

INTENSIVE-LEVEL ARCHITECTURAL SURVEY

PART II: UPPER MONTCLAIR COMMUTER AREA

Township of Montclair, Essex County, New Jersey

FOR

TOWNSHIP OF MONTCLAIR

&

MONTCLAIR HISTORIC PRESERVATION COMMISSION

205 Claremont Avenue

Montclair, New Jersey 07042

BY

Connolly & Hickey Historical Architects, LLC

P.O. Box 1726

Cranford, New Jersey 07016

973-746-4911

Project No. 2510C

Final Draft: September 30, 2025

TABLE OF CONTENTS

SECTION	PAGE
Title Page	
Table of Contents	1
Acknowledgments.....	2
Project Directory	3
Executive Summary.....	4
List of Illustrations.....	6
Introduction	8
Research Design	18
Setting	19
Historical Overview	28
Data Summary.....	60
Recommendations	76
Bibliography	79
Appendices	
A. Survey Forms	
B. Request for Proposal	
C. Project Team Resumes	
D. Information on Montclair Historic Preservation Commission	

ACKNOWLEDGMENTS

Connolly & Hickey would like to acknowledge the assistance of various individuals from the Township of Montclair and the State of New Jersey in the preparation of this report: Kathleen Bennett, Chair of the Montclair Historic Preservation Commission; Zainab Kazmi, Montclair Township Assistant Planner; Cassidy Deegan, Historic Preservation Specialist and Certified Local Government (CLG) Coordinator for the New Jersey Historic Preservation Office; David Renitsky, CLG Program, and Kinney Clark, Geographic Information Systems Specialist for the New Jersey Historic Preservation Office.



This publication has been financed in part with Federal funds from the National Park Service, Department of the Interior, under the National Historic Preservation Act of 1966, as amended, and administered by the New Jersey Historic Preservation Office. The contents and opinions do not necessarily reflect the views or policies of the Department of the Interior, nor does mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior. Under Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973, the U.S.

Department of the Interior strictly prohibits unlawful discrimination on the basis of race, color, national origin, sex, religion, disability, age, or sexual orientation in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to:

Office of Equal Opportunity
National Park Service
1849 C Street NW
Washington, DC 20240

PROJECT DIRECTORY

PROJECT

PART II: UPPER MONTCLAIR COMMUTER AREA
Township of Montclair, Essex County, New Jersey

CLIENT

MONTCLAIR HISTORIC PRESERVATION COMMISSION (HPC)
TOWNSHIP OF MONTCLAIR
205 Claremont Avenue
Montclair, NJ 07042

- Kathleen Bennett, Chair, Montclair HPC
- Zainab Kazmi, Assistant Planner, Township of Montclair

INVESTIGATING TEAM

CONNOLLY & HICKEY HISTORICAL ARCHITECTS, LLC
P.O. Box 1726
Cranford, New Jersey 07016
973-746-4911

- Margaret M. Hickey, AIA
Historic Preservation Specialist
- Thomas B. Connolly, AIA
Principal Architect
- Renee Stemcovski
Historic Preservation Specialist
- Erika Orellana
Architectural Delineator
- Sophia Bazzanella
Architectural Intern

PROJECT FUNDING

Funding for this Intensive-Level Architectural Survey has been provided in part by the New Jersey State Historic Preservation Office through a Certified Local Government Historic Preservation Grant.

CONDITIONAL STATEMENT

The statements and opinions expressed herein are solely for the use and information of the Township of Montclair, the Montclair Historic Preservation Commission, the New Jersey Historic Preservation Office, and the National Park Service. The opinions reflect the professional judgment of Registered Architects and Historic Preservation Specialists performing services that are usual and customary. These services are performed with care and skill ordinarily used by other Registered Architects and Historic Preservation Specialists when dealing with similar historic resources at the same time and in the same or similar localities. Conclusions drawn in this report are based on those conditions and surfaces that were accessible to the unaided visual observations of the Architect. No warranties or guarantees can be inferred from, or implied by, the statements or opinions contained in this report.

EXECUTIVE SUMMARY

Report Title

Intensive-Level Architectural Survey for Part II: Upper Montclair Commuter Area

Survey Area

The Upper Montclair Commuter Area is in Montclair Township, Essex County, New Jersey, which is in the USGS Orange quadrant. The survey area is roughly bounded by Mt Hebron Road, Park Street, Lorraine Avenue, Valley Road, and the Montclair-Boonton Line of NJTransit, and includes Nassau Road, Patton Place, Potter Court, Alexander Avenue, Garfield Place, Emerson Place, Belden Place, Laurel Place, Laurel Place Plaza, Valley Place, Mountain Place, Lansing Place, Fernwood Place, Jerome Place, Clarewill Avenue, Inwood Avenue, and Clarewill Avenue. Part II: Upper Montclair Commuter Area covers about 0.10 square miles.

Summary of Results

The Part I survey of the Upper Montclair Commuter Area recommended this Part II survey for two reasons. The first was the survey area was reduced due to budget constraints; these included the west side of Valley Road between Lorraine Avenue and Mt. Hebron Road, the west end on the north side of Lorraine Avenue, and along Patton Place and Nassau Road. The second, the east side of Park Street was not included in the original boundary as part of *Historic Preservation Element of the Township Master Plan (HP Element)* developed in 2016 by Building Conservation Associates, Inc. even though the architecture and development along Park Street generally have followed that of the core of the proposed Upper Montclair Commuter Area, and the Part I survey recommended this connection should be further explored.

A total of 219 properties were surveyed as part of Part II, which adds to the 431 properties previously surveyed in Part 1. Most properties in the Part II survey are residential of either single family or multi-family with three commercial buildings at the southwest section of the survey area along Valley Road, Lorraine Avenue, and Belden Place. Of these, one property, the James S. King Residence, located at 798 Valley Road is part of the Artists' Colony - Montclair Multiple Resource Area (MRA), and was listed only in the New Jersey Register only September 29, 1986. Of the 219 properties, the following 15 properties were surveyed as part of the Montclair Historic, Cultural & Architectural Inventory conducted in 1981 of which 197 Lorraine Avenue has been significantly altered: 6 Jerome Place; 668 Valley Road; 672 Valley Road; 4 Mountain Place; 1 Mountain Place; 6 Valley Place; 710 Valley Road; 786 Valley Road; 100 Mt. Hebron Road; 1 Nassau Road, 29 Nassau Road; 509 Park Street; 445 Park Street; 152 Clarewill Avenue, and 197 Lorraine Avenue (the original building, called the Poole House, was significantly renovated in 2015 and is now a condominium). There were no additional *individual* properties determined to be eligible for the New Jersey and National Registers of Historic Places or for local designation.

As part of the development of the Montclair Historic Preservation Element, the Upper Montclair Commuter Area was proposed along with other proposed areas by the HP Element Working Group (Working Group) where other potential districts were Stakeholder-Identified, mostly residents advocating for their neighborhoods. The Working Group consisted of Historic Preservation Commission (HPC) and Planning Board representatives who provided oversight of the *HP Element*. The Working Group recommended these areas

EXECUTIVE SUMMARY

for their potential to “possess a moderate to high level of material integrity, a high level of design cohesion, a distinct architectural identity, and/or clearly convey a significant historic context.”¹

The Upper Montclair Commuter Area reflects a pocket of development in Upper Montclair of middle-class housing that was a draw in the late-19th and early-20th centuries for its proximity to the Greenwood Lake Railroad (now the Montclair-Boonton line of New Jersey Transit) and to the small commercial area centered along Valley Road that began to develop in the 1880s. The houses are predominantly builder- and architect-designed and influenced by the popular styles of the period, with the greatest period of development being from 1904 to 1929 but continued after the Great Depression (1929 to 1939) and World War II (1941 to 1945), creating two more short eras of building until reaching most properties being developed by 1948 in the potential district. The area or potential district has seen little change since c. 1948, creating a cohesive whole reflective of an early-to-mid-20th century appearance including the incorporation of garages showing the rise of importance in the automobile by the 1950s. The recommendations include considering whether this should remain a standalone district or if it would be better served as part of the locally designated Upper Montclair Business Historic District, created in 2006. The history and architecture of this historic district are similar and entwined with the Upper Montclair Commuter Area. However, it may be best for the Upper Montclair Commuter District to stand alone as it would emphasize each proposed districts distinctiveness and would better highlight the architectural character in each district.

Copies of this Survey Report are maintained at the Municipal Building in Montclair Township, New Jersey; the New Jersey Historic Preservation Office in Trenton, New Jersey; and at the offices of Connolly & Hickey Historical Architects, LLC in Cranford, New Jersey.

¹ Raymond M. Pepi et al., *Historic Preservation Element of the Township Master Plan: Township of Montclair, County of Essex, State of New Jersey* (New York: Building Conservation Associates Inc., 2016), 63.

LIST OF ILLUSTRATIONS

FIGURES	PAGE
1. Map of Upper Montclair Commuter Area	
a. Figure 1: North side of Lorraine Avenue, Nassau Road, Patton Place, and south side of Mt. Hebron Road from Valley Road to Park Street	11
b. Figure 2: West side of Valley Road from Oakwood Avenue to Jerome Place	12
c. Figure 3: West side of Valley Road from Jerome Place to Laurel Place	13
d. Figure 4: West side of Valley Road from Laurel Place to Mt. Hebron Road	14
e. Figure 5: East side of Park Street from Lorraine Avenue to Buckingham Road.....	15
f. Figure 6: East side of Park Street from Buckingham Road to Alexander Road.....	16
g. Figure 7: East side of Park Street from Alexander Road to Mt. Hebron Road.....	17
2. Aerial View of the Part II: Upper Montclair Commuter Area	18
3. View looking southeast along Emerson Place toward Valley Road.	21
4. View looking northeast at Nassau Road and the park.	22
5. View looking southeast along Fernwood Place.....	23
6. View looking northwest along Laurel Place towards the railroad crossing.	24
7. View looking south along Park Street, between Buckingham Road and Inwood Avenue.	25
8. View looking south from Nassau Road along Patton Place.....	26
9. View looking west at the cul-de-sac on Potter Court.....	27
10. 1881 <i>Atlas of Essex County, New Jersey</i>	43
11. 1890 Robinson's <i>Atlas of Essex County, New Jersey</i>	44
12. 1904 <i>Map of Montclair and Glen Ridge, New Jersey</i>	45
13. 1906 <i>Atlas of Essex County, New Jersey</i>	46
14. 1907 Sanborn Fire Insurance Map (Lorraine Avenue to Fernwood Avenue).....	47
15. 1907 Sanborn Fire Insurance Map (Glenwood Avenue to Alexander Avenue)	48
16. 1907 Sanborn Fire Insurance Map (Alexander Avenue to Mt. Hebron Road)	49
17. 1933 Real Estate Atlas of Montclair (Lorraine Avenue to Inwood Avenue).....	50
18. 1933 Real Estate Atlas of Montclair (Inwood Avenue to Mt. Hebron Road)	51
19. Historic Image of 798 Valley Road.....	52
20. Historic Image of 9 Laurel Place	53
21. Historic Image of 195 Lorraine Ave	54
22. Historic Image of 473 Park Street.....	55
23. Historic Image of 750 Valley Road.....	56
24. Historic Image of Mountain Avenue Station	57
25. 216 Alexander Avenue	58
26. 10-50 Belden Place	58
27. 1 Emerson Place	58
28. 3 Garfield Place.....	58
29. 1 Lansing Place	58
30. 8 Laurel Place.....	58

LIST OF ILLUSTRATIONS

FIGURES	PAGE
31. 1 Mountain Place.....	59
32. 96 Mount Hebron Road.....	59
33. 2 Nassau Road	59
34. 14 Potter Court.....	59
35. 9 Valley Place.....	59
36. 748 Valley Road	59
37. 5 Fernwood Place	60
38. 6 Jerome Place.....	60
39. 217 Lorraine Avenue	60
40. 509 Park Street	60
41. 732 Valley Road	60
42. 543 Park Street	60
TABLE	PAGE
1. Summary of Survey Data.....	66

INTRODUCTION

Project Overview

The purpose of the Part II: Upper Montclair Commuter Area Intensive-Level Architectural survey is to identify individual properties or potential historic districts that would be eligible for listing on the New Jersey and National Registers of Historic Places and/or meet the criteria for local designation. The survey was performed in accordance with the New Jersey Historic Preservation Office's *Guidelines for Architectural Survey: Guidelines for Historic and Architectural Surveys in New Jersey* and the requirements established for Certified Local Governments (CLGs). The survey was performed by historic preservation consultants from Connolly & Hickey Historical Architects, LLC, working with the Montclair Historic Preservation Commission.

The project consisted of a historic resources survey of 219 properties. The Upper Montclair Commuter Area district is located at the north end of Montclair Township, and just south of Mt. Hebron Cemetery and the campus of Montclair State University, both of which sit at the boundary between Montclair and Clifton, which is in Passaic County. The boundary of the Upper Montclair Commuter Area as laid out in the *Historic Preservation Element of the Township Master Plan* is as follows: the south side of Mt Hebron Road from Carlisle Road to Park Street; the west side of Valley Road from Mt Hebron Road to Oakwood Avenue; Nassau Road; Patton Place; Alexander Avenue, west of Valley Road; Garfield Place; Emerson Place; Beldon Place; Laurel Place, between Valley Road and Laurel Plaza; Laurel Plaza; Valley Place, east of the railroad tracks; Mountain Place; Lansing Place; Fernwood Place; Jerome Place, east of the railroad tracks; the north side of Lorraine Avenue, from #219 to Park Street, including #147; the east side of Park Street from Lorraine Avenue to Mt Hebron Road; 152 Clarewill Avenue; and 145 Inwood Avenue. When the Part I and Part II surveys are combined, the survey area totals 649 properties.

The Upper Montclair Commuter Area includes primarily residential properties, with several exceptions:

- As part of the original survey, the non-residential buildings include:
 - Lacordaire Academy is located at the corner of Lorraine Avenue and Park Street and consists of a Queen Anne former residence, an auditorium and gymnasium, and a former carriage house converted for school use.
 - The Presbyterian Church of Upper Montclair, which occupies property at the insertion of Inwood Avenue, Duryea Road and Fernwood Avenue on the east side of Norwood Avenue. The complex consists of a Gothic Revival stone church building with a two-story stone, stucco, and half-timbered Parish center that abuts the church on its north side, and a detached parsonage facing south towards Inwood Avenue.
 - The Memorial Home for Aged, a senior care facility on Fernwood Avenue.

Lacordaire, constructed in 1894, the Church, constructed in 1907 and expanded in 1911, and the Age Home, constructed in 1923 reflect their appearance from their time of construction.

- As part of the expanded survey, the non-residential buildings include:
 - 10-50 Belden Place was constructed in 1984 and serves as an office complex and sits on the east side of the railroad. Given its date of construction, this building would be a non-contributing resource.
 - 732 Valley Road is the Montclair Pharmacy, which was built in 1930 and opened in 1933 as Keil's Pharmacy.

INTRODUCTION

- 736 Valley Road is a former residence now serving as a real estate office and is located on the same block as the pharmacy.

In the expanded survey, there are also a few apartment or condominium buildings particularly between the railroad and Valley Road and adjacent to the Upper Montclair Business Historic District. These include:

- 6 Jerome Place, which was constructed in 1941 on the Radburn model, consists of four adjoining buildings each containing two units and garages. This complex continues to reflect its original construction.
- 197 Lorraine Avenue, a two-and-one-half story frame building, was significantly altered in 2015 based on street view images showing the final landscaping being completed in that year.
- 658 Valley Road is a complex of six interconnected two-story with basement brick apartment buildings with common entrances to each segment. This complex was constructed in 1947 and reflects changing attitudes and architectural delineation of apartment living and as a means of addressing affordability and housing shortages after World War II. The buildings, executed with Colonial Revival detail, brick construction, and simple roof forms, retain their architectural integrity.

The residential buildings in the proposed historic district were primarily constructed within the first 40-plus years of the 20th century, with some exceptions, to provide single-family residences on substantial to moderate lots to the growing middle and upper-middle classes. There is an intermingling of apartments and commercial structures particularly near the business area and Valley Road, which has served as a major connecting road since the early-20th century. The families that moved to the region during this time were able to take advantage of easy transportation to New York and Montclair's scenic beauty at the base of Second Mountain of the Watchung mountain range.

The scope of work included a physical survey of the resources, photography, architectural descriptions, historical research, and determinations of eligibility and significance. Historic research was conducted at the Montclair Public Library, the Montclair Local History Center, the Montclair Planning Department, as well as through several online sources.

Approximately 150 hours of survey fieldwork were conducted, which included filling out a survey form for and photographing each property. As with any outdoor fieldwork, the surveying was somewhat dependent on the weather, but otherwise there were no constraints. Due to the survey being conducted in the summer, vegetation was in full bloom, and this occasionally made it difficult to fully view and/or photograph the resources. Properties along Valley Road, Mt Hebron Road, and Park Street, which are heavily trafficked roads, often had large evergreen trees and dense hedges set along the sidewalk to block out the traffic noise, so in some instances the houses were only visible through a small break in the hedge line or at the driveway access. The resources were viewed only from the street and sidewalk; there was no access to the properties themselves, thereby limiting descriptions to the front and readily visible portions of side elevations.

INTRODUCTION

Proposed District Boundary Maps including the original survey area with less emphasis on the hatching to show the Part II Survey Areas.



INTRODUCTION

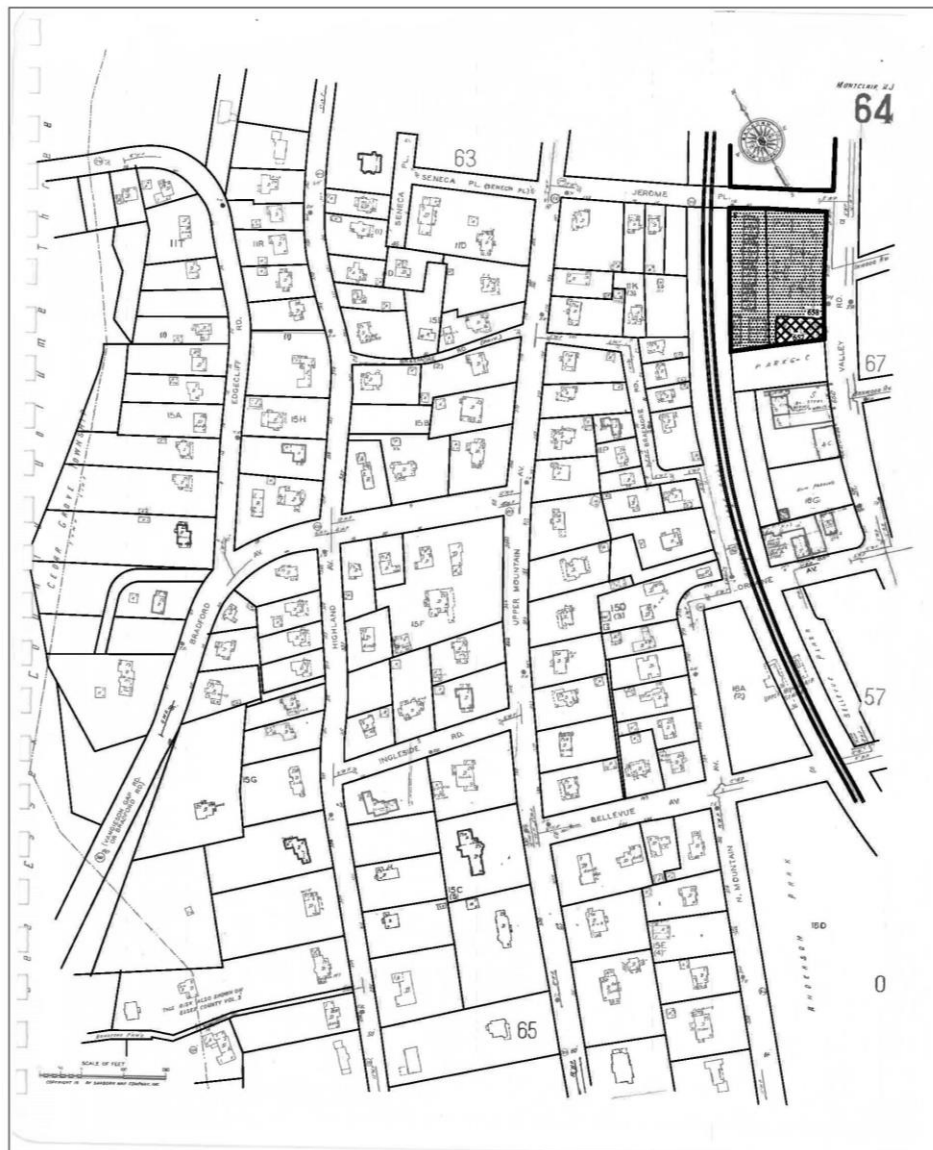


FIGURE No. 2



PART II: UPPER MONTCLAIR COMMUTER AREA
PROPOSED DISTRICT BOUNDARIES
BASE MAP: 1986 SANBORN MAP

CONTRIBUTING
RESOURCE
(PROPOSED)

NON-CONTRIBUTING
RESOURCE
(PROPOSED)

KEY CONTRIBUTING
RESOURCE
(PROPOSED)

INTRODUCTION



FIGURE No. 3



PART II: UPPER MONTCLAIR COMMUTER AREA
PROPOSED DISTRICT BOUNDARIES
BASE MAP: 1986 SANBORN MAP

CONTRIBUTING
RESOURCE
(PROPOSED)

NON-CONTRIBUTING
RESOURCE
(PROPOSED)

KEY CONTRIBUTING
RESOURCE
(PROPOSED)

INTRODUCTION



FIGURE No. 4



PART II: UPPER MONTCLAIR COMMUTER AREA
PROPOSED DISTRICT BOUNDARIES
BASE MAP: 1986 SANBORN MAP

CONTRIBUTING
RESOURCE
(PROPOSED)

NON-CONTRIBUTING
RESOURCE
(PROPOSED)

KEY CONTRIBUTING
RESOURCE
(PROPOSED)

INTRODUCTION

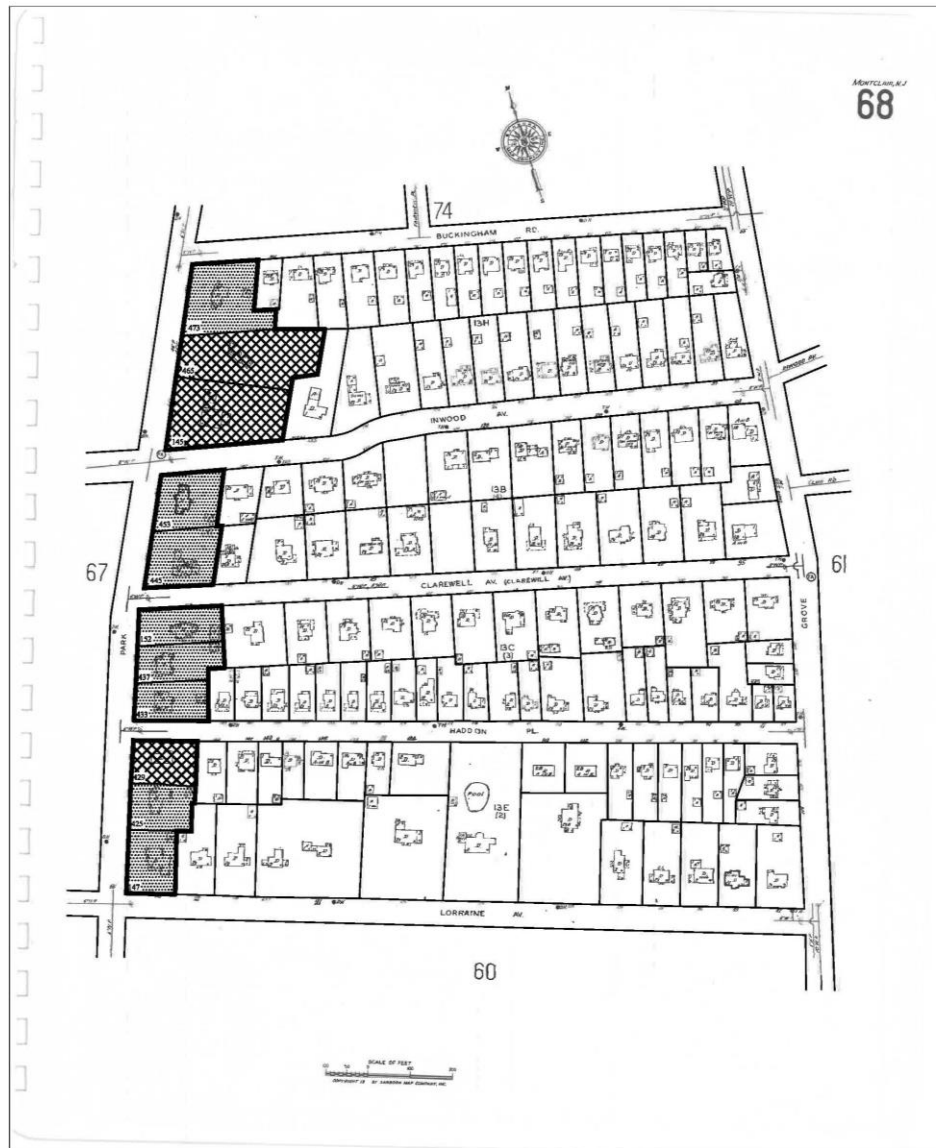


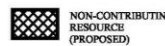
FIGURE No. 5



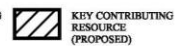
PART II: UPPER MONTCLAIR COMMUTER AREA
PROPOSED DISTRICT BOUNDARIES
 BASE MAP: 1986 SANBORN MAP



CONTRIBUTING
 RESOURCE
 (PROPOSED)



NON-CONTRIBUTING
 RESOURCE
 (PROPOSED)



KEY CONTRIBUTING
 RESOURCE
 (PROPOSED)

INTRODUCTION



FIGURE No. 6



PART II: UPPER MONTCLAIR COMMUTER AREA
PROPOSED DISTRICT BOUNDARIES
BASE MAP: 1986 SANBORN MAP

CONTRIBUTING
RESOURCE
(PROPOSED)

NON-CONTRIBUTING
RESOURCE
(PROPOSED)

KEY CONTRIBUTING
RESOURCE
(PROPOSED)

INTRODUCTION



FIGURE No. 7



PART II: UPPER MONTCLAIR COMMUTER AREA
PROPOSED DISTRICT BOUNDARIES
BASE MAP: 1986 SANBORN MAP

CONTRIBUTING
RESOURCE
(PROPOSED)

NON-CONTRIBUTING
RESOURCE
(PROPOSED)

KEY CONTRIBUTING
RESOURCE
(PROPOSED)

INTRODUCTION

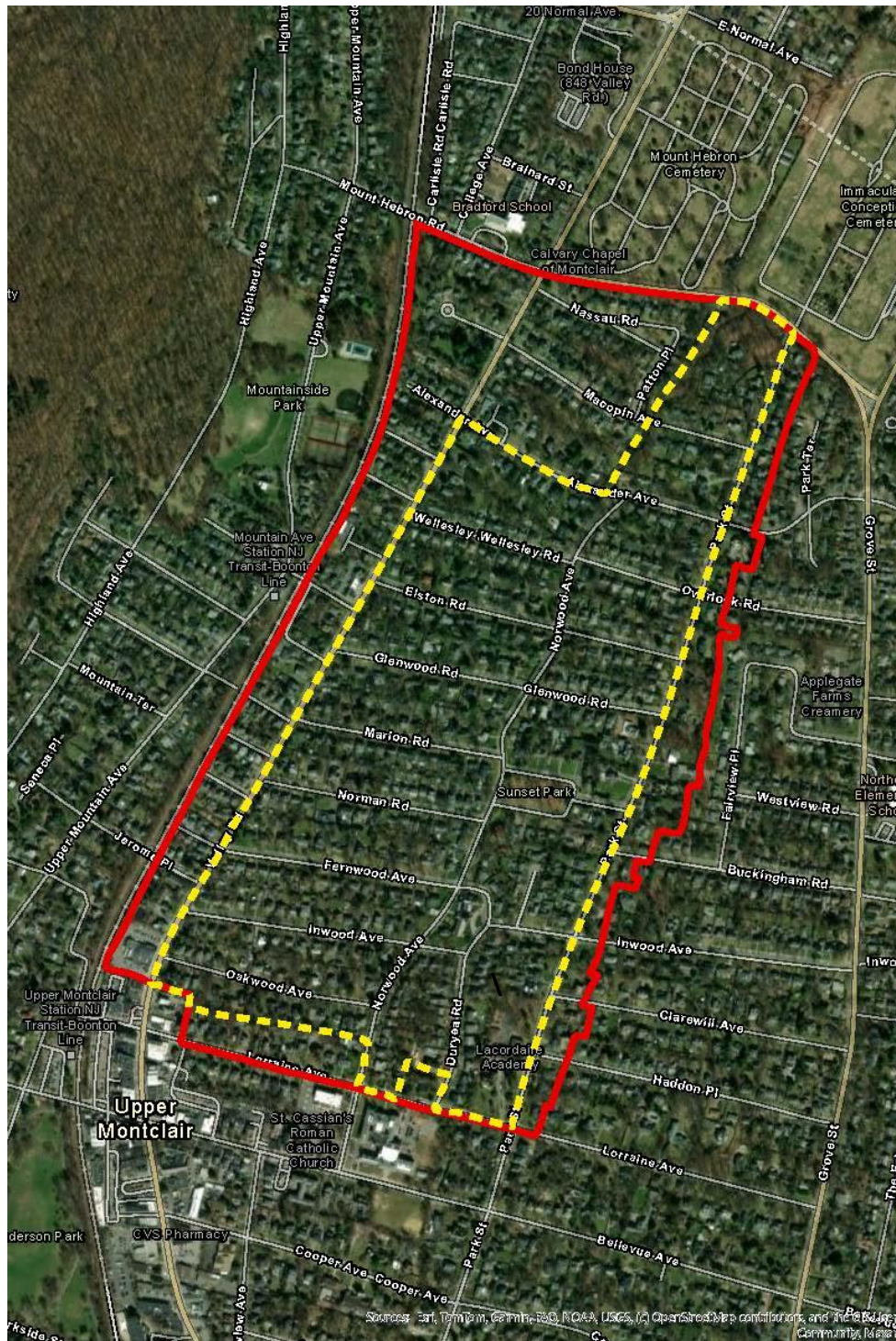


Figure 2
Aerial View of the Part II: Upper Montclair Commuter Area

RESEARCH DESIGN

Objective

The objective of the Intensive-Level Architectural Survey is to identify potential individual properties or historic districts eligible for listing on the New Jersey and National Registers of Historic Places and/or that meet the criteria for local designation.

Survey Area

The proposed survey area was determined by the Montclair Historic Preservation Commission and the New Jersey Historic Preservation Office based on the *Historic Preservation Element of the (Montclair) Township Master Plan (HP Element)* prepared by Building Conservation Associates, Inc. under the guidance of the Township and HPC, as well as the Intensive Level Survey of Upper Montclair in 2022. The Historic Preservation Element document covered 16 areas, six parks, and three streetscapes to determine historical and architectural significance, which determined the boundaries of potential historic districts including the Upper Montclair Commuter Area. This area was deemed worthy of additional study because:

it “exhibits several distinct phases of housing development intended to accommodate Montclair’s significant commuter population. The area consists of two-to-three story single-family houses with large front porches built in a variety of traditional styles, including Queen Anne, Craftsman, and Colonial Revival. Houses within the area are characterized by their medium-sized lots, front yards, and siting on wide streets.”

Methodology

After an initial project meeting with Kathleen Bennett, Chair of the Montclair Historic Preservation Commission, Zainab Kazmi, Assistant Planner, and State Historic Preservation Office personnel, the consultants researched the history and development of Montclair with a focus on the survey area. This research utilized historic maps and atlases; books on the history of Montclair, Bloomfield, and Essex County; research at the Montclair History Center; and several online resources including but not limited to city directories, the U.S. Federal and New Jersey census records, photographic catalogs, and newspaper articles. Since the Project Team has a good understanding of the history of Montclair from the previous survey work, and specifically the survey areas, the survey fieldwork began simultaneously with historic research.

Montclair Township Geographic Information System (GIS) data and tax maps were used to create a survey field form for each resource. A property-by-property survey of all resources was completed in a logical progression and included taking photographs of each property and writing notes on the building’s form, fenestration, materials, style, and setting. These notes were used to write an architectural description and a description of setting for each resource, which were entered into the survey database. When possible, historic photographs and images, maps and newspaper information were used to determine any changes to a property. Unfortunately, historic images were limited and not available for most properties in the survey area. A review at the Montclair Township Planning Department provided a year of construction for all buildings. These dates were compared with historic maps and atlases to confirm their accuracy. Due to the strict time constraints of the project, more in-depth research and a file review at the Township’s Buildings Department and the Clerk’s Office was not possible. This research could provide more concrete dates for when roads were laid out and subdivisions were created, and when buildings may have been renovated and to what extent. However, the available historic maps and atlases and the Township tax records were sufficient for gathering most of the information needed for this intensive-level survey.

SETTING

Natural Environment of the Survey Area

The greater survey area (including Parts I and II) is at the north end of Montclair Township, in what is called Upper Montclair. Upper Montclair is located southwest of Montclair Heights and the Mt. Hebron and Immaculate Conception Cemeteries, which are located along Mt. Hebron Road. The First Mountain is Upper Montclair's western boundary, Bloomfield is its eastern boundary, and Watchung Avenue is its southern boundary. The Upper Montclair Commuter Area is about in the center in the east/west direction and occupies the northern half of Upper Montclair proper between Valley Road and Park Street. The Part II survey area is the outer boundaries of the core including the more heavily travelled roads of Lorraine Avenue, Valley Road, Mount Hebron Road and Park Street. Each of these are through streets that connect the Upper Montclair Commuter Area to points north, south, east and west in Montclair.

Topographically, there is a ridgeline at the northwest end of the area that slopes down toward the east to another slight ridge east of Park Street. This natural topographical change is reflected in the dramatic slope of the terrain from Valley Road to Park Street, with the steeper slopes located in the Part I section along Nassau Road and Patton Place, which is set between Valley Road to the west and Park Street to the east. A small brook from the First Mountain runs in a general west/east direction through the backyards of the houses on the south side of Macopin Avenue until Patton Place and then crosses the road north along the backyards of the houses at the private road of Park Street before continuing east to connect with the Third River. Portions of this brook pass along the houses at the east end of Mt. Hebron Road where it intersects with Park Street. The streets west of Valley Road that are set between the road and the railroad are generally flat with a slight slope up to the west. The railroad is only slightly raised as all the crossings, which are located at Lorraine Avenue (this section of Lorraine is part of the Upper Montclair Business Historic District, Jerome Place, Laurel Place, and Mt. Hebron Road, are at grade. The proposed boundary of the district on its western edge is either the railroad or a few buildings east of the railroad. The railroad station is located on the west side of the railroad at Laurel Place and set parallel to Laurel Place Plaza. On the opposite side of the proposed core district, Park Street is a second ridge from First Mountain so the properties along this street tend to sit level with Park Street but with sloping rear yards or where the grade has been manipulated, with retaining walls along the street to create more level yards.

The setbacks differ. Where the properties are nearer the railroad, the lots tend to be smaller than in the core and have moderate front and rear yards in comparison. The houses are also set close together with minimal side yards. The properties on Nassau Avenue and Patton Place tend to be more generously sized and more in line with the properties in the core where the depth between streets is broad so, despite the setbacks, each house, except for a property located at corners, has substantial backyards. The properties on the east side of Park Street tend to be generous but so are the houses while still retaining a moderate front yard, and generous side and rear yards.

Attached garages are rare for houses built prior to 1940, which are most of the properties west of Valley Road and south of Alexander Road, along Nassau Road and Potter Place and along Park Street. There are exceptions for properties developed after 1940. The greatest confluence of houses with attached garages are found on Potter Court and a handful of properties on the west side of Valley Road along Mt. Hebron Road. The houses along Nassau Road at its north end back up to Mt. Hebron Road, so the south side of the road houses these properties' garages.

SETTING

Every street in the survey area is tree lined, but the age of the trees varies from old growth to younger trees; the young trees appear to be a result of replanting, likely due to a combination of disease and storm damage to older trees, which is typical for this region. Most front yards have grass-covered lawns, foundation plantings, ornamental plantings and a mix of younger and old-growth deciduous and evergreen trees. Many properties along Valley Road have tall evergreen hedges to help drown out the noise of the highly trafficked street; Valley Road is probably one of the most trafficked streets in Upper Montclair as it connects it with Montclair State University and Routes 3 and 46 to the north and Montclair's central business district and Bloomfield Avenue to the south. The sidewalks are either concrete or bluestone, with concrete being the more predominant sidewalk material. Each street has at least one side of the street with a sidewalk, except for Inwood Terrace, Laurel Place Plaza, Valley Place, Mountain Place, Fernwood Place, and Mt. Hebron Road east of Valley Road. All the electrical lines are above ground, running along the rear property in the southern half of the district and along the street at the sidewalk verge in the northern half of the district, including all of Valley Road and Park Street. Street lighting is set overhead on dedicated rectangular concrete poles in most places, except where it has been replaced or where it attached to the utility pole.



Figure 3

View looking southeast along Emerson Place toward Valley Road.

SETTING



Figure 4
View looking northeast at Nassau Road and the park.

SETTING



Figure 5
View looking southeast along Fernwood Place.

SETTING



Figure 6
View looking northwest along Laurel Place towards the railroad crossing.

SETTING



Figure 7
View looking south along Park Street, between Buckingham Road and Inwood Avenue.

SETTING



Figure 8
View looking south from Nassau Road along Patton Place.

SETTING



Figure 9
View looking west at the cul-de-sac on Potter Court.

SETTING

Built Environment of the Survey Area

At the Upper Montclair Commuter Area, most of the housing stock throughout the survey area is a fine example of early-20th-century single-family, suburban residential architecture for the middle and upper middle-classes. The buildings date primarily from 1904 to c. 1950 with slower development occurring prior to 1900 and after 1940. The architectural styles range, but there is a high concentration of the Colonial Revival style or vernacular homes with Colonial Revival style influences. Mixed in with these are Tudor Revival, some Craftsman, Queen Anne, and late-Victorian-influenced residences. Most buildings within the survey area retain the distinguishing characteristics of their type, style, setting, materials, massing, and method of construction; they also retain distinctive features such as gables, gambrels, dormers, porches, fenestration patterns, and their spatial relationship with the street and their neighbors. Some houses have formerly open porches that are now enclosed. Many buildings have rear additions, but most are barely visible from the front due to their sympathetic placement and scale. The use of synthetic siding and/or replacement windows is not common, and where found, do not significantly impact the integrity of the surrounding context.

HISTORICAL OVERVIEW

Developmental History of Montclair

Montclair Township, a railroad suburb located along the First Watchung Mountain, has seen consistent and prolific development through much of its history with the majority of the residential areas remaining fairly static from the early-to-mid-20th century, with portions of the commercial areas, particularly those in the vicinity of Bloomfield Avenue, seeing significant high-density development through the last few decades of the 20th century and into the present century. Some of this intense development is beginning to make its way into many of the neighborhoods, especially those adjacent to Bloomfield Avenue, with teardowns or large additions to modest homes becoming more prevalent. Upper Montclair has not seen as much change as the business district retains its early 20th century architectural character, and though the adjacent residential neighborhoods still see teardowns and large additions, this appeared to help limit the level of alterations unlike elsewhere in Montclair.

While much of the Township reflects its development from the late-19th century through to today, Montclair's history dates to the 17th century. The current boundary of Montclair was part of the survey performed by Jasper Crane in 1675 that included west of present-day Newark through to the ridge of the Watchungs. Crane and his family were descendants of early settlers to Connecticut that moved to and began to develop land in what are present-day Newark, the Oranges, Bloomfield, Belleville, Nutley, and Montclair in the mid-17th century. Montclair, initially referred to as Cranetown and included portions of present-day Glen Ridge and Bloomfield, was developed as populations in Newark increased. A "highway" was ordered to be laid from Newark as far as the mountain in 1681, and it is believed that development began around that time.² Development formed around the two streams that stemmed from the Watchungs: Second River (later known as Toney's Brook) flowed through Cranetown in a southeasterly direction toward present-day Bloomfield (near Bloomfield Avenue), and Third River, which flowed from the northeast to the northwest into Bloomfield (nearer present-day Nutley). Both rivers discharged to the Passaic River (at present-day Belleville). By 1697, there were at least a few residences at the head of the Second River owned by early settlers, such as Jasper Crane, Thomas Huntington, Samuel Kitchell, and Aaron Blatchley as noted when Azariah Crane applied for a tannery near their homes.³ Whittemore, in his 1894 *History of Montclair Township*, named numerous properties throughout present-day Montclair that had at least been surveyed by their owners by 1700 but not necessarily developed, so there were only a handful of residents in the area into the early-18th century in Cranetown.

Throughout much of the 18th century, the area was settled for agricultural purposes and maintained a strong connection with Newark for goods and services, so growth was slow. However, it was not until after the American Revolution, during the growth toward economic independence regionally, that manufacturing, in the form of mills, developed along the two rivers. Israel Crane, a descendant of the original settlers, was the first to develop a cotton and woolen mill along Toney's Brook in 1812. In 1830, a local was quoted as noting that the Second and Third Rivers were a main source for the township's wealth and for its conversion into a primarily manufacturing village.⁴ Development was also helped by the construction of the Newark and Pompton Turnpike in 1806, which helped to bring new residential and business development to the region. With this growth, the area had been renamed West Bloomfield in 1812 after Bloomfield separated from

² Elizabeth A. Milliken, "Montclair," *Encyclopedia of New Jersey*, (New Brunswick, New Jersey: Rutgers University Press, 2004).

³ Henry Whittemore, *History of Montclair Township. New Jersey; including the history of the families who have been identified with its growth and prosperity*, (New York: The Suburban Publishing Company, 1894), 20-21.

⁴ Whittemore, 37.

HISTORICAL OVERVIEW

Newark. Because West Bloomfield was part of Bloomfield proper, most statistics reference both areas. However, the numbers were still significant; by 1832, the village of Bloomfield and West Bloomfield was said to contain “about 1,600 inhabitants, above 250 dwellings, 2 hotels, an academy, boarding school, 4 large common schools, 12 stores, 1 Presbyterian Church, 2 Methodist churches, [one in Bloomfield and one in West Bloomfield]; a very extensive trade,”⁵ which included tanning, shoemaking, and hat making. It was further noted “the following manufactories are considered annexed to the town – two woolen factories, 1 mahogany saw mill, 1 cotton mill, 1 rolling mill, 1 calico print works, 2 saw mills for ordinary work, 1 paper mill, 1 grist mill.”⁶ The introduction and expansion of manufacturing helped spur a change in the region from one of agriculture to one of increased manufacturing, but it was the introduction of the railroad that had the greatest impact to the region by spurring increased residential development for the wealthy and middle class who were attracted to the “healthfulness of the locality and the beauty of its surroundings.”⁷

The development, known as Cranetown, is only a part of the history of the development of Montclair Township in the 17th, 18th and early-19th centuries. While settlers from Connecticut moved west from Newark to develop Cranetown, a large Dutch American⁸ settlement was established in what is most of present-day Passaic County and included the portion of the town from present-day Watchung Avenue to the borders of Cedar Grove to the west and Clifton to the northeast. Numerous histories note (and appear to repeat each other) that the Dutch Americans laid out their farmland in “parallel strips along the northern Newark border back to the mountain.”⁹ This area, currently referred to as Upper Montclair, was originally called Speertown, presumably after the Speer Family that owned a large amount of property in the area encompassing present-day Montclair State University, the mountain range toward Cedar Grove, and the land east and west of Valley Road including Mt. Hebron Cemetery. The two communities were connected by present-day Valley Road (also referred to as Speertown Road). According to one publication, in 1834 Speertown had “20 to 30 dwellings, one tavern, a Dutch Reformed Church, and a school,”¹⁰ which was over a relatively large area reinforcing the understanding that the village was primarily made up of family farms. Like many Dutch American settlements in northeastern New Jersey, development was slow in most communities with a focus remaining on agricultural pursuits and aligned manufacturing, such as saw and grist mills, to support the local community well into the mid-19th century. For some communities, such as for the Dutch American in Speertown, change in development was spurred by the arrival of the railroad. While for others, such as the west edges of Bergen and Passaic counties, it was not until the integration with other communities of different cultural backgrounds brought about by increased reliance on the automobile that agriculture made way for suburban development.

With the introduction of the railroad in 1856 through the construction of the Morris and Essex Railroad, development in the region was focused more in West Bloomfield since the rail line connected West

⁵ Whittemore, 38.

⁶ Whittemore, 38 – 39.

⁷ Whittemore, 39.

⁸ Based on research conducted for Dutch-Colonial or Dutch American architecture in Morris, Passaic and Bergen Counties by this firm, the term “Dutch American” is preferred for the articulation of houses constructed by this cultural group because they are distinctive to this country and continued to be utilized albeit in modified and evolved forms beyond the Colonial Period and into the Early National Period.

⁹ Eleanor McArey Price, “Historic Resources of Montclair Multiple Resource Area”, National Register of Historic Places Inventory-Nomination Form, (Montclair, NJ: Preservation Montclair, 1986), Section 8, page 5.

¹⁰ Price, Section 8, page 5.

HISTORICAL OVERVIEW

Bloomfield with Newark and ferry terminals to the east. With successful manufacturers, well-established educational institutions, and a long-established residential base in West Bloomfield, the introduction of the railroad may have been seen as a natural outgrowth of the work that preceded it.¹¹ Local residents encouraged its construction, knowing it would increase property values and spur residential growth. The area was renamed Montclair in 1860, and in 1868 it separated from Bloomfield to form its own government. According to the “Historic Resources of Montclair Multiple Resource Area,” initial increased development was adjacent to the railroad stations and the new homes were of modest size built in popular styles of the mid-to-late-19th century, such as Gothic Revival, Carpenter Gothic, Italianate, and Second Empire.¹²

For Upper Montclair, there was some focused development along Bellevue Avenue and Speertown Road by the mid-19th century. However, it was not until the introduction of the Greenwood Lake Railroad in 1873 that the village became a commuter suburb and began its integration with the region formerly known as Cranetown. It was at this time, with four railroad stations within the Montclair Township boundaries, that residential development grew even more rapidly, eventually touching most of the town by 1920; the last spurt of development for those areas that remained farmland occurred in the 1940s and 1950s, essentially capped by the growth of heavy reliance on the automobile. From the 1870s through to the Great Depression, most of the township was developed to attract wealthy and upper-middle-class residents; a few select areas developed for the working class that supported the waning manufacturing, but mostly to house the servants that worked for these newly arrived upper and middle-class families. Simultaneously with the residential development came an increased demand for civic structures, religious institutions, and commercial areas. Between 1890 and 1920, several churches supporting a variety of denominations were constructed, with many churches and parish centers designed by the leading architectural firms of the period.¹³ Since the Township was expansive, 6.3 square miles, and included the two villages of Speertown and Cranetown, commercial structures were built in clusters including Watchung Plaza, Upper Montclair, along Bloomfield Avenue creating a central business district, Grove Street, and in the vicinity of Pine Street at Glen Ridge Avenue and Bay Street. The commercial buildings from the late-19th to the early-20th century in each area were spaced close together and were of one to three stories, except along Bloomfield Avenue, where taller structures were found intermittently. Some were a mix of commercial buildings on the ground floor and apartments above with single and multifamily dwellings on the peripheral streets, especially along Bloomfield Avenue, Grove Street, and near Pine Street; these served as a buffer to neighborhoods that were predominantly made up of single-family residences.

Residential growth was initially centered on the four train stations in Montclair but greatly expanded after the first trolley line was made operational in 1898. It travelled along Bloomfield Avenue between Caldwell and Newark, helping to better connect the former villages of Cranetown and Speertown. The combined expansion of passenger rail service, in particular to Speertown, and the trolley helped to turn former agricultural property into suburban developments. This was further spurred by a second trolley line, which was completed in 1898 and travelled along Valley Road between Upper Montclair and Orange. As Montclair developed, the trolleys also permitted class separation so that residents of the working-class neighborhoods, such as Pine Street, Wheeler, South End, Frog Hollow, and North Fullerton/Forest Street, could readily make their way to the more affluent neighborhoods along Upper and North Mountain Avenues, and Upper

¹¹ Price, Section 8, page 13.

¹² Price, Section 8, page 22.

¹³ Price, Section 7, page 179.

HISTORICAL OVERVIEW

Montclair. (The Valley Road trolley line ceased operation in 1928, but the one along Bloomfield Avenue ran until 1952; the lines were replaced by buses.)¹⁴

The rapid increase in residential construction at the turn of the 20th century is seen in the census data between 1900 and 1910. The population in 1900 was just under 14,000 and by 1910 had exceeded 21,000 people.¹⁵ As the areas around the train stations were built out, development spread to former agricultural land along the base of the mountain in Upper Montclair and at the south end of the Township. Where in the mid-19th century, the architecture was typically vernacular in nature with only a handful of known architect-built residences, at the turn of the 20th century residences, civic buildings, churches and other construction was guided by architects, many of whom made Montclair home and were considered prominent in their field at the time. Numerous buildings were published in the professional journals, such as *American Homes and Gardens*, touting their designs or the innovative use of the new technologies being employed in construction. The “Historic Resources of Montclair Multiple Resource Area” prepared in 1986 sufficiently summarizes the importance of the architecture and the numerous designers and builders who contributed to Montclair’s architectural aesthetic and “contribute to the quality of the residential architecture.”¹⁶ The homes in the wealthier communities tended to employ the popular architectural styles of the period, with Tudor Revival, Colonial Revival, Shingle, Queen Anne, and Craftsman being the most prevalent. The use of plan books and simplified versions of the styles were also used for single-family residences that were constructed by developers for the newly arriving middle-class families. These developments strived to offer the same quality of construction and architectural styling as the larger architect-built homes, but on smaller lots for more affordable prices.

Although residential growth was rampant in Montclair in the closing years of the 19th century and the early years of the 20th century, housing was not necessarily equal and not every neighborhood was open to every community. Immigrants from Europe beginning in the mid-to-late 19th century were typically clustered at the south end of Montclair in neighborhoods such as Pine Street. As these immigrant communities became more economically stable by gaining steady employment in various trades, they tended to move to the more middle-class and predominantly white neighborhoods in Montclair or to neighboring communities. Census data show that while African Americans initially shared South End, Frog Hollow, Pine Street, and North Fullerton/Forest Street neighborhoods with immigrants, these areas became predominantly African American after the immigrants left and remained so into the 20th century.

The African-American community consisted primarily of migrants from the southern states who came to Montclair for the various forms of employment available. According to the *Montclair African-American History Resource Guide* prepared for the Montclair Public Library, African Americans came to Montclair to work not only as domestic help for the growing wealthy families in Montclair and surrounding towns but for other employment. Oral histories performed as part of that study showed workers in the public sector as teachers, firefighters, and postal workers, and in the private sector as secretaries, chemists, bankers, nurses,

¹⁴ Marisa Shaari, “In Montclair, trolleys clanged till 1952 (History and Heritage),” *Montclair Local*, December 24, 2021, <https://montclairlocal.news/in-montclair-trolleys-clanged-till-1952-history-and-heritage/>.

¹⁵ 1910 United States Census, Montclair, Essex County, New Jersey, *Ancestry.com*.

¹⁶ Price, Form, 3.

HISTORICAL OVERVIEW

and numerous other occupations.¹⁷ Many workers were often the first to hold their position in town. Montclair also offered opportunities for private business, especially on Bloomfield Avenue and in the South End. Despite these opportunities, these African-American men and women and their growing families experienced racism and, in particular, segregation in housing, business, and education, creating the previously noted distinct neighborhoods that were predominantly African-American.¹⁸ For instance, housing in Upper Montclair was not available to African-Americans well into the mid-20th century due to discriminatory real estate practices, which did not end until the Fair Housing Act of 1968.¹⁹ This created a racial imbalance in not only the neighborhoods but in education with African-American children attending Glenfield and Nishuane Schools and white students attended the Upper Montclair schools. These practices of racial discrimination in both housing and education were challenged beginning in the mid-20th century by African-American residents who were supported by the NAACP.²⁰

The types of housing available to African-Americans was also different than that available in the growing neighborhoods in predominantly white neighborhoods. These included two- and three-family residences and low-rise walk-up apartment buildings to meet the demands of the growing African-American community, which increased to a population of 5,000 by 1916. Nationally, multifamily housing in the early-20th century in growing suburbs were typically two to two-and-one-half stories and featured either a common entrance or two separate entrances, a front porch or stoop, private living facilities, typically one unit on the first floor and additional units on the upper floors, simple (repetitive) floor plans, and simple detailing but reflecting a residence rather than an apartment building. The low-rise walk-up apartment buildings reflected a departure from the tenement buildings found in neighboring cities in the 19th century by offering improved window exposure, better plan layouts including private kitchens and baths, and repetitive layouts along a double-loaded corridor at each floor level. They were often constructed to maximize the property by building on or close to the property line, and therefore often lacked fenestration on their side elevations to allow for other construction to abut. Multifamily residences and low-rise apartment buildings as described above are chronicled in the changes as seen in the historic maps and remain present in the landscape today in the Pine Street, South End and other working-class and middle-class neighborhoods. They were constructed to provide a building solution to address the needs of rapid expansion by affording an efficient use of land that had become scarce by the early-20th century, while also being located near public transit (train and trolley lines) and infrastructure. Although constructed to be economical, the architecture was articulated using the popular architectural styles from the period but with plan forms that were repetitive and provided only basic accommodations.²¹

The diverse architecture in terms of scale and use of style elements in Montclair in the upper and middle-class neighborhoods as well as in the working-class neighborhoods led to interesting, fully formed streetscapes by the mid-20th century. Montclair faced some stagnation in the 1970s through to the early 2000s brought about by the lack of newly buildable land forcing residential growth to move west in most of the state's early railroad suburbs, the fact that large houses were sometimes difficult to maintain due to high

¹⁷ Elizabeth Shepard, Asantewaa Gail Harris, and Kenneth French, *Montclair African-American History Resource Guide* (Montclair, NJ: Montclair Free Public Library, 2002), 128.

¹⁸ Shepard, et al, 123.

¹⁹ Shepard, et al, 116.

²⁰ Shepard, 115-116.

²¹ Sally F. Schwenk, "Working-Class and Middle-Income Apartment Buildings in Kansas City, Missouri", National Register of Historic Places Multiple Property Documentation Form, (Kansas City, MO: Sally Schwenk Associates, Inc., 2007), Section E, pages 30 – 32.

HISTORICAL OVERVIEW

living and energy costs, and other national economic influences. Since the early 2000s, the Township has seen extensive growth particularly along its commercial center, Bloomfield Avenue, and some smaller commercial areas, such as Pine Street, due to improvements in rail transportation to New York City and an increase in high and moderate-rise apartment buildings that have spurred investment in commercial properties, investments in arts and cultural institutions, investment in individual homes as an outgrowth of higher property values, and an interest to maintain Montclair as a desirable residential community.

Development of the Upper Montclair Commuter Area

As previously noted, Upper Montclair remained rural with little development except along Bellevue Avenue and Speertown Road until the mid-19th century, and it was the introduction of the railroad that brought about an increase in residential development that was specifically constructed to attract upper and middle-class families to the area. The railroad was brought to Upper Montclair and other areas of Montclair not previously connected by rail through the efforts of local leaders. They created a new service, the Montclair Railway, in 1867 to rival the Morris & Essex Railroad that serviced primarily the former Cranetown area.²² Mr. Julius Pratt, a Montclair resident, as well as others convinced “the New York, Oswego and Midland Railway to change the route of their projected railroad”²³ which had planned to connect Middletown, NY to Greenwood Lake and would have given them a connection to Paterson and the Hudson River.²⁴ This new route, completed in 1872, was more expensive. The railroad ended up building both lines, but also defaulted on their bonds in 1873.²⁵ The rail route connected Jersey City and Greenwood Lake, New York and was eventually taken over by the Erie Railroad in 1889 with greater success.²⁶ An article (or self-promotion) in the *New-York Tribune* in June 1911, called this line “the ‘gateway to the mountain and lake region of Northern New Jersey.’ It links to old Manhattan”, Bloomfield, Montclair, Upper Montclair, and “many other picturesque suburban places.”²⁷ by direct rail route.

By 1884, the first station (the Upper Montclair Station) was constructed at Upper Montclair, within the present-day business area. This station was replaced with a larger station in 1892, which was expanded in 1899 in a design that worked with the architecture that was developing along Valley Road and Bellevue Avenue in the late-19th century, that is, the Tudor Revival style.²⁸ The expansion and growth of the railroad station and service to the area corresponded with the residential growth in Upper Montclair in the late-19th and into the early-20th century. The Mountain Avenue Station, which is located southwest of Laurel Place and Laurel Place Plaza, was constructed in 1893 in the Tudor Revival style. Based on the proximity of both the Upper Montclair and Mountain Avenue Stations at the south end and near the north end of the Upper Montclair Commuter Area respectively, the residents were well served and the proximity to the two stations as well as the trolley line served as draws for the residential development in the early 20th century. Both

²² Debra David, “A Very Short History of the Train Stations in Montclair, NJ,” Montclair Neighbors, May 2018, 13.

²³ “Killing Our Goose”, *The Montclair Times*, (8 October 1964), 16.

²⁴ “Killing Our Goose”, 16.

²⁵ “Killing Our Goose”, 16.

²⁶ Constance M. Greiff, Charles H. Ashton, Richard Meyer, and Nicolas A. Tino, Jr., “Operating Passenger Railroad Stations in New Jersey”, Multiple Properties, National Register of Historic Places Nomination. (Available from the Internet: https://npgallery.nps.gov/NRHP/GetAsset/NRHP/64000496_text), 65.

²⁷ “Has Mountain and Lake Charms: Realty Assets of the Great Suburban Region Traversed by the Greenwood Lake Division of the Erie Railroad”, *New-York Tribune* (New York, New York, 4 June 1911), Sun, page. 67.

²⁸ The Upper Montclair Station was mostly destroyed by fire in 2006 and rebuilt in 2010 in the same style but modified and currently serves as a restaurant.

HISTORICAL OVERVIEW

stops at these stations are in use today, but the buildings, still owned by New Jersey Transit, have been converted for new uses. The Upper Montclair Station is a restaurant, and the Mountain Avenue Station is a residence. The three dwellings on the north side of Laurel Place, numbers 5, 7 and 9, were all built in 1909 by Albert G. Brooker for \$3,700 each.²⁹ East of these properties is the Montclair Pharmacy at 732 Valley Road, which was built in 1930 and opened in 1933 as Keil's Pharmacy. Herman Keil and his family operated the pharmacy for three generations until they sold it in 2018 to Benzer Pharmaceuticals. In the 1940s the pharmacy had a soda fountain and by the 1960s it was converted into a deli counter.³⁰

The area of the survey for this report is bounded by Mt. Hebron Road to the north. As such, a short discussion on the Mt. Hebron Cemetery and the Immaculate Conception Roman Catholic Cemetery are included because these large swaths of open space help to define the northern boundary of the Upper Montclair Commuter Area. According to the history of the Montclair Heights Reformed Church, the Mount Hebron Association was formed in 1863 for the purpose of buying land for a cemetery and over two acres were purchased at that time from Peter G. Speers. By 1900 the cemetery had increased to 18 acres, and today it covers 30 acres. Immediately adjacent and to the east of Mt. Hebron Cemetery is the Immaculate Conception Roman Catholic Cemetery, which was dedicated in 1895, currently covers over 30 acres, and borders Clifton to its north.

The two oldest streets in the district are Park Street and Valley Road. The oldest building on either street – and the oldest building in the district – is 771 Valley Road. Johannes van Winkle is the first known resident, who constructed the west wing of the house circa 1740. John Sigler purchased the property in 1797 and expanded the house in 1815. Sigler died in 1834, and his family continued to live there until the early 1860s. Jerome Place, laid in the 1890s, is named for Jerome Sigler, a relative of John. The first mayor of Montclair, Amos Broadnax, resided at 771 Valley Road from 1863 until the Financial Panic of 1873.³¹ One of the more well-known residents of the district, George W. DaCunha (1838-1917), purchased the house and 64 acres of land from the Howard Savings Bank in 1881. Originally from Madeira, Portugal, DaCunha immigrated to the United States in 1847 at the age of nine.³² While people from Portugal had been immigrating to New Jersey since at least 1725, Portuguese immigration did not begin to take off in large numbers until the early 20th century.³³ During the 1840s, a total of 550 people emigrated from Portugal to the United States.³⁴ In 1862, DaCunha married Rosina Whiteside (1838-1912), and during the Civil War (1861-1865), he served as a First Lieutenant in the Union Army. The DaCunhas moved to Montclair the following decade. George was greatly involved in the development and politics of the town and worked professionally as an architect in Montclair and New York City.³⁵ The 1900 U.S. census lists ten residents at 771 Valley Road: George and Rosina DaCunha; two African American servants; and three pairs of boarding couples. The servants were Mary

²⁹ "Many Fine Dwelling Houses," *The Montclair Times*, May 1, 1909, 1.

³⁰ Jaimie Julia Winters, "Keil's Changes Hands After 85 Years," *Montclair Local*, March 15, 2018, <https://montclairlocal.news/2018/03/montclair-keils-business-pharmacy/>.

³¹ Mary McKnight, "Full of Human Drama: Records of Old Upper Montclair House Give Interesting Glimpses of Former Owners," *The Montclair Times*, April 5, 1962, 33.

³² Montclair History Center Archives

³³ Charles F. Cummings, "Roots of the Portuguese in Newark Can Be Found in Three from Old Guard," *The Star-Ledger*, June 5, 1977.

³⁴ Benjamin Bailey, History and Description of Portuguese Immigration and the East Providence/SE New England Portuguese Community [unpublished paper], Amherst, MA: University of Massachusetts Amherst; 2000, available from: https://works.bepress.com/benjamin_bailey/63/.

³⁵ Montclair History Center Archives

HISTORICAL OVERVIEW

Young (age 24) and Charles Valentine (age 17), both born in Virginia. The boarders included Alexander and Mabel Brownlie, William and Susan Clark, and Harry and Julia Rainsford. In 1903, the Brownlies moved next door to 767 Valley Road.³⁶ The DaCunhas remodeled and added Victorian elements to the home during their residency, including a porch addition in 1900. The house was modernized again in the 1930s by Ralph Crum, and numerous times since, giving the property its unique architectural appearance.³⁷

Another noteworthy house on this street was 798 Valley Road, the home of artist James S. King. During the late nineteenth century, art colonies began popping up outside of major cities as artists sought out nature and an escape from overly industrialized areas. King was a member of the Montclair Art Colony, along with other artists such as George Inness Sr. and Thomas Manly.³⁸ King studied at the Art Student's League, the National Academy of Design, and L'Ecole des Beaux-Arts, and was considered one of the best portrait etchers in the United States at the time. His work has been featured in the Montclair Art Museum, as well as the Art Institute of Chicago, the Boston Art Club, the Corcoran Gallery, the National Academy of Design, the Paris Art Museum, the Pennsylvania Academy of Fine Art, and the Society of Independent Artists.³⁹

473 Park Street was designed by local architect Clifford C. Wendehack in 1926 for Albert and Marjorie Betteridge. The house was featured in *The Architectural Forum* and is described as follows:

"This house is rather more sophisticated but no less attractive than the three simple New England houses preceding. A combination of common brick, stucco and half-timbering gives this house an English quality, which is very popular with home builders today, - also it is a style particularly appropriate for wooded locations, such as are found in Westchester County and eastern New Jersey. Although the square footage of this house is not large, the height of the steep pitched roof gives additional space for servants' rooms on the third floor. There is more regularity to the plan than the picturesque and unsymmetrical exterior would suggest. A spacious stair hall separates the living room and dining room. Back of the latter is a good sized pantry and excellent kitchen, the kitchen having windows on two sides, which is a desirable arrangement whenever possible. The materials used in constructing this house include brick and stucco on wood frames, slate for the roof, steel casements for the windows, oak for the floors and interior trim, steam for the heating, and sand-finished plaster for the interior walls. The cubic footage is 50,301 and it was built in 1926 for about \$27,926."⁴⁰

Other Wendehack designs featured in the magazine include the John R. Wildman house at 130 Bellevue Ave and the Julia D. Hawkins house at 167 Eagle Rock Way, both in Montclair. Wendehack's architectural designs were heavily inspired by the Tudor Revival, Colonial Revival, French Normandy Revival, and Spanish Revival styles, and while he did design some residential properties, he worked primarily on clubhouses. In 1929, he published *Golf & Country Clubs*, which became the leading book on clubhouse design for 80 years. Examples

³⁶ *The Society Blue Book for the Oranges, N.J.*, (New York: Dau Publishing Co., 1903).

³⁷ McKnight, "Full of Human Drama," 33.

³⁸ Jaimie Julia Winters, "Montclair's magnetic appeal to artists," Montclair Local, May 21, 2021, <https://montclairlocal.news/2021/05/montclairs-magnetic-appeal-to-artists/>.

³⁹ Eleanor Price and Maynett Breithaupt, *National Register of Historic Places: Historic Resources of Montclair Multiple Resource Area: 798 Valley Road* (Montclair, NJ: Preservation Montclair, 1985).

⁴⁰ C.C. Wendehack, Architect, "House of A.E. Betteridge, Esq., Montclair, N.J." *The Architectural Forum*, May 1928, 713.

HISTORICAL OVERVIEW

of his clubhouses in New Jersey included the Woman's Club of Maplewood (the Woodland); Forsgate Country Club, Monroe; North Jersey Country Club, Wayne; Ridgewood Country Club, Paramus; and Rock Spring Golf Club, West Orange. His style was described as "using prominent gables, chimneys and stonework to convey permanence and solidity while evoking an approachable hominess through prominent entryways and gathering spaces and large welcoming fireplaces."⁴¹

DaCunha had Alexander Avenue laid east of Valley Road in 1889, bisecting his property from Valley Road to Grove Street. In 1903, an ordinance was passed to install a sewer line for Alexander and Norwood Avenues.⁴² Homes began to be constructed on Alexander Avenue the following year. On the north side of the street, across from 771 Valley Road, is 205 Alexander Avenue, constructed in 1906. It was designed by Effingham R. North (c.1871-1934), an architect from Montclair, who also designed the present-day Fire Station No. 2, located on the west side of Valley Road between Bellevue and Cooper Avenues.⁴³ The house was built for Margaret W. McCloud, the niece of Rosina W. DaCunha, and her family. Margaret's husband, James, worked as an insurance broker in New York City, and the family remained in the city during their home's construction. As such, George W. DaCunha helped to oversee the house's completion.⁴⁴ The McClouds, like the DaCunhas, also employed domestic servants. In 1910, this included George and Moses Scott, two African American men from North Carolina who worked as a cook and a butler, respectively.⁴⁵ Along with Emerson Place and Garfield Place, Alexander Avenue west of Valley Road was laid in 1909 by the North End Realty Company.⁴⁶

In 1886, Lorraine Avenue was laid by Joseph Lux.⁴⁷ Charles H. Huestis purchased thirteen acres from Lux in 1888 to build a home at 4 Duryea Road, originally accessed via Lorraine Avenue. Huestis chose to move to Montclair from New York City because he claimed the environment was beneficial to his health.⁴⁸ Originally a private residence, the main house and a carriage house at 155 Lorraine Avenue were built in 1894 for Dr. Morgan Ayers, a prominent figure in the community. In 1920, the Dominican Sisters of Caldwell purchased the property and converted it into a private Catholic school for girls, known today as Lacordaire Academy.⁴⁹

Located to the north of Lacordaire is 444 Park Street. Constructed in 1894, this house was first occupied by the Gould and Trafford families. Local directories indicate that this dwelling was used as a multi-generational and multifamily home for the first several decades. It was home to not only New York City commuters, but also educators who taught at the New Jersey State Normal School (Montclair State University).

During the 1890s and 1900s, Inwood and Fernwood Avenues were developed by Timothy G. Sellw. Originally from New York, Sellw purchased various properties in Montclair totaling 120 acres that he

⁴¹ Clifford C. Wendehack (1884-1948), The Woman's Club of Maplewood, Clifford C. Wendehack (1884-1948), Maplewood Historic Preservation Commission, Maplewood, NJ.

⁴² "Town of Montclair," *The Montclair Times*, May 2, 1903.

⁴³ Montclair History Center Archives

⁴⁴ Eleanor Price, "205 Alexander Ave.," Preservation Montclair, February 20, 1981.

⁴⁵ 1910 United States Census, Montclair, Essex County, New Jersey, *Ancestry.com*.

⁴⁶ "Real Estate Transactions," *The Montclair Times*, December 4, 1909, 6.

⁴⁷ "Township Committee," *The Montclair Times*, October 23, 1886.

⁴⁸ Eleanor Price, "4 Duryea Rd.," Preservation Montclair, November 14, 1984.

⁴⁹ Helen Fallon, "Lacordaire is Turning 100!" *Montclair Neighbors*, December 2019, 12.

HISTORICAL OVERVIEW

eventually developed. He lived at 462 Park Street, north of the intersection of Inwood Avenue, and worked in New York City as an office furniture manufacturer.⁵⁰ The original home no longer stands, and the current dwelling at the address was built in 1936. Sellew held services for the local Presbyterian community in his home before a chapel and manse at 53 Norwood Avenue were built in 1907.⁵¹ Sellew gave the land and then also helped to build the church with Reverend George A. Paul. The stones used to construct the Gothic Revival Church in 1911 came from the Montclair Quarry Co., which was operated by Horace S. Osborne and Arthur S. Marsellis.⁵² The quarry was located west of Upper Mountain Avenue along the ridge of First Mountain and below Mills Reservation's⁵³ southern and eastern cliffs; it extracted trap rock and brownstone and operated from 1890 until 1918.⁵⁴ Sellew also built the houses numbered 170, 174, 180, 182 and 184 Inwood Avenue between the years 1896 and 1904. These six houses were owned by George and Ella Booth, who rent them until they were purchased by their tenants.⁵⁵ The Booth family lived on Claremont Avenue, which is in the Cranetown section of Montclair, and George Booth is listed as a real estate owner in the 1900 U.S. Federal Census, a builder in the 1905 New Jersey State Census and a builder/mason in the 1910 U.S. Federal Census. George was from England, and his wife was born in New Jersey. Their home on Claremont Avenue was a two-family dwelling that they owned.

In 1906, Fernwood Avenue was extended west of Valley Road and differentiated as Fernwood Place. Around the same time, the Upper Montclair Lawn Tennis Club built a tennis court and clubhouse near the present location of 218 and 222 Inwood Avenue, which was most likely demolished for the construction of the houses in 1910 and 1929 respectively. Sellew also constructed 205 Fernwood Avenue with a large carriage house in 1900 that was eventually converted into a separate residence in 1930, now addressed as 35 Norman Road.⁵⁶

Oakwood Avenue first appears on maps in 1890 with the western portion built through R.M. Boyd's land, however, the first homes are built on what was Joshua Clark's land at the end of the decade. Several newspaper advertisements in the early 20th century show residents of the street looking to hire domestic help, including the Calef family at 32 Oakwood Avenue⁵⁷ and the Appelbee family at 42 Oakwood Avenue.⁵⁸ In the early 1930s, much of the landscaping on the street was designed by Ralph Hancock, a Welsh-born landscape architect.⁵⁹ Directories state that he resided at 34 Oakwood Avenue in 1931 and 1932. A notable example of his work can be seen at 58 Oakwood Avenue, with a stone wall running along the front of the property.

⁵⁰ *Baldwin's Directory of the Oranges and Townships of Essex County*, (Orange, New Jersey: J.H. Baldwin, 1896).

⁵¹ Eleanor Price, "53 Norwood Avenue," *Preservation Montclair*, March 1982.

⁵² Philip Edward Jaeger, *Images of America. Montclair: A Postcard Guide to Its Past*, (Dover, New Hampshire: Arcadia Publishing, 1998), 69.

⁵³ Mills Reservation was established in 1954 and today is 157-acres of preserved land part of the Essex County Park System.

⁵⁴ Helen Fallon, "Interesting elements of Mills Reservation (Part 2 of 2)," *Montclair History Center*, April 20, 2020, Accessed September 9, 2022, <https://www.montclairhistory.org/new-blog/2020/3/26/interesting-elements-of-mills-reservation-part-2-of-2>.

⁵⁵ Gary Sachau, "174 Inwood Ave.," *Preservation Montclair*, July 17, 1981.

⁵⁶ Eleanor Price, "205 Fernwood Avenue," *Preservation Montclair*, February 19, 1981.

⁵⁷ "Help Wanted – Women," *The Montclair Times*, July 24, 1915.

⁵⁸ "Help Wanted – Women," *The Montclair Times*, September 19, 1914.

⁵⁹ "America and the Rockefeller Center," *Ralph Hancock f.r.h.s.* online, 2018, <http://www.ralphhancock.com/americaandtherockefellercenter>.

HISTORICAL OVERVIEW

Elston Road was the next street to be laid out, cutting through land owned by W.H. Power and Phoebe Pearce in 1901. Notable homes include 30 Elston Road, a unique Colonial Revival house designed by H. Herbert Wheeler,⁶⁰ and 18 Elston Road, designed by Albert S. Phillips, an architect from Newark. The latter is also a Colonial Revival, first owned by Theodore S. Holbrook. It was known as “Briar Birch” and was featured in the July 1911 issue of *American Homes and Gardens*. The house is described as being influenced by Pennsylvania colonial architecture.⁶¹ Some years later, Holbrook moved to 135 Norwood Avenue. This dwelling is a unique example of the Craftsman style in both its design and positioning; it is set center block, but its primary façade faces north instead of west toward Norwood Avenue.

Glenwood Road was completed in 1902, with the oldest homes built to the east of Norwood Avenue. An article in *The Montclair Times* in 1906 advertised lots for sale on Glenwood and Elston Roads by real estate agent William H. Parsons. The lots are specifically stated to be near the trolley line on Valley Road and the Mountain Avenue train station, highlighting the importance of public transportation to potential residents.⁶² This enabled early residents of the street, like Stephen Powell of 9 Glenwood Road and Joseph A. Vanderwater of 12 Glenwood Road, to commute into New York City to work in the paper industry and as a clerk, respectively.⁶³ The Mountain Avenue Station, built intentionally as a passenger station, was only a short walk away for these professionals. Properties on Glenwood Road were also sold by Frank T. Clute, a real-estate developer from Watervliet, New York, and husband of Charlotte Pearce Clute, a relative of Phoebe Pearce. Tax maps from 1902 show that Clute owned land on both the north and south sides of the street. Additionally, he owned 217 Lorraine Ave, built in 1880, and several properties on Lansing Place. The home address for Clute changed numerous times, indicating that he would have houses built, would sell them during his occupancy, and would then move on to other lots.⁶⁴

Sunset Park was laid in 1906. However, it was originally known as Sunset Parkway. A small park, Sunset, divides the street into three parts, with the north and south branches referred to as Sunset Parkway North and South, respectively. The name of the streets was eventually simplified in 1924 per the suggestion of W. Hetherington Taylor, resident at 490 Park Street, on the northwest corner of Sunset Parkway and Park Street, and, at the time, president of *The Montclair Times*.⁶⁵ The park was gifted by the George Blanchard family, the first resident of 490 Park Street, the Timothy Sellev family, and the Erwin Crane family, all of whom owned land in the surrounding area.⁶⁶ The town encouraged the creation of parks during this time period, as they were believed to help children become “model citizens” and they increased property values of surrounding homes.⁶⁷ The oldest house on the street is 7 Sunset Park. Alfred H. Dyson, one of the earliest residents, was an inventor who was awarded several patents relating to telephones, including a dial calling device and a telephone switch.⁶⁸ While the lots had been established for many years, the four houses on the south side of Sunset Park were not constructed until 1950.

⁶⁰ Eleanor Price, “30 Elston Road,” *Preservation Montclair*, February 16, 1981.

⁶¹ Paul Thurston, “Two Types of Colonial Houses,” *American Homes and Gardens*, 8, no. 7 (1911): 270-271.

⁶² “Real Estate for Sale,” *The Montclair Times*, April 7, 1906.

⁶³ *Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona 1908*, (Newark: The Price & Lee Company, 1908).

⁶⁴ Kathleen Bennett, “Information for Upper Montclair Commuter District,” email, 2022.

⁶⁵ “Street Extension Advanced,” *The Montclair Times*, March 26, 1924.

⁶⁶ “Meeting of Commissioners,” *The Montclair Times*, February 24, 1917.

⁶⁷ Lorraine Haskins, *Citizens in Action: The Activities of the Montclair Town Planning Board During the 1930s* [unpublished paper], located at: Montclair History Center Archives.

⁶⁸ “Many Patents in May,” *The Montclair Times*, June 9, 1917.

HISTORICAL OVERVIEW

The next streets to be laid were Marion and Norman Roads in 1909, and Macopin Avenue in 1911. The architect Dudley Van Antwerp (1867-1934) designed three houses in this district: 44 Norman Road, built in 1909, 561 Park Street, built in 1914, and 3 Macopin Avenue, built in 1915. The latter is a unique example of the Craftsman style in Montclair, designed for Reverend George D. Hulst, who was a pastor at the previously mentioned Montclair Heights Reformed Church.⁶⁹ Van Antwerp designed over five hundred buildings during his career and worked primarily in the Craftsman style, of which he had an individual interpretation.⁷⁰ Suburbanization and the growth of the middle class in the early 20th century allowed architects like Van Antwerp to experiment with different single-family housing styles.⁷¹ He occasionally collaborated with his wife, Hilda, an artist, crediting her as an associate or interior designer on architectural projects.⁷² Van Antwerp was inspired by Dutch American architecture, complementing Upper Montclair's Dutch Colonial history, and can be seen in his work, such as the windmill motif in the oriel window on the façade of 3 Macopin Avenue.

Buckingham Road was first laid as Smith Avenue in 1911, although no houses were built until 1919. In 1922, the name was changed to Buckingham Road,⁷³ mostly likely after the Buckingham Company, which developed numbers 107, 115, 119, and 123 the year prior.

Wellesley and Overlook Roads were the next streets to be laid, in 1921 and 1927, respectively. These two streets are reflective of the population and construction boom seen in Montclair during the 1920s, as thirty of the thirty-three dwellings on these streets were constructed during this decade. The most common styles that can be seen here are Tudor Revival and Colonial Revival, with its subtypes, following popular architectural trends.

Nassau Road and Patton Place were developed in the 1920s by Aaron W. Godfrey, who was a dabbler in many industries before settling on real estate development. Godfrey, according to a *Montclair Times* article about his receiving an honorary degree from Princeton University, his alma mater, in 1931, noted he was born and raised in New York City and attended Columbia Preparatory School. After attending Princeton, he spent time in Mexico, worked as a reporter for the Philadelphia Press, as an editor for the Newark Evening News, and as an insurance agent for New York Life Insurance Company before becoming a developer in Montclair. The article touts his love of books, his extensive library, and his involvement with Princeton including serving on the Council of Friends of the Princeton Library.⁷⁴ Godfrey saw the construction of the railroad station at Upper Montclair as an important criterion for attracting residents and businessmen and their families in New York and neighboring towns to the region. He used the vocabulary of the popular architectural styles, namely the Tudor Revival, Craftsman and Colonial Revival, in the new homes constructed from 1922 to 1927. The houses were primarily constructed by the Lombard Construction & Realty Company,

⁶⁹ Eleanor Price, "3 Macopin," *Preservation Montclair*, February 13, 1981.

⁷⁰ Montclair Historical Center Archives.

⁷¹ Majda Kallab Whitaker, "All in the Family: Arts & Crafts, Dudley Van Antwerp and His Creative Relations," *The American House* 36, no. 1 (Spring 2016): 11.

⁷² Whitaker, "All in the Family," 3.

⁷³ Harry Trippett, "Town of Montclair: Pending Ordinance," *The Montclair Times*, February 25, 1922, 7.

⁷⁴ "A.W. Godfrey Gets Honorary Degree," *The Montclair Times*, June 20, 1931, 1 and 11.

HISTORICAL OVERVIEW

for a median cost of \$5,800.⁷⁵ The housing offered every internal amenity for a family of means: yards, quiet tree-lined streets, and a small park at the juncture of Nassau Road and Patton Place, essentially a wealthy enclave in Montclair Township that saw widespread growth after the railroad arrived in 1873.

Also constructed during the 1920s was a private section of Park Street, located between Macopin Avenue and Mt Hebron Road. This short cul-de-sac, historically referred to as “The Hoo,” features five Tudor Revival houses. 580 Park Street, the oldest of this group, constructed in 1926 by the architects and brothers-in-law, Arthur B. Holmes (1888-1968) and Adrien T. Von Schmid (1899-1979), the latter of whom was the first resident.⁷⁶ In 1927, a photograph of the house was featured in *The American Architect*.⁷⁷ Holmes worked for the township of Montclair as both an architect for the Housing Authority and a planner.⁷⁸

Innovations in mass transportation are only part of the story for the attractiveness of Montclair to the growing upper-middle and middle classes. The mass production of materials, including lumber, roofing, siding, and decorative features as well as the greater availability of modern conveniences such as plumbing, electricity, central heating and kitchen equipment, all combined, permitted the increased production of housing with skilled laborers, who were increasingly becoming part of the middle class. There were increasingly more options for builders and homeowners to use to develop the attractive streetscapes that are typical of the railroad suburb. The popular second-generation pattern books⁷⁹, such as those published by Comstock, Bicknell, and Tuthill beginning in the late-19th century, and magazines, such as *The American Architect*, *Scientific American* and *American Homes and Gardens*, which published already constructed homes including plans and photographs of their exterior and interiors, were utilized by builders, homeowners, and architects to guide the layout, form, and style of homes. Some of these homes were unique and grand, and others were of similar base forms and styles but with slightly different detailing and tended to be smaller. In the April 1906 issue of *American Homes and Gardens*, the article “The Model House” notes that the costs for building had greatly increased making it more difficult for families of moderate means to purchase a home, but at the same time commented that architects were trying “to offset this by a steady improvement in the economical planning and designing of a house, and its furnishings, decoration and equipment.”⁸⁰ The popularization of “kit houses”, such as those manufactured by Sears Roebuck & Co., Montgomery Ward, and the Aladdin Company in the early-20th century were meant to help offset the higher costs of building and to ease labor costs by making construction easier and more readily accessible to a broader segment of Americans. As a result, these kit homes were often repetitive with simple layouts using the features of the Craftsman and Colonial Revival styles, with slightly different details and forms for each model offered. In the Upper Montclair Commuter Area there are some unique homes that could have been influenced by the pattern books, such as 215 Inwood Avenue. Others that may be attributed to the “kit houses” or at least influenced by them, include 34 and 59 Elston Road, 55 Glenwood Road, 28 Macopin Avenue, 789 Valley Road, and 24 Wellesley Road.

⁷⁵ *The Montclair Times*, March 10, 1923 to April 22, 1925.

⁷⁶ Maynett Breithaupt, “580 Park St.,” Preservation Montclair, June 4, 1985.

⁷⁷ *The American Architect*, 131, no. 2514 (1927): 173.

⁷⁸ Montclair Historical Center Archives.

⁷⁹ The term “second-generation” means those pattern books published in the late-19th century that were more prescriptive with plans, elevations, and details where earlier pattern books provided plans and details but tended to have more dialogue and guidance on the principals of architecture and promoting taste and fashion primarily to the upper and upper-middle classes.

⁸⁰ Durando Nichols, “The Model House,” *American Homes and Gardens*, 2, no. 1 (1906): 240-244, <https://babel.hathitrust.org/cgi/pt?id=mdp.39015012331370&view=1up&seq=260&skin=2021&q1=montclair>.

HISTORICAL OVERVIEW

Inwood Terrace was laid in 1935. This cul-de-sac off the north side of Inwood Avenue, between Norwood Avenue and Park Street, features eight dwellings, all in various subtypes of the Colonial Revival style. While the Great Depression undoubtedly contributed to the decrease in new construction in Montclair, it did not stop it entirely, as 75 percent of the dwellings on Inwood Terrace were constructed during the 1930s. The easternmost part of Inwood Avenue, between the Presbyterian Church and Park Street, was also developed during this decade. Other streets that saw multiple new houses built at this time include Alexander Avenue, Elston Road, and Park Street. The only period in which construction paused in this district was from 1942 to 1946, due to the U.S. involvement in World War II. Construction picked up again after the war, albeit at a much smaller scale, and was concentrated on undeveloped lots.

The final road in this district to be laid was Potter Court in 1947. It was developed by the Carlisle Road Corporation, which specialized in constructing single-family houses for veterans of World War II. Their houses typically had attached garages – unlike most of the dwellings in the district – and can be found in other parts of the district, including 42, 44, 82, 84, 86, and 98 Mt. Hebron Road, 43 Macopin Avenue, and 802 Valley Road.

Today, the Upper Montclair Commuter Area retains a high degree of architectural integrity in both the individual houses and along the streetscape. For the most part, with some exceptions, the buildings retain their configuration and exterior finish materials, and even their original windows and doors. There are several buildings with additions, but most respect the original building by being placed on a secondary elevation or being smaller and set off from the original house at its front. The Upper Montclair Commuter Area today continues to reflect the transition from the second and third stages of suburbanization, that is from Streetcar Suburb to Early Automobile Suburb as defined by the *National Register Bulletin: Historic Residential Suburbs* in both the architecture (styles, scale, features, and layout of the homes including the evolution from the older homes to the later development) and the streetscape (lot sizes, proximity to neighbors, integration of and evolution of the materials used for the sidewalks, tree-lined verges, etc.).

HISTORICAL OVERVIEW



Figure 10



1881 *Atlas of Essex County, New Jersey* (page 141) showing the Upper Montclair Commuter Area before the interior streets were laid out. (Credit Roger H. Pidgeon. *Atlas of Essex County, New Jersey from Actual Surveys and Official Records*. New York, NY: E. Robinson, 1881. Page 141. Available from the Internet: <http://www.digfind-it.com/montclair/maps.php>)

HISTORICAL OVERVIEW



Figure 11



1890 Robinson's *Atlas of Essex County, New Jersey* (page 141) showing the Upper Montclair Commuter Area when development was just beginning. (Credit E. Robinson. *Robinson's Atlas of Essex County, New Jersey Compiled from Official Records, Private Plans & Actual Surveys*. New York, NY: E. Robinson, 1890. Plate 19. Available from the Internet: <http://www.digfind-it.com/montclair/maps.php>)

HISTORICAL OVERVIEW



Figure 12



1904 *Map of Montclair and Glen Ridge, New Jersey* showing most of the streets laid out in the Upper Montclair Commuter Area. (Credit *Map of Montclair and Glen Ridge, New Jersey*. Newark, NJ: Interstate Map Co., 1904. Available from the Internet: http://mapmaker.rutgers.edu/ESSEX_COUNTY/oldMontclair.html)

HISTORICAL OVERVIEW

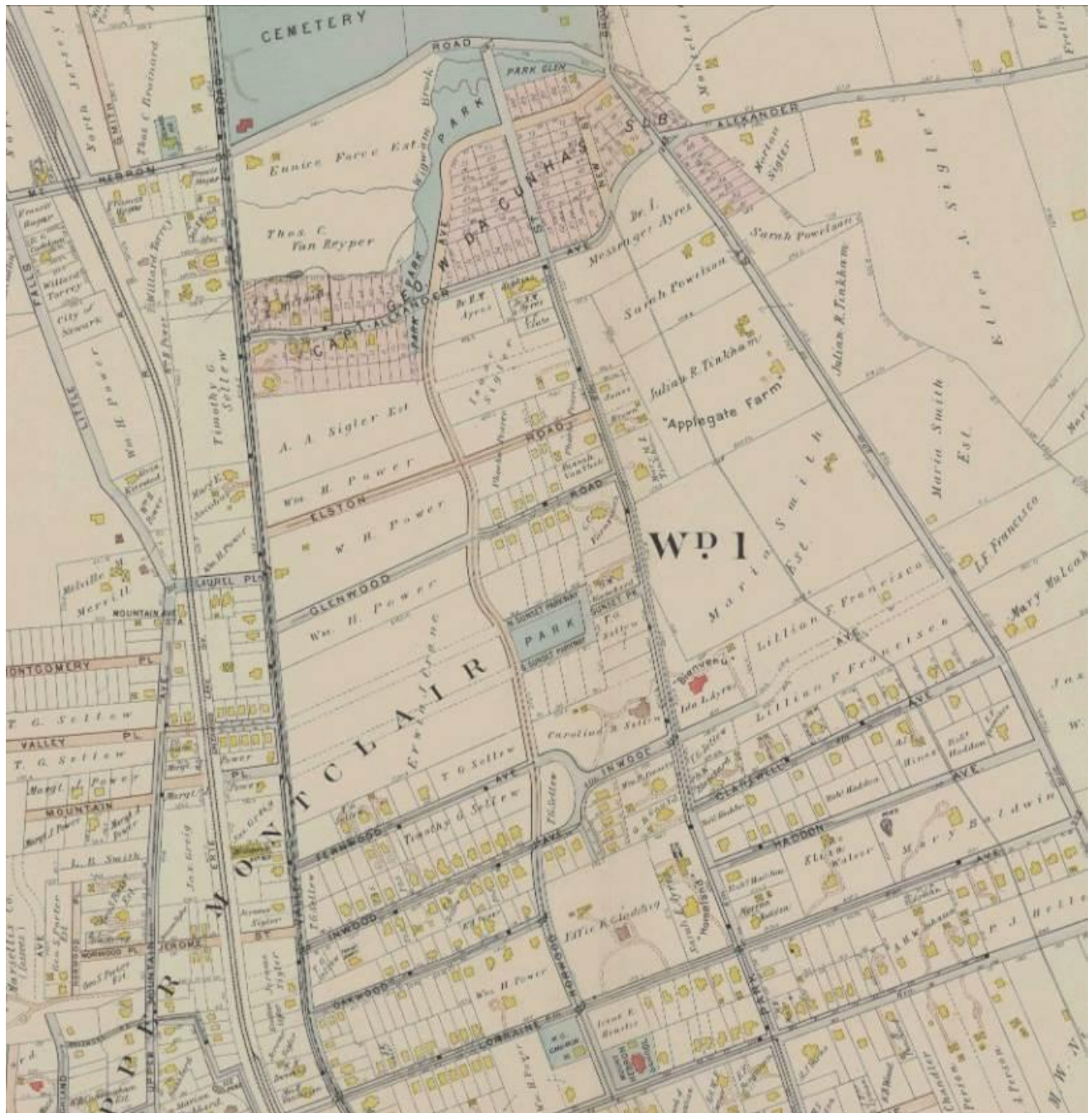


Figure 13



1906 *Atlas of Essex County, New Jersey* (plate 26) showing development mostly at the southern end of the Upper Montclair Commuter Area. (Credit Ellis Kiser. *Atlas of Essex County, New Jersey Compiled from Actual Surveys, Official Records and Private Plans*. Philadelphia, PA: A.H. Mueller & Co., 1906. Plate 26. Available from the Internet: <http://www.digfind-it.com/montclair/maps.php>)

HISTORICAL OVERVIEW



Figure 14



1907 Sanborn Fire Insurance Map (Sheet 64) showing a portion of the Upper Montclair Commuter Area just prior to development. (Credit Sanborn Map Company. *Sanborn Fire Insurance Maps, Essex County, Vol. 3*. New York, NY: Sanborn Map Company, 1907. Sheet 64. Available from the Internet: Library.Princeton.Edu)

HISTORICAL OVERVIEW

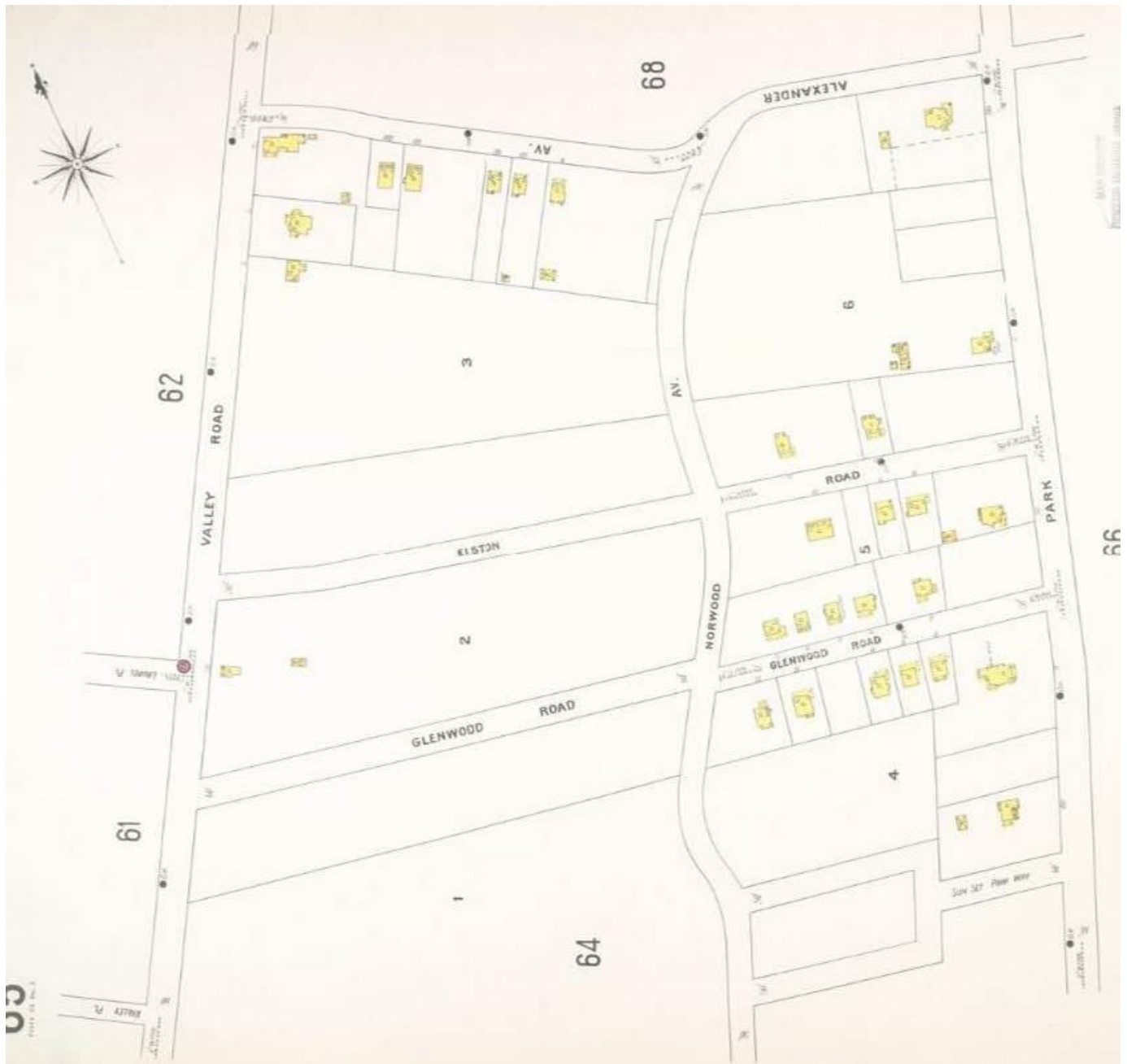


Figure 15



1907 Sanborn Fire Insurance Map (Sheet 65) showing a portion of the Upper Montclair Commuter Area just prior to development. (Credit Sanborn Map Company. *Sanborn Fire Insurance Maps, Essex County, Vol. 3*. New York, NY: Sanborn Map Company, 1907. Sheet 65. Available from the Internet: Library.Princeton.Edu)

HISTORICAL OVERVIEW



Figure 16



1907 Sanborn Fire Insurance Map (Sheet 68) showing a portion of the Upper Montclair Commuter Area just prior to development. (Credit Sanborn Map Company. *Sanborn Fire Insurance Maps, Essex County, Vol. 3*. New York, NY: Sanborn Map Company, 1907. Sheet 68. Available from the Internet: Library.Princeton.Edu)

HISTORICAL OVERVIEW

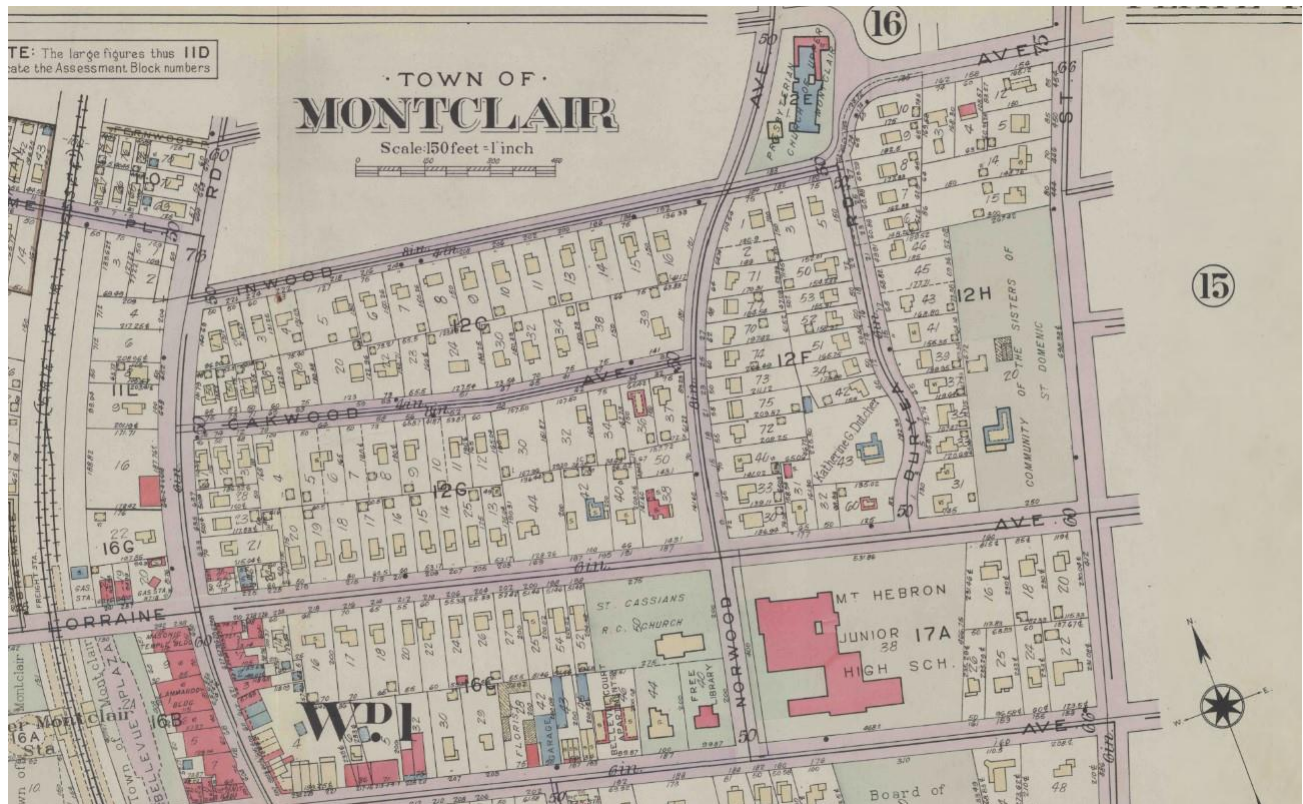


Figure 17



1933 *Real Estate Atlas of Montclair* showing the part of the survey area near the Upper Montclair central business district. (Credit: Franklin Publishing Co. *Real Estate Atlas of Montclair, Glen Ridge, Cedar Grove & Verona, NJ*. Philadelphia, PA: Franklin Survey Co., 1933. (Montclair Public Library, Main Branch))

HISTORICAL OVERVIEW

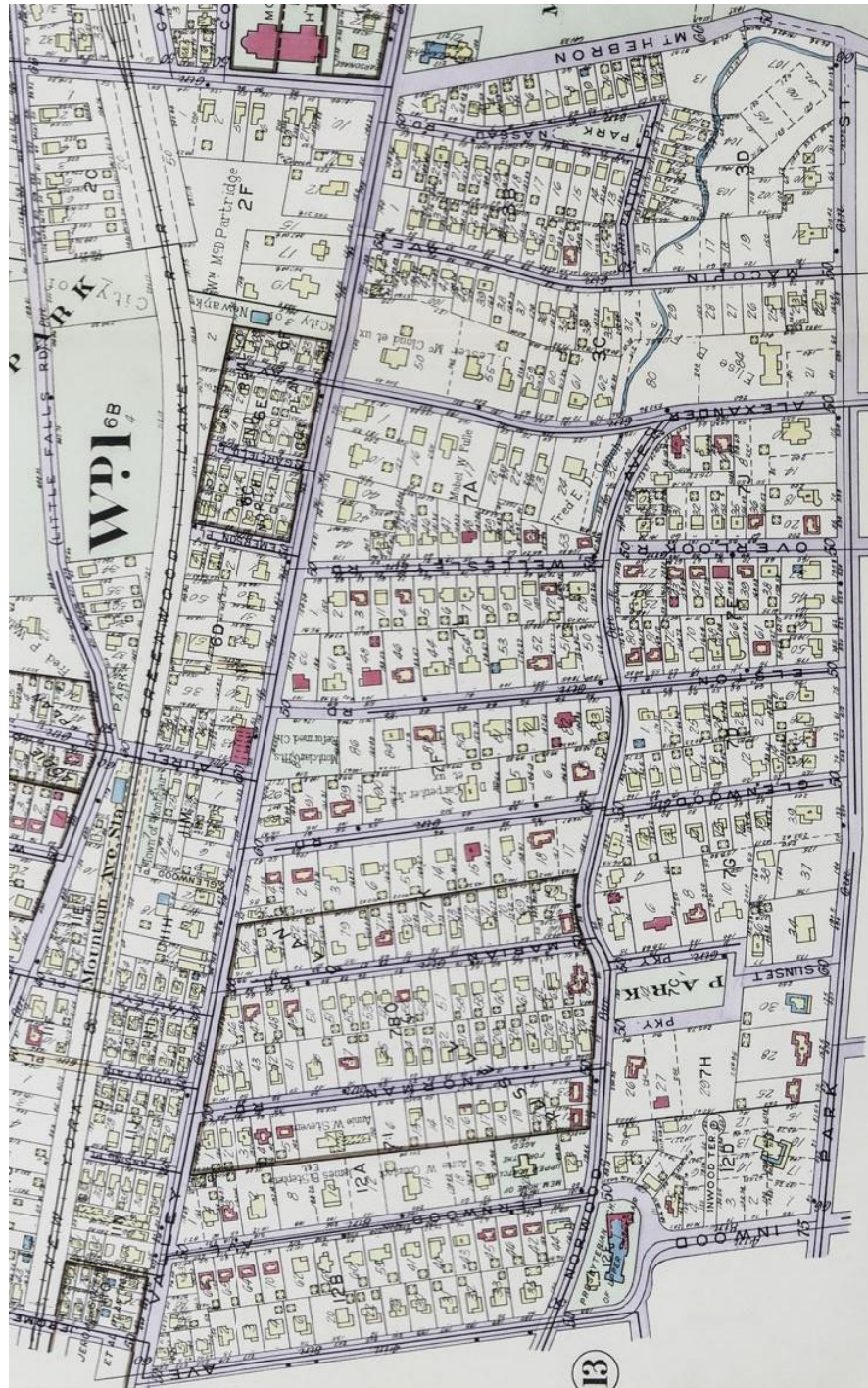


Figure 18



1933 *Real Estate Atlas of Montclair* showing the Upper Montclair Survey area nearing full development. (Credit: Franklin Publishing Co. *Real Estate Atlas of Montclair*, Glen Ridge, Cedar Grove & Verona, NJ. Philadelphia, PA: Franklin Survey Co., 1933. (Montclair Public Library, Main Branch))

HISTORICAL OVERVIEW



Figure 19

1963 photograph of 798 Valley Road, part of the Upper Montclair Artists Montclair Art Colony. (Credit: Virginia Weckel, 798 Valley Road James S. King's Residence Upper Montclair Artists Montclair Art Colony, 1963, p3694, Buildings & Institutions Residences Street Scenes, Montclair History Online, Montclair, NJ. <https://www.digifind-it.com/montclair/pages/P3694.php>.)

HISTORICAL OVERVIEW



Figure 20

1945 photograph of Crossing Watchman John DeRosa at the Laurel Place railroad crossing. 9 Laurel Place is visible in the background. (Credit: Landscapes Gardens Laurel Place People portrait John DeRosa, 1945, p6029, Montclair History Online, Montclair, NJ. <https://www.digifind-it.com/montclair/pages/P6029.php>.)

HISTORICAL OVERVIEW

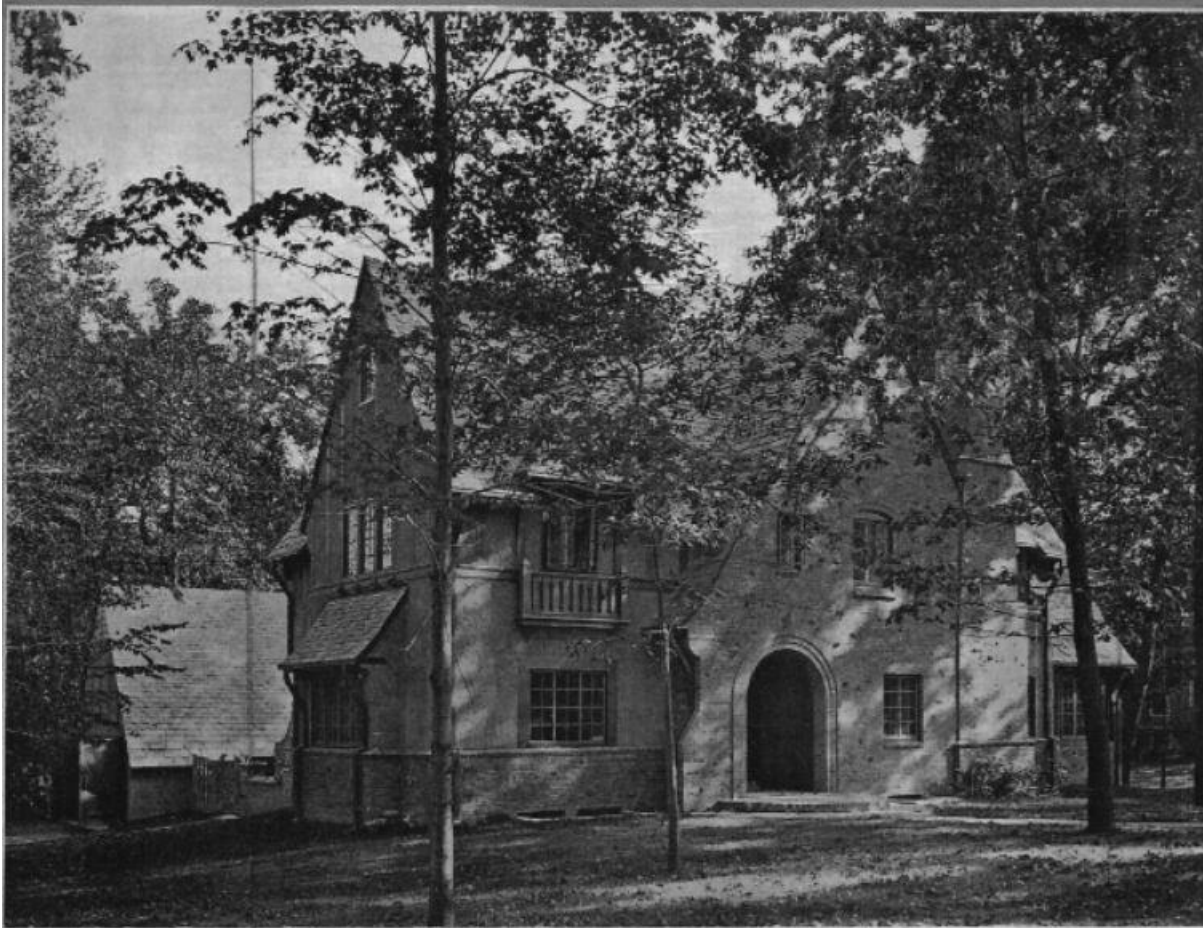


Figure 21

Circa 1935 photograph of 473 Park Street, designed by C. C. Wendehack Architects. (Credit: 473 Park Street H. E. Betteridge's Residence Upper Montclair C. C. Wendehack Architects, c. 1935, p2691, Buildings & Institutions Residences Street Scenes, Montclair History Center, Montclair, NJ. <https://www.digifind-it.com/montclair/pages/P2691.php>.)

HISTORICAL OVERVIEW

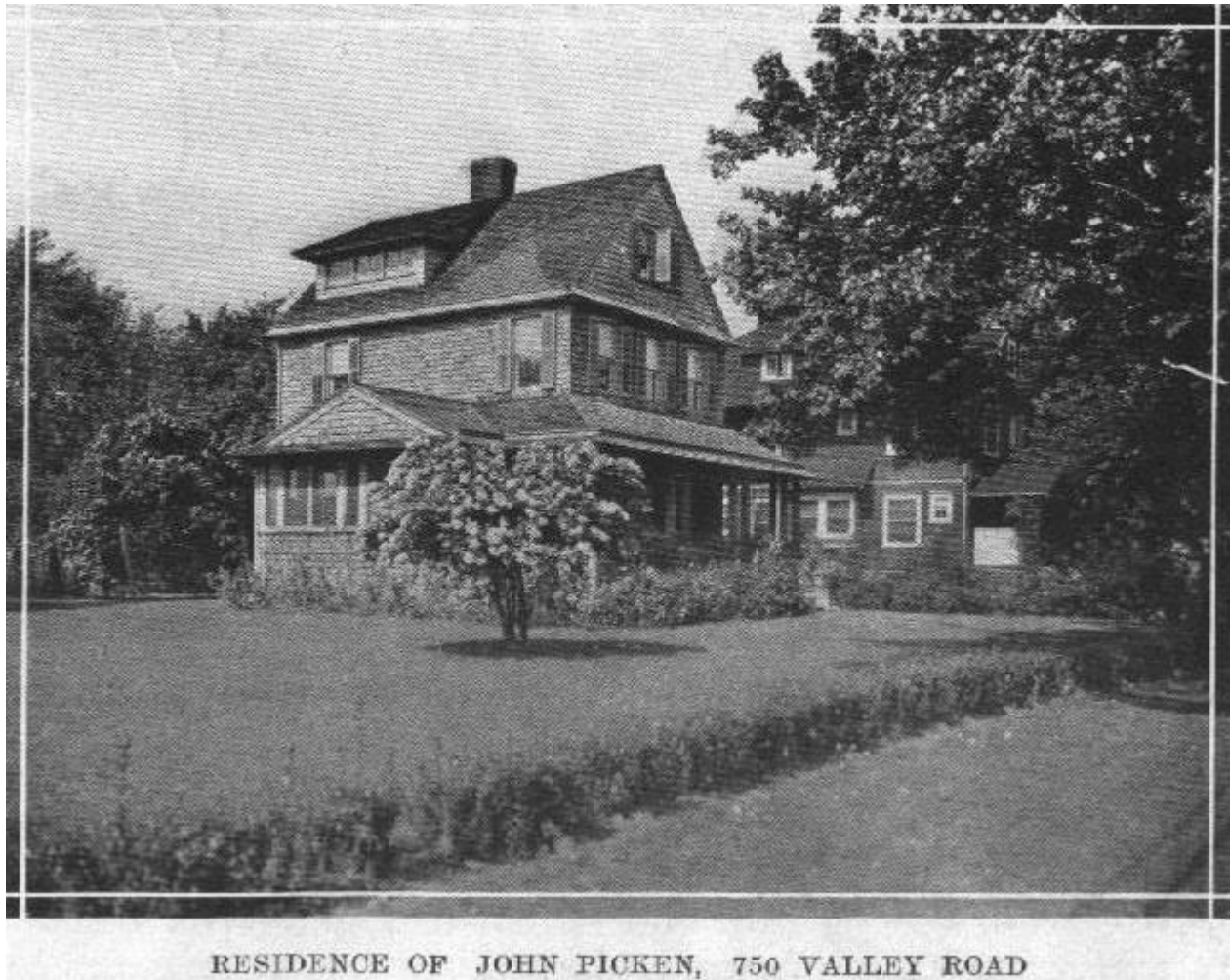


Figure 22

Early twentieth century postcard of 750 Valley Road. (Credit: Residence of John Picken, 750 Valley Road, early twentieth century, postcard, Stanton Company, Montclair, NJ, <https://stantonrealtors.com/montclair-new-jersey-historic-homes/>.)

HISTORICAL OVERVIEW



Figure 23

Circa 1900 image of the Mountain Avenue Station, constructed in 1893 on the west side of Valley Road between Glenwood and Elston Roads. The station was designed in the Tudor Revival style, similar to many houses in the district as well as the Upper Montclair Station. (Credit: Montclair History Center Archives)

HISTORICAL OVERVIEW

Architecture of the Survey Area

The architecture of the Upper Montclair Commuter survey area is a direct reflection of the demographics that the buildings were built to serve. The lots vary in width from narrow and moderate density to sprawling with ample frontage along the street to provide a range of housing options for middle-class and upper middle-class families. The area's proximity to two train stations and a trolley line was vital for the community, as many members commuted to work in the nearby cities, including New York. Although there are exceptions, most of the buildings in the proposed district are single-family residences primarily executed in the popular Colonial Revival style with a handful of examples in the Tudor Revival, Queen Anne, Shingle, Craftsman, and Minimal Traditional styles. There are also many vernacular buildings incorporating details of and influenced by these popular styles. The houses range from one-story to two-and-one-half stories. The houses reflecting the use of the Colonial Revival style utilize the various popular forms including the American Foursquare, Dutch Colonial, and side-gabled forms with and without front porches. Some finer Colonial Revival houses or those that represent common forms and retain a high degree of integrity in the district include: 145 Clarewill Avenue; 714 Valley Road; 672 Valley Road; 1 Emerson Road; 433 Park Street; 714 Valley Road; and 147 Lorraine Avenue; and each reflect a different variation on the same style. Fine examples of the other styles found in the district include 7 Mountain Place, 561 Park Street, and 10 Nassau Road are Craftsman style; 100 Mt. Hebron Road, 1 Mountain Avenue, 674 Valley Road, 720 Valley Road, 445 Park Street; and 668 Valley Road are just a few examples of a number of Queen Anne residences retaining a high degree of integrity; 10 Fernwood Road is a fine example of the Prairie style; 6 Nassau Road, 473 Park Street, 483 Park Street and 15 Garfield Place are fine examples of the Tudor style; 12 Nassau Road is a fine Eclectic residence, and 543 Park Street is a fine Neo-Classical style residence.

Roofs are predominately side-gable, side-gambrel, and hips but front-gable and front-gambrel roofs are also present. These latter roof forms tend to be seen on more individualized examples rather than on the more typical forms. Roofs are most commonly clad with asphalt shingles. Parging is the most prominent treatment for foundations, but some houses display split-face CMU block, which was a popular material for foundations in the early-20th century due to its ease of construction and affordability. Brick and rubble stone foundations are also found in the area. Cladding ranges greatly across the survey area and includes wood shingle, wood clapboard, stucco, brick, stone, and a handful of vinyl, aluminum, and asbestos examples. Many houses retain their original wood windows, but there has been an increase in the use of vinyl and fiberglass (or composite) sashes to replace older wood windows. There are a few instances of stained, art, or colored glass, which are mostly used within transoms or sidelights and at side windows to delineate a living or dining room. Front porches are prevalent and are primarily limited to one floor, though some roofs of porches are used as second-floor decks. The porches range in width from covered stoops to full-width or wrap-around porches and often have full roof covering.

The development in the Upper Montclair Commuter Area occurred quickly, with a significant amount of construction being completed between 1904 and 1930. Earlier development occurred in the southern portion of the survey area, including Oakwood Avenue, Inwood Avenue, Lorraine Avenue, Valley Place and Fernwood Avenue; but by 1948, all streets had been developed. Additional infill development occurred throughout the middle of the 20th century but became slower and sporadic after 1941 due to World War II followed by a spurt in 1947-48.

HISTORICAL OVERVIEW



Figure 24: 216 Alexander Avenue



Figure 25: 10-50 Belden Place



Figure 26: 1 Emerson Place



Figure 27: 3 Garfield Place



Figure 28: 1 Lansing Place



Figure 29: 8 Laurel Place

HISTORICAL OVERVIEW



Figure 30: 1 Mountain Place



Figure 31: 96 Mount Hebron Road



Figure 32: 2 Nassau Road



Figure 33: 14 Potter Court



Figure 34: 9 Valley Place



Figure 35: 748 Valley Road

HISTORICAL OVERVIEW



Figure 36: 5 Fernwood Place



Figure 37: 6 Jerome Place



Figure 38: 217 Lorraine Avenue



Figure 39: 509 Park Street



Figure 40: 732 Valley Road



Figure 41: 543 Park Street

DATA SUMMARY

Survey Findings & Recommendations Summary

Proposed Period of Significance: 1884–1948

- Reflects the full development cycle of the area—from street layout to the completion of most residential construction.
- Tied directly to the evolution of commuter transportation (rail and trolley systems).
- Completes the transformation based on the influence of changes in transportation with the integration of garages within the house rather than a separate building.

Survey Area Overview

- Total Properties Surveyed: 226
- Contributing / Key Contributing: 187
- Non-Contributing: 39 (of these, seven are empty lots)
- Properties Recommended to be Excluded from the Boundary:
 - 2 Laurel Place Plaza was constructed in 1974 and located at edge of boundary.
 - 4 Laurel Place Plaza was constructed in 1974 and located at edge of boundary.
 - 10-50 Belden Place was constructed in 1984 and located at edge of boundary
 - 42 Mt. Hebron Road was significantly modified/lacks architectural integrity and is located at edge of boundary.

Criteria for Evaluation

- Evaluated under National Register Criteria A (Historical Events/Patterns) and C (Architecture).
- Non-contributing buildings:
 - Built after 1948, or
 - Altered to the point where their historic character is no longer recognizable (especially at the front façade).

Key Contributing Resources

- There are 16 key contributing resources identified.
 - Exceptional architectural integrity
 - Strong representation of district-wide historical and architectural significance

Neighborhood Characteristics

- Primarily single-family homes with transitional buildings, such as commercial buildings, apartments and multi-family homes along and adjacent to Valley Road, the main thoroughfare through Upper Montclair.
- Substantial lots, with cohesive yet stylistically diverse architecture west of Valley Road and Smaller lots between Valley Road and the railroad which is evidence of the premium on property in the Commuter Area at the turn of the 20th century.
- Popular Styles include for the entirety of the Commuter Area (Parts I and II):
 - Colonial Revival (dominant)
 - Tudor Revival
 - Queen Anne
 - Craftsman
 - Shingle, Minimal Traditional, Eclectic, and Neo-Classical

DATA SUMMARY

Development Context & Transportation Influences

- Growth and layout driven by commuter rail and trolley access.
- Proximity to both Upper Montclair and Mountain Avenue stations was key to attracting middle- and upper-middle-class families.
- Architecture reflects popular national trends, adapted by multiple developers rather than a singular visionary.

Additional Recommendations for Research

- Demographic history of residents (occupational, racial, and economic patterns).
- Infrastructure development (utilities, sidewalks, road planning) by the Township.
- Biographical study of local developers and builders who shaped the housing stock.
- Comparative analysis with other Upper Montclair neighborhoods and others; this is particularly important should the Township wish to pursue listing in the New Jersey and National Registers of Historic Places.

Determining Significance

The Upper Montclair Commuter Area appears eligible for listing on the National Register of Historic Places under Criterion A (for its association with suburbanization and transportation history) and Criterion C (for its architectural representation of early 20th-century residential styles and construction methods, including kit homes and speculative housing).

Through a combination of historical research and field survey, the Upper Montclair Commuter Area was determined to have a period of significance spanning from 1884 to 1948. This period begins with the opening of the Upper Montclair Train Station in 1884, which catalyzed residential and commercial development in the area, and ends in 1948, following the post-World War II housing boom that brought the final wave of construction to the district. By this time, the neighborhood was essentially built out with predominantly single-family residences.

Homes constructed during the final years of the period of significance, particularly those built in the late 1940s, reflect evolving design preferences and lifestyle needs, most notably through simplified, box-type Colonial Revival forms that often integrated single-car garages directly into the main structure. This architectural shift underscores the increasing reliance on the automobile in commuter suburbs during the mid-20th century.

Overall, the housing stock in the Commuter Area continues to retain a high degree of integrity and reflects the growth, planning patterns, and architectural trends that defined the neighborhood during its key period of development.

Transportation and Suburbanization

The year 1884, marking the beginning of the period of significance, closely aligns with the onset of commercial development along Valley Road, just south of Lorraine Avenue. The arrival of the railroad in 1873 catalyzed rapid development in Upper Montclair. By the late 19th and early 20th centuries, improvements in transportation—including expanded passenger rail networks and the introduction of trolley lines—played a

DATA SUMMARY

transformative role in shaping suburban growth throughout the northeastern United States. In Montclair, trolley lines helped connect earlier suburban developments with outlying rural areas such as Speertown.

⁸¹These lines encouraged residential development in rectilinear patterns along their routes, a feature evident in the Commuter Area where streets feed from Valley Road down to Park Street, ensuring easy access to public transportation.

Homeownership

By the 1920s, homeownership had become increasingly accessible to moderate-income families, thanks in large part to the rise of real estate financing through local lenders and loan associations. Mail-order companies, such as Sears Roebuck & Co., enabled families to purchase 'kit' homes that reflected popular architectural trends while remaining affordable and practical.

In reviewing the history of the Commuter Area, one can see that renters turned into homeowners more than likely through loans from private lenders. For example, George and Ella Booth, who owned six homes on Inwood Avenue that were constructed by Timothy G. Sellew, rented each dwelling until the occupants were able to own the homes themselves. There are several examples of "kit" homes in the district that could have been financed through Sears Roebuck & Co. or similar mail order houses. The smaller developers and local lending institutions also offered mortgages for first-time home buyers. An advertisement in 1923 by F.M. Crawley & Bros. advertises for mortgages and promotes plots in Upper Montclair for \$50 per foot.⁸² In 1927 an advertisement from the Upper Montclair Building and Loan Association found in the *Montclair Times* promotes almost \$1,000,000 in mortgages and promotes both buying shares in the fund and encouraging new home buyers to take on a mortgage with low monthly payments.⁸³ In 1928, the Moxley Co., Inc. who engaged in real estate, insurance and mortgage loans, advertised for new homes for sale as well as for home rentals ranging in price from \$95 per month for a seven-room house with bath to \$400 per month for an eight-room house with three baths and a two-car garage.⁸⁴ Renting a home also permitted previous apartment dwellers to leave more crowded areas in other parts of Montclair or neighboring cities, including New York, to a less densely populated locale. In a review of advertisements in the *Montclair Times*, construction financing to builders was also available. The combination of construction financing, the ability of more families to obtain mortgages, and a growing population into the middle class, builders and real estate developers with a greater peace of mind, whether actual or not, could build multiple homes in a short period of time that would sell. These factors combined not only increased the rate of construction in the next generation of suburban growth but also added to the number of people involved in the construction industry and brought a greater variety of housing stock available to home buyers.

The Influence of Technology on Architecture

Technological advances in construction—such as mass-produced lumber, prefabricated finish carpentry, and central heating systems—transformed residential architecture. These innovations enabled more open floor plans and smaller homes tailored to the self-sufficient middle-class household, often without live-in servants. For instance, open plans were now permitted as whole houses could be heated at once rather than per room with fireplaces.

⁸¹ Ames and McClelland, 17-18.

⁸² "Advertisement: Mortgage Money", *The Montclair Times*. (April 21, 1923), 12

⁸³ "Advertisement: The Million Dollar Series is Open!", *The Montclair Times*. (April 13, 1927), 13.

⁸⁴ "Advertisement: Real Estate", *The Montclair Times*. (March 10, 1928), 2.

DATA SUMMARY

New housing forms came out of these changes. The American Foursquare and the Bungalow, for instance, are some of the dominant forms in the Commuter Area, often adapted to Colonial Revival, Craftsman, and vernacular Tudor styles. These styles, popularized through kit home catalogs and magazines, reflected the aesthetic and functional ideals of the time.

Municipal Planning and Infrastructure

Municipal investment in infrastructure, particularly in sewer, water, and electric utilities, played a critical role in facilitating Upper Montclair's development. This is evidenced by numerous ordinance notices in the *Montclair Times* when the Township planned to lay these new utilities beginning in the 1890s. Montclair also took several steps to help plan its development in the early-20th century. In 1908, concerned about the pressures of unchecked development,⁸⁵ Montclair retained planning consultant John Nolen, a founding member of the American City Planning Institute. Although his 1910 plan was not adopted,⁸⁶ his influence is evident in the township's early embrace of zoning (1919) and its first Master Plan (1933).⁸⁷

Print Media as a Cultural Influence

The homes and gardens magazines, such as *House Beautiful* (1896), *House & Garden* (1901), *Better Homes and Gardens* (1913), and many others, provided guidance on architecture, decoration, and gardening with some catering to people and families of higher incomes and others to those with middle incomes. These magazines' mission was to provide content that related to their readers' lives and experiences. Theodore Peterson in *Magazines in the Twentieth Century* notes:

*"Better Homes and Gardens adopted the policy of service so wholeheartedly that every possible article was measured by the test, 'Is it possible to do something as a result of reading this article?' Every article helped the reader to do something: to remodel a house, to repair a faucet, to frame a picture, to teach a child to be a good sport, to decorate a room, to make a summer salad. The articles were not about things; they told readers how to do the thing itself. Further, the magazine sought a dual readership. Most service magazines were for women. Better Homes and Gardens won women readers with features about food, household equipment, decoration, and child care, but it also won their husbands with articles for the handyman and gardener."*⁸⁸

The articles were intermingled with advertisements for new appliances and other wares for one's home, promoted the latest and greatest to make one's home more attractive, showed how to bring efficiency to the home, and attempted to promote how new homeowners could make a happier life. These articles were not limited to magazines; a 1929 piece in the *Montclair Times* recommends adding color to one's utensils,

⁸⁵ "The Town Plan and Art Commission Act", *The Montclair Times*, (April 9, 1910), 6.

⁸⁶ According to an article in the *Montclair Times*, the failure came because of the authority tasked with carrying out the plan would have been able to issue bonds for town improvements without a referendum, which was seen as potentially negatively impacting property taxes. ("Finis for Art Commission: Its Work Referred Back to Civic Association", *The Montclair Times*, (March 11, 1911), 5.)

⁸⁷ Building Conservation Associates Inc., *Historic Preservation Element of the Township: Township of Montclair County of Essex State of New Jersey* (Montclair, NJ: 2016), 14.

⁸⁸ Theodore Peterson, *Magazines in the Twentieth Century*, (Urbana, Illinois: The University of Illinois Press, Urbana, 1956), 341. (Available from the Internet: <https://modjourn.org/wp-content/uploads/1956/01/magazines-twentieth-century.pdf>)

DATA SUMMARY

painting shelving, and even adding a stencil of “a vivid parrot in red and green on the inside of the cupboard doors, to remain hidden until the door swings open-and what hostess, with such a design for display, could refrain from the casual gesture which will show to the admiring guest that she, at least, is up-to-date and is using color in her kitchen?”⁸⁹ These wants were then picked up by local builders and architects as competition for these home-buying consumers increased exponentially in the early years of the 20th century.

Conclusion

The Upper Montclair Commuter Area embodies the physical, cultural, and economic transformations that defined suburban growth in the late 19th and early 20th centuries. Its street layout, moderate-sized homes, architectural diversity, and proximity to transit illustrate broader patterns in suburban planning and development. Driven by technological innovation, municipal investment, real estate financing, and the aspirational ideals of a growing middle class, this district reflects not only the evolution of American suburbs but also the lived experiences of the families who shaped and were shaped by them.

⁸⁹ “Color in the Kitchen”, *The Montclair Times*, (May 22, 1929), 24.

DATA SUMMARY

Table 1. Summary of Survey Data

Upper Montclair Commuter Area

The following table lists all the properties included in the proposed Upper Montclair Commuter Area. The table is sorted numerically by street address. Copies of Inventory Sheets for properties are included in Appendix A. A system of three categories has been established by the New Jersey Historic Preservation Office, Key Contributing, Contributing and Non-contributing. The Montclair Historic Preservation Commission has established five categories, Key Contributing and Contributing, and three categories that would fall under as a subheading to Non-contributing: Harmonizing; Harmonizing (altered); and Intrusion. These are used to assess architectural and streetscape qualities of each structure and is defined as "status" in the following table. The following terms define these categories.

Key Contributing - The term "Key" is applied to those buildings which possess distinct architectural and historical significance, and which act as landmarks within the architectural matrix of the district.

Contributing - "Contributing" refers to buildings dating from the period of the district's significance (1886 -1948) which have some architectural and/or historical importance, or which visually contribute to the cohesiveness of the district's streetscapes.

Non-contributing – refers to building that were constructed after the period of significance or have been altered to no longer reflect their historic appearance. As noted, there are three subcategories for local districting purposes:

- Harmonizing- "Harmonizing" buildings are those from a later dating period or have been altered but still contribute to the cohesiveness of District's streetscapes.
- Harmonizing (altered)- "Harmonizing (altered)" buildings are those dating from the period of the district's significance (1886-1948) which have been significantly altered. Buildings in this category should undergo further investigation prior to Tax Act Certification.
- Intrusion- "Intrusions" are buildings or sites which are from a later dating period or have been significantly altered, and do not contribute to the cohesiveness of the District's streetscapes.

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
211 Alexander Avenue	803	72	-137437649	Single-family	1900	Contributing
213 Alexander Avenue	803	73	-1402352706	Single-family	1973	Non-contributing "Harmonizing"
214 Alexander Avenue	803	82	2135961926	Single-family	1922	Contributing
215 Alexander Avenue	803	74	811164813	Single-family	1912	Contributing
216 Alexander Avenue	803	81	1621926024	Single-family	1924	Contributing
217 Alexander Avenue	803	75	209719056	Single-family	1925	Contributing
218 Alexander Avenue	803	80	-275787136	Single-family	1924	Contributing
219 Alexander Avenue	803	76	-1431737799	Single-family	1927	Contributing
220 Alexander Avenue	803	79	-1026817439	Single-family	1920	Contributing
223 Alexander Avenue	803	77	1719067142	Single-family	1958	Non-Contributing "Harmonizing"
224 Alexander Avenue	803	78	290927165	Single-family	1978	Non-Contributing "Intrusion"
10-50 Belden Place	803	10	354780263	Commercial	1984	Non-Contributing "Intrusion"
Belden Place Rear	803	11	-303865865	Parking Lot		Non-Contributing
Belden Place Rear	803	12	-1587996594	Empty Lot		Non-Contributing
152 Clarewill Avenue	3605	39	-1184685142	Single-family	1909	Contributing
1 Emerson Place	803	97	-2100990303	Single-family	1940	Contributing
3 Emerson Place	803	98	-1533546588	Single-family	1912	Contributing
5 Emerson Place	803	99	1581438318	Single-family	1915	Contributing
7 Emerson Place	803	100	-712140694	Multi-family	1914	Contributing
8 Emerson Place	803	8	-1874871409	Single-family	1910; c. 2021 renovated	Non-Contributing "Intrusion"
9 Emerson Place	803	101	2069920600	Single-family	1924	Contributing
10 Emerson Place	803	9	-1337994148	Single-family	1925	Contributing
1 Fernwood Place	1801	12	-88012296	Single-family	1907	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
5 Fernwood Place	1801	13	-1013002966	Single-family	1914	Contributing
6 Fernwood Place	1801	17	242272043	Single-family	1926	Contributing
7 Fernwood Place	1801	14	-1088387891	Single-family	1926	Contributing
8 Fernwood Place	1801	16	2115181855	Single-family	1914	Contributing
10 Fernwood Place	1801	15	-1529555628	Single-family	1914	Key-Contributing
3 Garfield Place	803	85	-418517128	Single-family	1909	Contributing
4 Garfield Place	803	95	-1250484465	Single-family	1912	Contributing
5 Garfield Place	803	86	-502073403	Single-family	1921	Contributing
6 Garfield Place	803	94	-304038500	Single-family	1912	Contributing
7 Garfield Place	803	87	-17751821	Single-family	1909	Contributing
8 Garfield Place	803	93	367827681	Single-family	1921	Contributing
9 Garfield Place	803	88	686002329	Single-family	1957	Non-Contributing "Harmonizing"
10 Garfield Place	803	92	1270564932	Single-family	1912	Contributing
11 Garfield Place	803	89	680209036	Single-family	1909	Contributing
12 Garfield Place	803	91	1552213093	Single-family	1922	Contributing
15 Garfield Place	803	90	-1266391549	Single-family	1925	Contributing
145 Inwood Avenue	2709	12	80831436	Single-family	1950	Non-contributing "Harmonizing"
5 Jerome Place	1801	8	69604474	Single-family	1912	Contributing
6 Jerome Place	1810	13	357641536	Apartments	1941	Contributing
7 Jerome Place	1801	7	-845647951	Single-family	1914	Contributing
9 Jerome Place	1801	6	-1581153881	Single-family	1914	Contributing
1 Lansing Place	1801	30	-388599018	Single-family	1907	Contributing
2 Lansing Place	1801	21	-2130878578	Single-family	1909	Contributing
3 Lansing Place	1801	29	889637016	Single-family	1910	Contributing
4 Lansing Place	1801	22	1273077765	Single-family	1910	Contributing
5 Lansing Place	1801	28	263209629	Multi-family	1897	Non-Contributing "Intrusion"

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
6 Lansing Place	1801	23	332886995	Single-family	1913	Contributing
8 Lansing Place	1801	24	-1074836287	Single-family	1908	Contributing
9 Lansing Place	1801	27	-1057488669	Multi-family	1908	Contributing
10 Lansing Place	1801	25	-1687107122	Single-family	1909	Contributing
12 Lansing Place	1801	26	964660163	Multi-family	1913	Contributing
2 Laurel Place	1802	5	-1607431262	Single-family	1958	Non-Contributing "Harmonizing"
5 Laurel Place	803	13	-1946237899	Single-family	1909	Contributing
6 Laurel Place	1802	6	-1666789148	Single-family	1900	Contributing
7 Laurel Place	803	14	-905836475	Single-family	1909	Contributing
8 Laurel Place	1802	7	-1993494196	Multi-family	1907	Contributing
9 Laurel Place	803	15	-1274346031	Single-family	1909	Contributing
2 Laurel Place Plaza	1802	1	228536754	Multi-family	1955	Non-Contributing "Harmonizing"
4 Laurel Place Plaza	1802	8	-1431032720	Multi-family	1955	Non-Contributing "Harmonizing"
147 Lorraine Avenue	3606	1	-1246554636	Single-family	1872	Key-Contributing
169 Lorraine Avenue	3602	15	1947517850	Single-family	1926	Contributing
177 Lorraine Avenue	3602	13	-522351281	Single-family	1914	Contributing
187 Lorraine Avenue	1809	17	129879139	Rectory	1911	Contributing
191 Lorraine Avenue	1809	16	-1784509129	Single-family	1914	Contributing
195 Lorraine Avenue	1809	15	-1256162965	Multi-family	1936	Contributing
197 Lorraine Avenue	1809	14	-79720178	Multi-family	1900 (major renovation c. 2015)	Non-Contributing "Intrusion"
199 Lorraine Avenue	1809	13	740489630	Single-family	1913	Non-Contributing "Harmonizing" (altered)
203 Lorraine Avenue	1809	12	910638402	Single-family	1902	Contributing
205 Lorraine Avenue	1809	11	1889009375	Single-family	1902	Key-Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
207 Lorraine Avenue	1809	10	-88125402	Single-family	1902	Contributing
209 Lorraine Avenue	1809	9	-9048800	Single-family	1909	Contributing
211 Lorraine Avenue	1809	8	-678115580	Multi-family	1890	Contributing
213 Lorraine Avenue	1809	7	-600362586	Single-family	1905	Contributing
215 Lorraine Avenue	1809	6	615443992	Single-family	1885	Key-Contributing
217 Lorraine Avenue	1809	5	-2118737222	Multi-family	1880	Contributing
219 Lorraine Avenue	1809	4	952440643	Single-family	1905	Contributing
42 Mt. Hebron Road	2804	15	1835743168	Single-family	1947	Non-Contributing "Intrusion"
44 Mt. Hebron Road	2804	14	-160009692	Single-family	1947	Contributing
82 Mt. Hebron Road	803	50	852106102	Single-family	1948	Contributing
84 Mt. Hebron Road	803	49	-1999707198	Single-family	1948	Contributing
86 Mt. Hebron Road	803	48	-1600524406	Single-family	1948	Contributing
88 Mt. Hebron Road	803	47	-464223760	Single-family	1893	Contributing
90 Mt. Hebron Road	803	46	-763773715	Single-family	1925	Contributing
92 Mt. Hebron Road	803	45	542611958	Single-family	1956	Non-Contributing "Harmonizing"
94 Mt. Hebron Road	803	44	1163423346	Single-family	1895	Contributing
96 Mt. Hebron Road	803	43	764884339	Single-family	1889	Contributing
98 Mt. Hebron Road	803	42	-1820437221	Single-family	1948	Non-Contributing "Intrusion"
100 Mt. Hebron Road	803	41	-380915582	Single-family	1890	Contributing
102 Mt. Hebron Road	803	40	75241339	Single-family	1958	Non-Contributing "Harmonizing"
Mt. Hebron Road	803	39	-1116124409	Empty Lot		Non-Contributing
1 Mountain Place	1801	40	-1940471318	Single-family	1850	Contributing
3 Mountain Place	1801	39	-996542446	Single-family	1922	Contributing
4 Mountain Place	1801	32	93382624	Multi-family	1887	Contributing
5 Mountain Place	1801	38	-610765007	Single-family	1909	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
6 Mountain Place	1801	33	-1054655825	Single-family	1912; 2014 renovated	Non-Contributing "Harmonizing" (altered)
7 Mountain Place	1801	37	-440230182	Single-family	1909	Key-Contributing
8 Mountain Place	1801	34	2068476886	Single-family	1912	Contributing
9 Mountain Place	1801	36	-244036813	Single-family	1924	Contributing
10 Mountain Place	1801	35	-1410651025	Single-family	1912	Contributing
1 Nassau Road	2804	1	1111881844	Single-family	1900	Contributing
2 Nassau Road	2802	1	-1916536389	Single-family	1923	Contributing
3 Nassau Road	2804	2	-1021734031	Single-family	1997	Non-Contributing "Intrusion"
4 Nassau Road	2802	2	1331996702	Single-family	1922	Contributing
5 Nassau Road	2804	3	1356298934	Single-family	1923	Contributing
6 Nassau Road	2802	3	-1499397207	Single-family	1924	Contributing
7 Nassau Road	2804	4	-1850550337	Single-family	1922	Contributing
8 Nassau Road	2802	4	255146635	Single-family	1924	Contributing
9 Nassau Road	2804	5	1837057534	Single-family	1922	Contributing
10 Nassau Road	2802	5	1430028615	Single-family	1924	Contributing
12 Nassau Road	2802	6	-628207633	Single-family	1927	Key-Contributing
14 Nassau Road	2802	7	899612105	Single-family	1927	Contributing
17 Nassau Road	2804	6	-1388941090	Single-family	1924	Contributing
19 Nassau Road	2804	7	-1188900163	Single-family	1923	Contributing
20 Nassau Road	2802	8	-1833641670	Single-family	1922	Contributing
21 Nassau Road	2804	8	-1976225194	Single-family	1923	Contributing
22 Nassau Road	2802	9	-1189628599	Single-family	1924	Contributing
23 Nassau Road	2804	9	425906907	Single-family	1923	Contributing
24 Nassau Road	2802	10	1752577150	Single-family	1924	Contributing
25 Nassau Road	2804	10	-1198213902	Single-family	1923	Contributing
26 Nassau Road	2802	11	846055507	Single-family	1923	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
27 Nassau Road	2804	11	-1569036580	Single-family	1924	Contributing
28 Nassau Road	2802	12	-1466374119	Single-family	1925	Contributing
29 Nassau Road	2804	12	1104729323	Single-family	1922	Contributing
31 Nassau Road	2804	13	1007377497	Single-family	1927	Contributing
Nassau Road	2803	1	-838241758	Park		Non-Contributing
425 Park Street	3606	34	-2037873796	Single-family	1910	Contributing
429 Park Street	3606	33	1230177955	Single-family	1966	Non-Contributing "Harmonizing"
433 Park Street	3605	1	-430637422	Single-family	1908	Contributing
437 Park Street	3605	40	1022661557	Single-family	1906	Contributing
445 Park Street	3604	1	995735352	Single-family	1899	Key-Contributing
453 Park Street	3604	31	-2030745199	Single-family	1924	Key-Contributing
465 Park Street	2709	13	-576260140	Single-family	1950	Non-Contributing "Harmonizing"
473 Park Street	2709	1	-1598803835	Single-family	1926	Key Contributing
483 Park Street	2710	24	-2020902448	Single-family	1909	Contributing
491 Park Street	2710	25	606596011	Single-family	1961	Non-Contributing "Harmonizing"
495 Park Street	2710	26	1200678103	Single-family	1925	Contributing
497 Park Stret	2710	27	-1666079224	Single-family	1902	Contributing
499 Park Street	2710	28	-568219573	Single-family	1972	Non-Contributing "Intrusion"
509 Park Street	2710	29	1779652076	Single-family	1875	Key-Contributing
517 Park Street	2710	30	-1452857	Vacant / Abandoned	1914	Contributing
525 Park Street	2710	31	-676814689	Single-family	1906	Contributing
533 Park Street	2710	1	-1090156908	Single-family	1924	Contributing
537 Park Street	3705	31	1741189450	Single-family	1925	Contributing
543 Park Street	3705	1	771723285	Single-family	1932	Key-Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
545 Park Street	2805	32	894344360	Single-family	1940	Contributing
547 Park Street	2805	33	-1824975809	Single-family	1932	Contributing
549 Park Street	2805	34	-219300691	Single-family	1939	Contributing
551 Park Street	2805	35	-729962406	Single-family	1936	Contributing
553 Park Street	2805	36	-970712600	Single-family	1937	Contributing
555 Park Street	2805	37	1160862079	Single-family	1915	Contributing
559 Park Street	2805	38	-978944907	Single-family	1914	Contributing
561 Park Street	2805	39	-160159948	Single-family	1914	Key-Contributing
563 Park Street	2805	40	1177063248	Single-family	1915	Contributing
565 Park Street	2805	41	165875985	Single-family	1915	Contributing
569 Park Street	2805	42	-1356054394	Single-family	1920	Contributing
571 Park Street	2805	43	645560892	Single-family	1919	Contributing
573 Park Street	2805	44	-2130883247	Single-family	1925	Contributing
577 Park Street	2805	1	313760763	Single-family	1942	Contributing
7 Patton Place	2804	23	1470787971	Single-family	1923	Contributing
9 Patton Place	2804	22	785317038	Single-family	1923	Contributing
11 Patton Place	2804	21	620918741	Single-family	1923	Contributing
13 Patton Place	2804	20	2093399673	Single-family	1923	Contributing
15 Patton Place	2804	19	-1926635290	Single-family	1923	Contributing
19 Patton Place	2804	18	-1737895239	Single-family	1922	Contributing
21 Patton Place	2804	17	-1006693513	Single-family	1923	Contributing
7 Potter Court	803	56	447384260	Single-family	1948	Contributing
9 Potter Court	803	57	1944239635	Single-family	1948	Contributing
10 Potter Court	803	65.01	-1183814105	Single-family	2011	Non-Contributing "Harmonizing" (altered)
11 Potter Court	803	58	-2081437588	Single-family	1948	Contributing
12 Potter Court	803	64	-1839306667	Single-family	1964	Non-Contributing "Harmonizing"

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
13 Potter Court	803	59	277062800	Single-family	1947	Contributing
14 Potter Court	803	63	1128083244	Single-family	1947	Non-contributing "Harmonizing"
15 Potter Court	803	60	618526512	Single-family	1947	Contributing
16 Potter Court	803	62	2107093600	Single-family	1947	Contributing
18 Potter Court	803	61	1875752627	Single-family	1947	Contributing
Potter Court	803	55	834477240	Sidewalk		Non-Contributing
Potter Court	803	66	302977179	Verge		Non-Contributing
1 Valley Place	1801	50	1146100562	Single-family	1890	Contributing
2 Valley Place	1801	41	-1610272516	Single-family	1892	Contributing
3 Valley Place	1801	49	-1108577215	Single-family	1904	Contributing
4 Valley Place	1801	42	1904934459	Single-family	1887	Contributing
5 Valley Place	1801	48	2062515254	Single-family	1899	Contributing
6 Valley Place	1801	43	-277359907	Single-family	1897	Contributing
7 Valley Place	1801	47	-1627759110	Single-family	1902	Contributing
8 Valley Place	1801	44	-1035500022	Single-family	1897	Contributing
9 Valley Place	1801	46	-2042243573	Single-family	1899	Contributing
10 Valley Place	1801	45	1339608053	Single-family	1890	Contributing
652 Valley Road	1810	11	502006861	Multi-family	1923	Non-contributing "Harmonizing" (altered)
658 Valley Road	1810	12	-1263690014	Apartments	1947	Contributing
664 Valley Road	1801	9	100160035	Single-family	1924	Contributing
668 Valley Road	1801	10	-1291679356	Multi-family	1924	Contributing
670 Valley Road	1801	11	-1869453335	Multi-family	1932	Contributing
672 Valley Road	1801	18.01 & 18.02	1936130177 1270734696	Multi-family	1904	Key-Contributing
674 Valley Road	1801	19	-1084128039	Single-family	1887	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
676 Valley Road	1801	20	1979668919	Single-family	1880	Contributing
690 Valley Road	1801	31	-1018376164	Single-family	1919	Contributing
706 Valley Road	1801	51	22180445	Multi-family	1924	Contributing
708 Valley Road	1801	51.01	1990433829	Multi-family	1924	Contributing
710 Valley Road	1801	52	-843033055	Multi-family	1875	Non-Contributing "Harmonizing" (altered)
714 Valley Road	1801	53	-1892412443	Single-family	1909	Contributing
716 Valley Road	1802	2	1803814242	Single-family	1900	Contributing
720 Valley Road	1802	3	-2140840087	Single-family	1899	Key-Contributing
722 Valley Road	1802	4	1570732841	Single-family	1907	Contributing
732 Valley Road	803	1	-476568963	Commercial	1930	Contributing
736 Valley Road	803	2	1286029926	Commercial	1912	Contributing
740 Valley Road	803	3	1392531543	Multi-family	1907	Contributing
746 Valley Road	803	4	-1627194323	Single-family	1919	Contributing
748 Valley Road	803	49	1494161383	Single-family	1960	Non-Contributing "Harmonizing"
750 Valley Road	803	6	-817149752	Single-family	1892	Contributing
752 Valley Road	803	7	1994833559	Multi-family	1910	Contributing
764 Valley Road	803	96	366705773	Single-family	1915	Contributing
768 Valley Road	803	84	-414850066	Single-family	1922	Non-Contributing "Harmonizing" (altered)
772 Valley Road	803	83	-1640545539	Single-family	1924	Contributing
778 Valley Road	803	71	1039739156	Single-family	1922	Contributing
782 Valley Road	803	70	-22502752	Utility Building	1941	Non-Contributing "Harmonizing"
786 Valley Road	803	67	-510625399	Single-family	1861	Contributing
792 Valley Road	803	65	347915080	Single-family	1895	Non-Contributing "Intrusion"

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
796 Valley Road	803	54	-751682388	Single-family	1948	Contributing
798 Valley Road	803	53	-229811510	Single-family	1890	Key-Contributing
800 Valley Road	803	52	-1086497474	Single-family	1910	Contributing
802 Valley Road	803	51	-1745709870	Single-family	1948	Contributing
Valley Road	803	69	1839207935	Empty Lot		Non-Contributing

RECOMMENDATIONS

Upper Montclair Commuter Area

I. Summary of Findings

The Upper Montclair Commuter Area retains a high level of historic integrity and presents a cohesive and significant example of suburban development in Montclair from 1884 to 1948, reflecting both the arrival of the railroad and the post-World War II housing boom. The existing architectural fabric—primarily composed of single-family homes in various vernacular and revival styles—demonstrates a clear pattern of residential growth tied to transportation infrastructure, real estate development, and middle-class homeownership trends.

The integration of garages into late-period homes also marks a transition in suburban form and function, illustrating increasing reliance on the automobile during the mid-20th century.

II. Local Designation Eligibility

For local historic designation, the Upper Montclair Commuter Area meets the following criteria under Montclair's local historic preservation ordinance:

- Criterion 1: Properties are associated with events that have made a significant contribution to the broad patterns of Montclair's history.
- Criterion 3: The district embodies distinctive characteristics of a type, period, or method of construction and represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion 5: The district reflects the cultural, political, economic, and social history of the Township of Montclair and broader region.⁹⁰

II. National Register Eligibility

The Upper Montclair Commuter Area may be eligible for listing in the National Register of Historic Places as a historic district under the following criteria:

- Criterion A: For its association with the broad patterns of suburbanization and commuter development in Montclair, especially tied to the railroad and trolley systems that shaped its form and growth.
- Criterion C: For its architectural significance, as it embodies distinctive characteristics of early-to-mid-20th-century residential design, including a range of revival styles, kit homes, and forms associated with the emergence of car-centric suburban housing.

The recommended period of significance is 1884 to 1948, encapsulating the most defining period of development and architectural expression in the neighborhood.

The contributing and non-contributing statuses of surveyed properties have been assigned in accordance with this period of significance and evaluation under Criteria A and C.

⁹⁰ Montclair Township Ordinance: Part II, General Legislation/Zoning, Article XXIII Historic Preservation, Statute 347-135 Designation of buildings, structures, objects, sites and districts as historic.

RECOMMENDATIONS

Discussions with and preparation of an Application for a Certificate of Eligibility to New Jersey Historic Preservation Office would be needed including potential additional research, as well as a comparative analysis with other similar previously listed historic districts would be needed as an initial step to confirm eligibility for the New Jersey and National Registers of Historic Places.

IV. Boundary Considerations and Future Survey Needs

The Part I Survey recommended completing the boundaries survey from the railroad to Park Street including the east side of Park Street and the north end of the Commuter Area including the south side of Mt. Hebron Road from the railroad to Park Street, and the remaining properties on the north side of Lorraine Avenue where the Commuter Area meets the Business Area HD. Based on historical research and field survey work, these boundaries tied with the areas surveyed in Part I create a potential historic district with some exceptions or exclusions. There are a few locations along the railroad including Beldon Place and Laurel Place Plaza that should be excluded as the properties in these locations are outside the proposed period of significance and would be non-contributing resources based on their architecture, if date of construction was not a consideration. The northeast end of Mt. Hebron Road is recommended to be cut off at 44 Mt. Hebron Road, cutting off 42 Mt. Hebron Road (40 Mt. Hebron Road was not included in the survey).

This Part II survey recommends a slightly longer period of significance to include 1941 to 1948. As part of any future designation (local or national), Part I will need to be revisited to determine if properties excluded because of their date of construction after 1941 should be included if they are fine examples of their type and retain architectural integrity. A quick review of the Part I report identified six properties that could potentially change from non-contributing to contributing with the revised period of significance.

This survey report provides a broad outline of the history and development of the Upper Montclair Commuter Area and includes recommendations for additional avenues of more in-depth research into such subjects as demographics, the role of municipal government in shaping the area, and the broader context of other residential sections within Upper Montclair. This research would be required, especially if the Township and HPC wanted to pursue New Jersey and National Register designation.

As part of the Part I survey, a suggestion was made to review the potential for combining the locally designated Business Area HD, but after careful consideration, it may be best to not pursue this approach. Although there are some properties in the southwest corner of the Commuter Area that lean more commercial, the district is decidedly residential in not only the volume of resources but in the articulation of the streetscape from Lorraine Avenue to Mt. Hebron Road and from the railroad to Park Street. Although the Business Area and Commuter Area share a history and there is some overlap in the period of development including the architecture, architecturally they are more distinct than alike and keeping them separate would better highlight the architectural character in each district.

V. Recommendation: National and Local Pathways

There are two potential pathways for formal designation, with local designation being highly recommended as the first step to help protect the existing resources. The Commuter Area has been impacted by limited inappropriate development; however, development pressures continue to exist and are not abating in the near-term. Local designation would not prevent local homeowner's from changing or expanding their

RECOMMENDATIONS

buildings but would provide the Historic Preservation Commission along with the public with the opportunity to help maintain the Commuter Area's unique identity and history, and to guide development in a way that is efficient and harmonious with the existing built environment.

1. Local Designation as a Historic District

- Based on boundaries as proposed in this survey report.
- Meets multiple criteria under Montclair's local ordinance.
- Review Part I and Part II together and ensure the histories, descriptions, and designation criteria align.

2. National Register Designation

- Based on boundaries as proposed in this survey report.
- Require additional research into:
 - Demographics
 - Role of municipal planning
 - Comparative analysis of Upper Montclair's residential neighborhoods to each other and to other similar regional, state-wide, or national commuter historic districts.
 - Cultural and social history, including financing patterns and homeownership
- Completion of an Application for Certificate of Eligibility

Summary

The Upper Montclair Commuter Area is a well-preserved and cohesive residential neighborhood that clearly reflects the broader patterns of suburban growth, transportation-driven development, and architectural evolution from 1884 to 1948. Its physical character—marked by consistent lot layouts, diverse yet stylistically unified housing stock, and intact streetscapes—demonstrates the area's historic role in Montclair's transformation into a rail- and trolley-oriented suburb. Based on current documentation and integrity, the district meets the criteria for local historic designation and appears eligible for listing in both the New Jersey and National Registers of Historic Places under Criteria A and C.

While the currently proposed boundaries define the historic core of the district, additional field survey and archival research are recommended to finalize district limits and fully establish the historical and architectural significance of the Upper Montclair Commuter Area. This additional work will ensure that the full extent of the district's significance is captured, support potential boundary expansion, and strengthen the case for local, state, and national recognition.

BIBLIOGRAPHY

Books

- Baldwin's Directory of Bloomfield, Montclair, Belleville, Franklin, Caldwell and Verona (Year Ending May 1, 1894)*. Orange, New Jersey: J.H. Baldwin, 1893.
- Baldwin's Directory of Montclair, Glen Ridge, Bloomfield, Caldwell, Verona and Essex Fells (Year Ending May 1, 1904)*. Newark: J.H. Baldwin, 1903.
- Baldwin's Directory of Montclair, Glen Ridge, Bloomfield, Caldwell, Verona and Essex Fells (Year 1904-1905)*. Newark: J.H. Baldwin, 1904.
- Baldwin's Directory of Montclair, Glenridge, Bloomfield, Caldwell, Verona & Essex Fells*. J.H. Baldwin, 1905.
- Baldwin's Directory of the Oranges and Townships of Essex County*. Orange, New Jersey: J.H. Baldwin, 1896.
- Baldwin's Directory of the Oranges and Townships of Essex County (Year Ending May 1, 1902)*. Orange, New Jersey: J.H. Baldwin, 1901.
- Baldwin's Directory of the Oranges and Townships of Essex*. Orange, New Jersey: J.H. Baldwin, 1900.
- Cunningham, John T. and Charles F. Cummings. *Remembering Essex: A Pictorial History of Essex County, New Jersey*. Virginia Beach, VA: The Donning Company, 1995.
- Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona (Including Cedar Grove)*. Newark: The Price & Lee Co., 1912.
- Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona (Including Cedar Grove)*. Newark: The Price & Lee Co., 1916.
- Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona (Including Cedar Grove)*. Newark: The Price & Lee Co., 1920.
- Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona, Including Cedar Grove 1923*. Newark: The Price & Lee Company, 1923.
- Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona (Including Cedar Grove) 1924-1925*. Newark: The Price & Lee Co., 1924.
- Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge, and Verona*. Newark: The Price & Lee Co., 1910.
- Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona 1908*. Newark: The Price & Lee Company, 1908.
- Fitzpatrick, Benedict, Joseph Fulford Folsom and Edwin P. Conklin. *The Municipalities of Essex County, New Jersey, 1666-1924*. New York: Lewis Historical Publishing Co., 1925.
- Gottfried, Herbert and Jane Jennings. *America Vernacular Buildings and Interiors: 1870-1960*. New York: W. W. Norton & Company, Inc., 2009.
- Jaeger, Philip Edward. *Images of America. Montclair: A Postcard Guide to Its Past*. Dover, New Hampshire: Arcadia Publishing, 1998.

BIBLIOGRAPHY

- Madison's Directory of Montclair (Beginning May 1, 1897)*. Montclair, New Jersey: Edward Madison, 1897.
- Madison's Directory of Montclair and Glen Ridge (Beginning May 1, 1898)*. Montclair, New Jersey: Edward Madison, 1898.
- Milliken, Elizabeth A. "Montclair." In *Encyclopedia of New Jersey*, edited by Mazine N. Lurie and Marc Mappen, 531. Rutgers University Press, 2004.
- Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona (Including Cedar Grove) Directory 1925*. Newark: The Price & Lee Co., 1925.
- Peterson, Theodore. *Magazines in the Twentieth Century*. Urbana, Illinois: The University of Illinois Press, Urbana, 1956.
- Shepard, Elizabeth and Royal F. Shepard, Jr., *Images of America: Montclair* Charleston, SC: Arcadia Publishing, 2003.
- The Society Blue Book for the Oranges, N.J.* New York: Dau Publishing Co., 1903.
- The Society Blue Book for the Oranges, N.J.* New York: Dau Publishing Co., 1906.
- Whittemore, Henry. *History of Montclair Township. New Jersey; including the history of the families who have been identified with its growth and prosperity*. New York: The Suburban Publishing Company, 1894.
- Works Progress Administration for the State of New Jersey. *The WPA Guide to 1930s New Jersey*. New Brunswick, NJ: Rutgers University Library, 1986.

Newspapers and Magazines

- The American Architect*. 131, no. 2514 (1927): 173.
- "Advertisement: Mortgage Money." *The Montclair Times*. April 21, 1923, 12.
- "Advertisement: Real Estate." *The Montclair Times*. March 10, 1928, 2.
- "Advertisement: The Million Dollar Series is Open!" *The Montclair Times*. April 13, 1927, 13.
- "Color in the Kitchen." *The Montclair Times*. May 22, 1929, 24.
- Cummings, Charles F. "Roots of the Portuguese in Newark Can Be Found in Three from Old Guard." *The Star-Ledger*. June 5, 1977.
- David, Debra. "A Very Short History of the Train Stations in Montclair, NJ." *Montclair Neighbors*. May 2018.
- Fallon, Helen. "Lacordaire is Turning 100!" *Montclair Neighbors*. December 2019, 12.
- "Finis for Art Commission: Its Work Referred Back to Civic Association." *The Montclair Times*. March 11, 1911, 5
- "Help Wanted – Women." *The Montclair Times*. September 19, 1914, 11.
- "Help Wanted – Women." *The Montclair Times*. July 24, 1915, 7.
- "Many Patents in May." *The Montclair Times*. June 9, 1917, 11.

BIBLIOGRAPHY

- McKnight, Mary. "Full of Human Drama: Records of Old Upper Montclair House Give Interesting Glimpses of Former Owners." *The Montclair Times*. April 5, 1962, 33.
- "Meeting of Commissioners." *The Montclair Times*. February 24, 1917, 8.
- Montclair Times*. "A.W. Godfrey Gets Honorary Degree." June 20, 1931.
- Montclair Times*. "Killing Our Goose." October 8, 1964.
- Montclair Times*. "Many Fine Dwelling Houses." May 1, 1909.
- Montclair Times*. "Real Estate Transactions." December 4, 1909.
- New-York Tribune*. "Has Mountain and Lake Charms: Realty Assets of the Great Suburban Region Traversed by the Greenwood Lake Division of the Erie Railroad." June 4, 1911.
- Nichols, Durando. "The Model House." *American Homes and Gardens*. 2, no. 1 (1906): 240-244. Available from the Internet:
<https://babel.hathitrust.org/cgi/pt?id=mdp.39015012331370&view=1up&seq=260&skin=2021&q1=montclair>.
- "Real Estate for Sale." *The Montclair Times*. April 7, 1906, 10.
- Shaari, Marisa. "In Montclair, trolleys clanged till 1952 (History and Heritage)." *Montclair Local*. December 24, 2021. Available from the Internet: <https://montclairlocal.news/in-montclair-trolleys-clanged-till-1952-history-and-heritage/>.
- "Street Extension Advanced." *The Montclair Times*. March 26, 1924, 1.
- "The Town Plan and Art Commission Act." *The Montclair Times*. April 9, 1910, 6.
- Thurston, Paul. "Two Types of Colonial Houses." *American Homes and Gardens*. Vol. 8, no. 7 (1911): 270-271.
- "Town of Montclair." *The Montclair Times*. May 2, 1903, 7.
- "Township Committee." *The Montclair Times*. October 23, 1886, 3.
- Trippett, Harry. "Town of Montclair: Pending Ordinances." *Montclair Times*, February 25, 1922.
- Wendehack, C.C., Architect. "House of A.E. Betteridge, Esq., Montclair, N.J." *The Architectural Forum*. May 1928.
- Whitaker, Majda Kallab. "All in the Family: Arts & Crafts, Dudley Van Antwerp and His Creative Relations." *The American House* 36, no. 1 (Spring 2016): 3-13.
- Winters, Jaimie Julia. "Keil's Changes Hands After 85 Years." *Montclair Local*, March 15, 2018.
<https://montclairlocal.news/2018/03/montclair-keils-business-pharmacy/>.
- Winters, Jaimie Julia. "Montclair's Magnetic Appeal to Artists." *Montclair Local*, May 21, 2021.
<https://montclairlocal.news/2021/05/montclairs-magnetic-appeal-to-artists/>.

BIBLIOGRAPHY

Reports and Other Publications

- Ames, David L. and Linda Flint McClelland. *National Register Bulletin: Historic Residential Suburbs, Guidelines for Evaluation and Documentation for the National Register of Historic Places*. Washington, D.C.: U.S. Dept. of the Interior, National Park Service, 2022.
- Bailey, Benjamin. History and Description of Portuguese Immigration and the East Providence/SE New England Portuguese Community [unpublished paper]. Amherst, MA: University of Massachusetts Amherst; 2000. Available from: https://works.bepress.com/benjamin_bailey/63/.
- Breithaupt, Maynett. "580 Park St." Preservation Montclair. June 4, 1985.
- Building Conservation Associates Inc. *Historic Preservation Element of the Township: Township of Montclair County of Essex State of New Jersey*. Montclair, NJ: 2016.
- Clifford C. Wendehack (1884-1948). Maplewood Historic Preservation Commission, Maplewood, NJ.
- Farrelly, Mike. "Bellevue Ave Tour," and "North End Walking Tour."
- Haskins, Lorraine. Citizens in Action: The Activities of the Montclair Town Planning Board During the 1930s [unpublished paper]. Located at: Montclair History Center.
- Montclair Historic Preservation Commission. *Upper Montclair Historic Business District Nomination Report*. Montclair, NJ: Township of Montclair, May 2006.
- Pepi, Raymond M., et al. *Historic Preservation Element of the Township Master Plan: Township of Montclair, County of Essex, State of New Jersey*. New York: Building Conservation Associates Inc., 2016.
- Price, Eleanor McArey. "Historic Resources of Montclair Multiple Resource Area." National Register of Historic Places Inventory- Nomination Form. (Montclair, NJ: Preservation Montclair, 1986.
- Price, Eleanor. "3 Macopin." Preservation Montclair. February 13, 1981.
- Price, Eleanor. "4 Duryea Rd." Preservation Montclair. November 14, 1984.
- Price, Eleanor. "30 Elston Road." Preservation Montclair. February 16, 1981.
- Price, Eleanor. "53 Norwood Avenue." Preservation Montclair. March 1982.
- Price, Eleanor. "197 Fernwood Ave." Preservation Montclair. February 26, 1981.
- Price, Eleanor. "205 Alexander Ave." Preservation Montclair. February 20, 1981.
- Price, Eleanor. "205 Fernwood Avenue." Preservation Montclair. February 19, 1981.
- Price, Eleanor. "217 Inwood Ave." Preservation Montclair. August 13, 1981.

BIBLIOGRAPHY

Sachau, Gary. "174 Inwood Ave." Preservation Montclair. July 17, 1981.

Sachau, Gary. "184 Inwood Ave." Preservation Montclair. July 17, 1981.

Sachau, Gary. "206 Inwood Ave." Preservation Montclair. July 17, 1981.

Sachau, Gary. "208 Fernwood Ave." Preservation Montclair. June 30, 1981.

Sachau, Gary. "212 Fernwood Ave." Preservation Montclair. June 30, 1981.

Schwenk, Sally F. "Working-Class and Middle-Income Apartment Buildings in Kansas City, Missouri." National Register of Historic Places Multiple Property Documentation Form. Kansas City, MO: Sally Schwenk Associates, Inc., 2007.

Shepard, Elizabeth Shepard, Ed. & Author, Asantewaa Gail Harris, Kenneth French, Co. Authors. *Montclair African-American History Resource Guide*. Montclair, NJ: Montclair Public Library, 2002.

Online Resources

"America and the Rockefeller Center." *Ralph Hancock f.r.h.s.* online. 2018. Available from the Internet: <http://www.ralphhancock.com/americaandtherockefellercenter>.

The City Directories for Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona. Available from the internet: <http://www.digifind-it.com/montclair/Cd.php>. Years referenced: 1906, 1908, 1910, 1912, 1914, 1916, 1920, 1923, 1924-1925, 1926, 1930, 1933, 1941, 1945, 1947, 1955, and 1961.

Fallon, Helen. "Interesting elements of Mills Reservation (Part 2 of 2)." Montclair History Center. April 20, 2020. Accessed September 9, 2022. Available from the Internet: <https://www.montclairhistory.org/new-blog/2020/3/26/interesting-elements-of-mills-reservation-part-2-of-2>.

Greiff, Constance M., Charles H. Ashton, Richard Meyer, and Nicolas A. Tino, Jr. "Operating Passenger Railroad Stations in New Jersey." Multiple Properties, National Register of Historic Places Nomination. Available from the Internet: https://npgallery.nps.gov/NRHP/GetAsset/NRHP/64000496_text.

Montclair Township Ordinance: Part II, General Legislation/Zoning, Article XXIII Historic Preservation, Statute 347-135 Designation of buildings, structures, objects, sites and districts as historic.
New Jersey, State Census, 1915. Available from the Internet: Available from the Internet: Lehi, UT, USA: Ancestry.com Operations Inc, 2017.

Online Collections. Montclair History Center, Montclair, NJ.
<https://montclairhistory.catalogaccess.com/home>.

United States Federal Census (1900, 1910, 1920, 1930 & 1940). Available from the Internet: Lehi, UT, USA: Ancestry.com Operations Inc, 2006.

BIBLIOGRAPHY

Maps, Drawings and Photographs

Belding, H. A. *Map of Essex County*. Newark, NJ: Belding, 1850. (HistoricMapWorks.com)

Franklin Publishing Co. *Real Estate Atlas of Montclair, Glen Ridge, Cedar Grove & Verona, NJ*. Philadelphia, PA: Franklin Survey Co., 1933. (Montclair Public Library, Main Branch)

Kiser, Ellis, C. E. *Atlas of Essex County New Jersey, Volume 3*. Philadelphia: A. H. Mueller & Co., 1906. (Montclair Public Library, Main Branch)

Map of Montclair and Glen Ridge, New Jersey. Newark, NJ: Interstate Map Co., 1904. Available from the Internet: http://mapmaker.rutgers.edu/ESSEX_COUNTY/oldMontclair.html

Pidgeon, Roger H. *Atlas of Essex County, New Jersey from Actual Surveys and Official Records*. 141. Robinson, 1881. Available from the Internet: <http://www.digifind-it.com/montclair/maps.php>.

Robinson, E. *Robinson's Atlas of Essex County New Jersey*. New York: E. Robinson, 1890. (HistoricMapWorks.com)

Sanborn Map Company. *Sanborn Fire Insurance Maps, Essex County, Vol. 3*. New York, NY: Sanborn Map Company, 1907. (Library.Princeton.Edu)

APPENDICES

APPENDIX A

SURVEY FORMS

APPENDICES

APPENDIX B

REQUEST FOR PROPOSAL

APPENDICES

APPENDIX C

PROJECT TEAM RESUMES

APPENDICES

APPENDIX D

INFORMATION ON MONTCLAIR HISTORIC PRESERVATION COMMISSION

APPENDICES

MONTCLAIR TOWNSHIP HISTORIC PRESERVATION COMMISSION

The Montclair Historic Preservation Commission (MHPC), established by ordinance in 1994, is responsible for protecting Montclair's architectural heritage and increasing public awareness of the unique historical and cultural dimensions of the Township's buildings, streetscapes and landscapes. In accordance with the State Municipal Land Use Law, the commission surveys buildings, structures, objects, sites and districts located within the Township and researches and evaluates them for their historic significance. The commission proposes to the Township Council those properties it has found to be worthy of landmark designation and therefore subject to the Township's Historic Preservation Commission Ordinance.

The Commission also advises the Planning Board and the Township Council on all matters which have potential impact on the historic buildings, structures, objects, sites or districts in the Township or on the physical character and ambience of any portion of the Township or region.

The Department of Planning & Community Development provides all administrative support staffing to the Historic Preservation Commission.

There are currently:

- 4 locally landmarked historic districts: Town Center Historic District, Upper Montclair Historic District, the Pine Street Historic District, and Watchung Plaza.
- 64 individually designated landmarks.
- 6 National and State Registered Historic Districts, and numerous properties that have been determined eligible for listing in the two registers
- 100 State Register listed sites
- 52 National Register listed sites

The Commission reviews and approves changes to properties within these districts and to all other local historic landmark properties. The Commission holds public hearings for this purpose once a month, every fourth Thursday in the Council Chambers on the first floor of the Municipal Building at 205 Claremont Avenue.

If you own or know of a building that you believe should be landmarked, please contact the Township representative at 973-509-4955 and we would be happy to assist in the process. If you own or have a business located within a locally landmarked property and would like to alter its appearance, please complete an Application for a Certificate of Appropriateness. For more information, please contact the Township at 973-509-4955.