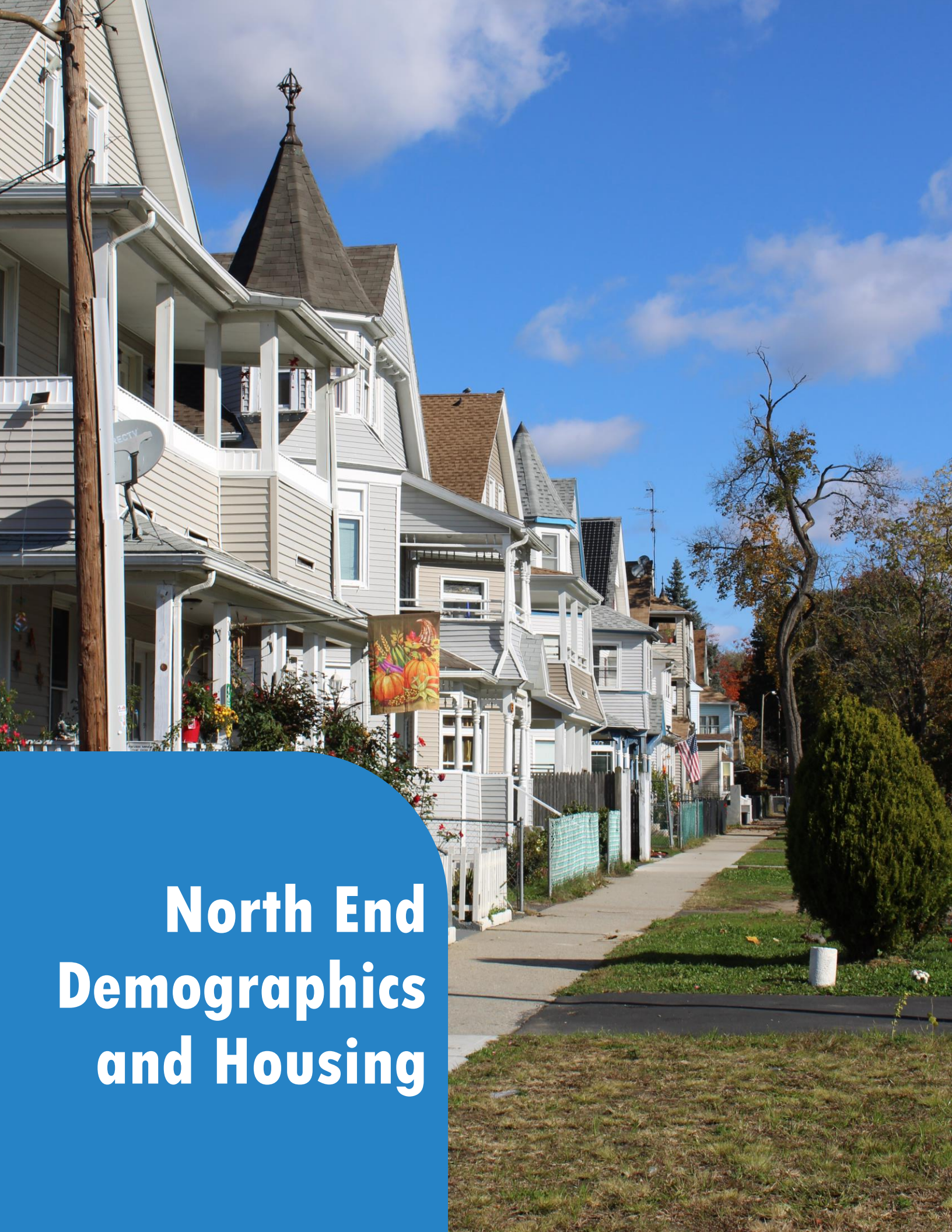


### North End Zoning Districts

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<span style="display:inline-block; width:20px; height:20px; background-color: #FFF9C4;"></span>	Residence B	<span style="display:inline-block; width:20px; height:20px; background-color: #9E9E9E;"></span>	Commercial Parking
<span style="display:inline-block; width:20px; height:20px; background-color: #FFEB3B;"></span>	Residence C	<span style="display:inline-block; width:20px; height:20px; background-color: #616161;"></span>	Office A
<span style="display:inline-block; width:20px; height:20px; background-color: #FF8A65;"></span>	Residence C2	<span style="display:inline-block; width:20px; height:20px; background-color: #9575CD;"></span>	Industrial A
<span style="display:inline-block; width:20px; height:20px; background-color: #A1887F;"></span>	Business A	<span style="display:inline-block; width:20px; height:20px; background-color: #00BCD4;"></span>	Connecticut River District
<span style="display:inline-block; width:20px; height:20px; background-color: #F44336;"></span>	Business B	<span style="display:inline-block; width:20px; height:20px; background-color: #C8E6C9;"></span>	Open Space

Source: MassGIS, Springfield WebGIS





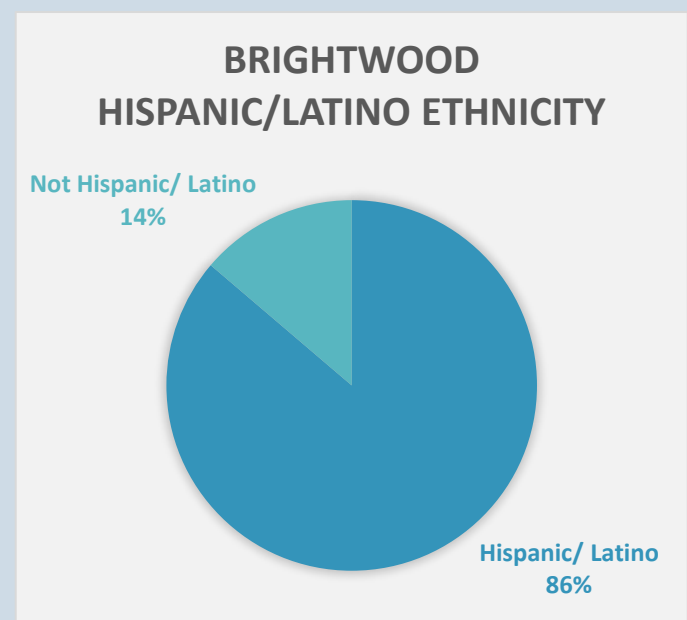
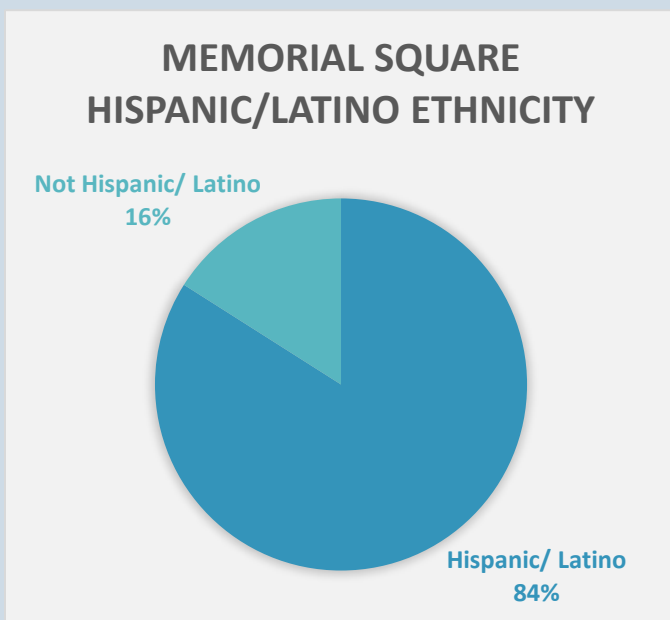
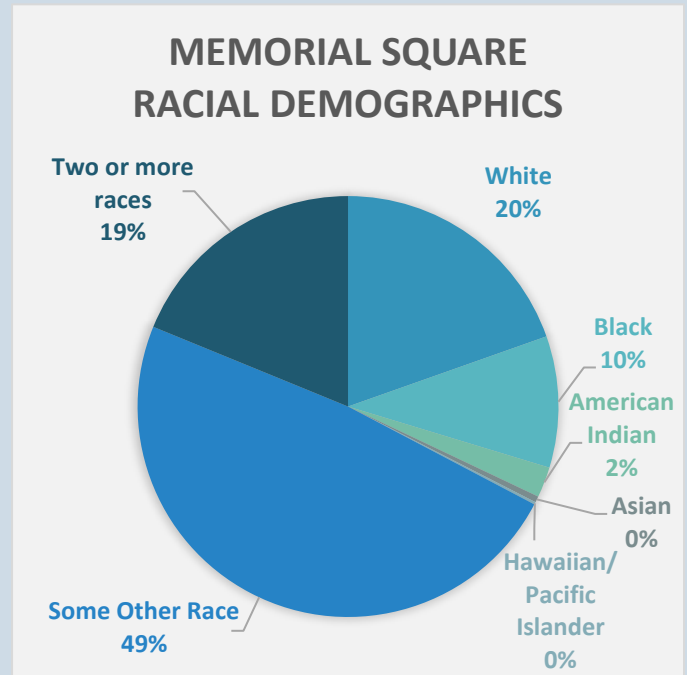
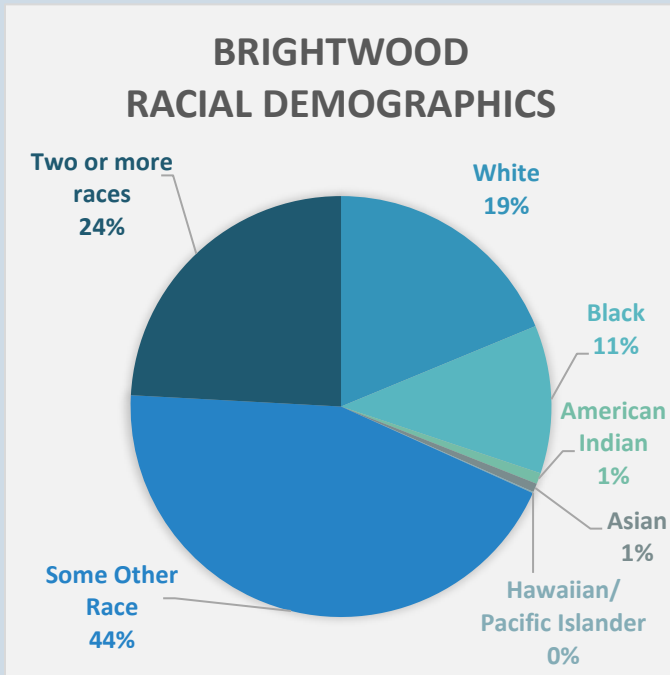
# North End Demographics and Housing



Demographic Overview

Both the Brightwood and Memorial Square neighborhoods have similar demographics, including racial and ethnic identities. As of the 2020 U.S. Census, Brightwood had a population of 3,902, while Memorial Square

had a population of 4,257. Together, the two neighborhoods have a population of 8,159, which is approximately 5.2% of the city's total population. The vast majority of residents in these two neighborhoods have Puerto Rican ancestry, with 85% of residents identifying as



Source: U.S. Census Bureau (2020)

Previous page: Medium-density homes on Jefferson Avenue



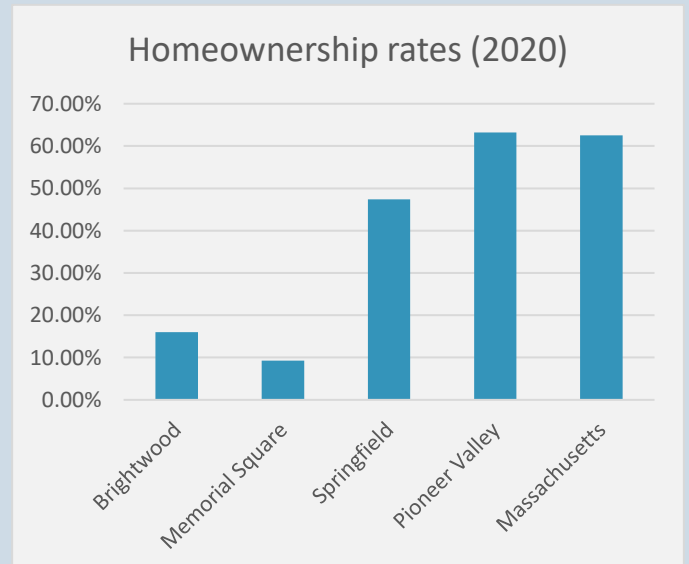
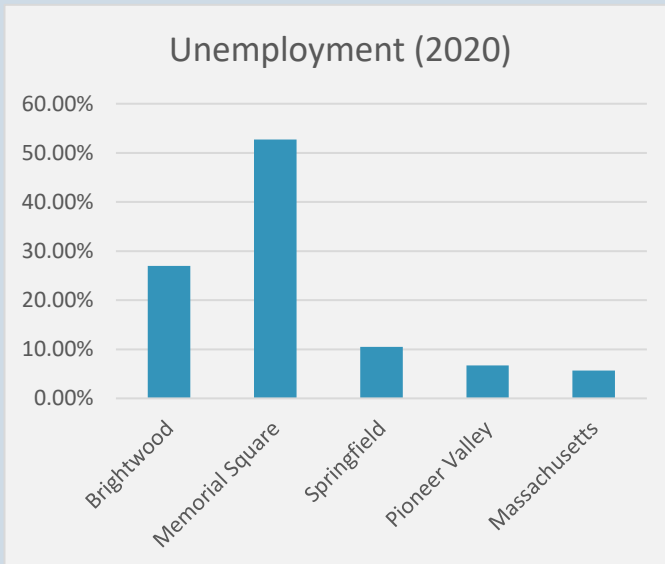
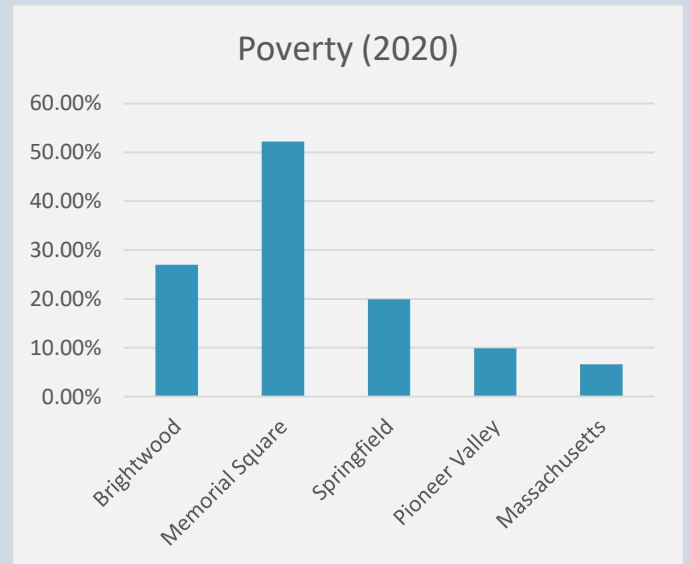
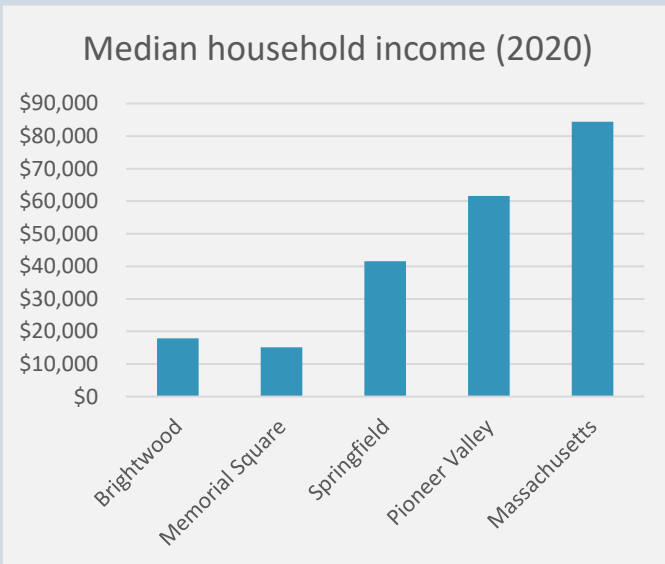
Hispanic or Latino of any race. Overall, 19% of North End residents identify as White, 11% identify as Black, 21% identify with two or more races, and 49% identify with other races.

According to the U.S. Census Bureau’s 2022 American Community Survey (ACS), an estimated 42% of Brightwood residents and 29% of Memorial Square residents were born in Puerto Rico. The 2022 ACS also indicates

that, among residents aged 5 and older, 69% in Brightwood and 69% in Memorial Square speak a language other than English. Of those who speak another language, 47% in Brightwood and 50% in Memorial Square speak English less than “very well.”

**Economic Security**

Compared to the other neighborhoods in Springfield, the North End tends to have weaker economic security. Memorial Square



Source: U.S. Census Bureau (2020)



		Brightwood	Memorial Square	Springfield	Pioneer Valley	Mass.
Children and youth	Babies born with low birth weight	11.3	No Data	11.1%	9.1%	7.6%
	Child poverty	65.3%	71.2%	36.2%	20.8%	12.2%
Education	Preschool enrollment	22.2%	65.4%	60.1%	53.6%	58.0%
	Attainment of higher education	5.9%	4.1%	19.0%	32.6%	44.5%
Health	Premature mortality (per 1,000)	No Data	1.8	4.0	3.3	2.7
Economic security	Median household income	\$17,898	\$15,133	\$41,571	\$61,569	\$84,385
	Income inequality (Gini index)	0.55	0.50	0.48	0.47	0.48
	Poverty	27.0%	52.2%	19.9%	9.9%	6.6%
	Elderly poverty	49.5%	35.9%	13.7%	10.1%	8.9%
	Unemployment	27.0%	52.7%	10.5%	6.7%	5.7%
	Labor force participation	46.8%	46.8%	57.6%	61.4%	67.2%
Housing	Housing cost burden	43.6%	68.0%	45.4%	34.9%	34.5%
	Homeownership rates	16.0%	9.3%	47.4%	63.2%	62.5%
Transportation	Low-carbon commuters	25.2%	36.0%	17.6%	14.1%	22.4%
	Average commute time (minutes)	23.0	19.5	21.1	23.1	30.0

Much more information is available in the [Springfield Data Atlas](#)

and Brightwood have the lowest median household incomes of any neighborhood in the city, at \$15,133 and \$17,898, respectively, compared to the citywide median of \$41,571. In Brightwood, 27.0% of residents have a household income that falls below the federal

poverty line, and in Memorial Square this figure is 52.2%, the highest in the city. The two neighborhoods have low rates of homeownership, with 16.0% in Brightwood and 9.3% in Memorial Square, compared to 47.4% citywide. The two neighborhoods have an estimated 1,394 subsidized housing units, which amounts to about 42% of all housing in the North End. The majority of these are in Brightwood, where about 63% of the housing units are subsidized.



Apartment buildings on Main Street in the Memorial Square neighborhood

Perhaps because of the number of subsidized housing units in the neighborhood, Brightwood has a lower rate of housing cost burden (43.6%) compared to the citywide average (45.4%). By contrast, Memorial Square, which has comparatively few subsidized housing units, has the second-highest housing cost burden rate of any neighborhood in the city, at 68.0%. A



household is considered to be housing cost burdened if they spend more than 30% towards either rent or homeownership.

### Housing Stock

In Brightwood, the vast majority of the residential structures in the neighborhood are single-family or two-family homes. However, they only account for about a third of the total number of housing units in Brightwood; the remaining two-thirds of units are located in apartment complexes that each have over 200 units.

By contrast, the existing housing stock in Memorial Square has a broader range of densities. About 27% of housing units are in single-family or two-family homes, and another 21% are in three-family or four-family homes. About 30% of units are in buildings with between 6 and 43 units, and the remaining 22% of housing units are in buildings with more than 100 units.

There are an estimated 957 subsidized housing units in Brightwood and 437 in Memorial Square. This comprises about 39% of the total number of housing units in the North End.



*Homes on Jefferson Avenue in the Memorial Square neighborhood*

Although a considerable number of homes in the North End neighborhoods were demolished during the redevelopment efforts of the mid-20<sup>th</sup> century, there are still many older houses in both neighborhoods. In Brightwood, about 55% of the existing single-family and two-family homes were built between 1880 and 1930, and fewer than 10% were built after 1992. In Memorial Square, about 75% of single-family and two-family homes were built between 1880 and 1930, and about 93% of the three-family and four-family homes were built during that period. Likewise, about 70% of the existing apartment buildings in Memorial Square were constructed during that time.

The age of the existing housing stock in these neighborhoods can create additional burdens and risks for residents. Such homes tend to require more upkeep than newer construction, and there are often added expenses related to health and safety hazards such as lead paint, asbestos, and outdated electrical systems. As outlined on page 24, there are a variety of city programs and initiatives to assist in repairs and remediation work, but most



*The Riverview apartments on Clyde Street in the Brightwood neighborhood*



of these are only available to those who live in owner-occupied homes. Because of the North End's low homeownership rates, these funding sources are only accessible to a small number of residents in Brightwood and Memorial Square. Part of the motivation for the city's decision to invest ARPA funds in the Targeted Neighborhood Investment planning process is to build capacity of residents and their neighborhood councils to make use of these resources.



*Homes on Plainfield Street in the Brightwood neighborhood*



*The vacant lot at the corner of Main and Waverly Streets, which will be redeveloped as mixed-use retail and housing*



*The former Brightwood Elementary School on Plainfield Street, which will be converted into affordable housing*

Given the low homeownership rates in the North End neighborhoods, there may be opportunities to establish or expand similar programs that would support renters. There are also opportunities to increase these rates through additional funding for first-time homebuyer programs, so that families can begin to build intergenerational wealth through homeownership.

#### Housing Investments

North End residents and stakeholders have consistently identified affordable housing as an area of need, and there are currently several ongoing investments to help address this issue. In Memorial Square, this includes Springfield Pharmacy, a mixed-use development at the corner of Main and Waverly Streets that will include ground floor retail and 8-10 rental units on the upper floors. In Brightwood, the former Brightwood Elementary School is slated to be converted into 57 rental units, which will be reserved for households at or below 60% of the Area Median Income.



## Existing Housing Programs and Initiatives

### Homeowner Emergency Repair Program

This program provides funding for income-eligible owner-occupants for a single-item emergency repair. Homeowners are eligible to apply if there is an immediate threat to the health and safety of the occupants, or to the structural integrity of the building. This can include emergency repairs to the roof, porch, electrical/mechanical systems, plumbing, and foundation, along with other urgent code-related issues. Applicants can be from any neighborhood in the city, and those who are selected for this program receive a 0% interest, deferred-payment loan. This is forgiven over the course of five years, provided that the homeowner continues to reside at the property.

### City of Springfield Exterior Home Repair Program

This program is available to income-eligible homeowners in any city neighborhood. It funds up to \$40,000 in exterior repairs, such as roofs, windows, porches, siding, and painting. As with the Emergency Repair Program, the city will provide recipients with a 0% interest, deferred-payment loan that will be forgiven over five years.

### City of Springfield Healthy Homes Program

This program provides funding for remediating health issues such as lead paint and asthma triggers. Eligibility is determined based on income, and also based on census tract. All of the census tracts in the North End neighborhoods are designated as Qualified Census Tracts. As with the other two city programs, funding is provided in the form of a 0% interest, deferred-payment loan that is forgiven after five years.

### Heating Emergency Assistance Retrofit Tasks Weatherization Assistance Program (HEARTWAP)

HEARTWAP is coordinated by the Valley Opportunity Council (VOC) and the Office of Housing, and it provides emergency repairs and replacements of heating systems for income-eligible renters and homeowners in the city. VOC also provides heating assistance to income-eligible residents.

### City of Springfield Down Payment Assistance Program

Most of these programs are only open to homeowners, but the North End has a low homeownership rate, which means that only a small percentage of neighborhood residents are able to access these funding sources. In an effort to expand homeownership rates citywide, there are several programs

that are available to first-time homebuyers, including the City of Springfield Down Payment Assistance Program.

This is available to first-time homebuyers in Springfield who meet income eligibility and other program requirements, and it provides up to \$4,000 towards a down payment and closing costs. As with the city's other programs, homebuyers receive this as an interest-free loan, which is forgiven over the course of five years, provided that the house remains their primary residence.

### Buy Springfield Now

This ongoing initiative is a collaboration between the city, nonprofits, and private sector partners. Participants in this program receive discounts from lenders, realtors, attorneys, and home inspectors as part of their homebuying process.

### Other Housing Partners

Aside from these city-managed programs, there are a number of community development corporations and community-based organizations that provide housing support and assistance in the Mason Square neighborhoods. These include Springfield Neighborhood Housing Services, Revitalize CDC, and Way Finders.

### Energy Efficiency

In addition to the challenges of simply maintaining and rehabilitating the older homes in the North End neighborhoods, homeowners may also be challenged by the added cost of the need to transition away from fossil fuel-based energy sources. This is part of a broader effort to reduce greenhouse gas emissions, as the city of Springfield and the Commonwealth of Massachusetts are committed to net zero energy by 2050. The Massachusetts Clean Energy Center and the MA Department of Energy Resources, along with the federal government, recognize the importance of incentivizing homeowners to invest in energy-efficient upgrades and incorporate renewable energy sources to reduce carbon emissions. Collaboration among residents, local organizations, and city, state, and federal resources will be important as the neighborhood implements comprehensive strategies that foster a greener, more resilient North End community for generations to come.





# North End Transportation



### North End Transportation

Both North End neighborhoods have among the city's highest rates of using environmentally friendly mode of transportation, either by biking, walking, carpooling, or riding public transportation. For many residents, this is likely done out of necessity due to income. According to the 2022 American Community Survey, approximately 19.4% of workers in Brightwood and 28.2% of workers in Memorial Square do not have access to a vehicle. This is considerably higher than the citywide average of 6.3%, indicating that many residents depend on these alternative means of transportation for their employment.

### Major Streets

Most of the major streets in the North End run north to south, including Main, Dwight, and Chestnut Streets in the Memorial Square neighborhood and Plainfield Street in Brightwood. The only major east-west corridor through the North End is along Carew, Plainfield, and West Streets, connecting the neighborhood to the North End Bridge.

### Interstate Highways

There are also two interstate highways in the North End. Interstate 91 passes north to south through the neighborhood, while Interstate 291 runs east to west and forms the southeastern boundary of the neighborhood. The two interstates have a large interchange in the southern part of the North End. As described in the Neighborhood History section of this neighborhood investment plan, this is largely a consequence of the large-scale



*Looking north on Main Street near Patton Street in Memorial Square*



*The Interstate 291 bridges present a strong visual barrier that separates the North End from the Metro Center neighborhood. Also contributing to this effect is the overgrown vegetation that partially obstructs the sidewalk.*

demolition of the North End, which occurred with very little input from neighborhood residents.

These highways have facilitated automobile traffic through the North End, but they have also been an impediment to other forms of transportation, particularly for pedestrians. The I-91/291 interchange forms a significant visual barrier that separates the North End from the Metro Center. Within the North End, the Memorial Square and Brightwood neighborhoods are likewise isolated from each

*Previous page: The view looking eastbound on U.S. Route 20 from the North End Bridge*





*The railroad crossing at Wason Avenue is one of only two roadway connections between the Brightwood neighborhood and the rest of the city*



*The pedestrian underpass beneath the railroad tracks*



*West Street in Brightwood, where pedestrians frequently cross mid-block despite heavy vehicular traffic*

other by Interstate 91 and also by the railroad tracks that run parallel to it.

#### Public Transportation

The Pioneer Valley Transit Authority (PVRTA) provides public bus routes and paratransit services for the region, and bus service in the North End includes most of the major streets, such as Main, Dwight, Chestnut, Carew, Plainfield, and West Streets.

The bus routes in the North End include the G1, which traverses Main Street, linking the neighborhood to Chicopee to the north and Springfield's Metro Center and South End to the south. The G2 route connects the neighborhood to the eastern parts of Springfield via Carew Street. The P11, P20, and P21 routes all provide service to Holyoke. Of these, the P11 provides a direct route via Interstate 91, while the P20 route passes through West Springfield via the North End Bridge, and the P21 passes through Chicopee via Springfield Street. Aside from a short portion of the P20, the only route that provides service to the Brightwood neighborhood is the B4, which runs along Plainfield, Clyde, and Sanderson Streets before ending at the medical offices on Wason Avenue.

#### Pedestrian Infrastructure

Most of the streets in the North End neighborhoods have sidewalks, but in some parts of the area the pedestrian routes are fragmented by highways, railroad tracks, and busy streets.

One longstanding issue was the connectivity between the Brightwood and Memorial Square neighborhoods, which are separated by railroad tracks and by Interstate 91. Establishing a pedestrian connection was particularly



important because Brightwood is primarily a residential neighborhood, while Memorial Square has more commercial development. In addition, Brightwood is home of two elementary schools, and many of the students who attend those schools live in Memorial Square.

In 2021, a pedestrian underpass was constructed beneath the railroad tracks, connecting Plainfield Street to Birnie Avenue. This project provides a shorter and safer pedestrian route between the two neighborhoods, replacing a well-traveled but dangerous and illegal shortcut across the tracks.

A pressing area of need that has been identified through this neighborhood investment planning process is West Street in Brightwood. This street is part of U.S. Route 20, and it connects the North End Bridge to Interstates 91 and 291. As such, it is an important route into the city from West Springfield and other points from the west, and it frequently has heavy traffic. However, the street also divides a portion of the Brightwood neighborhood. It runs between high-rise apartment buildings to the north and a gas station/ convenience store and other commercial development to the south, with a limited amount of pedestrian crossings to connect the two areas. Because of this, pedestrians frequently take a direct route across the street mid-block, rather than taking a more circuitous route to one of the signalized pedestrian crossings.

#### Bicycle Infrastructure

Aside from public transit, the North End also has some bicycle infrastructure, including bike lanes on Main Street and Chestnut Street. Most



*The northern part of the Riverwalk, looking north from near the corner of Riverside Road and Laurel Street.*



*The southern portion of the Riverwalk, looking south toward Metro Center*

significantly, though, the North End also includes the northern portion of the Connecticut Riverwalk and Bikeway. This paved, multi-use trail begins at the Springfield/Chicopee line, and follows the banks of the Connecticut River for 3.7 miles through the Brightwood, Metro Center, and South End neighborhoods.

The Riverwalk is a major asset to the Brightwood neighborhood. It provides an alternative way of commuting for pedestrians and cyclists, and it also offers greater



recreational opportunities for North End residents. The northern part of the Riverwalk, north of West Street, runs parallel to Riverside Road, and it is particularly well-used. However, the southern part of the Riverwalk, from West Street to the southern end of the Brightwood neighborhood, is not utilized as frequently. This may be in part due to its more isolated location, limited access points, and lack of lighting. Because of this, the Riverwalk has been identified by North End residents as an area for further investment, to ensure that it is utilized to its greatest potential.

#### Complete Streets Plan

In 2014, the city of Springfield prepared its Pedestrian and Bicycle Complete Streets Plan. This document has subsequently been updated several times, and it identifies long-term priorities for creating an interconnected network of pedestrian-friendly and bicycle-friendly streets throughout the city. The priority streets within this network are designated based on the intended road types as outlined in the NACTO Urban Streets Design Guide.

In Brightwood, the streets that are identified in the plan include:

- Division Street
- M Street
- Plainfield Street north of Fisk Avenue
- Riverside Road north of M Street
- Sanderson Street
- Wason Avenue

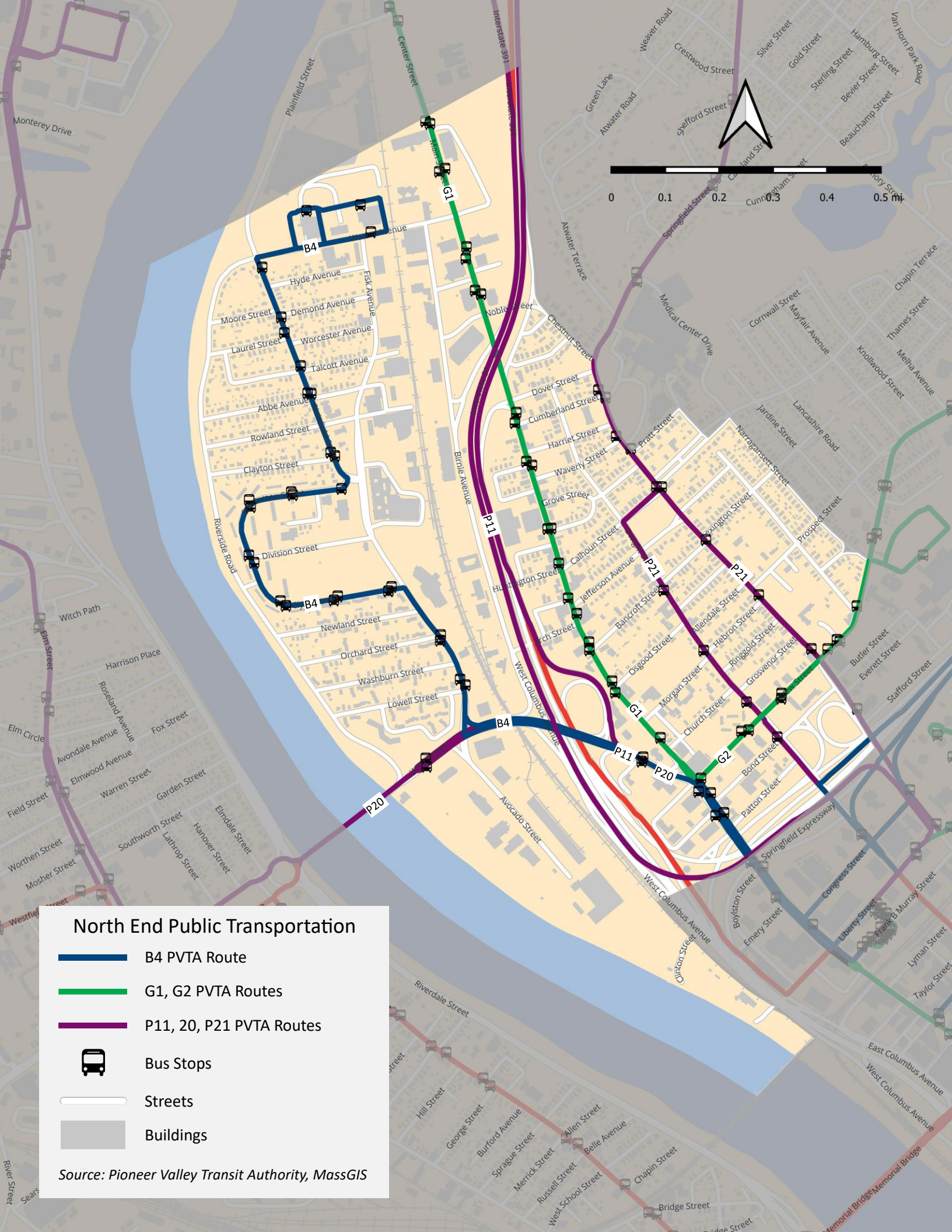
In Memorial Square, these streets include:

- Carew Street
- Chestnut Street
- Dwight Street
- Jefferson Avenue
- Main Street
- Noble Street

The creation of the full Complete Streets network is a long-term goal, but over the past ten years the city has implemented many projects relating to the Complete Streets Plan. In the North End, this has included:

- Bike lanes on Wason Avenue between Plainfield and Main Street.
- Bike lanes on Main Street from the Chicopee city line to Osgood Street.
- Bike lanes on Chestnut from Cumberland to Carew Street.
- Bike lanes on a short section of Carew Street at the intersection of Bartlett and Cass Streets.
- ADA/AAB compliant pedestrian ramps, sidewalk repairs, and new crosswalks/stop bars at the intersection of Alexander Street and Dwight Street, and at the intersection of Bancroft Street and Dwight Street.
- Springfield Safe Routes to School (SRTS) improvements at Lincoln Elementary School, Calhoun Park, and Baystate Medical Center.





### North End Public Transportation

- B4 PVTA Route
- G1, G2 PVTA Routes
- P11, 20, P21 PVTA Routes
- Bus Stops
- Streets
- Buildings

Source: Pioneer Valley Transit Authority, MassGIS





**North End  
Parks and  
Open Space**



### Neighborhood Parks

The North End has 33 acres of public recreational and open space, including 25 acres in Brightwood and 8 acres in Memorial Square. These parks comprise about 7.3% of the land area in Brightwood, which is the eighth-highest percentage of parkland out of the city's 17 neighborhoods. In Memorial Square, however, parks comprise just 1.9% of the land area, which is the lowest percentage for any neighborhood in the city.

The largest park in the North End is the 12.7-acre Kenefick Park in Brightwood, which has a variety of facilities, including a soccer field, basketball court, and playground. Other Brightwood parks include the North Riverfront Park and the North Riverfront Park Extension on West Street, the Wason Avenue Park, and school playgrounds at the Brightwood Elementary School and Chestnut Accelerated Middle School.



*Calhoun Park in the Memorial Square neighborhood*



*Kenefick Park in the Brightwood neighborhood*

Public open space in the Memorial Square neighborhood includes Calhoun Park, Jaime Ulloa Park, Linda's Park, and the Lincoln Street School playground. The two largest are Jaime Ulloa Park and Calhoun Park, both of which have an assortment of active recreational facilities including basketball courts and playground equipment.

**Open Space and Recreation Plan**  
The city's 2022 Open Space and Recreation Plan (OSRP) identifies a number of potential investments in parks throughout the city, including in the North End. One of the goals in the OSRP is the acquisition of new parkland, including increased water-based recreational facilities. This is particularly relevant for the North End, where the extensive riverfront areas along Connecticut River constitute a major asset for the neighborhoods here. To that end, some of the action items identified in the OSRP include expanding the North Riverfront Park, improving river access for kayaks and small boats, and also



rehabilitating boathouse adjacent to the North End Bridge.

Aside from the riverfront area, other action items relating to park investments in the North End include renovations to existing facilities at Calhoun Park and Kenefick Park, both of which occupy central locations within their respective neighborhoods. The OSRP also includes an objective relating to providing greater open space facilities in areas that have the greatest need. Because Memorial Square has the lowest percentage of parkland in the city, it would be beneficial to explore ways to expand existing parks and/or add new parks to the neighborhood.

#### Environmental Justice

Based on the 2020 census, the North End is considered to be an environmental justice population, as defined by the Massachusetts Executive Office of Energy and Environmental Affairs (EEA). The EEA defines an environmental justice population as a census block group that meets at least one of four criteria relating to median household income, minority population, and limited English proficiency. The EEA considers such groups to be most at risk of being unaware of or unable to participate in environmental decision-making, or to benefit from environmental resources. Of the seven census block groups that are located entirely within the North End, all seven meet all the criteria.

#### Justice40 Initiative

Because the North End is an environmental justice population, it could benefit from federal programs through the new Justice40 Initiative, which seeks to support disadvantaged communities that have historically been marginalized and underserved. Under this



*Outdoor exercise equipment along the riverfront in Brightwood*



*North Riverfront Park in Brightwood, with the Pioneer Valley Riverfront Club in the foreground*

initiative, environmental justice communities are eligible for federal funding to support investments in any of the following areas: climate change, clean energy and energy efficiency, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of critical clean water and wastewater infrastructure. As this is a new initiative, it is important for both the New North Citizens' Council and the city to assess ways in which the neighborhood could benefit from such investments.





### North End Parks and Open Space

- Parks and Open Space
- Buildings
- Connecticut Riverwalk and Bikeway

Source: MassGIS, Springfield WebGIS

North Riverfront Park Extension

North Riverfront Park

Wason Avenue Park

Old Brightwood School Playground

Chestnut Accelerated Playground

Kenefick Park

Brightwood-Lincoln Playgrounds

Orchard Street Park

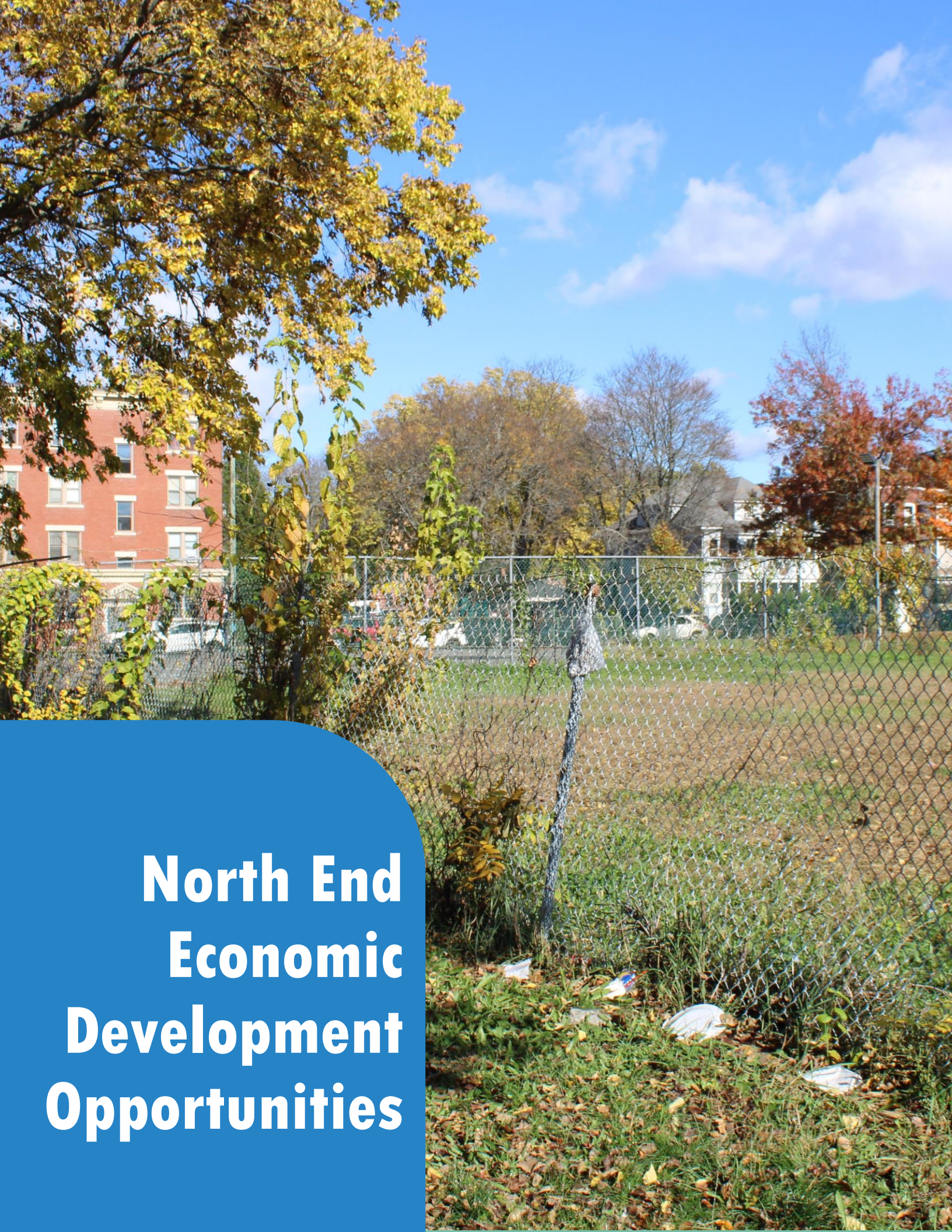
Lindas Park

Old Lincoln Street School Playground

Calhoun Park

Jaime Ulloa Park





**North End  
Economic  
Development  
Opportunities**



As part of this neighborhood investment planning process, a number of potential economic development concerns, ideas, and opportunities in the North End emerged through resident surveys, community engagement events, meetings with stakeholders and city staff, and review of existing neighborhood plan recommendations.

These ideas included potential economic development in several key sites throughout the district. Such development would not only support existing businesses, but would also encourage further investment in the neighborhood by attracting new locally-owned businesses that would meet the needs of residents.



*Aerial view of the corner of Main & Waverly Streets. Source: MassGIS, 2021.*

#### Corner of Main & Waverly Streets

This site is the focus of an ongoing redevelopment project. This 0.33-acre vacant lot is owned by Springfield Pharmacy, which plans to construct a mixed-use building with retail space on the ground floor and approximately 8 to 10 apartments on the upper floors.

The lot is located at the northeast corner of Main and Waverly Streets, and it has been vacant for many years. The revitalization of the Main Street corridor has been a high priority for residents and stakeholders of Memorial Square,



*The view of the lot looking northeast from Main Street*

and this project is an important step in reducing the number of vacant lots on Main Street. It will also help to provide space for North End businesses, add new housing stock, and also help to promote further pedestrian-oriented, mixed-use development on Main Street.



**Corner of Main & Morgan Streets**  
Another site on Main Street with strong redevelopment potential is the southeast corner of Main and Morgan Streets. It consists of three adjacent vacant lots, two of which are owned by the New North Citizens' Council and one by the City of Springfield. Collectively they total approximately 0.58 acres, and they are in a prime location at the heart of the Memorial Square neighborhood. The three parcels are zoned Business A, and the site would be ideal for a mixed-use building with retail space and apartments.



*Aerial view of the corner of Main & Morgan Streets. Source: MassGIS, 2021.*



*The corner of Main & Morgan Streets, facing southeast*





Aerial view of the lot on Main Street opposite Osgood Street. Source: MassGIS, 2021.

Main Street opposite Osgood Street  
Another site on Main Street with economic development potential is a long, narrow lot on the west side of Main Street, across from Osgood Street. This lot is privately owned by currently undeveloped, likely due to its unusual dimensions and proximity to the Interstate 91 on-ramp. It is about 0.21 acres in size, but it is very long and narrow, measuring about 192 feet along Main Street but only 55 feet wide at its widest point. Its location directly between Main Street and the interstate on-ramp right-of-way limits its potential

uses, but the redevelopment of this site would help to create a more cohesive pedestrian environment along the west side of Main Street, while also visually screening the highway from the neighborhood.



View of the lot from Main Street, facing northwest

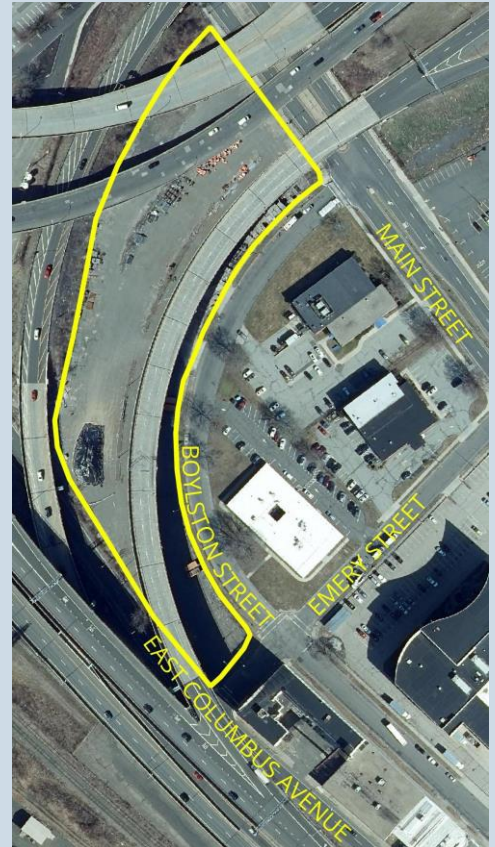


### Interstates 91 & 291 Interchange

As described in the Neighborhood History section of this plan, the locations of Interstates 91 and 291 had a significant impact on the North End, not only by dividing the two neighborhoods but also by separating the area from Metro Center. In particular, the elevated interchange between the two highways presents a stark visual barrier. The 400-foot section of Main Street between Boylston and Auburn Streets is spanned by four different highway bridges, and the landscape beneath these bridges is often poorly maintained, including overgrown vegetation along the sidewalks and weeds growing out of the concrete median in the center of Main Street.

This elevated interchange has resulted in a significant amount of underutilized land beneath the highway bridges. This includes about 3.5 acres bounded by Main and Boylston Streets to the east, Emery Street to the south, East Columbus Avenue to the west, and the I-291/I-91 southbound ramp to the north. In recent years, this land has been used as a park-and-ride lot, and later as storage for construction supplies and equipment. It is currently vacant, and is becoming overgrown with weeds and other vegetation.

Due to its highly visible location, and its proximity to the North End and to the Metro Center neighborhood, residents and stakeholders have identified this site as a potential location of a food truck park. The streets around this area are already regularly used by several food trucks, and the creation of a designated food truck park would provide space for additional trucks. This would help to draw more visitors to the area, would improve the aesthetics of the space under the highways, and would provide a productive use for currently



*The I-91/291 interchange, with the vacant land outlined in yellow. Source: MassGIS, 2021.*



*The land beneath the I-91/291 interchange, facing west from Main Street*



# Neighborhood Investment Process

# Neighborhood Investment Process

Neighborhood Investment Process



## Community Engagement



# **Goals and Strategies**



## City Goals

The Springfield Neighborhood Investment Planning process is built upon years of planning efforts across the city. Over the past decade, city-wide planning efforts have engaged residents and stakeholders in planning for a more resilient and equitable future, often in direct response to crises such as the 2011 tornado and COVID-19 global pandemic. Within these many plans, goals for neighborhood-specific projects and programs have been integrated with broader city goals.

### *City Goal #1: Improve transparency, trust, and communication between the city and the North End neighborhoods.*

One of the keys to fostering a strong neighborhood is to ensure that there is active and ongoing communication and collaboration between the neighborhood residents, the New North Citizens' Council, and the city government. As such, it is vital to ensure that residents feel empowered to bring concerns and ideas to their local government, and also to participate in the decision-making process.

#### Strategies:

- City, Citizens' Council, and residents collaborate to design, create, and implement an equitable and inclusive neighborhood planning process in the North End, ensuring consistency with city's values of climate resilience and sustainability.
- City communicates all aspects of the Targeted Neighborhood Investment Plan update process and implementation by posting all materials on the city website-or linked to it-and providing paper copies at City Hall, Citizens' Council offices and other locations as determined by residents and NC representatives, and to people who request them, including calendar of meetings scheduled, plan template, access to the Data Atlas and expanded GIS maps website, zoning regulations, related city plans, draft products, deliverables, notes from meetings and any other draft and final work products.
- Build the capacity of residents and the city staff to understand how each other 'works' and the forces limiting, constraining, and facilitating each group's ability to act.



*City Goal # 2: Identify, prioritize, and implement investments in the North End neighborhoods.*

In creating this neighborhood plan, the goal is to not only involve residents in the process of identifying and prioritizing needs in the neighborhood, but also to ensure ongoing collaboration as the city works to implement this plan over the next ten years.

**Strategies:**

- City, Citizens' Council, and residents identify long-term (8+ years), short-term (6 months to 3 years), and mid-term (4 to 8 years) priority projects for neighborhood stabilization, equity, sustainability, and resiliency.
- City and Citizens' Council collaborates to conduct work on a neighborhood level that is reflective of larger city-wide planning practices, such as ReBuild Springfield, the Urban Renewal Plan, the Climate Action and Resilience Plan (CARP), the Complete Streets Pedestrian and Bicycle Plan, the Economic Development Plan, the Open Space and Recreation Plan, the Hazard Mitigation Plan, and any other relevant plans.



## Neighborhood Goals

As part of this neighborhood investment process, a number of goals and strategies emerged for the Brightwood and Memorial Square neighborhoods. These were based on resident and stakeholder engagement, along with a review of existing neighborhood and city plans and an evaluation of current neighborhood conditions.

*Neighborhood Goal #1:*

Strategies:

*Neighborhood Goal #2:*

Strategies:



*Neighborhood Goal #3:*

Strategies:



*Neighborhood Goal #4:*

Strategies:

# **Recommendations and Prioritization**



## Neighborhood-Specific Recommendations

As part of this neighborhood investment process recommendations, residents of the North End have identified and prioritized specific areas of need for their neighborhood:

Recommendations to be determined based on input from New North Citizens' Council and other stakeholders

Recommendations to be determined based on input from New North Citizens' Council and other stakeholders

Recommendations to be determined based on input from New North Citizens' Council and other stakeholders

Recommendations to be determined based on input from New North Citizens' Council and other stakeholders



# Action Plan

<b>Primary Goals</b>			
<b>Goal 1:</b>			
<b>Action</b>	<b>Lead Implementer</b>	<b>Collaborators</b>	<b>Timeline</b>
<b>Goal 2:</b>			
<b>Action</b>	<b>Lead Implementer</b>	<b>Collaborators</b>	<b>Timeline</b>
<b>Goal 3:</b>			
<b>Action</b>	<b>Lead Implementer</b>	<b>Collaborators</b>	<b>Timeline</b>



Neighborhood Goals			
Goal:			
Action	Lead Implementer	Collaborators	Timeline

<b>Goal:</b>			
<b>Action</b>	<b>Lead Implementer</b>	<b>Collaborators</b>	<b>Timeline</b>

<b>Goal:</b>			
<b>Action</b>	<b>Lead Implementer</b>	<b>Collaborators</b>	<b>Timeline</b>

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Goal:			
Action	Lead Implementer	Collaborators	Timeline

<b>Examples of Potential Funding Sources</b>	
<b>Arts &amp; Culture</b>	
Cultural Facilities Fund	This program provides funding for public and non-profit cultural facilities such as museums, historic sites, theaters, exhibition spaces, and classrooms. These funds can be used for planning, acquiring, designing, constructing, and rehabilitating eligible facilities.
Local Cultural Council (LCC)	The LCC provides funding for a wide range of cultural activities, including festivals, lectures, performances, and other events that have a public benefit. Eligible applicants include municipalities, organizations, and even private individuals.
Massachusetts Historical Commission Survey and Planning Grant Program	This program provides funding for historic preservation planning, including inventorying historic properties and other cultural resources. Such inventories are valuable tools in identifying and prioritizing historic properties, while also highlighting the history of structurally disadvantaged groups whose stories are often overlooked.
<b>Clean Energy</b>	
Community Change Grants	This federal program is administered by the Environmental Protection Agency, and it provides grant funding to address issues relating to pollution and climate change in disadvantages communities. The entire North End area qualifies as a disadvantaged community under the program criteria. Applicants must consist of a partnership of two community-based organizations (CBO), or a partnership between a local government and either a CBO or institution of higher learning. These funds can be used for projects relating to issues such as climate resiliency, low- and zero-emission technology and infrastructure, and pollution reduction.
Community Clean Energy Resiliency Initiative (CCERI)	This state program provides funding for clean energy projects that improve municipal resilience and prevent service disruptions caused by climate change.
Green Communities Program	Municipalities in Massachusetts that are designated as Green Communities, including Springfield, are eligible to apply for competitive grants under this program. These grants can be used for projects that reduce municipal carbon footprints. In Springfield, this would not only result in energy savings, but it would also help to reduce the city's high air pollution rates.
<b>Economic Development</b>	
Community Development Block Grants (CDBG)	CDBG funds may be used for a variety of economic development-related projects. These include commercial or industrial improvements and assistance, microenterprise assistance, and planning/capacity building projects.
Community One Stop for Growth	One Stop is a single application process that includes a number of different state grant programs relating to economic development and housing. Funding is available for a variety of projects, including community activation & placemaking; planning & zoning; site preparation; buildings; and infrastructure.



## Examples of Potential Funding Sources

### Food Security

Urban Agriculture Program	This program provides funding for the development of urban agriculture, in order to improve access to fresh, local produce in low- and moderate-income areas. Eligible applicants include municipalities, non-profit organizations, educational and public health institutions, and private individuals with commercial urban agriculture experience.
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### Housing & Historic Preservation

Community Development Block Grants (CDBG)	CDBG funds can be used for a wide range of housing-related initiatives. These include homeowner assistance programs, first-time homebuyer programs, housing rehabilitation, and code enforcement.
Community Preservation Act (CPA)	The CPA is funded by city taxpayers, with matching contributions by the state. These funds are administered by the city's Community Preservation Committee, and can be used to for development of affordable housing along with historic preservation.
Housing Development Incentive Program (HDIP)	The HDIP involves tax incentives for the development of market-rate housing in Gateway Cities in Massachusetts, including Springfield. Eligible projects may involve new construction or substantial rehabilitation of existing buildings, and must be within the city's designated HD Zone. However, only a small portion of the North End is within the designated HD Zone.
Housing Stabilization Fund (HSF)	This state-funded program provides funding for acquisition and/or rehabilitation of rental properties, or construction of new properties. Eligible applicants include non-profit and for-profit developers, along with municipalities. All properties that receive HSF assistance must be occupied by low- and moderate-income residents.
Massachusetts Preservation Projects Fund (MPPF)	The MPPF provides funding support for preservation work on buildings that are listed on the State Register of Historic Places. Applicants include municipal governments and non-profit organizations. Within the North End neighborhoods, there are a number of eligible historic buildings, and this number could likely be expanded with additional historic resource surveys.
Massachusetts Historical Commission Survey and Planning Grant Program	This program provides funding for historic preservation planning, including inventorying historic properties. Because many of the historic buildings in the North End have not yet been inventoried, especially those in Brightwood, this would be an important step in prioritizing residential properties for rehabilitation and making them eligible for additional grant opportunities.
National Housing Trust Fund Program (HTF)	Funding from this program can be used to acquire, rehabilitate, or construct new rental properties for residents with incomes at or below 50% of the median area income. Eligible applicants include non-profit developers, along with for-profit developers who are partnered with non-profits that receive support service funds.

<b>Examples of Potential Funding Sources</b>	
<b>Parks &amp; Open Space</b>	
Community Development Block Grants (CDBG)	CDBG funds may be used for a variety of public facilities and improvements. These include projects relating to the acquisition, construction, or rehabilitation of open space-related amenities such as parks, playgrounds, public trees, sculptures, and fountains.
Community Preservation Act (CPA)	Along with affordable housing and historic preservation, CPA funds can also be used for projects relating to parks and open space areas in Springfield.
Gateway City Parks Program	This program provides funding for Gateway Cities in Massachusetts, including Springfield, to create or improve parks and other recreational spaces in the city.
<b>Transportation</b>	
Chapter 90 Program	This state-funded program provides reimbursement for expenses relating to a wide range of eligible projects. This includes analysis, design, and construction work for roadway improvements, traffic calming measures, bike lanes, sidewalks, and other transportation-related work.
Complete Streets Funding Program	This program provides funding for Massachusetts communities, including Springfield, that have a Complete Streets policy. It provides funding for projects that are identified in the city’s Prioritization Plan, which can include intersection redesigns, traffic calming measures, and pedestrian and bicycle infrastructure improvements.
MassTrails Grants	This program provides matching reimbursements for projects that involve recreational and shared-use trails. Eligible expenses include the development, design, construction, and maintenance of these trails.
Safe Routes to School Program	This program seeks to make walking and bicycling safer for students traveling to school. Such initiatives not only help to improve student health, but they also improve traffic congestion and air quality.
Shared Streets and Spaces Grant Program	This program provides funding for municipalities and public transit authorities to improve safety and accessibility for all roadway users. Eligible projects include bikeshare programs, bicycle and pedestrian infrastructure, and transit infrastructure.



# Appendices

### Summaries of Recent City-wide Planning Efforts

Prior to the Neighborhood Investment Planning process, the City of Springfield has included neighborhood-level planning objectives as a part of several city-wide plans, projects, and programs.

#### Rebuild Springfield (2012)

The Rebuild Springfield initiative was created in response to the June 1, 2011 tornado that struck the City of Springfield and produced a four-part comprehensive planning response to the natural disaster. The Rebuild Springfield plan includes a city-wide overview and three district plans for neighborhoods directly impacted by the tornado. The Citywide planning process is organized according to the six Nexus Domains of a healthy and vibrant community. These domains include the physical, cultural, social, organizational, educational, and economic components of a community while listing twenty-one total recommendations. More neighborhood-specific recommendations and strategies are outlined in the district plans: District One (Metro Center and South End), District Two (Maple High-Six Corners, Upper Hill, Old Hill, and Forest Park), and District Three (Sixteen Acres and East Forest Park).

#### Local Natural Hazard Mitigation Plan (2023)

The City of Springfield's latest hazard mitigation plan presents a thorough summary of community features and risks posed by natural hazards. The planning document identifies and prioritizes forty-four total mitigation actions for the City to implement. While many of the included strategies are city-wide in scope, several features are identified as priorities within specific neighborhoods.

#### Strong, Healthy, and Just: Climate Action and Resilience Plan (2017)

Springfield's first climate action and resilience plan in name, "Strong, Healthy, and Just: Climate Action and Resilience Plan" (SHJ) was developed in 2017 to provide a path for the City of Springfield to reduce overall greenhouse gas (GHG) emissions and to enhance urban resilience. The SHJ plan builds upon over 15 years of climate action by the City and first recommends the City to conduct an analysis of the progress that had been made on previous plans and their climate-related strategies. A second priority recommendation presented is for the City to better communicate the ongoing and planned climate action and resilience work, especially in neighborhoods with high concentrations of chronically stressed residents. Additionally, the plan expands on ten recommended Action Categories with goals and strategies to reduce GHG emissions and enhance resilience.

#### Springfield Complete Streets Prioritization Plan – 2020 Update

Expanding on the 2017 Springfield Complete Streets Prioritization Plan, the latest update provides an examination of more recent data and a list of projects developed through various engagement efforts. The updated plan identifies previous priority projects that have been completed both city-wide and within individual neighborhoods. emissions and enhance resilience.



**Local Rapid Recovery Plan (2021)**

Springfield's Local Rapid Recovery Plan was the result of the Commonwealth's Rapid Recovery Plan (RRP) Program intended to provide every municipality in Massachusetts the opportunity to develop actionable, project-based recovery plans tailored to the unique economic challenges and COVID-19 related impacts to downtowns, town centers, and commercial areas. The LRRP focuses on Springfield's Main Street Convention Center District (MSCC) in the Metro Center neighborhood. Through the LRRP process, fifteen projects were identified as priority opportunities for investing the city's initial American Rescue Plan Act (ARPA) funding.

**Open Space and Recreation Plan (2022)**

The Open Space and Recreation Plan (OSRP) developed in 2022 outlines a comprehensive park and conservation land improvement program and establishes a framework for guiding city expenditures through Fiscal Year 2027. The plan establishes six broad goals that were developed through input from each City department involved in managing open space.

**Safety Action Plan (2022)**

Collaborating with the Massachusetts Department of Transportation, the City created the Safety Action Plan to provide information and direction on strategies and treatments most likely to improve roadway safety performance within the city. The plan addresses citywide crash patterns and trends and systemic treatments that can be used to address those trends. The content of the plan establishes a vision and goals specific to roadway safety performance and establishes a basis for informing roadway safety performance improvements over the next three to five years. Strategies for addressing roadway safety improvements are separated into "engineering" and "non-engineering" countermeasures. Specific countermeasure locations are identified for intersections, signalized and unsignalized, along with corridors throughout the city.

**Capital Improvement Plan, FY 2024-2028 (2023)**

The City of Springfield's annual update of the Capital Improvement Plan (CIP) acts as a roadmap for the acquisition, renovation, or construction of new or existing facilities and infrastructure. As part of the City of Springfield's continuing efforts to develop robust long-term strategic planning initiatives, the Capital Improvement Plan (CIP) for Fiscal Years 2024-2028 lists all capital improvement needs throughout the city, and the estimated cost associated with those projects. The estimated cost for all 477 projects totals \$1.3 billion, with the highest priority projects totaling \$182 million. These 18 "Grade A" projects include investments in public safety, upgrades to schools and municipal buildings, road resurfacing, city-wide systemic safety interventions and numerous projects aimed at driving economic development, while improving the safety, mobility, and the quality of life of the residents of Springfield.