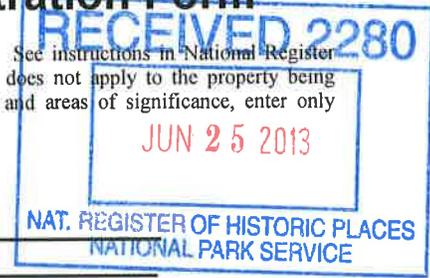


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



1. Name of Property

Historic name: HOOKER APARTMENTS

Other names/site number: BORINQUEN APARTMENTS

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 2772-2786 MAIN STREET & 7 GREENWICH STREET

City or town: SPRINGFIELD State: MA County: HAMPDEN

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local
Applicable National Register Criteria:

A B C D

<u>Brona Simon</u>		<u>June 21, 2013</u>	
Signature of certifying official/Title: Brona Simon, SHPO		Date	
State or Federal agency/bureau or Tribal Government			

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title:	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Patrick Andrews

Signature of the Keeper

7/29/2013

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: Multiple Dwelling

COMMERCE/TRADE: Specialty Store

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Current Functions

(Enter categories from instructions.)

DOMESTIC: Multiple Dwelling

COMMERCE/TRADE: Laundromat

7. Description

Architectural Classification

(Enter categories from instructions.)

EARLY 20TH CENTURY REVIVAL: Classical Revival

LATE VICTORIAN: Romanesque Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Brick (walls), sandstone (foundation & trim), metal (cornice)

Narrative Description

*(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)*

Summary Paragraph

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The Hooker Apartments block is a Classical Revival, multifamily, brick apartment building with first-floor corner retail space. It was built in 1908 by local developers William H. Dexter and Joseph A. Angers to designs by a Springfield architect and carpenter, Arsidas "Albert" Ostiguy.

The brick and brownstone apartment block is an outstanding example of the high-end multifamily structures developed in Springfield's urban neighborhoods during the early 20th century. Located on the southwest corner of Main Street and Greenwich Street in Springfield's North End, the Hooker Apartments stands out in a streetscape that has lost many of its historic buildings to urban renewal. Interstate 91 borders the North End on the west, and Interstate 291 borders it on the south.

With 23 units of housing, the Hooker building is one of the larger apartment blocks in the North End neighborhood of Springfield. The building's graceful bow front and classical doorways reflect the Classical Revival style, while the heavy brown sandstone trim and arched windows reflect a Romanesque Revival influence.

Although some of the interior features were modified in earlier renovations and a portion of the building was damaged by fire in 2004, the Hooker Apartments block has retained its historic appearance. The building has recently (2010) been completely rehabilitated as low- and moderate-income rental apartments, using state and federal historic tax credits.

Narrative Description

Setting

The Hooker Apartments block is prominently located on Main Street, the primary north-south route linking the North End of Springfield with downtown Springfield to the south and Chicopee Center to the north. A few blocks to the south, along Main Street, is Memorial Square (NRDIS, 1977). The surrounding area, which includes the Hooker Apartments, is known as the Memorial Square neighborhood. The Main Street corridor is characterized by 20th-century, mixed-use buildings with retail and commercial businesses at street level and residential apartments above. Buildings are closely spaced and set close to the street, but the streetscape is interrupted by surface parking lots, vacant lots, and small-scale new development resulting from demolition and urban renewal in the late 20th century. The side streets running perpendicular to Main Street are characterized by masonry apartment blocks and multifamily, wood-frame houses (Cf. Fig. A & B).

Exterior Description

The Hooker Apartments block is a four-story, L-shaped, golden-brick and brownstone building at the southwest corner of Main Street and Greenwich Street, directly south of the former North Main Street Fire Station (2808 Main St., built in 1892 but now converted to commercial use—cf. Fig. C-G). The exposed brownstone ashlar foundation is set at the front property line on the Main Street (east) and Greenwich Street (north) elevations. A driveway at the northwest corner of the parcel leads to a paved courtyard in the rear of the building that provides common access to the rear porches and staircases.

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The building's street elevations (north and east) are faced with golden-brown brick, set off by an exposed foundation and trim in reddish-brown sandstone ashlar blocks and terminating in a pressed-metal cornice with classical relief. The east elevation (Main Street) is thirteen bays wide, with two entranceways framed between projecting bays and a rounded corner at the northeast end of the building. Openings are irregularly spaced along the east elevation. The southern half of the east elevation has single bays of four windows at each floor level, between a pair of projecting bow windows. The northern half of the east elevation has seven window bays at each level, arrayed between the projecting bow windows and the building corner on the northern end of the façade. The north elevation (Greenwich Street) is similarly arranged with flat window bays interspersed between three bowed projections, for a total of fourteen bays (Cf. Photo 1).

The three primary residential entrances are arranged with two on Main Street (east elevation) and one on Greenwich Street (north elevation). Each primary entrance is framed by a brownstone surround with fluted pilasters supporting a triangular pediment. New wood and glass entry doors (2010) have replaced the aluminum entrance assemblies that were inserted ca. 1980. Each entrance leads to a shallow vestibule and a common interior stair (Cf. Photos 2 & 3).

A recessed commercial entrance with a broad metal cornice at the northeast corner defines a former commercial space, now outfitted as a self-service laundry for tenants. The street entry to the commercial space is defined by a single brownstone step that conforms to the rounded footprint of the building corner and supports a ceramic tile floor in a geometric mosaic pattern. A single wood and glass door, flanked by angled display windows, is centered within the recessed entry. Display windows on the east and north elevations are supported by solid bulkheads and topped with transoms. The current entry configuration was installed in 2010 to replace a standard aluminum storefront dating from ca. 1980 (Cf. Photo 5).

On the street elevations, the first-floor windows are surmounted by heavily molded segmental brownstone arches that spring from a wide brownstone beltcourse. An additional sandstone beltcourse above the windows defines the second-floor level. The brickwork on the upper stories is set in rusticated blocks, with brownstone lintels and sills defining the rectangular window openings fitted with double-hung (1/1) aluminum replacement windows that were installed during the rehabilitation in 2010 to match the original single-glazed sash configuration. At the top of the wall, a pressed-metal frieze supports a continuous copper cornice that conforms to the projecting bays. The flat roof is not visible from the street, but incorporates rectangular skylights over the two east side stairwells (Cf. Photos 1-4).

The west end of the Greenwich Street elevation, overlooking the driveway, continues the golden-brick facing of the primary elevations, but features a central polygonal bay that projects from the second, third, and fourth stories, and is clad in pressed metal. The rear elevations of the building (south and west) are constructed of common red brick, with segmental brick arches over the window openings. The windows are fitted with single and paired double-hung (1/1) replacement windows that were installed during the rehabilitation in 2010 to match the original single-glazed sash configuration. Continuous wooden porches at each level connect the rear doors of the individual units to the exterior common stairways (Cf. Photos 1-4).

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Interior Description

On the interior, the building is laid out with six apartments on each floor, with one first-floor unit lost to the corner storefront at Main and Greenwich Streets. Each of the three primary entrances leads to eight apartments on four levels connected by a central stair. Historic wood trim survives in the common stairways, on the entry surrounds of some unit doorways, and on the doors and windows of many units.

The three street-level residential entries each lead to a shallow vestibule with vinyl tile flooring (installed in 2010). A second wooden door leads from the vestibule to the center staircase at each entry. All three staircases feature original, square-profile newel posts, turned balusters, and carved handrails at each level. The two east staircases (2772 & 2782 Main Street) are topped by pyramidal skylights above the fourth floor (Cf. Photos 3 & 4).

Apartment unit entrances are set to the left and right of the staircase at each level. The unit entries are framed by a simple molded surround with a rectangular cornice. Each apartment entry is hung with a new (2010) fire-rated, metal entry door with a four-panel configuration and a painted finish, replacing the mix of wood and metal flat-panel doors that previously existed.

The finishes within each unit consist primarily of plaster and wallboard ceilings and wall surfaces. The floor coverings installed in 2010 are wall-to-wall carpeting in the living areas and vinyl tile in the kitchens and bathrooms. The doors and windows are framed by simple molded wood surrounds with radius corners and a painted finish.

Recent Rehabilitation (2010)

The form of the Hooker Apartments has not changed substantially since 1908, although the eight units at the south end were heavily damaged by fire and smoke in 2004 and by subsequent vandalism and water penetration. The exterior walls on all elevations were a frequent target of graffiti artists. The lower levels of brick and brownstone were previously coated with a heavy red paint in order to conceal the tagging.

The recent rehabilitation (2010) restored the exterior appearance of the Hooker Apartments by removing the overpainting, repairing deteriorated brick-and-stone masonry and roofing, providing a new roof covering, and installing double-hung (1/1) aluminum replacement sash in place of missing or deteriorated 1/1 wood sash in all openings. The corner storefront and the three primary residential entrances have been restored with new material to echo the historic configuration. The deteriorated rear porches have been replaced with pressure-treated lumber in a similar configuration.

On the interior, the three internal staircases have been repaired and slightly modified to meet current code requirements for handrail height. The existing units have been completely rehabbed with new interior finishes, new kitchens, and new bathrooms, while retaining the historic plaster walls and molded window and door surrounds. Some minor reconfiguration of interior space was required in order to provide closets and storage areas in the units. The basement level accommodates new mechanical systems and additional storage.

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Archaeological Description

No ancient Native American or historic-period archaeological sites are known on the Hooker Apartments property or in the general area. Environmental characteristics of the property do not indicate locational criteria (slope, soil drainage, proximity to wetlands) that are favorable for the presence of ancient sites. The property is not located within 1,000 feet of wetland resources, an important criterion in locating ancient Native sites. In general, the potential for locating significant archaeological resources, both ancient Native American and historic, is low. The land was farmland prior to building construction in 1908 and no known historic buildings or structures were present previously on the parcel. The construction of the Hooker Apartment building in 1908, which has a basement level and occupies nearly all of the small (approximately 11,220 sq. ft.) lot, would have destroyed any potential archaeological resources that predated building construction.

(end)

8. Statement of Significance

Applicable National Register Criteria

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

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

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Criteria Considerations

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

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE
SOCIAL HISTORY
COMMUNITY PLANNING & DEVELOPMENT

Period of Significance

1908-1963

Significant Dates

1908 (original construction)

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Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

OSTIGUY, Arsidas (Architect)
ANGERS, Joseph A. (Developer)
DEXTER, William H. (Developer)

Statement of Significance Summary Paragraph *(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)*

The Classical Revival-style Hooker Apartments block is a four-story masonry apartment building that retains integrity of location, design, materials, setting, workmanship, feeling, and association. It meets National Register Criteria A and C, with a local level of significance. The period of significance begins with the building's construction in 1908 and ends in 1963, the standard 50-year cutoff for objectively establishing historical significance. As a fine example of the modern multifamily housing that was erected in Springfield's streetcar neighborhoods in the early 20th century, and as a well-preserved example of the work of Arsidas "Albert" Ostiguy, the Hooker Apartments block is significant in the areas of social history, community planning and development, and architecture.

Narrative Statement of Significance *(Provide at least one paragraph for each area of significance.)*

Community Planning and Development: The Hooker Apartments were built to accommodate the need for high-quality rental housing in proximity to local employment opportunities in the early 20th century. As Springfield's central business district grew and prospered, residential development radiated out from the city's core. Improved roadways and streetcar service made the North End of Springfield a more accessible and desirable place to live, as single-family farmsteads and estates gave way to newly subdivided streets lined with masonry apartment blocks on the main streets, and two- and three-family wood-frame homes on the side streets.

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Social History: The Hooker building was one of a number of four-story brick apartment blocks with “flats” that provided housing for clerical and industrial workers employed by downtown and North End businesses. The owners and tenants reflect Springfield’s ethnic heritage, with first- and second-generation immigrants occupying the apartments throughout its history. The building’s tenants in the 20th century represented Springfield’s ethnic mix of Yankee, Irish, French Canadian, Russian and European Jewish, Italian, Greek, Polish, Portuguese, and Hispanic residents.

Architecture: The Hooker is distinctive for its blend of Classical Revival and Romanesque Revival styles. The design contrasts the traditional use of the exposed brownstone foundation and the extensive brownstone trim with the more modern, yellow-brick facing and pressed-metal details. In its form and detailing, the Hooker is a well-preserved and notable example of the four-story masonry apartment blocks that were the dominant form of multifamily housing developed throughout Springfield between 1890 and 1920.

The Hooker Apartments block is also a distinctive example of the work of local architect Arsidas “Albert” Ostiguy and developers William H. Dexter and Joseph A. Angers. Dexter was a local real estate magnate who owned and developed property throughout the city. Angers was a developer and contractor who built many of Springfield’s four-story masonry apartment blocks. Ostiguy was a local carpenter who worked briefly as an architect. The Hooker Apartments is the first building by Ostiguy to be listed in the National Register of Historic Places.

Springfield’s Early History (1636 – 1840)

Springfield was founded in 1636 by William Pynchon (1590-1662), who led a group of English colonists from Roxbury, Massachusetts, to the Connecticut River Valley to exploit the area’s potential for fur trading and to discourage Dutch settlement in the region. Settlement concentrated along what became Springfield’s Main Street, which runs north-south and parallel to the Connecticut River, with most early development occurring along the west side of the street, closer to the river. Springfield’s strategic location on the Connecticut River and midway between Boston and Albany was key to its later success as a center of trade and industry.

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

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

Village development progressed rapidly during the early 19th century. The north end of town, however, was still a large expanse of rural land and scattered farms. Main Street was the main road leading northeast from the Springfield village center to the neighboring village of Cabotville (Chicopee Center).

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Early Industrial Period (1840 – 1870)

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

Springfield continued to grow, reaching a population of 11,766 by 1850. The town retained an industrial and mercantile center that attracted many levels of workers, from unskilled laborers to educated professionals. By 1850, the central business district had a public reservoir and sewer system and gas lighting. In acknowledgement of the growing population and economic activity, Springfield was incorporated as a city in 1852.

Prior to the Civil War, the bulk of development in Springfield took place south of the Boston & Albany Railroad tracks. By the mid 19th century, some of the farmland in the North End (north of the Boston & Albany Railroad tracks) was converted to suburban estates. Successful professionals, merchants, and businessmen constructed stylish single-family homes on large lots on the level and well-drained land.

The Civil War was a time of growth and prosperity for Springfield. The new city's population had increased 30% in a decade to reach 15,199 by 1860, and continued to grow through the war years. The armory expanded during the war, manufacturing the famous Springfield rifle. The Nov. 8, 1862, *Springfield Daily Republican* noted substantial additions to the armory (*Springfield Daily Republican*, Nov. 8, 1862, p. 4). Production increased from 1,000 guns per month in 1861 to 1,000 per day in 1864. Thirty-four hundred employees worked around the clock to keep up with orders. Nearly 25% of Springfield's workforce was employed at the armory.

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

Vacant lots surrounding downtown Springfield were the focus of new development after the Civil War, and new streets were laid out radiating from and parallel to Main Street in the North End. The pace of development at the northern end of Main Street was hampered by the busy railroad tracks that crossed Main Street at grade just north of the central business district.

Late Industrial Period (1870 – 1900)

By 1870, development in Springfield was increasingly dense, with construction extending east of the armory and fanning out from the city center. In spite of fears of post-war stagnation, Springfield's population continued to grow, reaching 26,703 in 1870 (an increase of 75% during the Civil War decade).

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Residential development throughout the city intensified through the 1870s and 1880s, as developers saw opportunities in the North End as streetcar lines were laid out on Main Street, Dwight Street, and Chestnut Street.

The population increased steadily from 33,340 residents in 1880 (an increase of 20%) to 44,179 in 1890 (an additional increase of 32%). Developable land near the city center was snatched up almost as soon as it became available.

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

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

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

The mid- to late 19th century brought a number of new ethnic groups to Springfield, including French Canadians, Germans, Italians, Swedes, Greeks, Poles, Russians, and other Eastern Europeans, in addition to the Irish immigrants already there. Many of the new residents settled in the North End due to the availability of multifamily housing in converted older buildings and newer duplex homes.

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

Early Modern Period (1900 – 1930)

By 1900, Springfield's population had reached 62,059. The city boasted a diverse industrial and commercial base with more than 500 manufacturing plants, twelve banks, three insurance companies, a prosperous central business district, more than 30 schools and churches, three daily, and eight weekly newspapers (Bauer 1975, p. 8). Trolley lines crisscrossed the city, allowing suburban commuters easy

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access to downtown jobs. While developers built single- and two-family homes in suburban neighborhoods, the density of residential development in the center of the city increased rapidly (D'Amato 1985, pp. 138-139).

From 1900 to 1910, building activity climbed in Springfield. In the annual building reports, the *Springfield Republican* noted that building activity had increased by \$1,000,000 or more each year from 1904 to 1910 (*Springfield Republican*, Jan. 1, 1911, p. 6-7). Factories were expanding and downtown businesses prospered, creating new jobs. The *Republican* touted 1906 as a "banner year" for construction (*Springfield Republican*, Dec. 31, 1906, p. 9). In 1908, development continued to hold steady, in spite of a brief business depression (*Springfield Republican*, Dec. 28, 1908, p. 6). Even as rents rose, vacancy rates remained low.

The farmland and suburban estates that previously characterized the north end of Springfield were rapidly obliterated as development increased in the first decade of the 20th century. Grocery stores, retailers, and service businesses crowding the North End catered to the neighborhood's varied ethnic groups. Many new apartment buildings included first-floor retail space, and a number of homeowners converted their first floors or added street-level shops to the fronts of their buildings. In 1913, the *Springfield Republican* tried to capture the flavor of the North End's shops:

It is hard to speak of this section of the city without constant reference to its picturesque element, for it is upon this quality that its reputation has been chiefly built in the past. It comprises a city within a city in its customs, its religion, its people and its business, and its thoroughfares are as widely separated from the ordinary shopping streets as are the ends of the earth. Few people will forget the sight of crowds of women shopping, shawls over heads and perhaps a canvas sack in hand to take home the chicken and vegetables which are to form the evening's meal. (Cited by Schatz, *Jewish Community*, p. 18)

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

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

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

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

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

In 1914, new construction in Springfield nearly surpassed the 1912 record. The *Springfield Sunday Republican* reported: "If War had not entered as an influencing factor all past records might have been eclipsed." Total construction exceeded \$5,000,000, with "an amazing boom in the building of apartment and tenement houses." Although industrial and commercial construction had been sluggish, \$1,500,000 was spent on the construction of new apartment blocks.

In anticipation of a revised building code, which was expected to pass the next year (1915), developers and builders concentrated on "fire-proof" masonry apartment blocks. Springfield Building Commissioner Fred Lumis was credited with setting high standards for new construction. Sixty-three apartment blocks and fourteen combination retail/residential buildings were completed that year. Seventy-seven permits were issued for buildings of six or more units. Springfield led all other western New England cities in construction activity for the year, eclipsing the Connecticut cities Hartford, New Haven, and Bridgeport.

In 1915, a new building code was adopted in an attempt to improve fire safety. The new code prohibited the construction of wood-frame triple-deckers. The four-story brick apartment blocks that had become popular during the first decade of the century were seen as providing better natural light and ventilation and more fireproof construction than their wooden predecessors. Blocks like the Hooker Apartments (1908) became the norm for new multifamily construction.

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

The Hooker Apartments

The Hooker Apartments represents a successful collaboration between prominent Yankee and French Canadian business leaders in Springfield in the early 20th century. The impressive brick and brownstone

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building at Main and Greenwich Street in Springfield's North End provided 23 spacious modern apartments to meet the need for new housing in a neighborhood with a strong French Canadian character.

William H. Dexter (b. 1858) was a real estate developer and broker with an office in downtown Springfield. In a long and successful career, Dexter had a hand in developing much of the North End of Springfield as well as many other neighborhoods. His own house was located on Ingersoll Grove in Springfield's McKnight neighborhood (NRDIS).

Joseph A. Angers was one of five brothers who came to Springfield from Quebec in 1887. He trained as a carpenter and established a construction contracting company, J.A. Angers & Brother, with his brother Edelmard Angers in 1892. They added a lumberyard to the business in 1902, and by 1913 had dropped the construction end of the business to focus only on the lumberyard.

Arsidas Ostiguy (b. 1873) was the son of French Canadian immigrants and worked in Springfield as a carpenter and house builder. He was listed as a carpenter in the 1900 census, and as a carpenter and builder in the 1910 census. By 1930 he was working as a shipbuilder. Ostiguy's practice as an architect must have been short-lived, since the Hooker is the only building known to have been designed by him.

Ostiguy's plans for the "Apartment Block for W.H. Dexter" are preserved in the Massachusetts State Archives (B-5-16 Plan #11373). The set consists of two elevations, a foundation plan, floor plans, framing plans, and a roof plan. The east and north elevations show the building essentially as built, except that Ostiguy's design envisioned pedimented window hoods over the staircase windows, and roofline pediments over each of the flat field masonry walls above the entries. (There is no physical evidence that the window hoods and pediment were ever applied to the building.) On the interior, the layout of units is as built, but the plans supply additional information on original finishes. At each entry vestibule, Ostiguy called for a tile floor with varnished oak woodwork. For each unit, he envisioned varnished ash woodwork in the parlors and dining rooms and painted pine woodwork in the secondary rooms. The entire building was to be supplied with both gas and electric lighting.

The 1910 Atlas of Springfield identifies the new building by the developers (Dexter & Angers). The 1911 Sanborn Map shows the building with its proper name as the Hooker Apartments. The L-shaped design of the building provided natural light and ventilation to all 23 apartments. The three street-level entrances each served a common stair connecting eight apartments. The continuous porches on the rear elevation provided direct access to the rear doors of each individual unit.

The Hooker Apartments block was named after Josiah Hooker, a Springfield civic leader and a descendant of Rev. Thomas Hooker (founder of Hartford, Connecticut, in 1635). Josiah Hooker, Esq. (1796-1870), was a Springfield native and Yale graduate who served as a judge and a state representative. He was president of the Springfield Institution for Savings from 1846 to 1870 (Chapin, *Sketches of Old Inhabitants*, p. 222-223). Hooker served as chairman of the Springfield School Committee for twenty years, and was a leader in the education reform movement of the 1860s. He pushed for the gradual elimination of the city's ungraded one-room district schoolhouses and for the construction of modern consolidated graded schools (Frisch, *Town Into City*, p. 97 & 101). The first of the new graded schools (appropriately named the Hooker School) was erected on North Main Street in 1865. (The original school is no longer extant. The site is now part of the I-291 highway corridor.)

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During his lifetime, Josiah Hooker had invested in farmland in the north end of Springfield. After his death in 1870, his heirs laid out new streets on the west side of north Main Street and subdivided the landholdings for residential and commercial development. The subdivision plans envisioned masonry apartment blocks on and along Main Street with wood-frame houses (single and duplex) on the side streets.

The Hooker Apartments block was one of the largest and most highly detailed of the new four-story apartment blocks that were being constructed in the North End. Its construction at the northwest corner of Main Street and the newly established Greenwich Street reflected the convenience of the streetcar lines on Main Street and the continued push for development further north along Main Street.

The early tenants of the Hooker's spacious and modern one- and two-bedroom apartments included a number of households with French Canadian surnames, but the building as a whole reflected the ethnic mix of the neighborhood. English, Irish, French, and Jewish surnames are listed at the address in the city directories. Most of the residents were employed in downtown Springfield or in the Brightwood industrial cluster in the North End.

City directories identify the occupations of some of the tenants between 1915 and 1930. The men tended to be managers, foremen, supervisors, and clerks. Many were employed by the Springfield Street Railway or the Springfield Fire Department. Others were employed at banks, retail stores, and insurance companies in downtown Springfield. A smaller number worked at the manufacturing plants in the North End (American Bosch Manufacturing Company, Quigley Furnace & Foundry). The 1915 directory showed two physicians—Alice M. LaRue and Dr. William J. Parmelee—but both were gone by 1920. Tracing the names in the city directories reveal that most of the tenants stayed fewer than five years at the Hooker. Many went on to purchase homes of their own in the city.

The corner storefront at the street level was occupied by a succession of different business, but seems to have been focused on serving the immediate neighborhood. James Gordon ran a grocery store in the Hooker block in 1915. By 1920 it was a confectionery (neighborhood candy store) run by Costa Cokkinias. By 1925, the confectionery was operated by Clyde E. Sturtevant.

Late Modern Period (1930 – 1960)

Springfield's population had reached 129,614 in 1920, but with the Great Depression, construction stalled throughout the city and many industries cut back their workforce. The city's population, which had trended upward throughout its history, saw its first decline between 1930 and 1940, from 149,900 to 149,554.

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

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

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

As the Jewish, Irish, French Canadian, and Polish residents in the North End gradually dispersed to more suburban neighborhoods, the vacancy rate in the North End's tenements and duplexes increased. In the late 1940s and early 1950s, the United States Department of Agriculture encouraged immigration from Puerto Rico to the Connecticut River Valley in order to meet the need for agricultural and industrial labor in the Springfield area. Many of the new wave of Puerto Rican immigrants found affordable housing in Springfield's North End.

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

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

The Hooker Apartments

During the Great Depression in the 1930s, commercial and residential property owners throughout Springfield felt the softening of the real estate market, and some fell into arrears. The Hooker Apartments block was purchased from Northampton Institution for Savings in 1940 by Norman Realty Corporation, who owned and managed the building until 1960.

The ethnic mix of tenants at the Hooker Apartments reflected trends in the North End neighborhood overall. From the 1930s through the 1950s, the Hooker and other apartment blocks accommodated both long-term and short-term tenants including clerical workers, merchants, tradespeople, service sector employees, and factory workers, along with a small percentage of professionals. The tenants listed in the 1930 city directory include clerks, accountants, retailers, insurance salesmen, and a few city employees (teachers and school staff). From the 1930s to the 1950s the surnames suggest a mix of English, Irish, and French Canadian ancestry with a smaller number of Eastern European, Italian, and Greek names.

The corner store at street level was a liquor store (Christopher's Package Store) from ca. 1935 to the mid-1940s. By 1946, it was a variety store run by S. Moge. By 1950, it was again listed as a confectionery (neighborhood store) under B.G. Tucci.

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Recent History (since 1960)

Springfield developed a new Master Plan in 1955, partly in response to the Federal Housing Act of 1949, and partly in anticipation of the passage of the highway legislation and construction of the Massachusetts Turnpike (I-90) and Interstates 91 and 291, which now form the western and southern boundaries of the North End/Memorial Square neighborhood. Planners saw an opportunity to “eliminate deteriorating conditions, improve neighborhoods, produce new tax ratables and provide opportunities for new housing, commercial and industrial development” (Cited in Bauer, p. 133).

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

Property surveys conducted for the urban renewal project found that most of the housing in the neighborhood consisted of two- and three-story, wood-frame houses. Ninety-one residential buildings were four-story masonry structures of a type similar to the Hooker Apartments; about a quarter of those had more than twelve units. Businesses of various kinds were intermixed throughout the neighborhood. The survey found 172 retail businesses, 52 service businesses, 77 wholesale businesses, and 72 industrial concerns.

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

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

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

Springfield’s Hispanic community currently accounts for the majority of the North End’s population. According to the 1990 census, 81% of the Memorial Square neighborhood’s population was Hispanic, the largest percentage in the city. The median income for the neighborhood was the lowest in the city, with high unemployment continuing to be a problem. Homeownership was low, and 72% of the residential properties had absentee landlords; more than half of those were subsidized developers like Brightwood Development Corporation and the Springfield Housing Authority. Forty-eight substandard structures were

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identified, including eighteen multifamily buildings containing 156 units, or 15% of the neighborhood's dwelling units (Springfield Planning Department, *Memorial Square Neighborhood Statistics*).

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

The Hooker Apartments

Since the 1970s, the North End neighborhood has been predominantly Hispanic and most of the tenants at the Hooker Apartments have had Hispanic surnames. The neighborhood supports a broad range of small retail stores, restaurants, and services owned by ethnic Puerto Ricans and designed to serve the needs of the Spanish-speaking population. The corner store in the Hooker was a bodega and a botanica.

In the 1960s and 1970s the ownership of the Hooker changed frequently, reflecting the general instability of urban properties in the local real estate market. The building was the focus of a moderate rehab effort in 1982 and was subsequently purchased by Villa Borinquen Limited Partnership.

In the 1980s and 1990s, gang-related graffiti became a major problem in the North End and the brownstone foundation and first-floor masonry of the Hooker Apartments were coated with heavy red paint to conceal the effects of repeated "tagging." A fire at the south end of the building in 2004 caused extensive smoke and water damage to eight units connected to the south stairwell, and Villa Borinquen LP decided to sell the building. The eight fire-damaged units were vacated and subsequently suffered the effects of vandalism and pigeon infestation. The other fifteen apartments remained occupied.

The tax-advantaged rehabilitation of the Hooker Apartments in 2010 preserves a building with links to Springfield's vibrant immigrant history while providing much-needed affordable housing in the city. The building has recently been renamed the Borinquen Apartments in reference to the native Taino name for the island of Puerto Rico.

(end)

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Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government: Springfield Building Dept.
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): MHC # SPR.2586

HPCA # 21645

10. Geographical Data

Acreeage of Property less than 1 acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

HOOKER APARTMENTS

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- | | |
|------------------------|----------------------|
| 1. Latitude: 42.116136 | Longitude: 72.606816 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|-------------|-----------------|-------------------|
| 1. Zone: 18 | Easting: 697843 | Northing: 4665443 |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the National Register nomination conform to the lot lines of Parcel 08130-0266 in Springfield, Massachusetts. Beginning at the intersection of the westerly line of Main Street with the southerly line of Greenwich Street and running thence southwesterly along Greenwich Street 110 ft., then southeasterly along the west lot line of said property 102 ft., then northeasterly along the southern lot line of said property 110 ft., then northwesterly along Main Street 102 ft. to the place of beginning, enclosing an area of approximately 11,220 sq. ft. with the building thereon.

Boundary Justification (Explain why the boundaries were selected.)

The Hooker Apartments block stands on the parcel of land on which it was built in 1908 and with which it has been historically associated from that time to the present. The boundary is the same as the property line for the single parcel at 2772-2786 Main Street & 7 Greenwich Street, designated in municipal records as parcel #08130-0266.

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11. Form Prepared By

name/title: Gregory Farmer, Preservation Consultant, with Betsy Friedberg, NR Director, MHC
organization: Massachusetts Historical Commission
street & number: 220 Morrissey Boulevard
city or town: Boston state: MA zip code: 02125
e-mail: _____
telephone: 617-727-8470
date: June, 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Attachments

Fig. A: City of Springfield, Assessors Map, Parcel #08130-0266

Fig. B: Aerial photograph of 2772 Main St. and surrounding neighborhood (2003) courtesy of Springfield Planning Dept.

Fig. C: North Main St. prior to construction of the Hooker Apartments. Detail from plate 4 of Richards, Map of the City of Springfield, Mass. (1899).

Fig. D: Hooker Apartments and surrounding neighborhood. Detail from plate 4 of Richards, Map of the City of Springfield, Mass. (1910).

Fig. E: Hooker Apartments and surrounding neighborhood. Detail from plate 45 of the Sanborn Insurance Map of Springfield, Mass. (1911).

Fig. F: Hooker Apartments and surrounding neighborhood. Detail from plate 4 of Richards, Map of the City of Springfield, Mass. (1920).

Fig. G: Hooker Apartments and surrounding neighborhood. Detail from plate 57 of the Sanborn Insurance Map of Springfield, Mass. (1931).

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Hooker Apartments

City or Vicinity: Springfield

County: Hampden State: MA

Photographer: Gregory Farmer, Agricola Corporation

Date Photographed: January 2011

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 0001: Springfield, MA: Hooker Apartments, 2772-2786 Main St. & 7 Greenwich St. Exterior view showing east and north elevations; camera pointing southwest.

Photo 0002: Springfield, MA: Hooker Apartments, 2772-2786 Main St. & 7 Greenwich St. Exterior view showing north and west elevations; camera pointing southwest.

Photo 0003: Springfield, MA: Hooker Apartments, 2772-2786 Main St. & 7 Greenwich St. Exterior view showing south and east elevations; camera pointing northwest.

Photo 0004: Springfield, MA: Hooker Apartments, 2772-2786 Main St. & 7 Greenwich St. Exterior view showing south and west courtyard elevations; camera pointing northeast.

Photo 0005: Springfield, MA: Hooker Apartments, 2772-2786 Main St. & 7 Greenwich St. Exterior view showing the commercial entry at the northeast corner; camera pointing southwest.

Photo 0006: Springfield, MA: Hooker Apartments, 2772-2786 Main St. & 7 Greenwich St. Interior view showing typical staircase details at the entry level.

Photo 0007: Springfield, MA: Hooker Apartments, 2772-2786 Main St. & 7 Greenwich St. Interior view showing typical staircase details at the upper level.

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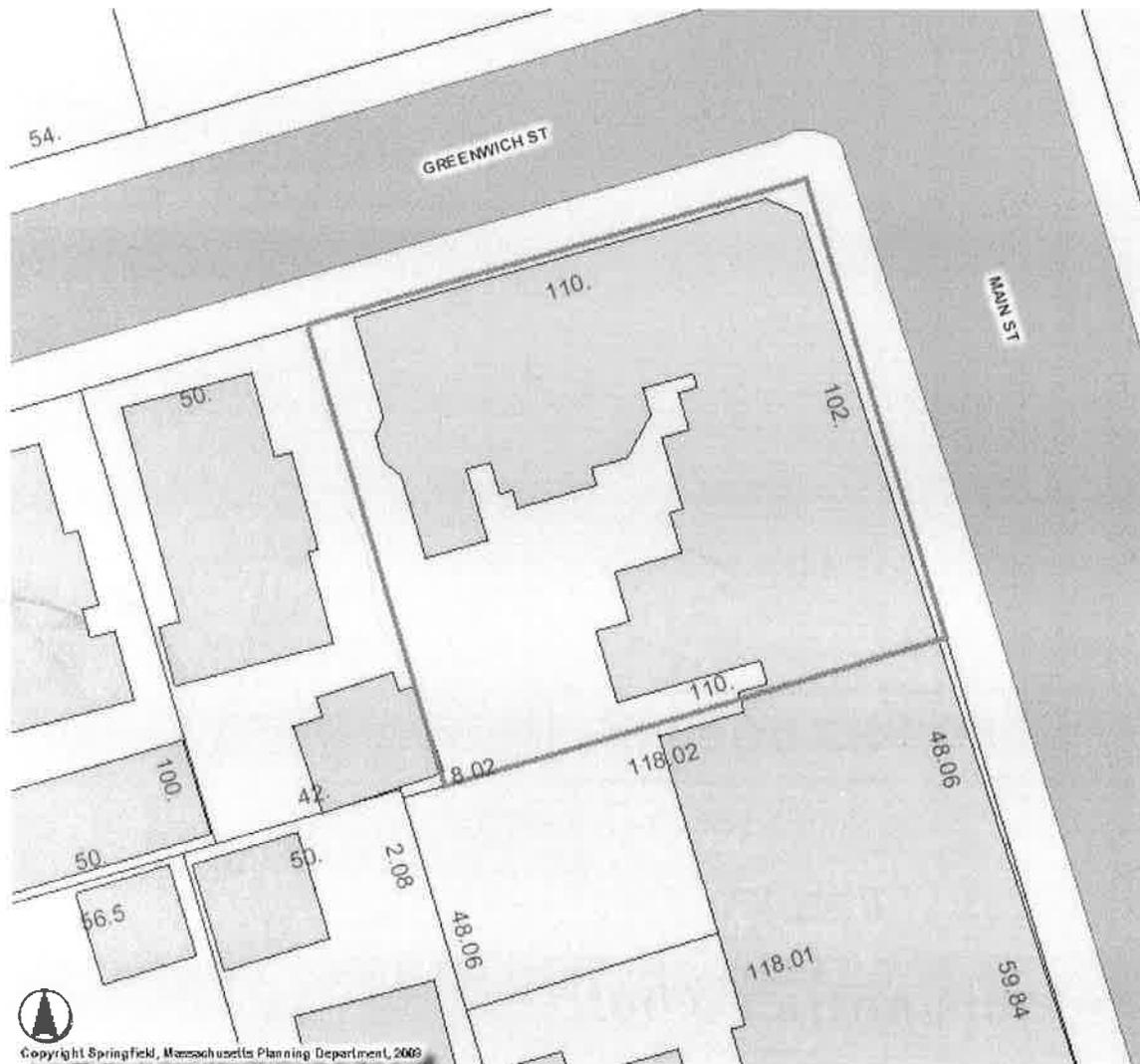
County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

January 27, 2011

Generated from the web (www.springfieldplanning.org)



HOOKER APARTMENTS
2772-2786 MAIN ST. & 7 GREENWICH ST.
SPRINGFIELD, MA 01107

Figure A: Parcel map courtesy Springfield Assessor's Office

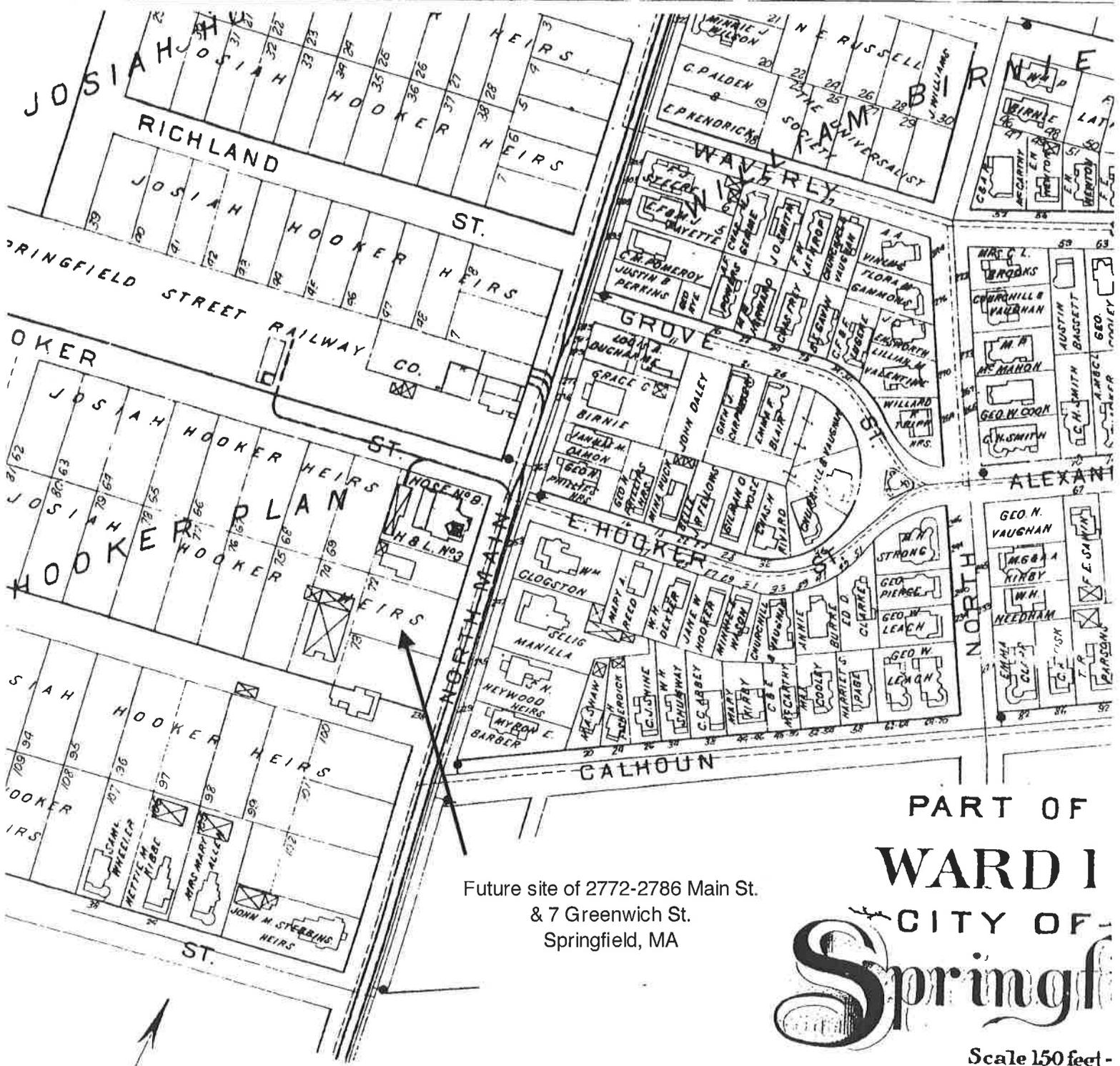
January 27, 2011

Generated from the web (www.springfieldplanning.org)



HOOKER APARTMENTS
2772-2786 MAIN ST. & 7 GREENWICH ST.
SPRINGFIELD, MA 01107

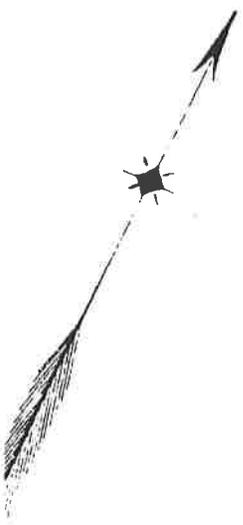
Fig. B: Aerial view courtesy Springfield City Planning Office



Future site of 2772-2786 Main St.
 & 7 Greenwich St.
 Springfield, MA

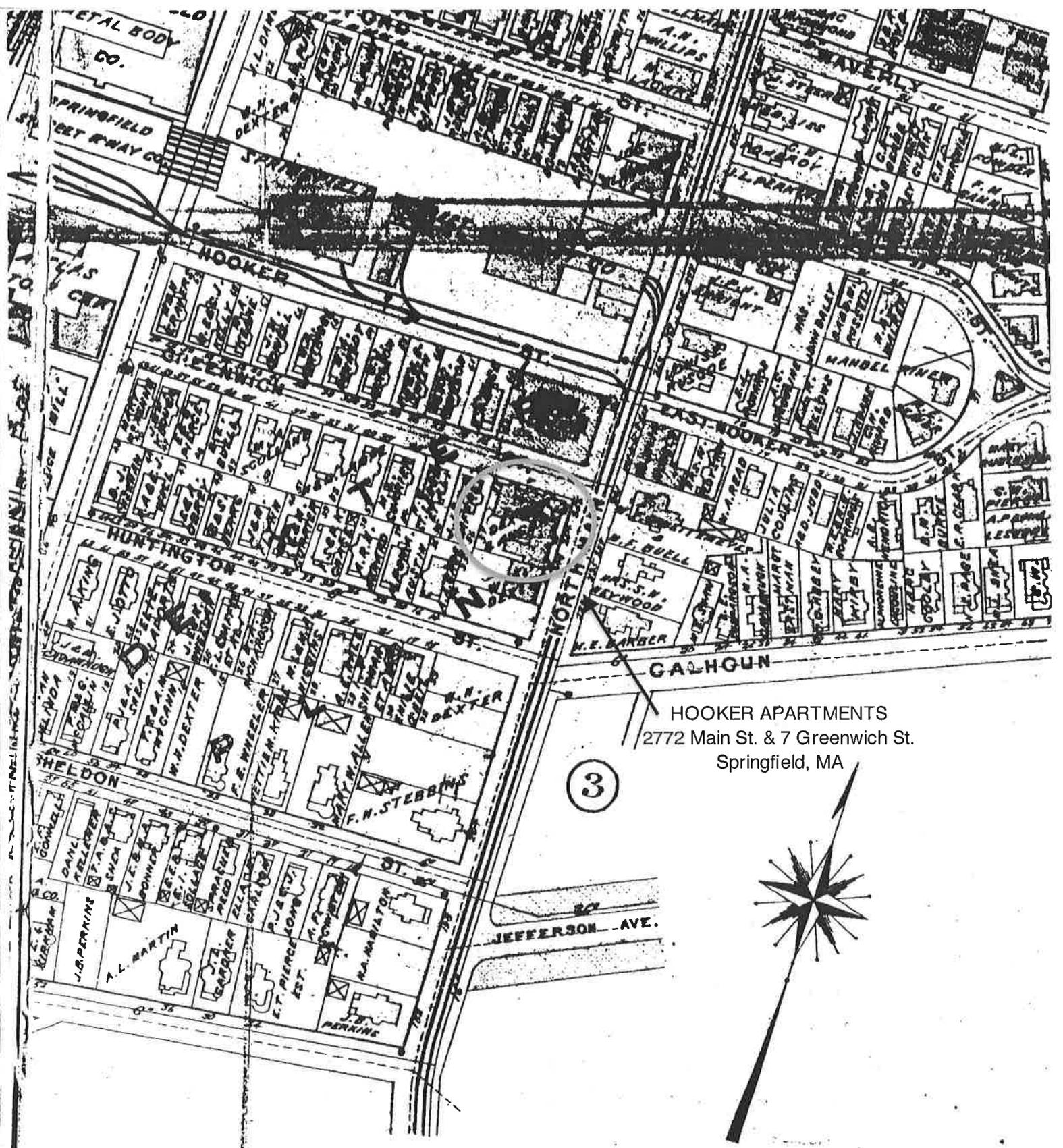
PART OF
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 CITY OF
Springfield

Scale 150 feet -



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Fig. C: Richards, Map of Springfield, Mass. - 1899
 (plate 4)

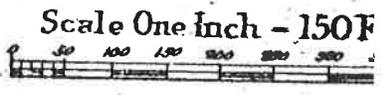


HOOKER APARTMENTS
 2772 Main St. & 7 Greenwich St.
 Springfield, MA

3



Fig. D: Richards, Map of Springfield, Mass. - 1910
 (plate 4)



45

51

MEDFORD

SPRINGFIELD METAL BODY MUTUAL DISK

SPRINGFIELD STREET RAILWAY COMPANY'S

HOOKER

GREENWICH

HUNTINGTON

SHELDON

Scale of Feet

33

Fig. E: Sanborn Insurance Map - 1911 (Springfield, Vol. 1, plate 45)

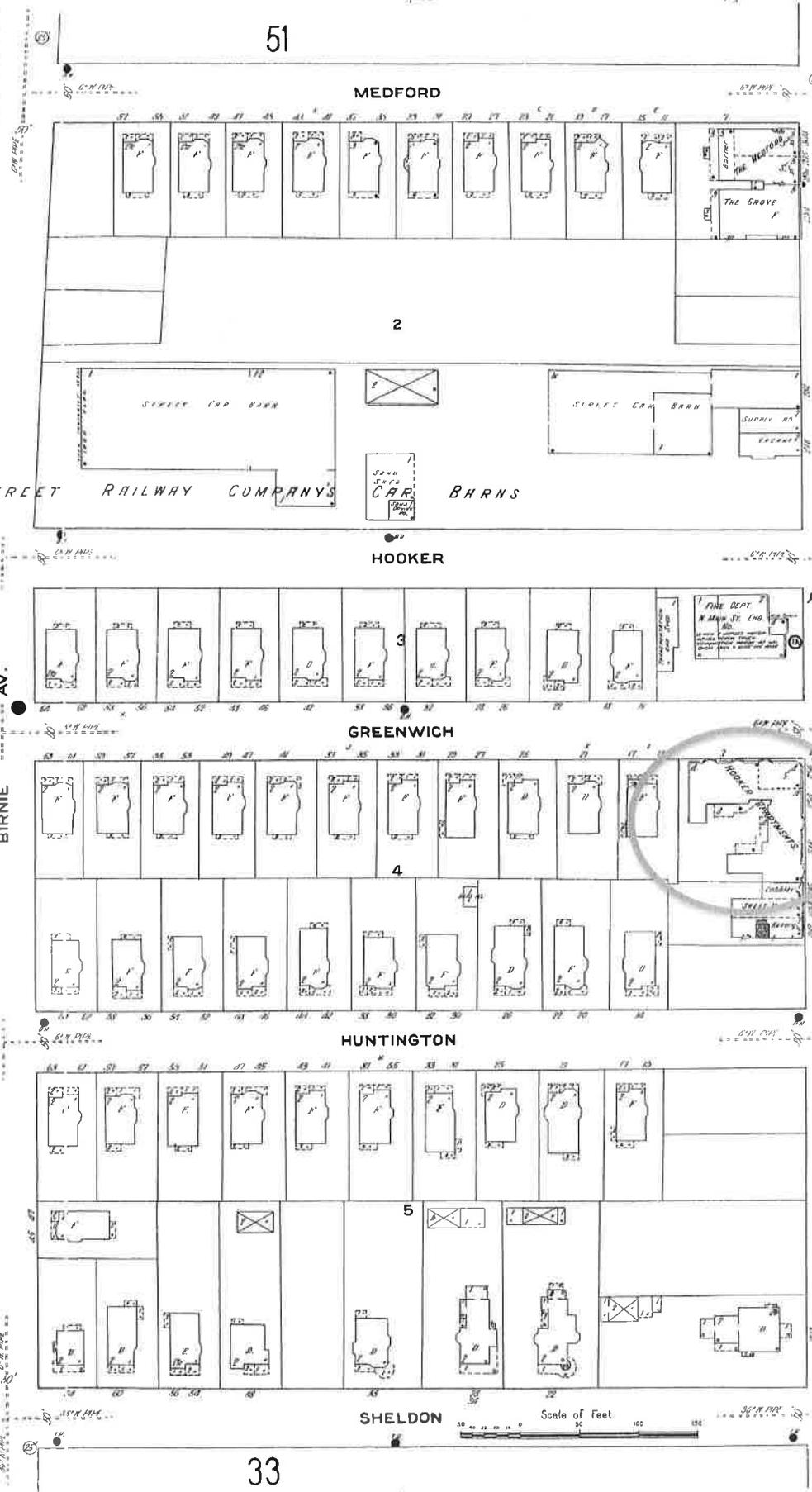
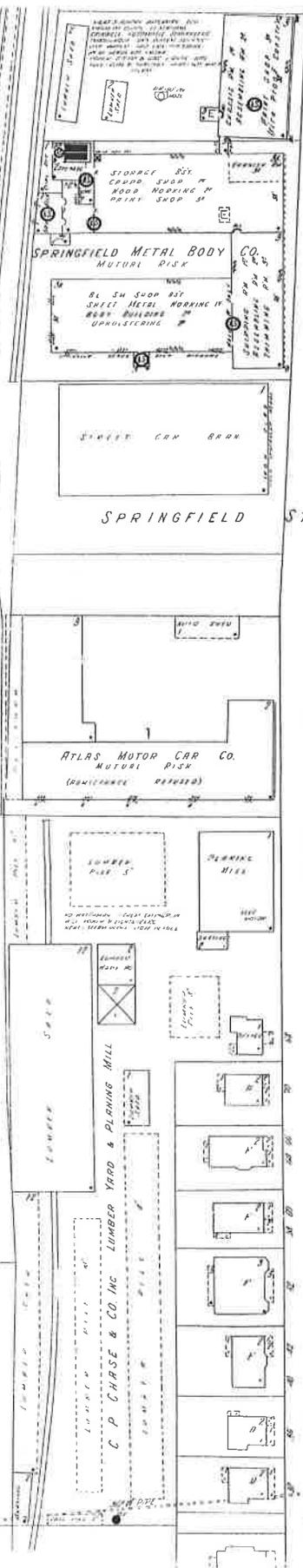
44

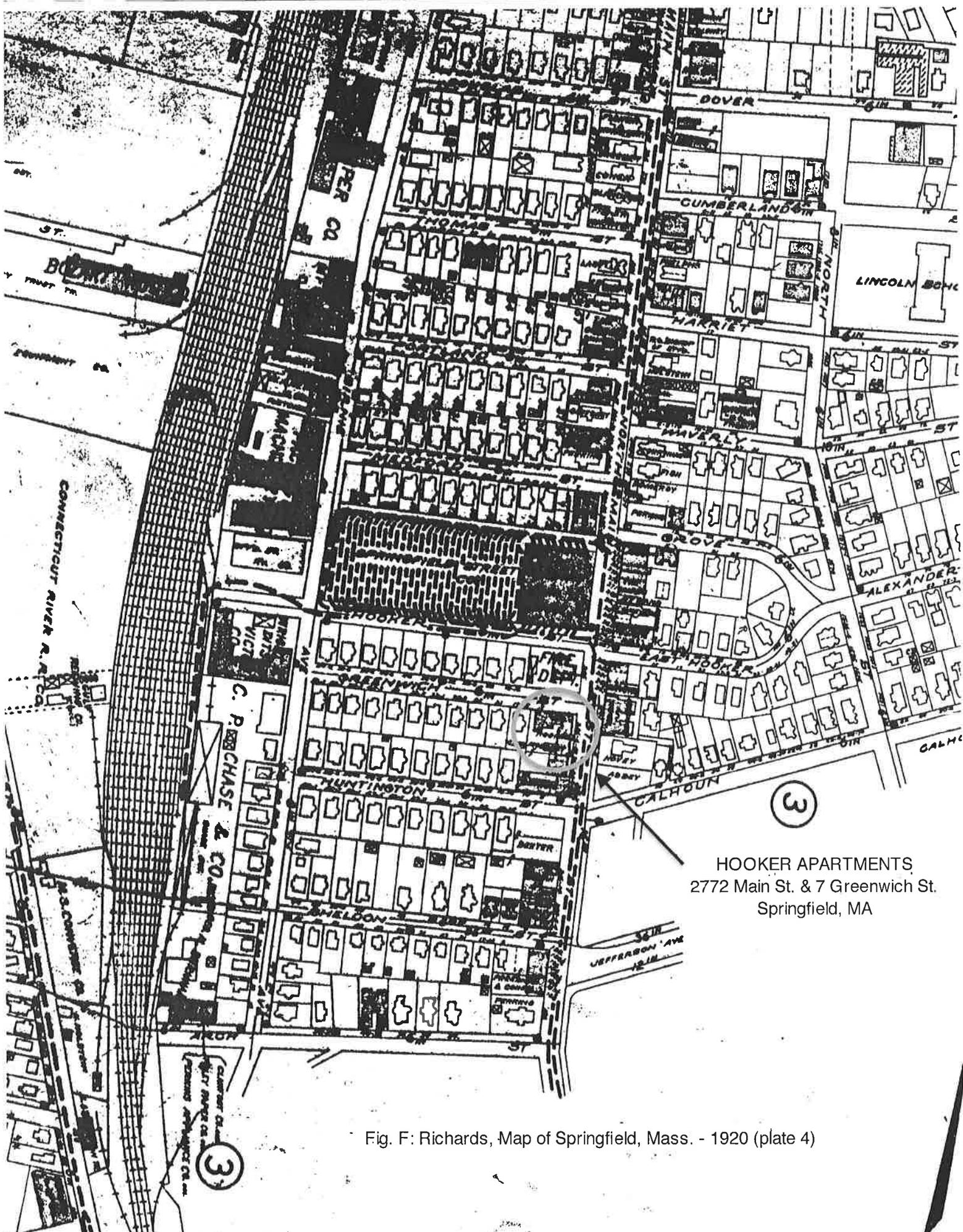
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46

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3

HOOKER APARTMENTS
2772 Main St. & 7 Greenwich St.
Springfield, MA

Fig. F: Richards, Map of Springfield, Mass. - 1920 (plate 4)

HOOKER APARTMENTS, 2772-2786 Main St. & 7 Greenwich St., Springfield, MA

57
(45)



56

58

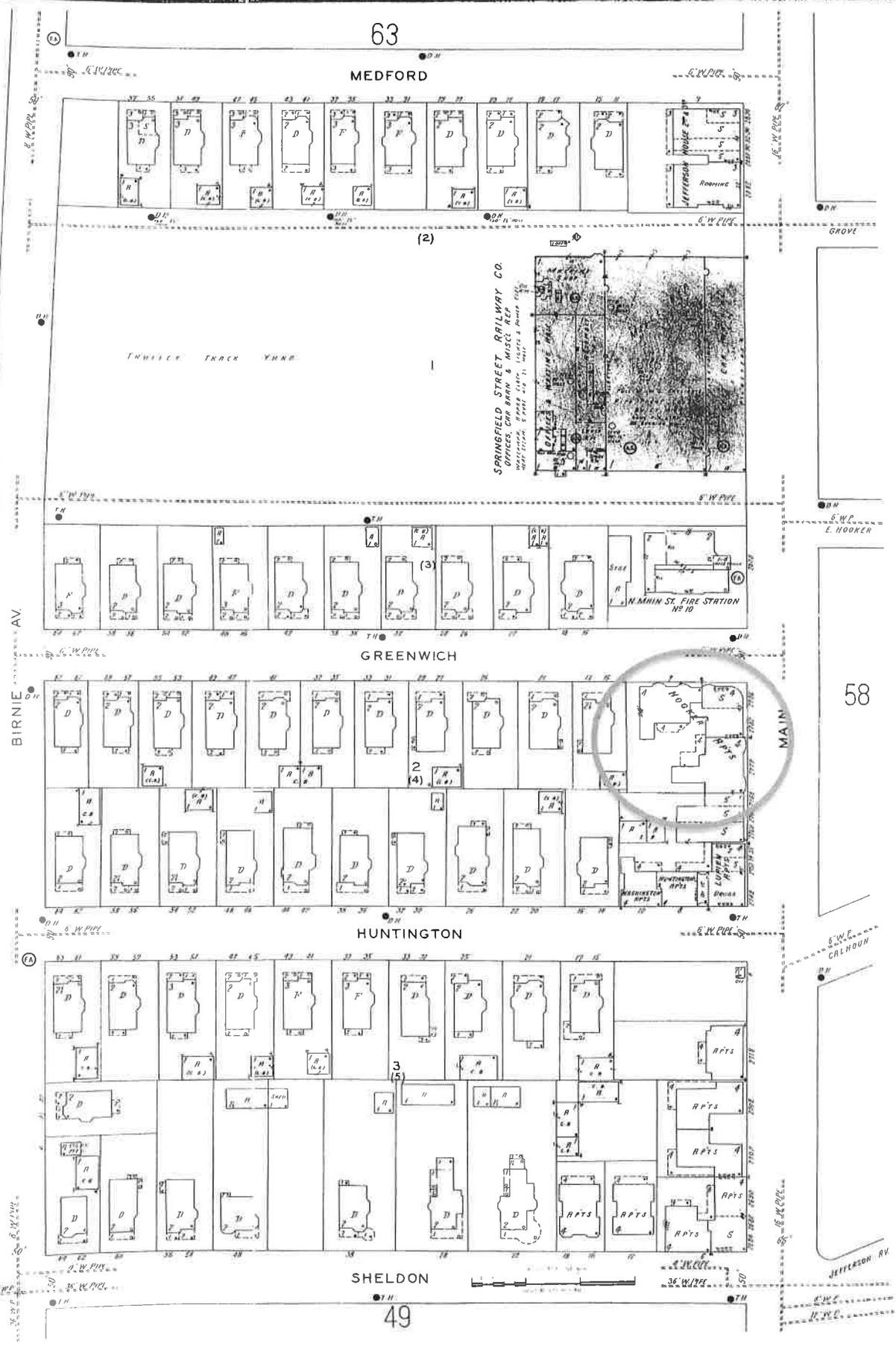


Fig. G: Sanborn-Insurance Map - 1931 (Springfield, Vol. 1, plate 57)

Massachusetts Historical Commission Photo Submission Form

Please submit one form for each group of digital images

National Register nomination: Hooker Apartments
2772-2786 Main St. & 7 Greenwich St.
Springfield, Hampden County, MA

About your digital files:

Camera Used (make, model): CANON PowerShot A570IS (7.1 megapixels)

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

JPEG images, 3072 x 2304 pixels, fine resolution, 1.4 MB

Photographs Taken: January 2011

File names:

MA_Springfield_HampdenCty_HookerApts_0001.tif	Exterior view, east and north elevations
MA_Springfield_HampdenCty_HookerApts_0002.tif	Exterior view, south & east elevations
MA_Springfield_HampdenCty_HookerApts_0003.tif	Exterior view, north & west elevations
MA_Springfield_HampdenCty_HookerApts_0004.tif	Exterior view, west & south elevations
MA_Springfield_HampdenCty_HookerApts_0005.tif	Exterior view, northeast corner entry
MA_Springfield_HampdenCty_HookerApts_0006.tif	Interior view, entry and staircase
MA_Springfield_HampdenCty_HookerApts_0007.tif	Interior view, staircase details

About your prints:

Printer make & model: CANON Pixma MG8220

Paper brand & type: CANON Pixma Photo Paper Plus Glossy II

Ink: CANON Pixma Chromalife 100+ (six cartridges)

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

Signature:  Date: March 8, 2013

Hooker Apartments
 2772-2786 Main St. & 7 Greenwich St.
 Springfield (Hampden County), Massachusetts

Key to Photographs
 March 2013

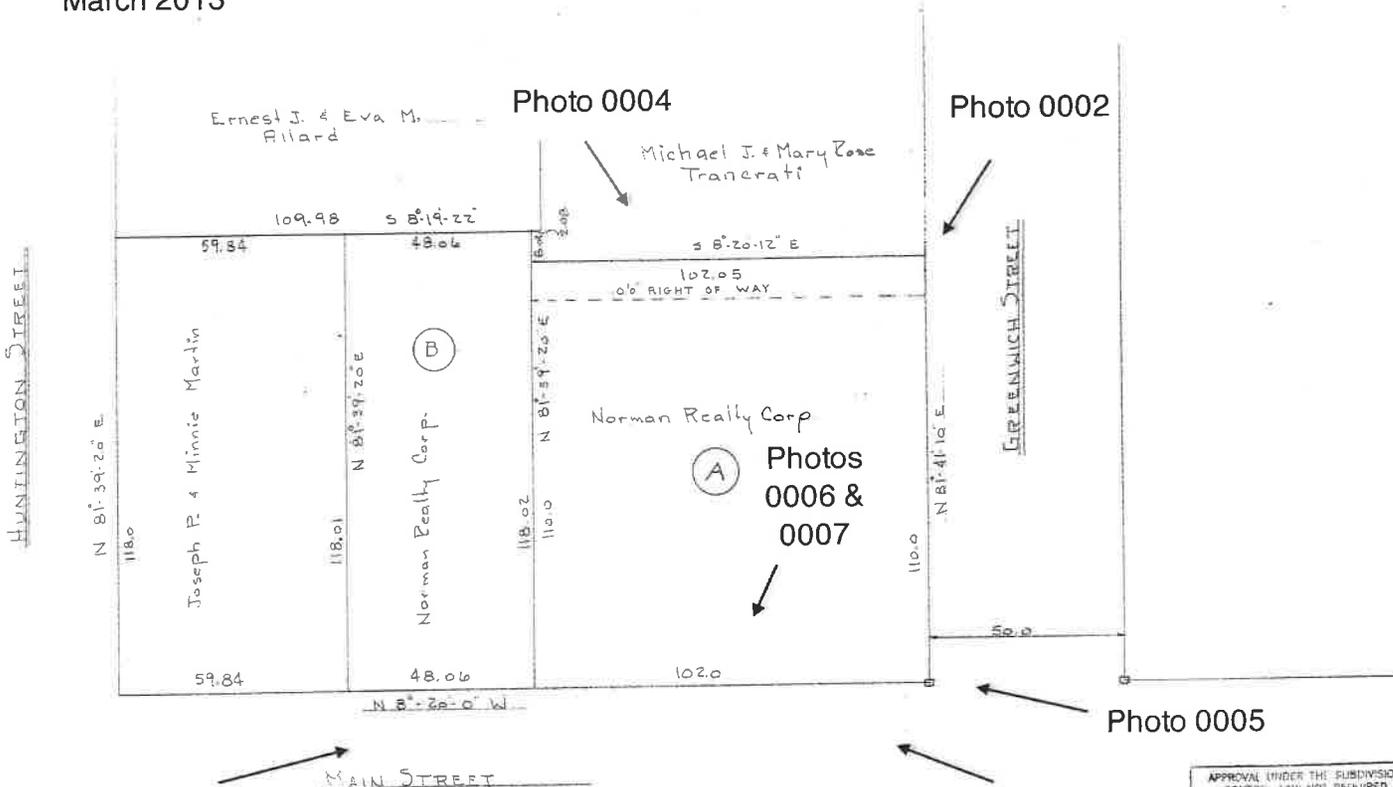


Photo 0003

Photo 0004

Photo 0002

Photo 0005

Photo 0001

APPROVAL UNDER THE SUBDIVISION
 CONTROL LAW NOT REQUIRED
 DATE January 21, 1960
A. C. [Signature] ENGINEER
 CITY PLANNING BOARD
 SPRINGFIELD, MASS.

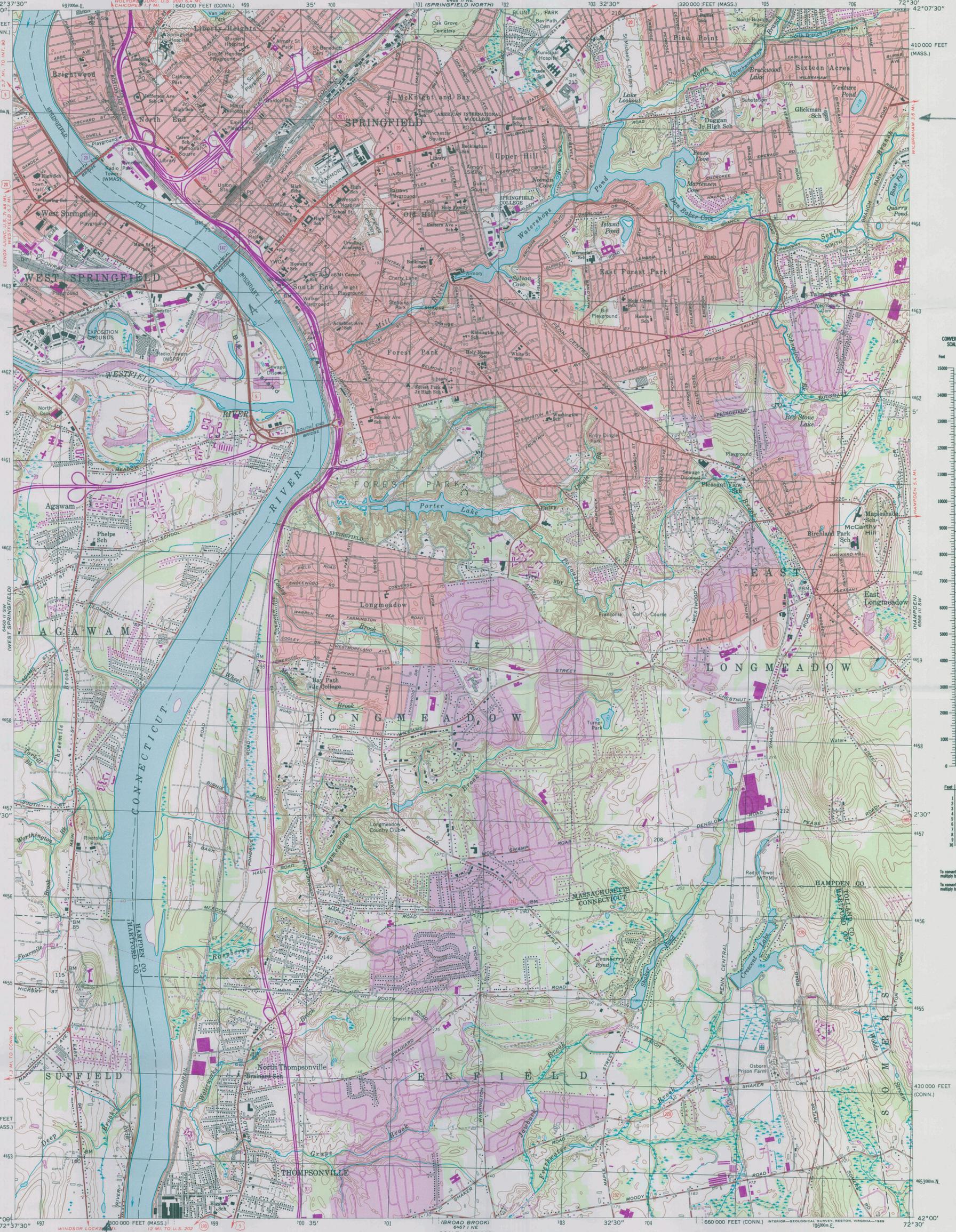
1329
 Hampden County Registry of Deeds
 JAN 22 1960

RECEIVED FOR RECORD,
 3 OCTOBER 21 1960

Plane 73 Page 119

Property Survey For Norman Realty 2760-2786 Main St. Spfld. Mass		
SCALE: 1" = 20'-0"	APPROVED BY:	DRAWN BY:
DATE: 1/5/60		
Tribinet Engineering Co. Senator Ave. Hingham Mass.		DRAWING NUMBER 60-1

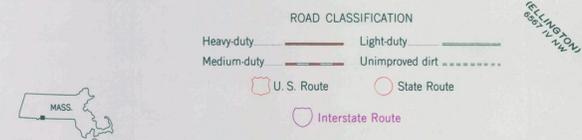
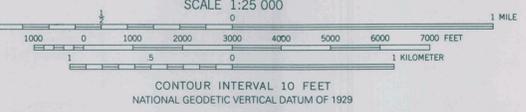
HOOKER APARTMENTS
2772-2786 MAIN ST.
7 GREENWICH ST.
SPRINGFIELD
(HAMPTON) MA
18 697835/
4665450



Feet	Meters
1	304.8
2	609.6
3	914.4
4	1219.2
5	1524.0
6	1828.8
7	2133.6
8	2438.4
9	2743.2
10	3048.0

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

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



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

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

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

RECEIVED

MAR 14 2003

MASS. HIST. COMM









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