



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:	150 Hudson Street
Case:	HPC 2017.012
Applicant Name:	Michael Santangelo
Date of Application:	March 15, 2017
Recommendation:	Significant
Hearing Date:	April 18, 2017

I. Historical Association

Historical Context: See attached chart for all known owners and tenants of 150 Hudson Street through.

The first owner of 150 Hudson Street was Joseph A. White, carpenter who appears at this address in 1889. He was found in the City Directories through 1904. His widow was in residence until 1909 when her heirs sold the property to Grace R. Pride who had been a tenant with her family starting in at least 1897. Grace R. Pride was married to Alfred M. Pride, carpenter and builder. She had four children. The 1917 City Directory lists A. M. Pride as a Builder. A 1916 article on the sale of several parcels on Winter Hill in the Boston Globe suggests that Albert M. Pride senior may have also developed land for construction as well as building houses.



Research showed that the daughters, Emily and Alice participated in W.A. Wilmot's 1915 Somerville Pageant of World Peace. The pageant was staged on the Tufts Oval of Tufts College on July 3 and 5, 1915. The brochure for the event is 36 pages full of advertisements and best wishes along with the program. The pageant consisted of several acts, scenes and musical interludes and involved many members of the community.

The youngest son, Robert S. Pride passed all the requirements to become a ham radio operator in 1922 according to the Boston Globe. His call letters were 1-TH broadcasting at 250 watts.

Alfred M. Pride participated as a judge in the 1926 Fourth of July Jubilee events. It is not known whether it was A. M. Pride Senior or Junior in this case.

Alfred M. Pride, Junior became a man of international prominence. To quote from Wikipedia accessed 4/11/2017:

“Alfred Melville Pride (September 10, 1897 – December 24, 1988) was a [United States Navy admiral](#) and pioneer [naval aviator](#), who distinguished himself during World War II as an [aircraft carrier](#) commander.

He served during the late 1940s as Chief of the [Bureau of Aeronautics](#) and during the [Korean War](#) as Commander of the [U.S. Seventh Fleet](#). Pride's career was remarkable for its time, in that he achieved flag rank without having attended the [United States Naval Academy](#) or even completing college. (He did, however, later complete advanced studies in aeronautical engineering.)

A native of [Somerville, Massachusetts](#), he studied engineering at [Tufts University](#) in Boston for several years before [dropping out](#) to enlist in the Navy during [World War I](#). He served first as a machinist's mate in the Naval Reserve, but was soon given the chance to receive flight training and gain a commission as an ensign. Pride was sent to France, where he served briefly during the latter part of the war.

In the early 1920s, having joined the Regular Navy, Pride became involved in the experiments to develop U.S. aircraft carriers. He served aboard the [USS Langley](#), the converted coaling ship that became the Navy's first aircraft carrier, and also took part in the development of the carriers [USS Saratoga](#) and [USS Lexington](#), as a member of the original crews.

Pride continued his work in Naval Aviation testing for the rest of the interwar period. He went on to study aeronautical engineering at the [Massachusetts Institute of Technology](#) (MIT). In 1931, he became the first person to land a helicopter on an aircraft carrier. From 1934-1936 he headed the Flight Test Section at [Naval Air Station Anacostia](#), Washington, D.C., at that time the Navy's center for aircraft testing.

During World War II, Pride served as first commanding officer of the carrier [USS Belleau Wood \(CVL-24\)](#). He received promotion to Rear Admiral and became Commandant, 14th Naval District, at [Pearl Harbor, Hawaii](#). He then was moved out to Fleet jobs, including command of Carrier Division Six and Carrier Division Four.

After the war, Rear Admiral Pride held important positions relating to Naval Aviation's technical development. From 1947-1951 he served as Chief of the [Bureau of Aeronautics](#), the Navy's material organization for aviation. From 1952-1953, he commanded the Naval Air Test Center, [Patuxent River, Maryland](#).

He returned to the Pacific in 1953, when he received promotion to Vice Admiral, command of the U.S. Seventh Fleet (December 1, 1953 - December 19, 1955) and the first commander of the [United States Taiwan Defense Command](#) (USTDC). During this time, he was featured on the cover of the *Time* magazine (February 7, 1955 issue). Pride served as head of the Seventh Fleet until 1956, when he became Commander, Air Forces, Pacific Fleet.

Pride retired in 1959 as a full Admiral and settled in [Arlington, Virginia](#), where he died in 1988, aged 91. He is buried in [Arlington National Cemetery](#) in [Arlington, Virginia](#).

Many of his papers are stored at the Archives Division of the Smithsonian Institution's [National Air and Space Museum](#), [Washington, D.C.](#)

AWARDS AND HONORS[\[EDIT\]](#)

- [Navy Distinguished Service Medal](#) with gold star
- [Legion of Merit](#) with combat "V" device
- [Navy Commendation Medal](#) with combat "V" device
- [Presidential Unit Citation](#) with star
- [World War I Victory Medal](#) with clasp
- [American Defense Service Medal](#) with clasp
- [American Campaign Medal](#)
- [Asiatic-Pacific Campaign Medal](#) with silver battle star
- [World War II Victory Medal](#)
- [Philippine Liberation Medal](#)

His honors included being a Companion of the [Naval Order of the United States](#) and a member of the National Museum of Naval Aviation's Hall of Honor. The Navy Department also established the Admiral Alfred M. Pride Frigate ASW Readiness Award, for excellence in Anti-Submarine Warfare in the Navy's surface force.

In 1961, Pride was retroactively designated the ninth recipient of the [Gray Eagle Award](#), as the most senior active naval aviator from July 1959 until his retirement later that year."

Evolution of Site:

Hudson Street developed in several stages. Originally it crossed Porter Street which was drawn to continue north as seen on the 1874 maps. By 1884, the Hopkins map has Porter Street ending just beyond where it crosses Hudson. Hudson is not drawn as a continuous road but slightly off-set where it crosses Porter. Porter Street was never actually constructed on the north side of Highland Avenue although there is a small snicket, or a passageway between walls or fences leading from Hudson Street to Highland Avenue. In 1884, only one house existed between Cedar Street and the dogleg and Porter Street was still drawn into the maps. By 1895, most of Hudson Street was built up with the exception of the area around the dogleg. During the 1920s this section of the street served as a node of apartment garages which have within the last 10 years been demolished in favor of larger housing developments. The Pride family had ownership of at least 10 garages.

Architectural Description:

150 Hudson Street is a 2 ½ story 2 bay by 2 bay main block with a lower 2 story rear ell in. The building has been a two-family house since at least 1897 if not earlier. There is a covered front porch landing and a larger rear porch on the side to east. These were reconstructed in 1916. The exterior envelope is covered with beige vinyl siding. The reveal around the windows indicate that the original clapboard and trim is probably intact. The front door is original to the building and has Queen Anne lights in the windows with corner blocks and railroad track trim. A 1920 ten-car concrete block garage with replacement doors remains behind the house. The barn/house and garages that were located at 146 Hudson Street have been demolished and replaced by a 3-unit building.

Summary:

150 Hudson Street was constructed in the late 1880s and inhabited by the Pride and White families for over 50 years. The section of Hudson Street next to the house has been intensively redeveloped in the last fifteen years. The house is primary associated with Alfred Pride and his family, especially with Admiral Alfred M. Pride. Architecturally, the house is a Queen Anne style house emblematic of its period in form and massing. The garages at the rear were commonly added behind many dwellings during the 1920s, although the number is unusual for a domestic house. They may have been rental units or storage for vehicles owned by Alfred M. Pride, builder.

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.*

In accordance with the historic information obtained from *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, such as *Somerville Past and Present*, Staff find 150 Hudson Street 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 house at 150 Hudson Street is found importantly associated with Admiral Pride, the broad architectural, cultural, economic and social history of the City due to the role of the family in the life of the country from early World War I aspirations for peace and an early end to the conflict to the enlistment of Alfred M. Pride, Jr into the navy and his subsequent career. Architecturally it fits with the streetscape of gable ended houses along the road constructed between 1884 and 1895.

The garages are also associated with the Pride family but are not contemporary with the house and are therefore of some significance.

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 or structures (Ordinance 2003-05, Section 2.17.B).

The period of significance as a Queen Anne style for 150 Hudson Street begins in the late 1880s and continues to the present day. It is important as the childhood home of Admiral Alfred M. Pride.

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: Neither the house nor the garages have been moved. They are located in a dense neighborhood of similar homes although more recent infill buildings have been added to the streetscape. The new structure immediately next door echoes the roof line and height of the Pride house with its gable end to the street and similar setback. The garages are minimally visible from the street.

- b. Design: The design of the house is Queen Anne with a side hall plan and entry, single story square bay and decorative paired front doors. The garages are flat-roofed and stepped up the slope in pairs. The garage doors are replacement vertical battens.
- c. Materials: The building materials are hidden behind vinyl siding, although the reveal at the windows indicates that original building fabric will be found beneath. The garage is concrete block with wood doors.
- d. Alterations: The foundation has been parged with cement covering the original brick. As noted above, vinyl siding hides the original materials. The windows have all been replaced with 1/1 window sash. The porch posts and skirts have also been altered. The doors of the garages have been replaced.

Evaluation of Integrity: Beyond the alterations noted above, the house is easily recognizable as a Queen Anne style structure built in the late 19th century due to its form and massing. It is integral to its neighborhood through its siting on the streetscape. The garages are typical of the most simple concrete block garages of the era but are minimally visible from the street.

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 150 Hudson Street historically or architecturally significant.

The subject building is found historically and architecturally significant due to its integrity as a Queen Anne style residence in the context of a group of buildings from the same time period.

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 1890, 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 the house at 150 Hudson Street 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 Admiral Pride, the broad architectural, cultural, economic and social history of the City due to the role of the Pride family in the life of the country from early World War I aspirations for peace and an early end to the conflict to the enlistment of Alfred M. Pride, Jr into the navy and his subsequent career. Architecturally it fits with the streetscape of gable ended houses along the road constructed between 1884 and 1895.

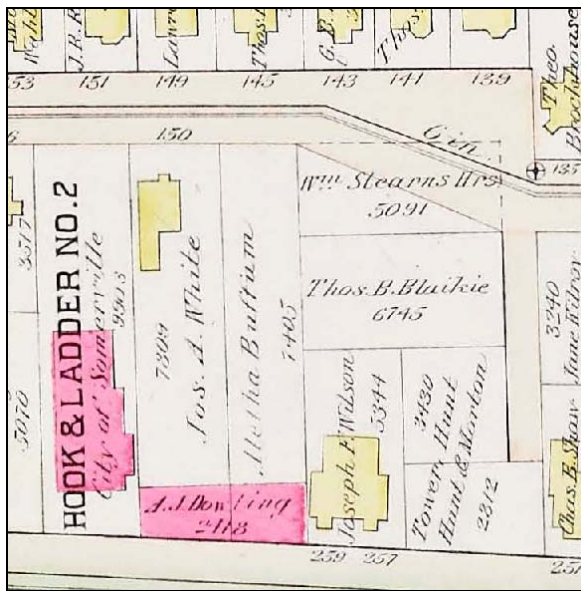
OR

- 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 the house at 150 Hudson Street historically and architecturally significant.**

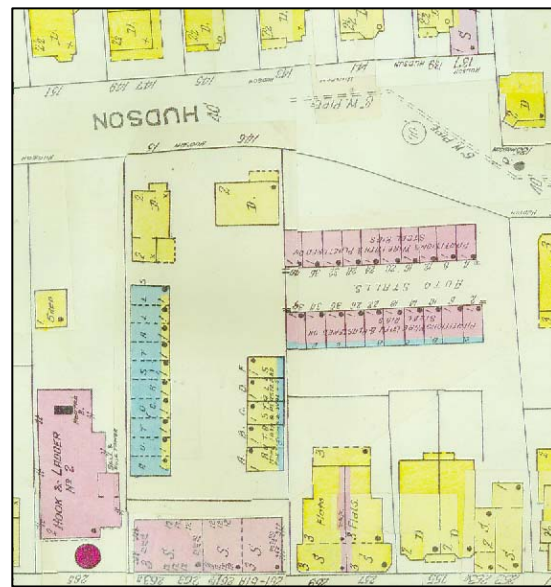
The subject building is found historically and architecturally significant due to its integrity as a Queen Anne style residence in the context of a group of buildings from the same time period.

The period of significance as a Queen Anne style house for 150 Hudson Street begins in the late 1880s and continues to the present day. It is important as the childhood home of Admiral Alfred M. Pride.

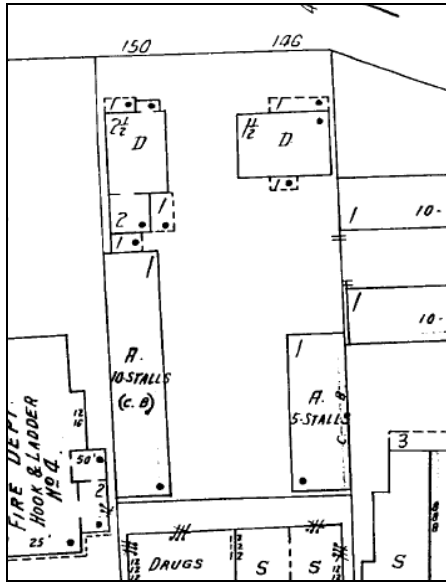
The 1920 garages are easily interpreted as apartment garages constructed in the era of the Model T and are associated with the Pride family. However, they are minimally visible.



1895 Bromley Plate 16

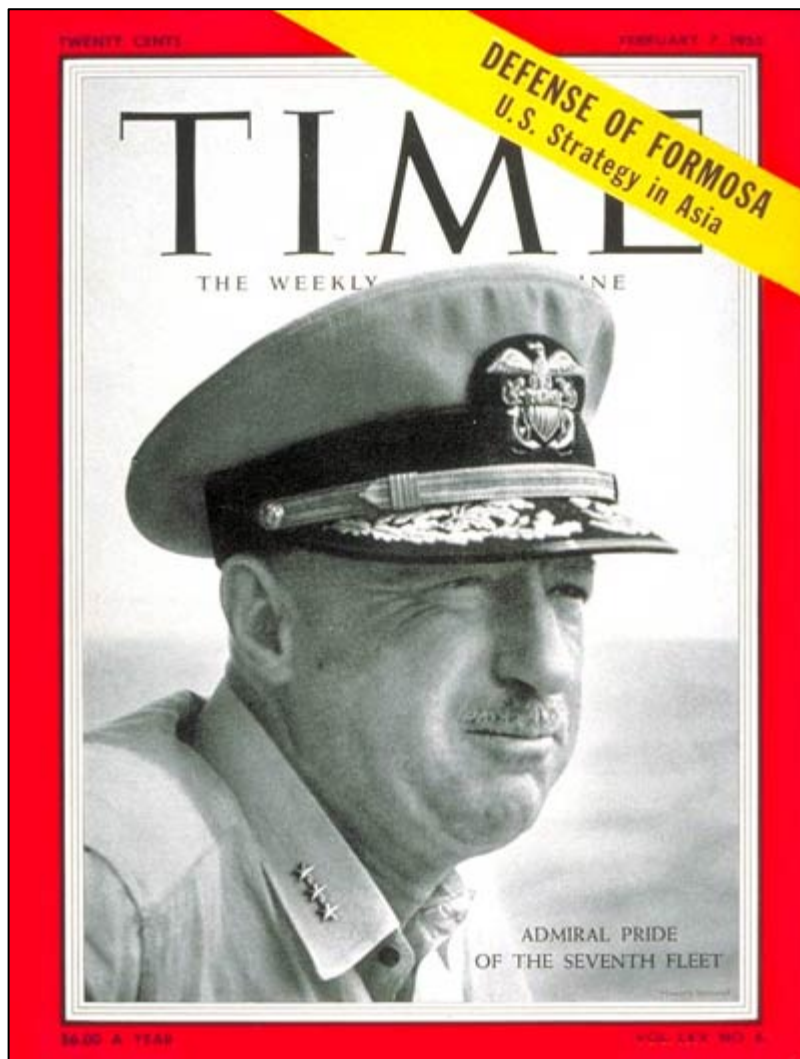
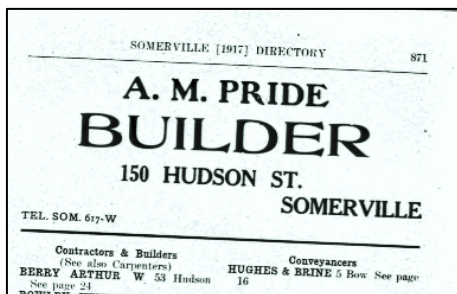


1925 Samborn Plate 31



1934 Sanborn Plate 247





<i>LOCATION</i>	<i>O/ R</i>	<i>NAME</i>	<i>AGE</i>	<i>OCCUPATION</i>	<i>PLACE OF BIRTH</i>	<i>Immigra tion (Natural ization)</i>	<i>SOURCE</i>	<i>NOTES</i>
			1/19/1895				Deed2438/481	Lots 12 & 13 from Associate Investment Company
h. Hudson, 4th from Cedar		Joseph A. White					1889 - 1904 City Directory	
150 Hudson Street		Joseph A. White		Carpenter			1895-1-457 Building Permit	Alter hot water & heating systems
150 Hudson Street		White					1897 City Directory	
150 Hudson Street		Alfred M. Pride		Carpenter			1897 City Report	Jury Duty
Hudson Street		Joseph A. White		Carpenter			1900-1-276 BP	One wood stable, pitched roof
150 Hudson Street	O	Joseph A. White (head)	71	Carpenter & Builder	Maine		1900 US Census	
150 Hudson Street		Emily M. White (wife)	61		Maine		1900 US Census	
150 Hudson Street		Josephine E. White (daughter)	37	Reeler, straw hat factory	Massachusetts		1900 US Census	
150 Hudson Street		Harry G. White (son)	29	Electrician	Massachusetts		1900 US Census	
150 Hudson Street	R	Alfred M. Pride (head)	31	Carpenter	Canada (Eng)	1890 (1894)	1900 US Census	
150 Hudson Street		Grace R. Pride (wife)	23		Massachusetts		1900 US Census	
150 Hudson Street		Alfred M. Jr. Pride (son)	2		Massachusetts		1900 US Census	
		Grace R. Pride	11/17/1909				Deeds 3497/474-745	from Josephine E. White et al.
150 Hudson Street	O	Alfred M. Pride (head)	41	Contractor	Canada (Eng)	1890 (1894)	1910 US Census	
150 Hudson Street		Grace R. Pride (wife)	33		Massachusetts		1910 US Census	
150 Hudson Street		Alfred M. Jr. Pride (son)	12		Massachusetts		1910 US Census	
150 Hudson Street		Emily L. Pride (daughter)	9		Massachusetts		1910 US Census	
150 Hudson Street		Alice W. Pride (daughter)	5		Massachusetts		1910 US Census	
150 Hudson Street		Robert S. Pride (son)	2		Massachusetts		1910 US Census	

<i>LOCATION</i>	<i>O/ R</i>	<i>NAME</i>	<i>AGE</i>	<i>OCCUPATION</i>	<i>PLACE OF BIRTH</i>	<i>Immigra tion (Natural ization)</i>	<i>SOURCE</i>	<i>NOTES</i>
150 Hudson Street		Harry G. White (head)	39	Contractor	Massachusetts		1910 US Census	
150 Hudson Street		Josephine E. (sister)	48	Reeler, straw shop	Massachusetts		1910 US Census	
		Alfred M. Pride					1912 Board of Trade	Member
150 Hudson Street		A. Pride					1914-1-141 Building Permit	Erect 1 cement garage, flat T&G cov roof
Hudson Street		A. Pride					1916-1-19 Building Permit	T&G covering, flat roof, stone found, garage brick
Hudson Street		A. Pride					1916-1-20 Building Permit	Garage, brick/cement bldg., flat roof, T&G covering
150 Hudson Street		Alfred M. Pride		Builder			1917 City Directory	
150 Hudson Street		Alfred M. Pride					1918 City Report	Ward 3 Officer
150 Hudson Street		G. Pride					1920-1-379 BP	10 car gar, spec permit F PC waiving sec 60
150 Hudson Street		G. Pride					1920-1-380 BP	One barn changed to dwe
150 Hudson Street	O	Alfred M. Pride (head)	51	Contractor	Nova Scotia, Canada	1890 (1894)	1920 US Census	
150 Hudson Street		Grace R. Pride (wife)	43		Massachusetts		1920 US Census	
150 Hudson Street		Emily L. Pride (daughter)	19		Massachusetts		1920 US Census	
150 Hudson Street		Alice W. Pride (daughter)	15		Massachusetts		1920 US Census	
150 Hudson Street		Robert S. Pride (son)	12		Massachusetts		1920 US Census	
150 Hudson Street	R	Josephine E. White (head)	58	Reeler, straw shop	Massachusetts		1920 US Census	
150 Hudson Street		Alfred M. Pride		Contractor			1927 City Directory	
150 Hudson Street	O	Grace R. Pride (head)	53		Massachusetts		1930 US Census	
150 Hudson Street	R	Josephine E. White	67		Massachusetts		1930 US Census	

<i>LOCATION</i>	<i>O/ R</i>	<i>NAME</i>	<i>AGE</i>	<i>OCCUPATION</i>	<i>PLACE OF BIRTH</i>	<i>Immigra tion (Natural ization)</i>	<i>SOURCE</i>	<i>NOTES</i>
		(head)						
150 Hudson Street	O	Grace R. Pride (head)	63		Massachusetts		1940 US Census	
	R	Arthur W. White (head)	52	Carpenter, Railway Co.	Massachusetts		1940 US Census	
		Cora L. White (wife)	55		Massachusetts		1940 US Census	
		Barbara White (daughter)	18		Massachusetts		1940 US Census	
			12/30/1948				Deed 7357/493	From Grace R. Pride Lot A, Plan dated August 1948 By T. Corcoran recorded at end of Book 7327, now known as 150 Hudson Street
150 Hudson Street	O	John A. Welch & Dora Mae Welch						
150 Hudson Street		J. Welch					1969-1-62 BP	Rebuild front porch
150 Hudson Street		J. Welch					1969-1-70	Rebuild rear porch
150 Hudson Street	O	John M. Quinn, Sr. & Arlene F. Quinn	11/21/1979				Deed 13842/597	From John A. Welch & Dora Mae Welch
150 Hudson Street		J. Quinn					1981-1-279 BP	Reside w alum siding
150 Hudson Street	O	Michael Santangelo	11/12/2015				Deed 88372/366	From John M. Quinn, Sr. & Arlene F. Quinn