



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

THOMAS F. GALLIGANI, JR.
EXECUTIVE DIRECTOR

PLANNING DIVISION
HISTORIC PRESERVATION

STEP 1: DETERMINATION OF SIGNIFICANCE
STAFF REPORT

Site: 382 Broadway

Case: HP23-000001

Applicant: Garrett Einis

Owner: 382 Broadway LLC

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

HPC Meeting Date: March 19, 2024



Top: Front elevation

Bottom, left: Left elevation

Bottom, middle: Right elevation

Bottom, right: Rear elevation

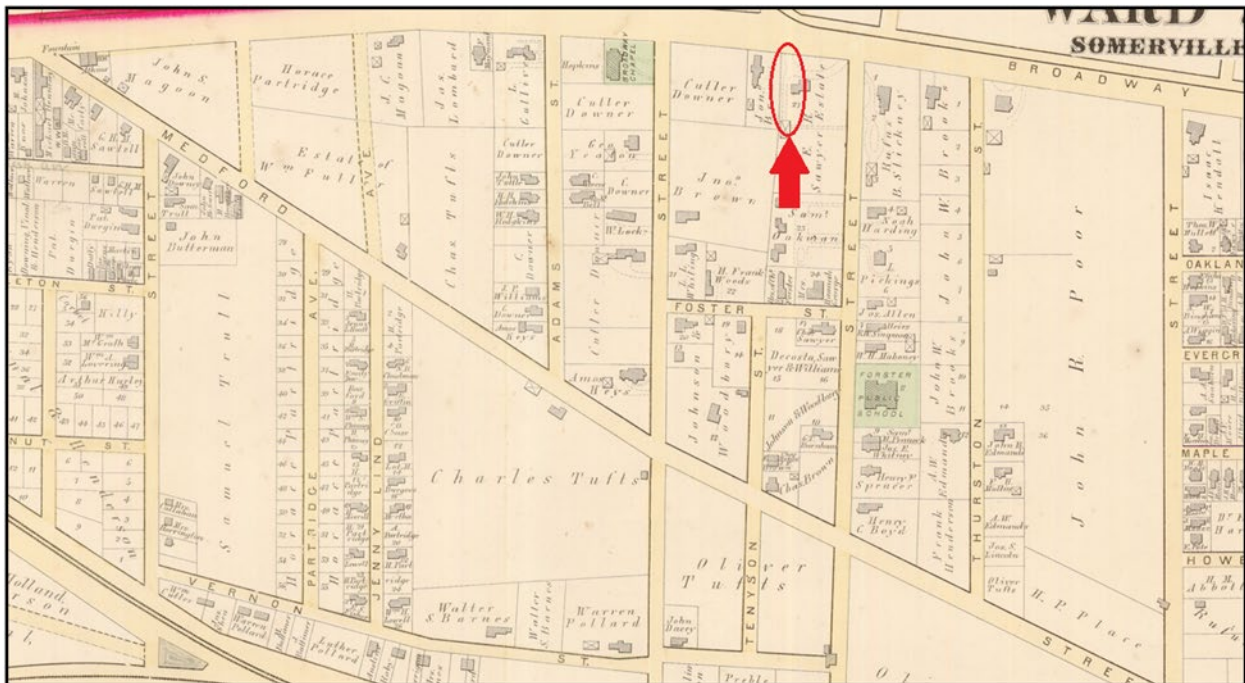


The purpose of a staff report is to provide the Historic Preservation Commission (HPC) with additional information and professional assessments regarding properties that are proposed for demolition. These assessments are based on the criteria allowed for consideration by the HPC in accordance with the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

I. HISTORICAL ASSOCIATION

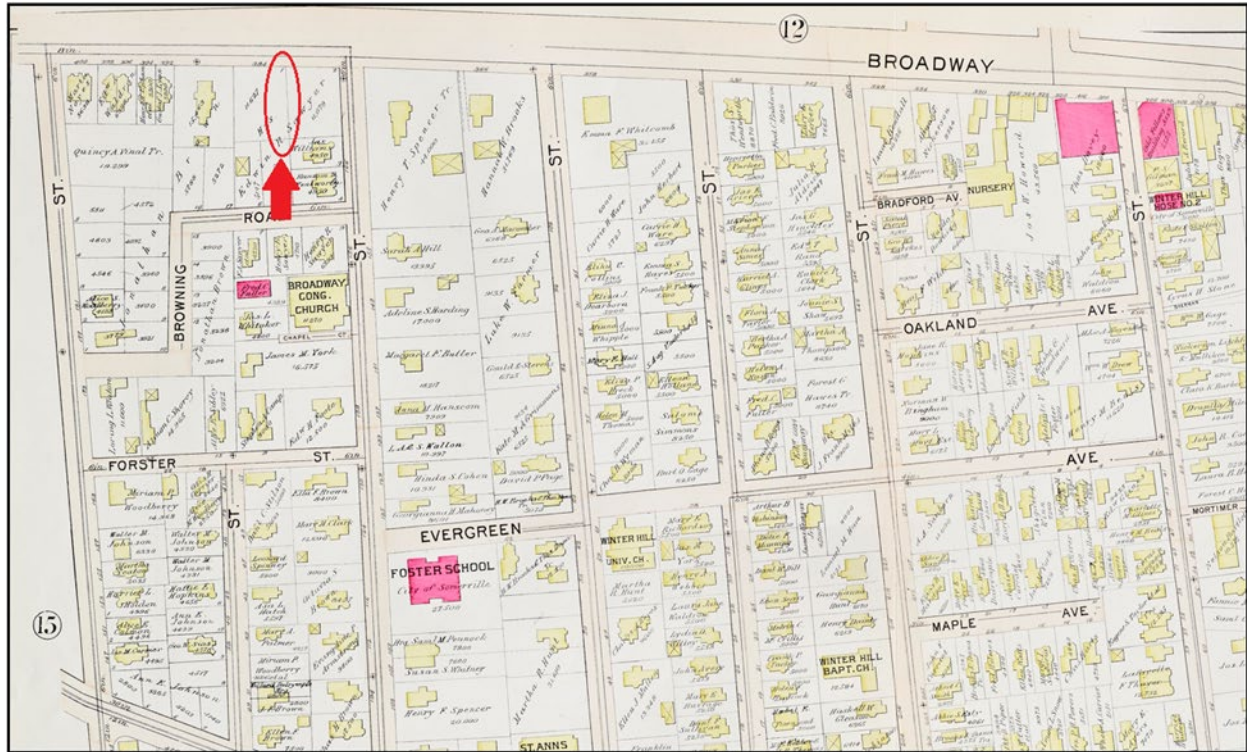
Historical Context: 382 Broadway is a two and a half story building located within the Winter Hill neighborhood. This side of Broadway is largely dominated by a mixture of two and half residential and larger commercial structures.

The Winter Hill section of Somerville is located in the north central section of the city and takes its name from one of the seven glacial drumlins that give Somerville its rugged topography. The main thoroughfares through Winter Hill are Broadway, a 17th century road which connected Charlestown to points west, and Medford Street, an early 19th century north/south road located along the 1835 Boston & Lowell (now Boston & Maine) railroad right of way. Winter Hill has three important commercial areas: the mid-19th century Gilman Square at the intersection of Medford, Pearl, and Marshall Streets; the late 19th century/early 20th century Winter Hill section at the intersection of Broadway and Marshall Street; and early 20th century Magoun Square at the intersection of Medford Street and Broadway. Winter Hill also has two principal industrial areas located along the B & M railroad right-of-way in the valley between Central Hill and Winter Hill. Winter Hill's development paralleled much of the rest of Somerville's growth: 17th and early 18th century farmsteads giving way to dense residential development in the mid- to late 19th century. With the advent of the railroad in the 1840s and 1850s, factories and commercial areas developed first along the railroad and later along streetcar lines located on main thoroughfares such as Broadway.

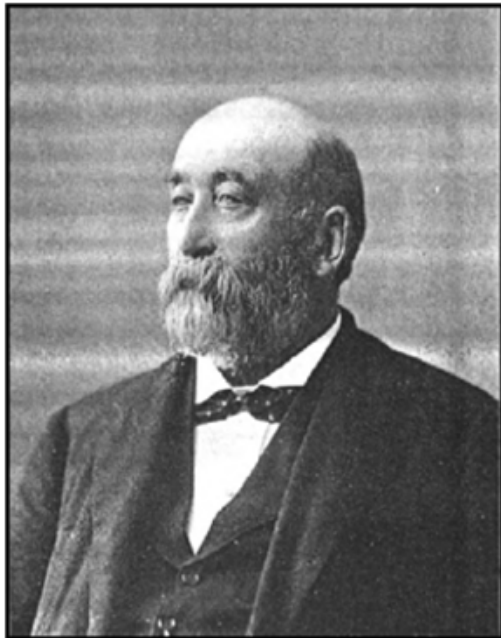


Above: 1874, Plate G, Hopkins Map, indicating the approximate location of 382 Broadway.

By the 1890s much of Winter Hill and Broadway were developed with substantial single family-houses in the Second Empire or Queen Anne Styles. In 1889, the City Beautification Society was established on Winter Hill. Tree boulevards, parks, and ordinances prohibiting the development of cheap tenements were their goals. As a result, Broadway experienced a good deal of improvements and was a desirable and accessible place to build for Somerville's elites.



Above: 1895 Bromley Map, Plate 2, indicating the approximate location of 382 Broadway.



Above: Photo from Somerville Past & Present, P.369

The 1900 Sanborn Map shows that between 1895 and 1900 the lot at 382 Broadway had been subdivided and developed. The lot was likely constructed around 1897 when Helen J Sanborn is listed as living at 382 Broadway. Notably, Helen's father was James S Sanborn,

James S Sanborn was part-owner of the Chase & Sanborn Coffee Company, a coffee and tea company created at the beginning of the Civil War in 1862. His company was the first company to seal coffee in cans. Their coffee sold across the United States and is still sold today.

Helen J is listed as the owner and resident of 382 Broadway until 1900 when she is listed as living with her father across the street at 383 Broadway.

By 1902, a Daniel W Sanborn is listed as living at and owning the lot. Looking at 1900 Census records it is unclear how Daniel W Sanborn is related to James S Sanborn, but they are likely cousins (though the degree is unknown)

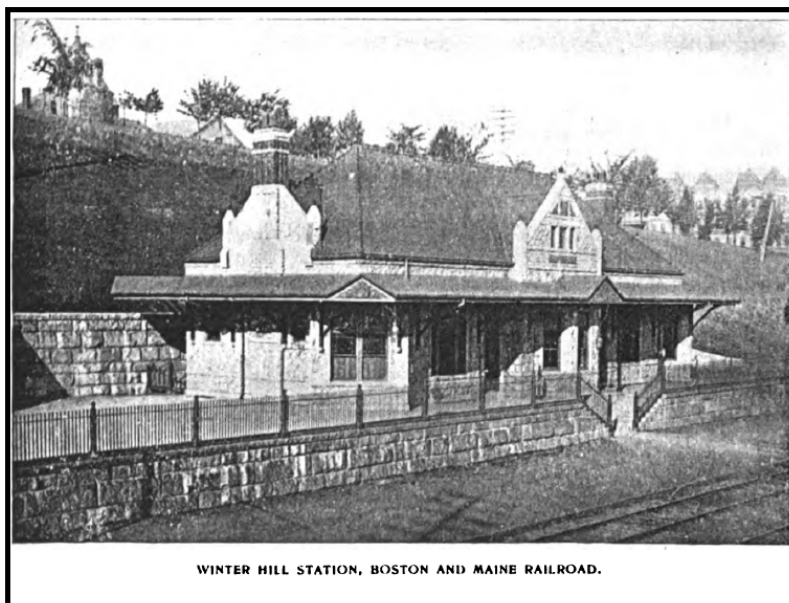


Above: Advertisement from *The Boston Globe*, Nov 18, 1899

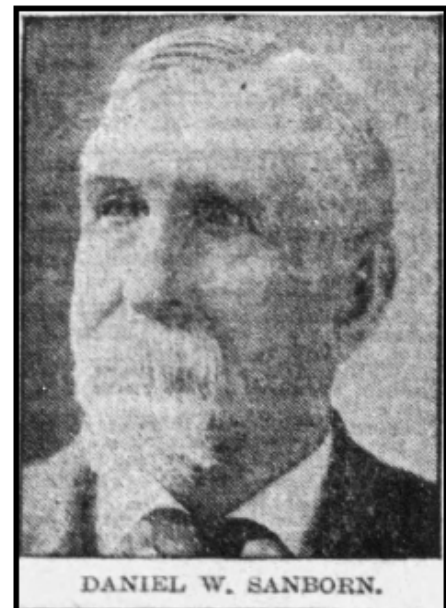
based on their ages, parental birthplaces, and degree of wealth. Through the book *Genealogy of the Family of Samborne or Sanborn in England and America, 1194-1898* Staff was able to determine that James S Sanborn and Daniel W Sanborn were related but the degree of relation was hard to determine.

Daniel W Sanborn moved into the house at 382 Broadway shortly after the death of his first wife, Lucy, in 1900. Daniel worked as General Superintendent at the Boston & Maine Railroad. He began working for the railroad in 1859 as a conductor of the train between Portsmouth, New Hampshire and Somerville, Massachusetts. In 1879, he became Transportation Master of the Eastern Railroad with the Boston & Maine Railroad before finally being promoted to General Superintendent in 1884. The Boston and Maine Railroad owned eight stations in Somerville at the turn of the century, and the railroad greatly assisted in the development of Somerville's residential areas and industries. "The city

of Somerville," Edward A. Samuels noted in 1897, "without the Boston and Maine Railroad, bisecting it and linking it with the great world without, is simply an unimaginable community."



Above: *Somerville Past & Present*, P. 466



Above: *Boston Globe Excerpt*, January, 08, 1918

Between 1885 and 1890, the Boston and Maine Railroad built three new passenger stations in Somerville. These stations were of impressive designs and built for the Winter Hill, Prospect Hill, and Somerville Highland stations, which were worthy of the best suburban setting. Finished in red marble ashlar trimmed with rock-faced marble and roofed with slate, the stations helped to sell house lots to prospective commuter-residents.

Outside of work Daniel Sanborn was active in his community, he was a member of the Masonic Templars, a charitable organization. Daniel's second wife, Ellen, who he married in 1917, was part of the Signet Chapter, O.S.E and the daughters of the American Revolution. These too were charitable organizations. During the 1800s and early 1900s, Freemasonry, fraternal organizations, and women's charitable 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.

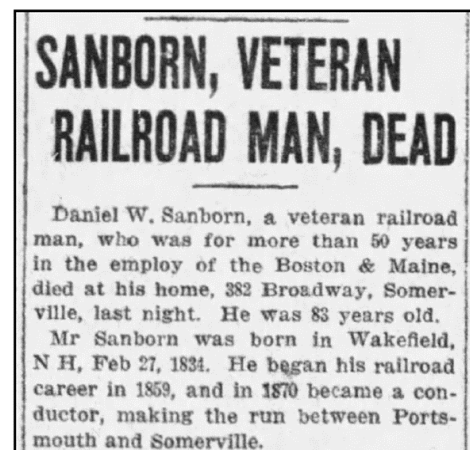


Above: 1900 Sanborn Map, Sheet 65, specifying the location of 382 Broadway..

The 1900 Sanborn Map shows that at around the time of purchase by Daniel W Sanborn, the area of Broadway was dominated by large single-family homes consistent with the businessmen that were settling in the area. The structure at 382 Broadway was a two-and-a-half story wood frame structure with a porch along the front of the structure.

In 1918, Daniel retired. In an interview he stated that he was going to try the “novel experience of ‘taking things easy.’ ”. Sadly, Mr. Sanborn passed away shortly later as his wife is listed as widowed in the City Directories that same year.

Right: Boston Globe Excerpt, January, 08,1918



After his death, Ellen sells the property to Frederick A Dutton and his wife, Eva in 1919. Frederick Dutton was the President of the F.A. Dutton Motor Company, with its flag ship store located in Ball Square Ave in West Somerville. 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. Broadway, as a major thoroughfare developed as a major commercial center. As a center of commerce, Broadway attracted large numbers of customers, many of whom came in their cars. As part of this, several garages and auto-shops were constructed along Broadway. The Somerville Automobile Company is representative of this increased growth of the automobile and of Broadway. The F.A. Dutton Motor Co. was representative of the increasing popularity of cars in Somerville at the turn of the century.

THE NEW **Abbott-Detroit** PARLOR CAR MODEL
1916 **HAS ARRIVED**



Here is a car for the buyer who appreciates real quality. The Abbott-Detroit is a car of distinction and character. The new parlor car, eight-cylinder model, appeals to the highest type of automobile buyers. Money and brains have not been spared in any point to make it a car of superior quality. The especially designed Herschell-Spillman engine with its watch-like construction is remarkable for its sturdiness, power and flexibility. Every detail of design, finish and equipment is in keeping with the price class to which this car belongs. Phone for demonstration—immediate delivery—price \$1950, F. O. B. Detroit.

F. A. DUTTON MOTOR CO., N. E. Distributor
Phone 1089 Ball Square, West Somerville Always Open

Above: Excerpt from *The Boston Globe*, June 27, 1915

AUBURN Beauty-SIX



ANNOUNCING

Our New Location For Sales and Service at
1027-1029 Commonwealth Avenue

PROGRESS! The making of a better product—the selling of a thing more worthy—the sincere, constant effort to serve better day by day. Such is the story of Auburn growth in Boston—a story of two-fold progress, affecting alike the Auburn car and the distributor engaged in selling that car.

The name F. A. Dutton Motor Co., in Boston, has come to stand for a motor car of surpassing excellence—plus service that is honest, sincere and dependable.

It is in the interest of even better service to New England motorists that we announce our new location. Our service station is completely equipped for giving prompt and efficient service. Our large and elegantly-appointed showroom affords a quiet, restful environment for those interested in learning the facts about the Auburn Beauty-Six.

Our convenient new location, in the automobile district, is easily accessible to all. When you're motoring, feel free to drop in for a moment or two—to visit our beautiful new showroom—whether or not you are thinking about buying. You'll find a visit more than worth while.

Come and inspect the Auburn—the car which created so much interest at the Boston Automobile Show—the car whose unflinching quality has been responsible for our remarkable growth. The Auburn has a 22-year reputation for quality and value. If you like, we'll take you for a Restful ride in the Auburn Beauty-Six—you won't be obligated in the least!

For the accommodation of Auburn owners north of Boston, we are retaining our Somerville location, which we have occupied for 16 years.

Auburn Prices NOW Lowest in history of Beauty-Six Models
Quality Better Than Ever—Value Unsurpassed

F. A. DUTTON MOTOR CO.
NEW ENGLAND DISTRIBUTORS
1027-1029 Commonwealth Avenue. Tel. Brighton 4402
Ball Square, West Somerville Mass., Telephone Somerville 1089
Wholesale Service and Parts Dept.

AUBURN Beauty-SIX

Above: Excerpt from *The Boston Globe*, April 23, 1922



"SIX" \$1125 "FOUR" \$960

EMPIRE

Driven by "Bobby" Hammond

**Makes New Transcontinental Record
San Francisco to New York**

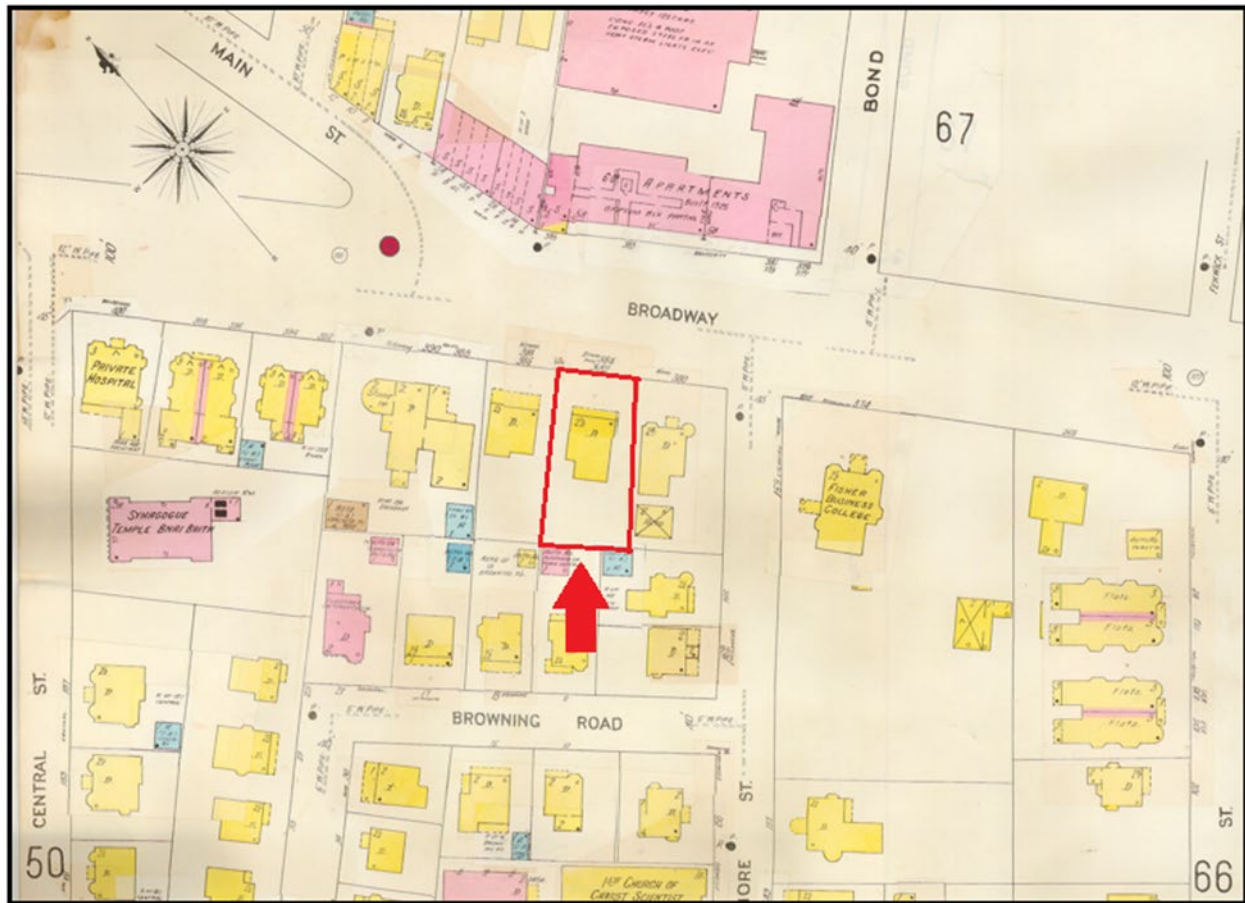
6 Days, 10 Hours, 58 Minutes
Averaging 22½ Miles Every Hour

No other car at any price has ever equalled this sensational Empire feat. Over mountains, through desert sands and on treacherous, rain-swept roads, the Empire maintained remarkable average, beating best previous Transcontinental record nearly twenty-five hours.

"Empire Reliability Is Proven"

F. A. Dutton Motor Co., Inc.
New England Distributors
BALL SQUARE Tel. Somerville 1089 WEST SOMERVILLE
SALESROOM OPEN EVERY EVENING
Empire Automobile Co. Indianapolis, Ind.

Above: Excerpt from *The Boston Globe*, May 28, 1916



Above: 1925 Sanborn Map, Sheet 63, specifying the location of 382 Broadway.

Benefit Musicale

Completing plans for the musicale in aid of the Massachusetts Federation of Music Clubs, for which Mrs Frederic E. Snow will open her house Oct 23, are Mrs Nelson W. Howard, Mrs Eva B. Flinn, Mrs Frederick A. Dutton, Mrs Harry N. Squires, Mrs Charles W. Estes, Mrs Charles A. Stetson, Miss Edith Dalton, Mrs M. G. Reed and Mrs Harry L. Thompson. Mrs Edwin W. Peterson and Mrs V. H. Kazanjian will be among the pourers.

Above: Excerpt from *The Boston Globe*, Oct 05, 1934

By 1925, the Sanborn Map shows the increased development in the area around 382 Broadway. The population growth is evident in the number of apartment buildings that have been constructed in the area since 1900 which were built in response to a demand for housing.

Outside of work, Frederick and Eva Dutton like the Sanborns before them, participated in their local community through charitable organizations. This was an expectation of members of the middle and upper classes. Frederick was a member of the Soley Lodge, A.F. & A.M., Boston Commandery, K.T., and Aleppo Temple, M.S. Eva was the Treasurer of the Massachusetts Federation of Music Clubs, the

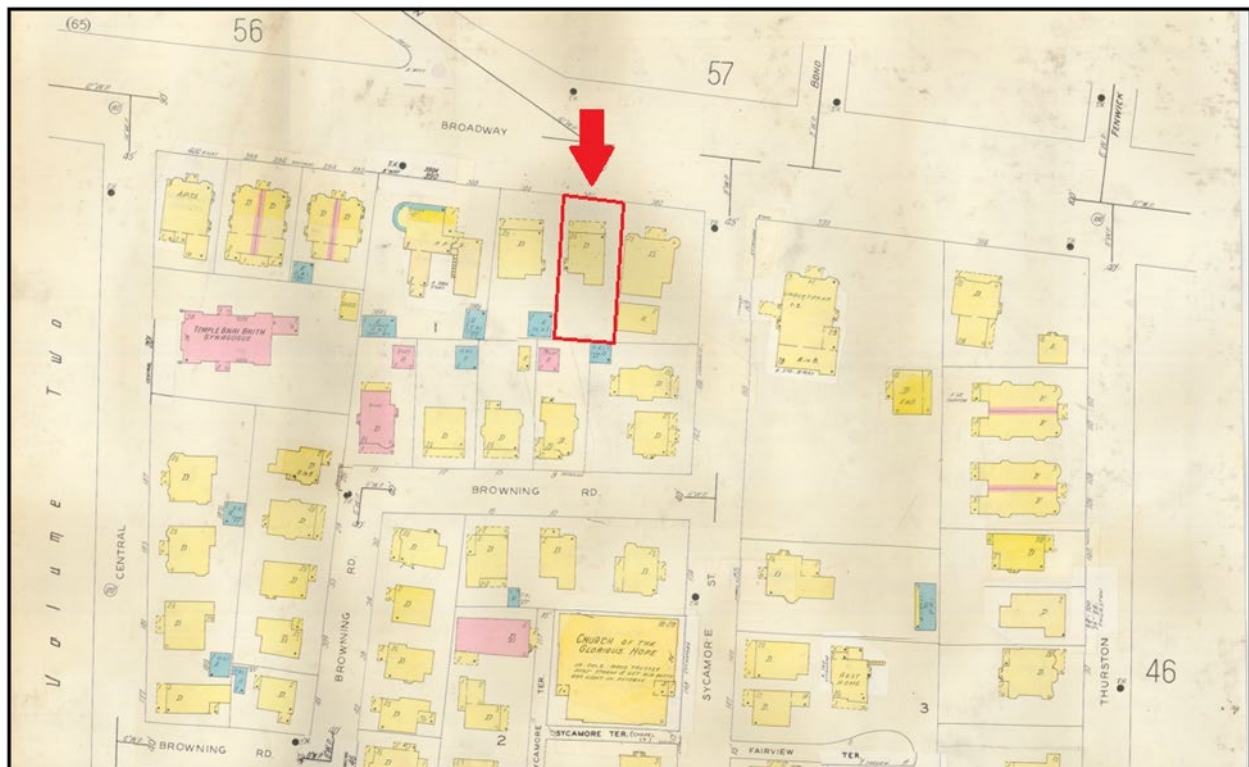
Vice President of the Somerville Chapter of the Woman's Union of the Broadway Congregational Church, and a member of the Committee for Six Plays for Children.

During the Dutton's ownership we see a small modification made to the building at 382 Broadway on the 1938-1959 Sanborn Map; a small two-story box bay on the right elevation.

Frederick Dutton passed away in 1943, leaving 382 Broadway to his wife, Eva. Eva lived at the home until her death in 1947.

Frederick A. Dutton
The funeral of Frederick A. Dutton, 66, of 382 Broadway, Somerville, who was many years an automobile dealer in Ball sq., that city, was held yesterday afternoon at the Kauler Funeral Home, 67 Broadway, Somerville. Rev. Stephen C. Lang of the First Congregational Church, East Somerville, officiated. Burial was in Billerica. He leaves a wife, Eva G. (Marston) Dutton, and his father, Edward Dutton of Billerica. He was a member of Soley Lodge, A. F. & A. M., Boston Commandery, K. T., and Aleppo Temple, M. S.

Above: Excerpt from The Boston Globe, May 28, 1916



Above: 1938-1959 Sanborn Map, Sheet 43, specifying the location of 382 Broadway.

A list of all residents is provided below.

Name	Year(s) of Residency	Occupation	Relationship	Residency Type
Dutton, Eva	1919-1947		Wife to Frederick A	h
Dutton, Frederick A	1919-1943	President of F.A. Dutton Motor Co.	Husband to Eva	h
Ramsdell, Harriet F	1902-1917	Housekeeper	Housekeeper of Daniel & Ellen	b
Sanborn, Ellen	1917-1919		Wife to Daniel W	h
Sanborn, Daniel W	1902-1918	General Superintendent	Husband to Ellen	h
Sanborn, Helen J	1897-1900			h

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.

Prior to applying to the HPC for demolition review, the Applicant demolished more than 50% of the structure. The Applicant had been approved by ISD for 49.1% demolition, but during the course of construction the Applicant exceeded the 50% threshold. This unauthorized activity can be seen in the photos on the first page of this staff report. After the Applicant was notified by ISD that demolition review by the HPC was required, the Applicant began to submit their application documents. The Applicant was allowed to secure the house from the elements and secure the property.

Below are photos of 382 Broadway prior to the commencement of unauthorized demolition.

382 Broadway prior to demolition:



Above: Front Elevation prior to demolition

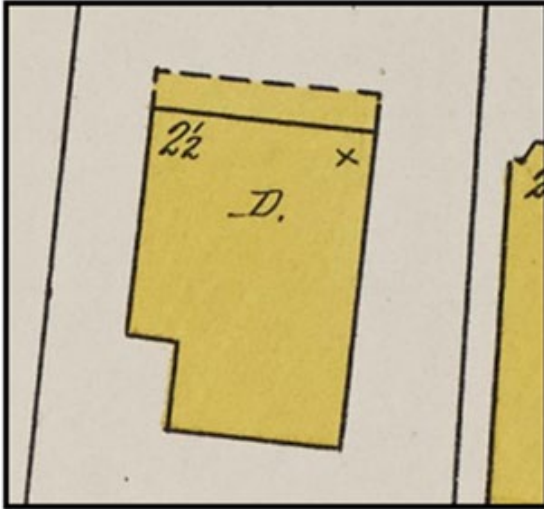


Above: Right Elevation prior to demolition

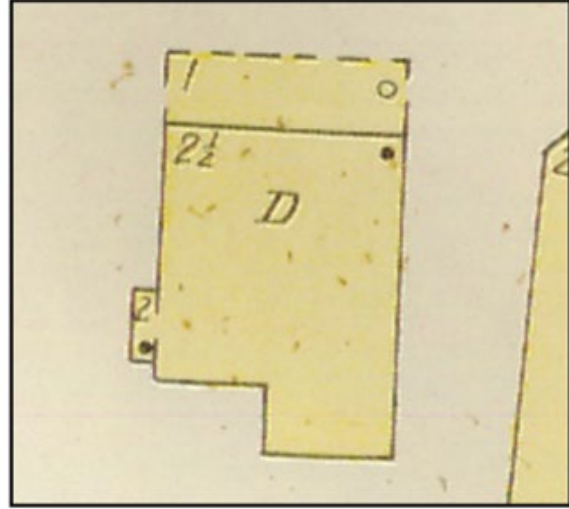


Above: Left Elevation prior to demolition

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



Above: Fig 4

Fig 1: 1900 Sanborn Map, close-up of 382 Broadway

- Wood-frame, rectangular structure with projection on left side of the rear
- Front porch along length on front elevation

Fig 2: 1938-1959 Sanborn Map, close-up of 382 Broadway

- Two story rectangular bay has been added on right elevation

Fig 3: 2024 Satellite Image of 382 Broadway

- Two gabled dormers on right elevation

- Balcony on rear

Fig 4: 2024 Satellite Image of 382 Broadway

- Double gabled dormer
- Two symmetrical bays on second floor
- One bay on the right side of first floor of front elevation.

1. **382 Broadway**

The period of relevance for the property starts c.1897

- Location: The structure is likely in the original location and built on-site.
- Design: The primary structure was a 2.5 stories, wood framed, gabled facing; front porch ran the full length of the front elevation on the first floor; covered front porch had double wood columns from balustrade to the next floor; a second railing ran along the second floor with no visible entry to the deck; a bay on the first floor to the right side of the front elevation; concrete walk up with mid to late 20th century iron railings; decorative half timbering under the gable on the top floor; fenestration on the front elevation included four multi-paned double-hung windows on the top floor; fenestration on the second floor of the front elevation included eight-over-one, and four-over-one double-hung sash windows; on the first floor the bay had eight-over-one and four-over-one double hung sash windows while to the left were four multi-paned windows; on the right elevation was a two-story rectangular bay; two gabled dormers with windows; fenestration on the right was eight-over-one double-hung sash window; on the left elevation there were a double gabled dormer with decorative half timbering; brick chimney; the fenestration included eight-over-one double-hung sash windows; one multi-paned pivot or fixed window, and one oval window that appeared to have had stained glass; Staff has had trouble locating images of the rear prior to demolition beginning but looking at GIS 3D maps we can see there was a glass door on the second floor with a metal stairwell that led from the rear to this door.
- Materials: Wood clapboard; wood windows; wood or aluminum front concrete and brick porch steps; metal railing; metal stairs in rear; wood porch; granite block foundation; exposed brick chimney stacks; shingle roof.
- Alterations: Prior to demolition there were very few alterations; granite block parging along foundation; concrete and metal front steps; metal stairs in rear; early addition of two-story rectangular bay.
- Evaluation of Integrity of 382 Broadway: Based on the observations of the building and a study of the historic maps, it is Staff's position that the building largely retained the integrity of its original form prior to demolition. Minimal alterations had occurred to this structure; the original massing remained largely intact.

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 STRUCTURE at 382 Broadway meets any of the criteria stated above.
2. The HPC must specifically state why the STRUCTURE at 382 Broadway 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 STRUCTURE at 382 Broadway meets any of the criteria stated above.
2. The HPC must specifically state why the STRUCTURE at 382 Broadway 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 STRUCTURE at 382 Broadway is or is not “historically significant”.