

INTENSIVE-LEVEL ARCHITECTURAL SURVEY

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

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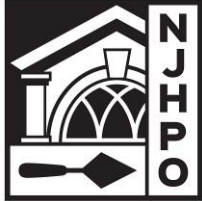
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PROJECT DIRECTORY

PROJECT

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

CLIENT

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

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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 Upper Montclair Commuter Area

Survey Area

The Upper Montclair Commuter Area is located in Montclair Township, Essex County, New Jersey, which is located in the USGS Orange quadrant. The survey area is roughly bounded by Macopin Avenue, Park Street, Lorraine Avenue, Norwood Avenue, Oakwood Avenue, and Valley Road and includes Duryea Road, Inwood Terrace, Fernwood Avenue, Norman Road, Marion Road, Sunset Park, Glenwood Road, Elston Road, Wellesley Road, and the western portions of Inwood Avenue, Overlook Road, and Alexander Avenue (Figures 1, 1a, 1b, and 1c). The Upper Montclair Commuter Area covers about 0.25 square miles.

Summary of Results

A total of 431 properties were surveyed, the majority of which were residential with one church complex and one private school, each of which had more than one building on their property, and one nursing home located in what resembles a single-family residence. Of these, three properties in the Upper Montclair Commuter Area are listed on the New Jersey and National Registers of Historic Places as part of the Montclair Multiple Resource Area: 4 Duryea Road (Charles H. Heustis House); 135 Norwood Avenue; and 580 Park Street (Von Schmid House). There were no additional *individual* properties determined to be eligible for the New Jersey and National Registers of Historic Places or for local designation. The properties within the survey area lend themselves better for listing as part of the Upper Montclair Commuter Area district or as part of a boundary increase to the Upper Montclair Business Area Historic District. It should be noted that since the number of properties surveyed was reduced by eliminating properties on the west side of Valley Road between Lorraine Avenue and Mt. Hebron Road, the west end of Lorraine Avenue, and along Patton Place and Nassau Road, the boundary as noted in this report for the Upper Montclair Commuter Area should be reevaluated once those remaining areas are surveyed including an evaluation on whether the east side of Park Street should be included in the district boundaries.

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 continues into the mid-20th century. The area or potential district has seen little change since original construction, creating a cohesive whole reflective of its early-20th century appearance. The recommendations also include completion of the remaining few blocks to the west and north of the surveyed areas to confirm the period of significance presented in this report and to develop a definitive boundary based on level of integrity and age of the remaining houses. A secondary recommendation, once again, when the remainder of the area is surveyed, is to consider if this should remain a standalone district or if it would be better served to be part of a boundary increase to the Upper Montclair Business Area Historic District. The Upper Montclair Business Area Historic District is listed on the New Jersey and National Registers of Historic Places, and its history and architectural are similar and entwined with the Upper Montclair Commuter Area.

EXECUTIVE SUMMARY

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.

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INTRODUCTION

Project Overview

The purpose of the 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 431 properties. The Upper Montclair Commuter Area 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: both sides of Valley Road from approximately Oakwood Avenue north to Mt. Hebron Road; the streets from Lorraine Avenue north to Mt. Hebron Road between Valley Road east to Park Street; the west side of Park Street from Mt. Hebron Road south to Lorraine Avenue; and Lorraine Avenue at Park Street west to a quarter block east of Valley Road. The survey area (and the area recommended as a historic district) does not include the west side of Valley Road, the properties north of Macopin Avenue, with the exception of four houses located on a private cul-de-sac at the north end of Park Street, and the properties west of Duryea Road on Lorraine. These areas were excluded due to budgetary constraints and when all are included would total 600 properties.

The Upper Montclair Commuter Area includes primarily residential properties of single-family homes, with three exceptions. The first is the Lacordaire Academy 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 second is 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 third is 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. The residential buildings in the proposed historic district were primarily constructed within the first 40 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. These families had moved to the region 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, historic research, and determinations of eligibility and significance. The 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 210 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,

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vegetation was in full bloom, and this occasionally made it difficult to fully view and/or photograph the resources. Properties along Valley Road, which is a heavily trafficked road, often had large evergreen trees and dense hedges set along the sidewalk in order 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



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

- CONTRIBUTING RESOURCE (PROPOSED)
- NON-CONTRIBUTING RESOURCE (PROPOSED)
- KEY CONTRIBUTING RESOURCE (PROPOSED)

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MONTCLAIR, NJ
67
 (ESSEX CO. N.J. VOL. 3)
 (64)

TO FIGURE No. 1b -
CENTRAL/NORTH
 SECTION 70

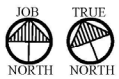


FIGURE No. 1a - SOUTH SECTION (Valley Rd. to Park St. from Lorraine Ave. to Marion Rd.)
UPPER MONTCLAIR COMMUTER AREA
 BASE MAP: 1986 SANBORN MAP

- SCALE OF FEET
- CONTRIBUTING RESOURCE (PROPOSED)
 - NON-CONTRIBUTING RESOURCE (PROPOSED)
 - KEY CONTRIBUTING RESOURCE (PROPOSED)

INTRODUCTION

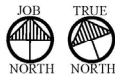


FIGURE No. 1b - CENTER/NORTH SECTION (Valley Rd. to Park St. from Marion Rd. to Macopin Ave.)
UPPER MONTCLAIR COMMUTER AREA
 BASE MAP: 1986 SANBORN MAP

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- CONTRIBUTING RESOURCE (PROPOSED)
-
- KEY CONTRIBUTING RESOURCE (PROPOSED)
-
- NON-CONTRIBUTING RESOURCE (PROPOSED)

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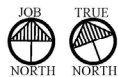
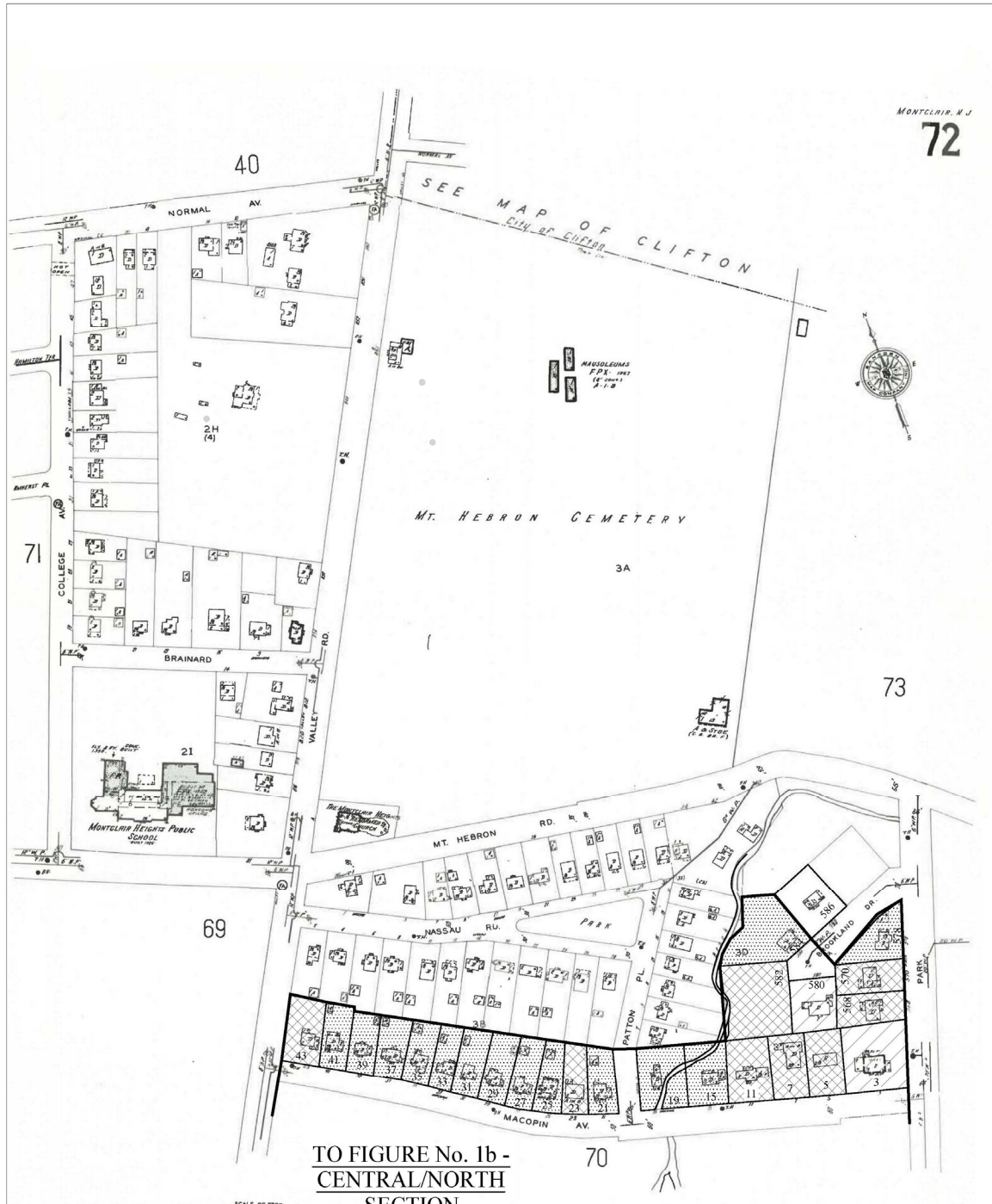





FIGURE No. 1c - NORTH SECTION (Valley Rd. to Park St. from Macopin Ave. to Mt Hebron Rd.)
UPPER MONTCLAIR COMMUTER AREA
 BASE MAP: 1986 SANBORN MAP

-  CONTRIBUTING RESOURCE (PROPOSED)
-  KEY CONTRIBUTING RESOURCE (PROPOSED)
-  NON-CONTRIBUTING RESOURCE (PROPOSED)

INTRODUCTION

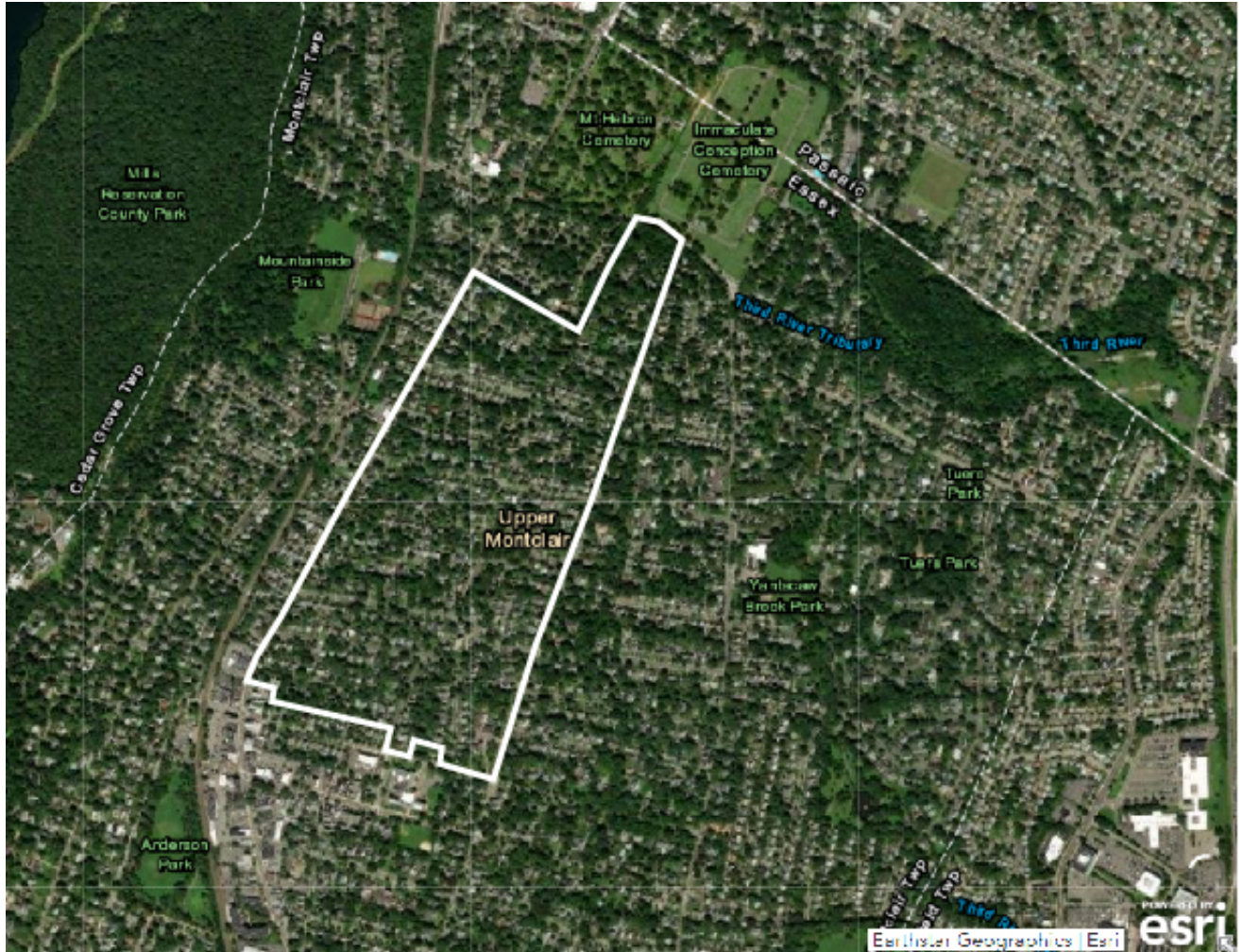


Figure 2
Aerial View of the Upper Montclair Commuter Area Survey

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. This 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.”

The area designated by the *HP Element* is far greater than the survey budget allowed and includes the following excluded sections: the west side of Valley Road to the Montclair-Boonton Rail line, the north side of Lorraine Avenue west of the Upper Montclair Business Area Historic District, and the houses along Patton Place and Nassau Road. Despite these exclusions, this limited survey area covers both the core of the potential district and the majority of the properties. Because it does not include the entirety of the survey area the recommendations may change pending the results of completing the survey at a later date.

Methodology

After an initial project meeting with Kathleen Bennett, Chair of the Montclair Historic Preservation Commission; and Tommy Scibilia, AICP, Secretary to the Commission, 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. Once the Project Team had a good understanding of the history of Montclair, and specifically the survey areas, the survey fieldwork began. Additional historic research continued concurrently while the fieldwork was underway.

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

RESEARCH DESIGN

residential 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 survey area is located in the north end of Montclair Township, in what is called Upper Montclair. Upper Montclair, as a whole, 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 center in the east/west direction and occupies the northern half of Upper Montclair proper between Valley Road and Park Street. The streets between Lorraine and Oakwood Avenues, the survey area's southern boundaries, and Mt. Hebron, the northern boundary, generally run parallel to one another with Norwood Avenue splitting the area into two halves between Lorraine to the south and Alexander Avenue to the north. North of Alexander Avenue are Macopin Avenue, which maintains the parallel configuration, and Nassau Road, Patton Place and a private cul-de-sac off of Park Street, which are more curvilinear and do not run through between Valley Road and Park Street. In this framework of streets, there are a few anomalies. Many of the roads between Valley Road and Norwood Avenue do not run through to Park Street. These include Duryea Road, Inwood Terrace, and Sunset Park. Duryea Road is set parallel between Norwood Road and Park Street and connects with Inwood and Fernwood Avenues as both curve around the Upper Montclair Presbyterian Church complex. Inwood Terrace is a short cul-de-sac set on the north side of Inwood Avenue and is the last major development in the survey area. Sunset Park is a small rectangular island park set on a small rise with mature deciduous trees at its center and houses that face it on all four sides.

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 fairly dramatic slope of the terrain from Valley Road to Park Street, with the steeper slopes located along Wellesley Road, Alexander and Macopin Avenues and Nassau Road. 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. There are culverts, and grade cuts that allow the stream to run under the roads and behind the houses uninterrupted. East of Wellesley, the grade continues to slope down from Valley Road toward Park Street but at a more gradual or moderate grade change, and it flattens slightly between Norwood Avenue and Park Street. The houses on the west side of Park Street are typically set a few steps higher than the street, as Park Street serves as a transition to the next ridge to the east between Park and Grove Streets. Whether located at the change in grade due to their location along the ridgeline or not, many properties in the district are set on a slight rise above the street, so there are locations where steps are set at the end of the paths to the home to connect the sidewalk with the front entrances.

The setbacks are typically similar so that most houses, with a few exceptions, have a front lawn. The depth between streets is broad so, despite the setbacks, each house, with the exception of some properties located at corners, have substantial backyards. Attached garages are rare and tend to be on houses built in the mid-20th century or later. Detached garages set near to the back or to the midpoint of the rear yard are typical, and many houses lack garages completely. The houses along Nassau Road (not in the survey but part of the Upper Montclair Commuter Area) 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 younger trees appear to be the result of a combination of disease and storm damage, 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, with the exception of Inwood Terrace and the private road off of Park Street. 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 wood poles in most places, except where they have been replaced or where it attached to the utility pole.



Figure 3

View looking northeast from Norwood Avenue toward Inwood Avenue with a view of the Upper Montclair Presbyterian Church complex.

SETTING



Figure 4
View from Norwood Avenue looking northwest along Inwood Avenue.

SETTING



Figure 5
View looking southeast at the intersection of Inwood Avenue and Duryea Road.

SETTING



Figure 6
View looking west toward Valley Road along Marion Road.

SETTING



Figure 7

View looking southwest from the north side of Sunset Park into the park. Note the slight rise from the street and the old-growth deciduous trees.

SETTING



Figure 8

View looking west from Norwood Avenue toward Valley Road along Wellesley Road. Note the change to street-facing wires and the lack of old-growth trees along the sidewalk verge.

SETTING



Figure 9

View looking southeast along Valley Road. Note the tall evergreen hedges that are for blocking out the sound of the traffic along Valley Road.

SETTING

Built Environment of the Survey Area

The majority 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 1940 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. The majority of 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 enclosed formerly open porches. 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.

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.¹ 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.² 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.³ 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 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

¹ Elizabeth A. Milliken, "Montclair," *Encyclopedia of New Jersey*, (New Brunswick, New Jersey: Rutgers University Press, 2004).

² 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.

³ Whittemore, 37.

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West Bloomfield]; a very extensive trade,”⁴ 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.”⁵ 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.”⁶

The development, known originally 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-American⁷ 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.”⁸ 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,”⁹ which was over a relatively large area reinforcing the understanding that the village was primarily made up of family farms. Similar to 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 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.¹⁰ Local residents

⁴ Whittemore, 38.

⁵ Whittemore, 38 – 39.

⁶ Whittemore, 39.

⁷ 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.

⁸ Eleanor McAreyve 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.

⁹ Price, Section 8, page 5.

¹⁰ Price, Section 8, page 13.

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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.¹¹

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 and importance of the automobile. From the 1870s through to the Great Depression, the majority 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. Simultaneous 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.¹² 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 a 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 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.)¹³

¹¹ Price, Section 8, page 22.

¹² Price, Section 7, page 179.

¹³ 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/>.

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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.¹⁴ 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.”¹⁵ 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. Although African-Americans shared their neighborhoods with immigrants for a period (this is seen in census data for both the Pine Street and Wheeler Street neighborhoods), when the immigrants eventually moved out the neighborhoods of the South End, Frog Hollow, Pine Street, and North Fullerton/Forest Street became and remained predominantly African-American well into the 20th century.¹⁶

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, 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

¹⁴ 1910 United States Census, Montclair, Essex County, New Jersey, *Ancestry.com*.

¹⁵ Price, Form, 3.

¹⁶ Elizabeth Shepard, Ed. & Author, Asantewaa Gail Harris, Kenneth French, Co. Authors, *Montclair African-American History Resource Guide*, (Montclair, NJ: Montclair Public Library, 2002), 115.

¹⁷ Shepard, et al, 128.

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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 a growing community; the African-American population by 1916 was 5,000. 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 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

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.

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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 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” to amongst others 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 a block west of Valley Road between Elston and Glenwood Roads, 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 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.

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.

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Although the area of the survey for this report is bounded by Macopin Avenue to the north, any proposed district would consider including Mt. Hebron Road as the boundary. As such, a short discussion on the Mt. Hebron Cemetery and the Immaculate Conception R.C. Cemetery are included because these large swaths of open space help to define the northern boundary of the Upper Montclair Commuter Area. According to a history of the Montclair Heights Reformed Church, the Mount Hebron Association was formed in 1863 for the purposes 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 the Mt. Hebron Cemetery is the Immaculate Conception 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 the east and west bounding roads, 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. The first mayor of Montclair, Amos Broadnax, resided at 771 Valley Road from 1863 until the Financial Panic of 1873.²⁹ 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.³⁰ 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.³¹ During the 1840s, a total of 550 people emigrated from Portugal to the United States.³² 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.³³ 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 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.³⁴ 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.³⁵

DaCunha had Alexander Avenue laid in 1889, bisecting his property from Valley Road to Grove Street.³⁶ In 1903, an ordinance was passed to install a sewer line for Alexander and Norwood Avenues.³⁷ Homes began to

²⁹ 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.

³⁰ Montclair History Center Archives

³¹ Charles F. Cummings, "Roots of the Portuguese in Newark Can Be Found in Three from Old Guard," *The Star-Ledger*, June 5, 1977.

³² 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/.

³³ Montclair History Center Archives

³⁴ *The Society Blue Book for the Oranges, N.J.*, (New York: Dau Publishing Co., 1903).

³⁵ McKnight, "Full of Human Drama," 33.

³⁶ Figure 11.

³⁷ "Town of Montclair," *The Montclair Times*, May 2, 1903.

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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.³⁸ 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.³⁹ 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.⁴⁰

In 1886, Lorraine Avenue was laid by Joseph Lux.⁴¹ Charles H. Huestis purchased thirteen acres from Lux in 1888 in order 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.⁴² The sole property in the potential district currently addressed as on this street is 155 Lorraine Avenue. Originally a private residence, the main house and a carriage house 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.⁴³

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. Sellew. Originally from New York, Sellew purchased various properties in Montclair totaling 120 acres that he 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.⁴⁴ 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 1907.⁴⁵ 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.⁴⁶ The quarry was located west of Upper Mountain Avenue along the ridge of First Mountain and below Mills Reservation's⁴⁷ southern and eastern cliffs; it extracted trap rock and brownstone

³⁸ Montclair History Center Archives

³⁹ Eleanor Price, "205 Alexander Ave.," Preservation Montclair, February 20, 1981.

⁴⁰ 1910 United States Census, Montclair, Essex County, New Jersey, *Ancestry.com*.

⁴¹ "Township Committee," *The Montclair Times*, October 23, 1886.

⁴² Eleanor Price, "4 Duryea Rd.," Preservation Montclair, November 14, 1984.

⁴³ Helen Fallon, "Lacordaire is Turning 100!" *Montclair Neighbors*, December 2019, 12.

⁴⁴ *Baldwin's Directory of the Oranges and Townships of Essex County*, (Orange, New Jersey: J.H. Baldwin, 1896).

⁴⁵ Eleanor Price, "53 Norwood Avenue," Preservation Montclair, March 1982.

⁴⁶ Philip Edward Jaeger, *Images of America. Montclair: A Postcard Guide to Its Past*, (Dover, New Hampshire: Arcadia Publishing, 1998), 69.

⁴⁷ Mills Reservation was established in 1954 and today is 157-acres of preserved land part of the Essex County Park System.

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and operated from 1890 until 1918.⁴⁸ Sellow 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 let them for rent until they were purchased by their tenants.⁴⁹ 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 was a two-family dwelling that they owned.

In c. 1906, 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.⁵⁰ Sellow 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.⁵¹

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.⁵² 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 Avenue⁵³ and the Appelbee family at 42 Oakwood Avenue.⁵⁴ In the early 1930s, much of the landscaping on the street was designed by Ralph Hancock, a Welsh-born landscape architect.⁵⁵ 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.

Elston Road was the next street to be laid out, cutting through land owned by W.H. Power and Phoebe Pearce in 1901.⁵⁶ Notable homes include 30 Elston Road, a unique Colonial Revival house designed by H. Herbert Wheeler,⁵⁷ 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.⁵⁸ Some years later, Holbrook moved to 135 Norwood Avenue. This dwelling is 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.

⁴⁸ 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>.

⁴⁹ Gary Sachau, "174 Inwood Ave.," Preservation Montclair, July 17, 1981.

⁵⁰ Figure 13.

⁵¹ Eleanor Price, "205 Fernwood Avenue," Preservation Montclair, February 19, 1981.

⁵² Figure 11.

⁵³ "Help Wanted – Women," *The Montclair Times*, July 24, 1915.

⁵⁴ "Help Wanted – Women," *The Montclair Times*, September 19, 1914.

⁵⁵ "America and the Rockefeller Center," *Ralph Hancock f.r.h.s.* online, 2018, <http://www.ralphhancock.com/americaandtherockefellercenter>.

⁵⁶ Figure 11.

⁵⁷ Eleanor Price, "30 Elston Road," Preservation Montclair, February 16, 1981.

⁵⁸ Paul Thurston, "Two Types of Colonial Houses," *American Homes and Gardens*, 8, no. 7 (1911): 270-271.

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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.⁵⁹ 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.⁶⁰ 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 street. The home address for Clute changed numerous times, indicating that he would have houses built, sell them while living in them, and then move on to other lots.⁶¹

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*.⁶² The park was gifted by the George Blanchard family, the first resident of 490 Park Street, the Timothy Sellew family, and the Erwin Crane family, all of whom owned land in the surrounding area.⁶³ 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.⁶⁴ 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.⁶⁵ While the lots had been established for many years, the four houses on the south side of Sunset Park were not constructed until 1950.

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 two houses in this district: 44 Norman Road, built in 1909, 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.⁶⁶ Van Antwerp designed over five hundred buildings during his career and worked primarily in the Craftsman style, of which he had an individual interpretation.⁶⁷ 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.⁶⁸ He occasionally collaborated with his wife, Hilda, an artist, crediting

⁵⁹ “Real Estate for Sale,” *The Montclair Times*, April 7, 1906.

⁶⁰ *Directory of Montclair, Bloomfield, Caldwell, Essex Fells, Glen Ridge and Verona 1908*, (Newark: The Price & Lee Company, 1908).

⁶¹ Kathleen Bennett, “Information for Upper Montclair Commuter District,” email, 2022.

⁶² “Street Extension Advanced,” *The Montclair Times*, March 26, 1924.

⁶³ “Meeting of Commissioners,” *The Montclair Times*, February 24, 1917.

⁶⁴ Lorraine Haskins, *Citizens in Action: The Activities of the Montclair Town Planning Board During the 1930s* [unpublished paper], located at: Montclair History Center Archives.

⁶⁵ “Many Patents in May,” *The Montclair Times*, June 9, 1917.

⁶⁶ Eleanor Price, “3 Macopin,” *Preservation Montclair*, February 13, 1981.

⁶⁷ Montclair Historical Center Archives.

⁶⁸ 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.

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her as an associate or interior designer on architectural projects.⁶⁹ 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.⁷⁰

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 the decade. The most common styles that can be seen here are Tudor Revival and Colonial Revival, with its subtypes, following popular architectural trends.

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 is 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.⁷¹ In 1927, a photograph of the house was featured in *The American Architect*.⁷² Holmes worked for the township of Montclair as both an architect for the Housing Authority and a planner.⁷³

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 for the railroad suburb. The popular second-generation pattern books⁷⁴, 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."⁷⁵ 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

⁶⁹ Whitaker, "All in the Family," 3.

⁷⁰ Figure 38

⁷¹ Maynett Breithaupt, "580 Park St.," Preservation Montclair, June 4, 1985.

⁷² *The American Architect*, 131, no. 2514 (1927): 173.

⁷³ Montclair Historical Center Archives.

⁷⁴ 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.

⁷⁵ 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>.

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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 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.

The final street in the district to be laid was Inwood Terrace, 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.

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.).

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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.digifind-it.com/montclair/maps.php>)

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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.digifind-it.com/montclair/maps.php>)

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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)

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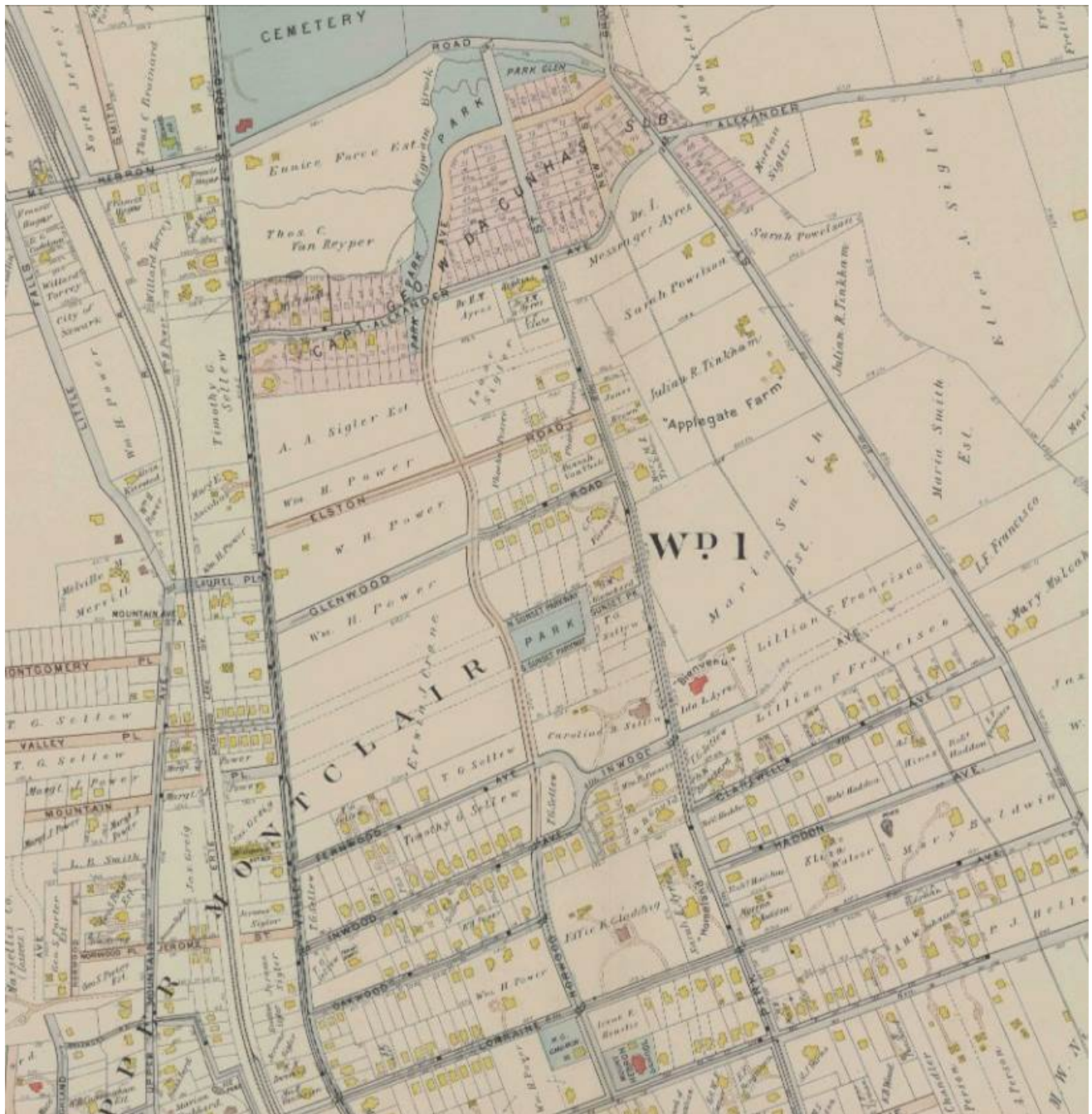


Figure 13



1906 *Atlas of Essex County, New Jersey* (plate 26) showing development mostly at 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>)

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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)

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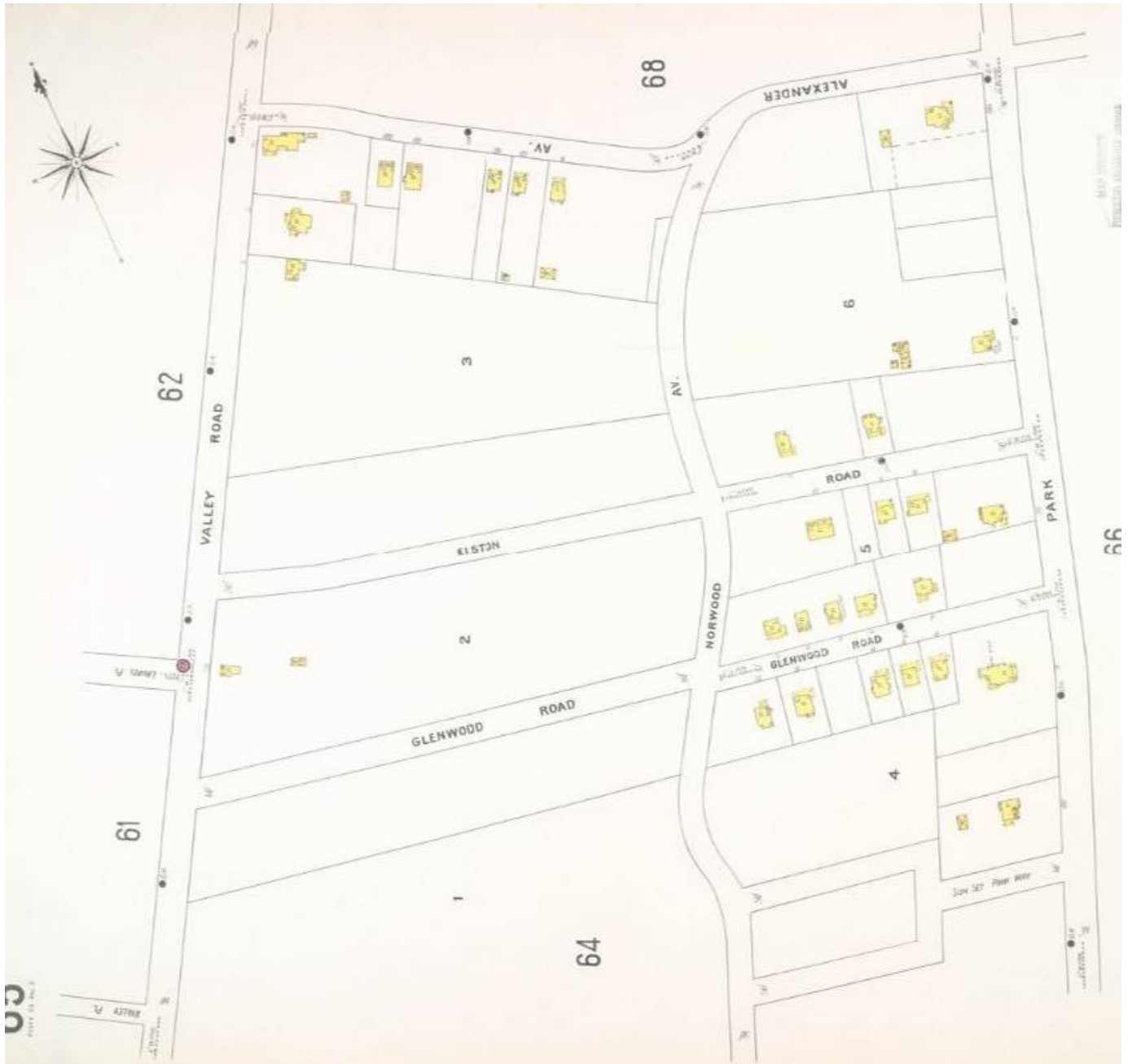


Figure 15



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)

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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)

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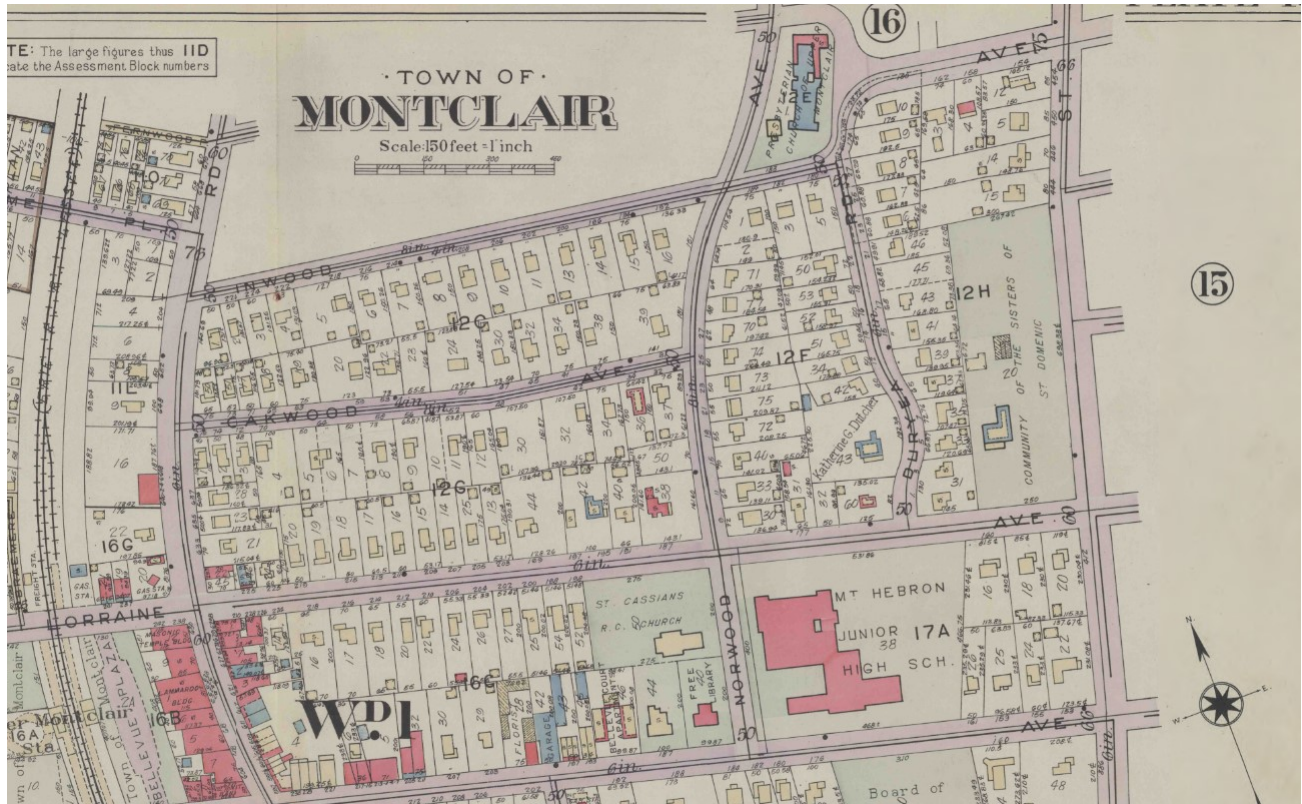


Figure 17



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)

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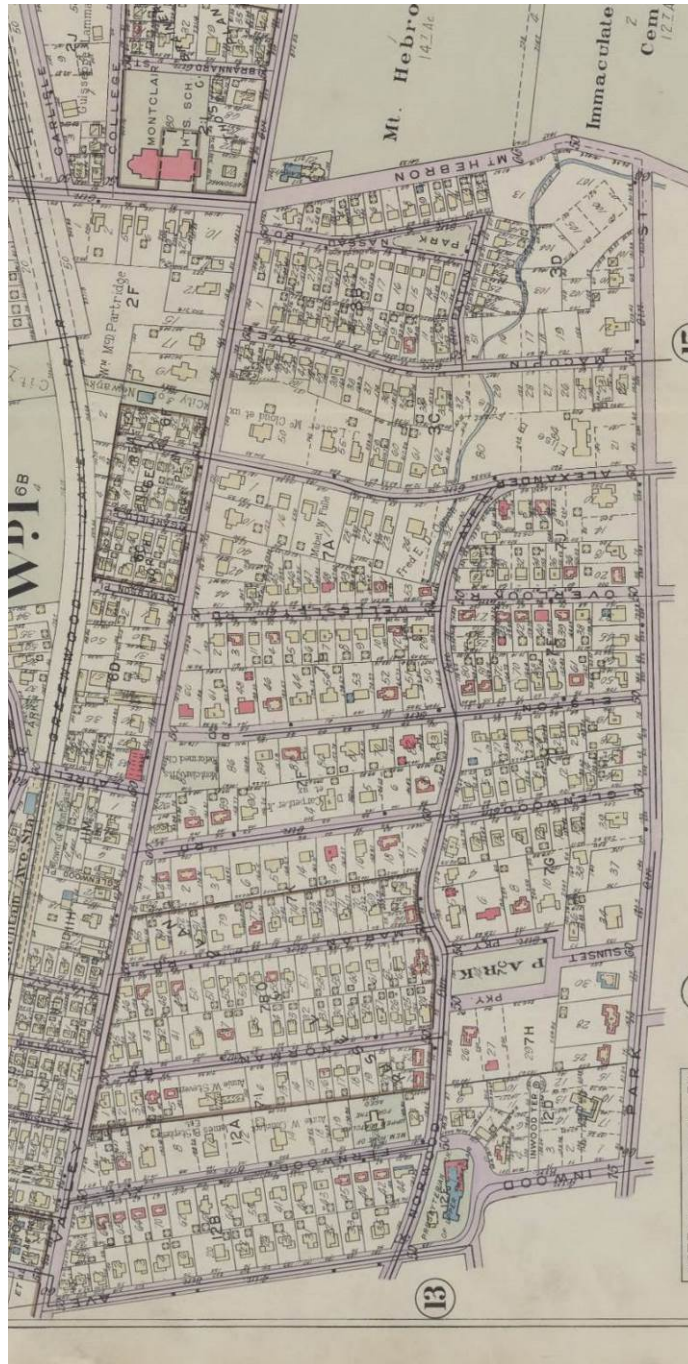


Figure 18



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)

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Figure 19

1912 image of 771 Valley Road, which was the home of George W. DaCunha (1838-1917), a Portuguese immigrant who extensively renovated the first house in the area, constructed c. 1740. (Credit: P2808, 1912, photograph, Montclair History Center, Montclair, <http://www.digifind-it.com/montclair/pages/P2808.php>.)

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Figure 20

Circa 1890s image of 4 Duryea Road constructed in 1888 by Charles H. Huestis on property owned by Joseph Lux, who laid out Lorraine Avenue for development. (Credit: P2878, photograph, Montclair Public Library, Montclair, <http://www.digifind-it.com/montclair/pages/P2878.php>.)

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Figure 21

Circa 1964 image of 155 Lorraine Avenue constructed in 1894 by Dr. Morgan Ayers. The house is currently owned and operated by the Dominican Sisters of Caldwell as a private Catholic school for girls, known today as Lacordaire Academy. (Credit: P1008, photograph, Montclair Public Library, Montclair, <http://www.digifind-it.com/montclair/pages/P1008.php>.)

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Figure 22

Circa 1918 image of 44 Norman Road constructed in 1910 and designed by local architect, Dudley Van Antwerp (1867-1934) who designed over 500 houses in Montclair including two known in this district; the other is 3 Marion Road. (Credit: *Mrs. B.V. Kissam. Norman Road*, photograph, Dudley Van Antwerp, Montclair History Center, Montclair, <https://montclairhistory.lunaimaging.com/luna/servlet/detail/MHC~3~3~836~489:Mrs--B-V--Kissam--Norman-Road%3Fsort%3Ddate?vq=sort:date;lc:MHC~3~3&mi=106&trs=193.>)

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Figure 23

Circa 1920 image of Glenwood Avenue looking at properties 7 and 9 on the north side of the street. These houses were constructed between in 1916 and 1912, respectively. The house in the background appears to be 15 Glenwood Avenue constructed in 1906. (Credit: P2868, photograph, Montclair Public Library, Montclair, <http://www.digifind-it.com/montclair/pages/P2868.php>.)

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Figure 24

1930 image of 584 Park Street, located within “the Hoo” at the north end of the survey area, and is a fine example of a Tudor Revival house. (Credit: T. Robert Lindsley, P2695, 1930, photograph, Montclair Public Library, Montclair, <http://www.digifind-it.com/montclair/pages/P2695.php>.)

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Figure 25

Circa 1900 image of the Mountain Avenue Station, constructed in 1893 on the west side of Valley Road between Glenwood and Elston Road. 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)

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Architecture of the Survey Area

The architecture of the Upper Montclair Commuter survey area is a direct reflection of the demographics that they 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. With the exception of the Presbyterian Church on Norwood Avenue, Lacordaire Academy on Lorraine Avenue, and the Memorial Home for Aged located on Fernwood Avenue, all the buildings 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 that represent common forms and retain a high degree of integrity in the district include: 61 Norwood Avenue; 101 Overlook Road; 12 Elston Road; 9 Wellesley Road; 51 Oakwood Avenue; 54 Glenwood Avenue; 30 Norman Road; 20 Marion Road; and each reflecting a different variation on the same style. Fine examples of the other styles found in the district include: 661 Valley Road and 31 Marion Road are Craftsman Bungalows; 187 Inwood Avenue, 155 Lorraine Avenue, 767 Valley Road, and 512 Park Street are just a few examples of a number of Queen Anne residences retaining a high degree of integrity; 4 Duryea Road, 22 Elston Road, and 480 Park Street are the most prominent examples of Shingle style homes; 135 Norwood Avenue, and 15 Marion Road are fine examples of the Craftsman style; and 508 Park Street, 54 Elston Road, and 584 Park Street are fine examples of the Tudor Revival style. There are also several examples of fine vernacular residences exhibiting influences of the Colonial Revival and Craftsman styles.

Roofs are predominately side-gable, side-gambrel, and hip 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, but a handful have slate shingles, and a few are clad with standing-seam metal as accents on porches or bay projections. Examples of residences with metal roofing as an accent or slate roofing include: 100 Overlook Road (slate); 34 Wellesley Road (slate); 36 Glenwood Road (metal detailing); and 10 Elston Road (metal detailing). 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. 3 Macopin Avenue, a Dudley Van Antwerp-designed house, utilizes leaded glass at the stair tower and in the transoms of the first-floor windows. 155 Lorraine Avenue incorporates stained-glass in its transoms within the dominant tower. 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. The earlier development occurred in the southern

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portion of the survey area, including Oakwood, Inwood, and Fernwood Avenues; but by the 1930s, all streets had been developed. Additional infill development occurred throughout the middle of the 20th century but was much slower and sporadic after 1941.



Figure 26: 101 Overlook Road



Figure 27: 12 Elston Road



Figure 28: 61 Norwood Avenue



Figure 29: 51 Oakwood Avenue



Figure 30: 661 Valley Road



Figure 31: 31 Marion Road

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Figure 32: 155 Lorraine Avenue (Lacordaire)



Figure 33: 512 Park Street



Figure 34: 4 Duryea Road (Charles H. Heustis House)



Figure 35: 480 Park Street



Figure 36: 135 Norwood Avenue



Figure 37: 584 Park Street (cul-de-sac)

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Figure 38: 3 Macopin Avenue



Figure 39: 155 Lorraine Avenue (Lacordaire)

DATA SUMMARY

Results

- Based on the history and development of the Upper Montclair Commuter Area, the proposed period of significance is 1886 to c. 1941. This is the time period when the streets in the area were fully laid and the majority of the residences within the survey area were constructed. (This recommendation may be subject to change pending the completion of the surveying of the properties on the west side of Valley Road, the remainder of Lorraine Avenue, along Patton Place and Nassau Road, and investigation on the potential to include the east side of Park Street.)
- There are 431 properties in the survey area and 367 of them have been deemed to be either contributing or key contributing resources, where 63 properties have been deemed non-contributing resources. One property, 586 Park Street, was excluded from the boundary as the house was constructed in 2005, and it sits at the very edge of the district.
- The recommendations regarding contributing and non-contributing status for the properties are based on evaluation using the period of significance, 1886-c.1941, as well as National Register evaluation criteria C.
- The non-contributing resources were either constructed after the recommended period of significance of 1886 to c. 1941 or were so radically altered at their front facades the original design intent can no longer be seen in the addition of the later material fabric.
- There are 18 key contributing resources. These properties have been given this designation due to either their ability to portray through their architecture the significance of the district or, are, individually, a fine example of their type with a high level of architectural integrity.
- Architecturally, the neighborhood is reflective of many single-family neighborhoods in Montclair. The houses are on substantial lots and express their architectural style with consistency, but with a more singular voice on a few of the blocks within the area than one might find elsewhere in Montclair.
- The area was developed as a result of the advancement of primarily rail transportation. It is therefore important that the excluded areas be surveyed, which includes the Mountain Avenue Station. In any future research, the development of the west side of Valley Road needs to be taken into the context of the broader district, including how the railroad may have impacted the type of houses, the layout of the streets, and the proximity of the houses to the street and their neighbors.
- Further research on the demographics could be of interest to help further understand who first settled in the area and how it might have evolved since the early-20th century.
- Further research on the Township's execution for the installation of utilities and other improvements that may have shaped the district's development.
- There appears to be no one singular person or development company that shaped the Upper Montclair Commuter Area, but there is a holistic appearance from block to block nonetheless because there were a few developers that built a number of houses and there was a propensity to utilize simple building types and those that had broad popularity beyond Upper Montclair.
- The placement of the electrical lines along the rear property lines has helped to maintain the streetscape on many of the blocks in the south half of the district, which tend to have much more lush streetscapes than the north half of the district.
- This report focuses primarily on the building-by-building assessment, with a general overview of the history and architectural development of the area. Further research could include more in-depth knowledge of the few key builders including their impact on other areas of Montclair, research on the planning efforts by Montclair's elected officials and public employees to guide and encourage the development, and a comparison of this residential area to others in Upper Montclair.

DATA SUMMARY

- The level of integrity and the architectural detailing of the majority of the housing stock, as well as the history of the development, contribute to the potential for the Upper Montclair Commuter Area to become a National Register-listed historic district. The boundaries and period of significance are subject to change once the excluded areas are surveyed and viewed in the context of the properties surveyed in this report. It is not anticipated that final recommendations would change dramatically but be further refined.
- At the completion of the survey of the entire area recommended by the *HP Element*, the Township and HPC may consider whether a stronger argument for New Jersey and National Register designation would be to include the Upper Montclair Commuter Area as a boundary increase to the Upper Montclair Business Area Historic District (Business Area HD), which has both National Register and local listings.⁷⁶
 - The history and development of the Commuter Area is tied to the Business Area HD through the influence of rail and trolley transportation.
 - Approximately half of the residents in the Commuter Area would have considered the Upper Montclair Station as their station due to its proximity to the southern half of the area.
 - The Business Area HD businesses primarily served the Commuter Area residences (including several of the churches, the fire department, and the local supermarkets, etc.) creating a symbiotic relationship between the two areas.
 - The architectural styles utilized in the Commuter Area (Tudor Revival, Queen Anne, Colonial Revival, etc.) were popularly used in the execution of the commercial and civic buildings in the Business Area HD, albeit in a different form.
 - There are older residential buildings in the Business Area that are of the same development period as the Commuter Area that have been converted for business use but today serve as transition buildings, creating a bleeding effect from one district to the next.
 - The Business Area HD has a period of significance of 1880s to 1930s, which is similar to the period of significance proposed for the Commuter Area. In any boundary increase, consideration of expanding the period of significance for the Business Area HD would have to be considered. As a result, the Business Area HD would have to be reevaluated for contributing and non-contributing resources based on an updated period of significance.⁷⁷

⁷⁶ This recommendation to add the Commuter Area to the Business Area HD stems primarily from the interrelated histories of the two areas and the overlap in the access to the railroad. The one deficiency in the Commuter Area compared to possibly other residential districts in Montclair/Upper Montclair is it appears to lack one singular voice or a collaboration of voices in its execution.

⁷⁷ The period of significance would expand into the mid-20th century with a boundary increase for the Business Area HD where the Commuter Area would have to begin in the 1880s. This would be acceptable since there are a few buildings in the Commuter Area that date prior to 1886.

DATA SUMMARY

Determining Significance

The Upper Montclair Commuter Area was determined to have a period of significance from 1886, when Joseph Lux laid Lorraine Avenue, to 1941, when the last major construction occurred before a multi-year pause during World War II essentially filling out the development area with primarily single-family residences. Much of the housing stock within the survey area also continues to overall reflect this period of development and growth. 1886 is also within a few years of the Upper Montclair Station being constructed and the start of commercial development along Valley Road south of Lorraine Avenue. Upper Montclair saw increased and widespread development after 1873 when the railroad arrived. More broadly, for the ever-increasing suburbs in the northeastern United States, advancements in transportation continued to have an impact into the early 20th century. Specifically, the broadening availability of passenger railroads covering greater areas than earlier in the 19th century coupled with new trolley lines that created connections within the larger community and its near neighbors brought about a new period of suburbanization.⁷⁸ The trolley lines connected what were the newer suburbs of the mid-to-late-19th century with the outlying farms, like Speertown, and helped to attract and make these areas more accessible to middle-class families. Development would form along the trolley lines in a rectilinear pattern, so it was only a short walk from one's front door to the trolley.⁷⁹ This can be seen in the layout of the Commuter Area, with most of the residential streets feeding from Valley Road down to Park Street.

Homeownership also became more readily available to moderate-income families through loans from loan associations and real estate developers, including those selling "kit" houses. Financing one's home became more commonplace by the 1920s. 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.⁸⁰ 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.⁸¹ 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.⁸² 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

⁷⁸ David L. Ames, 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), 17.

⁷⁹ Ames and McClelland, 17-18.

⁸⁰ "Advertisement: Mortgage Money", *The Montclair Times*. (April 21, 1923), 12

⁸¹ "Advertisement: The Million Dollar Series is Open!", *The Montclair Times*. (April 13, 1927), 13.

⁸² "Advertisement: Real Estate", *The Montclair Times*. (March 10, 1928), 2.

DATA SUMMARY

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.

According to the National Register Bulletin on the development of the suburbs as well as numerous other books and papers on the subject, there were fundamental changes in the ideas or perceptions of what the ideal home should be. There were concrete reasons for these changes, such as innovations in technology, investments made by Township officials in both utilities and town planning, and for a more everyday reason, the rise in the popularity of design publications, homes and gardens magazines, and other print media to promote the ideals of homeownership.

The changes in technology, i.e., mass production of lumber and finish carpentry, greater access to electricity, indoor plumbing and public sewer systems, more efficient heating systems, etc. not only added to what new homeowners wanted but also helped to change how houses were constructed, introduced new spaces, and permitted different layouts. Open plans were now permitted as whole houses could be heated at once rather than per room with fireplaces. New housing forms came out of these changes, including the Bungalow and the American Foursquare, the latter of which is a common building form in the Commuter Area. These forms could be applied to a variety of style choices popular at the time, including the Colonial Revival, Craftsman, and vernacular interpretations of the Tudor Revival style. As previously noted, the “kit” home also adopted these same forms for their simple layouts. At this time, many middle-class families could not afford servants, so houses also became smaller as there was no need to house live-in domestic workers. The majority of the housing stock in the Commuter Area reflect these changes in technology in their forms and layouts, while also adopting the popular architectural styles of the time in their execution.

It should not be overlooked that investments by the Township of Montclair in public sewer, water, and electricity also helped to greatly facilitate an increase in home building at the turn of the 20th century. 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 1909, the Township engaged John Nolen, a landscape architect, planning consultant, and founding member of the American City Planning Institute. He lectured on town planning and advised many towns and cities, including Glen Ridge⁸³ and Montclair. In 1908, Montclair engaged Nolen because they felt the development pressures were having a negative impact and wanted to protect and enhance the community.⁸⁴ In 1910 Nolen produced a plan for Montclair that was to be adopted under a referendum, which failed. According to an article in the *Montclair Times*, the failure came as a result 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.⁸⁵ Despite this setback, by 1919, Montclair had adopted its first zoning ordinance and its first Township Master Plan was adopted in 1933.⁸⁶

⁸³ John Nolen’s plan for Glen Ridge was adopted by the Borough.

⁸⁴ “The Town Plan and Art Commission Act”, *The Montclair Times*, (April 9, 1910), 6.

⁸⁵ “Finis for Art Commission: Its Work Referred Back to Civic Association”, *The Montclair Times*, (March 11, 1911), 5.

⁸⁶ Building Conservation Associates Inc., *Historic Preservation Element of the Township: Township of Montclair County of Essex State of New Jersey* (Montclair, NJ: 2016), 14.

DATA SUMMARY

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."*⁸⁷

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, 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?"⁸⁸ 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.

The Upper Montclair Commuter Area reflects these various aspects of suburban development in the closing years of the 19th century and the first forty years of the 20th century; specifically: in the layout of the streets including the generous front and rear yards and the relationships to the neighboring houses, which also reflected the Township's increased reliance on zoning when laying out new development and significant investment to provide utilities; the architecture that evolved to reflect not only changing tastes but also an increase in speculative home building by real estate developers through increased availability of mortgages and construction financing; the prevalence of moderate-sized homes that were not only more readily available to middle-class buyers but also reflected the changes in technology that made these changes a reality; and a codification of taste, style, and desires through magazines, articles in local newspapers, home-buying catalogs, and on a lesser scale, pattern books.

⁸⁷ 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>)

⁸⁸ "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 -1941) 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 (1886-1941) 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.

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
160 Alexander Avenue	2703	5	-459582302	Single Family	1934	Contributing
162 Alexander Avenue	2703	4	47293381	Single Family	1935	Contributing
163 Alexander Avenue	2801	21	-15963836	Single Family	1954	Non-Contributing - "Harmonizing"

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
164 Alexander Avenue	2703	3	-1036470700	Single Family	1924	Contributing
166 Alexander Avenue	2703	2	-1379246465	Single Family	1914	Contributing
167 Alexander Avenue	2801	22	-121530123	Single Family	1940	Contributing
168 Alexander Avenue	2703	1	-1907575498	Single Family	1917	Contributing
173 Alexander Avenue	2801	23	-575405806	Single Family	1952	Non-Contributing - "Harmonizing"
178 Alexander Avenue	2702	10	-1239950586	Single Family	1952	Non-Contributing - "Intrusion"
179 Alexander Avenue	2801	24	471489579	Single Family	1919	Contributing
181 Alexander Avenue	2801	25	321967504	Single Family	1919	Contributing
182 Alexander Avenue	2702	9	-2114263239	Single Family	1908	Contributing
183 Alexander Avenue	2801	26	-747312559	Single Family	1922	Contributing
186 Alexander Avenue	2702	8	-961970408	Single Family	1904	Contributing
189 Alexander Avenue	2801	27	-179177922	Single Family	1920	Contributing
190 Alexander Avenue	2702	7	-188749613	Single Family	1904	Contributing
191 Alexander Avenue	2801	28	-1675363097	Single Family	1907	Contributing
192 Alexander Avenue	2702	6	821956954	Single Family	1904	Contributing
194 Alexander Avenue	2702	5	-224977059	Single Family	1941	Non-Contributing - "Harmonizing"
198 Alexander Avenue	2702	4	278278732	Single Family	1904	Contributing
200 Alexander Avenue	2702	3	1815379287	Single Family	1904	Contributing
201 Alexander Avenue	2801	29	-1102381412	Single Family	1907	Contributing
202 Alexander Avenue	2702	2	-205803922	Single Family	1958	Non-Contributing - "Harmonizing"
203 Alexander Avenue	2801	30	1861151085	Single Family	1950	Non-Contributing - "Harmonizing"
205 Alexander Avenue	2801	31	536278570	Single Family	1906	Key-Contributing
207 Alexander Avenue	2801	32	-1206714013	Single Family	1965	Non-Contributing - "Harmonizing"
1 Duryea Road	3603	15	-1932563365	Single Family	1912	Contributing
3 Duryea Road	3603	14	480780290	Single Family	1912	Contributing
4 Duryea Road	3602	16	-76680627	Single Family	1888	Key-Contributing
5 Duryea Road	3603	13	351992229	Single Family	1915	Contributing
7 Duryea Road	3603	12	-381359436	Single Family	1915	Contributing
9 Duryea Road	3603	11	1042120799	Single Family	1915	Contributing
10 Duryea Road	3602	17	1963440222	Single Family	1921	Contributing
11 Duryea Road	3603	10	115894934	Single Family	1914	Contributing
12 Duryea Road	3602	18	1132452999	Single Family	1919	Contributing
14 Duryea Road	3602	19	2086342076	Single Family	1923	Contributing
15 Duryea Road	3603	9	-751796471	Single Family	1915	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
16 Duryea Road	3602	20	1834504717	Single Family	1923	Contributing
17 Duryea Road	3603	8	-933517272	Single Family	1915	Contributing
18 Duryea Road	3602	21	-1803675062	Single Family	1920	Contributing
21 Duryea Road	3603	6	-1027936221	Single Family	1920	Contributing
22 Duryea Road	3602	22	105454339	Single Family	1920	Contributing
23 Duryea Road	3603	5	-1565222934	Single Family	1920	Contributing
25 Duryea Road	3603	4	-52172243	Single Family	1919	Contributing
27 Duryea Road	3603	3	-1997063588	Single Family	1920	Contributing
9 Elston Road	2704	11	-2146325927	Single Family	1923	Contributing
10 Elston Road	2705	6	-1575574742	Single Family	1904	Contributing
11 Elston Road	2704	12	-77142106	Single Family	1901	Contributing
12 Elston Road	2705	5	1987996269	Single Family	1903	Contributing
13 Elston Road	2704	13	-793387985	Single Family	1907	Contributing
14 Elston Road	2705	4	-6151268	Single Family	1910	Contributing
15 Elston Road	2704	14	1955196484	Single Family	1922	Contributing
17 Elston Road	2704	15	-1521485323	Single Family	1922	Contributing
18 Elston Road	2705	3	992728551	Single Family	1906	Contributing
19 Elston Road	2704	16	1575030290	Single Family	1922	Contributing
20 Elston Road	2705	2	-36580546	Single Family	1928	Non-Contributing – “Harmonizing – Altered”
21 Elston Road	2704	17	1572054315	Single Family	1922	Contributing
22 Elston Road	2701	1	-2018288815	Single Family	1910	Contributing
30 Elston Road	1803	10	-1266575620	Single Family	1925	Contributing
31 Elston Road	2701	15	843572958	Single Family	1920	Contributing
34 Elston Road	1803	11	2115154870	Single Family	1924	Contributing
35 Elston Road	2701	16	1368328455	Single Family	1928	Contributing
36 Elston Road	1803	12	-700507393	Single Family	1925	Contributing
39 Elston Road	2701	17	922804284	Single Family	1930	Contributing
40 Elston Road	1803	13	1612241108	Single Family	1929	Contributing
41 Elston Road	2701	18	1469928077	Single Family	1921	Contributing
44 Elston Road	1803	14	1210881349	Single Family	1920	Contributing
45 Elston Road	2701	19	1628582090	Single Family	1915	Contributing
48 Elston Road	1803	15	1983003426	Single Family	1923	Contributing
51 Elston Road	2701	20	680005507	Single Family	1920	Contributing
54 Elston Road	1803	16	-2039156485	Single Family	1923	Contributing
55 Elston Road	2701	21	-275092472	Single Family	1911	Contributing
58 Elston Road	1803	17	1255136800	Single Family	1941	Contributing
59 Elston Road	2701	22	-1254871703	Single Family	1922	Contributing
60 Elston Road	1803	18	-803550303	Single Family	1948	Non-Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
						- "Harmonizing"
62 Elston Road	1803	19	719876430	Single Family	1947	Non-Contributing - "Harmonizing"
64 Elston Road	1803	20	-1373110601	Single Family	1947	Non-Contributing - "Harmonizing"
65 Elston Road	2701	23	-935833226	Single Family	1932	Contributing
171 Fernwood Avenue	2708	23	643803858	Single Family	1929	Contributing
175 Fernwood Avenue	2708	24	-859196693	Single Family	1928	Contributing
181 Fernwood Avenue	1806	11	1042707149	Single Family	1920	Contributing
184 Fernwood Avenue	1807	17	-717642589	Single Family	1923	Contributing
185 Fernwood Avenue	1806	10	-1726420612	Age Home	1923	Contributing
186 Fernwood Avenue	1807	18	2127323816	Single Family	1922	Contributing
190 Fernwood Avenue	1807	19	1284523913	Single Family	1922	Contributing
191 Fernwood Avenue	1806	9	-1278984377	Single Family	1910	Contributing
192 Fernwood Avenue	1807	20	182561046	Single Family	1922	Contributing
194 Fernwood Avenue	1807	21	-15434529	Single Family	1921	Contributing
195 Fernwood Avenue	1806	8	-235921890	Single Family	1957	Non-Contributing - "Harmonizing"
197 Fernwood Avenue	1806	7	562134449	Single Family	1898	Key-Contributing
198 Fernwood Avenue	1807	22	1535790388	Single Family	1910	Contributing
200 Fernwood Avenue	1807	23	-1582544347	Single Family	1922	Contributing
201 Fernwood Avenue	1806	6	-1446497680	Single Family	1954	Non-Contributing - "Harmonizing"
204 Fernwood Avenue	1807	24	-970570110	Single Family	1922	Contributing
205 Fernwood Avenue	1806	5	1630738571	Single Family	1900	Key-Contributing
206 Fernwood Avenue	1807	25	1661802036	Single Family	1922	Contributing
208 Fernwood Avenue	1807	26	-1115400064	Single Family	1900	Key-Contributing
209 Fernwood Avenue	1806	4	392350450	Single Family	1954	Non-Contributing - "Harmonizing"
212 Fernwood Avenue	1807	27	-674853247	Single Family	1900	Contributing
214 Fernwood Avenue	1807	28	758051502	Single Family	1923	Contributing
215 Fernwood Avenue	1806	3	651728469	Single Family	1904	Contributing
216 Fernwood Avenue	1807	29	-456590185	Single Family	1913	Contributing
218 Fernwood Avenue	1807	30	1023676556	Single Family	1922	Contributing
219 Fernwood Avenue	1806	2	-952887260	Single Family	1922	Contributing
220 Fernwood Avenue	1807	31	-946556771	Single Family	1923	Contributing
221 Fernwood Avenue	1806	1	-1120814705	Single Family	1923	Non-Contributing - "Intrusion"
222 Fernwood Avenue	1807	32	-2112874086	Single Family	1927	Contributing
7 Glenwood Road	2705	11	2040244694	Single Family	1916	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
9 Glenwood Road	2705	12	41098911	Single Family	1912	Contributing
10 Glenwood Road	2706	7	696792088	Single Family	1901	Contributing
11 Glenwood Road	2705	13	-1468056588	Single Family	1954	Non-Contributing - "Harmonizing"
12 Glenwood Road	2706	6	825725395	Single Family	1904	Contributing
14 Glenwood Road	2706	5	-237044134	Single Family	1904	Contributing
15 Glenwood Road	2705	14	658162149	Single Family	1906	Contributing
16 Glenwood Road	2706	4	469033053	Single Family	1911	Contributing
17 Glenwood Road	2705	15	1875366722	Single Family	1900	Contributing
19 Glenwood Road	2705	16	879586971	Single Family	1904	Contributing
20 Glenwood Road	2706	3	1344051020	Single Family	1908	Contributing
22 Glenwood Road	2706	2	-856648105	Single Family	1904	Contributing
23 Glenwood Road	2705	17	1750840128	Single Family	1906	Contributing
25 Glenwood Road	2705	18	1261044289	Single Family	1908	Contributing
34 Glenwood Road	1804	16.0 2	1318702462	Single Family	2015	Non-Contributing - "Harmonizing"
35 Glenwood Road	1803	9	-1483894073	Single Family	1913	Contributing
36 Glenwood Road	1804	16.0 1	-993219661	Single Family	1915	Contributing
37 Glenwood Road	1803	8	-1447399522	Single Family	2009	Non-Contributing - "Harmonizing"
38 Glenwood Road	1804	17	1764250407	Single Family	1916	Contributing
39 Glenwood Road	1803	7	-1975679695	Single Family	1915	Contributing
40 Glenwood Road	1804	18	-41179172	Single Family	1912	Contributing
43 Glenwood Road	1803	6	-1164670992	Single Family	1911	Contributing
46 Glenwood Road	1804	19	-1252251219	Single Family	1921	Contributing
49 Glenwood Road	1803	5	-744508405	Single Family	1960	Non-Contributing - "Harmonizing - Altered"
50 Glenwood Road	1804	20	2028257642	Single Family	1924	Contributing
53 Glenwood Road	1803	4	-1569553294	Single Family	1920	Contributing
54 Glenwood Road	1804	21	-1904526429	Single Family	1922	Contributing
55 Glenwood Road	1803	3	209233365	Single Family	1922	Contributing
60 Glenwood Road	1804	22	-1124209240	Single Family	1922	Contributing
61 Glenwood Road	1803	2	-1916693084	Single Family	1924	Contributing
62 Glenwood Road	1804	23	2116531849	Single Family	1923	Contributing
64 Glenwood Road	1804	24	-1875235818	Single Family	1927	Contributing
65 Glenwood Road	1803	1	-935833226	Single Family	1923	Contributing
66 Glenwood Road	1804	25	-1252686881	Single Family	1936	Contributing
151 Inwood Avenue	2708	12	1778902220	Single Family	1981	Non-Contributing - "Intrusion"

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
154 Inwood Avenue	3603	20	1625153036	Single Family	1930	Contributing
155 Inwood Avenue	2708	13	-235765795	Single Family	1935	Contributing
158 Inwood Avenue	3603	21	-1551970275	Single Family	1930	Contributing
159 Inwood Avenue	2708	14	-859764774	Single Family	1937	Contributing
162 Inwood Avenue	3603	22	-494623974	Single Family	1929	Contributing
170 Inwood Avenue	3603	1	1872346110	Single Family	1901	Contributing
174 Inwood Avenue	3603	2	1181499303	Single Family	1896	Key-Contributing
180 Inwood Avenue	3602	23	-1159827064	Single Family	1904	Contributing
182 Inwood Avenue	3602	24	1830429929	Single Family	1904	Non-Contributing - "Harmonizing - Altered"
184 Inwood Avenue	3602	1	-1067841645	Single Family	1897	Contributing
187 Inwood Avenue	1807	16	-232821142	Single Family	1895	Key-Contributing
189 Inwood Avenue	1807	15	1683139245	Single Family	1898	Contributing
192 Inwood Avenue	1808	15	-2041722824	Single Family	1904	Contributing
193 Inwood Avenue	1807	14	-213529380	Single Family	1903	Non-Contributing - "Harmonizing - Altered"
194 Inwood Avenue	1808	16	1938719193	Single Family	1896	Contributing
196 Inwood Avenue	1808	17	1375062310	Single Family	1907	Contributing
197 Inwood Avenue	1807	13	-1224791001	Single Family	1897	Contributing
199 Inwood Avenue	1807	12	-108746114	Single Family	1906	Contributing
200 Inwood Avenue	1808	18	1181515695	Single Family	1904	Contributing
201 Inwood Avenue	1807	11	541939601	Single Family	1906	Contributing
202 Inwood Avenue	1808	19	-1668699196	Single Family	1901	Contributing
205 Inwood Avenue	1807	10	-567640112	Single Family	1896	Contributing
206 Inwood Avenue	1808	20	1367689589	Single Family	1892	Contributing
207 Inwood Avenue	1807	9	-961194133	Single Family	1904	Contributing
208 Inwood Avenue	1808	21	-391313518	Single Family	1931	Contributing
210 Inwood Avenue	1808	22	-440958805	Single Family	1933	Contributing
211 Inwood Avenue	1807	8	-1636748974	Single Family	1950	Non-Contributing - "Harmonizing"
213 Inwood Avenue	1807	7	-134745547	Single Family	1904	Contributing
214 Inwood Avenue	1808	23	411846953	Single Family	1904	Contributing
215 Inwood Avenue	1807	6	-1885655164	Single Family	1904	Contributing
216 Inwood Avenue	1808	24	-1750879690	Single Family	1904	Contributing
217 Inwood Avenue	1807	5	-1610339729	Single Family	1900	Contributing
218 Inwood Avenue	1808	25	-1184704641	Single Family	1910	Contributing
219 Inwood Avenue	1807	4	-1785489690	Single Family	1901	Contributing
222 Inwood Avenue	1808	26	146537300	Single Family	1929	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
224 Inwood Avenue	1808	27	289279097	Single Family	1927	Contributing
225 Inwood Avenue	1807	3	-380903783	Single Family	1894	Contributing
226 Inwood Avenue	1808	28	1214048070	Single Family	1908	Contributing
227 Inwood Avenue	1807	2	-1525067784	Single Family	1907	Contributing
229 Inwood Avenue	1807	1	-525375181	Single Family	1907	Contributing
2 Inwood Terrace	2708	22	-907427403	Single Family	1948	Non-Contributing - "Harmonizing"
3 Inwood Terrace	2708	15	-1619247789	Single Family	1936	Contributing
4 Inwood Terrace	2708	21	-1835438844	Single Family	1936	Contributing
5 Inwood Terrace	2708	16	-525375181	Single Family	1937	Contributing
6 Inwood Terrace	2708	20	-28175580	Single Family	1936	Contributing
7 Inwood Terrace	2708	17	-1336848455	Single Family	1936	Contributing
10 Inwood Terrace	2708	19	969375887	Single Family	1935	Contributing
12 Inwood Terrace	2708	18	489372038	Single Family	1950	Non-Contributing - "Harmonizing"
155 Lorraine Avenue	3603	16	-1416638976	School	1894(House), 1961(School)	Key-Contributing
3 Macopin Avenue	2804	29	-1350704233	Single Family	1915	Key-Contributing
4 Macopin Avenue	2801	18	-1029547687	Single Family	1923	Contributing
5 Macopin Avenue	2804	29.0 1	490435044	Single Family	1973	Non-Contributing - "Intrusion"
6 Macopin Avenue	2801	17	-184341064	Single Family	1916	Contributing
7 Macopin Avenue	2804	28	1779881390	Single Family	1960	Non-Contributing - "Harmonizing"
8 Macopin Avenue	2801	16	-1794959885	Single Family	1959	Non-Contributing - "Harmonizing"
10 Macopin Avenue	2801	15	750405370	Single Family	1959	Non-Contributing - "Harmonizing"
11 Macopin Avenue	2804	27	1898372481	Single Family	1940	Non-Contributing - "Harmonizing"
14 Macopin Avenue	2801	14	-1505079427	Single Family	1959	Non-Contributing - "Harmonizing"
15 Macopin Avenue	2804	26	1435051090	Single Family	1941	Contributing
19 Macopin Avenue	2804	24	-601184293	Single Family	1935	Contributing
20 Macopin Avenue	2801	13	-24160532	Single Family	1979	Non-Contributing - "Intrusion"
21 Macopin Avenue	2802	13	-1866081003	Single Family	1927	Contributing
22 Macopin Avenue	2801	12	306493559	Single Family	1916	Contributing
23 Macopin Avenue	2802	14	-743916878	Single Family	1958	Non-Contributing - "Harmonizing - Altered"

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
24 Macopin Avenue	2801	11	670892152	Single Family	2022	Non-Contributing - "Intrusion"
25 Macopin Avenue	2802	15	2128919883	Single Family	1911	Contributing
26 Macopin Avenue	2801	10	-629151218	Single Family	1923	Contributing
27 Macopin Avenue	2802	16	-335108048	Single Family	1923	Contributing
28 Macopin Avenue	2801	9	-734634143	Single Family	1927	Contributing
29 Macopin Avenue	2802	17	-1807306639	Single Family	1924	Contributing
30 Macopin Avenue	2801	8	-9185056	Single Family	1941	Contributing
31 Macopin Avenue	2802	18	976390622	Single Family	1924	Contributing
32 Macopin Avenue	2801	7	550653627	Single Family	1955	Non-Contributing - "Intrusion"
33 Macopin Avenue	2802	19	1145024519	Single Family	1923	Contributing
34 Macopin Avenue	2801	6	1316448226	Single Family	1929	Contributing
35 Macopin Avenue	2802	20	1444428604	Single Family	1913	Contributing
36 Macopin Avenue	2801	5	2144414981	Single Family	1925	Contributing
37 Macopin Avenue	2802	21	-1971695219	Single Family	1923	Contributing
38 Macopin Avenue	2801	4	-428841068	Single Family	1922	Contributing
39 Macopin Avenue	2802	22	-1627061302	Single Family	1922	Contributing
40 Macopin Avenue	2801	3	-540091201	Single Family	1922	Contributing
41 Macopin Avenue	2802	23	-171366781	Single Family	1916	Contributing
43 Macopin Avenue	2802	24	1052079880	Single Family	1947	Non-Contributing - "Intrusion"
64 Macopin Avenue	2801	2	-1097444234	Single Family	1916	Contributing
6 Marion Road	1805	19	239180575	Single Family	1913	Contributing
7 Marion Road	1804	12	-613438768	Single Family	1920	Contributing
10 Marion Road	1805	20	977079915	Single Family	1922	Contributing
11 Marion Road	1804	10	977079915	Single Family	1925	Contributing
12 Marion Road	1805	21	-393244059	Single Family	1922	Contributing
14 Marion Road	1805	22	1057192386	Single Family	1919	Contributing
15 Marion Road	1804	9	1435051090	Single Family	1915	Contributing
16 Marion Road	1805	23	1501606683	Single Family	1915	Contributing
17 Marion Road	1804	8	-404582091	Single Family	1922	Contributing
18 Marion Road	1805	244	-599147072	Single Family	1959	Non-Contributing - "Intrusion"
20 Marion Road	1805	25	-1452221759	Single Family	1925	Contributing
21 Marion Road	1804	7	85633668	Single Family	1911	Contributing
22 Marion Road	1805	26	-660612626	Single Family	1922	Contributing
23 Marion Road	1804	6	921792879	Single Family	1922	Contributing
24 Marion Road	1805	27	124068567	Single Family	1919	Contributing
26 Marion Road	1805	28	-321631796	Single Family	1920	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
27 Marion Road	1804	5	1278302694	Single Family	1912	Contributing
28 Marion Road	1805	29	-761380643	Single Family	1916	Contributing
30 Marion Road	1805	30	-631769894	Single Family	1922	Contributing
31 Marion Road	1804	4	1875217817	Single Family	1915	Contributing
33 Marion Road	1804	3	-1050797320	Single Family	1928	Contributing
34 Marion Road	1805	31	-604903853	Single Family	1918	Contributing
36 Marion Road	1805	32	-604903853	Single Family	1922	Contributing
37 Marion Road	1804	2	-308723661	Single Family	1910	Contributing
38 Marion Road	1805	33	-1606213447	Single Family	1921	Contributing
39 Marion Road	1804	1	-2051816902	Single Family	1922	Contributing
40 Marion Road	1805	34	-864881018	Single Family	1924	Contributing
4 Norman Road	1805	16	155967464	Single Family	1913	Contributing
6 Norman Road	1805	15	1366335203	Single Family	1911	Contributing
7 Norman Road	1806	14	-296777400	Single Family	1911	Contributing
8 Norman Road	1805	14	-1978730070	Single Family	1912	Contributing
10 Norman Road	1805	13	1654696685	Single Family	1919	Contributing
11 Norman Road	1806	15	1129435561	Single Family	1922	Contributing
12 Norman Road	1805	12	1922941097	Single Family	1909	Contributing
13 Norman Road	1806	16	889172150	Single Family	1921	Contributing
14 Norman Road	1805	11	1918342216	Single Family	1926	Contributing
16 Norman Road	1805	10	1055998147	Single Family	1909	Contributing
17 Norman Road	1806	17	691377151	Single Family	1922	Contributing
18 Norman Road	1805	9	-495046902	Single Family	1910	Contributing
19 Norman Road	1806	18	-1507713580	Single Family	1956	Non-Contributing - "Intrusion"
20 Norman Road	1805	8	-1323535923	Single Family	1922	Contributing
21 Norman Road	1806	19	734770757	Single Family	1916	Contributing
22 Norman Road	1805	7	-1186118532	Single Family	1909	Contributing
25 Norman Road	1806	20	-1328478174	Single Family	1956	Non-Contributing - "Intrusion"
26 Norman Road	1805	6	1931863623	Single Family	1912	Contributing
30 Norman Road	1805	5	1894760734	Single Family	1921	Contributing
33 Norman Road	1806	21.0 1	-1064502789	Single Family	2004	Non-Contributing - "Harmonizing"
34 Norman Road	1805	4	368086193	Single Family	1916	Contributing
35 Norman Road	1806	21	356331322	Single Family	1900	Non-Contributing - "Intrusion"
38 Norman Road	1805	3	865328496	Single Family	1910	Contributing
39 Norman Road	1806	22	1495233312	Single Family	1922	Contributing
41 Norman Road	1806	23	334888097	Single Family	1921	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
42 Norman Road	1805	2	703287179	Single Family	1909	Contributing
43 Norman Road	1806	24	1182142030	Single Family	1911	Contributing
44 Norman Road	1805	1	-1824702990	Single Family	1910	Key-Contributing
45 Norman Road	1806	25	18519991	Single Family	1911	Contributing
9 Norwood Avenue	3602	12	-2610959	Single Family	1914	Contributing
11 Norwood Avenue	3602	11	-1565666640	Single Family	1914	Non-Contributing – “Harmonizing”
15 Norwood Avenue	3602	10	-1050041909	Single Family	1916	Contributing
19 Norwood Avenue	3602	9	-574586574	Single Family	1921	Contributing
21 Norwood Avenue	3602	8	-2093511750	Single Family	1921	Contributing
23 Norwood Avenue	3602	7	-1994699371	Single Family	1922	Contributing
24 Norwood Avenue	1809	18	-1646746171	Single Family	1952	Non-Contributing - “Harmonizing”
25 Norwood Avenue	3602	6	-1083607964	Single Family	1923	Contributing
27 Norwood Avenue	3602	5	-332894513	Single Family	1924	Contributing
29 Norwood Avenue	3602	4	1274611910	Single Family	1921	Contributing
31 Norwood Avenue	3602	3	-1450892295	Single Family	1923	Contributing
33 Norwood Avenue	3602	2	-127834408	Single Family	1959	Non-Contributing - “Intrusion”
53 Norwood Avenue	3601	1	1385906192	Single Family	1925	Key-Contributing
53 Norwood Avenue	3601	1	1385906192	Church	1907(Tudor), 1911(Gothic)	Key-Contributing
61 Norwood Avenue	2708	25	-1712089776	Single Family	1928	Contributing
65 Norwood Avenue	2708	26	-1409868015	Single Family	1938	Contributing
68 Norwood Avenue	1806	12	-366584822	Single Family	1923	Contributing
70 Norwood Avenue	1806	13	-269538877	Single Family	1923	Contributing
71 Norwood Avenue	2708	1	1279343305	Single Family	1916	Contributing
72 Norwood Avenue	1805	17	1065405385	Single Family	1913	Contributing
80 Norwood Avenue	1805	18	-1510315946	Single Family	1920	Contributing
85 Norwood Avenue	2706	15	-838173	Single Family	1912	Contributing
88 Norwood Avenue	1804	13	-2036353707	Single Family	1922	Contributing
89 Norwood Avenue	2706	16	826906630	Single Family	1911	Contributing
91 Norwood Avenue	2706	1	-5715090	Single Family	1912	Contributing
92 Norwood Avenue	1804	14	-1978145135	Single Family	1915	Contributing
121 Norwood Avenue	2704	18	-1833391472	Single Family	1920	Non-Contributing – “Harmonizing – Altered”
125 Norwood Avenue	2704	1	701192123	Single Family	1926	Contributing
128 Norwood Avenue	2702	12	-1360686940	Single Family	2004	Non-Contributing – “Harmonizing”
129 Norwood Avenue	2703	15	-909689428	Single Family	1924	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
132 Norwood Avenue	2702	11	-1804016625	Single Family	1952	Non-Contributing - "Harmonizing"
133 Norwood Avenue	2703	16	-2006032579	Single Family	1924	Contributing
135 Norwood Avenue	2703	17	-867908214	Single Family	1913	Key-Contributing
Norwood Avenue	2707	1	-907384088	Park	1917	Contributing
31 Oakwood Avenue	1808	14	-1261491597	Single Family	1904	Contributing
32 Oakwood Avenue	1809	14	-1136385630	Single Family	1903	Contributing
34 Oakwood Avenue	1809	20	212956539	Single Family	1923	Contributing
37 Oakwood Avenue	1808	13	895745402	Single Family	1904	Contributing
40 Oakwood Avenue	1809	21	-495048544	Single Family	1904	Contributing
41 Oakwood Avenue	1808	12	-1893765123	Single Family	1903	Contributing
42 Oakwood Avenue	1809	21	816636961	Single Family	1915	Contributing
45 Oakwood Avenue	1808	11	-1489385108	Single Family	1920	Contributing
47 Oakwood Avenue	1808	10	-454097673	Single Family	1898	Key-Contributing
48 Oakwood Avenue	1809	23	110739406	Single Family	1904	Contributing
50 Oakwood Avenue	1809	24	-1193686217	Single Family	1897	Contributing
51 Oakwood Avenue	1808	9	-35932018	Single Family	1901	Contributing
52 Oakwood Avenue	1809	25		Single Family	1908	Contributing
53 Oakwood Avenue	1808	8	-1406339103	Single Family	1973	Non-Contributing - "Harmonizing"
55 Oakwood Avenue	1808	7	2070455136	Single Family	1896	Contributing
56 Oakwood Avenue	1809	26	848863293	Single Family	1908	Contributing
58 Oakwood Avenue	1809	27	-1559562054	Single Family	1904	Non-Contributing - "Harmonizing"
59 Oakwood Avenue	1808	6	1258246971	Single Family	1901	Contributing
63 Oakwood Avenue	1808	5	-619983262	Single Family	1908	Contributing
64 Oakwood Avenue	1809	28	-1864051533	Single Family	1911	Contributing
69 Oakwood Avenue	1808	4	-1508262523	Single Family	1906	Contributing
70 Oakwood Avenue	1809	29	-49138312	Single Family	1907	Contributing
71 Oakwood Avenue	1808	3	1819413012	Single Family	1907	Contributing
72 Oakwood Avenue	1809	30	-566413799	Single Family	1906	Contributing
73 Oakwood Avenue	1808	2	1264261439	Single Family	1907	Contributing
74 Oakwood Avenue	1809	31	-660801434	Single Family	1906	Contributing
75 Oakwood Avenue	1808	1	402772726	Single Family	1907	Contributing
76 Oakwood Avenue	1809	32	-1237103121	Single Family	1906	Contributing
92 Overlook Road	2704	6	117914604	Single Family	1927	Contributing
93 Overlook Road	2703	10	-207008251	Single Family	1927	Contributing
94 Overlook Road	2704	5	-332902025	Single Family	1927	Contributing
95 Overlook Road	2703	11	421213410	Single Family	1927	Contributing
96 Overlook Road	2704	4	-1201502450	Single Family	1927	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
97 Overlook Road	2703	12	-1338002655	Single Family	1928	Contributing
98 Overlook Road	2704	3	-438661023	Single Family	1928	Contributing
100 Overlook Road	2704	2	-1856999968	Single Family	1928	Contributing
101 Overlook Road	2703	13	425861838	Single Family	1929	Contributing
103 Overlook Road	2703	14	-821743049	Single Family	1930	Contributing
444 Park Street	3603	17	-614779391	Single Family	1890	Contributing
446 Park Street	3603	18	-1127390162	Single Family	1912	Contributing
450 Park Street	3603	19	1570500631	Single Family	1894	Contributing
462 Park Street	2708	11	-192214569	Single Family	1936	Contributing
464 Park Street	2708	10	-1856193298	Single Family	1936	Contributing
466 Park Street	2708	9	538585537	Single Family	1936	Contributing
470 Park Street	2708	8	367044800	Single Family	1924	Contributing
474 Park Street	2708	7	-1720112613	Single Family	1923	Contributing
480 Park Street	2708	6	1837575362	Single Family	1907	Key-Contributing
490 Park Street	2706	10	-878943042	Single Family	1904	Contributing
496 Park Street	2706	9	-1260870959	Single Family	1935	Contributing
500 Park Street	2706	8	968800313	Single Family	1906	Contributing
508 Park Street	2705	10	1932886857	Single Family	1927	Contributing
510 Park Street	2705	9	26322280	Single Family	1925	Contributing
512 Park Street	2705	8	-502221501	Single Family	1904	Contributing
516 Park Street	2705	7	1293052515	Single Family	1924	Contributing
520 Park Street	2704	10	-1628740936	Single Family	1923	Contributing
522 Park Street	2704	9	-400933133	Single Family	1923	Contributing
526 Park Street	2704	8	-169298950	Single Family	1896	Contributing
530 Park Street	2704	7	454791293	Single Family	1927	Contributing
534 Park Street	2703	9	-231297900	Single Family	1924	Contributing
538 Park Street	2703	8	1519801791	Single Family	1909	Contributing
540 Park Street	2703	7	135566240	Single Family	1937	Contributing
544 Park Street	2703	6	1003973755	Single Family	1968	Non-Contributing - "Intrusion"
550 Park Street	2801	20	-40754385	Single Family	1915	Key-Contributing
558 Park Street	2801	19	1812966054	Single Family	1914	Contributing
568 Park Street	2804	30	643476364	Single Family	1950	Non-Contributing - "Harmonizing"
570 Park Street	2804	31	1527771037	Single Family	1950	Non-Contributing - "Harmonizing - Altered"
578 Park Street	2804	32	-1432202673	Single Family	1927	Contributing
580 Park Street	2804	39	25824968	Single Family	1926	Key-Contributing
582 Park Street	2804	38	-375379386	Single Family	2012	Non-Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
						- "Intrusion"
584 Park Street	2804	37	1575172985	Single Family	1926	Contributing
586 Park Street	2804	36	3279960	Single Family	2005	Excluded from District
7 Sunset Park	2706	11	1182820711	Single Family	1909	Contributing
11 Sunset Park	2706	12	1510281500	Single Family	1921	Contributing
14 Sunset Park	2708	5	-961744539	Single Family	1950	Non-Contributing - "Harmonizing"
16 Sunset Park	2708	4	10180980	Single Family	1950	Non-Contributing - "Harmonizing"
17 Sunset Park	2706	13	457386477	Single Family	1914	Contributing
18 Sunset Park	2708	3	-1747738081	Single Family	1950	Non-Contributing - "Harmonizing"
19 Sunset Park	2706	14	-1128706902	Single Family	1929	Contributing
20 Sunset Park	2708	2	-2021135530	Single Family	1950	Non-Contributing - "Harmonizing"
653 Valley Road	1808	29	597527375	Single Family	1909	Contributing
661 Valley Road	1807	34	174309720	Single Family	1919	Key-Contributing
663 Valley Road	1807	33	945085459	Single Family	1925	Contributing
679 Valley Road	1806	27	-1796718403	Single Family	1926	Contributing
685 Valley Road	1806	26	-1329916628	Single Family	1912	Contributing
711 Valley Road	1804	26	-1857910732	Single Family	1922	Non-Contributing - "Intrusion"
725 Valley Road	1803	22	-1536163907	Single Family	1949	Non-Contributing - "Intrusion"
729 Valley Road	1803	21	-425709524	Single Family	1960	Non-Contributing - "Harmonizing"
761 Valley Road	2702	23	1418775619	Single Family	1910	Contributing
765 Valley Road	2702	24	-155706936	Single Family	1908	Contributing
767 Valley Road	2702	25	1334196265	Single Family	1903	Contributing
771 Valley Road	2702	1	-431926975	Single Family	1740	Contributing
783 Valley Road	2801	33	408301672	Single Family	1968	Non-Contributing - "Harmonizing"
785 Valley Road	2801	34	-928779703	Single Family	1923	Contributing
789 Valley Road	2801	1	-1462297495	Single Family	1923	Contributing
3 Wellesley Road	2702	13	-213007147	Single Family	1924	Contributing
4 Wellesley Road	2701	13	-1386176143	Single Family	1926	Contributing
6 Wellesley Road	2701	12	-1131938512	Single Family	1925	Contributing
7 Wellesley Road	2702	14	1875048306	Single Family	1922	Contributing
8 Wellesley Road	2701	11	-1362262453	Single Family	1924	Contributing
9 Wellesley Road	2702	15	-233444597	Single Family	1922	Contributing

DATA SUMMARY

Address	Block	Lot	ID Number	Type	Estimated Date of Construction	Contributing Status
12 Wellesley Road	2701	10	-1869396046	Single Family	1925	Contributing
13 Wellesley Road	2702	16	180761328	Single Family	1924	Contributing
15 Wellesley Road	2702	17	43684913	Single Family	1925	Contributing
16 Wellesley Road	2701	9	1157086741	Single Family	1923	Contributing
18 Wellesley Road	2701	8	1452963556	Single Family	1925	Contributing
19 Wellesley Road	2702	18	764416670	Single Family	1923	Contributing
20 Wellesley Road	2701	7	1524145728	Single Family	1921	Contributing
21 Wellesley Road	2702	19	-2071119417	Single Family	1925	Contributing
22 Wellesley Road	2701	6	-1767643749	Single Family	1923	Contributing
23 Wellesley Road	2702	20	-42208772	Single Family	1921	Contributing
24 Wellesley Road	2701	5	1044481602	Single Family	1921	Contributing
26 Wellesley Road	2701	4	-1528422171	Single Family	1923	Contributing
27 Wellesley Road	2702	21	2100425037	Single Family	1922	Contributing
30 Wellesley Road	2701	3	-33917196	Single Family	1922	Contributing
31 Wellesley Road	2702	22	1926404234	Single Family	1953	Non-Contributing - "Harmonizing"
32 Wellesley Road	2701	2	-60611169	Single Family	1923	Contributing
34 Wellesley Road	2701	1	1975463126	Single Family	1939	Contributing

RECOMMENDATIONS

Upper Montclair Commuter Area

As discussed, the Upper Montclair Commuter Area could be a historic district based on its developmental history and the extant architecture present that represents its development. The period of significance for such a focused area would be 1886 to c. 1941 because the architecture within the district best reflects this period of initial development. Significance would be established, at a minimum, under Criterion A, for the district's relationship to Montclair's broader development, and Criterion C, for the district's architectural heritage. As such, the recommended contributing and non-contributing statuses of surveyed properties are based on evaluation using the period of significance, 1886-c.1941, as well as National Register evaluation Criteria A and C.

For local designation, significance would be established under the following criteria:

- 1.) Are associated with events that have made a significant contribution to the broad patterns of our history;
- 3.) Embody distinctive characteristics of a type, period or method of construction; that represent the work of a master; that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; and
- 5.) Are otherwise of particular historic significance to the Township of Montclair by reflecting or exemplifying the broad cultural, political, economic or social history of the nation, state, region or community.⁸⁹

Based on the review of the history and extent fabric, the boundaries as noted would serve as the starting point for a district for local designation. It is recommended that the excluded areas, noted previously, be surveyed before pursuing local designation. The boundaries, as presented, are the core, but the properties along the west side of Valley Road and the balance of Lorraine appear to have a shared history and development pattern with the core especially when taken into context the impact of the railroad and trolley on this district. Patton Place and Nassau Road appear to share their development pattern with Macopin Avenue, that is, a number of the houses were constructed shortly after the period of significance. Surveying these areas may include a recommendation to expand the period of significance to further into the mid-20th century. Furthermore, it is unclear why the east side of Park Street was excluded from the survey boundary in the *HP Element*; this should be further investigated and may require an analysis of the history and architecture of the houses beginning along the east side of Park Street to the east side of Grove Street between Lorraine and Mt. Hebron Roads. The answer to this question may be found research and work product conducted by the authors of the *HP Element*, which could be requested by the Township and examined by the HPC as a starting point to determine why the boundaries are noted as presented in the document.

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 history and development of the west side of Valley Road and the northern edges of the area, the role of municipal government in shaping the area, and the broader context of other

⁸⁹ 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

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.

An alternate course of action could be, especially in the context of New Jersey and National Register designation, to undertake a boundary increase of the Upper Montclair Business Area Historic District to include the Upper Montclair Commuter Area, which may also include expanding the period of signification for the Business Area HD. As previously noted, the history and development of both areas are tied to each other in the areas of transportation, social fabric and architecture; the business area served the commuter area; and the two areas are in physical proximity with potential overlap.

Summary

In addressing the history and development of neighborhoods there is always new information available in the directories, oral history, census records, and other valuable historical records. The historical research needs to delve into the cultural, economic and social histories, especially when reviewing history and development to establish significance under Criterion A for National Register designation. For significance under Criterion C, it is important to look closely at the buildings and place their significance in the patterns of architecture in suburbs well into the mid-20th century and to examine the role of developers, financing, cultural material, and government programs on these patterns and where the Upper Montclair Commuter Area fits within these patterns. The recommended contributing and non-contributing statuses of surveyed properties are based on evaluation using the period of significance, 1886-c.1941, as well as National Register evaluation Criteria A and C.

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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