



**CITY OF SOMERVILLE, MASSACHUSETTS**  
**MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT**  
**KATJANA BALLANTYNE**  
**MAYOR**

THOMAS F. GALLIGANI, JR.  
ACTING EXECUTIVE DIRECTOR

PLANNING DIVISION  
HISTORIC PRESERVATION

---

**STEP 1: DETERMINATION OF SIGNIFICANCE**  
**STAFF REPORT**

---

**Site:** 63 Putnam Street - Garage

**Case:** HPC.DMO 2022.37

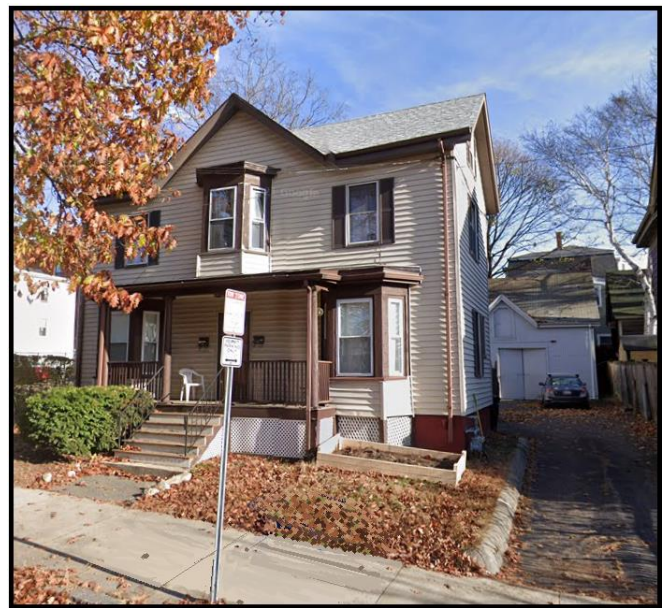
**Applicant:** FL Development, LLC

**Owner:** James F Saraiva & Philip G Saraiva, Sr.  
representatives of the Estate of Joseph  
Saraiva

**Legal Ad:** *The Applicant seeks to  
demolish an accessory structure  
constructed a minimum of 75 years  
ago.*

**HPC Meeting Date:** October 18, 2022

**Top:** Front elevation of the property  
**Bottom, left:** Front and right elevations of the garage  
**Bottom, middle:** Right elevation of the garage  
**Bottom, right:** Left elevation of the garage



The purpose of a staff report is to provide the Historic Preservation Commission (HPC) with additional information and professional assessments regarding properties that are proposed for demolition. These assessments are based on the criteria allowed for consideration by the HPC in accordance with the Demolition Review Ordinance (DRO). A Staff Report is not a determination/decision, nor does it constitute authorization in any form.

---

## **I. HISTORICAL ASSOCIATION**

***Historical Context:*** 63 Putnam St is located within the Prospect Hill neighborhood. Putnam St is dominated by two and 1/2 story wood-frame structures. 63 Putnam is one of three identical cross gable Italianate houses built during the late 1860s on Putnam Street.

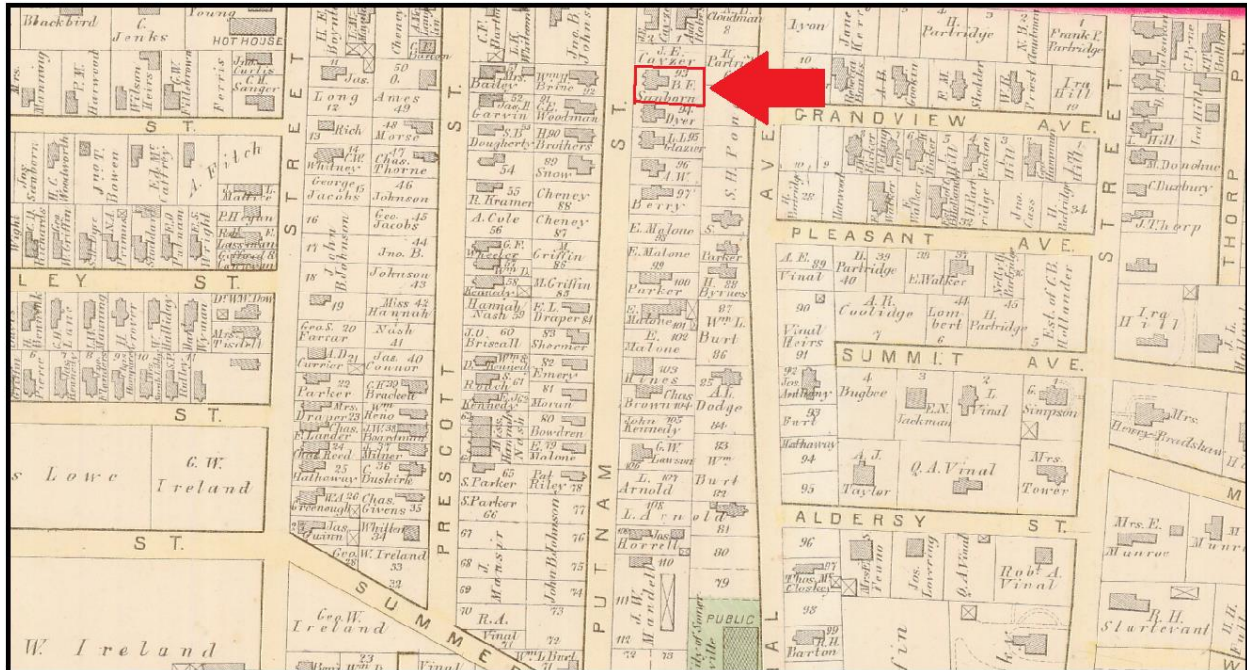
The Prospect Hill section of Somerville is located in the south-central section of the City of Somerville. It is bounded by Highland Avenue/McGrath Highway, Washington Street and School Street. The area is a residential neighborhood, that evolved through the late 19th century. The only commercial sections are located along the McGrath Highway and Washington Street intersections. Prior to the erection of the McGrath Highway in 1925, this commercial area was known as Central Square and served the working-class neighborhoods to the northeast as well as the more middle-class residential area on Prospect Hill.

As commercial activity in Union Square increased the surrounding area was developed for residential needs. 63 Putnam Street and adjacent lots existed on paper as early as 1855 but were not set out until c. 1858-1865. The 1857 H. F. Walling Map of Charlestown, Somerville and Cambridge shows the large tract bounded by Walnut, Bow/ Somerville Avenue, School Street and Church Street (Highland Avenue) as completely devoid of houses. As late as 1857, Summer Street, at the southern end of Putnam Street, was extant only between Laurel and Cherry Streets. Putnam street was named for General Israel Putnam who provided leadership at the Battle of Bunker Hill and headed the encampment of troops on Somerville's Winter, Central and Prospect Hills during the siege of Boston in 1775-1776.

For the many workers who came to Somerville after the Civil War, a variety of cheaper housing was built on the short streets of the southern slope of Prospect Hill. Two story, gable-roofed frame houses with scrollwork or brackets at the entrance or cornice were built by speculators for sale. Homer Court, Wesley Park, and portions of Putnam and Prescott Streets filled with these simple houses, often built-in uniform rows.

Substantial industry was located just south of the area along Washington Street and Somerville Avenue. Putnam Street, which parallels Prescott had many houses on it by 1874 and connected Central Hill to Summer Street near Union Square. The proximity to transportation and the centers of activity made this area desirable and marketable to answer the need for increased housing.

The 1874 Hopkins, Plate D, provides visual support to the statements taken from the 61 Putnam St Form A above: this area of Somerville was densely populated. Most of the land in this area was divided in to one- and two-family homes.



Above: 1874, Plate D Hopkins Map, indicating the location of 63 Putnam St (then 93 Putnam)

Evarts McQuester of Cambridge likely built 63 Putnam St and the two identical properties next door. McQuester bought the neighboring property at 61 Putnam St in 1867 for \$500. The amount that McQuester paid for the lot implies that a house was not extant on the premises at the time of purchase. Because of the timing, it is likely that McQuester built the three identical buildings at 63, 61 and 59 Putnam, which also indicates that he also bought 63 Putnam and 59 Putnam St at the same time he purchased 61 Putnam St. The first listed resident of 63 Putnam St was Benjamin Sanborn, a salesman, who lived at the property between 1877 and 1879. The City Directories list him as the homeowner during these years.

William F Law, a milkman, is next listed at the property. He resided there between 1883 and 1887. William was a member of the John Abbott Lodge of Masons, the Somerville Royal Arch Chapter, and the Somerville Veteran Fireman's Association. These organizations were fraternal charitable organizations. During the 1800s and early 1900s, Freemasonry and fraternal organizations in general, grew dramatically within the United States. This growth was a reaction to the lack of social services provided by the government. Masonic Lodges and fraternal organizations founded hospitals, orphanages, and homes for women and the elderly. Living with William was a nurse, Mrs. Warren Frances. Mrs. Frances was likely a boarder of William's as a way for him to bring in additional money.



active in church and charity work.

Mr. William F. Law of Somerville died very suddenly last night, aged forty-five. He had been engaged in the milk business for the past twenty years. He was a member of John Abbott Lodge of Masons, Somerville Royal Arch Chapter and the Somerville Veteran Firemen's Association.

Miss Harriet Parr, who, under the name

Above: Excerpt from *The Boston Globe*, March 26, 1900

FOR SALE or to let—House, 8 rooms, and fine stable, all improvements, neighborhood and location unexcelled; easy terms if desired. Apply GEO. H. SULLOWAY, 63 Putnam st, Somerville.

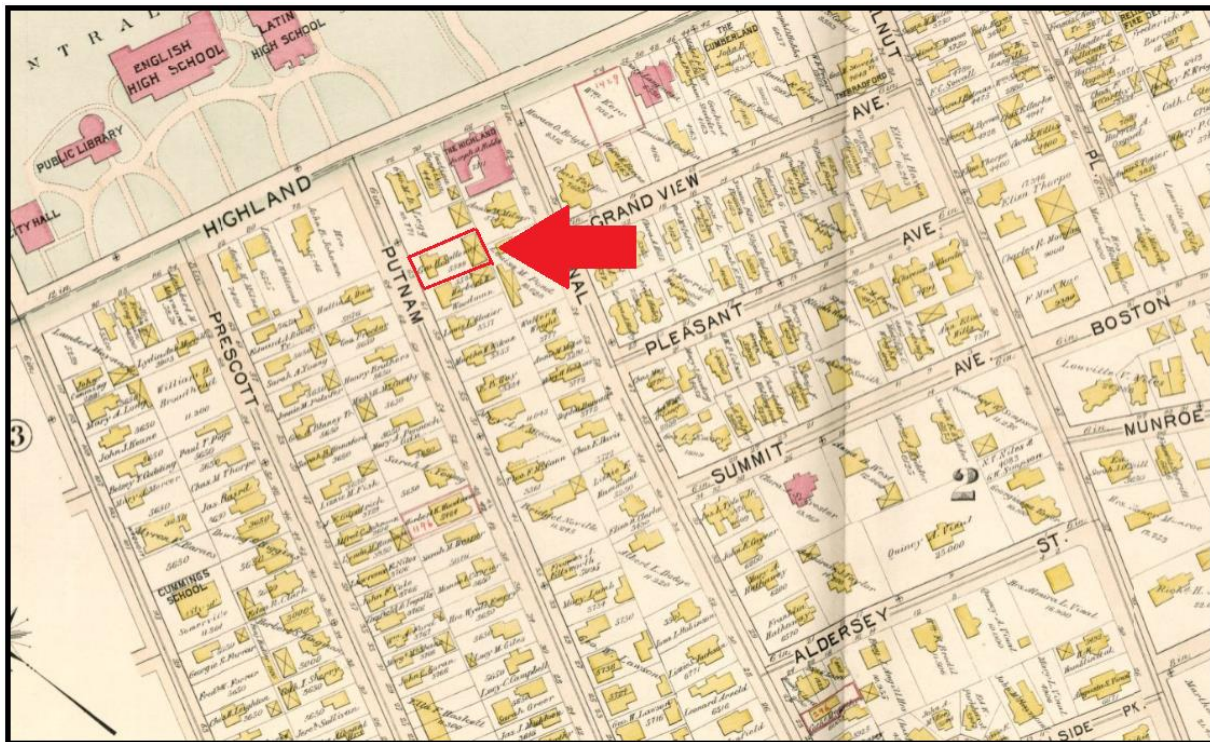
FOR SALE—In Cambridge, lot of about 25

Above: Excerpt from *The Boston Globe*, September 13, 1901

The 1884 Hopkins map (below) is the first map that depicts an accessory structure at 63 Putnam St. The garage is shown as a simple square building in the left rear corner of the property. An advertisement for the property lists this building as a 'stable'. Additionally, the listed owner is now 'E. C. Sav Bank', which is likely short for the East Cambridge Savings Bank. It is unclear from research as to why the bank took control of the property.



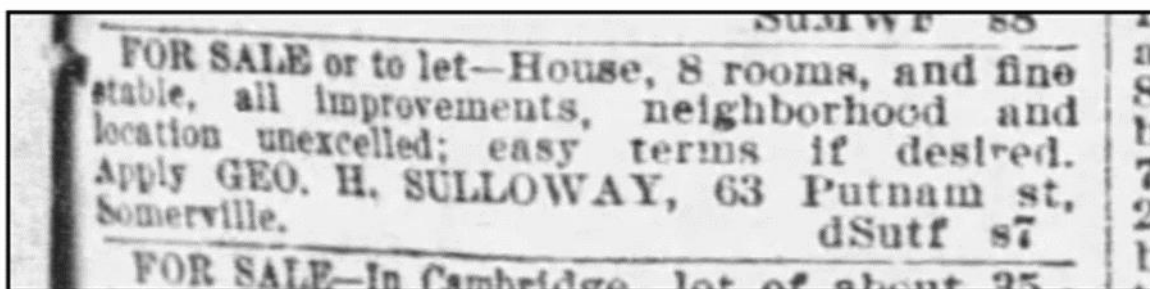
Above: 1884 Hopkins Map, Plate 03, specifying location of 63 Putnam St.



Above: 1895 Bromley Map, Plate 1, specifying location of 63 Putnam St.

The 1895 Bromley Map shows the further expansion of the garage which now runs almost the full width of the property.

By 1895, 63 Putnam Street is also now listed as owned by 'Geo H Salloway'. Somerville City Directories list a George H Salloway as living at the property between 1890 and 1898. In 1900, the City Directories would list eight individuals with the last name 'Salloway' as living at the property. Staff was unable to find the exact familial relationship between George and these individuals. The following year in 1901, George T. Salloway, one of the aforementioned Salloways listed at the property in 1900, begins placing ads for the sale or rent of 63 Putnam Street.



Above: Excerpt from The Boston Globe, September 13, 1901





*Above: 1925 Sanborn Map, Sheet 83, specifying the location of 63 Putnam St.*

By 1925, the garage at 63 Putnam had attained its current size as depicted in the 1925 Sanborn Map. The Sanborn Map also provides us with key details on the construction of the garage and how the residents were using the property in 1925. The two-story portion of the garage, which sits towards the left side of the property line, is listed as wood framed and a private stable. The original portion of the garage, the stable built in 1884, has been combined with a one-story addition on its front elevation. This segment of the garage, the original mass and its addition, is listed as an 'auto house or private garage' in the Sanborn Map. This development from stables to a garage is in line with the growing automobile market. Between 1900 and 1925 Somerville saw an increase in automobiles. Notably, between 1925 and 1927 the marshes of the Mystic River were filled in for the construction of the Ford Assembly Plant. As part of this, former barns and carriage houses were converted into automobile garages, or entirely new garages were built with the sole purpose of housing cars.

The garage was likely developed by the Lampheer family. The Somerville City Directories list the Lampheer family as residing at 63 Putnam Street between 1925 and 1950. The City Directories also lists Emma N and Perley H Lampheer as living at the neighboring property, 61 Putnam St, between the 1920s and 1940s. This indicates that the Lampheer family resided in the two properties simultaneously. Mr. Lampheer's business was originally listed as "butter", but by 1940, Lampheer is listed as the proprietor of the Conwell Avenue Market.

Further research resulted in the following information on the tenants or owners over the decades at 63 Putnam Street. The names that have been found show the property was inhabited by middle-class individuals. The experiences of these residents are representative of the development of Prospect Hill; from the development of single-family homes during the building boom, to the conversion of these houses to two family homes to address increased housing needs, and the development of garages in response to the rise of the automobile industry. A list of all residents is provided below.

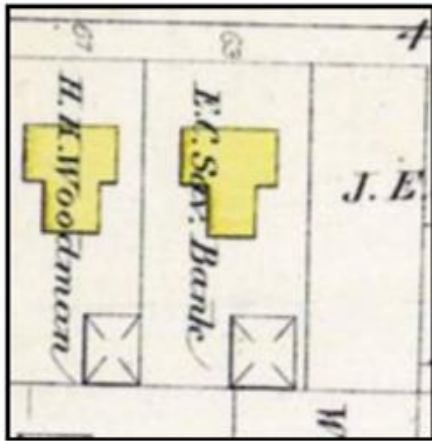
Name	Year(s) of Residency	Occupation	Relationship	Residency Type
Sanborn, Benjamin	1877 - 1879	Salesman		H
Sylvester, Geo. W	1881	Salesman		H
Law, William F	1883 - 1887	Milkman		H
Warren, Frances M	1885 - 1887	Nurse		
Salloway, George H	1890 - 1898	Provisions		
Andrew, Joseph	1900	Clerk - provision store	Boarder of George T Salloway	
Austin, Nellie E	1900		Boarder of George T Salloway	
Condon, Mary	1900	Servant	Servant of George T Salloway	
Salloway, Anna L	1900		Daughter of George T & Anna M Salloway	
Salloway, Anna M	1900		Wife of George T Salloway	
Salloway, Francis X	1900	Student	Son of George T & Anna M Salloway	
Salloway, George T	1900	Provision dealer	Husband of Anna M Salloway	
Salloway, George T	1900	Student	Son of George T & Anna M Salloway	
Salloway, John E	1900		Son of George T & Anna M Salloway	
Salloway, Margaret	1900	Student	Daughter of George T & Anna M Salloway	
Salloway, Regina M	1900	Student	Daughter of George T & Anna M Salloway	
Woodman, Sarah M	1900	Student		
Grimes, Herman A	1902 - 1912	Butter		H
Foster, Joseph L	1905 - 1908	Driver		Rms
Grimes, Juliet E	1910		Wife of Herman	
Grimes, Lena E	1910		Daughter of Herman & Juliet Grimes	
Baker, Ray A	1912	Clerk - provision store		B
Loud, Naomi E Mrs	1918			Bds
Maxham, Flora	1918		Wife of Fred W Maxham	Rms
Maxham, Fred W	1918	Railway postal clerk	Husband of Flora Maxham	Rms
Simonds, Herietta	1918		Widow of Lewis	Bds
Mass, Annie M	1920		Wife of Archie H Mass	
Mass, Archie H	1920	Insurance agent	Husband of Annie M Mass	R
Lampheer, Helen M	1925 - 1933		Wife of Percy H Lampheer	H
Lampheer, Percy H	1925 - 1950		Husband of Helen M Lampheer	
Lampheer, Robert J	1930 - 1940		Son of Percy C Lampheer	
Lampheer, Edmond	1930		Son of Percy C & Karen M Lampheer	
Lampheer, Karen M	1930		Wife of Percy C Lampheer	
Lampheer, Percy C	1930	Proprietor (butter chain and eggs)	Husband of Karen M Lampheer	Owned
Lampheer, Edward J	1940 - 1950	School	Son of Percy C & Karen M Lampheer	
Lampheer, Helena M	1940 - 1950	Housework	Wife of Percy C Lampheer	

## II. ARCHITECTURAL DESCRIPTION

Please see the section immediately below which discusses location, design, materials and any alterations as the same information would be written here, just in longer form.

*The National Park Service identifies historic integrity as the ability of a property to convey significance. A property should possess sufficient integrity to convey, represent or contain the values and qualities for which it is judged significant; therefore, the following is an identification and evaluation of these qualities and alterations as they affect the ability of the subject property to convey significance.*

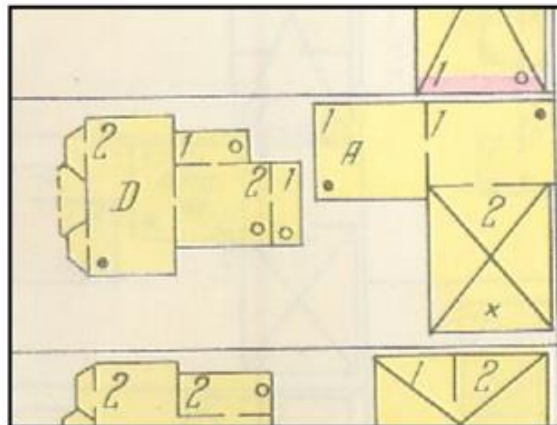
Comparing the historic map with satellite images of the current property we can determine the degree to which the structure has been altered.



Above: Fig 1



Above: Fig 2



Above: Fig 3

Fig 1: 1884 Hopkins Map, close-up of 63 Putnam St

- It is in the 1884 Map that the rear building for 63 Putnam is first depicted. In 1884 it is a simple square structure.

Fig 2: 1895 Bromley Map, close-up of 63 Putnam St

- The stable has been extended to almost the full width of the lot.

Fig 3: 1925 Sanborn Map, close-up of 63 Putnam St

- The Sanborn Map shows that a one-story addition was added to the front left of the stable.
- The Sanborn Map identifies the original structure from 1884 as one story, with the 1895 addition as consisting of two floors, and the most recent addition as one story.



## **1. 63 Putnam Street - Garage**

The period of relevance for the property starts c.1884

- a. Location: The structure is in its original location and was built on-site.
- b. Design: The garage structure is wood framed with one- and two-story portions; on the front elevation of the two-story portion there is a centered gable wall dormer with an enclosed window or door centered beneath the gable; below the gable on the first floor are a set of double doors; the right elevation has a shuttered window under the gable end; all fenestration has been shuttered or enclosed; vertical clapboard.
- c. Materials: Vinyl or wood vertical clapboard; wood or aluminum replacement front door; asphalt shingle roof.
- d. Alterations: Rear addition; replacement doors; enclosure of fenestration; replacement siding.
- e. Evaluation of Integrity of 63 Putnam Street – Garage Based on the observations of the building and a study of the historic maps, it is Staff's position that while the garage was altered and expanded from its original 1884 form that these changes were made over 75 years ago and thus the garage retains the integrity of its historic form. Alterations have occurred to this structure which obscure original architectural details.

## **III. FINDINGS**

*For a Determination of Significance, the subject building must be found either (i) importantly associated with people, events, or history and/or (ii) historically or architecturally significant. The Historic Preservation Commission (HPC) must make these findings. The portions of the Demolition Review Ordinance (DRO) related to these findings are included below:*

### **A. HISTORICAL ASSOCIATION**

*Importantly associated with one or more historic persons or events, or with the broad architectural, cultural, political, economic or social history of the City or the Commonwealth of Massachusetts.*

1. The HPC must make a finding as to whether or not the GARAGE STRUCTURE at 63 Putnam Street meets any of the criteria stated above.
2. The HPC must specifically state why the GARAGE STRUCTURE at 63 Putnam Street does or does not meet the threshold for historic significance under finding "a".

### **B. HISTORICAL & ARCHITECTURAL SIGNIFICANCE**

*The findings for historical and/or architectural significance of a historic property address the period, style, method of building construction and association with a reputed architect or builder of the subject property, either by itself or in the context of a group of buildings or*

***structures, and therefore it is in the public interest to be preserved or rehabilitated rather than to be demolished.***

1. The HPC must make a finding as to whether or not the GARAGE STRUCTURE at 63 Putnam Street meets any of the criteria stated above.
2. The HPC must specifically state why the GARAGE STRUCTURE at 63 Putnam Street or does not meet the threshold for historic significance under finding “b”.

If the HPC makes the above finding, the HPC must state their reasons why they take this position.

#### **IV. VOTE**

1. When bringing the matter to a vote, the HPC must include the reasons why the GARAGE STRUCTURE at 63 Putnam Street is or is not “historically significant”.