



INTENSIVE-LEVEL ARCHITECTURAL SURVEY

ESTATE POTENTIAL HISTORIC RESOURCE AREA
TOWNSHIP OF MONTCLAIR, ESSEX COUNTY, NEW JERSEY



Prepared For:

Township of Montclair



and

New Jersey Historic Preservation Office



MAY 2021

E2 Project Management LLC

87 Hibernia Avenue
Rockaway, NJ 07866

MONTCLAIR TOWNSHIP

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HPO PROJECT # 21-0599-1

CLG GRANT # HE19-0412

PREPARED FOR:

TOWNSHIP OF MONTCLAIR



AND

NEW JERSEY HISTORIC PRESERVATION OFFICE



PREPARED BY:

E2 PROJECT MANAGEMENT LLC
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May 2021

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ACKNOWLEDGEMENTS

The survey was carried out under the Certified Local Government Grant In Aid Program administered by the New Jersey Historic Preservation Office. Andrea Tingey, Kinney Clark and Lindsay Thivierge monitored the progress and completion. Their professional guidance and knowledge was vital in completing the project.

The survey was also aided by Graham Petto, Assistant Township Planner for Montclair Township, Peter Coyl, Library Director at the Montclair Public Library and Kathleen Bennett, Montclair Historic Preservation Commission Chair.

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MANAGEMENT SUMMARY

Report Title: Intensive Level Architectural Survey of the Estate Historic Resource Area of the Township of Montclair, Essex County, New Jersey

Location: Township of Montclair, Essex County, New Jersey 07042

**US Geological
Quadrangle:** Orange, NJ

**Survey area bounded
and/or defined by:** Primarily defined by its prominent north-south 'spine' South Mountain Avenue, as well as the Township boundaries to the west and south; bounded by Hoburg Place to the north, Crest Drive to the west, Briar Hill and Stonebridge Roads to the south, Stonebridge Road and Eagle Rock Way to the east, and Melrose Place to the northeast.

Survey Area: approximately 283 square acres

Review Authority: NJ Historic Preservation Office, Trenton, New Jersey Township of Montclair, New Jersey

Summary: 310 tax lots surveyed at the reconnaissance level located within Montclair Township; recommended period of significance 1885-1945 for the Estate Area Historic District; 33 properties recommended as Key Contributing, 150 properties recommended as Contributing, 127 properties recommended as Non-Contributing to the potential historic district; and 2 properties surveyed but not recommended for inclusion in the potential historic district.

**Copies of this
report located:** NJ Department of Environmental Protection
NJ Historic Preservation Office 501 East State Street
Trenton, NJ 08625

Township of Montclair 205 Claremont Avenue
Montclair, New Jersey 07042

Montclair Public Library 50 South Fullerton Avenue
Montclair, New Jersey 07042

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1.0 INTRODUCTION

The Historic Survey of the Estate Area Historic District in the Township of Montclair was conducted in June of 2020 by Architectural Historians Joseph Schuchman and Scott Wieczorek of E2 Project Management (E2PM). The report was written by Joseph Schuchman, Marianne Walsh, and Scott Wieczorek with support from Tyler Nance, of E2PM. The project was funded by a Certified Local Government Grant In Aid Program awarded by the NJ Historic Preservation Office.

BACKGROUND

Montclair Township established the Montclair Historic Preservation Commission (HPC) by ordinance in 1994 and subsequently adopted a Historic Preservation Element to its Master Plan in 2016. This all-volunteer board is responsible for protecting Montclair's architectural heritage and increasing public awareness of the Township's historical and cultural resources, including buildings, streetscapes and landscapes. In accordance with the New Jersey Municipal Land Use Law, the Commission surveys buildings, structures, objects, sites and districts located within the Township and assesses their historic significance. The Commission proposes to the Township Council those properties it deems worthy of landmark designation and therefore subject to the Township's Historic Preservation Commission Ordinance. The Commission also advises the Planning Board and the Township Council on all matters with potential impact on the historic buildings, structures, objects, sites or districts, as well as on the physical character and ambience of the Township. See Appendix C for the Montclair Historic Preservation Ordinance.

The Township's historic resources were originally documented in the 1982 "Montclair 1694-1982. An Inventory of Historic, Cultural and Architectural Resources", performed by Preservation Montclair. There are currently twenty-three locally designated landmark sites and four local landmark historic districts: Town Center Historic District, Upper Montclair Historic District, Pine Street Historic District and Watchung Plaza Historic Business District. The Township has six historic districts on the National and/or State Register of Historic Places, 100 State Register-listed sites and 52 National Register-listed sites.

More recently, the Township has continued efforts to advance historic preservation. The Historic Design Guidelines adopted in early 2016 provide detailed guidance for the rehabilitation of existing historic resources and new construction in historic districts, which presently are all commercial districts. In addition, the Township adopted a new Historic Preservation Plan Element of the Master Plan in November 2016.

The Township of Montclair was awarded a 2019 Certified Local Government Grant in Aid by the State Historic Preservation Office to conduct a cultural resource survey and prepare a nomination report for the Estate Historic Resource Area, identified in the 2016 Historic Preservation Element of the Township Master Plan.

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Information generated from this Intensive-level Architectural Survey and preparation of a nomination report will enable the Township's Planning Board, Zoning Board of Adjustment and Historic Preservation Commission to make informed land use decisions in accordance with the municipal Master Plan, local ordinances, and the Municipal Land Use Law. It will also assist the Township of Montclair Historic Preservation Commission in the designation process to list the proposed historic district in the study area as a local landmark district.

SCOPE OF WORK

The survey was conducted in accordance with the NJ Historic Preservation Office's (HPO) Guidelines for Architectural Survey (Guidelines). Survey data was gathered using a database application provided by the HPO and mapping was based on GIS data. The results of the survey are compiled in this report that presents the intensive-level research, eligibility findings and recommendations, and the summary of the overall survey effort.

Based upon the Township's initial Request for Proposal (RFP), it was anticipated that 250 properties would require review derived through a geospatial analysis of properties within the proposed Estate Area boundaries falling within the National Register Criteria 50-year threshold for significance (see Appendix B). However, secondary analysis during project execution revealed additional properties within the Estate Area which also met this age threshold. As a result, a total of **306** properties were surveyed, both individually and as part of a potential historic district. See Table 1 for a list of the properties surveyed.

This survey includes the completion of a reconnaissance-level historic architectural survey of **306** properties, and 33 properties at the intensive-level, in the Township of Montclair conducted in accordance with the guidelines of the New Jersey Historic Preservation Office and entered into the HPO's MS Access database. The project included background research that began with previously completed study of the Township of Montclair, visual field survey, completion of NJHPO historic architectural survey forms (in MS Access format), a summary of findings in this nomination report, completion of individual elements for each surveyed resource including GIS maps and digital photographs, and recommendations of potential sites and districts for local landmark designation and/or listing in the National Register of Historic Places. The scope and funding for this survey did not allow for survey of archaeological resources, nor the extensive examination of primary source material such as property deeds. Compliance with the relevant substantive and procedural provisions of the New Jersey Municipal Land Use Law, Chapter 29 (NJSA 40:55D-1 et seq.) was followed.

A few caveats or limitations may be mentioned here. The fieldwork necessary for this survey was performed from the public right of way, unless specific owner consent was given. Perspectives from the sidewalk or street allowed for a limited view of some resources and properties. Some side and rear elevations as well as smaller architectural details could not be surveyed or thoroughly described due to the limited physical access as well as intervening vegetation and trees obscuring views; views of outbuildings were often limited to those features which were visible from a public right-of-way. This

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issue affected some of the photography included in the report. The less significant issue of weather and lighting versus available perspectives was also a defining factor in the photography of a resource.

Additionally, physical access to research repositories was limited due to the Covid-19 pandemic which was present during 2020 and 2021. Every effort was made to seek out pertinent and appropriate primary and secondary source material to inform this investigation, whether online or physical sources; however, the authors acknowledge that there may exist relevant material not found or accessed within the limited Covid-19 precautions.

2.0 RESEARCH DESIGN

The goals of this survey were to:

1. update and expand both the historical and physical information known on the 306 resources located in the proposed Estate Area Historic District in order to present to both the state and local authorities a more thorough picture of existing conditions, character defining features, and narratives of physical alterations for regulatory purposes. The updated information would in turn aid in the evaluation of the proposed statuses made by any previous surveys, and
2. evaluate the proposed boundaries of the Estate Area Historic District and establish a period of significance.

Following the current standards for Architectural Survey Documentation as defined by NJHPO, a historic site survey of all potential historic and/or architecturally significant resources within the Township - specified boundaries of the potential Estate Area Historic District identified by the Township of Montclair as requiring survey to determine their potential district inclusion and status were completed. This includes the **250** properties first proposed in E2PM's original proposal as well as the **56** additional properties since determined to be included, which is a total of **306** properties. It should be noted that there were several instances where multiple *tax lots* comprised one identifiable property. Because of this, **310** tax lots were proposed for survey. Lastly, as a result of the survey it was determined that **2** of the tax lots/properties are located in areas that are inaccessible by typical means along established streets from the rest of the survey area, effectively rendering them non-entities of the proposed historic district. Therefore, **308** tax lots are represented through the completed survey forms, but there are in effect only **306** properties located in the survey

Research, both in-person and online, was conducted at several repositories to collect information regarding the historic development of the Estate Area Historic District. Sources for background research included the New Jersey Historic Preservation Office, the New Jersey State Library, the Montclair Public Library and the Montclair Historical Society. Online cartographic repositories were also consulted for historic maps, photos, and other pertinent historical document information.

METHODOLOGY

All work was executed in accordance with the *National Register Bulletin Guidelines for Local Surveys: A Basis for Preservation Planning*, as well as guidelines set forth by the NJ HPO in their *Guidelines for Architectural Survey*, published in 1999, as well as eligibility recommendations consistent with *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* and with *National Register Bulletin #16A: How to Complete the National Register Registration Form*.

INDIVIDUAL PROPERTIES

All 306 properties were first surveyed at the reconnaissance level and a NJ HPO Base Survey Form was completed. A reconnaissance-level survey is preliminary in nature and light in coverage, whereas an intensive-level survey more fully documents the physical characteristics and significance of a historic property. A photograph of the resource was taken and a physical description of the resource and its setting were noted, comparing current conditions with those described in the 1982 survey (if the property was surveyed at that time) as well as any relevant National Register of Historic Places (NRHP) Nomination Forms for individual properties. If known, a brief narrative of the resource's history was described, again drawing on information gathered in 1982, as well as evidence from municipal tax records, historic aerial images, property plat maps and historic maps of the area. Lastly, based on the knowledge gathered, a recommendation for the resource's inclusion or exclusion in an Estate Area Historic District was offered. A recommendation for exclusion from the historic district would be made if the property was deemed non-contributing and was also geographically located along the proposed boundary of the historic district, thereby allowing a boundary drawn around the property. At this stage, if the resource was determined for inclusion a status of **Contributing, Key Contributing or Non-Contributing** was identified.

A **Contributing** resource is any building, structure, or object within the boundaries of the district which reflects the significance of the district as a whole, either because of historic associations or its historic architectural qualities and constructed during the period of significance of the historic district (period significance is the span of time in which a property attained the significance for which it meets the National Register criteria). An important aspect to consider when categorizing resources is historic integrity; significant alterations to a property can damage its physical connections with the past, lowering its historic integrity. A **Key Contributing** resource is a Contributing resource that could be considered historically or architecturally significant on its own, outside of the context of the historic district in which it is located. In other words, the resource would be considered individually eligible for listing in the NRHP. A **Non-Contributing** resource is one that does not support the historic district's significance for any number of reasons, including its age (it's construction date postdates the district's period of significance), its integrity, or its lack of pertinent history within the district (*National Register Bulletin #16A*, page 16).

Only those resources that were already listed individually in the National Register of Historic Places, or those properties newly considered through the survey as Key Contributing and Individually Eligible for listing in the National Register of Historic Places were surveyed at the intensive-level. Resources surveyed at the intensive-level were first documented with a NJ HPO Base Survey Form. NJ HPO-required attachments supplemented the base form, provided more specific information and additional photographs were often included. Finally, an argument for the resource's significance was made and its status recommended.

Contained within Montclair's 2016 "Historic Preservation Element of the Township Master Plan" are additional statuses used for local survey and determination. These terms - 'Harmonizing',

'Harmonizing altered', and 'Intrusion'- were not utilized in this survey for the sake of simplicity and efficiency.

As mentioned previously, every resource's (building, structure, object) integrity was considered when evaluating its potential status within an Estate Area Historic District. **Integrity is the ability of a property to convey its significance.** To be listed in the National Register of Historic Places, a resource must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance (*National Register Bulletin #15*, page 44).

Historic properties either retain integrity (that is, convey their significance) or they do not. Within the concept of integrity, the National Register criterion recognizes seven aspects or qualities that, in various combinations, define integrity. The following excerpt from *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* defines the seven aspects of integrity referred to in this survey:

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved. (See Criteria Consideration B in Part VII: How to Apply the Criteria Considerations.)

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.

A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than

just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

Setting

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its relationship to surrounding features and open space.

Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as:

- Topographic features (a gorge or the crest of a hill);
- Vegetation;
- Simple manmade features (paths or fences); and
- Relationships between buildings and other features or open space.

These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its surroundings. This is particularly important for districts.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.

A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved. The property must also be an actual historic resource, not a re-creation; a recent structure fabricated to look historic is not eligible. Likewise, a property whose historic features and materials have been lost and then reconstructed is usually not eligible. (See Criteria Consideration E in Part VII: How to Apply the Criteria Considerations)

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the

property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques.

Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. Examples of workmanship in historic buildings include tooling, carving, painting, graining, turning, and joinery.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register.

HISTORIC DISTRICT

This report will present a final district boundary for the area to be considered for the proposed historic district, a listing of the properties within the proposed district and their contributory or non-contributory status to the district as well as maps, photos and other supporting documentation to justify the designation of the district as a local historic landmark.

While field surveying individual resources, E2PM staff noted if surveyed resources would potentially warrant inclusion in an Estate Area Historic District. After all resources were surveyed and documented at either the reconnaissance or intensive level, certain factors were considered: the resource construction date (in relation relative to the potential district's period of significance), resource integrity, resource history, and resource geographical location in relation to the potential historic district boundaries.

A historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development. A district derives its importance from being a unified entity, even though it can be composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic

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environment or be an arrangement of historically or functionally related properties (National Register Bulletin #15, page 5).

A district must be significant, as well as being a distinguishable entity. It must be important for historical, architectural, archeological, engineering, or cultural values. Therefore, districts that are significant must meet the last portion of Criterion C (represent a significant and distinguishable entity whose components may lack individual distinction) plus Criterion A (association with significant events), Criterion B (association with significant people), or other portions of Criterion C, (embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction) (National Register Bulletin #15, page 12-24).

A district can comprise both features that lack individual distinction (Contributing) and individually distinctive features that serve as focal points (Key Contributing). It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole (National Register Bulletin #16A, page 16).

A district can contain buildings, structures, sites, objects, or open spaces that do not contribute to the significance of the district (Non-Contributing). The number of non-contributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity (National Register Bulletin #16A, page 16).

Lastly, a district must be a definable geographic area that can be distinguished from surrounding properties by changes such as density, scale, type, age, style of sites, buildings, structures, and objects, or by documented differences in patterns of historic development or associations. It is seldom defined, however, by the limits of current parcels of ownership, management, or planning boundaries. The boundaries must be based upon a shared relationship among the properties constituting the district (National Register Bulletin #16A, page 16).

The 250 property total required in the RFP for survey was first given by the Township of Montclair's Planning Department and later expanded to include most of the NJ HPO-derived database for survey completion, for a total of 306 properties (see Figure 1). As surveyed for this report, properties are located along:

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- Briar Hill Road
- Clinton Avenue
- Eagle Rock Way
- Gates Avenue
- Hoburg Place
- Llewellyn Road
- Lloyd Road
- Locust Drive
- Melrose Place
- Mulford Lane
- Ramsay Road
- South Mountain Avenue
- South Mountain Terrace
- Stonebridge Road
- Undercliff Drive
- Undercliff Road
- Union Street
- Valley Way
- Wayside Place
- West Brookwood Drive
- Wilfred Street

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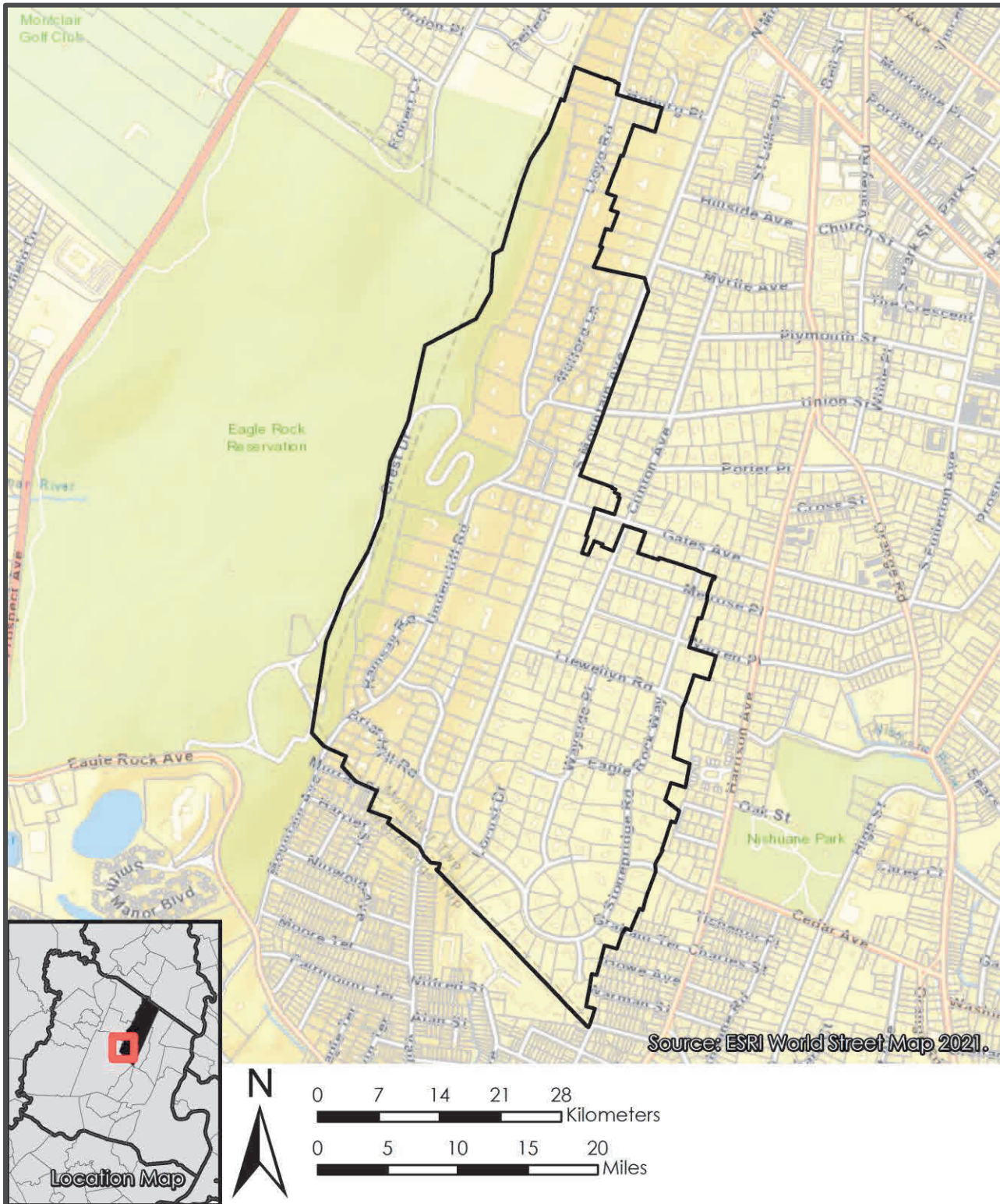


Figure 1—Map Showing the Estate Area Historic District Survey Boundaries.

3.0 HISTORICAL OVERVIEW

EUROPEAN EXPLORATION THROUGH THE MID-NINETEENTH CENTURY

Henry Hudson, an English explorer under the employ of the Dutch, became one of the first Europeans to set eyes on the Delaware Bay and River in August 1609 when he sailed his ship *Half Moon* into its waters. His short-lived exploration encountered the River's shallow waters, forcing him to retreat to deeper waters further up the New Jersey coast. He eventually moored off Sandy Hook and explored in and around the island of Manhattan. But his early travels into the Delaware gave the Dutch enough justification to claim the territory as their own.¹

While Dutch trade networks began up the Delaware around 1615, settlement in New Netherlands, as the Dutch named the new territory, started around the 1620s. In 1623, the Dutch West India Company commissioned Captain Cornelius Jacob Mey to establish outposts along the Hudson and Delaware Rivers. Mey erected a fort, named Fort Nassau, near the mouth of Timber Creek in what is now Camden County, New Jersey.² Several other small Dutch communities cropped up along the shores of the Delaware River. Some succeeded and survived while others floundered, abandoned for better locations on the island of Manhattan. As some of these early Dutch settlements vanished, influxes of Swedish settlers, who primarily established communities on the west bank of the Delaware, crossed the river to plant their own villages. Skirmishes erupted between the Dutch and Swedish for control of the Delaware River and Bay and the commercial value they represented.³

In 1634 King Charles I of England provided a letter to Sir Edward Ployden giving him rights to all the territory situated along the Atlantic between New England to the north and Maryland to the south which included the territory now encompassing the State of New Jersey. King Charles I's decree allowing the English to stake claim on and occupy this territory ignored the already present claims for the land held by Holland and Sweden resulting in bloody clashes over control of the River and its shores. By 1664 the English took political dominion over the settlements in New Jersey, whether their initial allegiances lay with England or with Holland and Sweden, The English Crown granted control of the territory to James, Duke of York, the younger brother of English King Charles II who would later reign as King James II.⁴

¹ Woodward, major E.M. and John F. Hageman. History of Burlington and Mercer Counties, New Jersey, with Biographical Sketches of Many of the Pioneers and Prominent Men. Philadelphia: Everts & Peck, 1883.

² Prowell, George R. The History of Camden County, New Jersey. Philadelphia: L.J. Richards, 1886. Dutch merchant Captain Cornelis Hendrick began trading with Native American groups around 1615 in the region of Christiana, Delaware.

³ Griscomb, Lloyd E. The Historic County of Burlington. Burlington: Burlington County Cultural and Heritage Commission, 1973; Prowell 1886:17-21.

⁴ Prowell 1886:20-22.

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Though early settled by the Dutch, the colony of New Amsterdam, encompassing much of what is now recognized as New Jersey, passed in 1664 into British rule under the leadership of Lord Berkeley and Sir John Carteret with Philip Carteret, Sir John's brother, appointed the first Royal Governor.⁵ Originally part of the 1666 established Newark Township, more intensive settlement in what would become Montclair began in the late seventeenth century as Puritan immigrants spread southward from Connecticut seeking to establish theocratic communities. The earliest lands comprising the territory now known as Montclair were purchased from the Native American inhabitants in two sales. The first purchase covered the lands up to the base of Watchung Mountain. The second purchase covered the lands from the base of Watchung to the ridge. The area became known as either *Watsessing* or *Wardesson*.⁶ Early settlers taking up residence in this new territory included Robert Lymon, John Baldwin, Captain Samuel Swaine, Richard Harrison, John Ward, John Catlin, Thomas Johnson, Anthony Oliff, George Day, Joseph Riggs, John Gardner, Abraham Pierson, Azariah Crane, and Jasper Crane. Many of these earlier residents and their progeny gathered together to form "The Mountain Society"—a group of early Presbyterian believers who organized in 1719 the first Presbyterian Church in the Newark Mountains, as the region was then known.⁷

Political separation away from the burgeoning city of Newark began in the late eighteenth century as the Township of Caldwell split away from Newark Township in 1798 only to be followed in 1806 by the Township of Bloomfield—a name taken in honor of General John Bloomfield who served in Washington's Army.⁸ The township made its wealth through harnessing Toney's Brook, and the Second and Third Rivers for saw, grist, and paper mills, quarrying sandstone for New York City brownstones, and later textile mills.⁹

With abundant transportation routes like the Newark-Pompton Turnpike (ca. 1806) available early in its formation, Montclair's growth focused more on residential development than industrial or commercial expansion.¹⁰ In fact, the area became noted for its boarding schools and strong promotion

⁵ Whittemore, Henry. History of Montclair Township. New York: Suburban Publishing, 1894.

⁶ Lurie, Maxine and Marc Mappen. Encyclopedia of New Jersey. New Brunswick: Rutgers University Press, 2000; Whittemore 1894.

⁷ James Hoyt, "The Mountain Society:" A History of the First Presbyterian Church, Orange, NJ. New York: C.M. Saxton, Barker & Company, 1860; Joseph Atkinson, The history of Newark, New Jersey. Newark: William B. Guild, 1878; Frank John Urquhart. Newark, the story of its early days. Newark: Baker Printing Co, 1904; John T. Cunningham, Newark. Newark: New Jersey Historical Society, 1989.

⁸ David Lawrence Pierson. History of the Oranges to 1921: Reviewing the Rise, Development, and Progress of an Influential Community. New York: Lewis Historical Publishing Company, 1922; Lurie and Mappen, 2000.

⁹ Thomas Gordon. The History of New Jersey from its Discovery by Europeans to the Adoption of the Federal Constitution. Trenton: Daniel Fenton, 1834. Cacioppo, Richard K. The Glory of Montclair Past and Present: The Ultimate Guide. Montclair: Dream City Publishing, 1995; Whittemore, Henry. History of Montclair Township. New York: Suburban Publishing, 1894.; Lurie and Mappen, 2000.

¹⁰ Price, Eleanor McArevey. National Register of Historic Places Inventory Nomination Form, Historic Resources of Montclair Multiple Resource Area. On File, New Jersey Historic Preservation Office, Trenton, 1986.

of education.¹¹ As railroads grew in popularity promoters succeeded in establishing the Newark and Bloomfield Railroad in 1856 which connected West Bloomfield (today's Montclair) with the city of Newark and New York beyond.¹² By the time of Montclair's official establishment in 1868 as an independent municipality, it was already becoming a suburban destination.¹³

LLEWELLYN PARK – COUNTRY ESCAPES: 1857 TO 1884

The story of Llewellyn Park, the famed residential development sitting mere miles south of Montclair township in West Orange, New Jersey, is well known for its place in history as one of America's earliest planned suburban communities. However, lesser known is the direct role Llewellyn Park played in the development of Montclair's Estate Area. Platted in 1857 by its owner Llewellyn Solomon Haskell and gifted architect Alexander Jackson Davis, the Llewellyn Park development consisted of individual property lots of one to five acres each set within a 750-acre natural preserve.¹⁴ Llewellyn Park provided a canvas for architects and landscape designers to showcase their abilities and vision. Lesser known about this influential subdivision, however, is its association with the beginnings of Montclair's Estate Area neighborhood.

As depicted in Haskell's 1857 map entitled *Map of Llewellyn Park and Villa Sites, on Eagle Ridge, in Orange and West Bloomfield, Property of L.S. Haskell*, the proposed residential development stretched far across the border between what are now West Orange and Montclair to what is today recognized as Llewellyn Avenue and encompassed most of the southern portion of the Estate Area Historic District (see Figure 2). Llewellyn Haskell's first home at 84 Llewellyn Road was designed by architect Alexander Jackson Davis and is located just outside the limits of the proposed Estate Area Historic District. Haskell never occupied the house, and it was purchased and completed in 1860 by coffee merchant Samuel Wilde.¹⁵

The indelible effect Llewellyn Park bore on this part of Montclair Township remains visible through the continued names and curvilinear nature of roads like Eagle Rock Way and Mountain Avenue. An advertisement from 1870 (see Figure 3) invites prospective buyers to visit and examine the remaining building lots.¹⁶ Despite the death of Llewellyn S. Haskell in 1872, expansion of the development

¹¹ Montclair Board of Education. *Then and Now in Public Education*. Montclair: Board of Public Education, 1930. Sons of the American Revolution. *Story of Montclair: Its People in Peace and War Times*. Montclair: Sons of the American Revolution, NJ Society, Montclair Chapter, 1930.

¹² Price, 1986; Whittmore, 1894.

¹³ Lurie and Mappen, 2000.

¹⁴ Brooklyn Daily Eagle, "For Sale—Or Exchange—Lewellyn Park," in *Brooklyn Daily Eagle*, April 9, 1872. Brooklyn: Brooklyn Daily Eagle, 1872.

¹⁵ Preservation Montclair, *Historic Architectural Survey, Montclair Township, Essex County, New Jersey*. Report on File, New Jersey Historic Preservation Office, Trenton, NJ, 1981.

¹⁶ Appleton's Journal. "Advertisement," in *Appleton's Journal: A Magazine of General Literature, Volume 4, Issue 90, December 17, 1870*. D. New York: Appleton & Company, 1870.

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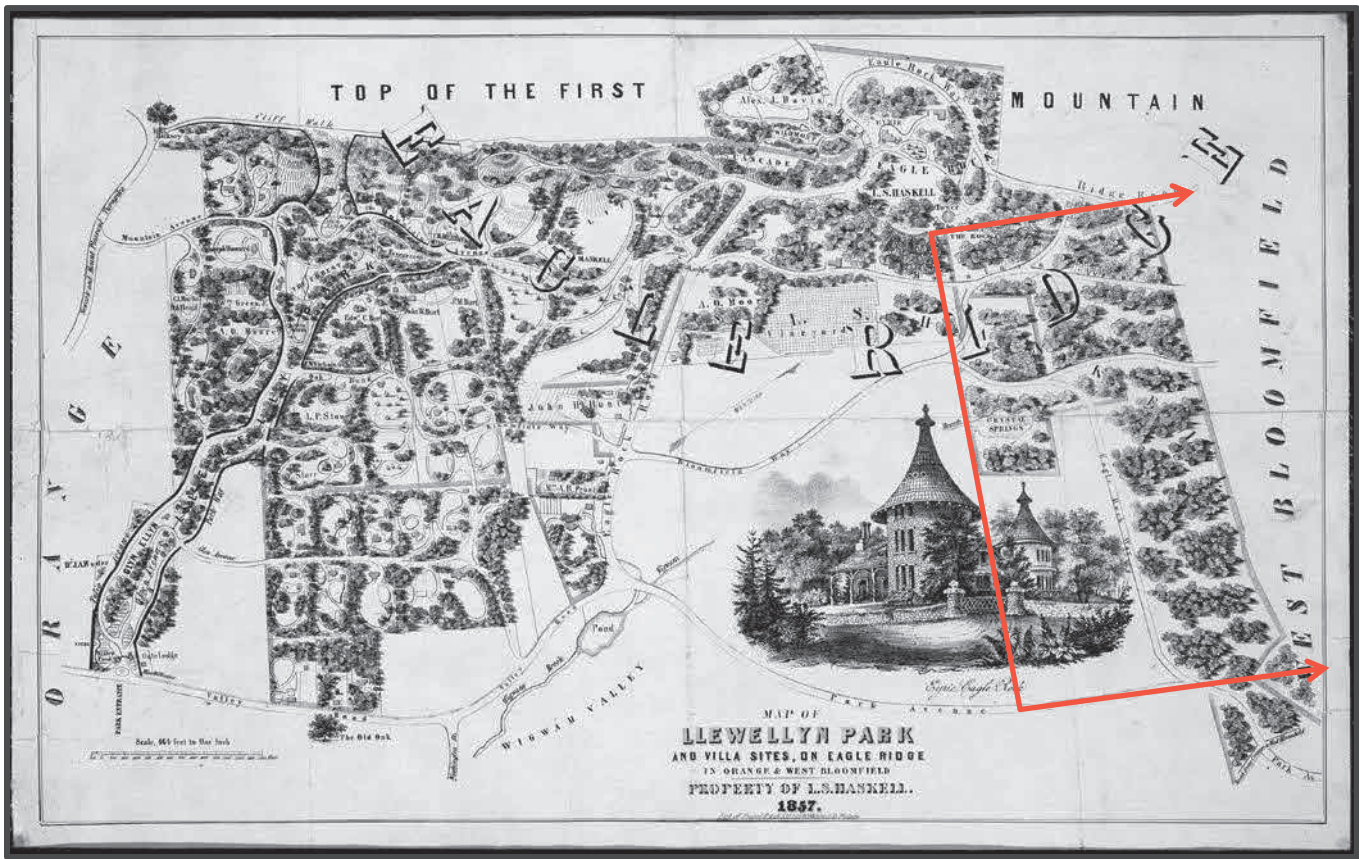


Figure 2: 1857 Map of Llewellyn Park and Villa Sites on Eagle Ridge. Note on the right side of the page—Mountain Avenue (now Undercliff Avenue), Eagle Rock Way, and Bloomfield Way (now South Mountain Avenue). (Approximate Limits of the Estate Area Historic District depicted in red).¹⁸

¹⁸ Davis, Alexander Jackson. *Map of Llewellyn Park and Villa Sites, on Eagle Ridge in Orange and West Bloomfield*. Philadelphia: Friend & Aub, 1857.

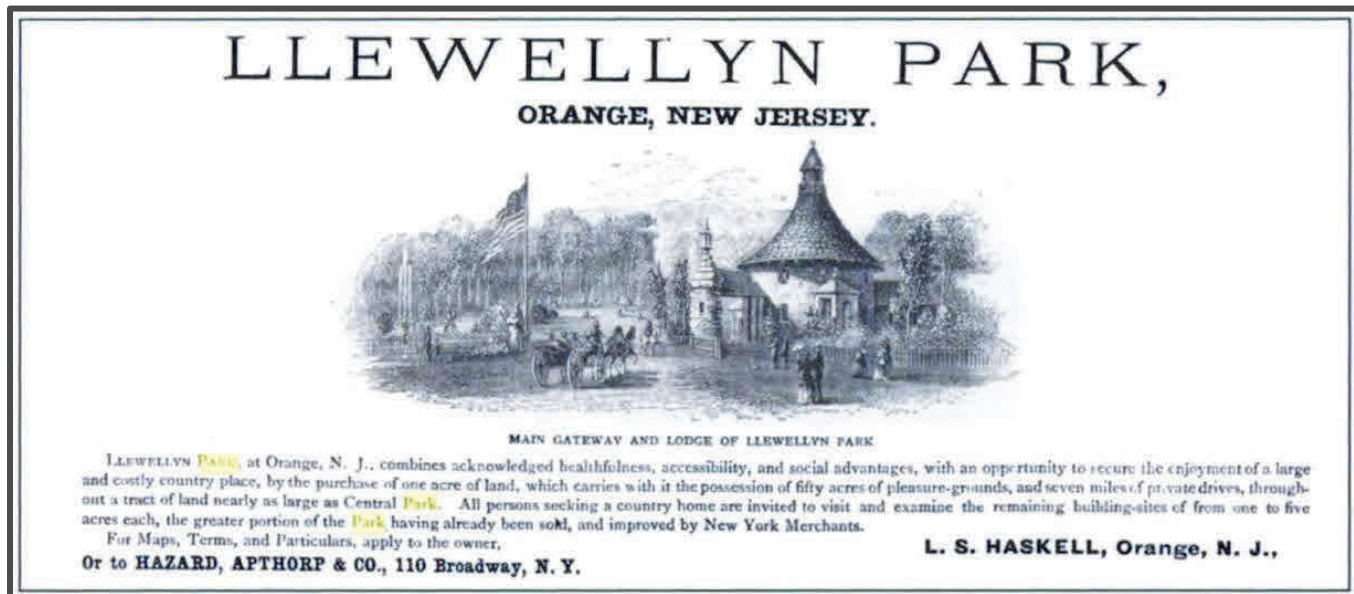


Figure 3: 1870 Advertisement for Llewellyn Park, Orange, New Jersey. (Source: Appleton's Journal, December 17, 1870).

continued under the leadership of first his son Llewellyn (Thomas) F. Haskell, who moved to California in 1877, followed by the managers of the Llewellyn Park Improvement Company formed in 1904.¹⁹ Though sparse, improvements continued within the development after Haskell's death until at least 1880. Ultimately this portion of Haskell's original Llewellyn Park plan was abandoned and the mantle of developing the lots fell to others beginning around 1885.

The predominance of single-family homes enveloped by landscaped lots and framed by tree-lined streets establishes the tone of the Estate Area streetscape. This aesthetic is carried forward from the vestiges of Llewellyn Park's influence which reflects grandeur of both building type and setting.

Though not fully expressing the cohesive design or ideals of a planned "Garden Suburb" like Llewellyn Park, the blank slate of the Estate Area became the means by which well-to-do urbanites achieved their desire for suburban living within commuting distance to the city while providing an escape from the increasingly noise, nuisance, and pollution of ever-expanding industry and urban growth. Even more, the intermingling of curvilinear avenues, rustic country roads, gentle grid plan, and circular courts each reflect the neighborhood's various phases of opportunistic development with a connective tissue binding them in the form of towering mature shade trees, building siting, and a general commonality of architectural expression intent on showcasing the social status of each landowner.

According to Henry Whittimore's History of Montclair Township, published in 1894, several prominent individuals began the process of improving the lands within the Estate Area

¹⁹ New Jersey State Library, *Corporations of New Jersey*.

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neighborhood.²⁰ Most notable was Henry Nason, a wealthy insurance broker who purchased a large parcel on the mountain and its slopes and was responsible for erecting 14 total residences as well as cutting Hillside Avenue, Mountain Avenue from the Bloomfield Turnpike to the edges of Llewellyn Park (South Mountain Avenue), and Gates Avenue, which he named for his wife’s family. Other individuals like W.H. Harris developed a 100 acre tract between Orange Road and the “top of the Mountain,” while Grant J. Wheeler began the initial segment of Mountain Avenue stretching from Hillside Avenue to Orange Road.²¹

Historic maps and atlases dating through this period reveal that the earliest properties developed in the Estate Area were focused in and around pre-existing roads and tended to be large parcels of several acres. While the initial layout followed the original design of Llewellyn Park, later development phases likely emerged opportunistically as large adjoining parcels were subdivided.

According to the 1881 *Atlas of Essex County* by E. Robinson, much of the area was undeveloped during this period (see Figure 4). Current Township blocks 101 and 102, relict of the original Llewellyn Park design, are situated in the Township’s southwest corner and consist largely of undeveloped property attributed to Thomas R. Hazard, a prominent author and anti-slavery advocate. Thomas Hazard’s ownership of this land likely draws from his familial relation to Rowland R. Hazard, a partner in the real estate brokerage Hazard, Apthorp & Company who served as agents for Llewellyn S. Haskell in developing Llewellyn Park.

Robinson’s map shows additional owners within this period to include T.R Starr, inventor Shellman B. Stewart, and New York Insurance broker C. St. John Seymour.²² Other prominent early landowners within the Estate Area included: New York Merchant Charles W. Noyes; William A. Torrey—a railroad promoter and industrialist known for his role in helping found Manchester, New Jersey; retired shoe manufacturer Henry A. Dike; Mrs. Adra E. Taylor, the widow and executrix of the estate of William Batchelder Bradbury—a notable piano manufacturer, composer, musician, hymn writer, and author; Nahum Sullivan—a New York City merchant, banker, and director of the Lorillard Insurance Company; Jason R. Thompson—a Jersey City Steel Manufacturer, Judge Nehemiah O. Pillsbury, G.W. Abbe—an owner of the Hiland Petroleum Company; artist Charles Parsons—known illustrator for *Currier & Ives* and Art Director for *Harpers*; iron merchant Abram Bussing; Stephen W. Carey—founder of the Carey, Yale & Lambert Steamship Company; banker Edward Sweet—founder of the firm Edward Sweet & Company; affluent international rubber merchant Dorman T. Warren

²⁰ Whittemore, Henry. History of Montclair Township, State of New Jersey. New York: The Suburban Publishing Company, 1894.

²¹ Ibid.

²² Robinson, E. *Atlas of Essex County, New Jersey*. New York: E. Robinson, 1881.

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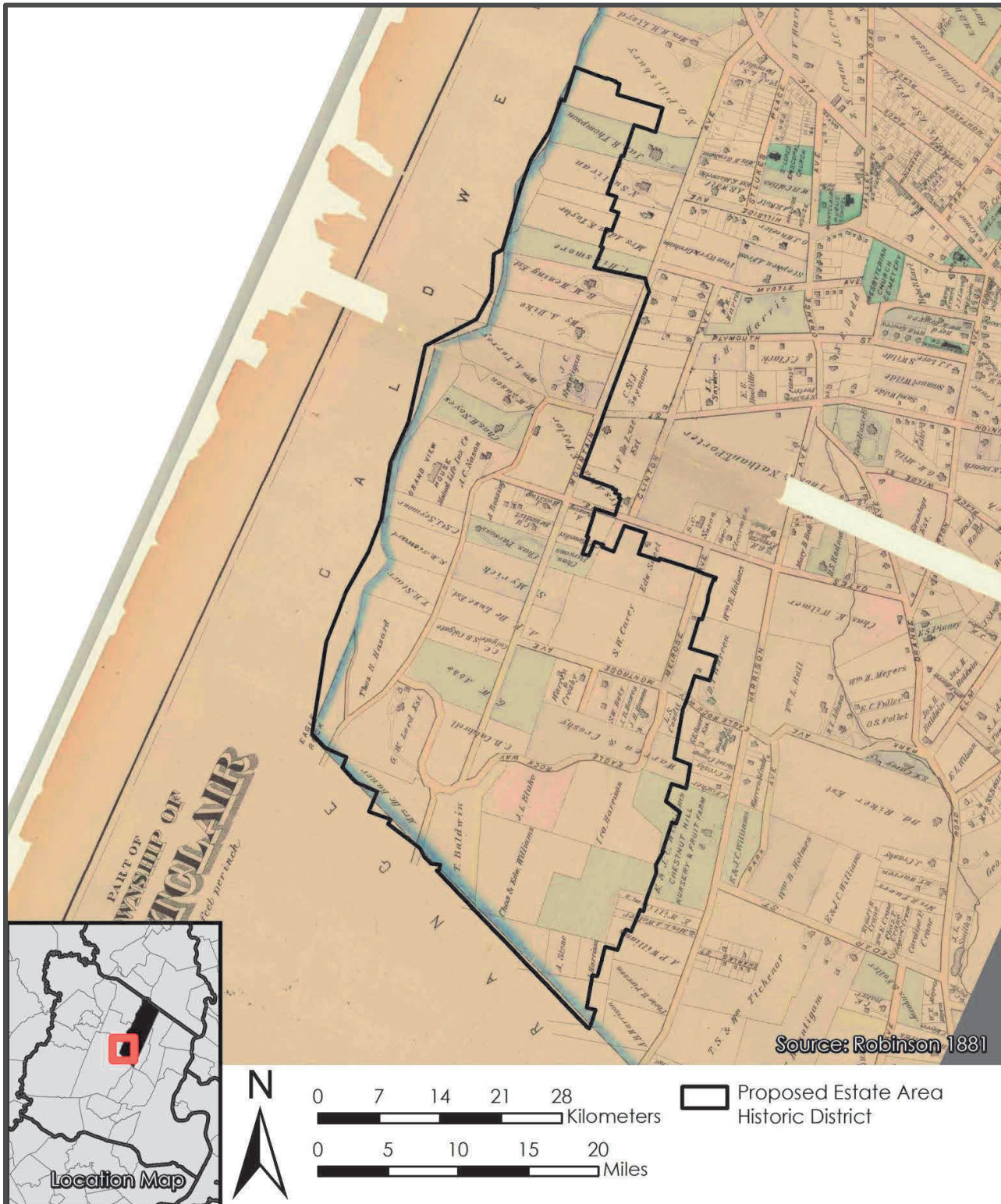


Figure 4: Robinson's 1881 Atlas of Essex County, New Jersey showing the limits of the Proposed Estate Area.

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who founded the Gutta Percha & Rubber Manufacturing Company of New York and Toronto; and the Chestnut Hill Nursery & Fruit Farm owned by E&JC Williams.²⁴ Though it is unclear based upon Robinson's map how many of these landowners were specifically involved in real estate promotion within the Estate Area, many owned their own country getaways in addition to residences near their city businesses.

While the Robinson Map suggests much of the Estate Area remained undeveloped at this time, an important detail to note is that several names appear to have been active in real estate development as evidenced by the ownership of multiple non-contiguous parcels. Most notable are clusters of parcels attributed to Warren & Crosby. These parcels belonged to Dorman T. Warren and his father-in-law Judah Crosby. Warren's estate property appeared on Harrison Avenue, while other properties throughout the area were attributed to him. One residence was on Orange Avenue, while parcels attributed to him and Judah were scattered around. Others keen on real estate speculation included Stephen W. Carey whose main house sat along Orange Avenue but who also owned a large tract north of what is now Llewellyn Avenue and William B. Holmes who owned land on Cedar Avenue and on Harrison Avenue. Holmes, as luck would have it, made his fortune as a prominent real estate broker partnered with F.M. Crawley, one of the most prolific realtors in Montclair during the early 20th century (see Figure 5).²⁵

According to Montclair Tax Records, only seven residences were erected within the Estate Area during the period from 1857 to 1884 (see Figure 6). Many of these were large estates, tending to reflect design and aesthetics of upper middle class life. Houses were designed by renowned architects and followed the Queen Anne style, Colonial Revival, and English Cottage design motifs popular of the time and which are also echoed in the nearby, New Jersey Register-listed First Residential Historic District, part of the National Register-listed Montclair Multiple Resource Area. Specific examples of these new homes included a Henry Yost-designed 1883 dwelling on Lloyd Road (no longer extant), the 1883 residence of G. E. Huggins at 31 Eagle Rock Way, and the 1865 dwelling at 115 Llewellyn Road (see Figures 7, 8, and 9). These newly constructed dwellings were not grouped in any planned physical proximity but were scattered throughout the Estate Area along existing Montclair Township streets including Eagle Rock Way and Llewellyn Avenue, both relicts of Llewellyn Park. South Mountain Avenue and Undercliff Avenue each underwent residential development during this period. .

²⁴ Ibid; United States Census Bureau, *Census Data, Essex County, New Jersey*. Washington, D.C.: United States Census Bureau, Various Years.

²⁵ The Outlook. *Advertisement*, in *The Outlook*, Vol. 77, May 7 to August 27, 1904. New York: The Outlook, 1904.



Figure 5: Ca. 1904 Advertisement for the real estate Firm of W.B.Holmes & Crawley Company.²⁶

²⁶ The Outlook. *Advertisement*, in *The Outlook*, Vol. 77, May 7 to August 27, 1904. New York: The Outlook, 1904.

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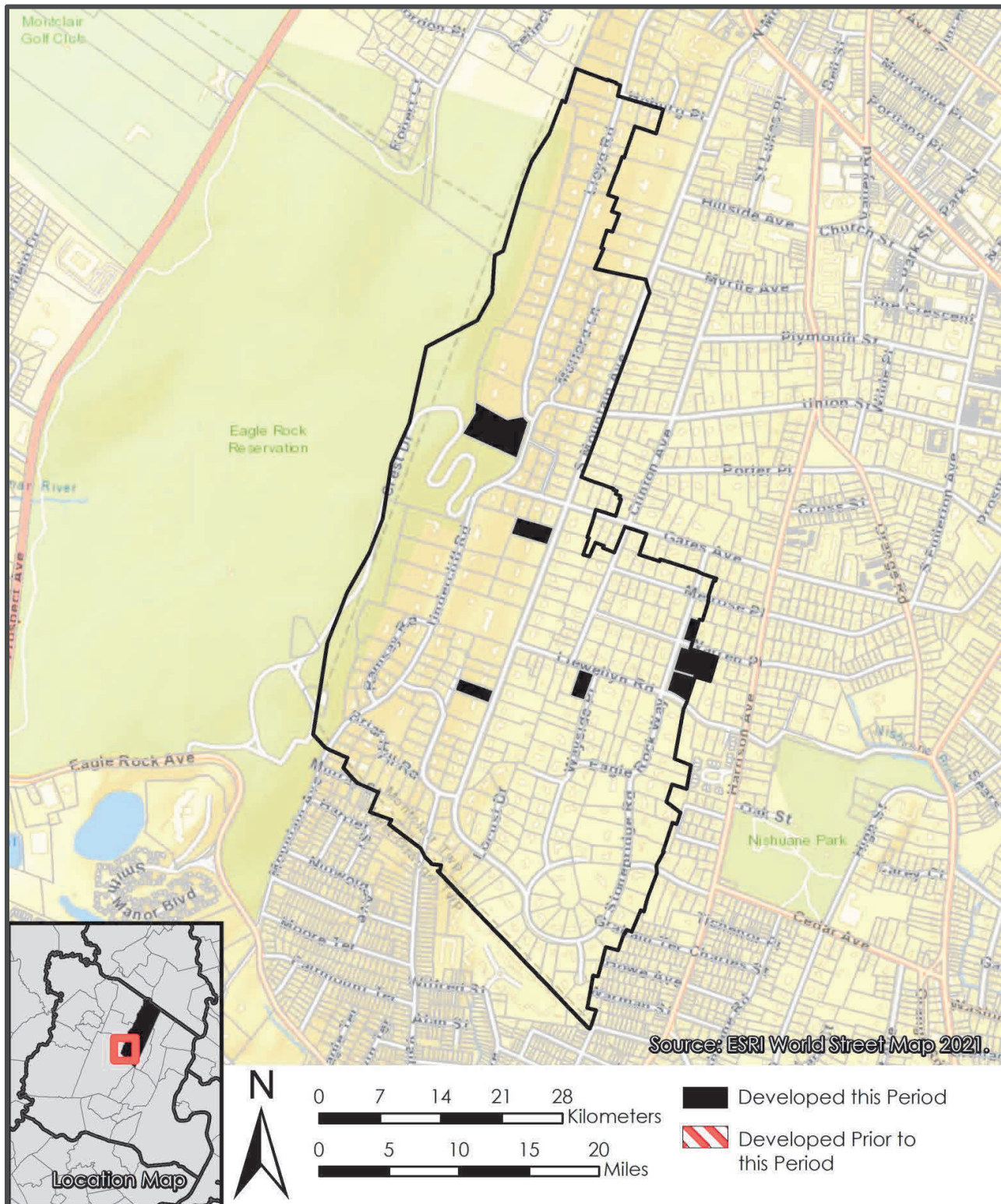


Figure 6: Properties developed within the Proposed Estate Area Historic District between 1857 and 1884.

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Figure 7: The 1883 Badger-Schrumpf Residence on Lloyd Road (No Longer Extant) designed by Henry Yost of Montclair. (Montclair History Online—Digital Photo Collection # P2518).



Figure 8: 1883 The Residence of G.E. Huggins at 31 Eagle Rock Way, Montclair, NJ. (Montclair History Online—Digital Photo Collection # P2593).



Figure 9: 1865 Residence at 115 Llewellyn Avenue, Montclair, NJ viewed ca. 1900. (Montclair History Online—Digital Photo Collection # P2512).

COMMUTERS AND STREET RAILS: 1885 TO 1894

With the success and popularity of long-distance train travel, street railways, commonly called trolleys, were established throughout the United States; in Montclair the arrival of streetcar systems opened up the Estate area for development and growth. In Essex County, the Orange Cross-Town and Orange Valley Railway Company formed on May 17, 1886 under an 1886 law intended to streamline the formation of street railway companies.²⁷ The company's initial incorporators included George Spottiswoode, Francis M. Eppley, Edwin W. Hine, Henry W. Pope, Peter A. Embury, James S. Browne, and Edward A. Pearson.²⁸²⁹

Eppley, a prominent New York attorney of the firm Eppley and Kluck and bottler of “Eppley’s Medicated Whiskey,” served as the president of the railroad company while Pearson, secretary for the Equitable Life Assurance Society of New York, served as the Treasurer. Thomas Marsh, a local real estate developer and brother-in-law of Edward Pearson, served as the company’s secretary. The

²⁷ Ibid.

²⁸ New Jersey State Archives, Railroad Records, Orange Cross-Town and Orange Valley Railway Company. On file, New Jersey State Archives, Trenton, 2019.

²⁹ New Jersey State Archives. *Railroad Collection—Corporate Documents*. Trenton.

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remaining members of the company were also prominent figures in either Essex County or New York Society. Henry W. Pope was the President of the Westinghouse Electric Light, Heat, and Power Company; Peter A. Embury was a partner in the Firm of Embury & Palmer—a furniture manufacturer whose designs were highly coveted, Edwin W. Hine owned one of the largest, most successful flour and feed operations in Orange, and James E. Browne was a builder, member of the Elizabeth Board of Trades, and a bicycle (velocipede) inventor. However, most influential and powerful of the lot was George Spottiswoode—local politician, developer, coal merchant, and capitalist.³⁰

Establishment of the street railway moved fast after incorporation. By August of 1886, the company's coffers already held half of its initial capital and by the end of November that same year, ordinances were passed in several municipalities approving the design, location, and plans for the proposed street rails. The company's main office was established at 203 Washington Street at the southeast corner of the intersection of Dodd and Washington in Orange. By 1887, at a meeting of the directors, the company passed a resolution to change its name to the Orange Cross-Town and Bloomfield Railway Company.³¹

That same year the three primary company officers of the Orange Cross-Town and Bloomfield Railway, Francis M. Eppley, Edward A. Pearson, and Thomas Marsh also conceived a plan to open up the vast countryside of Orange to the wealthy businessmen of New York. Together they purchased a large parcel of land at the top of the First Watchung Mountain and formed two new companies: the Orange Mountain Land Company, and the Orange Mountain Cable Railway Company. The plan included establishing a large 295-acre residential development with an amusement park and a cable-rail carrying visitors and residents up the hillside. Funding for the venture came not only from the incorporators themselves, but also from several wealthy investors from Boston and New York City.³² The path for the cable rail was cut and graded by the firm of George Spottiswoode, one of the Orange Cross-town company's initial stockholders and founders.³³

As the Orange Cross-Town and Bloomfield railway continued to grow in profitability, the Orange Mountain Land Company fell on hard times. Despite its rapid and early successes, the failure of several key investors to provide their funding to the venture led to the ultimate failure of the land venture.³⁴ With the expenses of a hotel constructed at the mountain summit, a cut and macadamized avenue laid up the mountain, and the construction of the cable railroad bearing down on the

³⁰ New Jersey State Archives, Railroad Records, Orange Cross-Town and Orange Valley Railway Company. On file, New Jersey State Archives, Trenton, 2019.

³¹ New Jersey State Archives. *Railroad Collection—Corporate Documents*. Trenton.

³² Montclair Times, "To Improve the Mountain Top," in *Montclair Times*, August 20, 1887.

³³ Montclair Times, "Collapse of Mountain Land Scheme in West Orange," in *Montclair Times*, January 24, 1891. David Lawrence Pierson. *History of the Oranges to 1921: Reviewing the Rise, Development, and Progress of an Influential Community*. Volume II. New York: Lewis Historical Publishing Company, 1922.

³⁴ Montclair Times 1891.

incorporators, the decision was made to fold the dual companies.³⁵ The collapse of this business venture sent a wave of repercussions through the triumvirate's other business ventures, including the Orange Crosstown and Bloomfield Railway Company.

In January of 1891, George Spottiswoode purchased at Sherriff's auction much of the land involved in Eppley, Marsh, and Pearson's schemes.³⁶ By September of that same year, he along with fellow investors Stephen D. Day (son of Orange founder Stephen D. Day), Howard L. Chandler—Vice President of the Ithaca-Cortland railroad, and Frank W. Child formed the Orange Mountain Cable Company and the Orange Heights Land Company to continue the proposed development envisioned by Pearson.³⁷

Not only did Spottiswoode orchestrate the purchase of the land development and cable rail companies, but also through the formation of the Orange Valley Street Railroad Company—established to create a ½-mile long branch line connecting the Delaware, Lackawanna, and Western Railroad to the terminus of the Orange Mountain Cable Railway incline—he managed to absorb Pearson, Eppley, and Marsh's other floundering business—the Orange Crosstown and Bloomfield Railway.³⁸ Formed on January 12, 1893 the Orange Valley Street Railway Company consisted of Allison Z. Mason, a Boston banker and Treasurer of the Globe Investment Company, Frank W. Child, President of a local bank and a member of the city council, Albert W. Kissam, the manager of a life insurance company, Charles A. Lindsley, a coal and wood dealer and a founding director of the Second National Bank of Orange, James S. Holmes, a real estate investor and attorney who formerly ran the Remington Motor Coach Company, and George Spottiswoode.³⁹

On April 3, 1893 the Orange Valley Street Railway Company consolidated with the Orange Crosstown and Bloomfield Railway Company to form the Suburban Traction Company.⁴⁰ Its incorporators consisted of Frank W. Child, Alfred P. Foster—a Cincinnati capitalist, Tallmadge Foster—an attorney in the firm of Foster and Eustis, John E. Eustis—Tallmadge Foster's partner in law, John L. Seward—a local physician and a director of the Citizen's Trust Company, Daniel Pritchard—a New York Publisher and Tallmadge Foster's Father-in-law, Albert W. Kissam, and George Spottiswoode. The Suburban Traction Company worked to gain permission from the townships within its service area to allow electric traction cars to run instead of horse-drawn cars.⁴¹ They believed the move would

³⁵ Ibid.

³⁶ Montclair Times 1891.

³⁷ New York Times. "An Old Project Revived," in *New York Times*, September 3, 1981.

³⁸ New Jersey State Archives, Railroad Records, File RR400.

³⁹ Henry Whittemore. *The Founders and Builders of the Oranges, 1666 to 1896*. Newark: L. J. Hardham Printers, 1896.

⁴⁰ New Jersey State Archives, Railroad Records, File RR539.

⁴¹ Daniel A. Dugan. *The Revised Charter, with Supplements Thereto of the City of Orange, N.J.* Orange: The Chronicle Press, 1900.

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make the concern more profitable as due to the consolidation the new company absorbed an enormous amount of debt from the failing Orange Crosstown and Bloomfield railway.⁴²

Despite gaining success in convincing towns to pass ordinances allowing electric traction, by 1894 the Suburban Traction Company was nearing complete failure.⁴³ The *New York Times* reported early financial troubles in September of 1893 when the company's workers approached the managers to request a decrease in wages in order to make sure all the company's workers remained employed.⁴⁴ The *New York Times* later reported a worsening situation in November of 1894 that revealed the company held heavy debts carried over from the Orange Crosstown and Bloomfield Railway as well as a mortgage in the amount of \$550,000 (modern day equivalent of \$16,407,779.07 based on inflation) and a group of lawsuits in the sum of \$172,000 (modern day equivalent of \$5,131,160.00) brought about as a result of an accident that occurred on a steep incline. An article in the trade journal *Electrical Engineer* echoed these same facts as well as suggesting that these several factors sent up warning flags for potential investors and limited the company's access to fresh sources of capital.⁴⁵ By December 8, 1894, the *NY Times* reported that the Suburban Traction Company was insolvent with Watson Whittlesey—real estate developer responsible for the communities of Hyde Park and Watching Heights in West Orange—appointed as receiver.⁴⁶ The *NY Times* reported the Suburban Traction Company's indebtedness at \$1,500,000 (\$44,748,488.37). This financial condition, however, did not prevent it from completing the work it set out to do as in April 1895 the *New York Times* mentioned that the company neared completing the electrification of its tracks.⁴⁷

After all this effort, by 1895 the tracks of the Orange Cross-Town and Bloomfield Railway company ended at the foot of Eagle Ridge where Mountain Avenue in West Orange becomes Undercliff Avenue in Montclair. The street railway made easy access to the southern end of the Estate Area and would provide access to Eagle Rock Reservation following its 1897 creation. The Delaware, Lackawanna & Western Railroad, which ran to Montclair's commercial area and stopped at the still-present Lackawanna Terminal, gave access to the northern portion of the neighborhood via a street railway along Bloomfield Avenue.

With an eye toward the future, an increasing number of New York, Jersey City, and Newark's well-to-do, representing manufacturers, oil magnates, bankers, and stockbrokers—found in Montclair a country escape from the hustle and bustle of city life. Landowners who had purchased within the township mere years before likely subdivided their properties to capitalize on the influx of new wealth.

⁴² New York Times. "Financial Troubles of a Suburban Traction Company," in *New York Times*, November 2, 1894.

⁴³ Ibid.

⁴⁴ New York Times. "Asked for Lower Wages," in *New York Times*, September 18, 1893.

⁴⁵ Electrical Engineer. "Financial Troubles of the Suburban Traction Company," in *Electrical Engineer*, November 21, 1894; *NY Times* 1893; *NY Times*, November 1894.

⁴⁶ New York Times. "The Insolvent Traction Company," in *New York Times*, December 8, 1894.

⁴⁷ New York Times. "The Trolley in Orange," in *New York Times*, April 9, 1895.

As Gladys Segar notes in her 1948 manuscript Montclair in the Elegant Eighties, 1885 began a construction boom in Montclair Township with approximately ninety-one houses built that year alone. Individuals active in real estate speculation included C.A. Hinck, George Booth—a local brick mason; Henry L. Yost—a local architect, builder, and township official, Jesse H. Lockwood—local architect, and George M. DaCunha—local architect. It is important to note that despite this building boom, landscape architect and city planner John Nolen notes in his 1912 book Replanning Small Cities that Montclair was “still rural in aspect, and well-wooded with oaks, chestnuts, maples, and other native trees.”⁴⁸ Photographs of South Mountain Avenue and Eagle Rock Way taken during this period further illustrate the lack of residential development through the Estate Area (see Figure 10 and 11). In addition, tax records identify the construction of only ten new structures during this time whose architectural stylings leaned predominantly toward Queen Anne / Shingle style homes with one English Cottage / Tudor-style dwelling, one Italianate, and one Spanish Colonial Revival also built (see Figure 12). The assemblage of stylistic treatments, scale, plan, and massing all appear consistent with the nearby First Residential Historic District. As with the preceding decade, the builders of these homes exploited the existing roads including Eagle Rock Way, Llewellyn Avenue, and South Mountain Avenue, while Clinton and Lloyd Avenue were newly cut for real estate prospecting. Homes extant at this time include a Second Empire home at 66 South Mountain Avenue (demolished), a Queen Anne-style home at 144 South Mountain Avenue, and a Tudor-style residence at 44 Eagle Rock Way (see Figures 13, 14 and 15). Dates from the tax assessor’s office indicate that the earliest homes along Lloyd appeared ca. 1890 while those along Clinton emerged around 1892. Judging by the scale and design of the new homes, they appear intended to serve as suburban residences for the New York, Jersey City, and Newark elite.⁴⁹

PARKS AND RECREATION—WHERE EAGLES DARE: 1895-1904

In 1896 the Essex County government formed the Essex County Parks Commission for the purpose of providing the county’s citizens places to enjoy nature and escape the stresses of urban life. The Parks Commission began immediately with the acquisition of land to erect a park at the top of Orange Mountain. Parcels formerly part of Llewellyn Haskell’s estate, including that of his famous Eyrie, as well as other large undeveloped tracts on the mountain were purchased by the county. The Olmsted design firm was contracted by the commission to design a park. Called the Eagle Rock Reservation, construction and design took several years to complete. Once finished and opened to the public, the park, which was accessible for a small fee via the street railways, provided a much-needed getaway for Essex County’s urban and suburban residents alike. At this time, the community remained sparsely

⁴⁸ John Nolen, Replanning Small Cities. New York: B.W. Huebsch, 1912.

⁴⁹ Township of Montclair. GIS Parcel Data. Montclair: Township of Montclair, 2019.

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Figure 10: Eagle Rock Avenue in 1898. Montclair Public Library Online. (Montclair History Online—Digital Photo Collection # P5957)



Figure 11: View Along South Mountain Avenue from Myrtle. Note the excavations on the right for sewer/water installations. (Montclair History Online—Digital Photo Collection # P2568).

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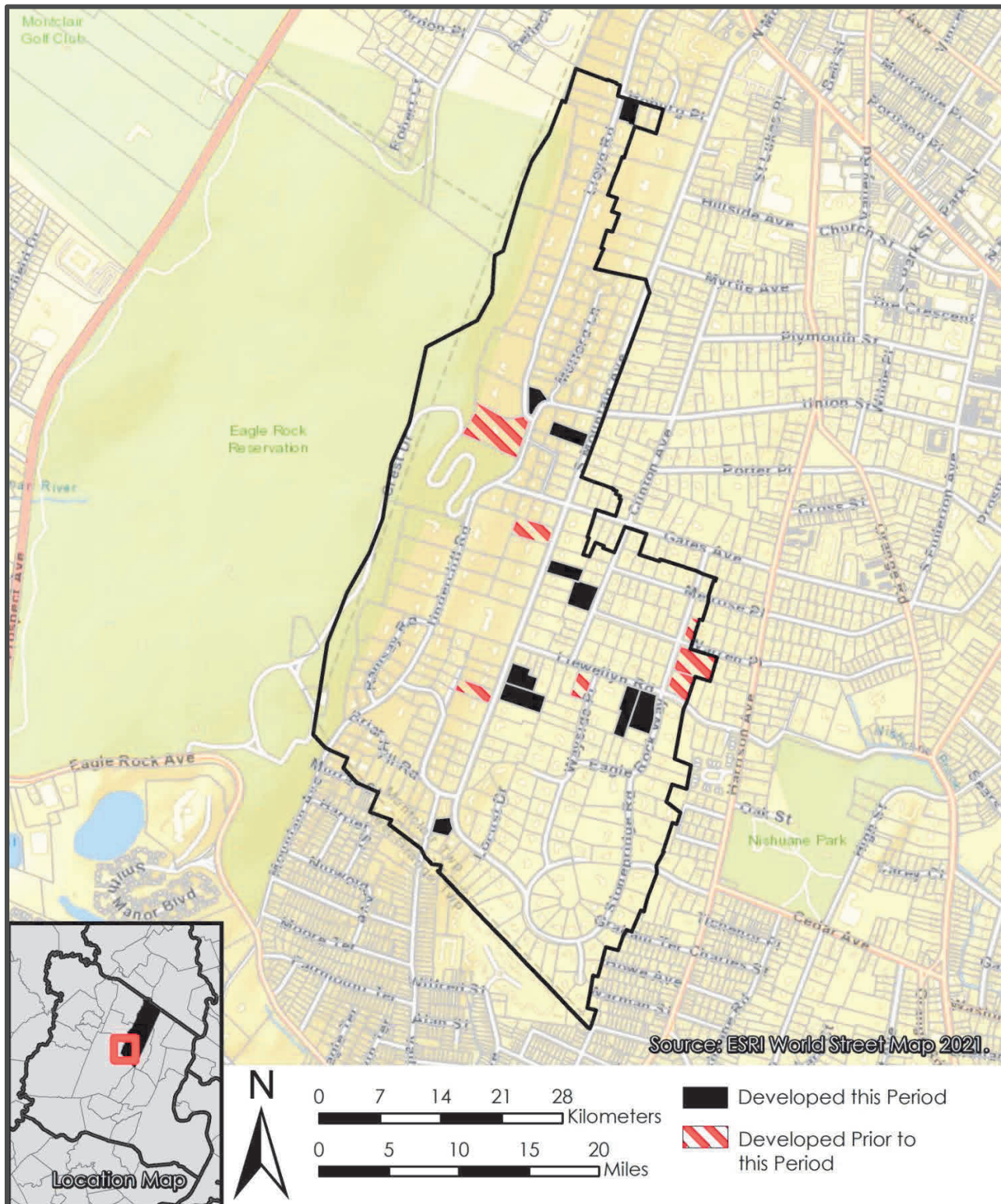


Figure 12: Properties developed within the Proposed Estate Area Historic District from 1885 to 1894.

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Figure 13: Late-nineteenth century photograph of 66 So Mountain Avenue (Demolished; Montclair History Online—Digital Photo Collection # P2569).



Figure 14: Late-nineteenth century photograph of 144 So Mountain Avenue. (Montclair History Online—Digital Photo Collection # P2597).

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Figure 15: Ca. 1910 photograph of 44 Eagle Rock Way (Built 1885). (Montclair History Online—Digital Photo Collection # P2513).

developed but exhibited signs of major improvements, paving the way to attract more urbanites to settle within its bounds (see Figures 16 and 17) took several years to complete. Haskell's Eyrie remained within Eagle Rock until 1924 when the deteriorated structure was demolished.⁵¹

During this period, a total of 12 new residences were built within the Estate Area (see Figure 18). Four of the new residences appeared on the lands of Crosby & Warren with access to a newly cut extension to Wayside Place through their lands while the new Clinton Avenue—cut through the lands of S.W. Carey and Edward Sweet—hosted one of the other new residences as did Lloyd Road, which was newly cut to the northwest of South Mountain Avenue and along the eastern bounds of the new park. The remaining buildings were focused around the already existing roads of South Mountain Avenue and Eagle Rock Way.⁵²

Stylistically, the architecture of the new homes largely retained their old-world influence of Classical Revival, Spanish Colonial Revival, Queen Anne Revival, and Italianate design with a newer aesthetic emerging through the influence of the English Arts & Crafts Movement. This influence emerged in the form of two Craftsman-style homes along Lloyd (No. 79) and Wayside Place (No. 23) as well as an

⁵¹ Joseph Fagan. Eagle Rock Reservation. Charleston: Arcadia Publishing, 2002.

⁵² Montclair Tax Data, 2019.

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Figure 16: Ca. 1898 Photograph of Gates Avenue from Orange Avenue. (Montclair History Online—Digital Photo Collection # P2455).



Figure 17: Ca. 1902 Photograph of Eagle Rock Way. Note the drainage, curbs, flowing curves, and sidewalks. (Montclair History Online—Digital Photo Collection # P2856).

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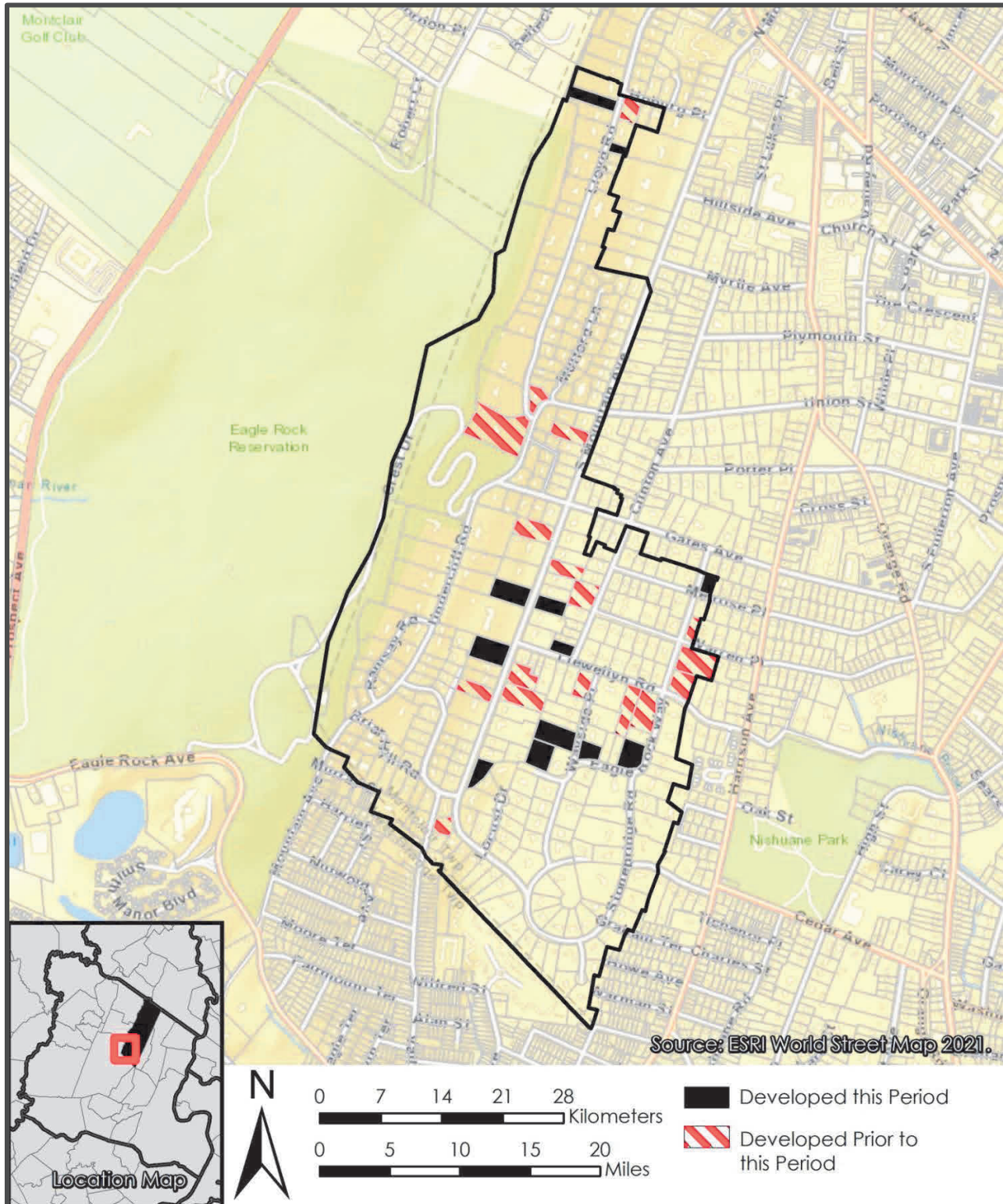


Figure 18: Properties developed within the Proposed Estate Area Historic District from 1895 to 1904.

increased presentation of English Tudor, Cottage, and eclectic designs (195 So. Mountain Ave, 68 Lloyd Road, and 7 Eagle Rock Way). Specific examples of homes built during this period include 68 Eagle Rock Way (ca. 1897), 110 Llewellyn Avenue (ca. 1900), and 195 South Mountain Avenue (ca. 1900) (see Figures 19 to 22). The hallmarks of the Arts and Crafts Movement are expressed in a harkening back to nature while eschewing industry and romantic notions of the past commonly found in many of the classical revival forms. In a physical sense, this meant design features that highlighted skilled craftsmanship, broad overhanging eaves, the use of natural materials in cladding (e.g. half-timbering, stone, terracotta and slate roofs), and structural authenticity in design (e.g. exposed beams, heavy-timber posts, projecting rafters). This shift in the architectural aesthetic, along with the convenience of Montclair's abundant lots of land near the major cities, seemed to attract upper-middle to upper class urbanites fleeing the increased industrialization of the American cityscape.

CONVENIENCES OF A NEW CENTURY: 1905-1914

With the growing popularity of Essex County parks, the abundant and easy railroad access, short commute to New York City, and available relatively inexpensive parcels of buildable land, Montclair became a destination for New York and Newark's well-to do. But not just a destination, suburban Montclair was a blank canvas upon which the wealthy could paint their ideals of architectural richness. Improvements in social clubs, services, and public institutions during this period served to broaden the community's appeal.

According to the tax data, approximately 32 new residences were built within the Estate Neighborhood during this period—more than double those built during the construction of the Eagle Rock Reservation (see Figure 23).⁵³ Mueller's 1906 Atlas Map of Essex County reveals that many of the parcels portioned out during the last three periods were occupied in 1906 by single-family residences.⁵⁴ In addition, Mueller's map also illustrates several new roads within the Estate Area—Melrose Place (ca. 1907), Warren Place (ca. 1911), Stonebridge Road (ca. 1909), and Union Street (ca. 1913).⁵⁵ The wealth and influence present in the new housing is apparent in the public records with printing magnate and New Jersey Senator Edmund Burke Osborne hiring the Olmsted & Brothers design firm to develop the plan for Stonebridge Road (see Figure 24).⁵⁶ Construction along Lloyd Road, however, accounted for nearly one-third of the new residences built during the period alone with development along Melrose Place and South Mountain Avenue representing the next third. The predominance of new homes along these streets suggests a desire to live closer to the town center,

⁵³ Montclair Township Tax Data, 2019.

⁵⁴ A.H. Mueller. *Atlas of Essex County, New Jersey*. Philadelphia: A.H. Mueller & Co, 1906.

⁵⁵ Ibid.

⁵⁶ Olmsted Brothers Co. *Olmsted Archives Collection*. Digital records maintained by the National Park Service for the year 1909. For more information, or to see a larger version of the map, visit <http://ww3.rediscover.com/Olmsted/> and https://flickr.com/photos/olmsted_archives/albums/72157679259376941.

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Figure 19: Late-nineteenth century photograph of 68 Eagle Rock Way (Built 1897). (Montclair History Online—Digital Photo Collection # P4490).



Figure 20: Early-twentieth century photograph of the no-longer extent 110 Llewellyn Avenue (Built 1900). (Montclair History Online—Digital Photo Collection # P9789).

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Figure21: Early-twentieth century photograph of 50 Lloyd Road (Built 1902). (*Scientific American* 1902).



Figure22: Early-twentieth century photograph of 195 South Mountain Avenue (Built 1900). (Montclair History Online—Digital Photo Collection # P9852).

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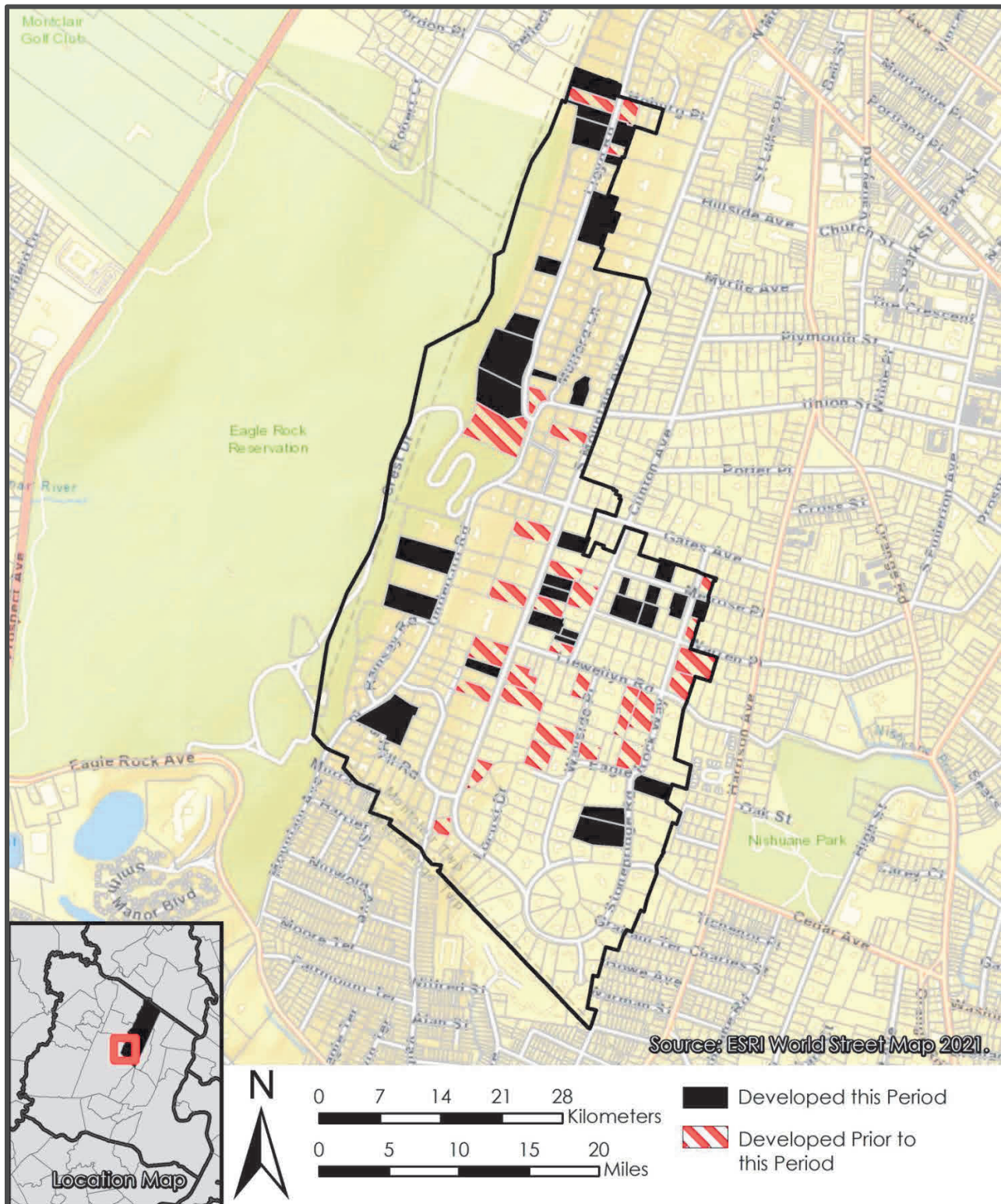


Figure 23: Residences built during the period of 1905-1914 within the Proposed Estate Area Historic District.

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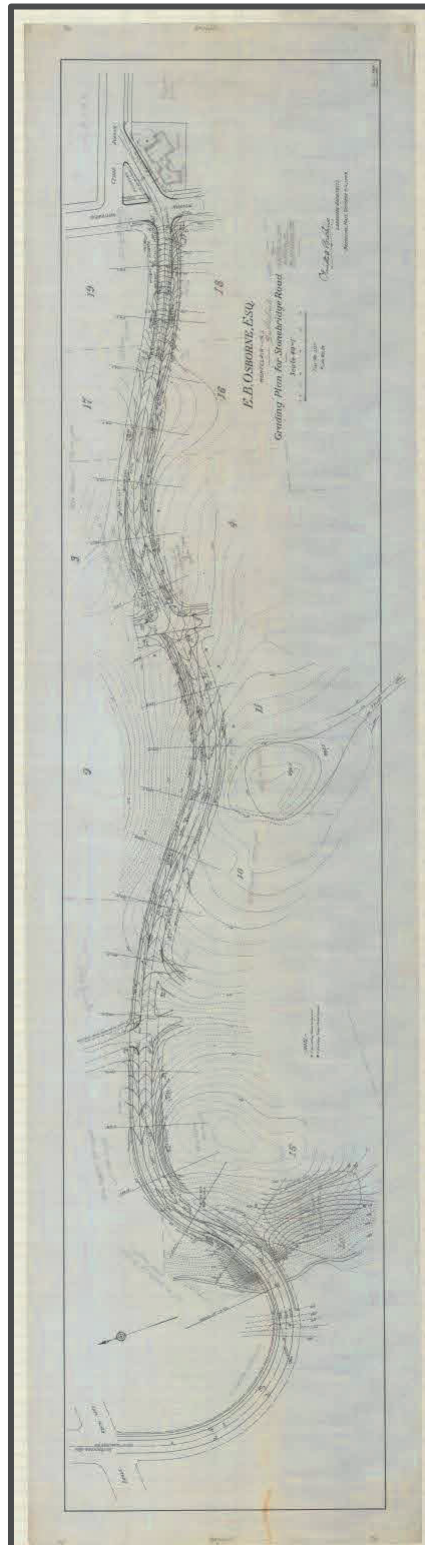


Figure 24: Olmsted Brothers-designed Plan of Stone Bridge Road. (Olmsted Bros, 1909).

likely due to the availability of stores and businesses, as well as the ease of public transportation. In fact, one of the most prolific realtors for the 1910s through 1920s, F.M. Crawley & Bros. occupied offices immediately across from the railroad tracks.⁵⁸

As mentioned in the previous decade, a new aesthetic emerged focusing on the influences of the English Arts and Crafts Movement. The new aesthetic grew in popularity during this period and soon represented nearly half of all the residence built within the proposed Estate Area. Expressed as Tudor Revival, English Cottage, English Eclectic, or even the more American Craftsman, these residences reflected a desire for a newer, more unique personal expression in deference to the traditions of the past. Even the more conservative classical revival homes that appeared during this period seemed to adopt certain design elements from this movement as Dutch Colonial Revival homes exhibit projecting front bays, flared belt courses between stories, shed-roofed dormers or even touches of exposed rafters which would be more commonplace among Arts and Crafts-inspired homes.

THE AUTOMOBILE ERA: 1915-1924

With the increased popularity and accessibility of automobiles throughout the nation, commuting became easier, allowing for more urbanites to abandon the cities for the suburbs. According to Montclair Township tax data, approximately 31 new residences were built within the proposed Estate Area during this period (see Figure 25).⁵⁹ These houses tended to crop up along already developed streets and spread deeper into the existing neighborhood. These residences were more centrally clustered near each other suggesting a concerted effort at development on behalf of the realtors and speculators. In particular, the new residences were focused around the southern sections of South Mountain Avenue, Undercliff Avenue, Llewellyn Avenue, Clinton Avenue, Melrose Avenue, and Stonebridge Avenue. By comparison, only three total residences were built in the northern portion of the proposed Estate Area along Hoburg Place (1) and Lloyd Road (2).⁶⁰ Many of these newer homes included garages at the rear of the properties, taking advantage of the grip the automobile had on the nation.

Stylistically, the adoption and integration of Arts and Crafts elements in architectural design became more the norm than a strict adherence of classical styles. Nearly half of the total residences built during this period were Tudor, Craftsman, English Cottage, or some similar design while most of the remainder included Arts and Crafts elements like decorative chimneys, shed and hipped-roof dormers with exposed rafters, flared breaks between the first and second stories, and eyebrow windows. Some specific examples of Arts and Crafts inspiration during this period include 70 Undercliff Road, and 190 Gates Avenue (see Figures 26 and 27). In fact, no more than a handful of the new homes bore any

⁵⁸ Country Life. "Advertisement," in *Country Life*, October, 1922. New York: Doubleday, Page & Co. 1922.

⁵⁹ Montclair Township Tax Data, 2019.

⁶⁰ Ibid.

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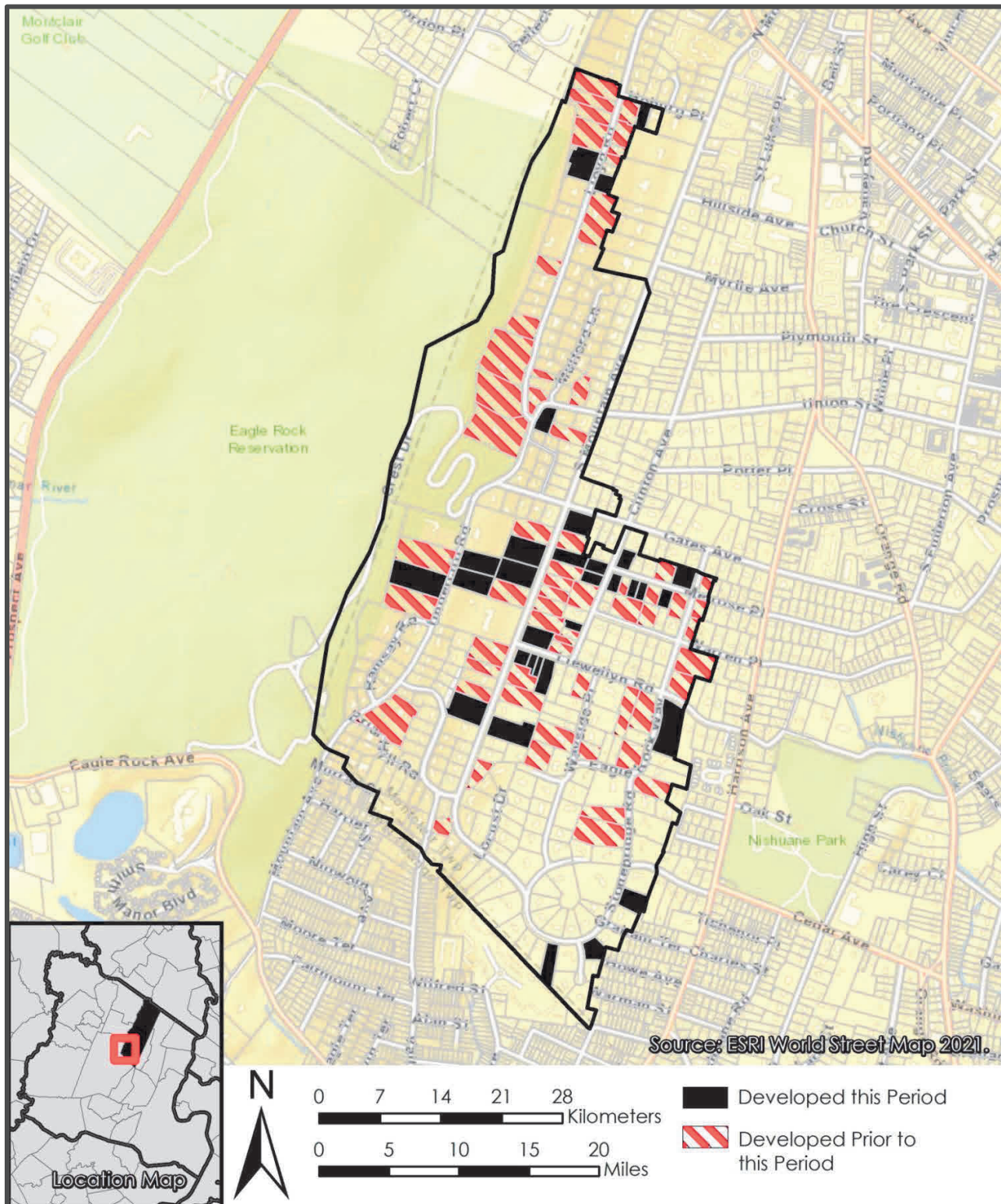


Figure 25: Residences built during the period of 1915-1924 within the Proposed Estate Area Historic District.

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Figure 26: Colonial Revival dwelling at 127 Llewellyn Road displaying Arts and Crafts influence (entrance portico, front entrance door and sidelights, roofline shed dormer) (Photo by E2PM 2020).



Figure 27: Residence at 70 Undercliff Road exhibiting Arts and Crafts influence (high hipped roof, shed dormers, decorative chimney caps, oriole front entry, etc...). (Montclair History Online—Digital Photo Collection # P2722).

strict adherence to truly classical design. Architects active throughout the area during this time predominantly lived in Montclair and included A.F Norris, reputed to have designed over 400 homes in Montclair, and Dudley Van Antwerp—a major proponent of the Arts and Crafts Movement and son-in-law of prominent English artist Harry Fenn. Antwerp’s homes within the proposed Estate Area include Arts and Crafts – inspired Elizabethan / English Cottage / English Eclectic / Tudor houses and Dutch Colonial-style with an Arts and Crafts characteristic (see Figures 28 and 29).

PRE-DEPRESSION ERA: 1925-1930

While much attention is paid in history books about the Great Depression of the 1930s and the stock market crash and Dust Bowl which contributed to the economic decline, little is generally discussed about the paradoxically massive American housing boom of the mid-1920s. Several key factors intertwined during the late 1910s and early 1920s to allow for a boom in new construction that resulted in the building of 78 new homes within the proposed Estate Area of Montclair alone between the years of 1925 and 1930 (see Figure 30). The increase in new home construction over this five-year period surpassed the total construction seen within the proposed Estate Area over the preceding thirty years. Contributing to this rapid expansion of new homes nationwide were the agricultural collapse of the early 1920s which drove many farmers off their lands and into the cities to find employment, a reactive drive on the part of wealthy urbanites to escape the overcrowding cities, the return of soldiers from World War I, banking changes that made low down-payment mortgages easier to obtain, and Federal “Own Your Own Home” campaigns which created a policy-driven ideology proffering home ownership over tenancy.⁶¹

Several new streets were cut during this time including Briar Hill Road, South Mountain Terrace, Mulford Lane, Ramsay Road, and Warren Place. In total, 10 of the new residences during this period were built along these new streets. The remaining 68 residences, however, were built either infilling empty lots between houses on existing streets or exploiting undeveloped blocks within the limits of the proposed Estate Area. Of interest, several small planned developments appeared within the area including the subdivision along South Mountain Terrace, and an increase in development along

⁶¹ Herbert Simpson, “Real Estate Speculation and the Depression,” in *The American Economic Review*, Vol. 23, No. 1. Nashville: American Economic Association. Paul S. George, “Brokers, Binders, and Builders: Greater Miami’s Boom of the Mid-1920s,” in *Florida Historical Quarterly*, Vol. 65, No. 1, July 1986. Jacksonville: Florida Historical Society, 1986. Gail Radford, “New Building and Investment Patterns in 1920s Chicago,” in *Social Science History*, Vol. 16, No. 1, Spring 1992. Cambridge: Cambridge University Press, 1992. Richard Harris, “The Rise of Filtering Down: The American Housing Market Transformed 1915-1929,” in *Social Science History*, Vol 37, No. 4, Winter 2013. Cambridge: Cambridge University Press, 2013. The “Own your Own Home Program” was a Nation-wide program sponsored by the Federal Government through the Department of Labor. For more information, or a brief overview of this program, refer to <https://www.nationalaffairs.com/publications/detail/a-home-of-ones-own>.

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Figure 28: Dudley Van Antwerp designed Tudor / Elizabethan revival home on Lloyd Road showcasing the English Arts and Crafts movement in Montclair. (*Whitaker 2016*).

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Figure 29: Dudley Van Antwerp designed Dutch Colonial Revival dwelling on Lloyd Road exhibiting English Arts and Crafts influences (e.g. shed dormers, corbeled chimney caps, etc...). (Montclair History Online—Digital Photo Collection # P2517).

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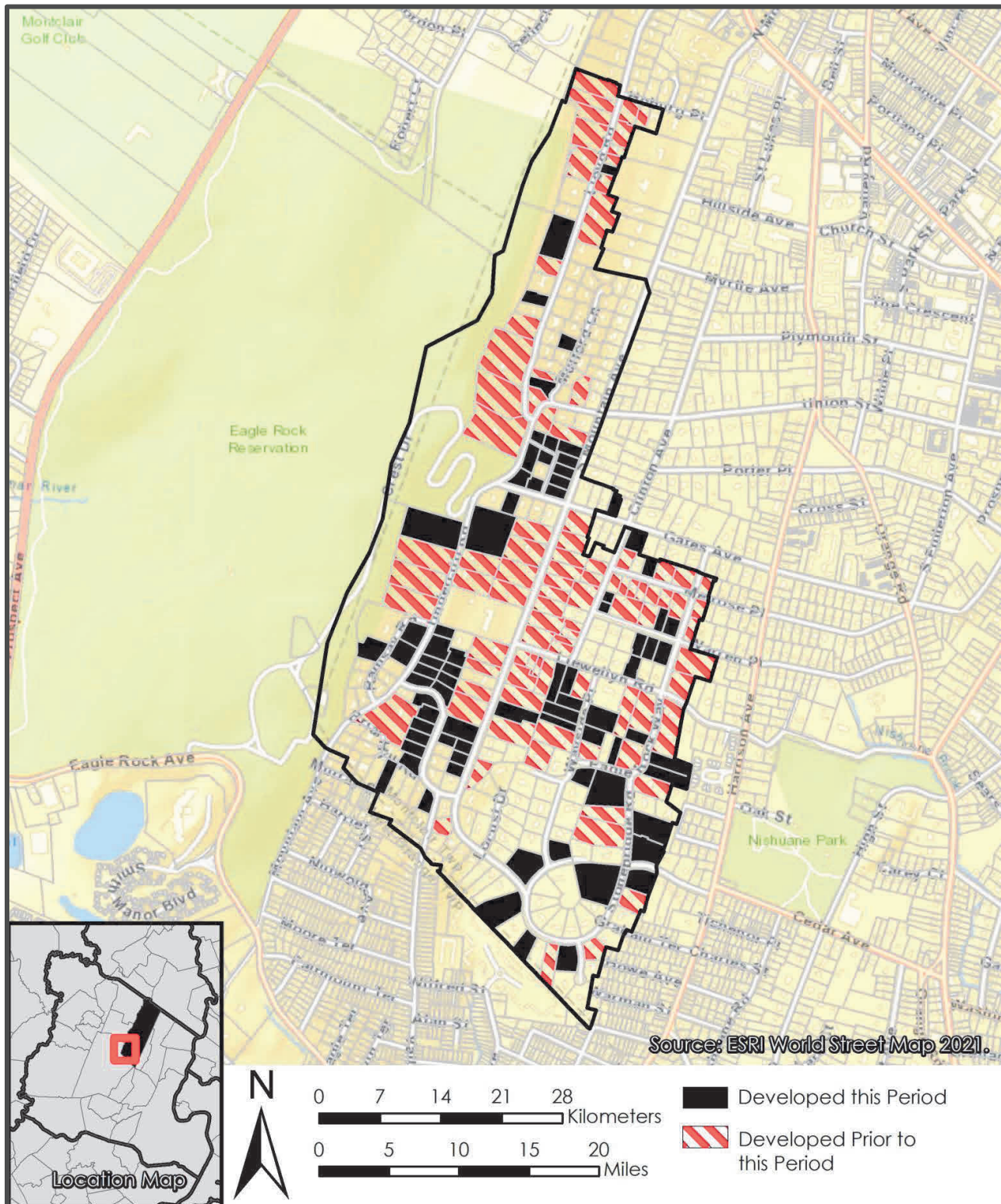


Figure 30: Residences built during the period of 1925-1930 within the Proposed Estate Area Historic District.

Stonebridge Road following the 1917 death of Edmund Burke Osborne and the acquisition of his lands by his son who worked with F.M. Crawley & Brothers to divide and sell the lots for development (see Figures 31 and 32).⁶⁷

Anticipating the Stoneridge Road development by several years, a March 19, 1910 article in the Montclair Times identified the opening of and planned development along Stonebridge Road. Named Brookwood, the proposed development was planned to be “one of the most beautiful and desirable residential parts in this town.” The article further noted “Brookwood would be developed as a unit and all individual development will conform to the general scheme.”⁶⁸

In actuality, significant residential construction would not occur along Stonebridge Road until the years spanning 1923 and 1928; the substantial homes on carefully landscaped grounds reflecting upper class aspirations of the period. The years between 1952 and 1970 witnessed a second period of construction along Stonebridge Road; the homes built between those years illustrate a more simplified mid-20th century approach in both house design and landscaping.

As mentioned during the two preceding decades, the aesthetic for the new homes continued to adopt more of the Arts and Crafts influence. In fact, of the 78 homes built within this period, only seven exhibited strictly classical design elements without any Arts and Crafts influence. These seven homes were classical in their accoutrements reflecting an adherence to the Colonial Revival and Georgian Revival styles prevalent throughout much of the Northeast. The English Arts and Crafts-inspired homes include Tudor-revival, English Cottage, English Manor, and Craftsman-style buildings with the vast majority (~78.87 percent; n=56) falling into the “Tudor” category. Some specific examples of homes built during this period include 152 South Mountain Avenue and Stone Eagles at 60 Undercliff Road (see Figures 33 and 34). These and other stylistically similar homes exhibited the half-timbering, decoratively corbeled chimney-stacks, and/or stylistic elaborations typical of the style.

Completed in 1929, Stone Eagles combined the talents of Montclair architects Frank Goodwillie in partnership with William Edgar Moran along with the landscaping skills of the Olmstead Brothers. Frank Goodwillie would build his own Georgian Revival residence at 17 Wayside Place in 1927. As the decade known as the Roaring 20’s ended, two richly detailed Tudor Revival dwellings located respectively at 7 South Mount Terrace and 21 Stonebridge Road, both the works of architect Clifford C. Wendehack, neared completion.⁶⁹

⁶⁷ Montclair Township Tax Data, 2019. Country Life. “Advertisement,” in *Country Life*, April 1918. New York: Doubleday, Page & Co., 1918.

⁶⁸ “Montclair Times. “Stonebridge Road Opening” in *Montclair Times*, March 19, 1910.

⁶⁹ Eleanor McArvery Price, Historic Resources of Montclair Multiple Resource Area National Register of Historic Places Inventory Nomination Form. Report on File, New Jersey Historic Preservation Office, Trenton, NJ: 1986

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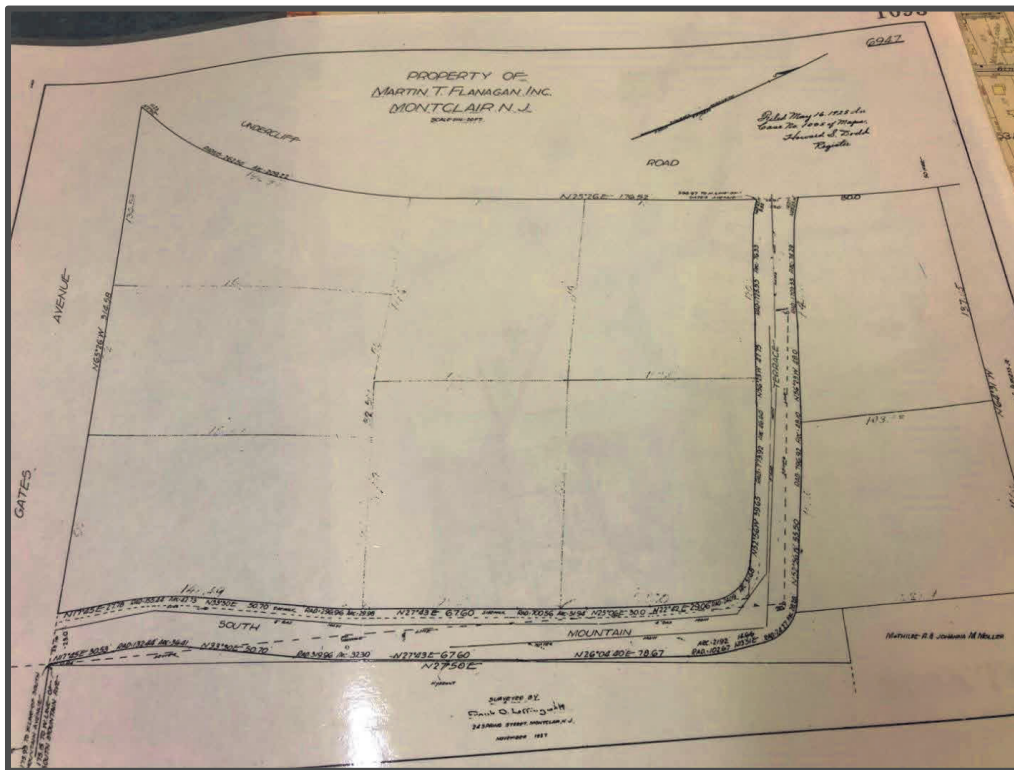


Figure 31: Ca. 1927 Plat Map for South Mountain Terrace, laid out by Real Estate Developer Martin T. Flanagan. (Source: Essex County Clerk, Plat Maps).

"BROOKWOOD"

the handsome estate of the late Senator Edmund Burke Osborne at
MONTCLAIR, N. J.

The residence, considered one of the finest examples of Tudor architecture is absolutely fireproof, the construction being of glazed hollow-tile and reinforced concrete. It contains 22 rooms, 6 bathrooms, 2 sleeping-porches, hot-water heating system and brass plumbing throughout. Electric fixtures designed by Caldwell. Artistic interior decorations.

GARAGE. Fireproof construction, with room for three cars, besides chauffeur's apartment of five rooms and bath. GROUNDS comprise over four and one-half acres, with over 400 feet of frontage. Laid out by Olmstead Bros., with beautiful lawns, gardens and tennis-court. Magnificent trees and shrubbery. We are authorized to offer this property

FOR SALE.
Inspection may be made by permit only.

F. M. CRAWLEY & BROS
REAL ESTATE BROKERS
Plaza Building (Opp. Lackawanna Terminal) Montclair, N. J.



Figure 32: Ca. 1918 Advertisement for F.M. Crawley & Brothers selling the Brookwood Estate. (Source: Country Life, April 1918).

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Figure 33: Ca. 1925 Photograph of 152 South Mountain Avenue. Note the various English Arts and Crafts elements. (Montclair History Online—Digital Photo Collection # P8112).



Figure 34: “Stone Eagles” 60 Undercliff Road resembling a grand English Manor. Designed by architects Goodwillie and Moran, the Tudor Revival dwelling incorporates Arts and Crafts influences such as stone cladding, finials on the parapets, decorative chimney caps, etc (Montclair History Online—Digital Photo Collection # P9879).

DEPRESSION AND WORLD WAR II – THE ROOSEVELT YEARS: 1931-1945

Starting in October of 1929, a series of cataclysmic events impacted America and sent the nation spiraling into an economic crisis surpassing all prior financial panics up until that point. An overly inflated stock market bubble grew through unchecked and questionable investment practices where investors used bank loans to finance the purchase of additional stock by offering the existing stocks as collateral. However, too many such loans left banks overleveraged without hard capital to support the extended credit. Similarly, the housing boom of the 1920s resulted in too many borrowers upside-down and over-extended with balloon mortgages on land that did not have the value to support the debt. When the stock market crashed on October 29, 1929, investors sold off as many shares of their stocks and securities as they could. The run on the market coupled with investors and depositors pulling their money out of the banks drastically depleted the banks' reserves leaving little cash on-hand.⁷²

With little available cash, the country felt the squeeze. Buyers stopped purchasing unnecessary goods, allocating available funds for essential purchases. Banks called in loans which were backed by either devalued stocks or undervalued properties. The reduction in demand for consumer goods shuttered many businesses while the calling-in of upside-down loans bankrupted many borrowers. On the heels of this financial calamity, a major drought in 1930 choked the Southern Plains of the United States with massive dust storms and forced many farms into foreclosure, further worsening the financial situation. With many Americans out of work, the Era of the Great Depression was well under way. America's economy did not fully recover until after the Second World War.⁷³

A review of the 1930 census, enumerated throughout the year in 1929 and published in 1930, illustrates life in the proposed Estate Area prior to the arrival of the Great Depression. Home values ranged dramatically from \$30,000 to well over \$175,000 while the residents represented a cross-section of local professionals and well-to-do bankers, brokers, and business owners working in New York City. Many households employed live-in caretakers or maids while some employed chauffeurs to facilitate the work-day drive into and from Manhattan and other urban business districts. The effects of the stock market crash on the population of New Jersey, let alone Montclair Township, were devastating. Bankers, brokers, realtors, manufacturers, and others whose lives were tied to the fluctuating values of the market saw much of their wealth vanish.

Despite the damaging effects of the market crash and following economic depression, tax data indicates that a total of 12 new residences were built within the proposed Estate Area during this time (see Figure 35).⁷⁴ Of these, ten were built during the period from 1931 to 1937, typically recognized as the crux of the depression years, while the remaining two were built during wartime. As with the

⁷² Simpson 1933; George 1986; Radford 1992; Harris 2013.

⁷³ Ibid.

⁷⁴ Montclair Township Tax Data, 2019.

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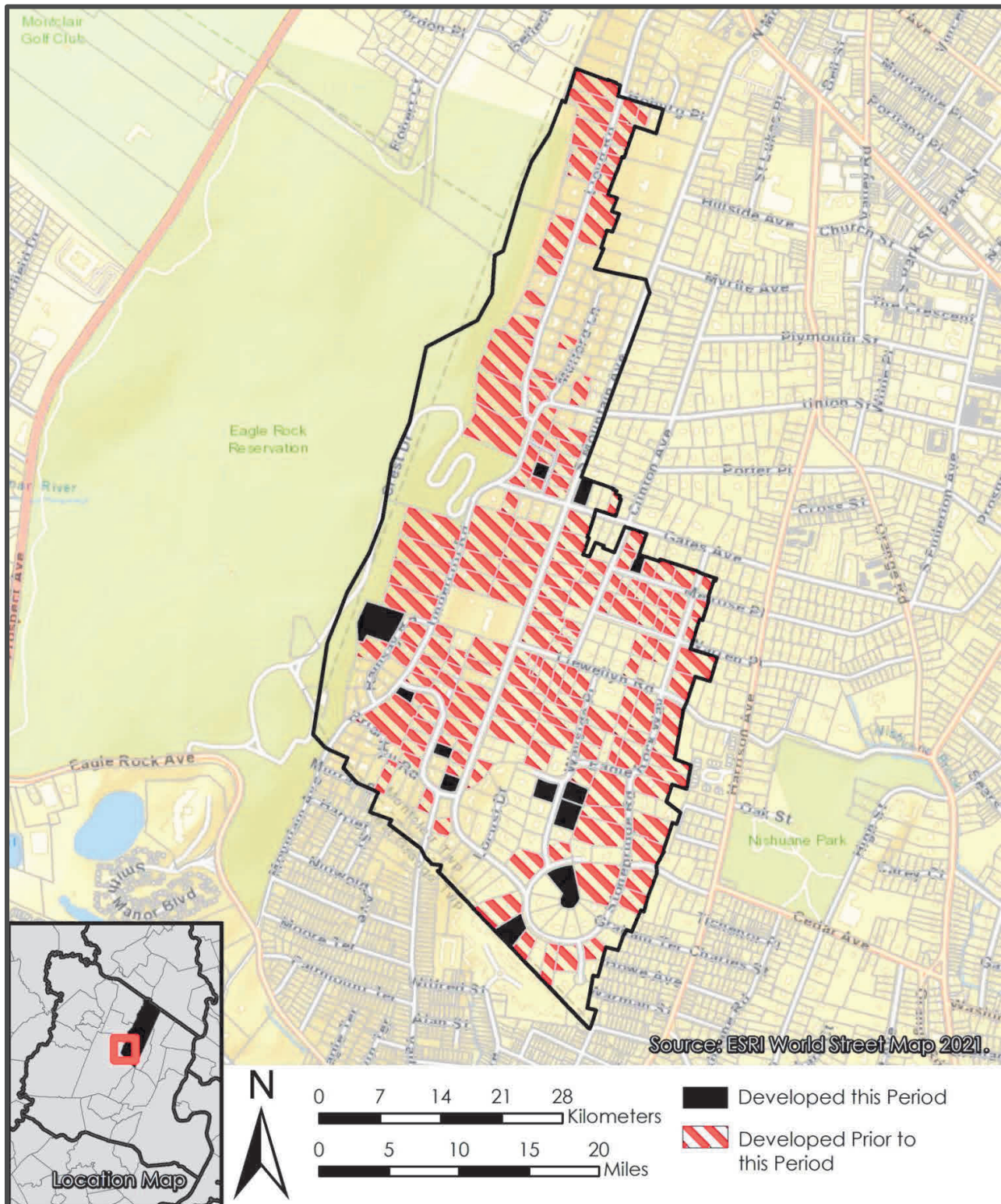


Figure 35: Residences built during the period of 1931-1945 within the Proposed Estate Area Historic District.

previous period, new home construction exploited the area's vacant lots and focused on infill along established streets. The 1933 Franklin *Atlas of Essex County, N.J.* illustrates the extent of development and subdivision within the Estate Area to this point (see Figures 36 and 37).⁷⁸ Until the economy regained momentum, several developers, including Martin T. Flanagan and Brookwood Realty, which was owned by Senator Edmund B. Osbourne's son Andrew, remained stifled with large tracts of land.⁷⁹

With regard to architectural style, the predominance reflected a return to classical ideals and aesthetics. Of the twelve residences built during this time, only four bore any connection to the Arts and Crafts-inspired homes typical of the last few periods. Most of the new homes expressed a return to order and tradition through the adoption of more Classical design elements, specifically Georgian Revival and Colonial Revival. Interestingly, three of these Georgian Homes are built nearby along Wayside Place at 1, 40, and 56 Wayside Place, respectively.

POST WAR: 1946-1959

During the Second World War, shortages in labor due to the draft all but halted the construction of new homes in America. Coupled with labor shortages was the lack of resources to build homes; owing to the nationwide rationing of materials to support the war effort; those building materials which were available could be acquire at tremendous financial cost. Like most towns in America, Montclair Township had its share of draftees sent off to war in either the European or Pacific theatres. When the war ended and the troops returned home, a new wave of building took place in Montclair.⁸⁰ Though not as prolific as the five years preceding the Great Depression, post-war construction reflected Montclair's economic health following the years of economic depression and war. As a result of suburban growth during the 1950s, New Jersey's cities declined. Urbanites fled once again as urban land grew increasingly industrial and city conditions were left to decay. Social services once prominent were no longer available, absentee-landlords neglected their properties, and the predominantly African- American residents of New Jersey's urban centers grew increasingly disenfranchised.

A total of 26 new homes were built within the Estate Area during this period (see Figure 38).⁸¹ As with the preceding period, the new homes were built primarily within the existing road network and took advantage of every spare lot that could be utilized. Whether sited atop a rock outcrop with a steep driveway or tucked into a corner lot, builders used the space to their full advantage. In addition, the architectural design applied to these new homes reflected a greater degree of austerity—expressed, for the most part, through the Minimal Traditional style—though the design of some

⁷⁸ Franklin Survey Co., *Atlas of Essex County, New Jersey*. Philadelphia: Franklin Survey Co, 1933.

⁷⁹ State of New Jersey, *Manual of the Legislature of New Jersey*. Trenton: Josephine A. Fitzgerald, 1924.

⁸⁰ Montclair Township Tax Records, 2019.

⁸¹ *Ibid.*

MONTCLAIR TOWNSHIP

DRAFT INTENSIVE-LEVEL ARCHITECTURAL SURVEY
ESTATE POTENTIAL HISTORIC RESOURCE AREA
TOWNSHIP OF MONTCLAIR, ESSEX COUNTY, NEW JERSEY

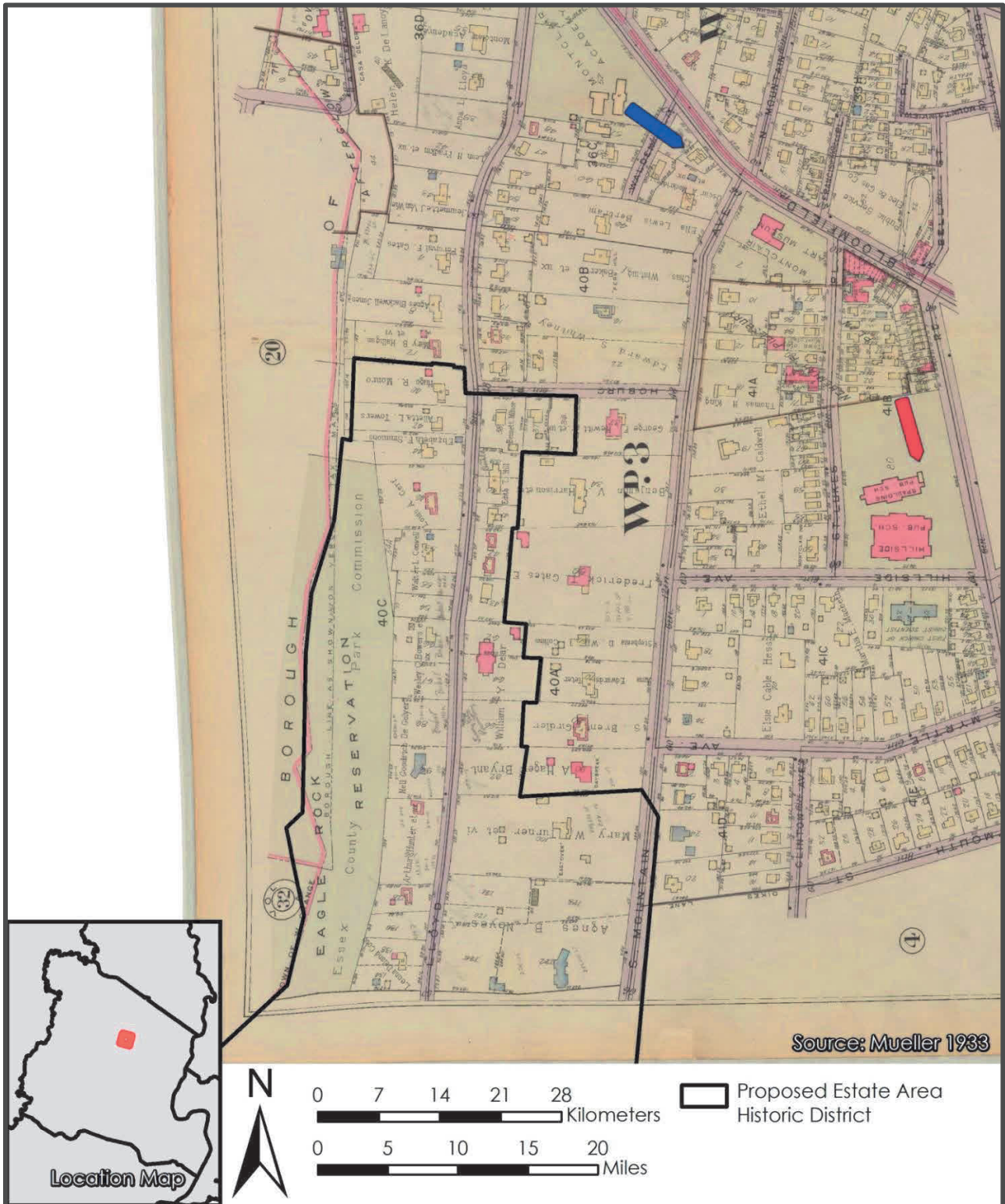
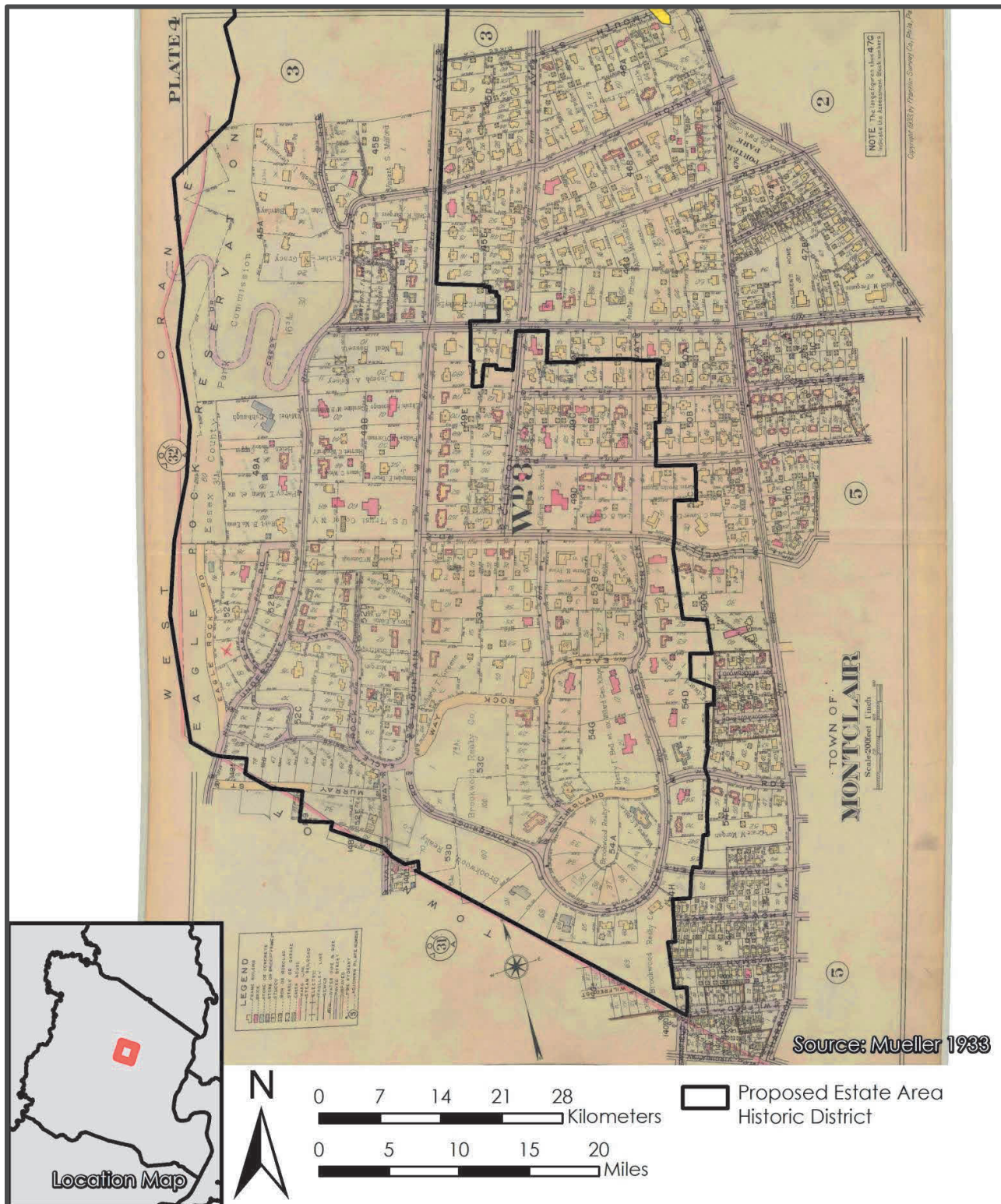


Figure 36: 1933 Mueller Atlas of Essex County, New Jersey, Sheet 3 showing the Estate Area Neighborhood.

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Source: Mueller 1933

Figure 37: 1933 Mueller Atlas of Essex County, New Jersey, sheet 4 showing the Estate Area neighborhood.

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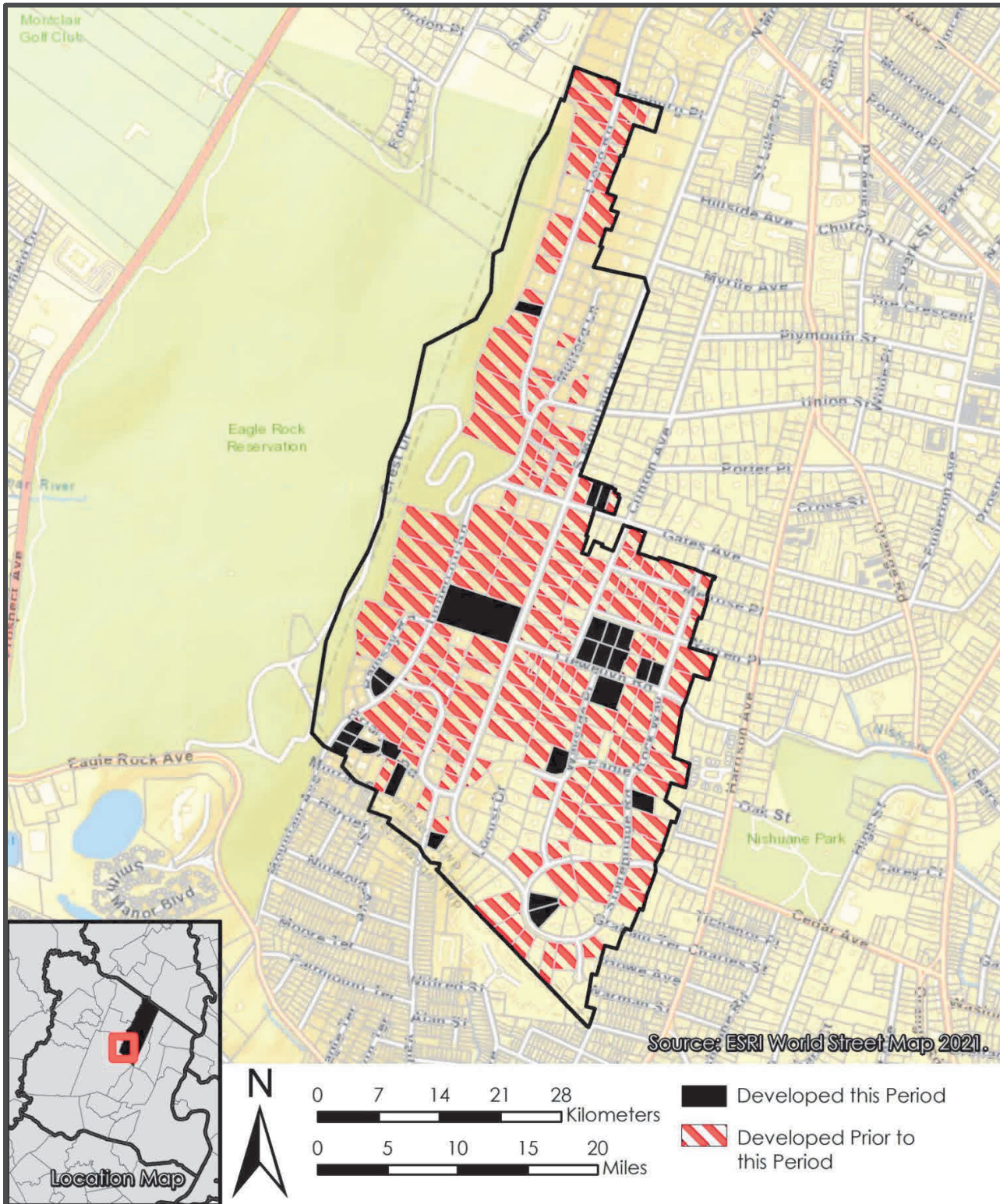


Figure 38: Residences built during the period of 1946-1959 within the Proposed Estate Area Historic District.

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dwellings did seem to harken back to the Old World styles of Georgian Revival and French Eclectic design. Of the 26 total homes built during this period, 15 can best be characterized as Minimal Traditional; eight of the remainder are best categorized as Colonial Revival. With regard to the Arts and Crafts influence of the past decades, the trend seemed ready to phase out by this time.

Resources constructed during the years 1946 to 1959 postdate the identified period of significance for the Estate Area Historic District.

MONTCLAIR IN THE SPACE AGE: 1960-1970

The 1960s in America was a period of juxtaposed ideologies. The nation's embroilment in the Vietnam War impacted the country in many conflicting ways. A by-product of the messaging for support of the war—promotion of democratic ideals and the eradication of communism—awoke within the populace being sent to war a desire to ensure and protect those same ideals at home. African Americans marched for freedom from poverty, segregation, and racist policies. The feminist movement pushed for equal treatment between women and men under law. Latino Americans protested discrimination in voting rights, education, and employment while Native Americans fought to make the U.S. Federal Government recognize their sovereignty which was protected under various treaties.

Despite the largely peaceful protests and political activism, the violence spurred by militant antiwar activists, race riots, and political agitators distracted from the political progress of the decade. In New Jersey, riots in Jersey City, Paterson, Elizabeth, and Newark resulted in the loss of numerous businesses, destruction of buildings, and numerous injuries, deaths, and over 1,600 arrests. Smaller riots followed suit in Trenton, Camden, and Asbury Park during this same decade.

The ongoing tensions and violence in America's urban areas enhanced the appeal of suburban living in communities such as Montclair, rail and automobile travel facilitating the daily work commute. A booming national economy combined with the post-World War II population growth and the attractiveness of safe residential neighborhoods allowing many urbanites to relocate, in some instances to flee troubled urban neighborhoods. According to tax data for Montclair Township, approximately 56 new residences were built within the Estate Neighborhood during this period—the second-most prolific building boom up to this point (see Figure 39).⁸³ Many of these new homes vacated the design stylings of the pre-depression era and adopted the aesthetic of the time with a focus on classical revival elements, newer house forms, and new building materials. Many of the dwellings of this period were smaller in size, less distinctive in appearance and occupied smaller sized lots standing in marked contrast to the distinctive architecture and setting which characterized the Estate area's pre-World War II settlement.

Resources constructed during the years 1946 to 1959 postdate the identified period of significance for the Estate Area Historic District.

⁸³ Ibid.

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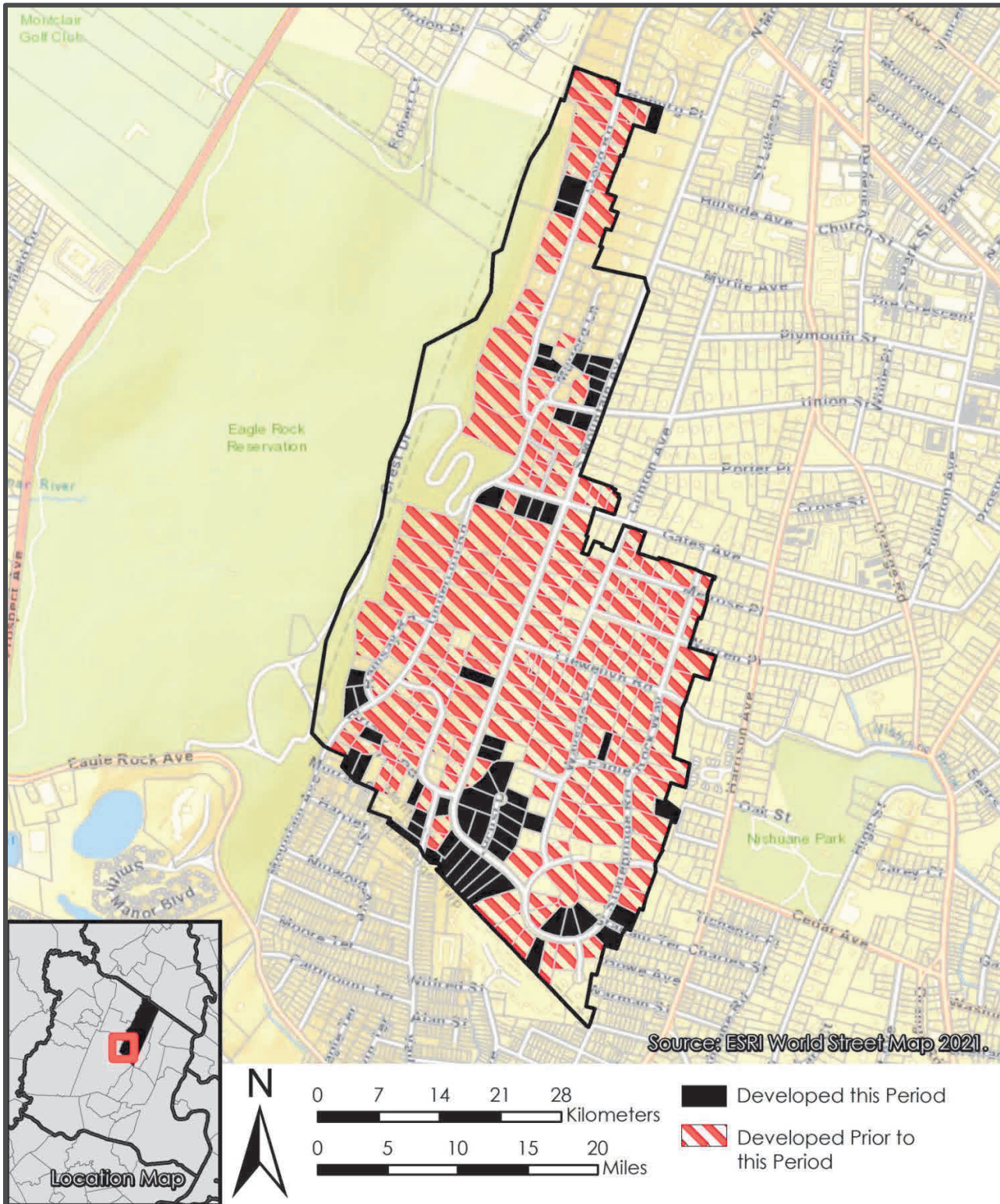


Figure 39: Residences built during the period of 1960-1970 within the Proposed Estate Area Historic District.

4.0 CONCLUSIONS AND RECOMMENDATIONS

The proposed Estate Area Historic District is primarily a turn-of the 20th century, suburban residential neighborhood that benefitted from the urban prosperity of the nearby metropolitan region. The district's period of significance encompasses the years between 1885 and 1945 which represents the neighborhood's greatest development, both in terms of quantity of properties developed as well as the quality of homes built. The district is generally located in the southwest corner of the township and encompasses portions of Briar Hill, Llewellyn, Lloyd, Ramsey, Stonebridge, and Undercliff Roads; Clinton Avenue, Eagle Rock Way, Gates and South Mountain Avenues; Hoburg, Melrose, Warren, and Wayside Places; Locust, Undercliff, and West Brookwood Drives; Mulford Lane; South Mountain Terrace; Stonebridge Court; and Wilfred Street . See Figure 1 for a map of the proposed Estate Area Historic District.

SURVEYED TAX LOTS LOCATED WITHIN THE PROPOSED ESTATE AREA HISTORIC DISTRICT AND PROPERTY STATUS RECOMMENDATIONS

Total Surveyed: 310 tax lots

302 residential buildings (including 2 properties surveyed not recommended for inclusion in historic district

2 institutional or municipal buildings

6 vacant tax lots surveyed (2 of which are vacant due to building demolition)

- 179 surveyed properties were determined as Contributing or Key Contributing in a proposed district (146 Contributing, 33 Key Contributing)
- 2 vacant lots determined as Non-contributing demolished/vacant individually, but considered contributing when combined with an adjacent, Contributing lot
- 4 vacant lots determined as Non-contributing demolished/vacant individually
- 123 surveyed lots/properties were determined as Non-contributing in a proposed district due to the building's construction date falling outside the period of significance.
- 2 surveyed lots which have been determined to be outside of the proposed historic district.

Very few resources surveyed in 1982 have changed significantly in the last 38 years. The most common alterations deviating from the known or presumed original architectural materials described in 1982 are typically the installation of replacement windows and asphalt roof shingles. The great majority of the properties surveyed appear to be in original or near to original physical condition, retaining a high degree of integrity.

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For a Table of Surveyed Properties and their Proposed Statuses, please see Table 1 at the end of this section. Please see Figure 40 for a map of the recommended Estate Area Historic District boundaries and the statuses of each surveyed tax lot/property.

Recommended Period of Significance (1885-1945)

Born from the vestiges of Llewellyn Park, the Estate Area Historic District evolved from the country estates of the mid-nineteenth century to an early-twentieth century suburban destination for urbanites seeking to flee the commercial and industrial growth of nearby cities to the bucolic commuter suburb it is today. Incorporating remnants of Llewellyn Haskell and Andrew Jackson Davis' early designs, the neighborhood boomed from about 1885 up until the housing collapse of 1925. While traditional styles and forms were prevalent, a distinct Arts and Crafts theme permeated the neighborhood's architecture driven largely by local architects such as Dudley Van Antwerp and A.F. Norris. This expression is evident not only in the more-distinctive Arts and Crafts-inspired homes, but even the more conservative traditional homes. By 1945, few buildable lots remained while the Arts and Crafts inspiration dissipated giving way to distinctly mid-to-late twentieth century styles and forms such as ranch and split-level. The homes of the Estate Area maintain a high degree of integrity in both material and design, while also reflecting its organic transformation from open farmland to a cloistered suburb of stately homes within coiffed yards during its period of significance from 1885 to 1945. As with many other social trends, the post-World War II years marked a distinct break with popular architectural styles and home owner preference from the pre-war years.

National Register Bulletin: How to Apply National Register Criteria for Evaluation defines Criterion A as those resources "that are associated with events that have made a significant contribution to the broad patterns of our history."⁸⁴

The Estate Area Historic District is significant under Criterion A as an upper-class suburb whose development was catalyzed by available modes of transportation, initially railroad and trolley and later automobile. Maintaining a high degree of historic integrity, residential structures and associated outbuilding and landscaping continue to reflect both the design intent and social aspirations of the late 19th to early to mid-20th century builders. In the absence of an overall master plan or deed covenants, the Estate Area's developed into a recognizable neighborhood created from the sum of its individual elements.

National Register Bulletin: How to Apply National Register Criteria for Evaluation defines Criterion C as those resources "that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic

⁸⁴ National Park Service National Register Bulletin #15 How To Apply the National Register Criteria for Evaluation Washington, D.C.: National Park Service 1997

values, or that represent a significant and distinguishable entity whose components may lack individual distinction.”⁸⁵

The Estate Area Historic District is also significant under Criterion C for its architecture and landscaping, both reflecting prevalent architecture styles and landscaping trends of the late 19th to the early to mid-20th century, Tree lined curved and linear streets display substantial single family homes set within substantial landscaped lots often intermixed with substantial estates. Residential design reflects the prevalent architectural styles of the era with well-designed homes that embody the hallmark characteristics as well as the social and economic status of both the initial builders and subsequent occupants. Streetscapes display both textbook examples of the popular architectural styles, most notably the Tudor Revival and Colonial Revival; Innovative stylistic elements are also displayed, many reflective of the influence of the English Arts & Crafts Movement. A good number of the district’s significant residential structures reflect the work of local Montclair architects. Structures which postdate the district’s period of significance while architecturally distinct from their pre-war counterparts typically respect the neighborhood’s established size, scale and setback.

Recommended Estate Area Historic District Boundaries

The recommended Estate Area Historic District boundaries are as follows: Beginning at the northwest corner of the lot of 60 Lloyd Road, thence east to the northeast corner of said lot, thence east again along Hoburg Place to the northeast corner of the lot of 16 Hoburg Place, thence south to the southeast corner of said lot, thence east to the northeast corner of the lot of 75 Lloyd Road, thence south along the rear lot lines of 75 through 117 Lloyd Road, thence east at the southeast corner of 117 Lloyd Road to the northeast corner of the lot of 100 South Mountain Avenue, thence south along the front lot lines of 100 through 140 South Mountain Avenue and the rear lot lines of 212 Union Street and 148 through 150 South Mountain Terrace, thence east across South Mountain Avenue to the northeast corner of the lot of 187 Gates Avenue, thence south the southeast corner of said lot, thence east to the southeast corner of the lot of 191 Gates Avenue, thence south across Gates Avenue to the southeast corner of the lot of 175 South Mountain Avenue, thence east and north to the northwest corner of the lot of 88 Clinton Avenue, thence east to the northeast corner of said lot, thence north along Clinton Avenue to the northwest corner of the lot of 85 Clinton thence east to the northeast corner of said lot, thence south to the southeast corner of said lot, thence east along the rear lot lines of 71 through 63 Melrose Place and east across Eagle Rock Way to the northeast corner of the lot of 7 Eagle Rock Way, thence south along the rear or side lot lines of 60 Melrose Place and 29 through 71 Eagle Rock Way and 1 through 53 Stonebridge Road and 3 through 7 Stonebridge Court, thence north along the rear lot lines of 67 through 111 Stonebridge Road, thence east to the northeast corner of the lot of 277 Valley Way, thence east across Valley Way thence east along the southern lot line of 1 Valley Way , thence east along the municipal boundary of the Township of Montclair and Orange

⁸⁵ Ibid.

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Township to Crest Drive, thence north along Crest Drive along the municipal boundary of the Township of Montclair and Orange Township to the Place of Beginning.

The proposed boundaries encompass the strongest, most readable concentration of those properties that best exemplify the architectural and historical changes experienced by the Township of Montclair through the period of 1885 to 1945. Properties that are recommended as Non-contributing/Intrusions, that are also located along the peripheral of the survey area were excluded from the recommended historic district boundaries.

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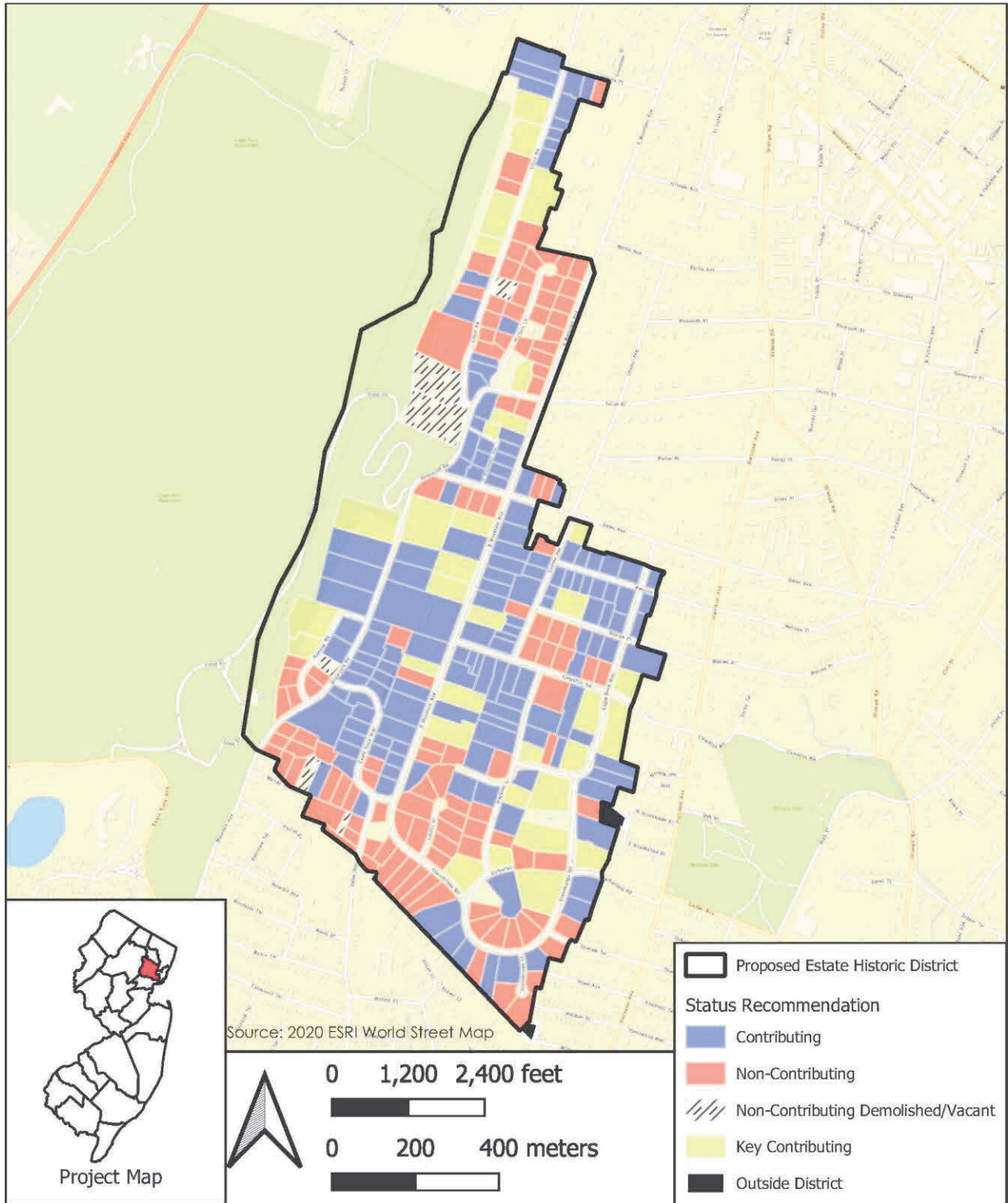


Figure 40: Proposed Estate Area Historic District and Property Statuses.

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TABLE 1: Surveyed Tax Lots and Property Statuses

Block	Lot	Address	Status Recommendation
103	12	1 BRIAR HILL ROAD	Non-Contributing
103	21	3 BRIAR HILL ROAD	Non-Contributing
103	22	5 BRIAR HILL ROAD	Contributing
103	31	6 BRIAR HILL ROAD	Non-Contributing
103	27	7 BRIAR HILL ROAD	Non-Contributing
103	26	BRIAR HILL ROAD	Non-Contributing Vacant
103	28	9 BRIAR HILL ROAD	Non-Contributing
103	29	11 BRIAR HILL ROAD	Non-Contributing
103	30	13 BRIAR HILL ROAD	Non-Contributing
1205	1	85 CLINTON AVENUE	KEY
1201	4.02	88 CLINTON AVENUE	Non-Contributing
1205	11	89 CLINTON AVENUE	Contributing
1201	5	98 CLINTON AVENUE	Contributing
1206	1	101 CLINTON AVENUE	Contributing
1201	6	102 CLINTON AVENUE	Contributing
1201	7	104 CLINTON AVENUE	Contributing
1206	14	105 CLINTON AVENUE	Contributing
1206	13	107 CLINTON AVENUE	Contributing
1201	9	110 CLINTON AVENUE	Non-Contributing
1201	10	120 CLINTON AVENUE	Contributing
1201	11	122 CLINTON AVENUE	Contributing
1201	12	124 CLINTON AVENUE	Contributing
1201	13	126 CLINTON AVENUE	Contributing
1210	12	7 EAGLE ROCK WAY	Contributing
1209	12	29 EAGLE ROCK WAY	Contributing
1208	1	31 EAGLE ROCK WAY	Contributing
1207	6	36 EAGLE ROCK WAY	Contributing
1103	7	44 EAGLE ROCK WAY	KEY
1103	8	60 EAGLE ROCK WAY	Contributing
2001	24	67 EAGLE ROCK WAY	Contributing
1103	9	68 EAGLE ROCK WAY	KEY
2001	23	71 EAGLE ROCK WAY	Contributing
1103	10	82 EAGLE ROCK WAY	Contributing
1103	11	86 EAGLE ROCK WAY	Non-Contributing
1102.01	34	89 EAGLE ROCK WAY	Contributing

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1103	1	92 EAGLE ROCK WAY	KEY
1102	44	105 EAGLE ROCK WAY	Contributing
1102	46	108 EAGLE ROCK WAY	contributing
1102	45	112 EAGLE ROCK WAY	Non-Contributing
103	14	143 EAGLE ROCK WAY	Contributing
103	13	147 EAGLE ROCK WAY	Non-Contributing
104	4	148 EAGLE ROCK WAY	Non-Contributing
103	11	151 EAGLE ROCK WAY	Contributing
103	10	153 EAGLE ROCK WAY	Contributing
104	3	154 EAGLE ROCK WAY	Non-Contributing
103	9	155 EAGLE ROCK WAY	Contributing
103	8	159 EAGLE ROCK WAY	Contributing
104	2	160 EAGLE ROCK WAY	Contributing
104	1	164 EAGLE ROCK WAY	Contributing
103	7	167 EAGLE ROCK WAY	Contributing
103	6	175 EAGLE ROCK WAY	Contributing
104	35	176 EAGLE ROCK WAY	Contributing
1202	12	187 GATES AVENUE	Contributing
1202	13	191 GATES AVENUE	Non-Contributing
1202	14	195 GATES AVENUE	Non-Contributing
104	21	208 GATES AVENUE	Non-Contributing
202	6	211 GATES AVENUE	Contributing
104	22	212 GATES AVENUE	Non-Contributing
104	23	220 GATES AVENUE	Contributing
104	24	224 GATES AVENUE	Non-Contributing
303	10	16 HOBURG PLACE	Non-Contributing
303	9	20 HOBURG PLACE	Contributing
1208	13	86 LLEWELLYN ROAD	KEY
2001	25	89 LLEWELLYN ROAD	KEY
1207	7	92 LLEWELLYN ROAD	Non-Contributing
1207	8	96 LLEWELLYN ROAD	Non-Contributing
1207	9	100 LLEWELLYN ROAD	Contributing
1207	10	104 LLEWELLYN ROAD	Non-Contributing
1103	6	105 LLEWELLYN ROAD	Contributing
1207	11	108 LLEWELLYN ROAD	Non-Contributing
1103	5	109 LLEWELLYN ROAD	Non-Contributing
1207	12	112 LLEWELLYN ROAD	Non-Contributing
1102	52	115 LLEWELLYN ROAD	Contributing
1102	53	117 LLEWELLYN ROAD	Contributing

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1102	54	119 LLEWELLYN ROAD	Contributing
1102	55	127 LLEWELLYN ROAD	Contributing
1102	56	129 LLEWELLYN ROAD	Contributing
1102	57	131 LLEWELLYN ROAD	Contributing
302	11	60 LLOYD ROAD	Contributing
303	8	61 LLOYD ROAD	Contributing
302	10	68 LLOYD ROAD	Contributing
302	9	72 LLOYD ROAD	Contributing
303	6	75 LLOYD ROAD	Contributing
302	8	78 LLOYD ROAD	KEY
303	5	79 LLOYD ROAD	Contributing
302	7.01	80 LLOYD ROAD	KEY
303	4	83 LLOYD ROAD	Contributing
303	3	87 LLOYD ROAD	Contributing
303	2	91 LLOYD ROAD	Contributing
302	4	92 LLOYD ROAD	Non-Contributing
303	1	99 LLOYD ROAD	KEY
302	2	102 LLOYD ROAD	Non-Contributing
204	18	117 LLOYD ROAD	Non-Contributing
201	11	120 LLOYD ROAD	KEY
201	10	124 LLOYD ROAD	KEY
204	16.09	125 LLOYD ROAD	Non-Contributing
201	9	126 LLOYD ROAD	Non-Contributing
204	16.08	127 LLOYD ROAD	Non-Contributing
201	8	130 LLOYD ROAD	Contributing
204	15	131 LLOYD ROAD	Non-Contributing Vacant
201	7	138 LLOYD ROAD	Non-Contributing
204	15.02	139 LLOYD ROAD	Non-Contributing
204	15.03	145 LLOYD ROAD	Non-Contributing
201	6	146 LLOYD ROAD	Contributing
204	5	153 LLOYD ROAD	Non-Contributing
201	4	160 LLOYD ROAD	Non-Contributing
204	3	161 LLOYD ROAD	Contributing
204	1	165 LLOYD ROAD	Contributing
201	3	172 LLOYD ROAD	Non-Contributing Demolished/Vacant
1102	11	4 LOCUST DRIVE	Non-Contributing

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1102	18	5 LOCUST DRIVE	Non-Contributing
1102	17	9 LOCUST DRIVE	Non-Contributing
1102	13	12 LOCUST DRIVE	Non-Contributing
1102	16	15 LOCUST DRIVE	Non-Contributing
1102	14	16 LOCUST DRIVE	Non-Contributing
1102	15	19 LOCUST DRIVE	Non-Contributing
1209	1	60 MELROSE PLACE	Contributing
1205	6.01	63 MELROSE PLACE	Contributing
1206	7	64 MELROSE PLACE	Contributing
1206	6	66 MELROSE PLACE	Contributing
1205	8	67 MELROSE PLACE	Contributing
1206	5	68 MELROSE PLACE	Contributing
1205	9	69 MELROSE PLACE	Contributing
1206	4	70 MELROSE PLACE	Contributing
1205	10	71 MELROSE PLACE	Contributing
1206	3	72 MELROSE PLACE	Contributing
1206	2	74 MELROSE PLACE	Contributing
204	2	2 MULFORD LANE	Contributing
204	4	8 MULFORD LANE	Non-Contributing
204	6	10 MULFORD LANE	Non-Contributing
204	7	11 MULFORD LANE	Non-Contributing
204	15.04	14 MULFORD LANE	Contributing
204	15.1	15 MULFORD LANE	Non-Contributing
204	15.05	18 MULFORD LANE	Non-Contributing
204	15.09	19 MULFORD LANE	Non-Contributing
204	15.06	22 MULFORD LANE	Non-Contributing
204	16.07	24 MULFORD LANE	Non-Contributing
204	15.08	25 MULFORD LANE	Non-Contributing
204	16.06	26 MULFORD LANE	Non-Contributing
204	16.01	27 MULFORD LANE	Non-Contributing
204	16.04	29 MULFORD LANE	Non-Contributing
204	16.05	30 MULFORD LANE	Non-Contributing
103	19	MURRAY STREET	Non-Contributing Vacant
101	4	7 RAMSAY ROAD	Non-Contributing
101	5.01	11 RAMSAY ROAD	Non-Contributing
101	5	15 RAMSAY ROAD	KEY
101	6	25 RAMSAY ROAD	KEY
204	16.03	94 SO. MOUNTAIN AVENUE	Non-Contributing
204	16.02	100 SO. MOUNTAIN AVENUE	Non-Contributing

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204	15.13	110 SO. MOUNTAIN AVENUE	Non-Contributing
204	15.12	114 SO. MOUNTAIN AVENUE	Non-Contributing
204	15.11	118 SO. MOUNTAIN AVENUE	Non-Contributing
204	14	120 SO. MOUNTAIN AVENUE	Non-Contributing
204	13	124 SO. MOUNTAIN AVENUE	Non-Contributing
204	12	128 SO. MOUNTAIN AVENUE	Non-Contributing
204	11	132 SO. MOUNTAIN AVENUE	Non-Contributing
203	8	140 SO. MOUNTAIN AVENUE	Non-Contributing
203	7	144 SO. MOUNTAIN AVENUE	KEY
203	6	148 SO. MOUNTAIN AVENUE	Contributing
203	5	150 SO. MOUNTAIN AVENUE	Contributing
203	4	152 SO. MOUNTAIN AVENUE	Contributing
1202	16	157 SO. MOUNTAIN AVENUE	Contributing
203	3	158 SO. MOUNTAIN AVENUE	Contributing
203	2	164 SO. MOUNTAIN AVENUE	Contributing
1201	1	167 SO. MOUNTAIN AVENUE	Contributing
104	20	174 SO. MOUNTAIN AVENUE	Non-Contributing
1201	21	175 SO. MOUNTAIN AVENUE	Contributing
104	19	176 SO. MOUNTAIN AVENUE	KEY
104	18	180 SO. MOUNTAIN AVENUE	Contributing
1201	20	183 SO. MOUNTAIN AVENUE	Contributing
1201	19	185 SO. MOUNTAIN AVENUE	Contributing
1201	18	189 SO. MOUNTAIN AVENUE	Contributing
104	17	190 SO. MOUNTAIN AVENUE	KEY
1201	17	191 SO. MOUNTAIN AVENUE	Contributing
1201	16	195 SO. MOUNTAIN AVENUE	Contributing
104	16	200 SO. MOUNTAIN AVENUE	KEY
1201	15	203 SO. MOUNTAIN AVENUE	KEY
104	15	208 SO. MOUNTAIN AVENUE	Contributing
1201	14	209 SO. MOUNTAIN AVENUE	Contributing
1102	1	215 SO. MOUNTAIN AVENUE	Contributing
104	14	218 SO. MOUNTAIN AVENUE	Contributing
1102	2	223 SO. MOUNTAIN AVENUE	Contributing
104	13	226 SO. MOUNTAIN AVENUE	KEY
104	12	228 SO. MOUNTAIN AVENUE	Non-Contributing
1102	3	229 SO. MOUNTAIN AVENUE	KEY
104	11	230 SO. MOUNTAIN AVENUE	Contributing
1102	4	237 SO. MOUNTAIN AVENUE	Contributing

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1102	5	239 SO. MOUNTAIN AVENUE	KEY
104	10	240 SO. MOUNTAIN AVENUE	Contributing
104	9	244 SO. MOUNTAIN AVENUE	Contributing
1102	6	245 SO. MOUNTAIN AVENUE	Non-Contributing
104	8	246 SO. MOUNTAIN AVENUE	Contributing
104	7	248 SO. MOUNTAIN AVENUE	Contributing
1102	7	251 SO. MOUNTAIN AVENUE	Non-Contributing
104	6	256 SO. MOUNTAIN AVENUE	Contributing
1102	8	259 SO. MOUNTAIN AVENUE	Contributing
104	5	262 SO. MOUNTAIN AVENUE	Contributing
202	5	1 SO. MOUNTAIN TERRACE	Contributing
202	4	3 SO. MOUNTAIN TERRACE	Contributing
203	12	7 SO. MOUNTAIN TERRACE	KEY
1101	19.03	3 STONEBRIDGE COURT	Non-Contributing
1101	19.02	5 STONEBRIDGE COURT	Non-Contributing
1101	19.01	7 STONEBRIDGE COURT	Non-Contributing
2001	22	1 STONEBRIDGE ROAD	Contributing
1102.01	33	2 STONEBRIDGE ROAD	KEY
1102.01	32	4 STONEBRIDGE ROAD	KEY
2001	21	7 STONEBRIDGE ROAD	Non-Contributing
1102.01	32.01	8 STONEBRIDGE ROAD	Non-Contributing
2001	20	15 STONEBRIDGE ROAD	Contributing
2001	19	21 STONEBRIDGE ROAD	KEY
1905	3	33 STONEBRIDGE ROAD	Contributing
1905	2	35 STONEBRIDGE ROAD	Contributing
1102.01	29	36 STONEBRIDGE ROAD	KEY
1905	1	45 STONEBRIDGE ROAD	Non-Contributing
1904	23	49 STONEBRIDGE ROAD	Non-Contributing
1102.01	28	50 STONEBRIDGE ROAD	Non-Contributing
1101	18.01	53 STONEBRIDGE ROAD	Contributing
1102.01	27	58 STONEBRIDGE ROAD	Non-Contributing
1101	17	63 STONEBRIDGE ROAD	Contributing
1102.01	26	66 STONEBRIDGE ROAD	Non-Contributing
1101	16	67 STONEBRIDGE ROAD	Contributing

MONTCLAIR TOWNSHIP

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1101	15	69 STONEBRIDGE ROAD	Non-Contributing
1102.01	25	70 STONEBRIDGE ROAD	Non-Contributing
1101	14	71 STONEBRIDGE ROAD	Contributing
1102.01	24	76 STONEBRIDGE ROAD	Non-Contributing
1101	13	77 STONEBRIDGE ROAD	Contributing
1102.01	23	82 STONEBRIDGE ROAD	Non-Contributing
1101	12	85 STONEBRIDGE ROAD	Contributing
1101	11	93 STONEBRIDGE ROAD	Non-Contributing
1101	10	97 STONEBRIDGE ROAD	Non-Contributing
1101	9	101 STONEBRIDGE ROAD	Non-Contributing
1102	19	102 STONEBRIDGE ROAD	Non-Contributing
1101	8	105 STONEBRIDGE ROAD	Non-Contributing
1101	7	111 STONEBRIDGE ROAD	Non-Contributing
1101	6	115 STONEBRIDGE ROAD	Non-Contributing
1102	2	119 Stonebridge	Non-Contributing
1102	10	120 STONEBRIDGE ROAD	Non-Contributing
1101	1	123 STONEBRIDGE ROAD	Non-Contributing
1102	9	124 STONEBRIDGE ROAD	Non-Contributing
104	36	7 UNDERCLIFF DRIVE	Contributing
104	37	11 UNDERCLIFF DRIVE	Contributing
104	38	15 UNDERCLIFF DRIVE	Contributing
104	39.01	19 UNDERCLIFF DRIVE	Non-Contributing
102	5	UNDERCLIFF ROAD	Non-Contributing Vacant
203	10	5 UNDERCLIFF ROAD	Contributing
203	11	11 UNDERCLIFF ROAD	Contributing
201	2	14 UNDERCLIFF ROAD	Non-Contributing Demolished/Vacant
202	3	15 UNDERCLIFF ROAD	Contributing
202	1	27 UNDERCLIFF ROAD	Contributing
104	26	53 UNDERCLIFF ROAD	KEY
104	27	57 UNDERCLIFF ROAD	Contributing
101	11	60 UNDERCLIFF ROAD	KEY
101	10	62 UNDERCLIFF ROAD	Contributing
104	28	63 UNDERCLIFF ROAD	Contributing
101	9	70 UNDERCLIFF ROAD	Contributing
101	8	80 UNDERCLIFF ROAD	Contributing
104	29	85 UNDERCLIFF ROAD	Contributing
102	1	88 UNDERCLIFF ROAD	Contributing

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104	30	89 UNDERCLIFF ROAD	Contributing
102	3.01	96 UNDERCLIFF ROAD	Contributing
104	32	99 UNDERCLIFF ROAD	Contributing
104	33	101 UNDERCLIFF ROAD	Contributing
104	34	103 UNDERCLIFF ROAD	Contributing
102	6	110 UNDERCLIFF ROAD	Non-Contributing
102	7	114 UNDERCLIFF ROAD	Non-Contributing
103	5.01	115 UNDERCLIFF ROAD	Contributing
103	5	117 UNDERCLIFF ROAD	Contributing
101	3	120 UNDERCLIFF ROAD	Non-Contributing
101	2	126 UNDERCLIFF ROAD	Non-Contributing
103	4	127 UNDERCLIFF ROAD	Non-Contributing
103	3	133 UNDERCLIFF ROAD	Non-Contributing
103	2	137 UNDERCLIFF ROAD	Non-Contributing
204	10	207 UNION STREET	KEY
203	9	212 UNION STREET	Non-Contributing
103	20	272 VALLEY WAY	Non-Contributing
103	15	274 VALLEY WAY	Non-Contributing
103	16	276 VALLEY WAY	Non-Contributing
1101	3	277 VALLEY WAY	Non-Contributing
103	17	278 VALLEY WAY	Non-Contributing
1101	4	279 VALLEY WAY	Non-Contributing
2001	7	16 W BROOKWOOD DRIVE	Outside District
1206	8	77 WARREN PLACE	Contributing
1206	9	83 WARREN PLACE	Contributing
1207	5	86 WARREN PLACE	Contributing
1206	10	87 WARREN PLACE	Contributing
1207	4	88 WARREN PLACE	Contributing
1207	3	94 WARREN PLACE	Non-Contributing
1206	12	97 WARREN PLACE	KEY
1207	2	98 WARREN PLACE	Non-Contributing
1207	1	100 WARREN PLACE	Non-Contributing
1102	22	Wayside Place	Non-Contributing Vacant
1102	51	11 WAYSIDE PLACE	Contributing
1102	50	15 WAYSIDE PLACE	Contributing
1103	3	16 WAYSIDE PLACE	Contributing
1102	49	17 WAYSIDE PLACE	Contributing
1103	2	22 WAYSIDE PLACE	Contributing
1102	48	23 WAYSIDE PLACE	Contributing

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1102	47	29 WAYSIDE PLACE	Non-Contributing
1102.01	35	30 WAYSIDE PLACE	KEY
1102	43	31 WAYSIDE PLACE	Contributing
1102	42	35 WAYSIDE PLACE	Non-Contributing
1102	41	39 WAYSIDE PLACE	Non-Contributing
1102.01	36	40 WAYSIDE PLACE	Contributing
1102	40	43 WAYSIDE PLACE	Non-Contributing
1102.01	38	46 WAYSIDE PLACE	Non-Contributing
1102.01	39	52 WAYSIDE PLACE	KEY
1102.01	32.02	54 WAYSIDE PLACE	Non-Contributing
1102.01	21	56 WAYSIDE PLACE	Contributing
1102	20	61 WAYSIDE PLACE	KEY
1101	19.04	26 WILFRED STREET	Outside District