



CITY OF SOMERVILLE, MASSACHUSETTS
MAYOR'S OFFICE OF STRATEGIC PLANNING & COMMUNITY DEVELOPMENT
JOSEPH A. CURTATONE
MAYOR

MICHAEL F. GLAVIN
EXECUTIVE DIRECTOR

HISTORIC PRESERVATION COMMISSION

DETERMINATION OF SIGNIFICANCE STAFF REPORT

Site:	8-10 Hardan Road – Accessory Building
Case:	HPC 2018.005
Applicant Name:	DiPierro & Brown Construction, Inc.
Date of Application:	January 22, 2018
Recommendation:	Significant
Hearing Date:	February 20, 2018

I. Historical Association

Historical Context: Hardan Road was platted in 1899. The street was surveyed by Charles A. Pearson. The property is recorded in Plan book 121, Plan 16 as lot 17. Hardan Road does not appear in the 1900 Stadly Atlas. Building permits were found to construct a house in 1913 and a concrete block structure in 1916 for H. Hildreth. Harry F. Hildreth is identified as a piano tuner in the 1916 City Directory and later directories he is listed as dealing in motor cycles.



The Boston Globe contains advertising for Hildreth's motor cycle business located at 12-14 Hardan Road in 1916 into the 1920s when he relocated the business to North Cambridge.

Other owners and tenants held a variety of blue collar jobs. For specifics see attached table.

Architectural Description: The building is a two-story rock-faced concrete block structure built as a rectangle with one corner removed to form an angle. This plane holds the garage doors on the ground floor and a large loft door, now fully enclosed with shingles. Three windows on the second floor and one window on the ground floor can be seen on the street side of the structure. There is also a single window on the second floor on the shortest side. The ground floor Window openings all contain double-hung vinyl windows. A pedestrian door is located toward the rear of the building.

Summary: The structure is a 1916 rock-faced concrete block 2-story building erected for the purpose of repairing and selling motor cycles. The angled doorway limits the buildings use as an automotive garage. Nothing was found regarding the building's use once it was no longer used for the repair and sale of motor cycles.

Findings on Historical Association

*For a Determination of Significance, the subject building must be found either (a) **importantly associated with people, events or history** or (b) **historically or architecturally significant** (Ordinance 2003-05, Section 2.17.B). Findings for (b) are at the end of the next section.*

(a) In accordance with the historic information obtained from *Findings on Historical Association*, which utilizes historic maps/atlasses, City reports and directories, and building permit research, and through an examination of resources that document the history of the City, such as *Somerville Past and Present*, Staff find 8-10 Hardan Road to be 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.

The subject building is found importantly associated with the broad architectural, cultural, economic and social history of the City due to its association with the post-World War I expansion of affordable motorized vehicles.

II. Historical and 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 of structures (Ordinance 2003-05, Section 2.17.B).

The period of significance for 8-10 Hardan Road outbuilding begins with its construction in 1916 as a motor cycle repair shop and dealership.

Integrity

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.

- a. Location: The building has not been moved. It is located in an early 20th Century residential development.
- b. Design: The building is unusual in its form but essentially utilitarian in its details.
- c. Materials: The building is constructed with rock-faced concrete blocks. Windows and doors have been replaced with more modern ones.
- d. Alterations: Windows and doors have been replaced with more modern ones.

Evaluation of Integrity: The building retains the integrity and form of a utilitarian structure. It is unique in the small neighborhood of early 20th century homes. As a concrete block structure, the materials and basic style are familiar throughout Somerville. It is unusual for the angled entry and the second story with a loft opening.

Findings for Historical and Architectural Significance

*For a Determination of Significance, the subject building must be found either (a) importantly associated with people, events or history or (b) **historically or architecturally significant** (Ordinance 2003-05, Section 2.17.B). Findings for (a) can be found at the end of the previous section.*

(b) In accordance with the *Finding on Historical and Architectural Significance*, which addresses period, style, method of building construction, and association with a reputed architect or builder, either by itself or in the context of a group of buildings or structures, as well as integrity, which assess the ability of the property to convey significance, Staff find 8-10 Hardan Road – Accessory Building historically or architecturally significant.

The subject building is found historically and architecturally significant due to the unusual form of the utilitarian concrete block building and its purpose as a motorcycle repair shop at a time when the United States was falling in love with motorized transportation.

III. Recommendation

Recommendations are based upon an analysis by Historic Preservation Staff of the permit application and the required findings for the Demolition Review Ordinance, which requires archival and historical research, and an assessment of historical and architectural significance, conducted prior to the public meeting for a Determination of Significance. This report may be revised or updated with a new recommendation and/or findings based upon additional information provided to Staff or through further research.

For a Determination of Significance, the structure must be either (A) listed on the National Register or (B) at least 50 years old.

(A) The structure is NOT listed on or within an area listed on the National Register of Historic Places, nor is the structure the subject of a pending application for listing on the National Register.

OR

(B) The structure, circa 1916, is at least 50 years old.

AND

*For a Determination of Significance under (B), the subject building must be found either (a) importantly associated with people, events or history or (b) **historically or architecturally significant**.*

(a) In accordance with the *Findings on Historical Association*, which utilizes historic maps/atlas, City reports and directories, and building permit research, and through an examination of resources that document the history of the City, **Staff recommend that the Historic Preservation Commission find 10 Hardan Road 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.**

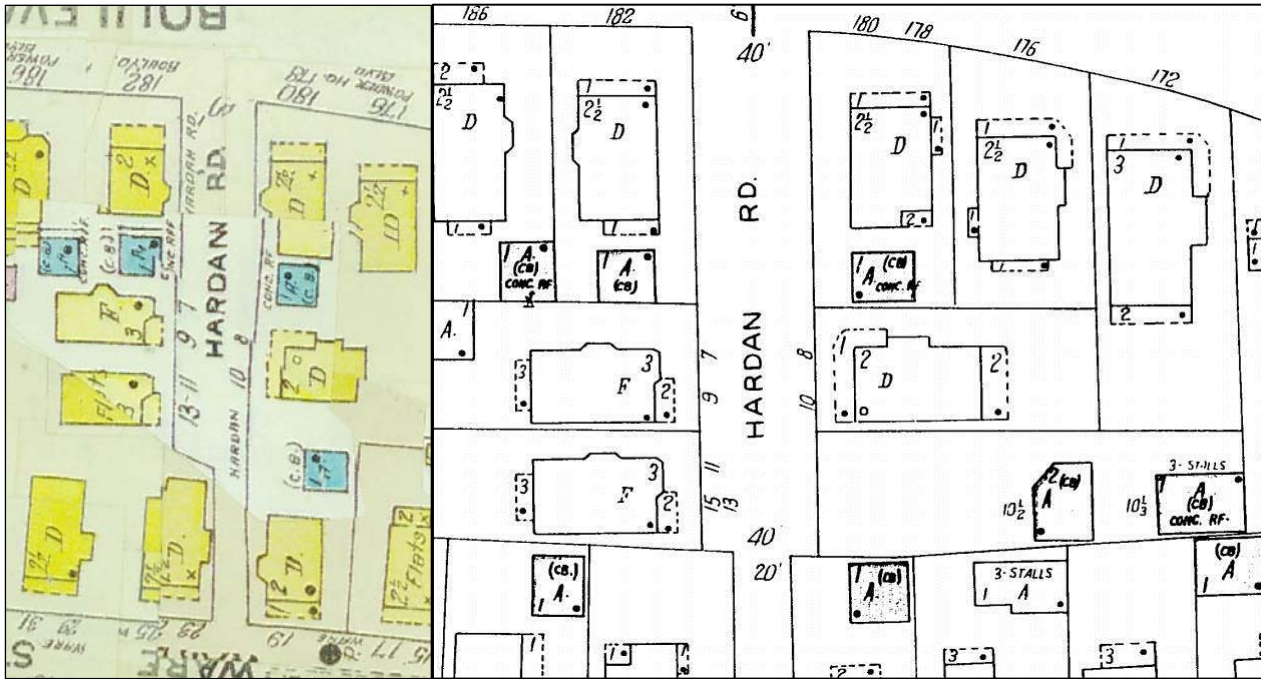
The subject building is found importantly associated with the broad architectural, cultural, economic and social history of the City due to its association with the post-World War I expansion of affordable motorized vehicles.

OR

(b) In accordance with the *Findings on Historical and Architectural Significance*, which addresses period, style, method of building construction, and association with a reputed architect or builder, either by itself or in the context of a group of buildings or structures, as well as integrity, the ability to convey significance, **Staff recommend that the Historic Preservation Commission find 10 Hardan Road historically and architecturally significant.**

The subject building is found historically and architecturally significant due to the unusual form of the utilitarian concrete block building and its purpose as a motorcycle repair shop at a time when the United States was falling in love with motorized transportation.





1925 Sanborn Plate 4

1933 Sanborn Plate 220

Used Motorcycles H. F. HILDRETH MOTOR CO.,

12-14 HARDAN ROAD, West Somerville, Mass.;
Tel. Som. 0172-M, 4843-M; at the present time
used machines are at a premium; I have on
hand about 20 twin motorcycles, including
Harleys, Excelsiors, Thors and Indians; every
motor has been overhauled and rebuilt; my
three months' guarantee is your protection and
insures you against worn-out or otherwise worth-
less machines; prices range from \$100 up; a
very liberal allowance given you for your old
motorcycle in trade for a new or rebuilt ma-
chine; have also 1 Harley side-car, fitted with
new tire, \$50 cash; complete line of acces-
sories and parts; repairing, brazing and weld-
ing; have your carbon burned out by latest
methods; agent for Henderson motorcycles and
Flexible side-cars; instalments featured; your
patronage is solicited.

1010 3-SPEED INDIAN powerplus. genuine

Ace Motor Corporation was a motorcycle manufacturer in operation continuously in Philadelphia, Pennsylvania between 1919 and 1924 and intermittently afterward until 1927.^[1] Essentially only one model of the large luxury four-cylinder motorcycle, with slight variations, was made from first to last.

Excelsior Motor Manufacturing & Supply Company was a U.S. [motorcycle](#) manufacturer operating in Chicago from 1907 to 1931.^[1] It was purchased by Ignaz Schwinn, proprietor of bicycle manufacturer Arnold, [Schwinn](#) & Co. in 1912.^[2] In 1912, an Excelsior was the first motorcycle to be officially timed at a speed of 100 mph.^[3] The [Henderson Motorcycle](#) Company became a division of Excelsior when Schwinn purchased Henderson in 1917.^{[1][4]} By 1928, Excelsior was in third place in the U.S. motorcycle market behind [Indian](#) and [Harley-Davidson](#). The [Great Depression](#) convinced Schwinn to order Excelsior's operations to cease in September 1931.

Henderson was a manufacturer of 4-cylinder motorcycles from 1912 until 1931. They were the largest and fastest motorcycles of their time,^[citation needed] and appealed to sport riders and police departments. Police favored them for traffic patrol because they were faster than anything else on the roads. The company began during the golden age of motorcycling, and ended during the Great Depression.

Thor was an American manufacturer of [motorcycles](#) and motorcycle parts especially engines, founded in 1901 in [Aurora, Illinois](#).^[1] From 1901 to about 1907 it made engines under license for Indian motorcycles of Connecticut, which Thor was also allowed to sell on the open market. Thor also sold a large variety of parts and when the

EVERYTHING
FOR THE MOTORCYCLIST
We are agents for HENDERSON EX-
CELSIOR and ACE Motorcycles, NA-
TIONAL and FLEXIBLE Sidecars.
We have several good trades in used ma-
chines which have been thoroughly repaired
and overhauled and which are guaranteed me-
chanically perfect before leaving our repair
shop; we also have a full and complete line of
parts, accessories and supplies; repairing and
overhauling a specialty, and our prices are as
low as is consistent with good workmanship.
H. F. HILDRETH MOTOR CO.
2170 Mass. av. North Cambridge, Mass.; phone
Cambridge 2107-W.
1915 Twin Motorcycle





LOCATION	O/R	NAME	AGE	OCCUPATION	PLACE OF BIRTH	Immigration Year	SOURCE	NOTES
							1899, recorded in Book of Plans 121, Plan 16, Lot No.17	plan by Charles A. Pearson, Surveyor
	O	Daniel E. Robbins					1899 Deed	from Lorenzo Dow
	O	Richard E. Hildreth & Flora S. Hildreth					1913 Deed 3822/505	Henry A. True & Hannah Tobbins, executors of Daniel E. Robbins estate
		Harry F. Hildreth & Lillian M. Hildreth					1913? Probate Docket # 239324	from Richard E. Hildreth
0 Hardan Road	O	H. Hildreth					1913-1-169 Building Permit	Erect 1 dwe for 2 family Home
10 Hardan Road		Lottie A. Taylor		Nurse, Widow of John			1915 City Directory	
10 Hardan Road		Harry F. Hildreth		Piano Tuner			1916 City Directory	
8 Hardan Road		Frank W. Emery		Railway Mail Clerk			1916 City Directory	
0 Hardan Road	O	H. Hildreth					1916-1-9276 Building Permit	Erected 1 bldg, cement blc bldg, pitched roof, stone f
10 Hardan Road		Bessie L. Hildreth		Wife of Harry			1917 City Directory	
10 Hardan Road		Harry F. Hildreth		Motor Cycle Dealer			1917 City Directory	
8 Hardan Road		Frank W. Emery		Railway Mail Clerk			1917 City Directory	
8 Hardan Road		Lillie H. Emery		Wife of Frank			1917 City Directory	
10 Hardan Road		Bessie L. Hildreth		Wife of Harry			1919 City Directory	
10 Hardan Road		Harry F. Hildreth		Motor Cycle Dealer			1919 City Directory	
10 Hardan Road		Mrs. Lottie A Taylor					1919 City Directory	
10 Hardan Road		Mrs. Lottie A Taylor					1920 City Directory	
8 Hardan Road		Annie Emery		Wife of Frank			1920 City Directory	
8 Hardan Road		Frank W. Emery		Clerk			1920 City Directory	
10 Hardan Road		Lottie A. Taylor (mother-in-law)	55		Connecticut		1920 US Census	
10 Hardan Road		Bessie L. Hildreth (wife)	32		Connecticut		1920 US Census	
10 Hardan Road	O	Harry Hildreth (head)	32	Motor Cycle Garage, Propr	Massachusetts		1920 US Census	
8 Hardan Road		Lillian N. Emery (wife)	41		Maine		1920 US Census	
8 Hardan Road	R	Frank W. Emery (head)	40	Postal Clerk, Steam Railwa	New Hampshire		1920 US Census	
10 Hardan Road	O	H. Hildreth					1920-1-18 Building Permit	Wooden addition to be moved 6' from pre-set gar
14 Hardan Road	O	H. Hildreth					1921-1-132 Building Permit	Moving , enlarging shed, fireproof paper, pitched shed for dead storage
10 Hardan Road		Carlotta A. Smith		Wife of Walter			1924 City Directory	
10 Hardan Road		Charles I. Smith		Lineman			1924 City Directory	
10 Hardan Road		George S. Parker		Sales			1924 City Directory	
10 Hardan Road		Mrs. Viola A. Smith-Davis		Hairdresser			1924 City Directory	
10 Hardan Road		Walter I. Smith		Broker			1924 City Directory	
8 Hardan Road		Frank W. Emery		Clerk			1924 City Directory	
8 Hardan Road		Lilla H. Emery		Wife of Frank			1924 City Directory	
10 Hardan Road		Carlotta A. Smith		Wife of Walter			1925 City Directory	
10 Hardan Road		Charles I. Smith		Lineman			1925 City Directory	
10 Hardan Road		George S. Parker		Sales			1925 City Directory	
10 Hardan Road		Viola Davis		Hairdresser			1925 City Directory	
10 Hardan Road		Walter I. Smith		Broker			1925 City Directory	
8 Hardan Road		Frank W. Emery		Clerk			1925 City Directory	
8 Hardan Road		Lilla H. Emery		Wife of Frank			1925 City Directory	
							1925 Deed 4851/135	
10 Hardan Road		Maude Colburn		Wife of Roy			1927 City Directory	
10 Hardan Road		Roy Colburn		Electrician			1927 City Directory	
10 Hardan Road		Viola Davis		Hairdresser			1927 City Directory	
8 Hardan Road		Frank W. Emery		Clerk			1927 City Directory	
8 Hardan Road		Lillia H. Emery		Wife of Frank			1927 City Directory	
	O	Winchendon Savings Bank					1928 Deed 5214/388	from Richard E. Hildreth & Flora S.
10 Hardan Road		Roy Colburn		Auto Repair			1929 City Directory	
8 Hardan Road		Frank W. Emery		Clerk			1929 City Directory	
8 Hardan Road		Lillia H. Emery		Wife of Frank			1929 City Directory	
10 Hardan Road	R	Roy Colburn (head)	41	Auto Mechanic, Automobili	Canada English		1930 US Census	
10 Hardan Road		Eleanor Colburn (daughter)	20	Dental Nurse, Dentist Office	Massachusetts		1930 US Census	
10 Hardan Road		Naomi Colburn (daughter)	17	Entry Clerk, Bank	Massachusetts		1930 US Census	
10 Hardan Road		Richard Colburn (son)	16		Massachusetts		1930 US Census	
8 Hardan Road		Lillia H. Emery (wife)	52		Connecticut		1930 US Census	
8 Hardan Road	R	Frank W. Emery (head)	51	Railway Mail Clerk	New Hampshire		1930 US Census	
8 Hardan Road		Frank W. Emery		Clerk			1933 City Directory	
8 Hardan Road		Lillia H. Emery		Wife of Frank			1933 City Directory	
10 Hardan Road		Mrs. Marguerite R. Goldthwaite					1940 City Directory	
8 Hardan Road		Frank W. Emery		Clerk			1940 City Directory	
8 Hardan Road		Lillia H. Emery		Wife of Frank			1940 City Directory	
10 Hardan Road	R	Marguarite Goldthwaite (head)	48		Massachusetts		1940 US Census	
10 Hardan Road		Susan Withan (sister)	44		Massachusetts		1940 US Census	
10 Hardan Road		Robert A. Goldthwaite (son)	17		Massachusetts		1940 US Census	
10 Hardan Road		Nina J. Goldthwaite (daughter)	11		Massachusetts		1940 US Census	
8 Hardan Road		Lillia H. Emery (wife)	62		Connecticut		1940 US Census	
8 Hardan Road	R	Frank W. Emery (head)	61	Mail Clerk	New Hampshire		1940 US Census	
		Winchendon Savings Bank					1941 Deed 6495/298	from Richard E. Hildreth & Flora S. Hildreth
		James Mandona & Despina D. Mandona					1941 Deed 6546/113	from Winchendon Savings Bank
		Olga Katchiris & James Katchiris					1943 Deed 6659/236	from James Mandona et al

LOCATION	O/R	NAME	AGE	OCCUPATION	PLACE OF BIRTH	Immigration Year	SOURCE	NOTES
	O	Peter Coulopoulos					1943 Deed 6729/319	from Olga Katchiris & James Katchiris
	O	Joseph E. Murray & Gladys P. Murray					1946 Deed 6955/241	from Harry F. Hildreth
	O	Joseph E. Murray & Gladys P. Murray					1946 Deed 6955/242	from Peter Coulopoulos
							1952 Recorded with Middlesex South Registry of Deeds as Plan 1829 of 1952 in Book 7981, Page 347, part of Lot 16	Plan of Land in Somerville, Massachusetts by Fred A. Joyce, Surveyor,
	O	John S. Spinoso & Mary T. Spinoso					1952 Deed 7891/347	from Paul Bombara & Josphine Bombara
	O	John S. Spinoso & Mary T. Spinoso					1952 Deed 7955/506	from Joseph E. Murray & Gladys P. Murray
	O	Robert Spinoso & Frank Spinoso					2009 Deed 53341/176	from Mary T. Spinoso
	O	Hardan Street, LLC					2014 Deed 63759/40	from Frank Spinoso
	O	Horizons Enterprises, LLC					2017 Deed 68966/425	from Hardan Street, LLC