



Indian Orchard Neighborhood Investment Plan 2025–2035

City of Springfield and the Indian Orchard Citizens Council, Residents, local Businesses, Organizations, and other Stakeholders

Indian Orchard Neighborhood Investment Plan 2025–2035



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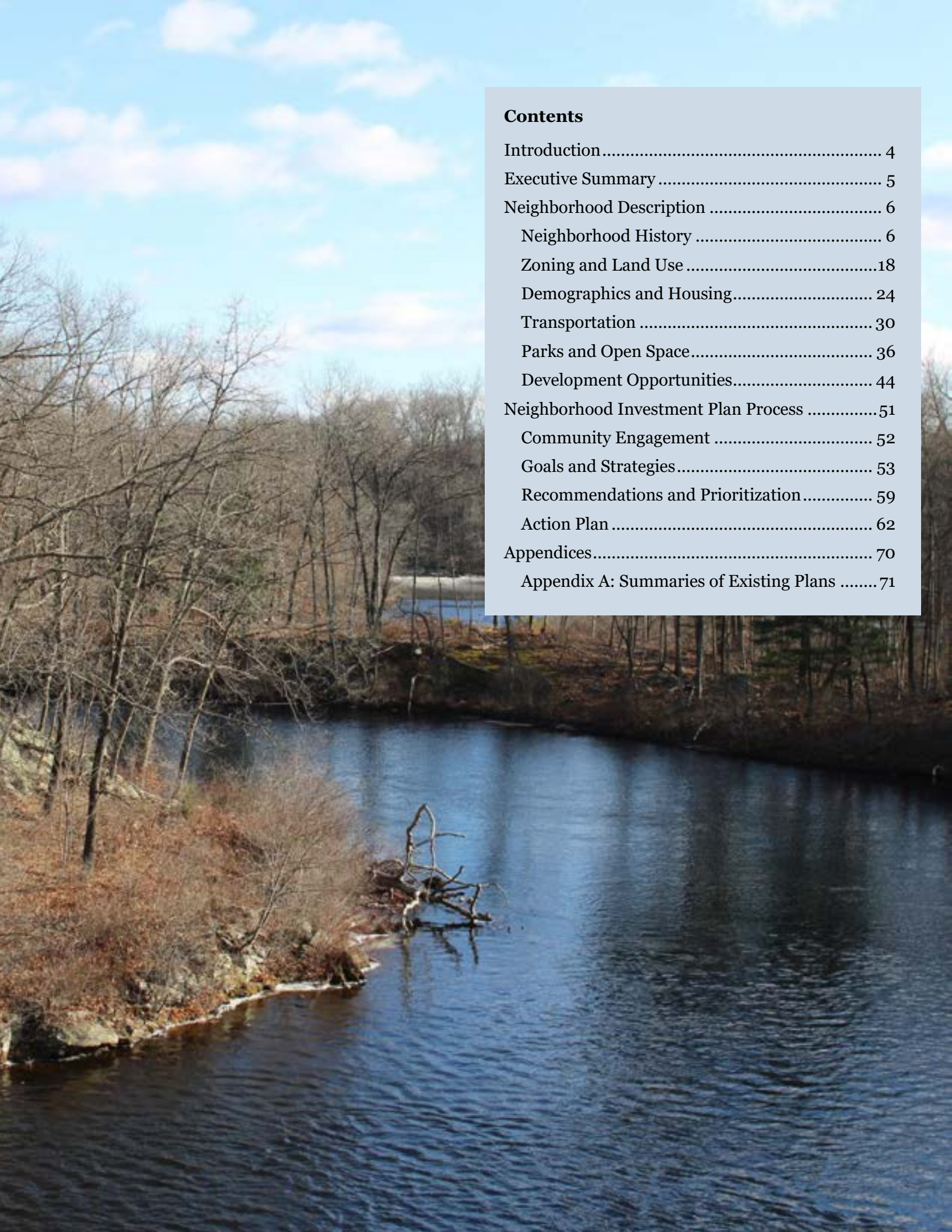
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Goal: To enhance and inform the delivery of municipal services and the investment of municipal, state, federal, and private funding, and other resources in the Indian Orchard neighborhood through collaborative planning and implementation between residents, including resident businesses and organizations, and other stakeholders and city departments.

Introduction

Welcome to the Indian Orchard Neighborhood Investment Plan 2025.

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 Indian Orchard 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](#) 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.

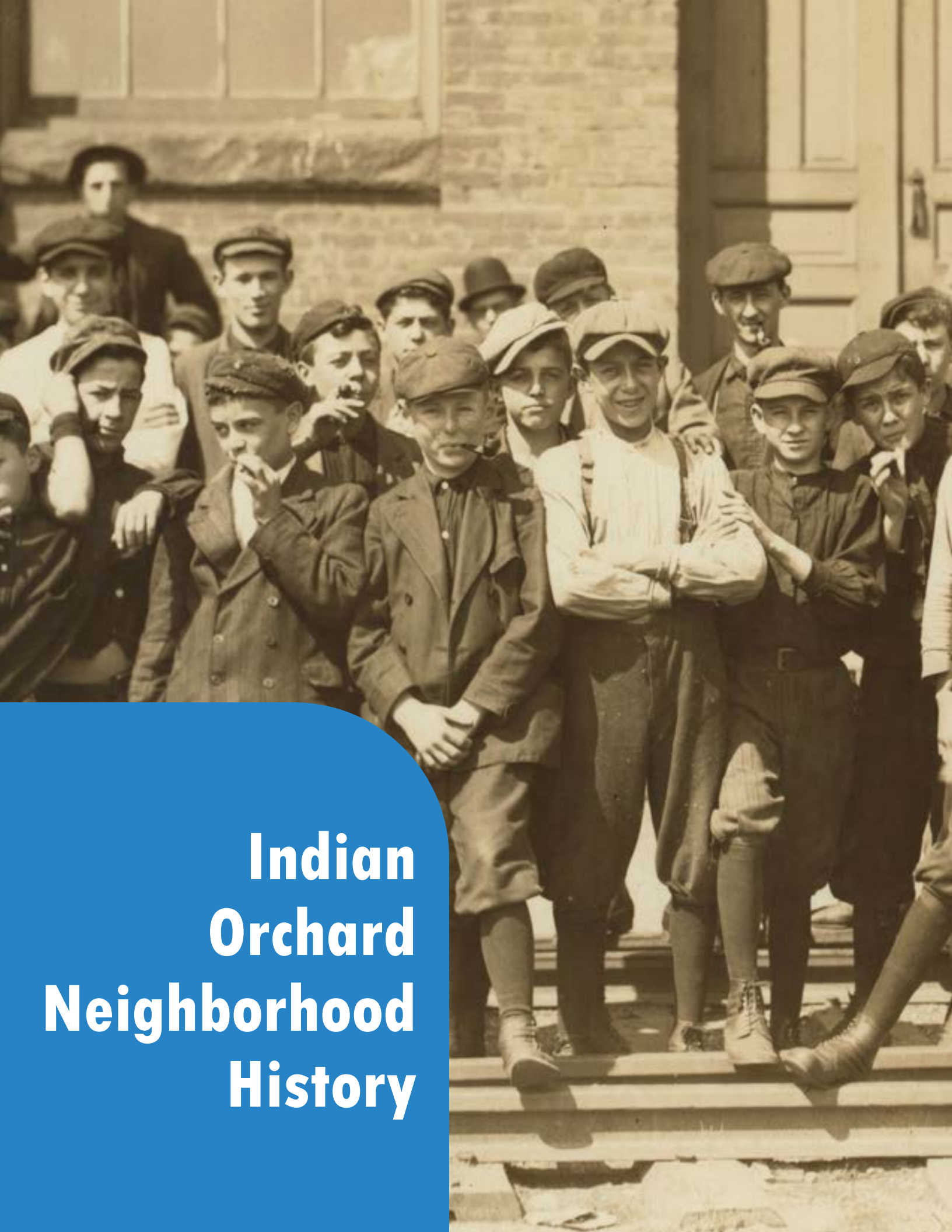
This planning process was initiated by the city [Office of Planning and Economic Development](#) (OPED) [Division of Neighborhood Services](#), and this city office is working to ensure integration and acceptance of these prioritized projects by all city departments, boards, and commissions. Through 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 2035.

Cover image: *The corner of Main and Oak Streets in Indian Orchard.*

Previous page: *Looking upstream on the Chicopee River from the Indian Leap overlook.*

Executive Summary

The executive summary including the list of recommendations, will be prepared following public engagement workshops in early 2025.



Indian Orchard Neighborhood History

Historical Overview

Indian Orchard is unique among Springfield's 17 neighborhoods in that its historical development was largely independent from the rest of the city. While most of the other neighborhoods developed as extensions of the downtown area, Indian Orchard grew at a separate pace, all while retaining its own distinct identity as a factory village within the city.

From its mid-19th century beginnings as an industrial center, various ethnic groups have played an important role in the development and ongoing history of the neighborhood. Over the years, this has included Irish, Polish, and French Canadian immigrants, and more recently the neighborhood has grown to include a large number of Hispanic residents, particularly from Puerto Rico.

Indigenous History

The area around modern-day Indian Orchard was known to the local indigenous people as

Wallamanumps. The name meant "red cliffs," and it appears to have referred to the waterfall on the Chicopee River, as well as the surrounding area on both sides of the river.

The name of Indian Orchard is evidently based on the highly romanticized and apocryphal story of Chief Roaring Thunder. According to the legend, he and his tribe lived in Indian Orchard until King Philip's War in 1675, when a band of white colonists attacked the village. Rather than face death at the hands of the colonists, Roaring Thunder and his people leaped off the cliffs and into the river.

The origins of this legend may have been based on the more plausible account that, following their October 1675 raid on Springfield during King Philip's War, a group of Native Americans encamped in the vicinity of Wallamanumps for a night. However, the story of Roaring Thunder and of jumping off the rocks into the river is entirely legendary, and has been discredited by historians since at least the mid 19th century.



The canal at the mills in Indian Orchard, around the 1890s. Image from Picturesque Hampden (1892).

Previous page: *Young factory workers at the Indian Orchard Mills Company, in September 1911. Photo by Lewis Hine. Library of Congress, National Child Labor Committee collection.*

Industrial Development

Throughout the colonial period and into the early 19th century, the area around Indian Orchard remained only sparsely settled. This began to change in the 1820s, as the Industrial Revolution began to take hold in Western Massachusetts. Most early mills were dependent on water power, and Indian Orchard was one of the few places in Springfield that was suitable for large-scale water-powered mills. Unlike the Connecticut River, which meanders past Springfield with minimal elevation change, the Chicopee River drops about 80 feet in

elevation in about 2 miles as it flows past Indian Orchard.

In 1821, the Springfield Manufacturing Company was incorporated on the Ludlow side of the river, near Putt's Bridge at the modern-day site of the Route 21 bridge. Although the factory was located in Ludlow, some of the boarding houses were built on the Springfield side of the river, near the intersection of Main and Parker Streets.

An 1835 map of Springfield shows about a dozen buildings in Indian Orchard, most of which were located near the bridge to Ludlow. Only one house was located farther to the west, in the area that would later become the center of the neighborhood.

Industrial development would continue over the next few decades, starting with the chartering of the Indian Orchard Canal Company in 1837. The goal was to build a



Detail of the Indian Orchard map from Atlas of Hampden County, Massachusetts by F. W. Beers (1870). Boston Public Library, Norman B. Leventhal Map & Education Center.

power canal on the Springfield side of the river, but it was not actually built until 1846. The workforce consisted primarily of Irish laborers who had immigrated to the United States during the potato famine, and they constructed a canal that was a quarter mile

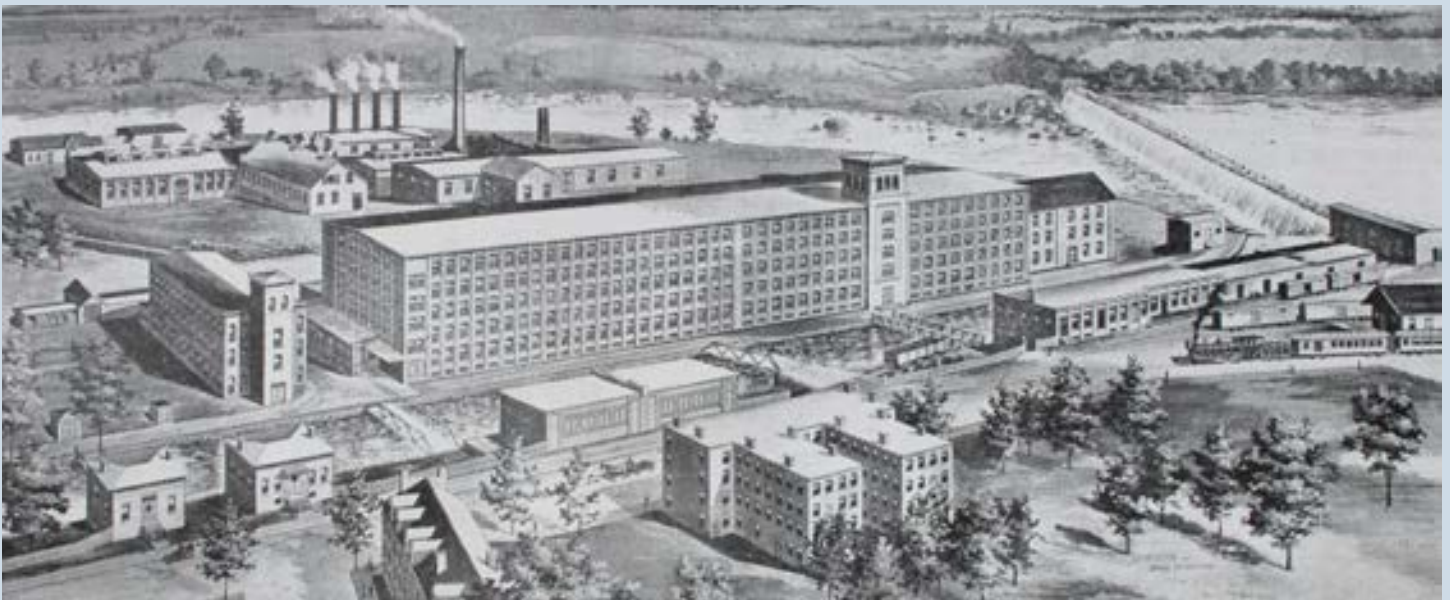


Illustration of the Indian Orchard Mills Company facility, around 1921. From a company advertisement published in Highland Community: Springfield, Massachusetts (1921).

long, 60 to 80 feet wide, and 8 feet deep. At the upstream end of the canal was the dam, which rose 20 feet in height and spanned 400 feet across the Chicopee River.

It would be another eight years before the first mill was built here in 1854, for the Ward Manufacturing Company. It was also around this time that the neighborhood's street grid was laid out, and worker housing was constructed on the side streets, particularly on Hampden Street. At the time, the nearest railroad was about a mile north of Indian Orchard, so a branch line was constructed, roughly following the modern-day route of Pinevale Street. Rather than conventional steam locomotives, the railroad cars traveled downhill to Indian Orchard by gravity, and were pulled back uphill by horses.

The Ward Manufacturing Company ultimately only lasted for three years before its closure during the economic recession known as the Panic of 1857, and its property was subsequently purchased by the Indian Orchard Mills Company. Aside from the mill buildings

themselves, the company also owned a significant amount of land in the village, which it developed for worker housing. The company also donated land for community facilities such as churches and schools.

An Immigrant Community

From the beginning of the neighborhood's industrial development, various immigrant groups have made Indian Orchard their home. In addition to the Irish immigrants who arrived starting in the 1840s, a large number of French-Canadian immigrants began settling in Indian Orchard by the 1860s. By the 1870 U.S. Census, Ward 8—which at the time included Indian Orchard as well as the sparsely-populated parts of Sixteen Acres—had a total population of 1,891, of whom 943 were foreign born. With just under half the ward's population born outside of the United States, this was by far the highest percentage of immigrant residents in any of the city's eight wards in 1870. Of these immigrants in Ward 8, about 60% were born in Canada, while 32% were born in Ireland. In addition, about 4% of foreign-born residents were from England, and

2% from Scotland. These immigrant groups in Indian Orchard would later be joined by others, particularly Polish immigrants who arrived in large numbers around the turn of the 20th century.

One of the ways in which these various groups maintained their cultural identity was through their churches. The immigrant groups in Indian Orchard were predominantly Catholic, but they otherwise had significant linguistic and cultural differences. This led to the formation of separate parish churches, starting with



Main Street in Indian Orchard, facing west from near Cedar Street, with St. Aloysius Church in the distance. Image from Picturesque Hampden (1892).



the predominantly Irish St. Matthew's Church

Nineteenth century factory tenements at 114-124 Main Street, photographed around 1938-1939. Springfield Preservation Trust.

on Pinevale Street, and followed by the French-Canadian St. Aloysius Church on Main Street and the Polish Immaculate Conception Church on Parker Street. Both the St. Aloysius and Immaculate Conception parishes also had parochial schools in Indian Orchard.

Development of a Factory Village

Over time, Indian Orchard grew into a village that was distinct from the development patterns elsewhere in Springfield.

It had its own Main Street, with the intersection of Main and Oak Streets serving as the commercial hub of the neighborhood. Main Street included a number of mixed-use buildings, featuring stores on the ground floor and apartments on the upper floors. The factories were major employers in Indian Orchard, and these companies also developed

and owned much of the housing stock. This included brick tenement rowhouses, along with single-family and two-family homes. Starting in 1873, the neighborhood had a direct railroad connection via the Athol Branch, which ran from Springfield to Athol via Indian Orchard, Ludlow, and the Swift River valley. Indian Orchard also had trolley service during the early 20th century, with a trolley line that operated on Berkshire Avenue to Berkshire Street, Oak Street, and Main Street.

Industrial Changes and Growth

The Ward Manufacturing Company and its successor, the Indian Orchard Mills Company, played an important role in the economy of the neighborhood throughout much of the 19th century. However, the factory was damaged by a fire in July 1886, and this was followed a few weeks later by the discovery that the company's treasurer had embezzled about a million dollars from the mills and from two other companies for which he also served as treasurer, including \$342,000

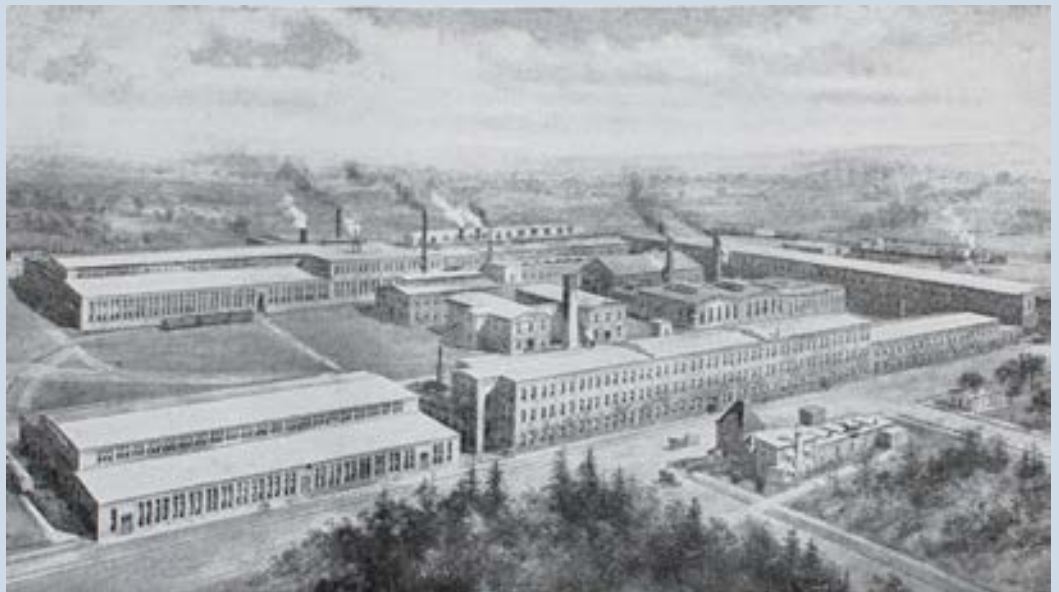


Illustration of the Chapman Valve Manufacturing Company, around 1921. From a company advertisement published in Highland Community: Springfield, Massachusetts (1921).



The Indian Orchard neighborhood in 1910, shown in Plate 8 of Atlas of the City of Springfield and the Town of Longmeadow, Massachusetts by L.J. Richards (1910). Boston Public Library, Norman B. Leventhal Map & Education Center.

from the Indian Orchard Mills. With his position in these three firms, and because they were audited at different times, he was able to transfer money from one to another in order to cover up his fraud. It remained undiscovered for several years, until the fire unexpectedly forced the directors of the Indian Orchard Mills to examine their books. This proved financially ruinous for the company, and its mills remained vacant for the next four years, before the Indian Orchard Company was incorporated in 1890.

In the meantime, other companies began to construct factories in Indian Orchard. In 1874, the Chapman Valve Manufacturing Company opened its facility on Pinevale Street, and for over a century it produced a wide variety of valves, fire hydrants, and related equipment. Then, in 1904 the Fiberloid company moved from Newburyport to Indian Orchard and constructed a plant in the northwestern part of the neighborhood, on the banks of the

Chicopee River. This company, which was later acquired by Monsanto, produced celluloid and other early types of plastic consumer goods.

Child Labor and Reform

As was often the case in textile mills and other industries during the 19th and early 20th centuries, children comprised a significant part of the workforce in the factories in Indian Orchard. Among those advocating for reform nationwide was the National Child Labor Committee, a nonprofit organization that hired noted photographer Lewis Hine to travel to factory villages and other workplaces across the country, documenting child labor conditions.

Over the course of his work, Hine made at least two visits to Indian Orchard, in September 1911 and June 1916. His photographs show teenaged workers outside of the Indian Orchard Mills, and also at work inside the factory. They were as young as 14 or 15 years old, and many were employed as doffers. This job involved

removing bobbins or spindles from the machinery once they were filled with thread, and then replacing them with empty ones.

Due in part to the efforts of Hine and other reformers, Massachusetts and many other states passed stronger child labor laws during the early 20th century. These laws were part of the broader Progressive Era reforms that addressed many of the problems that had arisen during the fast pace of industrialization in the United States.

20th Century Prosperity

During the 20th century, Indian Orchard flourished as a middle class factory village within the city. Main Street served as the primary commercial hub of the neighborhood, and it also included a mix of medium-density housing. This included multi-family homes and small apartment buildings, along with mixed-use properties that had retail space on the ground floor and apartments on the upper floors.

In the outlying parts of the neighborhood, vacant land was subdivided into new streets and developed with single-family homes. Other housing development included the construction of John J. Duggan Park, a multi-building Springfield Housing Authority complex.



One of Lewis Hine's photographs in Indian Orchard in September 1911, showing two teenaged boys outside of the Indian Orchard Mills. Hine's original caption reads: Alfred Gengreau, 20 Beaudry St., Joseph Miner, 15 Water St. Both work in Mr. Baker's room. Indian Orchard Mill. Library of Congress, National Child Labor Committee collection.



A girl at work inside the Indian Orchard Mills factory, June 29, 1916. Lewis Hine's original caption reads: Cone-winder - Said 17 years old. Indian Orchard Cotton Mill. Library of Congress, National Child Labor Committee collection.

By 1950, the neighborhood had 7,775 residents, comprising just under 5% of the city's total population. About 46% of the households in Indian Orchard lived in owner-occupied units, which was higher than the citywide average of 42%. About 32.5% of the neighborhood's



A single-family home under construction on Berkshire Avenue in Indian Orchard, around 1938-1939. Springfield Preservation Trust.

housing stock was in the form of detached single-family homes, and another 38.5% of units were duplexes or attached single-family homes. About 20% of units were in 3-family or 4-family buildings, and 9% were in buildings with 5 or more units.

According to the 1950 census, a significant portion of the neighborhood was employed in industrial-related fields. About 41% of employed residents were classified as “Operatives,” and another 16% were “Craftsmen,” and both of these classes had higher employment rates than the citywide averages. By contrast, Indian Orchard had lower rates of employment in Professional, Managerial, Clerical, Sales, and Service professions when compared to the rest of the city. Overall, the median household income in Indian Orchard in 1950 was \$3,506 per year. This was the

seventh-highest of the 26 census tracts in Springfield, and was much higher than the citywide median of \$3,055 and statewide median of \$2,909.

As of 1950, about 17% of Indian Orchard residents were foreign born. This was slightly higher than the citywide average, but was substantially lower than it had been in the 19th century, due to changes in immigration patterns. The single largest immigrant group in the neighborhood was from Poland, with Polish immigrants comprising 7.3% of the neighborhood's

population. Another 4.8% of residents were French Canadian immigrants, and 1.3% were from Scotland.

Despite the ethnic diversity and the variety of immigrant groups within Indian Orchard, the neighborhood's population was almost entirely White throughout much of the 20th century.



Three-family house at the corner of Main and Lyons Street in Indian Orchard, around 1938-1939. Springfield Preservation Trust.

Redlining and other discriminatory housing practices had limited the ability of Black residents to move into the city's suburban neighborhoods, and as a result the 1950 census shows just 2 Black residents in Indian Orchard, comprising just 0.03% of the neighborhood's population.

Deindustrialization and Changes
Indian Orchard reached its peak population in 1960, with 8,763 residents. Of those who were employed, about 56% were in manufacturing, according to that year's census. These numbers would soon change as a result of suburbanization and a decline in industrialization.

Throughout the 19th and early 20th centuries, Indian Orchard had prospered due to its industrial development, but the neighborhood likewise experienced challenges in the second



*Mixed-use residential and commercial development on Main Street, around 1938-1939.
Springfield Preservation Trust.*

half of the 20th century as factories downsized or closed. This was part of a broader trend across the northeast that began during the Great Depression in the 1930s and continued after World War II. One of the first signs of trouble was in 1932, when the Indian Orchard Company ceased its manufacturing operations and, over the next few years, sold off its

extensive real estate holdings in the neighborhood.

World War II brought some renewed industrial growth to the neighborhood, especially with Chapman Valve, which became a major defense contractor. At its peak during the war, Chapman employed nearly 4,000 people. The company's workforce remained relatively high during the postwar period, with around 2,500 workers in the 1950s. However, in 1959 Chapman Valve was acquired by Crane Company, and over the next few decades its



*Neighborhood grocery store at 173 Main Street in Indian Orchard, around 1938-1939.
Springfield Preservation Trust.*

workforce steadily dwindled. Crane finally ended manufacturing here in 1986, and closed the facility completely in 1991.

Census records show a corresponding drop in manufacturing-related jobs among neighborhood residents. Although more than half of neighborhood residents had manufacturing jobs in 1960, this would fall to under 28% by 1990, and just 7% by 2020. Likewise, a widening gap emerged between the median income of the neighborhood compared to the surrounding communities. In 1960, the median household income in Indian Orchard was \$5,482, slightly higher than the countywide median of \$5,423. However, by 1990 the neighborhood median income was \$25,671, which was only slightly more than half the Hampden County median of \$46,786. More recently, this gap has narrowed, but the median income in Indian Orchard is still only about 77% of the countywide median as of 2020.

Indian Orchard, along with other parts of Springfield, also experienced the effects of

20th century, with many middle class residents moving to new housing developments in surrounding communities. With this, the demographics of the neighborhood also changed. Just as Indian Orchard had become the home of Irish, French Canadian, and Polish immigrants during the 19th and early 20th centuries, the neighborhood also became the home to many Hispanic residents starting in the late 20th century.

Census data did not consistently record the number of Hispanic residents prior to 1970, but the 1970 census shows 44 “Persons of Spanish language” in Indian Orchard, representing about 0.2% of the total neighborhood population. This would steadily rise over the next few decades, and by 1990 Hispanic residents accounted for over 10% of the population, the majority of whom identified as Puerto Rican. This trend continued into the early 2000s, and as of 2020 about 43% of neighborhood residents identify as Hispanic. During this time, the neighborhood also became more racially diverse. Despite having

only two Black residents in 1950, this number would steadily rise. By 1970 Black residents comprised 2% of the population, and this would increase to 8% in 1990 and 20% in 2020.

Indian Orchard of 2025

Despite the many changes and challenges of the late 20th century, Indian Orchard’s residents have proven to be remarkably resilient. The neighborhood has weathered deindustrialization and the resulting loss of jobs and residents, and in 2020 the neighborhood recorded its highest population since 1960.

**PLACEHOLDER
IMAGE**

PHOTO OF MYRTLE ST SCHOOL

suburbanization during the second half of the

It has also seen considerable improvement in economic indicators such as unemployment rates and poverty rates, and today the neighborhood is above average by most metrics when compared to citywide data.

From its beginnings as a 19th century mill village, Indian Orchard has retained its identity as a “town-within-a-city,” and even today many of its residents see themselves as living in Indian Orchard, rather than living in Springfield. This strong neighborhood identity, combined with its walkable, well-preserved downtown streetscape, is a valuable asset for the neighborhood.

Indian Orchard currently has only one building, the Myrtle Street School, that is listed on the National Register of Historic Places. Built in 1868 and subsequently expanded in 1904 and 1915, it is the oldest surviving former school building in Springfield, and it has since been converted into condominiums. In addition, the neighborhood has one Local Historic District, which is comprised of the Immaculate Conception Church property, including the church building, the rectory, and the former school. This historic district was created by the city in response to the proposed closing of the Immaculate Conception parish, and the designation protects the property by ensuring that all exterior

changes, including demolition, must be approved by the city’s Historical Commission.

Aside from these officialy-designated historic properties, Indian Orchard has many other important historic resources that contribute to its character. In the area around the

PLACEHOLDER IMAGE

PHOTO OF IMMACULATE CONCEPTION CHURCH



The Indian Orchard Branch Library on Oak Street

intersection of Main and Oak Streets is a

number of late 19th century mixed-use commercial and residential buildings. Just south of this intersection, along Oak Street, is the Indian Orchard Branch Library. It opened in 1909, and it was one of the 2,509 libraries around the world that were built using funds from industrialist and philanthropist Andrew Carnegie.



The power canal and historic buildings at the Indian Orchard Mills

Other historic resources in Indian Orchard are directly linked to its industrial history. Most significantly, this includes the former Indian Orchard Company mill complex, which features the original power canal along with a number of buildings from the 19th and early 20th centuries. This complex, which is now known as the Indian Orchard Mills, is home to

a variety of tenants. This includes office spaces, artist studios, warehouses, and light manufacturing. Aside from the mills themselves, Indian Orchard also has many residential properties that were built by the mill for worker housing, including a mix of rowhouses, duplexes, and detached single-family homes.

Also of historic interest in Indian Orchard is the Titanic Historical Society. Established in 1963 by Indian Orchard resident Edward S. Kamuda, it is still headquartered in the neighborhood, and it is the world's oldest *Titanic* history organization. The organization operates a museum at 208 Main Street, which features a variety of *Titanic*-related artifacts. The museum is open to the public for a small fee.



The museum of the Titanic Historical Society is located in the back of Henry's Jewelry at 208 Main Street in Indian Orchard.

An aerial photograph of a suburban neighborhood. The image shows a grid of streets with numerous single-family homes. There are several larger commercial buildings, including a large white warehouse-like structure in the upper left and another large building with a dark roof in the lower right. A parking lot with many cars is visible in the upper left. The overall scene is a typical suburban development.

Indian Orchard Zoning and Land Use

Neighborhood Boundaries

The Indian Orchard neighborhood is located in the northeastern corner of Springfield. It covers about 1,630 acres in area, and its boundaries are defined by the Chicopee River to the north, Wilbraham to the east, the CSX railroad tracks to the south, and Brookdale Drive, Page Boulevard, and Worcester Street to the west.

Zoning Overview

As described in the Neighborhood History section, Indian Orchard developed as a major industrial center, and this is reflected in the current zoning. The single-largest zoning district in the neighborhood is Industrial A, which covers about 28% of the zoned land in the neighborhood. In addition, 4% is zoned for Industrial Park. About 11% of the land is zoned for business or commercial use, and 52% is zoned for residential use.

Residential Zoning

About 26% of the zoned land in Indian Orchard is Residence A, which is primarily low-density detached single-family houses. It is most prevalent in the area along Berkshire Avenue, and also in the southeastern part of the neighborhood in the vicinity of Hubbard Park.

Around 22% of the neighborhood is zoned for R2, which allows for medium-density development in the form of single-family and two-family houses. It is most common in the area immediately to the south of Main Street, and also along Oak Street and portions of Goodwin Street. In addition, the United States Postal Service processing and



Residence A zoning on Braywood Circle



Medium-density Residence B zoning on Worcester Street



Residence C zoning at John J. Duggan Park Apartments

Previous page: 2023 aerial image of the Indian Orchard neighborhood. Source: MassGIS



The Bircham Bend Mobile Home Park, which is zoned Business A



Pedestrian-oriented business development on Main Street at the corner of Oak Street



Auto-oriented business development on the eastern part of Main Street

distribution facility on Fiberloid Street is nominally zoned for Residence B, although it is not used for residential purposes.

Other portions of the neighborhood are zoned for high-density Residence C, which allows for multi-family apartment buildings. This includes the Springfield Housing Authority's John J. Duggan Park apartments on Goodwin Street, along with scattered parcels to the north and south of Main Street.

Business Zoning

Collectively, around 11% of the neighborhood is zoned for business or commercial purposes, including about 7% that is zoned for Business A. This zoning district focuses primarily on promoting pedestrian-oriented development, and it includes almost the entire length of Main Street and the northern part of Parker Street. There are also scattered parcels elsewhere in the neighborhood, including at the intersection of Page Boulevard and Berkshire Avenue, and the southern part of Pasco Road.

Some parcels are zoned for Business B, which allows for automobile-oriented business development. These found throughout the neighborhood, generally in areas that are adjacent to Business A districts. Other parcels are zoned for Commercial A, which focuses on small-scale neighborhood retail establishments such as convenience stores.

Within Business-zoned districts, certain residential uses are also allowed. On Main Street, this includes multi-family homes, apartment buildings, as well as mixed-use properties that have retail

space on the ground floor and apartments on the upper floors.

Most of the Industrial A zoning is located in the northern and western parts of the neighborhood, particularly the area to the north of Front and Worcester Streets. This includes the Indian Orchard Mills on Front Street, along with the Solutia facility on Worcester Street. Other industrial areas include Brookdale Drive and the western part of Page Boulevard, and the north side of the railroad tracks near Pasco Road and Oak Street.

The Industrial Park zoning in Indian Orchard includes most of the former Chapman Valve site between Pinevale and Moxon Street, and extending southward to Oak Street. South of Goodwin Street, this area is the site of a solar facility, while the area to the north of Goodwin Street is primarily vacant.

Land Use

The single largest land use category in Indian Orchard is residential, which comprises about 400 acres, or about 35% of the neighborhood. Of this, about 265 acres are single-family homes, and 100 acres are two-family homes.

Commercial uses comprise around 100 acres, or about 8% of the neighborhood. The single largest commercial use is storage, warehouse, and distribution facilities, which collectively account for 29 acres.

Industrial uses comprise about 275 acres, or around 24% of the neighborhood. This includes manufacturing facilities and storage of manufactured goods, along with electric generation plants, including solar facilities.



The industrial-zoned Indian Orchard Mills on Front Street



The industrial-zoned Solutia facility on Worcester Street



Vacant Industrial Park zoning on the site of the former Chapman Valve facility at the corner of Pinevale and Goodwin Streets

PLACEHOLDER
IMAGE

SOLAR FIELDS PHOTO



The USPS processing and distribution facility on Page Boulevard

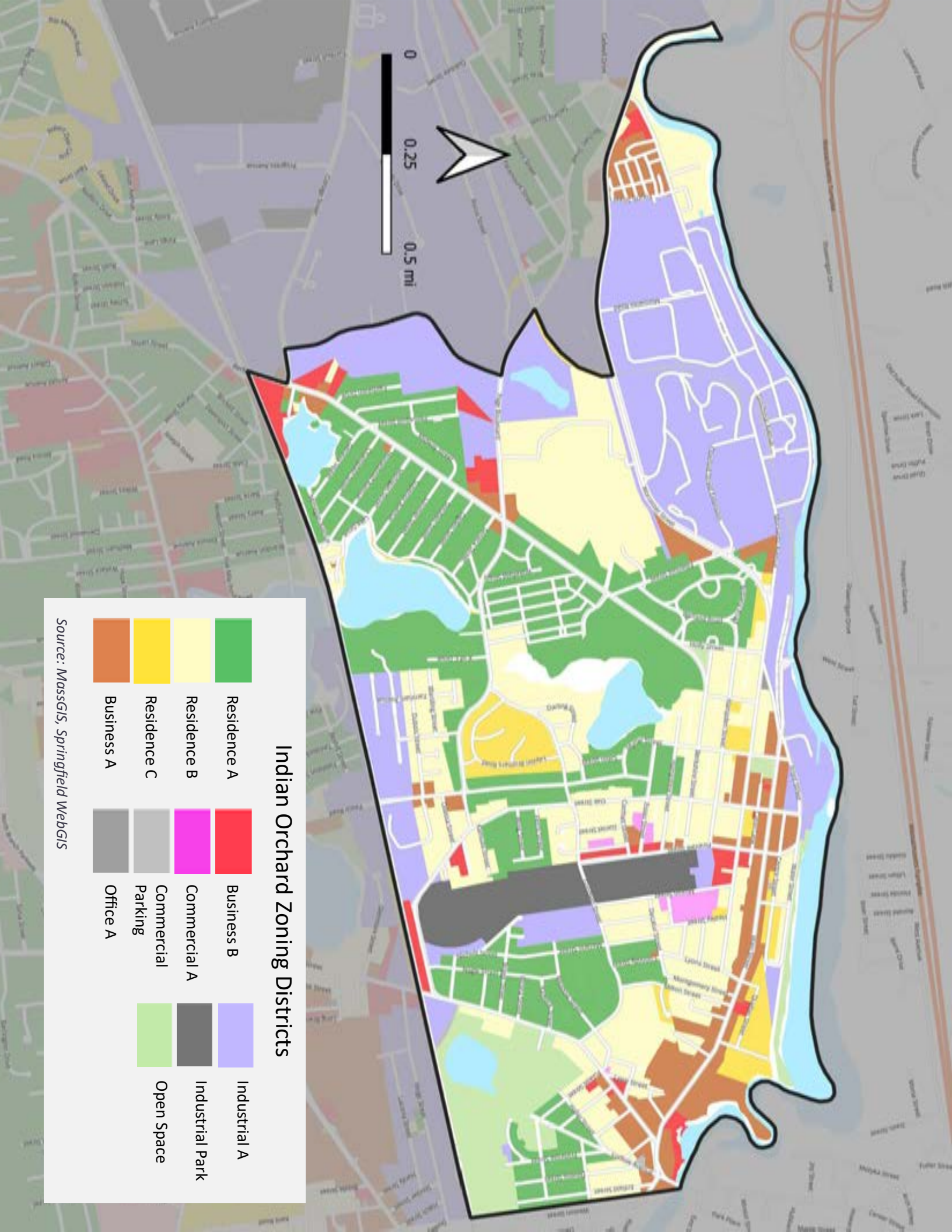
About 25 acres, or 2% of the neighborhood, is mixed residential and commercial use. This type of development is most common on Main Street, often consisting of multi-story buildings with storefronts on the ground floor and apartments on the upper floors.

About 35 acres, or 31% of the neighborhood, is owned by nonprofit organizations or by federal, state, and local governments. This includes the 81-acre USPS facility, along with municipally-owned land such as parks and schools. It also includes land owned by religious organizations,




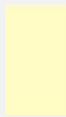




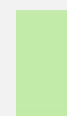


and housing facilities owned by the Springfield Housing Authority.

Vacant land covers about 132 acres in Indian Orchard. This includes about 19 acres of developable or potentially developable residential land, 27 acres of developable or potentially developable commercial land, and 25 acres of developable or potentially developable industrial land. Another 18 acres of vacant land is held by the city in tax title, most significantly a 16-acre portion of the former Chapman Valve facility.

Summary of Indian Orchard 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
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.
Industrial Park	Light industrial, research, and development and smaller flexible buildings that include office and light industrial uses.



Indian Orchard Zoning Districts

	Residence A		Business B		Industrial A
	Residence B		Commercial A		Industrial Park
	Residence C		Commercial Parking		Open Space
	Business A		Office A		

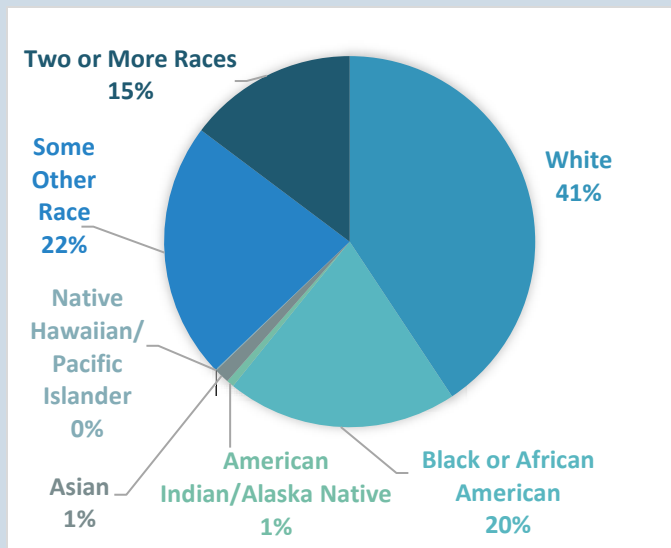
Source: MassGIS, Springfield WebGIS



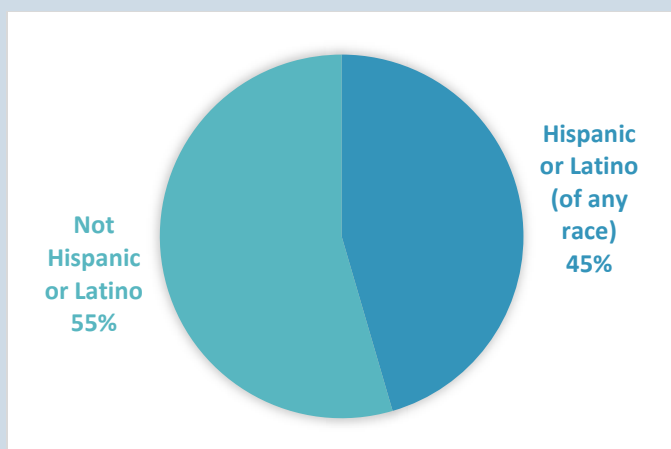
Indian Orchard Demographics and Housing

Demographic Overview

As of the 2020 U.S. Census, Indian Orchard has a population of 8,527, making it the sixth most populous of the city's 17 neighborhoods. Although historically the neighborhood's population was comprised of various White immigrant groups, the neighborhood demographics have since become more racially diverse. As of 2020, 41% of Indian Orchard residents identify as White, 20% identify as Black, and 39% identify as other races, including people of multiple races. Hispanic/Latino residents of any race comprise 45% of the neighborhood's population.



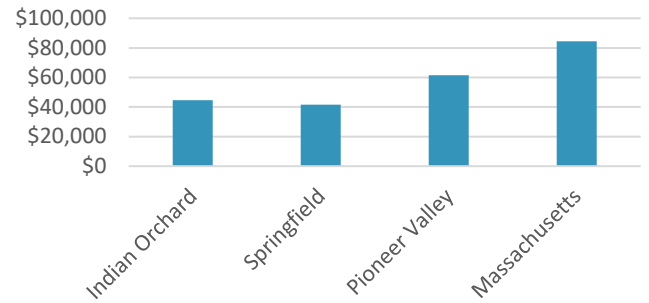
Racial composition of Indian Orchard, 2020 U.S. Census



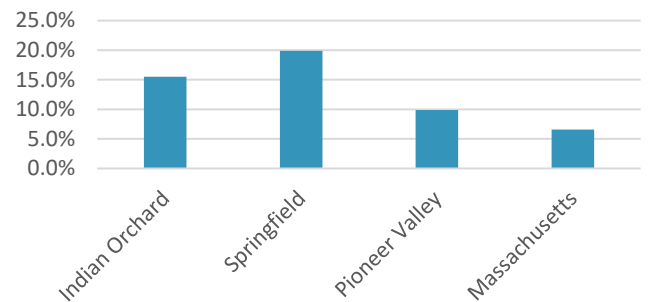
Hispanic/Latino ethnicity in Indian Orchard, 2020 U.S. Census

Previous Page: Townhouses on Worcester Street near Oak Street

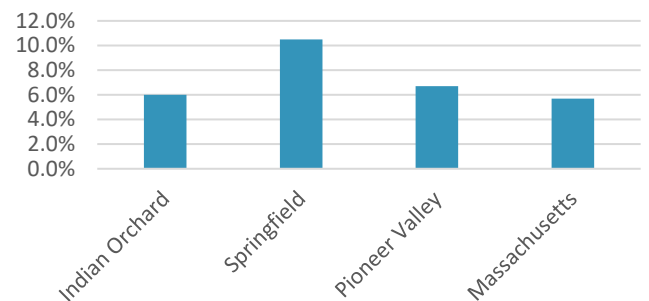
Median Household Income (2020)



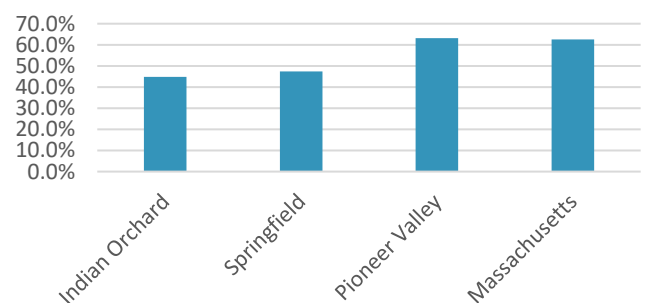
Poverty Rates (2020)



Unemployment Rates (2020)



Homeownership Rates (2020)



Indian Orchard Neighborhood, Compared to City, Regional, and Statewide Data (2020)					
		Indian Orchard	Springfield	Pioneer Valley	Mass.
Children and youth	Babies born with low birth weight	18.4%	10.3%	9.1%	7.6%
	Child poverty	36.0%	36.2%	20.8%	12.2%
Education	Preschool enrollment	70.5%	60.1%	53.6%	58.0%
	Attainment of higher education	17.9%	19.0%	32.6%	44.5%
Health	Premature mortality (per 1,000)	4.4	4.0	3.3	2.7
Economic security	Median household income	\$44,564	\$41,571	\$61,569	\$84,385
	Income inequality (Gini index)	0.39	0.48	0.47	0.48
	Poverty	15.5%	19.9%	9.9%	6.6%
	Elderly poverty	6.0%	13.7%	10.1%	8.9%
	Unemployment	6.0%	10.5%	6.7%	5.7%
	Labor force participation	59.1%	57.6%	61.4%	67.2%
Housing	Housing cost burden	50.3%	45.4%	34.9%	34.5%
	Homeownership rates	44.8%	47.4%	63.2%	62.5%
Transportation	Low-carbon commuters	17.4%	17.6%	14.1%	22.4%
	Average commute time (minutes)	21.9	21.1	23.1	30.0

Source: U.S. Census Bureau 2020 American Community Survey 5-Year Estimates

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

Economic Security

As shown in the table above, Indian Orchard collectively has slightly stronger economic security than the citywide averages, including slightly higher median household income, lower poverty rates, lower unemployment rates, and slightly higher labor force participation rates. However, when compared to regional and statewide averages, these numbers indicate that there is a need for increased economic growth and opportunity in Indian Orchard.

Housing

Overall, according to the 2024 city assessor's data, there are 3,523 housing units in Indian Orchard. The vast majority of this is in the form of low- and medium-density housing development. Approximately 38% of the housing units

in Indian Orchard are in single-family homes, and 34% are in two-family homes. Another 7% are in three-family homes, 17% are in buildings with 4 to 9 units, 2% are in buildings with 10 to 19 units, and 8% are in buildings with 20 or



Single-family homes on Berkshire Avenue



Newer single-family homes on Martha Street

**PLACEHOLDER
IMAGE**

RESIDENTIAL VIEW IN NORTHEASTERN AREA OF THE NEIGHBORHOOD



Multi-family homes on Hampden Street

more units. The single largest residential complex is the Springfield Housing Authority's John J. Duggan Park, a 196-unit, multi-building site that is located at the corner of Page Boulevard and Goodwin Street.

Most of the existing housing stock in Indian Orchard dates to the early and mid 20th century. About 50% of units are in buildings that were constructed in 1939 or earlier, and 32% are in buildings that were constructed between 1940 and 1979. Only 18% of existing residential units in Indian Orchard were built in 1980 or later.

Homeowner Support

The older residential properties in Indian Orchard can pose challenges for residents and homeowners. Just over half of Indian Orchard residents are considered to be burdened by housing costs, with 50.3% reporting that they pay more than 30% of their income towards either rent or homeownership. These housing costs include maintenance, which can be a considerable expense for owners of older properties.

Residents have indicated that housing is a high priority, in particular assistance for the maintenance of existing owner-occupied homes. There are currently a number of different housing programs and initiatives that are available to Springfield residents. However, because this has consistently been identified as an area of need, the city has been examining to what extent these programs are being utilized and which neighborhoods primarily benefit from them. 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.

Developable Residential Land

As outlined in the Zoning & Land Use section, Indian Orchard has about 132 acres of vacant land. However, much of this is residential or commercial land, with only a limited amount of vacant residential land. According to the 2024 city assessor's data, there are 13.6 acres of developable residential land and 5.6 acres of potentially developable residential land. These parcels are scattered throughout the neighborhood, and generally consist of small vacant lots interspersed between houses on residential streets. As a result, there is limited opportunity for large-scale housing investments, unless vacant commercial or industrial parcels were utilized for housing.



The former Myrtle Street School, which is now condominiums



Springfield Housing Authority apartment complex on Healey Street

**PLACEHOLDER
IMAGE**

HIGHER-DENSITY RESIDENTIAL PHOTO

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. Only the northern part of Indian Orchard, in Census Tract 8001.02, is currently eligible. 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.

City of Springfield Down Payment Assistance Program

Most of these programs are only open to homeowners, which means that only a limited number 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.

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.

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 throughout Springfield. 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 Indian Orchard, 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 Indian Orchard community for generations to come.



Indian Orchard Transportation

Indian Orchard Transportation

The transportation options in Indian Orchard are primarily automobile oriented. As of 2020, just 17.4% of Indian Orchard residents use alternative mode of transportation, either by biking, walking, carpooling, or riding public transportation. This rate is slightly lower than the citywide average of 17.6%. However, Indian Orchard is served by several bus routes, and it has a walkable downtown area, so it has strong potential for additional transportation improvements.

Major Streets

Three numbered routes pass through Indian Orchard on the major streets of the neighborhood. U.S. Route 20 runs along Pasco Road as far north as Page Boulevard, and then on Page Boulevard until it reaches Interstate 291 in the East Springfield neighborhood. For its entire length in Indian Orchard, Page Boulevard has two travel lanes in each direction.

Another major east-west road through Indian Orchard is Route 141, which runs along Main, Front, and Worcester Streets. The other numbered route in Indian Orchard is Route 21, which runs along Parker Street. It is the primary north-south road in the eastern part of the neighborhood.

Aside from the numbered routes, other major roads in Indian Orchard include Oak Street, which runs north to south through the center of the neighborhood; Goodwin Street, which runs east to west through the central part of the neighborhood; and Berkshire Avenue,

Previous page: Main Street facing west near Cedar Street



Main Street (MA State Route 141) facing west near Oak Street



The intersection of Main and Parker Streets (Routes 141 and 21) facing west



Goodwin Street, facing west from Pinevale Street



Beaugard Street is typical of residential side streets in Indian Orchard

**PLACEHOLDER
IMAGE**

PVTA PHOTO

**PLACEHOLDER
IMAGE**

TRAIN PHOTO

which runs northeast to southwest through the western part of the neighborhood.

Interstate Highways

There are no interstate highways or other limited access roads in Indian Orchard, but the Massachusetts Turnpike (Interstate 90) passes close to the neighborhood and has exits nearby in Chicopee and in Ludlow. In addition, Interstate 291 is just to the west of Indian Orchard, and provides residents with the most direct route into the center of Springfield.

Public Transportation

The Pioneer Valley Transit Authority (PVTA) provides public bus routes and paratransit services for the region. The primary bus route in Indian Orchard is the B6, which connects the neighborhood to the city center to the southwest, and Ludlow to the northeast. It runs on Berkshire Avenue, Berkshire Street, Oak Street, and Main Street. Some of the buses take an alternate route through the neighborhood, on Pasco Road, Goodwin Street, and Page Boulevard. Aside from the B6, the other bus route with service in Indian Orchard is the G2, which travels on Brookdale Drive and Page Boulevard on the far western edge of the neighborhood.

Rail Transportation

The former Boston & Albany Railroad tracks, which are now operated by CSX, form the southern boundary of the neighborhood. These tracks carry one daily Amtrak train, the Lakeshore Limited, in each direction, along with a number of freight trains. However,

there is no passenger or freight service directly to Indian Orchard on these tracks.

Railroads in Indian Orchard also include the former Athol Branch, which once provided service to the Indian Orchard Mills and eastward into Ludlow. However, active freight service has since been truncated to the Eastman/Solutia facility in the western part of the neighborhood. Much of the former right-of-way in the eastern part of the neighborhood runs along Water Street, where it has potential for redevelopment as a multi-use trail or greenway.

Pedestrian Infrastructure

In the downtown Indian Orchard area, most of the major streets and side streets have sidewalks, along with crosswalks at most intersections. However, in the outlying parts of the neighborhood there are significant sidewalk gaps and a lack of crosswalks in many areas, particularly on the major roads.

For example, Page Boulevard (US Route 20) runs for about 1.3 miles through the neighborhood, yet it only has two sets of crosswalks (at Pasco Road and at Berkshire Avenue), and it has no sidewalks on its western half, beyond Berkshire Avenue. Likewise, Worcester Street (MA Route 141) does not have any sidewalks or crosswalks for 1.8 miles west of Holly Street. Berkshire Avenue, which is a predominantly residential street, has sidewalks on both sides but only one crosswalk (at Page Boulevard) along a one-mile stretch between Cottage Street and John F. Kennedy Middle School. Other significant sidewalk gaps include a portion of Oak Street, which does not have any sidewalks on a 0.35 mile stretch between Odessa and Nagle Streets.



Oak Street in the center of Indian Orchard has wide sidewalks and pedestrian-oriented business development



Page Boulevard (US Route 20) facing west near Brookdale Drive. There are no sidewalks or crosswalks on this portion of Page Boulevard.

Bicycle Infrastructure

Indian Orchard currently has a limited amount of bicycle infrastructure, consisting primarily of bike lanes on Oak Street, which extend 1.2 miles from Centre Street to Nagle Street.

According to the 2014 *Pedestrian and Bicycle Complete Streets Plan*, several other streets in the neighborhood rated “Very High” or “Extremely High” for bicycle compatibility, including Pasco Road north of Page Boulevard and Worcester Street between Front and Oak Streets. However, other streets were rated as “Moderately Low” for bicycle compatibility,

including Page Boulevard, Front Street, Berkshire Avenue south of Page Boulevard, and Goodwin Street between Pasco Road and Mazarin Street. Factors that were used to determine compatibility included traffic volumes, street widths, and traffic speeds.

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 Indian Orchard, these streets include:

- Berkshire Avenue
- Berkshire Street
- Front Street
- Main Street
- Oak Street
- Parker Street



New crosswalk and curb extensions on Main Street at Pinevale Street

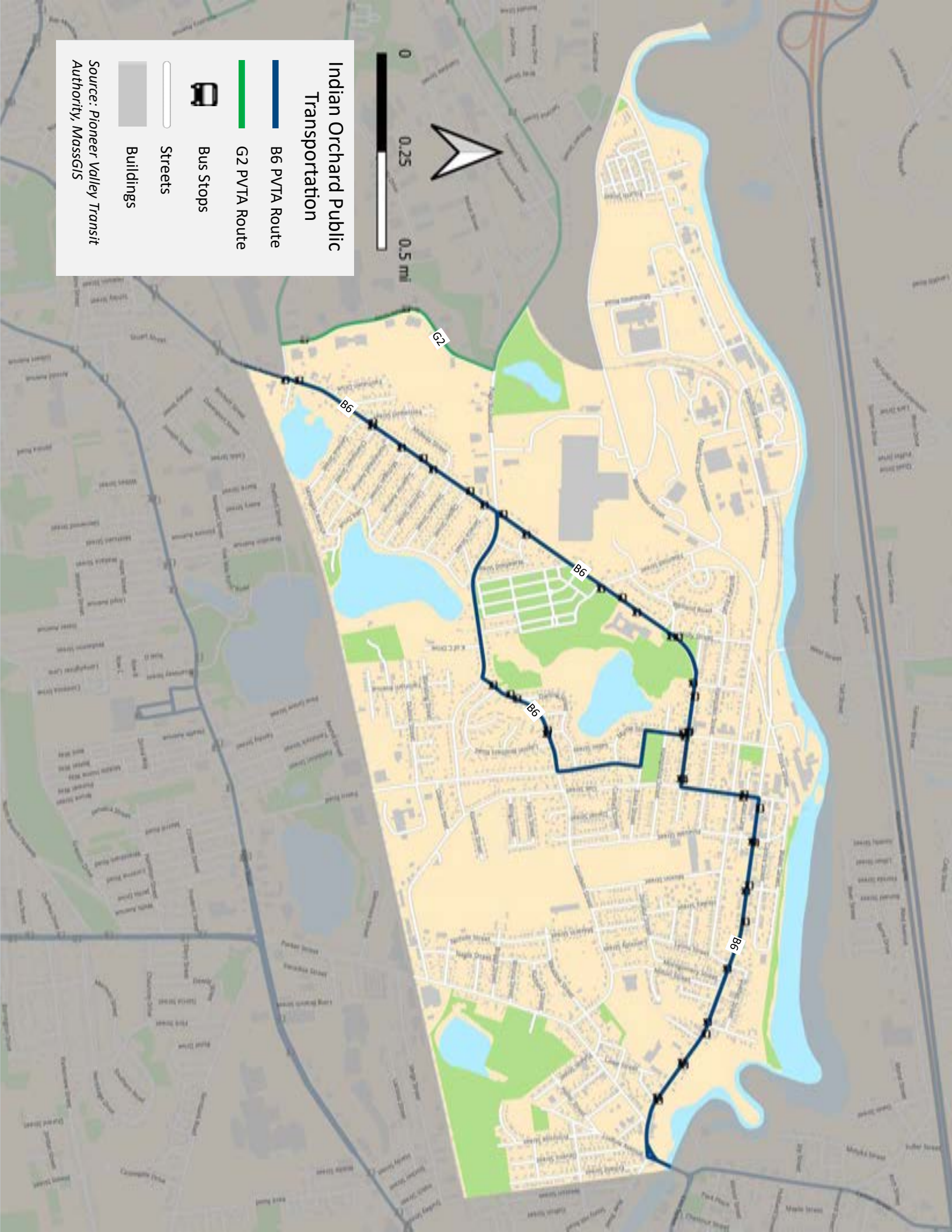


Bicycle lanes on Oak Street, facing south from Caton Lane

These six streets are designated as “Residential Boulevards” in the Complete Streets Plan. These types of streets often carry high volumes of traffic at speeds that are incompatible with residential neighborhoods, so the design guidelines for residential boulevards in the Complete Streets Plan identifies strategies to discourage excessive speeds. This can include reducing the number and width of travel lanes, expanding medians, extending curbs, and adding bicycle lanes.

In addition to these six residential boulevards, the Complete Streets Plan also identifies Water Street as a site for a proposed off-road trail that would run along the banks of the Chicopee River from Oak Street to Indian Leap 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 Indian Orchard, this has included bike lanes on Oak Street and a curb extension/crosswalk across Main Street at Pinevale Street.



Indian Orchard Public Transportation

B6 PVTa Route

G2 PVTa Route



Bus Stops

Streets

Buildings

Source: Pioneer Valley Transit Authority, MassGIS

A photograph of a park path lined with tall pine trees and benches. The path is a straight, light-colored concrete walkway that recedes into the distance. On either side of the path are lush green grassy areas. Several ornate, dark metal park benches are placed along the path. The trees are tall, slender pine trees with dense green needles, creating a canopy overhead. The scene is brightly lit, suggesting a sunny day. A blue curved overlay is on the left side of the image, containing white text.

Indian Orchard Parks and Open Space

Neighborhood Parks

The Indian Orchard neighborhood has a total of 150 acres of open space, which comprises 9.2% of the total area in the neighborhood. This acreage includes recreational parkland as well as protected conservation areas. Approximately 81 acres are classified as recreation land, 38 acres as conservation land, and 3 acres that serve as both recreation and conservation land. The inventory of open space also includes the 28-acre St. Aloysius Cemetery.



Tennis courts and playground equipment at Hubbard Park

**PLACEHOLDER
IMAGE**

KENNEDY MIDDLE SCHOOL PHOTO

Previous page: A scene in Cottage Hill Park

Hubbard Park

Of the recreational open space areas in Indian Orchard, the largest is the 27-acre Hubbard Park, which is located on Parker Street in the southeastern part of the neighborhood. The park features basketball and tennis courts, a playground, picnic area, and athletic fields. Also within the park's boundaries is Dimmock Pond, which is not included in the park's total acreage. The portion of the park near the pond is primarily wooded, and it includes walking trails near the edge of the pond. Directly adjacent to Hubbard Park is a 23-acre undeveloped city-owned conservation area known as the Hallahan Tract.

Kennedy Middle School

Another important park in Indian Orchard is at John F. Kennedy Middle School. The site features 20 acres of recreational space, including athletic fields and a track. The property also abuts Long Pond, which provides potential opportunities for water-based recreation.

Congressman Richard E. Neal Indian Orchard Community Park

This 22-acre site on Page Boulevard was once a privately-owned park known as Plastics Park, but it was donated to the city in 2013 by Eastman Chemical Company and renamed in honor of Congressman Richard E. Neal. The park includes a picnic pavilion and baseball and softball fields, but it is currently underutilized. The park's gates are typically locked, and at this time it is available by advance reservation only.

Cottage Hill Park

This 3.5-acre park occupies the block between Oak, Essex, Myrtle, and Hampshire Streets, and it is situated within a predominantly residential part of the neighborhood. It is well shaded by

mature pine and oak trees, and it is primarily used for passive recreation.

Myrtle Street Park

Located on Main Street in the downtown area of Indian Orchard, this 1.5-acre park features an outdoor basketball court, a playground area, and a splash pad. The park also includes a community building that is used as a meeting space for the Indian Orchard Citizens Council and for other neighborhood functions.

Chicopee River Overlook

The city owns about 5.6 acres on the southern banks of the Chicopee River, beginning near the foot of Oak Street and continuing eastward to near Indian Leap Street. The western half of this property runs parallel to Water Street, and it features several picnic areas on the bluffs above the river, along with a boat launch that can be used for car-top boats such as canoes and kayaks. The boat launch is located near the foot of Pinevale Street, and it includes a small dirt parking area.

The eastern half of the park does not have any direct road access with the exception of a footpath at the end of Indian Leap Street, and it does not have any developed recreational facilities. However, this portion of the park is the site of Indian Leap, which offers dramatic views of the Chicopee River as it meanders its way past the high sandstone cliffs. The cliffs here also include the abutments for two 19th century bridges. The bridge farther upstream once carried the railroad across the Chicopee River, while the downstream one was an aqueduct that carried the city's water main from the Ludlow Reservoir into Springfield. Both



Congressman Richard E. Neal Indian Orchard Park, which is generally closed to the public except by advance reservation



A scene in Cottage Hill Park



Myrtle Street Park, seen from the corner of Myrtle and Worcester Streets



Benches at an overlook adjacent to the boat launch on Water Street



The Chicopee River at Indian Leap, seen from the old aqueduct abutment



Godfrey Park at the corner of Holly Street and Berkshire Avenue

bridges have since been removed, but the stone abutments remain.

Overall, the Chicopee River waterfront is a strong asset for the Indian Orchard neighborhood, both for its recreational potential and also for its historic and scenic value. Potential future investments could include development of a multi-use trail along the right-of-way of the former railroad, along with the development of expanded park facilities in the Indian Leap section of the park.

Godfrey Park

Located in the triangle of land formed by Berkshire Avenue, Berkshire Street, and Holly Street, this 0.9-acre park features a World War I monument that honors 15 Indian Orchard men who died in the conflict. The park itself is named for William C. Godfrey, an industrialist and philanthropist who played an important role in the early 20th century prosperity of the Indian Orchard neighborhood. The park is primarily for passive recreation, and it includes benches and walkways in addition to the war memorial.

Conservation Areas

Aside from developed parks, Indian Orchard also includes 38 acres of city-owned conservation land. By far the largest of these is the 25-acre Hallihan Tract, which is located adjacent to Hubbard Park. Smaller conservation properties include the 7.7-acre Lake Lorraine Conservation Area on Michon Street, the 4-acre Long Pond Bog on the southeast corner of Long Pond, and the 1.2-acre Indian Orchard Kame, which protects a geologically important glacial hill adjacent to Indian Orchard

Elementary School on Goodwin Street. Because these sites are primarily intended as conservation areas, they do not have developed recreational facilities.

Neighborhood Lakes and Ponds

Indian Orchard’s landscape includes four ponds within the neighborhood. From largest to smallest, they are Lake Lorraine (31 acres), Long Pond (26 acres), Mona Lake (14 acres), and Dimmock Pond (13 acres). Two additional ponds are located just south of the neighborhood boundary: Five Mile Pond (39 acres) and Loon Pond (26 acres). All of these lakes and ponds are natural kettle holes, which were formed by meltwater at the end of the last glacial age. They are a valuable asset for the neighborhood, as they are the six largest natural bodies of water in Springfield.

Of the four ponds in Indian Orchard, only Dimmock Pond is entirely surrounded by city-owned parkland, although it does not currently have any developed water-based recreational facilities. Long Pond has a considerable amount of city-owned land along its shores, although it likewise does not have any developed facilities. Most of the shoreline on Lake Lorraine and Mona Lake is privately owned, although there is a public boat launch at the end of Lorimer Street on Lake Lorraine. In addition, a small portion of city-owned land on Mona Lake at the end of Mohegan Avenue. Lake Lorraine is the only water body in the neighborhood with a public beach, located at the small Lake Lorraine State Park. However, this park has been closed since 2009.



Indian Orchard Kame, seen looking north from Goodwin Street



Dimmock Pond at Hubbard Park

**PLACEHOLDER
IMAGE**

LONG POND PHOTO



Lake Lorraine, seen from the boat ramp at the end of Lorimer Street

Although located outside of the neighborhood, both Loon Pond and Five Mile Pond have beach areas and boat ramps, including a newly renovated beach at Loon Pond on Pasco Road. Because of their proximity to Indian Orchard, both ponds can be utilized by neighborhood residents. However, as part of the neighborhood planning process, residents have expressed a need for improved access to the other ponds within Indian Orchard, including greater opportunities for swimming, boating, and fishing.

St. Aloysius Cemetery

Also included in the neighborhood's count of open space areas is St. Aloysius Cemetery. Owned by the Roman Catholic diocese, this 28-acre cemetery is the only burial ground in the neighborhood, and it is the final resting place for many of its former residents, with burials that date back to the late 19th century.

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 Indian Orchard. One of the goals in the OSRP is the acquisition of new parkland, including increased water-based recreational facilities. This is particularly relevant for Indian Orchard, given its large number of lakes and ponds, along with its proximity to the Chicopee River. Another goal involves restoring existing parks to provide greater recreational opportunities, and this is likewise relevant to Indian Orchard because of the number of parks that are currently underutilized or in need of repairs.



The closed beach at Lake Lorraine State Park



A scene in St. Aloysius Cemetery

Specific action items from the OSRP that are relevant to Indian Orchard's parks include:

- Myrtle Street Park: General Park improvements to include renovations to the basketball court, playground and splash pad. Improvements to picnic tables and park accessibility.
- Cottage Hill Park: Development of an historic open green space in a neighborhood common area; including benches; trash receptacles; lighting; irrigation; and a centrally located gazebo.
- Hubbard Park: Pave parking area; renovate tennis courts; replace playground equipment; expand woodland trails; dredge pond; and upgrade splash pad.
- Neal Park: Implement Master Plan to increase recreational opportunities, such as playground, splash pad, softball, basketball, picnic and trail improvements.
- Loon Pond: Develop Master Plan with Pine Point/Indian Orchard communities. Improve beach access, construct community building, waterway cleanup, and increase community awareness of proper waste.
- Chicopee River Waterfront: Create Master Plan to improve trail system; invasive plant removal; increase accessibility.

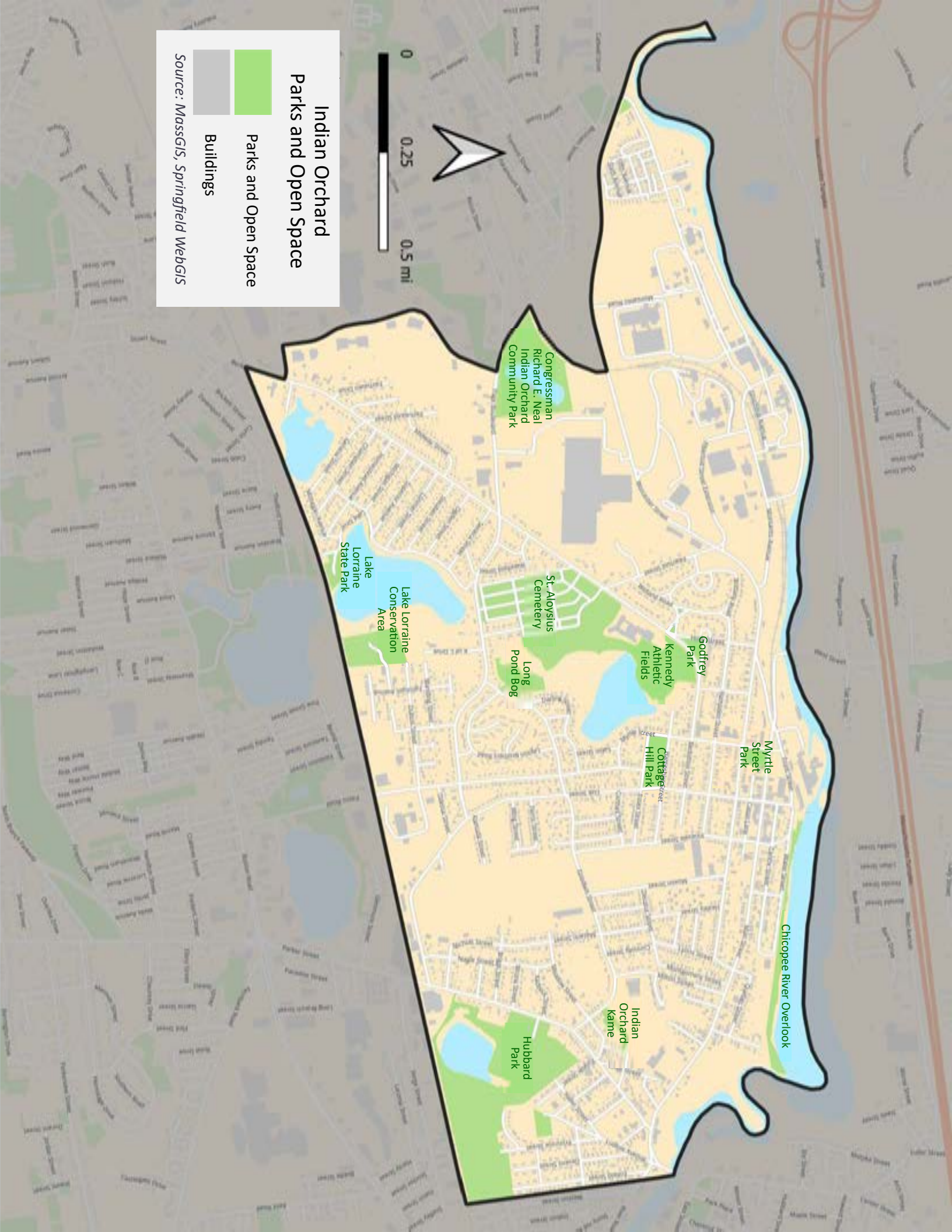
Environmental Justice

Based on the 2020 census, Indian Orchard 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 in Indian Orchard, all seven are environmental justice communities. Six meet the criteria for both median household income and minority population, and one meets the criteria based on minority population alone.

Justice40 Initiative

Because Indian Orchard is an environmental justice population, it could benefit from federal programs through the Justice40 Initiative, which seeks to support disadvantaged communities that have historically been marginalized and underserved. Under this 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 Indian Orchard Citizens Council and the city to assess ways in which the neighborhood could benefit from such investments.



Indian Orchard Parks and Open Space

- Parks and Open Space
- Buildings

Source: MassGIS, Springfield WebGIS

A photograph of a wooded area with bare trees and a chain-link fence. The trees are mostly without leaves, with some brown leaves still on the branches. A chain-link fence runs across the middle of the image, with some debris and fallen leaves behind it. In the foreground, there is a paved asphalt path. A blue graphic with a curved edge is overlaid on the left side of the image, containing white text.

Indian Orchard Development Opportunities

As part of this neighborhood investment planning process, several important areas of investment emerged through resident surveys, community engagement events, meetings with stakeholders and city staff, and review of existing neighborhood plan recommendations. These ideas included potential reuse of a large, long-vacant parcel, along with expanded access to the many natural assets within Indian Orchard. Such development would support existing residents and would continue to make the neighborhood a desirable place to live, work, and visit while retaining its unique identity among Springfield's neighborhoods.

Chapman Valve Site

This property is a 15.9-acre parcel that is held by the city in tax title. It is bounded by Pinevale Street to the west, Goodwin Street to the south, and Moxon Street to the east, and it was formerly the site of



The southwest portion of the Chapman Valve site, at the corner of Pinevale and Goodwin Street



Greenhouse on Pinevale Street at the northwestern corner of the Chapman Valve site

Previous page: The Chapman Valve site on Pinevale Street

the Chapman Valve Manufacturing Company. Established here in 1874, Chapman Valve operated in Indian Orchard for over a century, and was a major employer throughout most of the 20th century. However, Chapman Valve was acquired by Crane Company in 1959, and over the next few decades its workforce steadily dwindled from about 2,500 in the 1950s to fewer than 100 by the mid-1980s. The factory ultimately ceased manufacturing in 1986, and laid off its few remaining employees in 1991.

Aside from the loss of jobs, the closure of Chapman Valve also left the Indian Orchard neighborhood with hazardous materials at the factory site. This included radioactive waste, which was a result of work that the company had conducted in 1948 for the U. S. Army Corps of Engineers, involving the machining of uranium rods. The radioactive waste was removed and the site was decontaminated in the early 1990s after the plant's closure, and all of the buildings on the site have been demolished. However, it remains vacant with the exception of a parcel on the northwestern corner of the site, which is the site of a hydroponic greenhouse that is operated by the Wellspring Cooperative.

The remainder of the site is still owned by the city, and despite the radioactive waste cleanup in the 1990s it still has a significant amount of hazard materials in the soil and groundwater, including heavy metals, petroleum hydrocarbons, PAHs, asbestos-containing materials, VOCs, SVOCs, and PCBs. In 2024, the city of Springfield received a \$5 million EPA brownfield grant to remediate the site, with the goal of redeveloping it to serve the surrounding neighborhood.

According to the city’s grant application, the proposed reuse of the site involves expanding the existing hydroponic greenhouse facilities as part of an “Eco-Industrial Park” that would involve a “zero-waste, closed-loop site with a food and sustainability focus that combines greenhouse production with recycling and material use, sustainable energy generation, a landscaping business and open space.” The proposal is in alignment with the city’s 2017 *Strong, Healthy & Just – Climate Action & Resilience Plan*, and it would address several important needs, including employment opportunities and access to healthy food.



The Chapman Valve site in the 1990s, when the factory buildings were still standing. Source: MassGIS.



The Chapman Valve site in 2023. Source: MassGIS.

Chicopee River Waterfront

As described in the Parks and Open Space section of this plan, the parkland in Indian Orchard includes a long, narrow city-owned parcel that extends along the Chicopee River waterfront for about two-thirds of a mile from near Oak Street to near Indian Leap Street. The property runs along the former right-of-way of the Springfield, Athol and North-eastern Railroad.

Completed in 1873, this railroad connected Springfield to Athol via the Swift River Valley, but it was later shortened due to the construction of the Quabbin Reservoir in the 1930s.

Here in Indian Orchard, the railroad crossed the Chicopee River at Indian Leap. Just downstream of the railroad bridge was an aqueduct bridge, which was completed in 1874 and carried the city's water main from the Ludlow Reservoir into Springfield. Both bridges were eventually abandoned in the 20th century, and for many years they served as dangerous attractive nuisances before eventually being removed. Today, only the stone abutments remain from these bridges.

The western part of the Chicopee River Overlook is located along Water Street, and it includes a boat launch for car-top boats, along with several picnic areas with tables and benches. The rest of the park, including the Indian Leap section at the eastern end, is undeveloped, but it has strong potential due to both the scenic and historic aspects of the site.



The aqueduct bridge and railroad bridge over the Chicopee River at Indian Leap, seen from the Ludlow side of the river on September 18, 1933. Metropolitan District Water Supply Commission.



The Indian Leap area facing the river from the railroad right-of-way. In the distance on the right is the abutment to the former railroad bridge, and on the left in the distance is the aqueduct bridge abutment.



The Chicopee River Overlook, highlighted in green. Source: MassGIS



The boat launch on Water Street, seen from the parking area



Picnic area at the Chicopee River Overlook on Water Street

One potential investment for the waterfront is the development of a multi-use trail that would run along the former railroad right-of-way. This proposed trail has been identified as part of the city's Complete Streets Priority Network, and it is also linked to one of the action items in the city's Open Space and Recreation Plan, which is to "Create Master Plan to improve trail system; invasive plant removal; increase accessibility" along the Chicopee River in Indian Orchard. Such a trail would provide expanded recreational opportunities for Indian Orchard residents, while also reconnecting the neighborhood to these important historic and natural resources.

Recreation in Neighborhood Lakes and Ponds

As described in the Parks and Open Space section of this plan, Indian Orchard's landscape includes a significant number of lakes and ponds, with all six of the city's six largest natural water bodies being located in or adjacent to the neighborhood. These lakes and ponds, which were formed by glaciers during the last ice age, are valuable assets for their scenic qualities, wildlife habitats, and for water-based recreational opportunities, including fishing, boating, and swimming. Much of the land around these lakes and ponds is privately owned, but there are also many opportunities to utilize publicly owned land for recreation. This has been identified as a high priority by residents during the neighborhood planning process.



Lakes and ponds in and around Indian Orchard, showing public boat launches and city-owned open space. Source: MassGIS

From largest to smallest, the six lakes and ponds in and around Indian Orchard are Five Mile Pond (39 acres), Lake Lorraine (31 acres), Loon Pond (26 acres), Long Pond (26 acres), Mona Lake (14 acres), and Dimmock Pond (13 acres). Of these, Five Mile Pond and Loon Pond are located just south of Indian Orchard in the Boston Road neighborhood, while the other four are located entirely in Indian Orchard.

Existing facilities include city-owned beaches at Five Mile Pond and Loon Pond and a state-owned beach at Lake Lorraine that has been closed to the public since 2009. In addition, Five Mile Pond, Loon Pond, and Lake Lorraine all have public boat launches. The other three ponds do not currently have any developed facilities. Mona Lake is almost entirely surrounded by private property, and as such it has limited recreational potential. Dimmock Pond is located within Hubbard Park and is surrounded by woodlands and walking trails. Long Pond has a significant amount of city-owned shoreline, but it does not currently have any developed facilities.

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IMAGE**

CAPTION

**PLACEHOLDER
IMAGE**

CAPTION

Neighborhood Investment Plan 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 Indian Orchard neighborhood.

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 Indian Orchard 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 Indian Orchard, 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 Indian Orchard neighborhood.

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 Indian Orchard neighborhood. 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 Indian Orchard have identified and prioritized specific areas of need for their neighborhood:

Recommendations to be determined based on input from Indian Orchard Citizens Council and other stakeholders

Recommendations to be determined based on input from Indian Orchard Citizens Council and other stakeholders

Recommendations to be determined based on input from Indian Orchard Citizens Council and other stakeholders

Recommendations to be determined based on input from Indian Orchard Citizens Council and other stakeholders

Action Plan

Primary Goals			
Goal 1:			
Action	Lead Implementer	Collaborators	Timeline
Goal 2:			
Action	Lead Implementer	Collaborators	Timeline
Goal 3:			
Action	Lead Implementer	Collaborators	Timeline

Neighborhood Goals			
Goal:			
Action	Lead Implementer	Collaborators	Timeline

Goal:			
Action	Lead Implementer	Collaborators	Timeline

Goal:			
Action	Lead Implementer	Collaborators	Timeline

Goal:			
Action	Lead Implementer	Collaborators	Timeline

Examples of Potential Funding Sources	
Arts & Culture	
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.
Clean Energy	
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.
Economic Development	
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.
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.

Examples of Potential Funding Sources	
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, Indian Orchard is not currently located 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 Indian Orchard 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 Indian Orchard have not yet been inventoried, 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.

Examples of Potential Funding Sources	
Parks & Open Space	
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.
Transportation	
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.