CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
JAKE WILSON
MAYOR

TOM GALLIGANI
EXECUTIVE DIRECTOR

PLANNING DIVISION
HISTORIC PRESERVATION

STEP 1: DETERMINATION OF SIGNIFICANCE
STAFF REPORT



Site: 65 Derby Street – Carriage Barn Only

Case: HP26-000054

Applicant: Sal Queruio- Tradition Construction Inc.

Owner: 65 Derby St Somerville LLC

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

HPC Meeting Date: October 6, 2026

Top: *Front elevation*
Bottom, left*: Right and rear elevation*
Bottom, middle: *Rear elevation*
Bottom, right: *Right elevation*







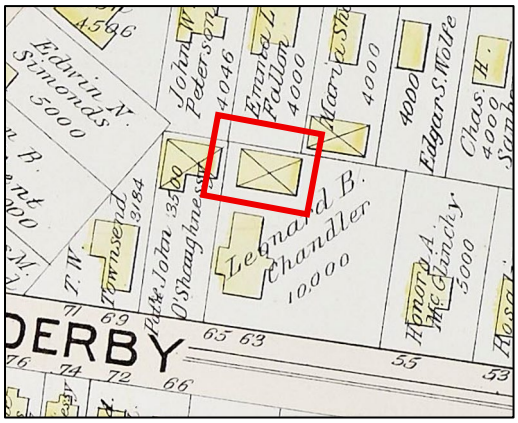
The purpose of a staff report is to provide the Historic Preservation Commission (HPC) with additional information and professional assessments regarding properties that are proposed for demolition. These assessments are based on the criteria allowed for consideration by the HPC in accordance with the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

I. HISTORICAL ASSOCIATION

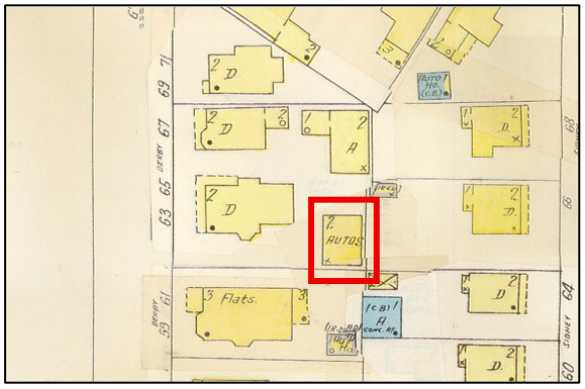
Historical Context: The carriage barn at 65 Derby Street is a 1.5 story building located at the rear of the parcel, behind the principal structure, in Somerville's Ten Hills neighborhood.

This parcel was original part of the Ten Hills Farm, which was owned by Governor John Winthrop in the 17th century. By the 1800s, this area of Winter Hill was primarily agricultural land used for farming and grazing. By the 1840s offices, shops, and taverns began popping up along Winter Hill Road (later renamed to Broadway), signaling the beginning of a shift in the area's economic practices.

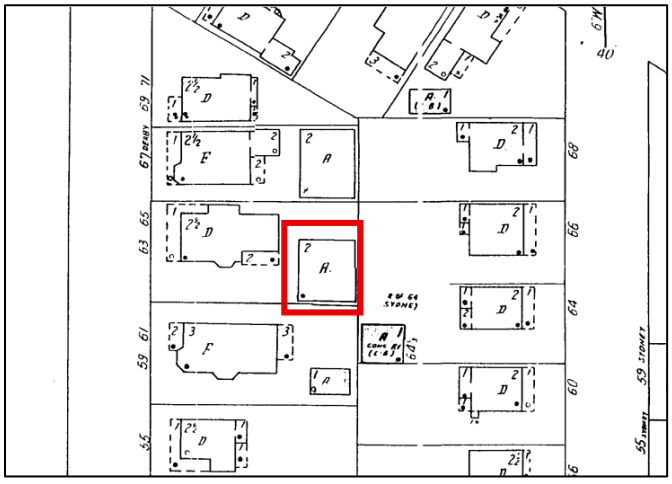
The carriage barn at 65 Derby is associated with pre-automotive Somerville. During this period, buildings of this type typically housed livestock, wagons, carriages, and other equipment on the first level, while hay, grain, and additional equipment were often stored on the second level. By 1900 however, the structure appears to have been adapted for automobile use. The 1900 Sanborn Maps labels the carriage barn as "AutoS", indicating that it was being used as an automobile house or garage.



1895 Bromley



1900 Sanborn



1933-1950 Sanborn

The carriage barn structure first appears on historical maps in the 1895 Bromley, where the parcel is identified as being owned by Leonard B. Chandler. Chandler served as the 12th mayor of Somerville from 1904 to 1906. However, United States Census records indicate Chandler's primary residence was nearby on Jacques Street. This suggests that Chandler may have owned the property as an investment and that the residence at 65 Derby Street was occupied by tenants.

This interpretation is supported by the Somerville Directories, the Somerville Journal, and U.S. Census records, which document a succession of residents at 65 Derby Street during the late 19th and early 20th centuries. The documented occupants and their occupations are summarized below:

Year(s)	**Occupant**	**Occupation**	**Source**
1900	Edward H. Austin	Printer	Somerville Directory
1902–1903	Joseph E. Gallagher	Stone cutter	Somerville Directory
1904	Mary E. Wayland	Widow of William Wayland	Somerville Directory
1905	John J. Murphy Jr.	Clerk	Somerville Directory
1906	Fred D. Smith	Painter	Somerville Directory
1909	Kennett Herbert Kennedy	Driver	Somerville Directory
1910–1914	Alonzo B. Cushing and Grace W. Cushing	Commercial traveler and nurse	*Somerville Journal* and Somerville Directories
1915	Ruben Delouchery	Fisherman	Somerville Directory
1930	Thomas Bartley	—	*Somerville Journal*
1940	Nelle Marchi and family	Pressman / printing press operator	U.S. Census
1950	George Di Julia and family	Presser / textile and garment worker	U.S. Census

The variety of occupations represented among the documented residents reflects the working-class and trades-oriented character of the property during this period. It is difficult to determine how and if these occupants may have used the carriage barn during their residence in the principal building. The principal dwelling, which remains extant on the parcel, is a vernacular front-gabled multi-family house.

II. ARCHITECTURAL DESCRIPTION

Please see the section immediately below which discusses location, design, materials, and any alterations.

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.









1. 65 Derby Street – Carriage Barn

The period of relevance for the house starts c.1895

a. *Location:* This carriage barn is in its original location. The building was constructed on-site sometime between 1890-1895.

b. *Design:* The carriage barn is a 1.5 story gable, wood-framed carriage barn with a large ground floor covered vehicle bay and a pedestrian entry door.

- Front Elevation: wood shingles large sliding or bypass barn door pedestrian entry door and small square window
- Right Elevation: two small square windows on second story
- Left elevation: two small covered square windows on second story
- Rear Elevation: one small window on first floor

c. *Materials:*

- Foundation: Concrete block foundation
- Windows: Vinyl framed, some windows covered with plywood
- Entry door: Modern like fiberglass door
- Siding: Painted cedar wood shingles on front elevation and painted wood clapboard siding on side and rear elevation
- Trim: Wood
- Roof: Gable with asphalts shingles

d. *Alterations:* Addition of modern door and modern windows

e. *Evaluation of Integrity of* 65 Derby Street Carriage Barn: Based on the observations of the building and a study of the historic maps, it is Staff's position that the building retains most of the integrity of its original form. Alterations have occurred to this structure which obscure some original details; however, the original massing and key architectural details such as the 1.5 story carriage barn features remain 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.

Carriage Barn Structure

1. The HPC must make a finding as to whether or not the Carriage Barn at 65 Derby Street meets any of the criteria stated above.

2. The HPC must specifically state why the Carriage Barn at 65 Derby 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 of 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.

Accessory Structure

1. The HPC must make a finding as to whether or not the Carriage Barn at 65 Derby Street meets any of the criteria stated above.

2. The HPC must specifically state why the Carriage Barn at 65 Derby Street does 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 Carraige Barn at 65 Derby Street is or is not "historically significant".