

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Registration Form**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories listed in the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Maplewood Village Historic District
 other names/site number _____

2. Location

street & number (Avenue) Maplewood, (Road) Durand, (Places) Highland, Inwood, Lenox, (Streets) Baker not for publication
 city or town Maplewood Township vicinity
 state New Jersey code NJ county Essex code 013 zip code 07040

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.

 Signature of certifying official/Title Date

 State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet for additional comments.

 Signature of certifying official/Title Date

 State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____ _____	_____ _____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____ _____	_____ _____
<input type="checkbox"/> determined not eligible for the National Register.	_____ _____	_____ _____
<input type="checkbox"/> removed from the National Register.	_____ _____	_____ _____
<input type="checkbox"/> other, (explain:) _____ _____ _____	_____ _____	_____ _____

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.)	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	38	5
<input type="checkbox"/> public-State	<input type="checkbox"/> site	1	2
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	1	
	<input type="checkbox"/> object		
		40	7
			Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
N/A

Number of contributing resources previously listed in the National Register
0

6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
COMMERCE: Financial	COMMERCE: Financial
COMMERCE: Specialty Store	COMMERCE: Specialty Store
COMMERCE; Office Building	COMMERCE: Restaurant
DOMESTIC; Multiple Dwelling	COMMERCE; Office Building
DOMESTIC; Single-family Dwelling	DOMESTIC; Multiple Dwelling
SOCIAL: Clubhouse	SOCIAL: Clubhouse
RELIGION: Religious Facility	RECREATION and CULTURE: Theater
RECREATION and CULTURE: Theater	LANDSCAPE: Parking Lot
LANDSCAPE: Parking Lot	TRANSPORTATION: Rail-related
TRANSPORTATION: Rail-related	

7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)
LATE-19TH CENTURY: Commercial Vernacular	foundation CONCRETE
EARLY-20TH CENTURY: Commercial Vernacular	walls WOOD, METAL, STUCCO, BRICK, STONE,
EARLY-20TH CENTURY: Tudor Revival	
EARLY-20TH CENTURY: English Norman	SYNTHETICS :
EARLY-20TH CENTURY: Colonial Revival (Georgian)	roof ASPHALT, MODIFIED BITUMEN, SLATE
EARLY-20TH CENTURY: Arts and Crafts	
EARLY-TO-MID-20TH CENTURY: Gothic Revival	other WOOD
EARLY-20TH CENTURY: Spanish Revival	METAL: Aluminum
MID-20TH CENTURY: Modernism	SYNTHETICS: Vinyl

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

8 Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria considerations

(mark "x" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

Transportation

Commerce

Architecture

Period of Significance

1902 - 1961

Significant Dates

1902, 1924, 1927, and 1930

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Bernhardt E. Muller, AIA

Victor E. Reynal

William E. Lehman

Hopkins & Dentz

Clifford C. Wendehack

Kenneth W. Dalzell

David J. Lehman

Ernest Greene and Lucius Clark

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Checkboxes for documentation on file (NPS).

Primary location of additional data

- Checkboxes for primary location of additional data.

Name of repository:

Maplewood Village Historic District
Name of Property _____

Essex County, NJ
County and State _____

10. Geographical Data

Acreage of property 0.30 sq. miles

Latitude/Longitude Coordinates (decimal degrees)

Datum is other than WGS84: _____
(Enter coordinates to 6 decimal places)

1. Latitude: 40.730699 Longitude: -74.277950

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Margaret M. Hickey, AIA, Historic Preservation Specialists, and Susan Newberry, Maplewood
Township Historian

organization Connolly & Hickey Historical Architects, LLC date 30 June 2020

street & number P.O. Box 1726 telephone 973-746-4911

city or town Cranford state NJ zip code 07016

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Description Narrative

Summary Paragraph

The primary commercial center of Maplewood Township runs from Durand Road to the northeast along Maplewood Avenue several blocks to the southwest to Lenox Place. Maplewood Avenue generally runs parallel to the historic Lackawanna Railroad (currently, the Morris and Essex rail line of New Jersey Transit), which is located to its southeast. The district reflects a small-scale business center supporting the local community that began its development in the late-19th century and steadily grew in the 20th century as a result of the expansion of passenger rail transportation. Primarily a rural enclave of Newark through much of the 19th century, passenger rail service helped to transform suburban development in New Jersey’s northeastern towns and Maplewood was no exception. Suburban development grew in the region and the commercial center of Maplewood Village grew along with it albeit at a slow pace in the late-19th century but more increasingly in the 1920s and 1930s. The architecture that makes up the district varies in size from one to three stories and includes single-front, multiple-fronted, and double-front buildings, depending on the number of storefronts and often combines commercial use on the ground level and professional office or residential units on the upper floors. (Image No. 0009) The current collection reflects the use of popular architectural styles in the framework of the larger forms and the detailing. Although the properties within the district have undergone changes since the early-20th century, such as additions, updated façade treatments, new storefront installations, and new infill construction, the changes are mostly in keeping with the architectural character and scale first developed in the early-20th century and reflect the adaptability of commercial buildings in order to remain viable in changing economic markets.¹ The district, albeit in a small number, includes former residences along the side streets west of Maplewood Avenue that have been converted for commercial or professional office use. These former residences retain their architectural character and detailing while also serving as a transition between the adjacent residential neighborhoods and the commercial center of Maplewood Avenue. The district also retains the buildings and structures associated with important civic and religious institutions: The Woman’s Club of Maplewood (now the Township-owned, The Woodland - Image No. 0007) and the Church of Christ Scientists, Maplewood (now the Burgdorff Performing Arts Center). The properties associated with these two institutions also serve as transitions from the commercial to the residential areas. The Maplewood Train Station, (Image No. 0016) and its ensemble of structures including the raised railroad bed, platform and stair canopies, network of tunnels, and train trestle over Baker Street, constitute the east boundary of the district and help to define the footprint of the commercial development along Maplewood Avenue and its adjacent arteries to the west. The commercial center of Maplewood Avenue retains its historic scale and character and reflects Maplewood’s need for small-scale commercial and mixed-use development in a burgeoning railroad suburb in the early-20th century. There are 47 properties within the district, 40 of which are contributing resources. There are seven properties that are non-contributing resources, two of which are surface parking lots.

¹ Herbert Gottfried and Jane Jennings, *America Vernacular Buildings and Interiors: 1870-1960* (New York: W. W. Norton & Company, Inc., 2009), 234.

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Narrative Description

Maplewood Avenue is a two-lane vehicle artery that makes up the core of the Maplewood Village Historic District as distinguished by the mix of late-nineteenth and early-twentieth century mixed-use commercial buildings that line both sides of the road from Mountain Avenue to the southwest and Durand Road to the northeast. This commercial artery runs in a general southwest to northeast direction from its intersection with Mountain Avenue and through the commercial center before transitioning to primarily single-family residences north of Durand Road for seven-tenths of a mile, and finally merging with Walton Road, which continues northeast toward South Orange. The commercial section is bounded to its west by a residential neighborhood composed primarily of single-family residences designed under a variety of architectural influences in the late-19th and early-20th centuries and on its east by the raised railroad bed of New Jersey Transit's Morris and Essex rail line, with the civic core of the township located east of the railroad. The railroad station is located on the east side of the raised rail bed along Dunnell Road, which serves as the western boundary of Memorial Park. Along the Maplewood Avenue commercial center, commercial buildings line both sides of the street with intermittent surface parking lots. The side streets west of Maplewood Avenue consist of a mix of commercial and residential buildings converted for commercial use before transitioning to primarily residences. The grade rises slightly as one proceeds west on these side streets. The streetscape is composed primarily of clay brick paver sidewalks (Image No. 0004) and Belgian block curbing with noted exceptions of concrete sidewalks remaining near the former Woman's Club. The commercial buildings typically range in height from one to three stories and, with some exceptions, are set to their front property boundary at the sidewalk (Image No. 0003). A variety of building materials, sign treatments, and other features contribute to the district's mostly uninterrupted spans of commercial structures and overall architectural character.

Commercial properties within the district were determined to be contributing or non-contributing based on their overall architectural integrity and condition. Contributing properties typically retained their original scale, massing and relationship to the street and neighboring properties; have undergone alterations that were reversible; retained original materials; or have additions (if any) that were sympathetic and compatible in design. The level of preservation of the architectural fabric is generally good with less than 16 percent of the 46 properties in the boundary deemed non-contributing; five are occupied by buildings and the remainder are surface parking lots. The non-contributing resources are defined as either being constructed after 1961 or having been radically altered along their frontage so they no longer reflect their original architectural character and stand in contrast to their neighbors. There are two commercial store fronts (174 and 175 Maplewood Avenue) that have been altered but are contributing resources due to evidence that significant portions of their original façade remain under later (reversible) finishes.

The architectural descriptions of the resources located within the district are broken into two areas: those buildings located west of Maplewood Avenue and those located east of Maplewood Avenue, each beginning at the north end of the district. The first resource on the west side of Maplewood Avenue is

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the Burgdorff Performing Arts Center (Burgdorff Center), and is located on the south corner of Woodland and Durand Roads. The Burgdorff Center is a three-part former church building with its earliest sections articulated in the English Norman Revival style and the later section in the Gothic Revival style. The whole assembly is set back from the street with extensive lawn at the corner. The streetscape is decidedly residential along Durand Road with the buildings set back from the sidewalk with an open lawn, and trees lining both sides of the street. Once on Maplewood Avenue and proceeding south, the commercial buildings are set immediately adjacent or share a party wall and vary in height from one to two stories (Image Nos. 0001 and 0002); the block includes the more prominent resources such as the Maplewood Theatre (Image No. 0006) and the former Maplewood Bank and Trust Company. Continuing south, the district heads west along Inwood Place, which is characterized by a mix of commercial and residential buildings with a shallow stretch of lawn along the sidewalk on the south side of the street and the bank and its parking lot on the north side of the street. The one-story brick “Sirlyn Shops” building (Image No. 0008) occupies the southeast corner but as one heads west the buildings turn to two-story mixed used buildings set apart from each other that serve as transition to two-and-a-half story early-20th-century residential buildings that are good examples of their particular styles. At the intersection of Inwood Place and Woodland Road, the former Woman’s Club occupies the southwest corner, is set back from the street on its two fronts, and extends to the rear where a large parking lot is located. The Woman’s Club was designed as one building with two components, the front resembled a modified Georgian residence in order to work with the residences along Woodland Road, whereas the rear was designed to resemble New England Church architecture in accommodating the large meeting spaces needed for Women’s Club and community activities. Heading back to the corner of Inwood Place and Maplewood Avenue, there is a solid block of commercial buildings again beginning at the Sirlyn shops building but then includes two three-story mixed-use buildings with commercial storefronts below and upper levels with staid fenestration patterns adorned using the popular architectural language of the early-20th century until the corner of Highland Place and Maplewood Avenue. Along Highland Place to the west, the street is characterized primarily by a continuation of one and two-story commercial and mixed-use buildings. The boundary ends just shy of a set of dense residential buildings on the north side and a c. 1970s residential apartment complex on the south side of the street. Between Highland Place and Baker Street, the dense commercial structures continue and similar to Highland, turn the corner heading west along Baker Street with former residences converted for commercial use including a few anomalies, such as the small service station on the south side of the street as the district ends and the former Drake bakery building (Image No. 0012) that recently underwent a second story expansion. The residences with commercial storefronts serve as a transition to single-family residences further west. The development along Maplewood Avenue from Baker Street south to Lenox Place is a greater mix of building types with the two-story “The Roosevelt” Building (Image No. 0014) dominating the corner as it stretches several bays south. Set between this and 193-195 Maplewood Avenue, constructed in 1957, is a one-story Colonial Revival building that was constructed as a business while taking on strong residential vocabulary and form. The district ends at Lenox Place, which was the former home and office of Dr. Briscoe B. Ranson, constructed in 1908-09 (Image No. 0015) as an early example of the Colonial Revival style, which retains a high level of architectural integrity.

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The west side of Maplewood Avenue has a set rhythm with it being the main artery off which the side streets lead to the adjacent residential neighborhood. Conversely, the east side is primarily bounded by the raised railroad bed to the east, and there are no through streets except at Baker Street (Image No. 0024) at the southern end of the district. The railroad station is the anomaly with regard to its position on the east side of the railroad tracks with its support structures located along the tracks' center island (Image No. 0020) and on the west side of the tracks (Image No. 0019). The railroad station, constructed in 1902, is a fine example of a Tudor Revival station with a low-slung hip roof, corner turret, and sweeping overhang on all four sides. The building's layout is purposefully asymmetrical; on its street frontage the entrance is located off-center and adjacent to a two-story brick and half-timbered projection, and on its track side, the turret is also off-center of the entire building but occupies the southwest corner of the building section set above the canopy roofs. The turret on the track side emphasizes the importance of the railroad to the architecture of the station showing arriving passengers that Maplewood is a destination and not a depot stop. The center canopy and the west stair building, constructed in 1925, carry the same architectural detailing of the main station but articulated in concrete and wood rather than wood and brick as found at the main station.

The north end of the east side of Maplewood Avenue is defined primarily by Ricalton Square (originally referred to as Depot Plaza or Depot Place), which is a rectangular park with passenger drop-off and off-street parking running for approximately a half block along Maplewood Avenue. The two properties (142 Maplewood Avenue and 1 Durand Road) at the north end of the square are non-contributing resources that serve as buffers to the residences located north of Durand Road on Maplewood Avenue. Both buildings appear to have been constructed in the early-20th century but have been significantly altered. To the south of Ricalton Square is a three-story mixed-use apartment building constructed in 2016 on the former site of the U.S. Post Office, which was constructed in 1958. This building is positioned to occupy the whole of 156-160 Maplewood Avenue and is somewhat banked so that the frontage of the parking area/road² extending from Inwood Place to the east is significantly taller than along Ricalton Square requiring a retaining wall and expansive steps along Maplewood Avenue. The building is a large block with a flat roof and is finished with brick with a limestone base and detailing. There are aluminum storefronts at ground level and clad casement windows with transoms on the upper levels; a parking garage and surface parking are located at the rear of the property along the railroad. Between the intersection of Depot Plaza and Baker Street, the commercial buildings are a dense mix of one and two-story buildings. The larger buildings are dominant along this section of Maplewood Avenue as they reflect, architecturally, fine examples of their type as seen in the use of the Spanish Revival at 176 Maplewood Avenue (Image No. 0023) and the Tudor Revival at 180 Maplewood Avenue. Baker Street breaks at Maplewood Avenue creating an S-shaped intersection before continuing east under the concrete and steel underpass constructed in 1902 when the railroad bed was realigned and

² There is conflicting information regarding the name of this road that extends from Maplewood Avenue between 156-160 Maplewood Avenue and 166 Maplewood Avenue to the east and along the railroad to the south until it meets Baker Street. Some maps reference it as Depot Plaza and other maps have no name associated with it. Because Ricalton Square was originally called Depot Plaza, this nomination references it as the east parking alley.

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raised. The railroad underpass is a simple, utilitarian structure consisting of two concrete abutments angled and aligned with Baker Street supporting a riveted steel structure. South of Baker Street and excluded from the district is a surface parking lot created in 1948 from a green space in response to growing need for shopper parking.³

W1 10 Durand Road (Block 12.02 and Lot 100.1) Contributing
(Burgdorff Center for the Performing Arts, aka First Church of Christ, Scientist, Maplewood)
(including 54 Woodland Road - Block 12.02 and Lot 175.01)

The Burgdorff Center for the Performing Arts, formerly the First Church of Christ, Scientist, Maplewood, is a three-part former church building constructed in two phases: the section containing the Sunday School and committee offices was constructed in 1925, followed by the church building in 1959. (The Reading Room, which is located at 145 Maplewood Avenue, was constructed in 1951.) The original building was designed by Bernhardt E. Muller, AIA in the English Norman Revival style and exhibits Arts and Crafts influences in its choice of materials and lack of ornament. The addition, designed by Victor E. Reynal of South Orange, also lack ornament with simple Gothic Revival detailing in the articulation of its fenestration and materials.

The first component, which is the 1959 addition, has its primary elevation facing Durand Road and its west side elevation facing Woodland Road. The building is stone masonry finished with stucco at the body of the building. It is three bays wide by six bays deep and is two stories in height with a gable roof clad with slate. A vestibule, with a gable roof clad with slate, is of granite and projects slightly from the body of the building. At each outside corner of the vestibule are short granite-clad buttresses. The main entrance is centered on the elevation and is composed of aluminum and glass doors with transom set in a Gothic arch. At the sides of the vestibule are small Gothic-arched, leaded art-glass wood windows. The front of the body of the building also has small granite-clad buttresses at each corner set at an angle to the building corners. A single window is set in each outer bay at the first floor. The windows are paired wood casements with leaded art glass set in a diamond pattern with a stucco lintel forming the square-shouldered head. Centered at the upper story of the gable end is a rose window with wood tracery and colored glass. Set at the peak of the gable is rough-cut clapboard siding. The west side elevation has tall granite-clad buttresses set between each bay. The first bay contains two small rectangular wood windows set diagonal of one another (indicating an interior stair); the windows are wood casements of leaded art glass set in a diamond pattern. The two center bays and the fifth bay have Gothic-arched windows set center; the wood windows are also leaded art glass set in a diamond pattern and divided into four lights separated by wood mullions. The fourth bay contains a secondary entrance of paired wood doors in a Gothic-arched opening.

³ "Town's New Parking Lot Dedication on Saturday; Area Marked for 65 Cars", *The Maplewood News*, Sept. 16, 1948.

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The second component of the building, which is part of the original build, is located set back from and on the east side of the addition and is composed of multiple elements. The first section, set immediately east of the main building, is a two-story octagonal tower that is offset from the addition by a one-story stucco-clad hyphen but engages the one-and-one-half story main sanctuary set to its south. The tower is clad with stucco and has a standing-seam copper steeple that rises directly from the octagonal base in a sharp ogee curve to a tall point topped by a finial. The hyphen has a low-slope roof with copper gutters. The entrance to the tower is located on the side (east) elevation and is a wood door with net tracery lights set in a Gothic-arched opening with a copper-clad projecting hood. On its north elevation is a small Gothic-arched wood window of leaded art glass at the first level and a small round wood window at the second. The original building, constructed as a Sunday school and 200-seat sanctuary,⁴ is of masonry construction utilizing elements of the English Norman Revival style in its architectural massing and details, and sits under an imposing steeply-pitched undulating hip roof. The building is four bays wide by two bays deep with its long façade facing north toward Durand Road. The body of the building is clinker brick with a soldier course of brick set as a band course below the limestone window sills, and each bay is delineated by random ashlar granite buttresses. Set between each buttress is a six-over-six wood-hung sash with colored glass and wood muntins; each window opening was originally fitted with shutters with wrought iron hinges. The roof is clad with multi-colored green and purple slate and is punctuated by two dormers that are located equal-distant on the north side of the roof. The dormer roofs and sides are also clad with slate and the gable ends are treated with rough-cut wood siding. On the east side of the sanctuary is a typical wood-hung sash centered on the elevation. Set further north is a small secondary entry at the northeast corner, which is similarly detailed to the main building with a large chimney set above the entry. The chimney is finished with stucco at its lower two-thirds and clinker brick at its upper third with a simply detailed terra cotta chimney pot.

54 Woodland Road is a surface parking lot associated with the Burgdorff Center that sits between it and 11 Inwood Place.

W2 145 Maplewood Avenue (Block 12.02 and Lot 100)

Contributing

145 Maplewood Avenue, constructed in 1951 and designed by architect Bernhardt E. Muller, AIA of George G. Sharp Associates of New York City, originally served as the Christian Science Reading Room (Image No. 0005) before being converted for commercial purposes in the late 1980s. The Tudor Revival brick masonry building is three bays wide, one-and-one-half stories tall and is located at the corner of Maplewood Avenue and Durand Road with the front elevation facing east-southeast towards Maplewood Avenue. It was originally designed to be compatible with the Sunday school building constructed by the First Church of Christ, Scientist, Maplewood located on the neighboring lot. The building is detailed primarily with clinker brick laid in a

⁴ “Architectural Types of Beautiful Maplewood,” *The Maplewood News* (May 29, 1931), Vol. XXXIV – No. 22, Cover.

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Flemish bond with a blue random ashlar sandstone base at the front and a portion of the north side that is set flush with the brick. The building has a front-gable roof clad with graduated slate shingles. The entrance is located in the center bay and has a wood door with paired six-lite windows over diamond-pattern panels. The door is recessed and is topped by a soldier-coursed brick lintel and a shallow sandstone overhang with brackets. At the south corner is a short brick buttress that does not carry the sandstone base. North of the door is a single composite sash with eight oversized lights installed c. 2018 with a soldier-coursed brick lintel with sandstone band course above; below the window is a limestone sill that also serves as a water table at the northeast corner of the building. A similar six-lite sash installed c. 2018 in a similar masonry opening occupies the first bay on the north elevation, where a sandstone knee wall extends north from the building. Centered above the main entrance at the second floor is a pair of six-over-six composite sashes installed c. 2018 with a concrete sill. Windows on the other elevations vary between multi-lite casement and sash windows all of which are replacements of composite materials. The north side of the roof has two gabled wall dormers, and the south side of the roof has two shed-roof dormers. An internal brick chimney is centered at the roof ridge. There is a shallow concrete extension with a shed roof located on the west elevation, which appears to serve as a secondary entrance.

W3 149 Maplewood Avenue (Block 12.02 and Lot 176) Contributing

149 Maplewood Avenue is a one-story brick commercial building constructed in 1929. It is two irregular bays wide with a low-slope roof set behind a stucco-finished parapet treated to look like brick. The parapet is capped with a thin limestone coping. The front elevation faces east-southeast towards Maplewood Avenue. Set within the two bays are three storefronts: one in the southern-most bay and two in the northern-most bay. The storefronts are wood with brick sills and bases, and large expanses of glass. The entry to the southern-most storefront is centered and slightly recessed. The door is a one-lite over cross-panel wood door with a three-lite transom. Fluted pilasters frame the door. The entries to the two northern-most stores are set center and side-by-side separated by a center wood mullion. The doors are multiple-lite wood with three-lite transoms. The fluted pilasters framing only the northern-most door may indicate changes to the storefront configuration since construction.

**W4 155 Maplewood Avenue (Block 12.02 and Lot 175) Contributing
(Maplewood Theatre)**

The Maplewood Theatre was constructed in 1927 as a movie house and sometime vaudeville theater and was designed by architect William E. Lehman (Image No. 0006). The theater is a two-story brick masonry building clad with glazed terra cotta at its front elevation and incorporates a theatre into its overall floor plan. The front elevation faces east-southeast towards Maplewood Avenue. The building consists of seven storefronts at the first floor including the theatre, which is set at the center, is wider than the adjacent storefronts, and is recessed. A series

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of low-slope roofs are set behind a tall parapet that is detailed with pilasters capped by turrets with peaked tops. The pilasters delineate each corner and each bay at both the parapet and second floor levels. The parapet cap is flat with a molded terra cotta coping except over the theater where it is stepped to a shallow pediment. Also, between each pilaster are shallow recessed panels. A terra cotta band course delineates the separation between the first, second, and parapet levels. The pilasters continue to just below the second-floor level where they are finished with foliate brackets. The piers between each storefront are also finished with terra cotta. Most of the storefronts are aluminum, the doors are typically recessed, and each has been modified since original construction to reflect their changing use. Cloth awnings are set within each storefront opening and the placement of commercial signage differs at each storefront. A plastic and aluminum marquee dating to the late 1970s projects over the sidewalk in front of the theatre. At the second floor, each bay has a pair of aluminum-clad casement windows with a cloth awning above except over the theatre where there are four grouped windows. The sides of the building lack fenestration and are brick with a red terra cotta coping at the parapet. The building occupies most of the lot with a two-story fly loft at the rear of the property visible from Woodland Road.

W5 157 Maplewood Avenue (Block 12.02 and Lot 174)

Contributing

157 Maplewood Avenue, currently the Kings Supermarket, was constructed c. 1929 (original use unknown) and was expanded and reconfigured in 1961 (Historic Image No. 18) after serving as a Kings store since the late 1940s. The one-story masonry building is finished with a combination of smooth stucco and stucco made to look like thin brick. At the first and third bays, the stucco is smooth over the openings. The front elevation faces east-southeast towards Maplewood Avenue. The building is three irregular bays wide with a truncated north corner, which serves as the primary entrance. The roof is a low slope set behind an aluminum-clad parapet. Set on the roof is a steel-clad mechanical room penthouse. The southern-most bay is the widest and is dominated by a group of four large fixed aluminum sashes separated by a mullion at its bottom third. Smooth stucco is set above the opening. The center bay has two pairs of fixed aluminum sashes separated by a mullion at its bottom third. The stacked brick motif surrounds this opening. Each masonry opening has a limestone sill. The entrance at the corner consists of two automatic aluminum glass doors with transoms above; smooth stucco is set above the door. Between the doors are two glass enclosures of three glass panels stacked vertically and set at a splay to each other. Each masonry opening has a single vinyl awning above it with lights set above the awnings. Based on the 1961 image, the existing façade, which was renovated c. 2013 to reflect the 1961 façade, retains the same fenestration pattern and the articulation of the stucco with the same brick material to either side of the opening with a smooth stucco above; however, the corner was formerly fully formed with a corner pier, which has since been removed.

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**W6 161 Maplewood Avenue (Block 12.02 and Lot 173)
(Maplewood Bank and Trust Co.)**

Contributing

The former Maplewood Bank and Trust Co. building is a Classical-Revival two-story Indiana limestone building constructed in 1927 and designed by the architectural firm Hopkins & Dentz of New York.⁵ The building, reflective of the temple front commercial building form,⁶ is three bays wide by six bays deep with a two-bay brick addition at the rear and a one-bay limestone addition at the front. The building is located at the corner of Maplewood Avenue and Inwood Place, the front elevation faces east-southeast towards Maplewood Avenue, and there is a surface parking lot (5-9 Inwood Place) to the west along Inwood Place. The roofs appear to be low slopes with each roof set behind parapets. The front of the main building is detailed with four engaged columns with Etruscan capitals. An entablature surrounds the building below the level of the parapet. In the entablature is the text, “The Maplewood Bank & Trust Co.”. All of the windows and doors are aluminum replacements at the main building. The entry, which is centered on the main building, has a glass door with sidelight and transom set in a limestone surround with a pediment. Granite steps with simple iron railings lead to the entrance. In the two outer bays of the main building are multiple-lite aluminum sashes that are one-and-one-half stories in height. Over the entry at the second floor is a fanlight with a five-lite narrow awning sash below. The one-bay extension to the north of the main building is one story tall and finished with limestone panels; it was added in the late-20th century at the same time as the rear addition. Centered on the extension are three tall fixed sashes separated by limestone mullions with granite panels set below and above each of the windows. Each bay of the Inwood Place elevation is detailed with Etruscan-inspired pilasters. At the first bay, the window is a small multiple-lite, while the windows at the four inner bays are two stories in height with fanlight at the head and multiple lights at the field; the sixth bay is blind. The late-20th century rear addition is three stories with a ground level and two additional floors above. However, the addition is only slightly taller than the main building. The main entrance to the building on Inwood Place is set off-center, has a curved awning and an aluminum in-fill door with sidelights and transom, and has granite matching the addition on Maplewood Avenue at its base. At the rear, the first and second floors project over the drive-thru and are supported by brick piers. A small second addition, which projects from the Inwood Place elevation, consists of glass, aluminum and stucco, and houses the ATM. At the first and second floor levels of the addition, a series of narrow windows are set between the brick in tall columns and separated by the granite detailing found elsewhere on the addition.

W7 11 Inwood Place (Block 12.02 and Lot 169)

Contributing

⁵ “Bank to Open It’s New Building to the Public”, *The Maplewood News*, October 28, 1927.

⁶ Richard W. Longstreth, *The Buildings of Main Street: A Guide to American Commercial Architecture*, (Walnut Creek, CA: AltaMira Press, 2000), 100.

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11 Inwood Place is a two-bay, two-and-one-half-story foursquare house constructed in 1908 that has been converted for commercial use. The building is located at the corner of Inwood Place and Woodland Road, and the front elevation faces south-southwest towards Inwood Place. The building is set a few feet above street level and brick stairs lead up from the sidewalk. It is a wood-frame building with wood clapboard siding at the first floor, wood shingles at the upper floors, and has an exposed rough-cut, ashlar brownstone foundation. It has a side-gable roof clad with asphalt shingles that overhangs the second floor slightly and has bracket supports at the gable ends. The entrance is located in the eastern bay and features a curved hood overhang supported by brackets over a wood entry stoop with railing and sidewalls. The entrance has a segmental-arched wood door with one lite. West of the entrance is a boxed bay projection with leaded-glass casement windows with transoms. The second story overhangs the first and the overhang is detailed with wood brackets. The second floor has an eight-over-one wood sash window in the eastern bay and a pair of six-over-one wood sash windows in the western bay. There is a shed-roof dormer centered on the front of the roof that features three small six-over-one wood sash windows. An internal brick chimney is set off-center near the roof ridge. There is a two-story bay projection on the west elevation.

**W8 60 Woodland Road (Block 12.03 and Lot 127)
(Woman’s Club of Maplewood)**

Contributing

The Woman’s Club of Maplewood (Image No. 0007) is an expansive two-story wood frame building that utilizes the Georgian Revival style in its detailing. The building was designed by architect Clifford C. Wendehack in 1928 and completed in 1930. The building has three distinct components. The first component, which faces north/northeast toward Woodland Road, is a two-story building that is T-shaped in plan with a cross gable roof; the primary ridge is set parallel with the street. The roof is clad with a multiple-colored slate. The roof edge is finished with a detailed cornice entablature with dentils. Two large brick chimneys penetrate the roof at the ridge at each end of the wings. The building is clad with a combination of horizontal wood clapboard siding (lower levels) and vertical board-and-batten siding at part of the second floor on the front elevation. The main entrance consists of paired wood panel doors with transom set in a surround with pilasters supporting a broken scrolled pediment. Above the door at the second floor is a Palladian window centered on the façade. The two wings are set back from the entrance. The corners of each building component are finished with engaged pilasters, paired at the entrance and single at the wings. Single multiple-lite wood-hung sashes, two at each wing and at each floor level, are spaced evenly apart. The second-floor level windows are wall dormers set partially above the eave. The two gable ends of the wings are painted brick with two multiple-lite wood-hung sashes at each floor level, and two half fanlight windows with net tracery are set at the peak of each gable. In 2019, a two-story frame addition to house an elevator was added to the southwest corner of the front section at the juncture between it and the rear section. An accessible walk with a short section of iron railing was added to connect with the sidewalk at the front door.

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To the rear of the main building, a two-story wood frame tower with an open cupola marks the transition between the main building and rear wing. The tower contains a second primary entrance at the ground level; the entrance has double wood-panel doors covered by a small portico. A circular window is set above the portico, and a Palladian-style window is set above that at the second-floor level. The tower has a low-slope roof that supports the cupola; a wood railing formerly surrounded the outer edge and it was removed c. 2003. The cupola is octagonal in plan, with each side of the octagon being a half-round opened archway supported by simple wood piers; there is a keystone at the head of each arch. This octagonal base supports a conical roof finished with multiple-colored slate. The third section, the rear wing, extends to the south from the tower and follows the contours of the land so that its primary level is set lower than the first floor of the main building. The wing has a large gable roof also finished with multiple-colored slate. The eave is simple. The walls are finished with aluminum siding. There are five multiple-lite doors with sidelights that are set equal-distance apart across the ground floor level; aluminum siding currently conceals the original arched opening.

W9 10 Inwood Place (Block 12.03 and Lot 168) Contributing

10 Inwood Place was constructed in 1912 and is a three-bay, two-story foursquare house with a one-bay, one-story wing on its west end. The front elevation faces north-northeast towards Inwood Place. It is a wood-frame building with wood clapboard siding and has an exposed foundation that is parged stone or concrete. It has a hipped roof with exposed rafter tails that is clad with asphalt shingles. The entrance is located in the center bay and has a wood entry stoop with wood stairs and balustrade. The entrance is an eight-lite over two-panel wood door flanked by large fluted pilasters. The outer bays on the first floor each have a pair of four-over-four wood sash windows in wide wood trim. The second floor has two six-over-six wood sash windows with louvered shutters. The one-story wing on the west elevation has a shed roof and features a pair of one-over-one vinyl windows. There is a shallow hipped-roof extension on the first floor at the east elevation. A partially external brick chimney is centered on the west side of the house. There is a two-story wing at the rear.

W10 8 Inwood Place (Block 12.03 and Lot 167) Contributing

8 Inwood Place is a two-bay, two-and-one-half-story foursquare house. The front elevation faces north-northeast towards Inwood Place. It is a wood-frame building finished with stucco and the exposed foundation is parged masonry topped by wood skirt board. It has a side-gable roof with exposed rafter tails that is clad with asphalt shingles. A one-story entry porch is located at the western bay and wraps around to cover one bay on the western elevation. The porch has a side-gable roof supported by paired half-height columns atop square stucco piers with a plain wood balustrade; stairs access the porch on its east side. The entrance to the house is located in the western bay and is a six-panel wood door with an exterior storm door. West of the door is a

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fixed window. There is a three-sided canted bay window projection in the eastern bay at the first floor; each side of the bay has a one-lite wood casement window. The second floor at the front elevation overhangs the first slightly and stucco-clad brackets adorn the overhang. Both bays on the second floor each have a two-lite wood casement windows with louvered shutters. Centered on the front of the roof is a shed-roof dormer with a band of three small windows; the eastern and center windows are three-over-one hung wood sash, while the western-most window opening has been filled in. An internal stucco-clad masonry chimney is centered at the roof ridge. There is a shallow boxed bay projection at the first floor on the east elevation and another on the west elevation between the first and second floor levels. There is a one-story open porch with a modern deck on the rear elevation.

W11 6 Inwood Place (Block 12.03 and Lot 166) Non-Contributing

6 Inwood Place, constructed c. 2008, is a wood-frame building that is architecturally detailed to fit with the early-20th-century architecture of the block and has a similar massing and roof to the original 1920 building it replaced. The building is three irregular bays wide by three irregular bays deep. The front elevation faces north-northeast towards Inwood Place. It has a shallow hipped roof that jogs slightly over the western-most bay. The roof is clad with asphalt shingles. The eaves, which are supported by wood brackets, are deep and finished with beaded boards. The base of the building is clad with a buff-colored sandstone with a projecting stone sill. The two eastern-most bays are finished with smooth stucco and the narrower western-most bay, which is slightly recessed, is finished with wood panels with a shallow, plain reveal. The entrance is located at the center bay and consists of a paneled door with two short sidelights and a segmental arched transom over the door and sidelights. Above the door is a projecting segmental-arched hood supported by wood brackets. Centered in each of the two outer bays is a grouping of windows consisting of a 12-lite fixed sash flanked by eight-lite casements with transoms set above each window unit. The same configuration is seen at the second floor in each of the three bays, but these window groupings lack the transoms. Sandstone stairs with limestone treads and an integral accessible ramp and iron railings lead to the front entrance. Surface parking is located at a lot in the rear of the property.

W12 4 Inwood Place (Block 12.03 and Lot 165.01) Contributing

4 Inwood Place is a two-story residential apartment building that is five bays wide by four bays deep and was renovated extensively in 1950s. The front elevation faces north-northeast towards Inwood Place. The walls are clad with stucco and the hip roof is clad with asphalt shingles. The entrance is set center of the building and consists of a nine-lite over three-panel wood door with aluminum storm door and projecting aluminum awning above. A brick and sandstone stoop with iron railings leads to the entrance. There is a single six-over-one vinyl-clad window centered in each bay at the first and second floor levels, except over the door at the second floor. The windows are slightly recessed in their openings and each window has a projecting brick sill. A

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brick chimney is located on the west side of the building toward the rear, and the site slopes at the rear exposing the basement level.

W13 165 Maplewood Avenue (Block 12.03 and Lot 165) Contributing

165 Maplewood Avenue, also known as the Sirlyn Shops (Image No. 0008), is a commercial building designed by architect Kenneth W. Dalzell, constructed in 1921 (Historic Image No. 11), and altered in 1926 to its current form to accommodate the widening of the north end of Maplewood Avenue in 1927. The building occupies much of the southeast corner of Maplewood Avenue and Inwood Place. The front elevation faces east-southeast towards Maplewood Avenue. The building is one-story brick masonry with limestone detailing including a cornice set below the parapet and a band course set above the storefronts. The roof is low slope set behind a brick parapet with a limestone coping. Inlaid at the center of the parapet at the Maplewood Avenue elevation is a limestone sign saying, "The Sirlyn Shops". Historic photographs show that the parapet originally had more decorative limestone elements and was topped by limestone urns. The northeast corner entrance to one of the five shops occupying the building is set at an angle, and the entrance has a limestone arched surround with a recessed door. The arch is detailed with Doric order pilasters and a keystone. The door is multiple-lite wood with sidelights. Flanking the entrance on each of the Maplewood Avenue and Inwood Place elevations are storefronts of wood and glass. The Maplewood Avenue elevation consists of three storefronts, besides the one at the corner, that are of different widths. The southern-most storefront has a modern granite frontage with fixed glass panes. The entrance is a recessed glass and aluminum door approximately center of the storefront with the adjacent storefront panel set at a slight angle creating the recess. The center storefront is narrow with a slightly recessed glass and wood door set between wood and glass storefronts. The side panels of this storefronts are set at a slight angle. The third storefront is wider than the center one and it is finished with thin granite pieces set below an aluminum and glass storefront assembly at its southern-most section. Adjacent to this, the storefront angles slightly to a recessed glass and aluminum entrance door. This part of the storefront is aluminum and glass in its totality and both storefront sections are separated by a wide aluminum mullion. At the Inwood Place elevation, there is a large expanse of brick from the corner to the next shop, which is delineated by a brick arched entrance that appears to be a basement entrance and has a steel door. Adjacent to this door are two storefronts for a single commercial enterprise that are separated by a brick pier. The eastern storefront section has a wood base with three glass lights above. The western storefront is similarly detailed but contains the glass entrance door set adjacent to the brick pier. All of the stores at both elevations have awnings set above the storefront openings; each are of different design corresponding to the different stores.

W14 167 Maplewood Avenue (Block 12.03 and Lot 164) Contributing

167 Maplewood Avenue, constructed in 1927 by John Sylvester, is a three-story brick building

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with limestone detailing that is five irregular bays wide and surrounded on both sides by other commercial buildings. The front elevation faces east-southeast towards Maplewood Avenue. The roof is a low slope set behind a brick parapet. A limestone cornice with projecting entablature and dentils details the upper reaches of the façade just below the parapet. The first-floor level consists of one storefront occupying the three southern-most bays, an entrance to the residential units above next to it, and a smaller storefront in the northern-most bay. The entire first floor is detailed with limestone including pilasters delineating the two end storefronts and the off-center entry to the second-floor level, and a molded cornice with entablature separating the ground floor from the upper levels, which are detailed in brick. The southern-most storefront has a centered and slightly recessed door, which is wood paneled with smoked glass panes. Wood pilasters detail the outside corners of each section of the storefront. The wood door has an oval light above a panel with swag detail. The entrance to the upper levels consists of a pair of wood and glass doors with a fanlight above and metal tracery over the door and fanlight. The door assembly has a limestone surround with inset panels at the corners and a keystone at the arched head set between the pilasters. The smaller storefront to the north appears to be early material fabric of painted wood with a center aluminum one-lite door, which is recessed, and one side of the storefront angled to the door. There is one glass panel to each side of the entry and one-by-one ceramic tiles detailing the base. Above the storefront is a large fanlight with net tracery detailing. At the upper two levels of the elevation, the windows are typically one-over-one wood-hung sashes with square shouldered brick arches and limestone keystones and limestone sills. The two outer bays at each floor level have shallow projecting bay windows containing three windows separated by wood mullions. The inner bays each have either one or two windows depending on the width of the bay. The center bay has an iron fire escape at each floor level.

W15 169 Maplewood Avenue (Block 12.03 and Lot 163)

Contributing

169 Maplewood Avenue, constructed in 1922, is a three-story commercial and residential building (Image No. 0009) that occupies the northern corner of Maplewood Avenue and Highland Place. The front elevation faces east-southeast towards Maplewood Avenue. Based on historic images the building was significantly renovated c. 1927 (Historic Image No. 12 and Image No. 0009) to achieve its current appearance when Maplewood Avenue was widened at its north end. The frontage on Maplewood Avenue is three irregular bays wide and on Highland Place is four irregular bays deep. The masonry building is finished with stucco and half-timbering at the second and third floor levels. The roof is a low slope set behind a pent roof parapet that corners the building and is clad with multiple-colored slate. There are three false dormers, one small on the east façade (Maplewood Avenue) and one large and one small on the south elevation. The half-timbering is typically focused at these dormers from the gable end to above the first-floor level. One business occupies much of the ground floor level on both streets except at the two western-most bays on the south side, which is a separate storefront. The door to the second floor is located in the northern-most bay on the east façade. The door is painted

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steel with a segmental arched opening set within a half-timbered and stucco gabled pediment. The storefront assembly for the main space consists of an angled entry that is recessed in a half-timbered archway. The door is glass with surrounding glass panels. The storefronts consist of large fixed glass sashes set between wooden posts. The window sills are aluminum and the base is a granite veneer set in an ashlar pattern. A cloth awning is set on each elevation above the entire expanse of windows. The smaller, end storefront has a recessed glazed wood door to the east and a large storefront window to the west, which is set in a wood frame with vertical wood boards at its base and outer edges. There is a single retractable cloth awning over the storefront. A small pent roof is set above the entire storefront and is clad with wood shingles. The single small dormer with half-timbering to the first floor is the prominent feature of the second and third floors at the east façade. The two outer bays at each floor level are without half-timbering and at their centers are one-over-one vinyl sashes. At the center bay, below the dormer, two one-over-one vinyl sashes are paired and separated by a wood mullion with half-timbering below each window. Along the Highland Place elevation, four grouped one-over-one sashes are set below the dormer at each level with similar half-timbering. The center bay has two typical windows at each level spaced apart. At the third bay to the west is the narrower false dormer with two typical windows spaced together at each level. The fourth bay has two windows spaced apart at each level.

W16 3 - 5 Highland Place (Block 12.03 and Lot 163.01) Non-Contributing

3-5 Highland Place is a one-story commercial storefront building consisting of two separate storefronts that was significantly modified in 2019 with the addition of a brick veneer and stucco façade and with the raising of the parapet approximately five feet. The front elevation faces south-southwest towards Highland Place. The low-slope roof is set behind this parapet wall. Both sections (storefronts) are similarly detailed with a stucco base under the openings, brick veneer in the field of the façade, and a stucco sign panel and a stucco molded cornice capping the parapet. The east storefront consists of an off-center slightly recessed door with a molded stucco surround and brick at the jambs with stucco base, and two unequal single-pane picture windows with molded stucco trim. The door is glass set in an aluminum frame with a single glass pane transom. The west storefront has a wider door opening with a similarly detailed surround and recess, a pair of glass doors with a single sidelight, and a transom above aligned with the door/sidelight configuration. To either side are unequal picture-window openings: the western-most one consists of a fixed composite sash with four tall lights and the wider eastern-most opening consists of eight folding single glass floor-to-ceiling doors set on a shorter base than the other three picture windows. Wall sconces are set between each opening and a series of projecting lights sit above the stucco sign. The names of the stores are stenciled into the stucco.

W17 7 Highland Place (Block 12.03 and Lot 162.01) Contributing

7 Highland Place is a one-story commercial building with a single storefront constructed in 1942,

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which originally served as a Safeway grocery store. The front elevation faces south-southwest towards Highland Place. The front facade is clad with stucco that is tooled with horizontal markings giving it a brick-like appearance. The roof is a low slope set behind a parapet. The storefront is wood with a wood and stucco base set below large glass panes and an opaque transom clad with narrow vertical wood boards. The transom traverses the entire storefront including the entry, which is set center of the facade. The entry consists of a pair of glass doors, is recessed from the storefront, and is flanked by two canted bays that are a continuation of the storefront. A simple wood sign is set within the wooden transom above the entry.

W18 9 Highland Place (Block 12.03 and Lot 162)

Contributing

9 Highland Place, a two-story wood-frame commercial building constructed in 1925, was designed by architect Kenneth Dalzell using Mediterranean influence in its detailing. The building is three bays wide by three bays deep and is clad with a patterned stucco. The front elevation faces south-southwest towards Highland Place. It has a low-slope roof set behind a hip-roofed parapet clad with low-profile Spanish tiles. At the first-floor level, a large round-arched opening with a shallow iron balcony is flanked by two recessed doors with arched openings. Supporting each arched opening are Solomonic columns/pilasters. Each of the arched openings is blind with decorative iron grillwork mimicking a fanlight window. The center opening contains a sliding patio door that serves as a window. The recessed outer openings contain paneled wood doors. Each door is accessed via concrete steps. In each of the outer bays at the first floor are windows. The western-most window is smaller set within a narrowed opening consisting of a single glass pane in a fixed aluminum frame. The eastern-most opening is also a single glass pane in a larger opening. At the second floor, centered in each bay, is a one-over-one clad hung sash with wood panel below. Each opening is finished with a shallow iron balcony supported by brackets. A one-story detached L-shaped garage, designed by P.S. Johnston, occupies the northwest corner of the property. The building is masonry clad with stucco and has a shed roof at each leg of the L that slopes toward the property line. The fascia is aluminum, and the roofing is modified bitumen. On the inside of the L are a series of wood garage doors, which appear to date to original construction, set within a wood paneled surround.

**W19a 6 Highland Place (Block 12.04 and Lot 191)
(Occupying the same lot as 177 Maplewood Avenue)**

Contributing

6 Highland Place, constructed c. 1912, is a two-story wood frame building that is two bays wide by three bays deep with a commercial storefront at the first floor that was part of the Samuel H. Ross Grocery complex. This is an example of a shop-house commercial building type that was typically in this area of the district in the late-19th and early years of the 20th century. The front elevation faces north-northeast towards Highland Place. The gable roof is clad with asphalt shingles and has its ridge running perpendicular to the street. The building, with the exception of the first-floor level facing the street, is clad with horizontal vinyl siding, which was installed

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over original cedar shake siding after a fire c. 1984. The storefront is wood and consists of a wood-paneled base and plate glass windows flanked by fluted pilasters at each end and to either side of the centrally located entry. The entry is set three steps above the sidewalk with the side panels and glass panes set at a slight angle. The door is wood with a center glass panel. Above the door is a wooden cornice with brackets at each end. Between each bracket and turning the east corner is a vinyl awning with lights above. A stair addition set to the west of the storefront is narrow with a shed roof and a single vinyl exterior door and concrete steps. There is a picture window flanked by wood-hung sashes centered on the front façade at the second-floor level.

**W19b 177 Maplewood Avenue (Block 12.04 and Lot 191)
(Occupying the same lot as 6 Highland Place)**

Contributing

177 Maplewood Avenue, constructed c. 1921 as the new Samuel H. Ross Grocery, is a one-story commercial building with a low-slope roof that has a single storefront. The front elevation faces east-southeast toward Maplewood Avenue and is finished with a buff brick that is capped with a thin limestone coping. The storefront is three bays wide with the entry located in the northernmost bay. The entrance is recessed and features a nine-lite over two-panel wood door with four-lite over one-panel sidelights and a six-lite transom over the entire assembly. South of the door are two large display windows with a brick bulkhead. An architectural awning clad with wood shingles overhangs the entire storefront. Below the awning is a plain, wide band of wood. The building is very deep and there is a one-story modern, stucco section at its rear that contains a separate commercial space. This portion has a low-slope roof with aluminum coping. The entrance is located on the west, rear, elevation, and there is a row of half-height glass windows on the south elevation. This rear portion of the building is wider than the front at Maplewood Avenue, and it is accessed from a parking lot off Baker Street

W20 171 Maplewood Avenue (Block 12.04 and Lot 191.02)

Contributing

171 Maplewood Avenue, constructed c. 1921, is a three-story buff rustic-textured⁷ brick building (Image No. 0010) that is two bays wide by five bays deep with a low-slope roof set behind a parapet. The building is finished with limestone detailing throughout. The parapet is detailed at its corners with diamond-pattern limestone inlay at each pier that rises above the parapet. The entire parapet has a limestone coping and the top edges of the piers are curved. A limestone band course separates the parapet level from the third-floor level. The front elevation facing east-southeast toward Maplewood Avenue has an aluminum storefront with the door set center and slightly recessed. The storefront is set within a simple brick and limestone surround with the base of the outer piers finished with granite. There is evidence in the brick masonry that the

⁷ The rustic-textured brick units are patterned using a method of stamp rolling metal lath on the face prior to firing creating a variety of designs in the brick.

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elevation facing Highland Place has been modified as a number of openings have been bricked in. There is a single door at the far west end of the building that leads to the second and third floors. The second and third floor levels of both elevations are similarly treated. A limestone band course runs the perimeter of both facades at the level of the window sills. Centered in each bay are paired one-over-over hung wood sashes separated by wood mullions. Each opening has a simple limestone lintel. Between each floor level in line with the windows are rectangular inset panels of brick. This same pattern of windows is carried through to the Highland Place elevation, where at the two center bays is an iron fire escape.

W21 173 Maplewood Avenue (Block 12.04 and Lot 191.03) Contributing

173 Maplewood Avenue is a two-story limestone-faced building that is three irregular bays wide with the two outer bays being narrower than the center bay. Based on historic images, the current building was constructed c. 1928. The front elevation faces east-southeast towards Maplewood Avenue. The roof is a low slope set behind a stepped limestone parapet with coping. Set at each of the two outer steps are scroll brackets set on their back. At the center of the parapet is a limestone cartouche. The northern-most and center bays make up the storefront at the first floor. The storefront generally occupies most of the center bay and is an aluminum frame with large glazed panes above a tile base. The door is set center and flush with the storefront. The outer bay is about the width of a man-door and is similarly detailed to the larger storefront. The southern-most bay has an aluminum and glass door and serves as the entry to the second floor. A fabric box awning spans the entire width of the building above the first floor. At the second floor, there are two narrow casement sashes with limestone sills centered in the two outer bays. At the center bay are four grouped windows set in a wood frame with a singular limestone sill. The windows are one-over-one sashes and it appears that there were transoms above each window; the window assembly has been changed and appears in poor condition overall.

W22 175 Maplewood Avenue (Block 12.04 and Lot 192.01) Contributing

175 Maplewood Avenue is a two-story, three-irregular-bay masonry building finished with stucco. Based on historic images, the building was constructed c. 1928⁸ and was finished with a limestone façade similar to that found at 173 Maplewood Avenue. A stucco application was applied c. 2010 but some original detailing is still visible, and based on a resident of the building, the stucco was applied to a receiving board leaving the original façade untouched underneath. The front elevation faces east-southeast towards Maplewood Avenue. The roof is a low slope set behind a parapet. The parapet has a stucco coping; a slight segmental arch rise at its center; and two urns, which are original, at its corners. A shallow stucco cornice is set below the parapet with a second band course separating the cornice from the second floor. The two outer, wider

⁸ The Essex County tax records indicate a date of 1921, historic images show a wood frame building at this site and 173 Maplewood Avenue to at least 1927 when Maplewood Avenue was widened to the north of the intersection of Highland Place and Maplewood Avenue.

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bays contain storefronts, and the inner bay contains the door to the second floor. The southernmost storefront is wood with the side and base finished with stucco. There are two steps that lead up to the slightly recessed entrance set to the side of the glazed storefront. The northernmost storefront has less expanse of glass, which is set in an aluminum frame with a stucco surround. The entrance is deeply recessed with a slight ramp leading to the door. Each storefront is simply detailed and has cloth awnings and lighting above. The center entrance consists of a paneled wood door with a tall four-lite transom above. The detailing of the head of the transom looks like two scroll brackets facing each other. Between the first and second floor levels are stucco inlay panels detailed with urns and scrolls, an original feature. Above these is a shallow stucco entablature that also serves as the sill for the second-floor windows. Three grouped one-over-one hung wood sashes are centered in each bay. The window surrounds are flat stucco with square shouldered heads and keystones at the center. The edges of the second floor are detailed with stucco quoins.

W23 181 Maplewood Avenue (Block 12.04 and Lot 193)

Contributing

181 Maplewood Avenue, aka the Belmont Building (Image No. 0011), was constructed in 1932 and is a one-story limestone-clad commercial building occupying the northwest corner of Maplewood Avenue and Baker Street. The building was designed by the architect, David J. Lehman. The low-slope roof is set behind a parapet with limestone coping. At the corner, which is curved, there is a carved sign within the parapet that states "Belmont Building 1932". To either side of the sign are decorative reliefs, and above the sign, the parapet is set slightly higher with scroll brackets turned on their back to either side of the raised area. The building has six bays, including the corner, on the Maplewood Avenue side and has three bays on the Baker Street side. Between each bay are simple fluted pilasters set on a granite base with a narrow relief set above them at the parapet level. The corner storefront is aluminum and glass with the entry door recessed and plastic laminate panels set at the base and transom. The five storefronts along the Maplewood Avenue side are typically aluminum frames with large expanses of glass, and recessed glass and aluminum entrance doors. Each has a different treatment of their awning/signage. Along the Baker Street side, the first two bays are infilled; the first with plastic laminate and the center with limestone with a band of plastic laminate above. The third bay is aluminum frame and glass with a slightly recessed entry and a shallow boxed awning. There is a narrow aluminum door set between the center and third bay.

W24 93 (-95) Baker Street (Block 12.04 and Lot 194)

Non-Contributing

93-95 is a municipal surface parking lot with two small trees and a landscaping bed to either side of the entry. Egress is in the northwest corner through a small alley that opens onto Highland Place. In the 1930s, based on historic images and maps, this property was occupied by a one-story commercial building. The property was cleared to make way for the existing parking lot c. 1963.

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W25 97 Baker Street (Block 12.04 and Lot 195)

Contributing

97 Baker Street, constructed in 1932, was originally a one-story commercial building (Historic Image No. 16) that is four bays wide by four bays deep and had a second floor added in 2017 (Image No. 0012). The front elevation faces south-southwest toward Baker Street. The building was originally constructed for Newman V. Drake⁹ and cousin John B. Drake, baker, and based on the original plans, a bakery was located in the eastern-most bay, the largest of the four bays. The first floor of the front façade is finished with sand-colored limestone, and each of the four bays is delineated with limestone piers supporting what was the parapet wall with recessed panels above and between each pier. Centered in the panels above each pier are individual letters spelling the word, "DRAKE". The piers are further delineated as they extend above each inset panel of the former parapet wall. The changes in 2017 retained the basic form and detailing of the primary 1932 facade but changed one storefront to permit access to the new second floor. The roof over the new second floor is a low slope set behind a parapet. The eastern-most storefront bay, which is a third wider than the other three bays, was changed in 2017 to include two composite entrance doors with a single store composite window set in a stucco surround. The other three bays each contain a single storefront. These storefronts are typically aluminum set on a brick base with limestone sill. Each storefront is different in its configuration including the placement of the angle and the relationship of the entrance to the glazed parts of the storefront. The storefronts, except for the western-most bay, have a vinyl awning set to just above the storefront opening.

The second floor is set just behind the limestone parapet wall and is four bays wide aligning with the four bays at the first floor. The finish treatment of the second floor is a light-colored cast stone with a flat base, a projecting band course that serves as the sills for the windows, a simple panel above the windows, and a flush cornice entablature at the parapet. The windows are typically casement sashes of a composite material; there are two pairs separated by a wide cast stone mullion in the western-most and center bays, and two outer single casements flanking three grouped casements separated by mullions in the wider eastern-most bay.

The east and west side elevations at the first floor are finished with stucco and are without fenestration except for one door at the far end on the east side. The east and west sides at the second floor are also finished with stucco with a stucco band course separating the two levels. Each elevation has a series of hung sashes without trim. There are recesses about center at the far north end on the east elevation that serve as balconies or decks for the residences.

W26 101 Baker Street (Block 12.04 and Lot 196)

Contributing

⁹ Drake is of the same family at Drake's Cakes and occupied the building until 1935 before moving to another location on Maplewood Avenue.

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101 Baker Street consists of two distinct parts; a single-story commercial block facing south-southeast toward Baker Street, and a frame residential structure predating the store and attached to the rear of the commercial block. The street-facing component, constructed c. 1948, consists of a one-story, two-bay storefront constructed of limestone with marble veneer panels set below the sills of the storefronts. Attached to its west side and set back from the street is a one-story one-car garage with a vinyl garage door. This first building component has a low-slope roof set behind a shallow parapet. The doors to both storefronts are set at the center of the building with a limestone pier separating each. Each door is recessed with the storefront angled to meet the entrance and are wood with glazed upper panels. Each storefront has large expanses of window set in aluminum frames with marble bases and has a separate cloth awning set at the top to the level of the coping of the parapet wall. The second building component, constructed by 1890, is a two-and-one-half story wood-frame residence set to the rear of the lot and attached to the front building at its first floor. The visible portion of the house, a much-altered Queen Anne style detached suburban house, has a cross-gambrel roof clad with asphalt shingles with the ridge of the primary gambrel set perpendicular to the street. The roof eaves are slightly flared. The body of the building is clad with vinyl siding, and the gambrel ends are clad with wood shingles. On the street-facing elevation, there are three six-over-one vinyl windows spaced evenly at the second floor, and at the gambrel end of the third floor is a pair of one-over-one vinyl windows. The interior brick chimney is set toward the rear of the house.

W27 103 Baker Street (Block 12.04 and Lot 197)

Contributing

103 Baker Street (Image No. 0013) consists of two distinct parts with its front elevation facing south-southwest toward Baker Street. The street-facing component, constructed by 1950, consists of a one-story, two-irregular-bay storefront constructed of masonry and parged with stucco. The low-slope roof is set behind a parapet; added c. 2018, are aluminum and vinyl railings set behind the parapet to create a functioning roof deck. The western-most bay is narrow and consists of the store entrance, which is recessed. The door is a solid glazed wood door set in a simple surround. The storefront bay has an inset of vertical wood boards rather than a large expanse of glass. Centered on the overall opening are three fixed tall aluminum-framed window openings. A retractable cloth awning is set above the storefront and a commercial sign spans much of the parapet.

The second building component, constructed c. 1908, is a two-and-one-half story wood-frame residence with the storefront building attached at its first floor. The house has a side-gable roof with overhanging and slightly flared eaves. A large gabled dormer is set center on the gable roof at the front elevation. The roof is clad with asphalt shingles. The building is clad with wood shingle siding and the foundation is finished with stucco. One-over-one hung wood sashes are located at the outer ends of the two bays, and at the dormer, the six-over-six hung wood sashes are set close together. There is a detached two-car garage set at the rear of the property that is

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clad with stucco and has a pyramidal hip roof clad with asphalt shingles.

W28 187 Maplewood Avenue (Block 12.06 and Lot 238)
(The Roosevelt)
(Including 98 Baker Street -Block 12.06 and Lot 237)

Contributing

187 Maplewood Avenue, constructed in 1926, is a two-story commercial limestone building in the Neoclassical style (Image No. 0014) that occupies the southwest corner of Maplewood Avenue and Baker Street. The primary elevation faces south-southeast toward Maplewood Avenue. The building is named, "The Roosevelt". The roof is a low slope set behind a parapet, which is simple with a plain coping. A limestone cornice entablature is set just below the roof level and a molded band course is set between the first and second floor levels. The building is eight irregular bays wide on the Maplewood Avenue elevation with the last bay at the corner set at an angle, and nine irregular bays wide along the Baker Street elevation. Fluted pilasters delineate each bay at the first-floor level. The corner entrance and first three bays from the corner on both sides of the building are associated with a single commercial unit. The entry is a simple aluminum and glass entrance with the commercial sign in the area of a transom. The first bays immediate to the entry contain an aluminum and glass storefront set flush with the limestone base. The second two bays on both elevations are primarily infilled with stucco with an octagonal window of nine lights set in the center of each of the outer bays. The center bay in this series is narrower than the two outer bays. Along the Baker Street side, a fourth bay is also associated with the corner and it is a glass and aluminum storefront. The fourth bay on the Maplewood Avenue elevation is the entrance to the second floor, which has a segmental-arched head with keystone flanked by pilasters and a limestone sign denoting "The Roosevelt" above. The paired doors are glass with iron grillwork and a fanlight above. The three last bays on this elevation are wood storefronts with limestone bases, large glass panes, and awnings above. The doors, which are typically set flush with the storefront, are set to the sides of the glass panes. Along the Baker Street elevation there are four typical storefronts of wood and glass with the last bay containing a simple wood door. At the second floor on both elevations are a series of paired one-over-one hung sashes separated by a wood mullion, and paneled limestone mullions separate each pair.

W29 191 Maplewood Avenue (Block 12.06 and Lot 239)

Contributing

191 Maplewood Avenue, a one-story, three-bay-wide, wood-frame building with a hip roof, currently displays Colonial Revival details. The building was constructed c. 1920 as an office for the dentist, Dr. Norman Trimpi including a rental residential space. The front elevation faces south-southeast toward Maplewood Avenue. The walls are finished with wood siding and the foundation is parged. The ridge of the roof runs parallel with the street and at each end is a jerkinhead detail; the roof is clad with asphalt shingles. An internal brick chimney is set off-

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center on the ridge. There is a one-story, one-bay extension on the south end of the building; its roof line is set lower than the main building and the roof is a hip. The building is set back from the street and the lot frontage is retained by a brick retaining wall with limestone coping. The entrance to the main building is centered, set above the street level, and accessed by two sets of brick steps with limestone treads. A small gable-roof open entrance porch projects from the building and is supported by two plain wood posts at the front and pilasters at the building. The door is a one-light aluminum door set in an opening with flat-stock trim. In the outer two bays of the main building are eight-over-eight hung wood sashes. At the extension there is a single wood door with aluminum storm and a window opening with a six-over-six hung wood sash.

W30 193-195 Maplewood Avenue (Block 12.06 and Lot 240) Contributing

193 Maplewood Avenue, constructed in 1957, is a two-story brick office building with limestone detailing and its front elevation facing south-southeast toward Maplewood Avenue. The building is five bays wide by four bays deep with a low-slope roof set behind a brick parapet. At the first-floor level, the two outer bays have recessed entries that are flanked by limestone pilasters detailed in a block-like pattern at their base and capitals. Each entry consists of an aluminum and glass door with single sidelight and transom. The center bay consists of an entrance door detailed with recessed brick and a single aluminum and glass door. The two bays flanking the center entrance are also slightly recessed. The bay to the south was modified in 2017 for a new floor-to-ceiling storefront consisting of a door with transom and two fixed doors with a wide center mullion separating the upper and lower glass. The bay to the north contains three grouped casement windows centered with horizontal brick banding running the length of the bay interrupted only by the windows. The second floor consists of a grouping of 11 aluminum windows of varying widths centered on the façade. Each window unit has a tall fixed top sash with a hopper sash below. The windows are grouped so the three outer windows flank five center windows, and mullions separate each group. Horizontal brick bands set to the full height of the window run from one end of the building to the other and are interrupted only by the windows. The side walls of the building are clad with a lighter colored brick. The fenestration pattern is irregular on both sides. Of noted interest, the Stratemeyer Syndicate, creator of juvenile series books like Nancy Drew, was based on the second floor between 1975-1984; Harriet Stratemeyer Adams was a resident of Maplewood when she led the Syndicate with her sister Edna.

W31 1 Lenox Place (Block 12.06 and Lot 241) Contributing

1 Lenox Place (Image No. 0015), a three-bay, one-and-one-half-story center hall Colonial Revival house with a one-story wing on its west end, was constructed in 1908-09 as the home and office of Dr. Briscoe Baldwin Ranson, Jr. Originally located at the southwest corner of Baker Street and Maplewood Avenue (Historic Image No. 4), the building was moved in 1925 to 1 Lenox Place by Maplewood resident and developer, Charles R. Tyson in order to construct

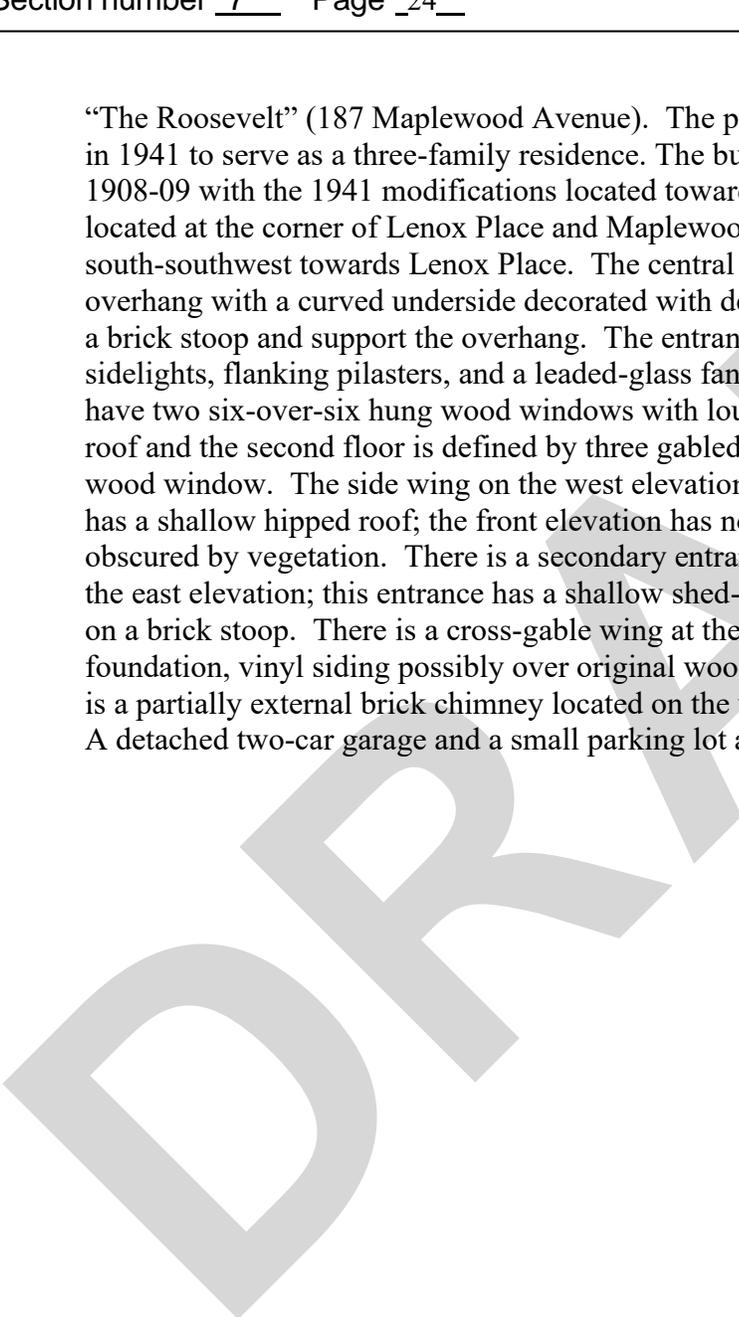
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“The Roosevelt” (187 Maplewood Avenue). The property was further renovated and expanded in 1941 to serve as a three-family residence. The building generally reflects its appearance from 1908-09 with the 1941 modifications located toward the rear of the property. The house is located at the corner of Lenox Place and Maplewood Avenue, and the front elevation faces south-southwest towards Lenox Place. The central entrance features an entry porch with a gable overhang with a curved underside decorated with dentil moldings; pairs of narrow columns sit on a brick stoop and support the overhang. The entrance is a six-panel wood door with leaded-glass sidelights, flanking pilasters, and a leaded-glass fanlight. The outer bays on the first floor each have two six-over-six hung wood windows with louvered shutters. The house has a side-gable roof and the second floor is defined by three gabled wall dormers, each with a six-over-six hung wood window. The side wing on the west elevation is set back slightly from the main façade and has a shallow hipped roof; the front elevation has no windows and the rest of the wing is obscured by vegetation. There is a secondary entrance to the house located toward the front of the east elevation; this entrance has a shallow shed-roof overhang supported by narrow columns on a brick stoop. There is a cross-gable wing at the rear of the house. The house has a brick foundation, vinyl siding possibly over original wood clapboard, and asphalt roof shingles. There is a partially external brick chimney located on the west gable end towards the front of the house. A detached two-car garage and a small parking lot are located next to and behind the building.



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East Side of Maplewood Avenue

E1a Maplewood Train Station, Dunnell Road, Milepost 15.4 **Contributing**
(Block 8.02 and Lot 3; Block 17.16 and Lot 17)

The Maplewood Railroad station, built in 1902, is a two-story passenger station (Image No. 0016). The predominant style choice is Tudor-Revival but there are clear influences of the Craftsman style in the material choices and of the Queen Anne style in some of the ornament. The building is composed of three distinct but harmonious sections that align along the length of the railroad line from north to south: passenger waiting room, ticket master's office, and baggage room. The three sections are clearly articulated on the exterior by placement, massing, ornament, and fenestration set within an all-encompassing roof overhang that emphasizes the station's low massing and placement parallel with the railroad. The railroad station sits on a small rise from the north and overlooks Durand Road, a parking strip, and Memorial Park to the east. The paving around the station is a mix of concrete pavers on the perimeter and concrete under the overhang and along the train platform, except where noted. The station is part of a complex of structures and buildings constructed to support the movement of passengers between platforms.

Historically, railroad stations were designed with two fronts, the one facing the street and the other facing the railroad; the street-side and train-side entrances are set on the east and west elevations respectively. The first floor is defined by dark red, rough-surfaced clay brick. The passenger waiting room and ticket master's office are taller than the baggage room section and rise above the all-encompassing low-slope hip roof that covers the core building on all four sides. The upper stories are treated with half-timbering. All of the roofs are clad with asphalt shingles. The platform roof or first-floor overhang has exposed rafters supported a third from their ends by roof purlins. The purlins are supported by heavy-timber posts with curved, king-post brackets, three each on the north and south ends (Image No. 0017) and six on the west (track) side. Where the roof overhangs the core building on the east side the same timber brackets spring from brick corbels (Image No. 0018); there are five brackets at the passenger waiting room, none at the ticket master's office, and two at the baggage room. The purlins are further adorned by a decorative band of closely spaced turned spindles with a bottom rail (the top rail is the purlin); this detail is interrupted at the building core on the east side. The sloping battered foundation of the rough-textured brick is capped with a bluestone water table set at the sill height of the windows. The passenger waiting room occupies the north end of the building, is one-and-one-half stories in height reflecting the tall camp ceiling on the interior, and five bays wide by three bays deep. The upper section of the passenger waiting room is finished with half-timbering articulated with simple vertical members at the center, diagonal members at each corner, and horizontal members sandwiched between the roof of the platform overhang and the roof entablature of this section's shallow hip roof. The hip roof overhang is detailed with regularly-spaced block modillions with eased edges set at the upper horizontal half-timber band. The

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fenestration at the first floor consists of three one-over-one sashes in square-shouldered masonry openings and a single one-lite over one-panel wood door with one-lite transom on the east elevation. At this section, two shallow steps lead to a slate patio; the steps and patio are newer material and are enclosed by a brick flower box on the north end. The north side fenestration consists of two sashes in the outer bays and a similar door with transom at the center bay. The west elevation consists of three windows and two typical door openings in each bay with the two outer bays and one center bay containing the windows. The ticket master's office rises a full two stories and each side is articulated differently. The east side projects about two feet, and on the west side is a three-sided bay projection that corresponds with an engaged tower at the second-floor level. The east half has a hip roof with a slight flare at the eaves supported by block modillions with eased edges. The fenestration at the first floor consists of one-over-one wood-hung sashes in square-shouldered masonry openings in each bay on the east elevation. Three nine-lite sashes (operation unknown, typical for second floor windows) separated by wood mullions sit above cross-patterned half timbering on the east elevation. The south and north elevations, where not engaged with the lower roof, are similarly detailed with half-timbering with a single nine-lite sash centered on the south elevation. The west half at the first floor, as noted, is a bay projection with one-over-one wood-hung sashes at each side of the bay. This bay projection supports an engaged tower treated with half-timbering at the second floor. Each side of the tower has a window, six-lite sashes above the bay and a nine-lite sash where engaged with the east side on the south elevation. The roof over the tower is octagonal coming to a point capped by a copper finial. The roof flares at the eaves and is supported by the block modillion; the eave of the east and west sections align. A brick chimney with an inset on its south side rises between the east and west sections on the south elevation. The baggage room is two bays wide by two bays deep. Two window openings each on the east and west sides are nine-over-nine wood-hung sashes set in segmental arched masonry openings. On the south elevation is a typical window in the west bay and a one-lite-over-one-panel wood with shallow three-light transom in the east bay. The roof over the baggage room consists of two shallow hips that meet at a cricket in line with the chimney and connect with the platform overhang.

The station is the main architectural feature of the complex, which includes several support buildings and structures. The first of these support buildings is the tunnel access shelter located on the east side of Ricalton Square constructed in 1925. This is a one-story open-front building that is five bays wide with a shallow gable roof. The exposed roof structure consists of a series of rafters, cut to the shape of the gable roof slope, running east/west. The west ends of the rafters rest on a purlin supported by a wood post assembly. The wood posts are set on concrete bases and have stout brackets that form a T-shape aligned with the purlin. The east ends of the rafters are supported by a concrete wall with shallow, but similarly detailed, wood supports set as pilasters and resting on a concrete water table aligned with the window sills. Each corner of the roof is further supported by two abutted concrete piers detailed with inset panels in a bush-hammered finish treatment (Image No. 0019). The low walls at the north and south sides and the stair enclosures, set to the height of the water table at the east wall, are treated with the same

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bush-hammered panel detail. The east wall contains five window openings, each are a pair of one-over-one wood hung sashes; the original windows, based on historic images, were 12-lite casement sash. The two sets of stairs at the north and south ends are enclosed by low concrete walls with the brush-hammered detailing and concrete copings that align with the water table. The stairs descend to a tunnel that runs under the railroad tracks in an east/west direction to the center platform, or center island, and continues to the station-side platform. The center island, which was constructed in 1925 (Image No. 0020), also has a canopy or platform structure set parallel with the tracks. It is 14 bays long and one bay wide with intermittent open platform and enclosed stair and waiting areas across its length, so the rhythm is two open bays at each north and south end, four bays each of enclosure, and then an open section in between. The roof consists of two low slopes draining to the center creating a V-shape. The roof structure is exposed rafters supported at each end by heavy-timber purlins. The purlins are supported by center piers with long deep angled brackets where the platform is open, and the same brackets, supported by small posts set to each side on the low concrete walls of the shelters, support the roof framing at the waiting areas and over the stairs leading to the tunnels. The shelter sections were originally open but have since been infilled with fixed aluminum sashes, three grouped in each bay, with stucco infill between the windows and the post supports. The whole structure has a slight curve to align with the curve of the track. At the far south end of the center island, there is a smaller one-bay building similarly detailed to the main structure that shelters a second stair; this connects to a south tunnel under the track running between Dunnell Road and the east parking alley, which was constructed as part of the 1925 railroad improvements.

**E1b Railroad Bed) Contributing
(Including tunnels, rails, fencing, retaining walls, etc.)**

The railroad bed is four bays wide at the Maplewood station, with two tracks on the east side of the center platform and one track on its west side. The center platform runs the length of the station and a distance north and south, and is concrete. All crossings are set in tunnels under the tracks, as noted previously, one to the north near the station and one to the south closer to Baker Street. The fencing separating the tracks is chain link but the balance of the fencing on the east and west sides of the track is a wrought iron picket with top and bottom rail, and narrow pickets (Image No. 0025). The retaining walls, where present, are primarily concrete with a tree-lined embankment on the east side and trees and landscaping on the west side. The tunnels and stairs are also concrete with metal pipe railing at the stairs.

E2 1 Durand Road (Block 13.08 and Lot 27) Non-Contributing

1 Durand Road is a one-story commercial building that is two irregular bays wide with a truncated hip roof clad with asphalt shingles set behind a tall brick parapet. The building faces south-southeast toward the Ricalton Square parking lot and is set between 142 Maplewood Avenue to its west and the railroad to its east. The building is clad with common red brick. The

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west bay contains a single aluminum and glass entry door. The first-floor level is set a few steps above grade and accessed by a brick stoop with limestone risers and landing and simple iron railings. The wider east bay contains three grouped windows separated by wide wood mullions. Each opening contains a small lower hopper and a larger upper fixed sash. A limestone sill is set within the single masonry opening. The side elevations feature simple fenestration, and a plain wood fascia with hung gutter defines the edges of the mansard roof. The upper flat portion of the roof appears to be clad with copper and holds the mechanical unit behind simple iron railings on each side. According to the tax records the building was constructed in 1920, however, based on historic images from the 1940s, the building had been significantly altered at its front façade; the mansard roof is visible in the pictures, but the fenestration has been changed and the brick façade with parapet added in the late-20th century.

E3 142 Maplewood Avenue (Block 13.08 and Lot 28) Non-Contributing

142 Maplewood Avenue, designed and constructed in 1916 by Kenneth Dalzell for his architecture office and real estate firm, but significantly altered circa the 1980s, is a one-story brick and granite bank building. The building, which occupies the northern corner of Maplewood Avenue and the Ricalton Square parking lot, has its first floor set just above street level. The front elevation faces west-northwest toward Maplewood Avenue. It is two irregular bays wide by three bays deep with the two outer bays projecting from the center bay. The roof is a low slope set behind a brick parapet with a granite coping. The front elevation is primarily defined by the main entrance, which is set at the southern-most corner and detailed with granite panels from grade to the parapet. Paired aluminum storefront doors are centered on the entrance bay, and a shallow aluminum hood projects over the entrance doors. A sign for the bank is set above this hood. A set of concrete steps and ramp with iron railings lead to the entrance. Off-center in the northernmost bay is a grouping of three fixed tall windows with transoms set in an aluminum frame. A tall commercial sign is set in the front yard of the bank. The side elevation facing the parking lot carries the granite detailing at the southwest corner with a single tall window set at its center. In the two outer bays are three grouped tall fixed windows with inset plain panels below. In the center bay are three grouped windows consisting of two tall lights over two short lights. All of the window assemblies are set in aluminum frames.

E4 144-54 Maplewood Avenue (Block 13.1 and Lot 178) Contributing
(including 156 Maplewood Avenue - Block 13.09 and Lot 180)

Ricalton Square, originally called Depot Plaza or Depot Place, was developed soon after the train station was opened in 1902, and appears on historic maps by 1911. The plaza is composed of an irregular rectangular grassy median that fronts Maplewood Avenue with a vehicular entry at the south end, an exit at the north end, and parking on both sides of the drive on its south and east sides. The median is simply landscaped with a mix of mature deciduous and evergreen trees, and small evergreen bushes. About center a concrete walk connects Maplewood Avenue with the

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park, and at the opening to the walk on its west side is a clock on a steel stanchion. The name of the plaza was change c. 1985 in honor of Maplewood school teacher, world traveler, and photographer, James Ricalton; a dedicated bronze sculpture is set about center of the park area in the shape of a book on a granite

E5 158 Maplewood Avenue (Block 13.09 and Lot 181) Non-Contributing

156 Maplewood Avenue is a three-story mixed commercial and residential apartment building constructed in 2016-17 on the site of the former Maplewood Post Office, constructed in 1958. The three-story building occupies the full block from Ricalton Square to the north to Depot Plaza/the parking lot at 162-164 Maplewood Avenue, to the south. The front elevation faces west-northwest toward Maplewood Avenue. This building is positioned to occupy the whole of 156-160 Maplewood Avenue and is somewhat banked so that along Depot Plaza the frontage is significantly taller than along Ricalton Square requiring a retaining wall and expansive steps along Maplewood Avenue. The building is a large block with a flat roof and is finished with brick with a limestone base and detailing. There are aluminum storefronts at ground level and clad casement windows with transoms on the upper levels; a parking garage and surface parking are located at the rear of the property along the railroad.

E6 162-164 Maplewood Avenue (Block 13.09 and Lot 185) Non-Contributing

162-164 Maplewood Avenue is a surface parking lot that also connects to the east parking alley that runs along the railroad where it connects with Baker Street to the south. This lot, as along with the area behind the buildings from 166 to 180 Maplewood Avenue, serves as a parking lot and access to the parking garage within 158 Maplewood Avenue.

E7 166 Maplewood Avenue (Block 13.09 and Lot 186) Contributing

166 Maplewood Avenue, constructed in 1921, is a three-story two-tone brick building with Classical Revival detailing that faces west-northwest toward Maplewood Avenue. The mixed-use building contains businesses on the first floor and apartments on the second and third floors. It has undergone a number of renovations. The first, in 1993, occurred at the ground floor where windows and doors were added on the north elevation and a storefront was infilled and modified at the north bay on the west elevation. The second, c. 2000, infilled what were open balconies at the second and third floors above the center door. The building is three bays wide by four irregular bays deep with a low-slope roof set behind a brick parapet. The parapet along the front façade has a slight slope where it peaks to a rectangular lip. The lip and parapet are detailed with buff-colored brick inlay. A shallow brick cornice separates the parapet from the upper floor levels. Just below this cornice are a series of diamond-shaped limestone inlays, and again, a wide buff brick band is set below the diamond-shaped inlays and continues down the corners of

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both sides to connect with the first floor, which is buff brick throughout. The two outer bays on the front elevation are storefronts and set between them is the entrance to the second-floor access. The entrance is detailed with a classical pediment surrounding a brick arched opening. The door is multiple-lite wood with a transom. The northern-most storefront consists of brick infill matching the body of the building, which surrounds a door set off from two panes of glass with multiple-lite transoms above. A steel lintel separates the glass panes and transoms. This storefront configuration is newer material fabric. The southern-most storefront is also newer material fabric with a central door set a few steps above street level and recessed between wood and glass storefront windows with ceramic tile along the base and at the stairs. The second floor has a stucco-finished center bay, which is newer material fabric, with four one-over-one windows, two at each floor level. In the two outer bays, the windows are also one-over-one hung wood sashes, two in each bay at each floor level. Set above each window between the floors is a square inlay of buff brick and a diamond-shaped inlay at the center of the square.

The north elevation facing the parking lot is composed of red brick with the buff and light brown brick from the front elevation turning the corner slightly. At the first floor, there is a series of paired wood doors set in brick openings with square shoulders, three at the western-most end and four at the eastern-most end. The doors at the western-most end also have eight-lite transoms set above with a steel lintel. Above the eastern-most doors are similar steel lintels but no transoms. Between these two sets of doors is a circular window added as part of the 1993 renovations. At the second and third floor levels there are a total of seven openings at each level, each with a segmental-arched head; one window opening contains paired sashes. The windows are vinyl clad set in wood frames.

E8 168 Maplewood Avenue (Block 13.09 and Lot 187) Contributing

168 Maplewood Avenue, constructed c. 1927, is a two-story commercial building with a tall parapet and a one-story storefront; the storefront was renovated in 1983 as a result of a truck driving into the building in 1982. The front elevation faces west-northwest toward Maplewood Avenue. The building is four bays wide and has two storefronts; one storefront is located in the southern-most bay, while the other storefront takes up the other three bays. The storefront roof is a low slope behind a parapet that is finished with wood shingles at the front to mimic a mansard roof. The storefronts are brick with piers separating the bays and large panels of glass with a brick base below. The entry to the southern storefront is a glass door set to the south with two half-height, aluminum-framed display windows to its north. The entry to the northern storefront is in the northern-most bay and has a centered glass door with flanking glass panels in aluminum frames. The center two bays both feature three large half-height windows in aluminum frames. The main building behind the storefront addition is a parged masonry building with a low-slope roof set behind a tall parapet and contains apartments.

E9 170 Maplewood Avenue (Block 13.09 and Lot 188) Contributing

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170 Maplewood Avenue, constructed in 1921, is a one-story painted brick building with a low-slope roof set behind a low parapet. The front elevation faces west-northwest towards Maplewood Avenue. The parapet is set at two levels with essentially a pier rising above the parapet at each end. Between the two piers is a pent roof clad with wood shingles. The building is two bays wide with two distinct storefronts. The northern-most storefront is wood with large glass panels set to either side of the recessed glass and wood entrance door. A cloth awning is set just above the storefront with a commercial sign set between the awning and the pent roof. The southern-most storefront is aluminum with larger expanses of glass with a stucco base and surround. The entrance door is recessed and offset to the south and consists of a pair of aluminum and glass doors with an aluminum transom. A commercial sign is set above the storefront and just below the pent roof.

E10 172 Maplewood Avenue (Block 13.09 and Lot 188.02) Contributing

172 Maplewood Avenue is composed of two parts: a two-story masonry mixed-use building constructed in 1908 that served as a residence, as the Maplewood Post Office c. 1910, and other businesses (Historic Image No. 6). The front elevation faces west-northwest towards Maplewood Avenue. The 1908 building is barely visible from the street due to one-story additions, which were constructed in two phases. The first, located to the south and may have been originally part of 174 Maplewood Avenue, was constructed c. 1911 (Historic Image No. 9). Circa 1980, the one-story block in front of the original building was added and the false mansard added to consolidate the two one-story builds. The commercial section is three irregular bays wide and has a low-slope roof set behind a low parapet. From the parapet to the top of the storefronts is a sloped section of wall clad with wood shingles. The northern-most bay is a recessed glass and wood-paneled door that appears to provide access to the rear building. The door assembly has a multiple-lite sidelight. The center bay is a storefront with the door at the center, recessed between an aluminum and glass storefront with concrete base. The entrance is a single pane of glass and wood. The southern-most bay is an extension to the adjacent storefront and lacks a door. Its frame is aluminum set on a brick base. A painted brick pier separates the two storefronts. The building is clad with stucco and has an expansive hip roof clad with asphalt shingles. The roof is interrupted at the front façade by a vertical projection with a flat roof and a simple fascia. The roof at the original building has a deep overhanging eave supported by exposed rafter tails. The fenestration below the roofline is not readily visible from the street.

E11 174 Maplewood Avenue (Block 13.09 and Lot 188.01) Contributing

174 Maplewood Avenue, constructed after 1911 and before 1915, is a two-story commercial building (Image No. 0021) that is five irregular bays wide with a low-slope roof set behind a parapet. Based on historic images (Historic Image No. 9), the existing features of the commercial façade were renovated c. 1980s, but recent failure in the cladding revealed that

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elements of the earlier façade remain under the later materials (Historic Image No. 19).

The front elevation faces west-northwest towards Maplewood Avenue. The upper reaches of the façade from above the first floor to the parapet are clad with a painted corrugated steel. The two end piers are clad with bluish-gray cast stone panels. The northern-most bay is narrow and consists of a pair of aluminum and glass doors with a transom and a single awning. These doors lead to the offices on the second floor. The next bay to the south is slightly wider and consists of a single storefront of brushed aluminum and glass. The aluminum and glass door with transom assembly is set to the south of the storefront and is recessed. The three end bays are a single store with the recessed entrance set at the center. This storefront is similar in detail with large expanses of glass set in an aluminum frame including at the base. Cloth awnings are set above each store to just below the windows at the second floor. The second-floor windows are a singular band of one-over-one wood sashes with alternating tripled and paired windows, with a wood mullion separating each group.

E12 176-178 Maplewood Avenue (Block 13.09 and Lot 189)

Contributing

176 Maplewood Avenue, constructed c. 1910, is a two-and-one-half story mixed-use building designed in an architectural style influenced by the Spanish Revival (Image No. 0023). The building is constructed with Natco Hollow (clay) Tile finished with stucco, which was a common building material in area in the early-20th century due to its fireproof qualities¹⁰. The building was designed by architects, Ernest Greene and Lucius Clark of New York and described and photographed for the National Fire Proofing Company's 93-page brochure published in 1910 on the benefits of this tile product.

The first story walls are constructed of 10 inch Natco Hollow Tile, while the second and third story walls are of 8 inch Tile. The walls are waterproofed on the inside of the Tile and finished with gray stucco on the outside. The foundations are concrete, the party wall brick, and the first floor reinforced concrete. The upper floors are wood. The building includes 2 stories and 2 apartments, which of latter containing 8 rooms and bathroom. The cost complete was \$18000.¹¹

The existing building is three irregular bays wide and is flanked on both sides by adjacent buildings. The front elevation faces west-northwest toward Maplewood Avenue. The roof is a

¹⁰ Buildings in the area that are known to have been constructed of this material in whole or in part include the Glen Ridge Municipal Building, the Robert Gordon Elementary School in Roselle Park, an F.L. Wright architect-designed house on Ridgewood Avenue in Glen Ridge, as well as a number of residences in Maplewood and South Orange. (National Fireproofing Company, Brochure "Natco Hollow Tile", 4th Edition, Published September 2010, various. (Available from the Internet: <https://archive.org/details/fireproofconstru00nat/page/n7>; accessed: August 15, 2019))

¹¹ "Natco Hollow Tile", 63.

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steeply-sloped gable with overhanging eave and exposed rafter tails. The ridge of the roof runs parallel to the street. The roofing is asphalt shingle but originally was clay tile. Narrow stucco-finished chimneys are set at each end of the roof. In each of the two outer bays are large dormers that continue down to the second floor as bay projections. Each dormer has a gable roof with projecting eaves and exposed rafter tails set behind molded-top parapets. Three one-over-one hung wood sash windows separated by stucco mullions are centered on each dormer. At the first floor are two storefronts, one each in the outer two bays. The storefronts are set within segmental arched openings. The northern-most storefront is wood with marble base and glazed panes set to either side of a recessed aluminum and glass entrance door with fanlight transom. Between the glass panes and segmental arch is a blind wood infill panel with a rectangular cutout at its center. The southern-most storefront was renovated c. 2018 and is composed of tall wood panels below large glass panes and a flush aluminum and glass door. The center bay contains a single door set in a square-shouldered opening. The door is aluminum with a glazed top. At the second floor, a band course separates the first and second floor levels and the corners are detailed with slight projections. The two bay projections are supported by stucco dentils and, similar to the dormer level, there are three grouped one-over-one hung wood sashes separated by stucco mullions. In the center bay are two narrow fixed sashes with stucco sills.

E13 180 Maplewood Avenue (Block 13.09 and Lot 190) Contributing

180 Maplewood Avenue (the Fraentzel building), constructed in 1914, is a two-story half-timber and brick commercial building (Image No. 0022). Based on historic pictures, the building has seen typical modifications at its ground level. The building occupies the northeast corner of Maplewood Avenue and Baker Street and the front elevation faces west-northwest toward Maplewood Avenue. Each façade is similarly treated. The building is five bays wide by four irregular bays deep and occupies much of its lot. The front section has a gable roof clad with asphalt with overhanging eaves and exposed rafter tails. The ridge of the gable runs parallel with Maplewood Avenue and at each end of the gable are brick and half-timber parapet walls. The parapet consists of two end piers and a raised center section with two sloping sections connecting the two. The back section of the building appears to have a low-slope roof also set behind a shallow, level parapet. A wood vent with a shallow gable sits at the transition between the front gable and rear roof at the ridge of the front gable. The front elevation is primarily brick at the first and second floors with half-timbering reserved for the second floor. The second floor projects slightly beyond the first and is supported by a wood girder with detailed edge. There are two storefronts and one entrance to the second floor along the front elevation. The entrance occupies the northern-most bay and has a modern wood door with a leaded art glass transom in a simple wood surround. The second storefront occupies the next two bays, has a single recessed door to the north and glass panes and aluminum frame with a brick base. A single awning covers the storefront. The end storefront occupies the two southern-most bays as well as the entire first bay on the south elevation. A brick pier with cast stone quoins that match the cast stone base detailing the first floor of the south elevation supports the corner of the building. The entrance to

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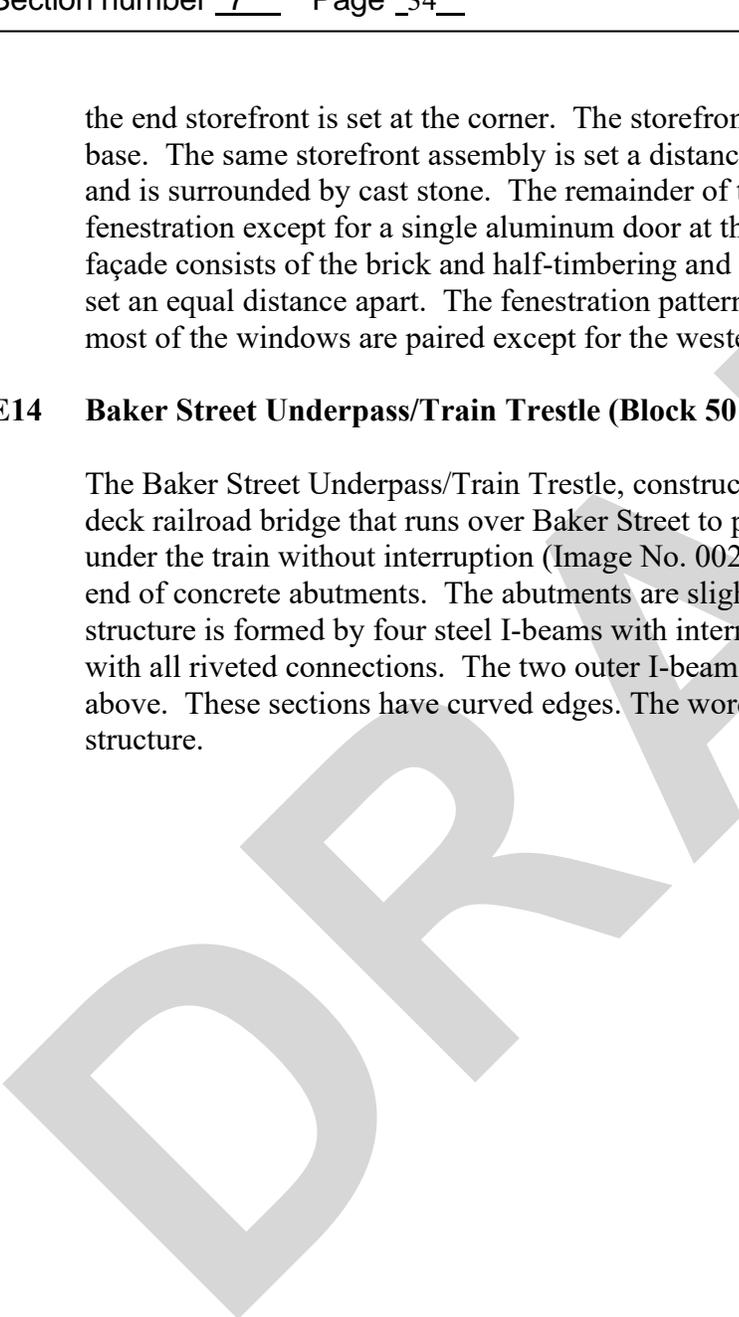
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the end storefront is set at the corner. The storefront is typical aluminum and glass with a brick base. The same storefront assembly is set a distance from the corner entry on the south elevation and is surrounded by cast stone. The remainder of the south elevation at the first floor is without fenestration except for a single aluminum door at the far east end. The second floor of the front façade consists of the brick and half-timbering and five one-over-one vinyl replacement sashes set an equal distance apart. The fenestration pattern is carried to the south elevation, however most of the windows are paired except for the western-most window, which is a single unit.

E14 Baker Street Underpass/Train Trestle (Block 50 and Lot 4 Class 1) Contributing

The Baker Street Underpass/Train Trestle, constructed in 1902, is a three-bay wide steel platform deck railroad bridge that runs over Baker Street to permit vehicle and pedestrian traffic to pass under the train without interruption (Image No. 0024). The steel platform is supported at each end of concrete abutments. The abutments are slightly angled to align with the road. The structure is formed by four steel I-beams with intermediate supports of girders and steel blocks with all riveted connections. The two outer I-beams are tall and enclose the railroad tracks above. These sections have curved edges. The word Maplewood is painted across the west side structure.



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Statement of Significance

The Maplewood Village Historic District is locally significant under Criterion A for its representation of the historic commercial growth associated with advances in passenger rail transportation and the corresponding residential development of Maplewood Township. The advent of passenger rail service to the region beginning in 1860 and subsequent residential growth after the existing rail line was elevated and a more substantial station of architectural character was constructed in 1902 brought about the Township’s transition from a rural enclave to a densely populated railroad suburb retaining a pastoral quality by the 1930s. The establishment of the commercial downtown area adjacent to the railroad is directly correlated to this increase in suburban development. Today, the Maplewood Village Historic District reflects its endurance to remain a cohesive collection of commercial and mixed-use buildings despite the pressure from the automobile culture in the mid-20th century to tear down to make way for parking. A rejection of these pressures solidified the continued importance of passenger service to Maplewood and the viability of businesses even during rough economic times to continue to provide for residents and adapt to changing needs without significant alteration of the architectural character of the commercial district as established by the 1930s.

The district is also locally significant under Criterion C for the architectural significance of the civic and commercial buildings with numerous examples constructed using the popular architectural vocabulary of the early-20th century articulated in a built form reflective of use. The railroad was integral in the suburban growth of Maplewood in the late-19th and early-20th centuries, and the commercial center along Maplewood Avenue developed in direct relation to increased population to the region by upper- and middle-class families. While limited commercial development began along Maplewood Avenue after the first railroad station was constructed in 1860, such development was often in the form of the shop-house commercial buildings. These mixed used buildings, often with grocery stores and other locally-based shops on the ground floor and a single or two residences on the upper floors¹², better reflected the residential development beginning to manifest in the Jefferson and Middleville/Hilton villages. These shop-house commercial blocks were often articulated in simple Italianate and Carpenter Gothic styles popular at the time. Based on the historic images, there were a few examples of the two-part commercial block which added some density to the southern end of Maplewood Avenue around the railroad station, but density remained relatively low. However, it was not until the tracks were elevated and the current station was constructed in 1902 that the greatest changes to the commercial district occurred lasting through the 1930s. The smaller shop-house commercial buildings made way for more and larger two-part block commercial buildings that remains today from below Baker Street north to Durand Place. These buildings were set close to the property line, occupied most of the property, and were designed specifically to invite people into the public ground floor spaces through the use of large expanses of windows and a clear articulation in the ground floor facades through the use of cornices or band courses above the shop windows distinguishing the mercantile spaces at street level from the upper floors of either professional offices or residential units.¹³ This two-block form was not only popular for the shops but was often adopted for theatres and banks as seen in the Maplewood Theatre, constructed in

¹² Longstreth, 24-25.

¹³ Longstreth, 24-31 and 82-88.

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1926-7. Bank buildings were often one of the more elaborately designed of this two-part block form; the temple front variation is seen in the Maplewood Bank & Trust Company building as constructed in 1927.¹⁴ While the two-block form of the late-19th century often included particularly ornate and decorative finishes at the upper levels including towers, elaborate cornice entablatures, and an abundance of ornament, there are few examples of this more ornate type in the Maplewood Village Historic District. Although the two-part commercial block dominates, the one-part commercial block has almost equal standing in the district. These buildings, often of one story with space solely dedicated to commercial or retail functions at ground level, typically proliferated in towns and cities beginning in the 19th century where growth was rapid. The built form took on similar architectural traits of the two-part commercial block in both the articulation of the facades and maximizing the property but were often of a lower comparative cost than their larger counterparts allowing for that rapid growth seen especially in this district in the early-20th century. The larger buildings of this type contain several store fronts that could be combined or stand-alone depending on the tenant and occupied dominant corners, such as The Belmont and the Sirlyn Shops.

By and large, the commercial buildings in the district, constructed primarily in the early-20th century, resemble a divergence away from the Victorian architectural influences to one where classical lines dominate and facades were simply articulated in brick, stucco, limestone panels, and terra cotta with little to no ornament; such examples include 167, 169, 171, 173, and 181 Maplewood Avenue. Examples of the adoption of the Tudor Revival and Spanish Revival styles as seen in 169, 176, and 180 Maplewood Avenue show the influence of European architecture adapted to the commercial block form. Art Deco design was adopted on a number of buildings constructed in the district in the 1920s and 1930s; the appeal of Art Deco in commercial buildings was the use of geometric forms expressed in a simple structural framework and was often used to emphasize verticality in what were often only one or two-story buildings. Such examples include 181 Maplewood Avenue (The Belmont), the Maplewood Theatre, and 174 Maplewood Avenue (as seen in historic images). Another feature of the architecture of the Maplewood Village Historic District is the many works produced by licensed architects found in both the commercial and institutional buildings. Of particular note for the institutional buildings are the Sunday School and the Reading Room designed by Bernhardt E. Muller, AIA for the First Church of Christ, Scientist, Maplewood, and the Woman's Club building designed by Clifford C. Wendhack. These architects utilized the popular revival styles for site- and use-specific building forms and for building complexes that helped to serve as buffers between the commercial downtown and the neighboring residential areas. The commercial buildings, continuing to retain either the one or two-part commercial block, became more simply detailed in their designs after World War II and began to show the influence of the sleek lines of the automobile and the simplicity of their structural framework in the treatment of their facades. Although there are fewer examples as the older buildings were retained and adapted, examples include the King's Supermarket at 157 Maplewood Avenue, and the U.S. Postal Building, constructed in 1958 and 104 Baker Street, a gas station constructed in 1941 (both of which have been demolished).

The period of significance for this district is from 1902, when the railroad tracks were elevated and the

¹⁴ Longstreth, 100.

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current station built, to 1961 when the last few of remaining empty lots were developed in the last years of the 1950s. This new construction, as noted, took on a more modern appearance creating a distinctive bookend to the evolution of the treatment of the commercial building blocks within the district.

Historical Background

Developmental History of Maplewood

Maplewood Township today best reflects its early-20th-century suburban history, yet it has roots in the 17th century when settlers from Connecticut purchased property in the area, including present-day Maplewood, from local Lenape Native Americans in 1667; this purchase stretched east to west from the Newark Bay to the foothills of the Watchung Mountains, and north to south from present-day Clifton to Hillside.¹⁵ This 40,000-acre area formed the bulk of what became Newark Township, one of the three original townships that made up Essex County when it was established in 1683. The group of settlers consisted of approximately thirty Puritan families of mostly English heritage under the leadership of Robert Treat. Settlement centered around Newark, but some families began to move farther west into what was referred to as Newark Mountain after 1681.¹⁶ By the early-18th century, small farm settlements were established near the foot of the mountains and along the East Branch of the Rahway River.¹⁷

One of the early settlements to develop west of Newark was located in the western section of present-day Maplewood. The area centering around what would later become Maplewood Village did not appear to have a name until 1798 when it was named Jefferson Village in honor of Thomas Jefferson. Another early settlement located in what became the southeast section of present-day Maplewood had several different local names over the years: Newark Farms, North Farms, and Middleville (c.1830), finally settling on the name Hilton around 1880 when the area received its own post office.¹⁸ Another settlement, which developed north of Jefferson Village and the North Farms section, was associated with what became present-day South Orange Village. All of these early settlements grew up around old Native American trails that eventually became roads, or around colonial highways that connected to Newark, Orange, Springfield, and other early major towns; some of Maplewood’s earliest roads include Ridgewood Road, Jefferson Avenue, portions of Valley Street, Parker Avenue, and Tuscan Road.¹⁹

In the early-19th century, Jefferson Village remained a rural settlement of farms dotting Ridgewood Road with small industrial enterprises emerging to the east near Valley Street including a saw mill, grist

¹⁵ John T. Cunningham and Charles F. Cummings, *Remembering Essex: A Pictorial History of Essex County, New Jersey* (Virginia Beach, VA: The Donning Company, 1995), 15-16.

¹⁶ Cunningham and Cummings, 17.

¹⁷ Maplewood Historic Preservation Commission, “A Brief History of Maplewood,” Appendix A.1 of the Historic Preservation Plan Element for the Master Plan of the Township of Maplewood, February 2008, 16.

¹⁸ Durand-Hedden House and Garden Association, *Images of America: Maplewood* (Charleston, SC: Arcadia Publishing, 1998), 7.

¹⁹ Maplewood Historic Preservation Commission, 16.

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mill, woolen mill, cider mill, forge, and later a store and shoe manufacturer.²⁰ The North Farms area developed differently due in part to its proximity to the inland harbor of the Elizabeth River and as a stopover for stagecoaches between Newark and Morristown. This settlement centered around the intersections of Tuscan Road with Boyden, Burnett and Springfield Avenues. Boyden Avenue led downhill to river harbor docks and boats at Stuyvesant Avenue that allowed local farmers and tradesmen to transport and trade goods and produce to Newark, Elizabeth and beyond. Development in the area further increased after the opening of the Newark-Springfield Turnpike (present-day Springfield Avenue) after 1806. Stores and hotels were established to accommodate passing travelers, and it soon became a flourishing village with manufacturers of nails, carriages, clothing, shoes and other goods.²¹ Jefferson Village, North Farms/Middleville and the other land that became present-day Maplewood Township were part of several different municipalities as boundaries changed and new townships formed throughout the 19th century; portions of Maplewood were at one point part of Springfield Township, Orange Township, Clinton Township, Millburn Township and South Orange Township.

The introduction of the railroad in the 19th century marked the beginning of a shift from the area's rural, agricultural roots to the suburban development that is evident today. In 1836, the Morris and Essex Railroad began construction west from Newark, reaching Morristown by 1838, and passed through what would become the center of present-day Maplewood Village. A flag stop for the railroad was located near Jefferson Avenue at a dwelling that still exists today; it is known as the Old Stone House (22 Jefferson Avenue). As development grew along the railroad and passenger service became more prevalent, passenger stations were built; the first railroad station in Maplewood was constructed in 1860 on the west side of the tracks near the intersection of Baker Street and Maplewood Avenue. It is at this time that the name Maplewood first appeared; Maplewood Station was chosen either because of the large maple tree that stood nearby or because of the great maple swamp that had been well-known in the village.²² With the addition of a passenger station, Maplewood began to attract wealthy people from Newark, New York City, and other nearby cities who built country residences in Jefferson and Middleville/Hilton villages, a phenomenon witnessed in many small suburbs along the railroad lines that stretched across northern New Jersey. As the number of commuter trains to New York increased to meet the growing demand, residential development continued throughout the end of the 19th century.²³ During this period, present-day Maplewood was incorporated under one municipality as South Orange Township in 1861, with a final portion of land acquired on the southwest border in 1863, and included present-day Maplewood Township, the Village of South Orange, and the Vailsburg section of Newark.

In 1901- 1903, the Morris and Essex line of the Delaware, Lackawanna & Western Railroad Company (Lackawanna Railroad) was upgraded with a third rail and elevated tracks necessitating the construction of a new railroad station in Maplewood on the east side of the railroad and a train trestle at Baker Street.

²⁰ Kate Lemos, "The History of the Township of Maplewood," from Historic Resources Survey of Maplewood Township, September 2005, no page number.

²¹ Lemos, no page number.

²² Benedict Fitzpatrick, Joseph Fulford Folsom and Edwin P. Conklin, *The Municipalities of Essex County, New Jersey, 1666-1924* (New York: Lewis Historical Publishing Co., 1925), 843.

²³ Lemos, no page number.

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The station was designed in a popular style for the period, Tudor Revival and incorporates the architectural details of the style but also the predominant features of railroad architecture: broad sweeping roofs to create passenger cover along the railroad, a tower feature to provide a tall visual marker in the landscape, and façade articulation that both the street-facing and railroad-facing elevations were of importance. In 1904, the Village of South Orange formally separated from South Orange Township, which is present-day Maplewood (Vailsburg had incorporated as a borough in 1894). Also beginning around this time, Maplewood experienced the start of dramatic community-wide growth as open space, farmland, and large estates were sold to developers and platted out for residential development. At the turn of the 20th century only a few main streets existed amongst the farmlands and open space in Maplewood, but during the first three decades of the century new streets were created, the streets were laid with concrete sidewalks tempered with trap rock gravel, and some of the streets with a steeper grade received cobblestone gutters.²⁴ Houses were built in a variety of popular styles including bungalows, many revival styles, and eclectic styles. During the first decade of the century, an average of fifty houses were built per year,²⁵ and many of them were architect-designed. This first wave of high-quality building set a standard that led to distinctive neighborhoods with architectural variety. South Orange Township officially changed its name to Maplewood Township in 1922 and by 1926, formed a planning committee and adopted zoning to control the building boom. The local building code adopted at this time stated that neighboring houses could not be identical to each other, and this contributed to the architectural variety of Maplewood's neighborhoods. The majority of today's housing stock dates to the first four decades of the 20th century and the neighborhoods typically retain their original scale and character.

Two of the men who played important roles in Maplewood's suburban development during the first four decades of the 20th century were Kenneth W. Dalzell and Edward C. Balch. Both are responsible in part for the way Maplewood looks and feels today. Edward Balch was a prominent builder and developer responsible for building around 175 homes in Maplewood between 1903 and 1921.²⁶ He was an integral part of planning and marketing Maplewood as a safe and desirable suburban in the early-20th century. Early on, Balch saw the potential of Maplewood as an attractive residential community so he purchased, subdivided, and developed extensive tracts of land on the slopes of the South Watchung Mountain. Most of his homes are variations of the foursquare using elements of the Colonial Revival and Arts and Crafts styles; no two houses are the same, yet they have a cohesive design and character. It is unknown where Balch got his designs, as no architects are listed in building permits or plans; it is possible the designs came from house catalogs or pattern books.

Kenneth Dalzell was an architect responsible for designing and building around 300 buildings in several

²⁴ Maplewood Historic Preservation Commission, 17.

²⁵ Fitzpatrick, Folsom and Conklin, 846.

²⁶ Durand-Hedden House & Garden Association, "Edward Balch: Builder and Visionary in Early 20th C. Maplewood,"

Available online at

https://www.durandhedden.org/archives/articles/edward_balch_builder_and_visionary_in_20th_c_maplewood (Accessed September 2019).

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areas of Maplewood between 1911 and the 1930s including within the growing commercial area.²⁷ He was born in New York City in 1889 and attended public schools in New York City and Newark, New Jersey. He began his professional career in the real estate business, but always had an interest in architecture and eventually studied at Columbia University. In 1911, Dalzell incorporated the Budal Realty Company in Maplewood with William Buchan, Jr., with the purpose of constructing and selling houses designed by Dalzell; the company was successful, building many houses in Maplewood and the surrounding area including Short Hills, Summit, Essex Fells, and East Orange.²⁸ He lived in a home he designed on Walton Road in Maplewood before later designing a home in Short Hills for his family in 1923. Besides his office in Maplewood, Dalzell maintained a professional office in Summit, East Orange, and Short Hills at different times throughout his career and eventually opened a practice with his son, Kenneth W. Dalzell Jr.²⁹

Dalzell designed convenient and comfortable homes of modest size that were based on historic traditions; he often employed popular revival styles including the Colonial Revival, Tudor Revival and Italian Renaissance Revival. His designs incorporated modern technology for the time and addressed the changing needs of the American family. In 1921, he published the book *Homes of Moderate Size*, which was illustrated with about forty of his homes, many of which were located in Maplewood. He also published many articles in various architecture journals including "American Architect," "Architectural Forum," "Architectural Record," "House and Gardens," and "Better Homes and Gardens." Dalzell also designed the Maplewood Country Club and several commercial buildings on Maplewood and Springfield Avenues. He became a member of the New Jersey Society of Architects in 1919 and a member of the American Institute of Architects in 1920, serving as the President of the New Jersey chapter.³⁰ He also was a member and governor of the Board of Realtors of the Oranges and Maplewood; President of the Art Centre of the Oranges, and wrote the 1915 Building Code for the Township of South Orange, among many other roles.

Maplewood experienced approximately a 300% population increase from 5,283 people in 1920 to 21,321 people in 1930; the population has stayed around the latter number, plus or minus a few thousand, ever since. To support the rapidly growing population, schools were constructed, parks were laid out, and the commercial center developed. In 1890, there was only one store at Maplewood's center, Harry Baker's grocery on Baker Street. By 1920, several more stores had opened on Baker Street, Maplewood Avenue, and surrounding streets and electric utility poles with street lights had been installed.³¹ Between c. 1920 and c. 1930, civic improvements, such as road realignments and station improvements, directly precipitated new commercial buildings along Maplewood Avenue and adjacent

²⁷Durand-Hedden House & Garden Association, "Kenneth Dalzell: A Maplewood Architect Rediscovered," Available at http://www.durandhedden.org/archives/articles/kenneth_dalzell_a_maplewood_architect_rediscovered (Accessed September 2019).

²⁸ 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), 194.

²⁹ The American Institute of Architects, "Membership File for Kenneth W. Dalzell," Available online at http://content.aia.org/sites/default/files/2018-09/Dalzell_KennethW.pdf (Accessed September 2019).

³⁰ The American Institute of Architects, "Membership File for Kenneth W. Dalzell."

³¹ Durand-Hedden House and Garden Association, 94.

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streets.

Maplewood Avenue Commercial Center

By the early-20th century the north end of Maplewood Avenue near the new station was little developed with the town hall and fire station occupying the east side of the street at about Inwood Place and frame dwellings located on the west side. Commercial development at this time was occurring primarily between Highland Place and Baker Street. In 1905, S.H. Ross Grocery (Historic Image No. 3) was constructed on Maplewood Avenue south of Highland Place on the west side of the street. Across from it was a two-story apartment building constructed in 1908 that housed offices and the post office. This building (Historic Image No. 6) stood alone on the east side of Maplewood Avenue in historic images until c. 1915 when 174, 176 and 180 Maplewood Avenue were constructed between 1910 and 1915. At the same time, the older wood-frame buildings³² on the west side south of Highland Place were already being used for commercial purposes on their ground floors. Of interest, amidst the growth of this commercial development, Dr. Briscoe Baldwin Ranson, Jr., constructed his office and residence on the corner of Baker Street and Railroad Avenue (later part of Maplewood Avenue) in 1908 (Historic Image No. 4) essentially straddling the burgeoning commercial area to the north and the residential area developing west of Maplewood Avenue. Dr. Ranson had moved to the area from Staunton, Virginia in 1902 to serve as junior surgeon at Orange Memorial Hospital³³ and built the house for himself and his new wife Daisy Yarbrough, also of Virginia, whom he married in 1909.³⁴

In 1919, the Township awarded a contract to Joseph Mell to improve traffic conditions “at Maplewood’s ‘four corners,’” which entailed widening and straightening the corner of Maplewood Avenue and Baker Street.³⁵ Commercial construction also began to move north with the construction in 1921 of the Sirlyn Shops located on the west side of Maplewood Avenue between Inwood and Highland places and across from it, 166 Maplewood Avenue, a mixed-use apartment complex. At Depot Plaza (currently Ricalton Square), two commercial buildings were constructed near the shelter building on the west side of the train tracks; 1 Durand Road was a real estate office and the other, 142 Maplewood Avenue, constructed c. 1916, was the Budal Building, which served as Kenneth Dalzell’s architecture and real estate office.

In 1925, the Lackawanna Railroad undertook improvements at the rail line in the vicinity of the station. The impetus for the improvements was the addition of express trains to Maplewood, which sped up passenger rail service.³⁶ The work included removing the shelter house on the westbound track side in order to allow for the relocation of the westbound local track, constructing a new umbrella canopy “occupying 300 feet of the 700 foot length of new platform”³⁷, creating a new access tunnel and stair on

³² Whether the frame buildings were originally constructed as mixed use or converted in response to other commercial activity is unclear in the documentation as these buildings were replaced by 1930.

³³ The Journal of the American Medical Association, Volume 29, Part 1, page 263

³⁴ Ancestry.com. *Virginia, Select Marriages, 1785-1940* [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc, 2014.

³⁵ “Widen Maplewood Business Corner” *The Home News*, 10.10.1919.

³⁶ “Maplewood Plans New Building for Police Station, Lackawanna Rushes Local Work”, *Maplewood Record*, 1.V6, 1925.

³⁷ “Lackawanna Agrees to Give Maplewood Island Platform” *Maplewood News* 3.14.1924

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the west side of the track (at Ricalton Square), and constructing a new pedestrian tunnel under the tracks north of Baker Street that would provide access to the east side and to the new island platform.³⁸ The improvements were to ease access to the trains by passengers and improve protection of passengers during inclement weather. Some of the costs for the improvements were shared by the Township and the work was completed in April 1925.

In 1925, Charles M. Tyson extended the commercial district south of Baker Street with the moving of Dr. Ranson's former home and office to 1 Lenox Place and constructing "The Roosevelt," a two-story masonry building with stores on the ground floor and offices and apartments above. Per one editorial, this was seen as an undesirable development because the proposed building encroached on Lenox Place, which had developed as a primarily residential street.³⁹ Mr. Tyson noted his intention of locating the post office in this location possibly in the hope of appeasing his neighbors and subsequently secured the lease with the postal service in September 1925, with occupancy in the spring of 1926.⁴⁰

As development grew along the railroad corridor, the Maplewood Planning Committee proposed in August 1926 a plan to make certain improvements within the existing commercial center, such as street widening and adding street lights; plans also included expanding the commercial center west of Maplewood Avenue between Baker Street and Highland Place through to Everett with a new building that incorporated stores, parking and other amenities in a single block. The article discussing the proposed plan notes the desire for the township to control development between Durand Road and Lenox Place, preserve the abutting residential areas, and encourage development within these confines while also extending west.⁴¹ A counter proposal was presented by the Business Men's Association in October 1926 criticizing this earlier plan as being impractical and offering recommendations for improvements of existing conditions rather than expansion west. The report, often referred to as the Dalzell Plan because architect Kenneth Dalzell served as committee chair, laid out six immediate recommendations and seven long-term recommendations. The short-term recommendations included burying the electrical lines in the downtown and adding street lights, widening two different sections of Maplewood Avenue, improving the side streets west of Maplewood Avenue with improved curbing and eliminating one-way streets, and constructing another pedestrian tunnel near Baker Street.⁴² The larger plan from the Planning Committee to extend west never materialized but the road widening proposals, street lights and buried utilities did occur while development along Maplewood Avenue continued in rapid succession from Durand Road to Lenox Place.

One of the street widening and street realignment projects that occurred simultaneous to the recommendations made by the local planning committees was the widening of Maplewood Avenue from Baker Street to Lenox Place, which also included widening 180 feet of Baker Street to create a two-lane

³⁸ *Maplewood News* 3.14.1924

³⁹ "Maplewood Resident Opposed to Proposed Site for New Post Office", *Maplewood News*, 2/29/1924.

⁴⁰ "Maplewood to Get New Post Office", *Maplewood News* 9/11/1925.

⁴¹ "New Plan Arouses Comment", *Maplewood News*, 8/26/1926.

⁴² "New Plan for Improvements Offered By The Business Men's Association Contains Features of Permanent Value", *Maplewood News*, 10/22/1926.

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street.⁴³ This improvement was touted at a Lion's Club meeting in December 1926 to encourage additional improvements in the commercial center, "The value of wider streets is illustrated by the improvement just made around the Tyson building. Improved traffic and parking conditions will return big dividends to citizens and encourage and help trade with local merchants."⁴⁴ This suggestion was made by John Sylvester, the owner of the three-story building at the corner of Highland Place and Maplewood Avenue, who was directly impacted by an equally significant improvement in the fall of 1927: the widening of the west side of Maplewood Avenue from Highland to Inwood places. This work, which included drainage improvements to prevent flooding in the downtown and the burying of the utility lines, also included removal of a portion of Mr. Sylvester's building that fronted Maplewood Avenue and cutting back seven feet of the Sirlyn Shops, located north of his building. Both buildings were only a few years old at the time. The Township covered the cost of the work to their existing commercial properties.⁴⁵

While street improvements were progressing, commercial construction continued at an accelerated pace. In 1926-27, the Roth Bros. constructed the Maplewood Theatre as a movie house and sometime vaudeville venue with a seating capacity of approximately 1,400 people as well as six storefronts. The theatre included an organ, "a magnificent \$30,000 instrument the tone harmonies of which will be heard to the very best advantage in this specially planned and luxuriously equipped theatre."⁴⁶ The Maplewood Bank & Trust Company building was constructed in 1927 in the Classical-Revival style on the west side of Maplewood Avenue at the corner of Inwood Place and was designed by the architectural firm Hopkins & Dentz of New York.⁴⁷ The excavated materials from the bank were used to fill a ditch on the property of the Women's Club before they constructed their headquarters in 1930 at the corner of Woodland Road and Inwood Place.⁴⁸ Based on historic photographs, maps and tax documents, the block between Highland and Inwood Places had been built out by 1928, and from Highland Place to Durand Road on the west side of Maplewood Avenue, the block was developed by 1929, with the exception of the corner property at Durand Road; this was not developed until 1951 when the Christian Science Reading Room building was constructed there. Below Highland Place on the west side of Maplewood Avenue there was a similar trajectory with the removal of late-19th-century frame residential-type buildings for masonry commercial buildings so that this block was built to its current configuration between 1921 and 1932.

⁴³ "Improvements", *Maplewood News*, 8/13/1926.

⁴⁴ "The Christmas Spirit is Foremost in Heart of Maplewood Leaders at this Round Table Chat Proves", *Maplewood News*, 12/3/1926.

⁴⁵ "Maplewood Av. Improvement", *Maplewood News*, 9/2/1927; "Road Widening of Maplewood Ave. Under Way", *Maplewood News*, 7/15/1927; and "Business Center of Maplewood to be a Brilliant White Way", *Maplewood News*, 5/6/1927. (Not mentioned in these articles but discussed in other related articles was an assessment of downtown business to help offset the costs of these types of improvements since they would benefit the businesses directly. It is unclear if an assessment was made because this was only discussed in relation to the Baker Street widening.)

⁴⁶ "New Maplewood Theatre Will Be One of the Finest", *Maplewood News*, 7/2/1926.

⁴⁷ "Bank to Open It's New Building to the Public", *Maplewood News*, October 28, 1927.

⁴⁸ "A Good Turn," *Maplewood News*, 1/7/1927.

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Around the same time that this area was being developed, there was a township ordinance in 1929 to improve drainage related to Crooked Brook, which ran freely and contained in the residential areas upstream but under the business district in an insufficiently-sized sewer line, causing numerous flooding incidents on Maplewood Avenue at the corner of Highland Place.⁴⁹ The improvements, ultimately led to the construction of a large reinforced concrete pipe to direct the stream under the buildings along Maplewood Avenue to beyond the railroad track before dispersing downstream at Memorial Park into the Rahway River. The improvements were part of a three-part construction project of improvements located up and downstream of Maplewood Avenue, and as previously noted, in the downtown near the intersection of Maplewood Avenue and Highland Place. The total projected costs, in 1929, were \$120,000 and it was not without detractors for both the proposed costs and for the potential impact in the residential areas north of the commercial downtown.⁵⁰ A portion of the improvement in the commercial center were completed in 1929 but further improvements were made in 1931 under Baker Street to help divert water from the culvert at Highland Place and Maplewood Avenue and connecting to other existing storm sewers at Dunnell Road.⁵¹

At the same time that the commercial center grew, civic institutions also developed, and some older township properties located on the east side of Maplewood Avenue were removed to make way for commercial development; those facilities moved to the east side of the railroad surrounding Memorial Park, which is outside of the nomination area. In 1922, the Township Committee sought to create a unique civic image for itself and hired the prominent landscape architecture firm of Olmstead Brothers to design a park for the center of the Maplewood. The plan for Memorial Park featured natural plantings alternating with open space, play areas, a lake, and an amphitheater.⁵² The Olmstead Brothers created the initial design, but Brinley & Holbrook, another prominent landscape architecture firm, ultimately implemented the plan. The Township purchased the land surrounding the park to build its government and other civic buildings, including its town hall and police and fire stations. Most of these buildings were constructed of brick in the 1920s and 1930s in various iterations of the Colonial Revival style. (The Maplewood Municipal Building and Memorial Park were part of separate nominations to the New Jersey and National Registers and not part of this nomination.)

Other private institutions developed and grew in close proximity to the center of town. The Woman's Club, who had been housed in various properties in town since their establishment in 1916, purchased property at the corner of Woodland Road and Inwood Place in 1923 with the intent of building a permanent headquarters. It was not until 1928 that the Club engaged architect Clifford C. Wendehack to design the clubhouse in the popular Colonial-Revival style.⁵³ The building's architecture combined "two major aspects of community life for many upper- and middle-class American women of the time: home and church"⁵⁴ by creating a frontage resembling a Georgian residence to work with the residences along

⁴⁹ "Heilmann Outlines Approved Plan for Crooked Brook Here", *The Maplewood News*, June 14, 1929, a, b, and c.

⁵⁰ "Heard and Seen", *The Maplewood News*, August 9, 1929.

⁵¹ Ordinance published in the Maplewood Record, *The Maplewood Record*, May 8, 1931.

⁵² Maplewood Historic Preservation Commission, 17.

⁵³ "The Woman's Club of Maplewood – A Century of Service", Newsletter of the Durand-Hedden House and Garden Association, Vol. 28, No. 2, November 2010. Pages 1-3

⁵⁴ "The Woman's Club of Maplewood – A Century of Service", Newsletter of the Durand-Hedden House and Garden

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Woodland Road and a rear section with a two-story tower and large meeting room to resemble a New England Meeting House. Wendehack was a resident of Upper Montclair with a practice in New York City where he specialized in country club buildings and residential architecture. He published a book on club house architecture and worked primarily in the Tudor/Norman, Colonial, and Spanish Revival styles while believing “historical characteristics should be tempered by modifying those ideas to modern purposes.”⁵⁵ The Woman’s Club of Maplewood is of particular historical significant to the township because it played a vital role in Maplewood and the region through its outreach activities from its inception. Furthermore, its growth in the first half of the 20th century is a reflection of Maplewood’s rapid development as a railroad suburb. The architecture reflects the desires of the Club’s members to be an important force in the community and for the clubhouse itself to be for the larger community.⁵⁶

The First Church of Christ, Scientist, Maplewood constructed a complex consisting of a sanctuary and Sunday school building at the corner of Woodland and Durand Roads beginning in 1925. The original Sunday school building, designed by Bernhardt E. Muller, AIA, was distinctive architecturally for both its massing and detailing using the influences of the English Norman Revival style. An article about its architecture published in 1931 in *The Maplewood News* notes:

It is built of stucco, clinker brick and stone, following the picturesque English Norman style in architectural design. The heavy slate roof meets the buttressed walls in graceful lines that blend harmoniously into the general setting of the grounds. The approach to the entrance along a shaded flagstone walk, passes through a rustic iron gateway, on each side of which a shrubbery has been effectively placed... The Christian Scientists, it must be said, in enlarging their work, have added to the civic beauty of Maplewood’s center...⁵⁷

Construction activities in the commercial center diminished during the Great Depression and World War II, picking back up again after the war. In 1941, a gas station constructed in 1927 on Baker Street was replaced by a new station, often referred to as an oblong station.⁵⁸ The new station included both gas services and an auto repair shop. According to John A. Jackle and Keith A. Sculle in their book, *The Gas Station in America*, this type of station was popular from the 1930s to the 1960s as an effort to boost lagging gasoline sales by providing space for the sale of batteries and tires, and to provide automobile repair facilities. Architecturally, the buildings incorporated the necessary bays for automobile repair but also more glass for display purposes providing an attractive functional building through streamlined design.⁵⁹ As society switched to a greater reliance on the automobile for transportation, the lack of parking became a continual lament within the downtown. Often discussed as part of the various street-

Association, Vol. 28, No. 2, November 2010. Page 3.

⁵⁵ “The Woman’s Club of Maplewood – A Century of Service”, 4

⁵⁶ Chrisman, Patty and Susan Newberry, Maplewood Historic Preservation Commission, “(Former) Maplewood Women’s Club Building Designation Report: Landmark D012-13/July 2013”, 5.

⁵⁷ Architectural Types of Beautiful Maplewood,” *The Maplewood News*, May 29, 1931. (Cover)

⁵⁸ This station, located at 104 Baker Street was demolished in 2020.

⁵⁹ John A. Jackle and Keith A. Sculle, *The Gas Station in America*, (Baltimore: The John Hopkins University Press, 1994), 144 – 146.

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widening projects in the 1920s, parking was always noted as part of the motivation. However, it was not until 1948 that the first off-street parking lot geared toward shoppers was created just south of Baker Street on Maplewood Avenue⁶⁰ essentially framing out the southern boundary of the commercial center.

By the late 1940s there were only a few undeveloped properties in the commercial center including the northwest corner of Durand Road and Maplewood Avenue and the former location of the municipal building and fire station on the east side of Maplewood Avenue south of Depot Plaza (now Ricalton Square). Based on the architecture and building trends, in the 1940s and 1950s a number of one-story buildings were added to the fronts of earlier frame residences, and storefronts and signage were changed to accommodate the changing business and in response to trends in commercial architecture. In 1951, the First Church of Christ, Scientist, Maplewood constructed the neighboring Christian Science Reading Room using the Tudor Revival style to be in keeping with the original sanctuary building. The building was designed by Bernhardt E. Muller, AIA, who was the same architect that designed the original sanctuary. The original sanctuary building of the First Church of Christ, Scientist was expanded in 1959 with a second sanctuary building designed by architect Victor E. Reynal of South Orange.

In 1957, a two-story brick office building was constructed at the south end of Maplewood Avenue at the corner of Lenox Place, which completed that block to Baker Street. In 1958, after years of planning, the site of the former municipal building was developed for the U.S. Postal Service. The one-story building was designed by Albert O. Pollitt, a Maplewood architect. The building consisted of 11,000 square feet of space, and was said to “embody all new facilities of the Eisenhower modernization program.”⁶¹ The architecture was a departure from the use of traditional or revival-style detailing in use prior to World War II and helped to usher in the use of clean lines, the metal treatments of façade elements, and low massing within the commercial center. In 1961, the Kings Supermarket followed suit. In the renovation of their store at 157 Maplewood Avenue, the design reoriented the entrance to the corner and created an opening within a large section of wall with floor to ceiling aluminum-framed windows. The articulation of the stucco in a stacked bond pattern helped to emphasize its low massing. Small changes continued to occur to the existing storefronts from the 1960s onward. New construction within the commercial center diminished and the reworking of properties continued. For example, the two early-20th-century commercial buildings at the north end of Ricalton Square were radically altered at their facades beginning in the 1960s. The commercial center remained fairly constant until 2016 when the township sold the property housing the post office to a private developer. This led to the demolition of the post office and construction of a three-story mixed-use apartment building; Maplewood, once again, with the convenience of the railroad, became a draw to those living in New York City, Hoboken and Jersey City.

The Maplewood Village Historic District embodies the development of commercial districts within fast-growing suburban towns in northeast New Jersey. The pace of its development in the first approximately 30 years of the 20th century is reflected in the architecture that largely adopted the popular architectural

⁶⁰ “No Meters Yet”, *Maplewood News*, 9/16/1948

⁶¹ Architect’s sketch of the post office found on a change.org petition, “Stop the Demolition of the Post Office Building”. Available from the Internet: <https://www.change.org/p/maplewood-nj-township-committee-stop-the-demolition-of-the-post-office-building>. Accessed: September 24, 2019

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styles of the period as applied to commercial buildings and shows an attempt across private and public investors to create a useful and attractive downtown setting for a prosperous suburban community. The district also reflects the evolution of suburban commercial districts in the employment of the two standard block forms with some adaptations in the configuration of the buildings alone and their relationship to each other. The first commercial buildings, typically the shop-house type, were located within close proximity to the railroad depot near the intersection of Maplewood Avenue and Baker Street in the late-19th century but these eventually gave way to the larger two-part commercial blocks. These two-part commercial blocks as seen in the Maplewood Theatre, “The Roosevelt”, 169 Maplewood Avenue, and others, began to populate Maplewood Avenue after the changes to the railroad in 1902 and radically altered the density of this four-block stretch of the commercial downtown into the 1930s. Despite the increased reliance on the automobile and the pressure for parking in the mid-20th century, the commercial buildings within the core of the district are intact along both sides of Maplewood Avenue. The defining edges, namely the railroad and the residential neighborhoods, clearly demark the boundaries of the core commercial district and influence the scale of the architecture and the tight density established in the early-20th century from block to block along Maplewood Avenue. The district remains decidedly a local destination providing goods and services to residents. There are no hotels, large chain stores, or a parking garage that would attract regional commuters; such facilities have the potential to detract from the harmonious eclectic composition of the streetscape. Furthermore, the commercial district remains a walkable destination and convenient to the nearby neighborhoods and civic core located east of the railroad. The significance of the Maplewood Village Historic District is its ability to convey through its architecture and composition of the streetscape the role of advances in transportation to transform a rural enclave into a vibrant suburb as seen in one snippet of the community that meets the day-to-day needs of its residents, and embracing popular architectural styles into the commercial and mixed-used built forms to create a cohesive architectural ensemble from one end of the district to the other.

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Verbal Boundary Description

Beginning at the southwest corner of Block 12.06, Lot 241 proceed northwest to the northeast corner of Block 12.06, Lot 237.01 and cross Baker Street to the southwest corner of Block 12.04, Lot 197. From here, continue north along its west property line to its northwest corner and turn north to where the property line intersects that of Block 12.04, Lot 196. From here, turn north to the northwest corner of same before turning east and continuing along the north property lines of Lots 196 and 195 to the southwest corner of Block 12.04, Lot 191. Turn north and continue along the west property line of Block 12.04, Lot 191 to its northwest corner at which point the boundary crosses Highland Place to the southwest corner of Block 12.03, Lot 162. Continue along the west property line of same to the point of intersection of Block 12.03, Lot 127, and turn west along the south property line until the intersection of the property line of Block 12.03, Lot 160, and then turning north and continuing along the property line of Lot 127 to its southwest corner and turning north to the northwest corner of Lot 127. Turn east along the property line of Lot 127 where it follows the curve of Inwood Place to the intersection of Inwood Place and Woodland Road and cross Inwood Place north to the southwest corner of Block 12.02, Lot 169. Continue north along the west property line of Lot 169, and at the corner head east along the curve of Woodland Road to the intersection of Woodland Road and Durand Road at Lot 12.02, Block 100.01. At the curve of the intersection, continue east to the northeast corner of Block 12.02, Lot 100. At this point cross Maplewood Avenue toward the northeast at a diagonal to the northwest corner of Block 13.08, Lot 28 and turn east along the property lines of Lots 28 and 27, turn north at the northeast corner of Block 12.02, Lot 27 and travel for a distance of approximately 8/10th of a mile to a point along Block 8.02, Lot 3 and then head east crossing the railroad lines of the Norfolk Southern Railroad (formerly Conrail), which is operated by New Jersey Transit. Once crossed, head south along the east side to the northwest corner of Block 17.16, Lot 14 and head east to the northeast corner and head south and continue to travel south along property lines of Block 17.16, Lot 17 and Block 8.02, Lot 3 with Dunnell Road serving as the eastern boundary to the point of the Baker Street Overpass. At the Overpass, cross Baker Street heading southwest and head west at the bridge along the north boundary of Block 50, Lot 4 Class 1 and Block 12.07, Lot 282 to its northwest corner. From here head southwest along the property line of Lot 282 to the northwest corner to a point about perpendicular to Lenox Place and cross Maplewood Avenue heading west to the southeast corner of Block 12.06, Lot 241 and continue west to the point and place of Beginning.

Boundary Justification

The property boundary includes the core of the Maplewood Avenue Commercial Center including a portion of the feeder streets to the west, which serve as a transition between neighboring residential areas and the commercial center. The boundary also includes the Maplewood Train Station and a portion of the tracks from just north of the station building to the Baker Street overpass. The construction of present railroad alignment and the passenger station serve the historical marking point that led to the commercial building that produced present-day Maplewood Avenue between Lenox Street, to the south and Durand Road, to the north.

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Photo Log

Name of Property: Maplewood Village Historic District

City or Vicinity: Maplewood Township

County: Essex State: New Jersey

Photographer: Margaret M. Hickey, AIA and Donna Pace

Date Photographed: August 12, 2019 (Hickey), September 17, 2019 (Pace), and June 22, 2020 (Hickey)

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 0001: Image taken looking northeast from south of the corner of Maplewood Avenue and Highland Place.

Photo 0002: Image taken looking southwest from north of the corner of Maplewood Avenue and Highland Place.

Photo 0003: Image taken looking northwest along Maplewood Avenue toward the intersection of Inwood Place and Maplewood Avenue at the Maplewood Bank & Trust Co. Building (161 Maplewood Avenue).

Photo 0004: View of typical clay brick pavers at existing sidewalks within the Maplewood Village Historic District.

Photo 0005: Image taken looking southwest at the former Christian Scientist Reading Room (145 Maplewood Avenue – W2) located at the corner of Durand Road and Maplewood Avenue.

Photo 0006: Image taken looking southwest at the east elevation of the Maplewood Theatre located at 155 Maplewood Avenue (W4).

Photo 0007: Image taken looking southeast at the front elevation of the Woman's Club of Maplewood located at 60 Woodland Road (W8).

Photo 0008: Image taken looking southwest at the Sirlyn Shops (165 Maplewood Avenue – W13) located at the corner of Maplewood Avenue and Inwood Place.

Photo 0009: Image taken looking northwest at the corner of Highland Place and Maplewood

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Avenue at 169 Maplewood Avenue (W15).

Photo 0010: Detail view of the imprinted brick as detailed at 171 Maplewood Avenue (W20).

Photo 0011: Image taken looking northwest at the corner of Baker Street and Maplewood Avenue at "The Belmont" located at 181 Maplewood Avenue (W23).

Photo 0012: Image taken looking northeast at the former Drake bakery building located at 97 Baker Street (W25).

Photo 0013: Image taken looking north at the front façade of 103 Baker Street (W27).

Photo 0014: Image taken looking southwest at the Maplewood Avenue elevation of "The Roosevelt" located at 187 Maplewood Avenue (W28), which occupies the corner of Baker Street and Maplewood Avenue.

Photo 0015: Image taken looking north at 1 Lenox Place (W31) at its south elevation.

Photo 0016: Overall view of the Maplewood Train Station (E1a) at 1 Durand Road looking the east elevation with the camera pointing northwest.

Photo 0017: Detail view of the post and bracket supports of the roof overhang as seen on the north end of the station looking east.

Photo 0018: Detail view of the brackets and supporting brick corbels at the train station; image taken looking south on the east side of the station building.

Photo 0019: Detail view of the decorative concrete at the Maplewood station's stair shelter building located on the east side of Ricalton Square.

Photo 0020: Image taken looking southwest at the stair and waiting shelter on the center island at the railroad station.

Photo 0021: Image taken looking southeast at 174 Maplewood Avenue (E11), which sits at the T-intersection with Highland Place located behind and to the right of the photographer.

Photo 0022: Image taken looking northeast at the corner of Maplewood Avenue and Baker Street at 180 Maplewood Avenue (E13).

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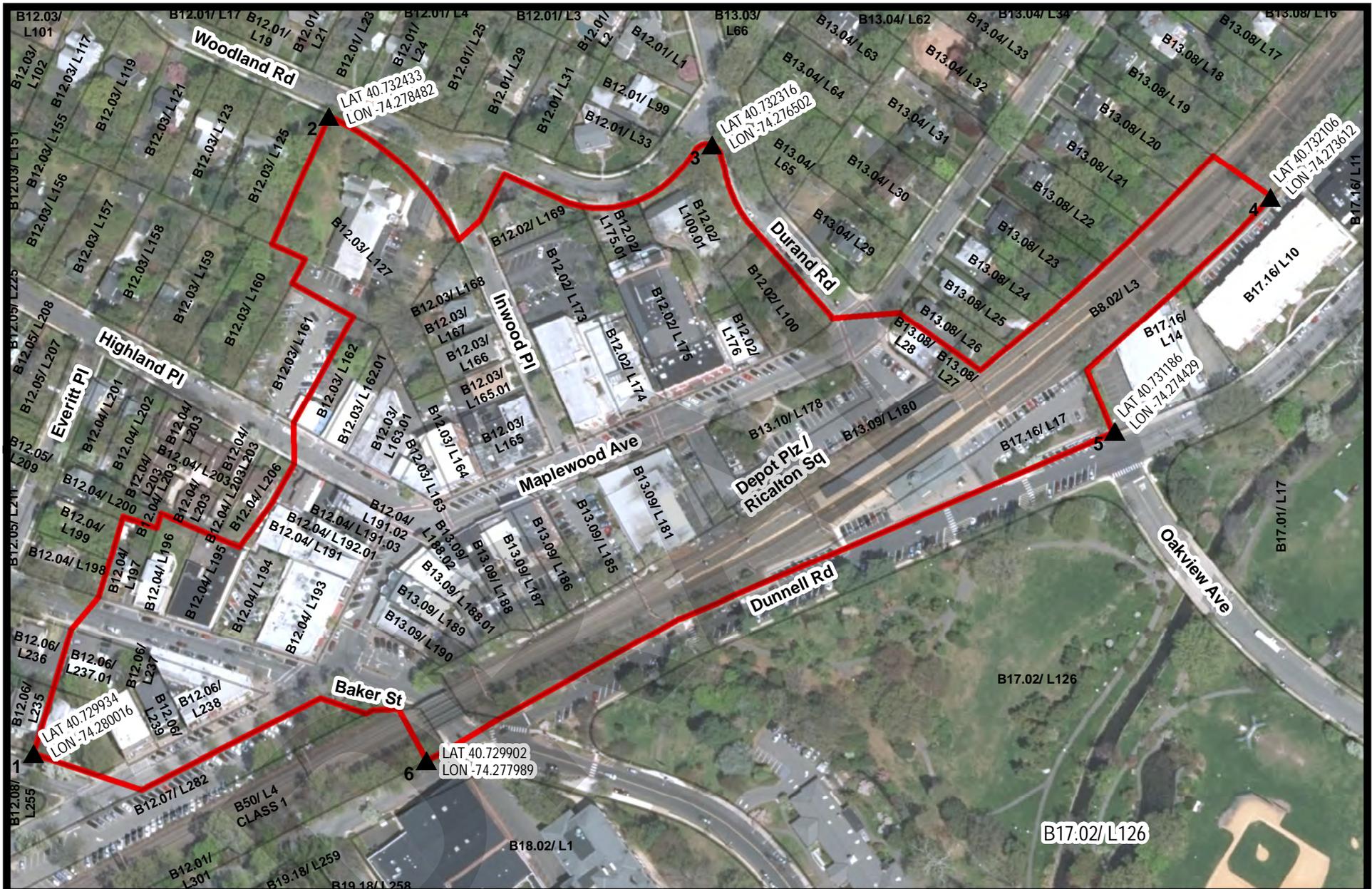
Section number Photo Log Page 3

Photo 0023: Image taken looking east at the front façade of 176 Maplewood Avenue (E12).

Photo 0024: Image taken looking southwest at the Baker Street Underpass/Train Trestle (E14) at its east side structure and concrete abutments.

Photo 0025: Detail view of the typical iron fencing located along the railroad right-of-way.

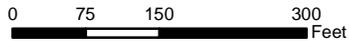
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Maplewood Commercial Historic District

New Jersey & National Registers Nomination
 Maplewood Township,
 Essex County, New Jersey

Boundary and Tax Map



Datum: NAD 1983 State Plane New Jersey

Legend

-  District boundary
-  Coordinates
-  Parcels Data (Block and Lot)

16.95 Acres



*NJDEP
 Historic Preservation Office
 January 2020*

Map

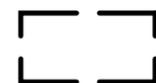


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 Municipal Boundaries

 Tax Map Text

 Parcels

 DISTRICT BOUNDARY

 CONTRIBUTING

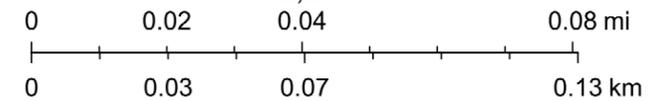
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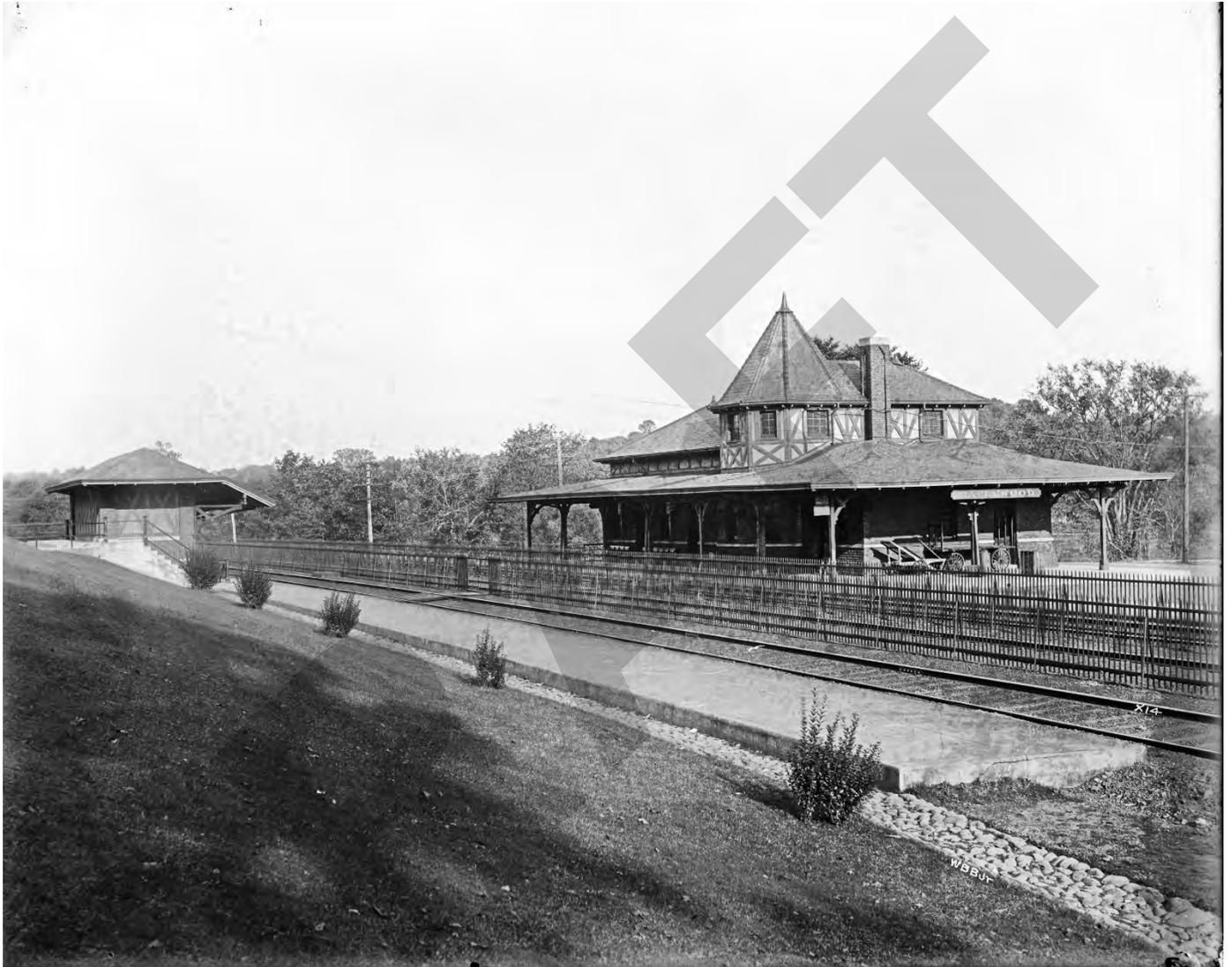


NORTH

1:2,257



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community



Historic Image No. 1

1908 glass negative of the Maplewood Train Station soon after it was constructed and prior to the improvements of the tracks and construction of the new shelter buildings and stairs in 1924.

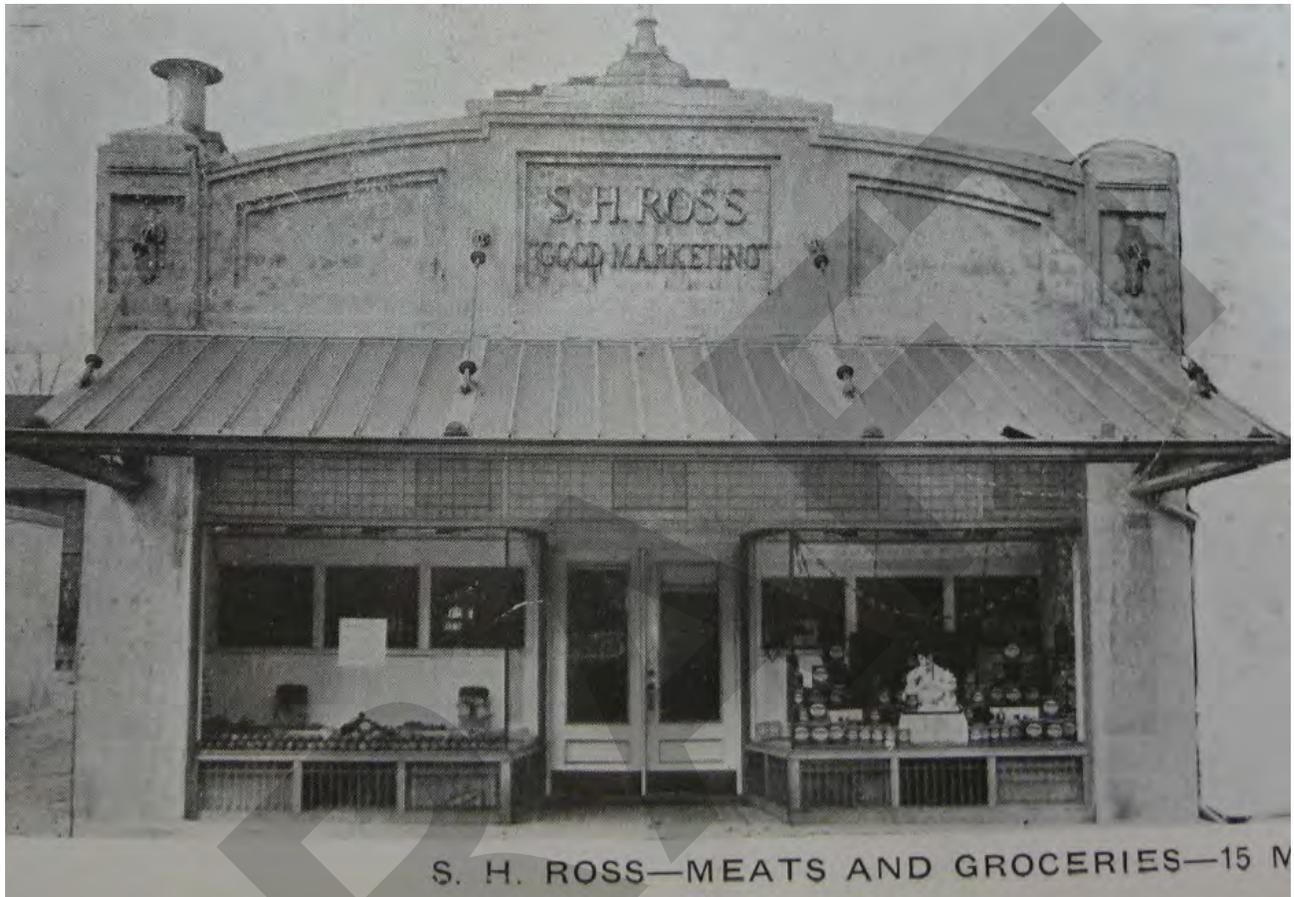
Credit: The Durand Heden Local History Center



Historic Image No. 2

1904 Map of South Orange Township including Maplewood with a focus on the commercial district soon after the train station was constructed.

Credit: E. Robinson, *Atlas of the Oranges, Essex County, New Jersey; Comprising the Cities of Orange and East Orange, Town of West Orange, Village and Township of South Orange and the Borough of Vailsburgh* (Philadelphia: A. H. Mueller, 1904), plate 25. Available at the Maplewood Memorial Library.



Historic Image No. 3

The S.H. Ross Food Market was constructed in 1905 and located south of Highland Place on the west side of Maplewood Avenue. The building was replaced shortly after the 1927 street upgrades but was considered one of the first commercial buildings constructed in response to the growing residential development in Maplewood.

Credit: The Durand Heden Local History Center



Historic Image No. 4

This image shows Dr. Ranson's home and office (1 Lenox Place/left-hand side of image), Colonial Revival residence, when it was constructed on Railroad Avenue. The road was realigned and made part of Maplewood Avenue prior to 1926. From the onset, this building was noted as being on Lenox Place but was not moved there until 1926 in order to make way for the new mixed-use building, "The Roosevelt", which occupies the southeast corner of Baker Street and Maplewood Avenue.

Credit: Credit: The Durand Heden Local History Center



Historic Image No. 5

A c. 1916 postcard image of the southeast corner of Baker Street and Maplewood Avenue.

Credit: Credit: The Durand Heden Local History Center



Historic Image No. 6

This is an early-20th century postcard image of 172 Maplewood Avenue, which was constructed in 1908 and once served as the home of the Post Office, which moved around on Maplewood Avenue often.

Credit: Credit: The Durand Heden Local History Center

NATIONAL FIRE PROOFING
COMPANY
ORGANIZED 1889



Store and Apartment Building at Maplewood, New Jersey. Ernest Greene & Lucius Clark, New York, Associate Architects.

The first story walls are constructed of 10 inch Natco Hollow Tile, while the second and third story walls are of 8 inch Tile. The walls are waterproofed on the inside of the Tile and finished with gray stucco on the outside. The foundations are concrete, the party wall brick, and the first floor reinforced concrete. The upper floors are wood. The building includes 2 stores and 2 apartments, each of the latter containing 8 rooms and bathroom. The cost complete was \$18000.

NATCO HOLLOW TILE

Historic Image No. 7

An historic image of 176 Maplewood Avenue as found in the Natco Hollow Tile brochure published by the National Fireproofing Company in 1910.

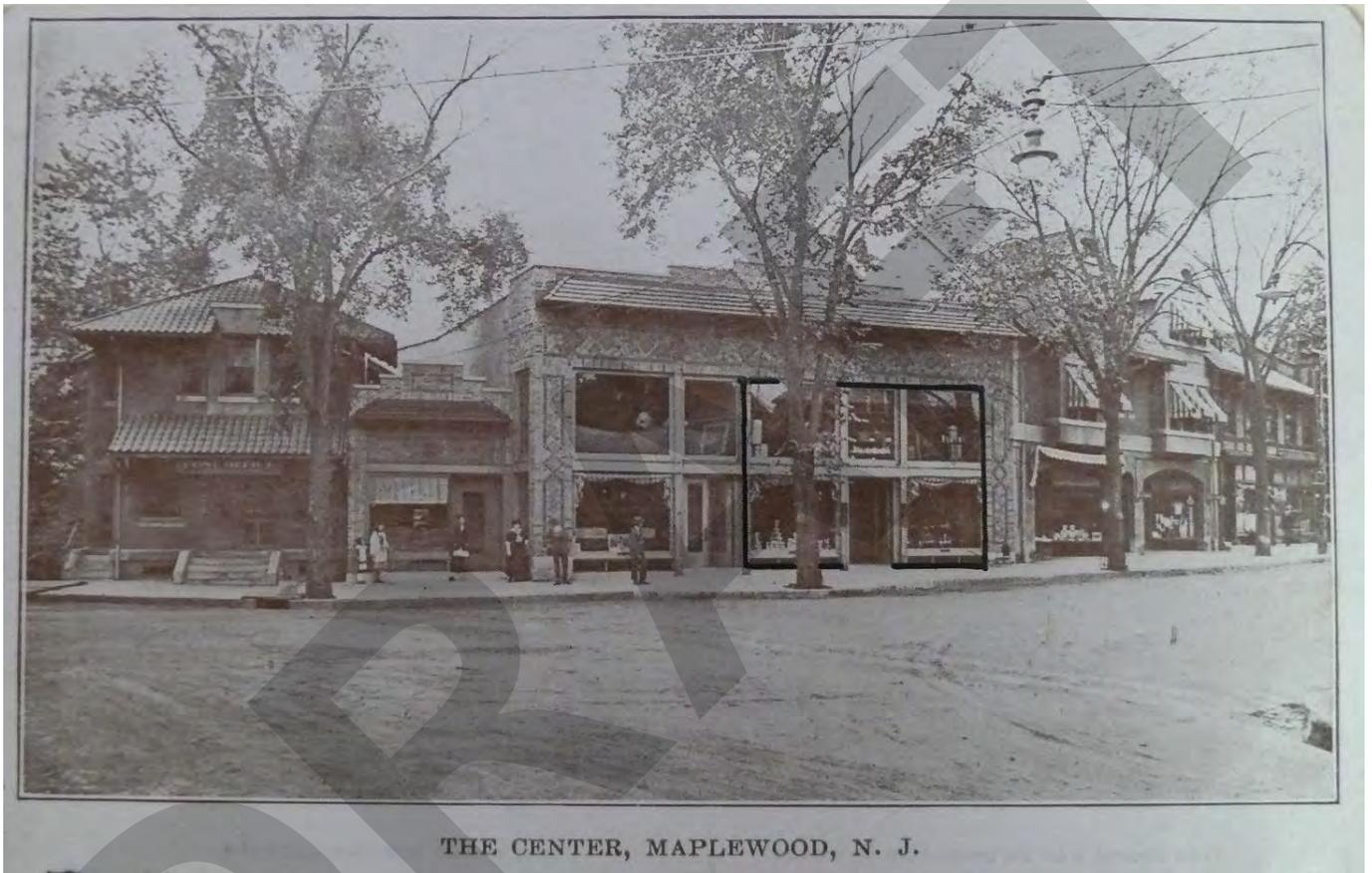
Credit: National Fireproofing Company, Brochure "Natco Hollow Tile", 4th Edition, Published September 2010, various. (Available from the Internet: <https://archive.org/details/fireproofconstru00nat/page/n7>; accessed: August 15, 2019)



Historic Image No. 8.

1911 Map of South Orange Township focused on the commercial center within Maplewood.

Credit: J. M. Lathrop and T. Flynn, *Atlas of the Oranges Embracing the Cities of Orange and East Orange, Town of West Orange, Village and Township of South Orange* (Philadelphia: A. H. Mueller, 1911), plate 025. Available at the Maplewood Memorial Library.



Historic Image No. 9

This image was taken after 1914 and it shows the entire block of commercial buildings constructed between 1908 and 1914 on the east side of Maplewood Avenue from about the intersection of Highland Place south to Baker Street. The richness of the architecture in the commercial downtown is especially evident in this assembly of buildings.

Credit: Credit: The Durand Heden Local History Center



Historic Image No. 10

Early-20th-century postcard image of the former municipal building that was originally constructed as a school in the 1860s. The image was taken prior to 1927 as it shows the Sirlyn Shops building before its front façade was removed for the road widening along Maplewood Avenue.

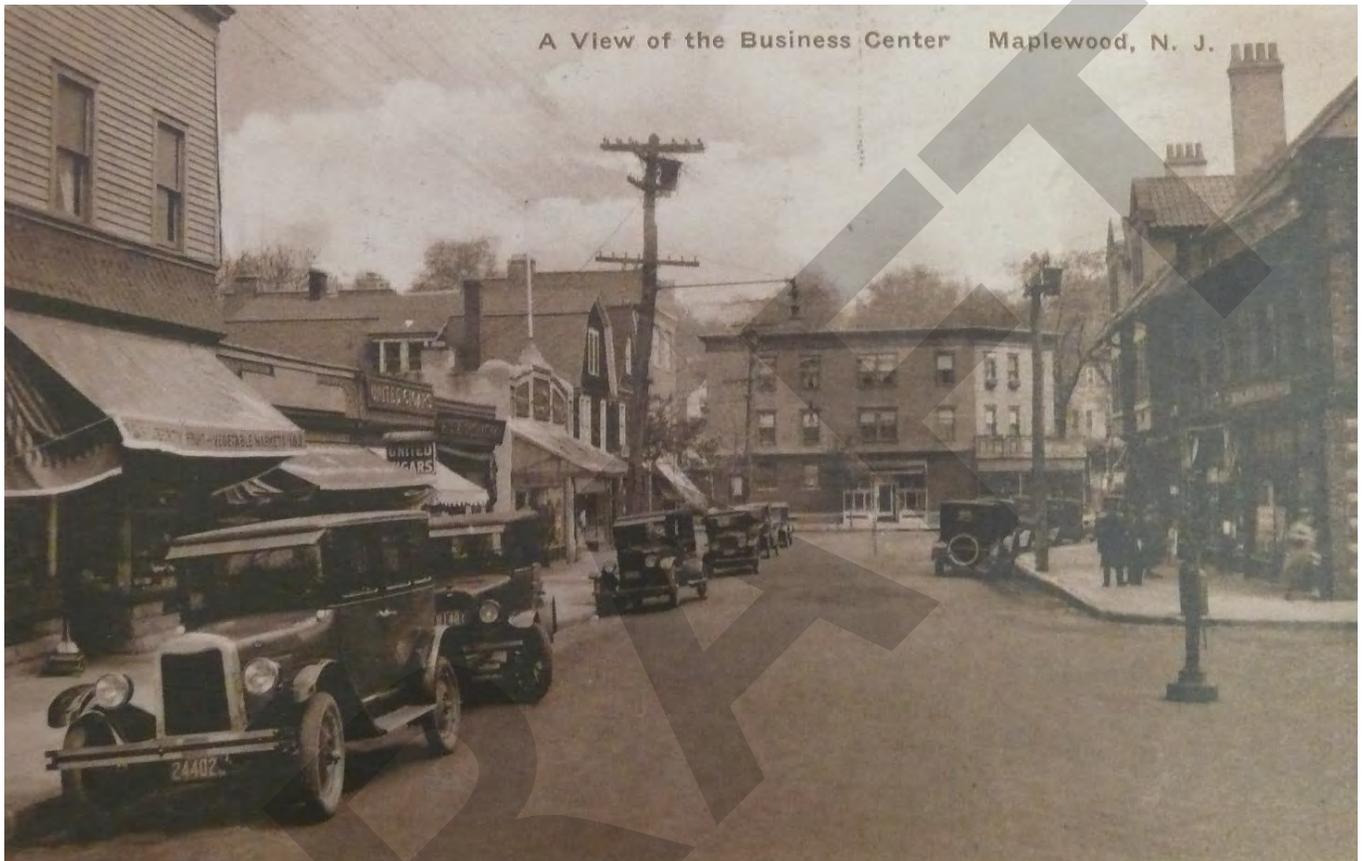
Credit: Credit: The Durand Heden Local History Center



Historic Image No. 11

Early-20th-century postcard of the Sirlyn Shop building (165 Maplewood Avenue) on the left-hand side of the picture. This image was taken before the front of the building was removed to make way for the widening of Maplewood Avenue in 1927.

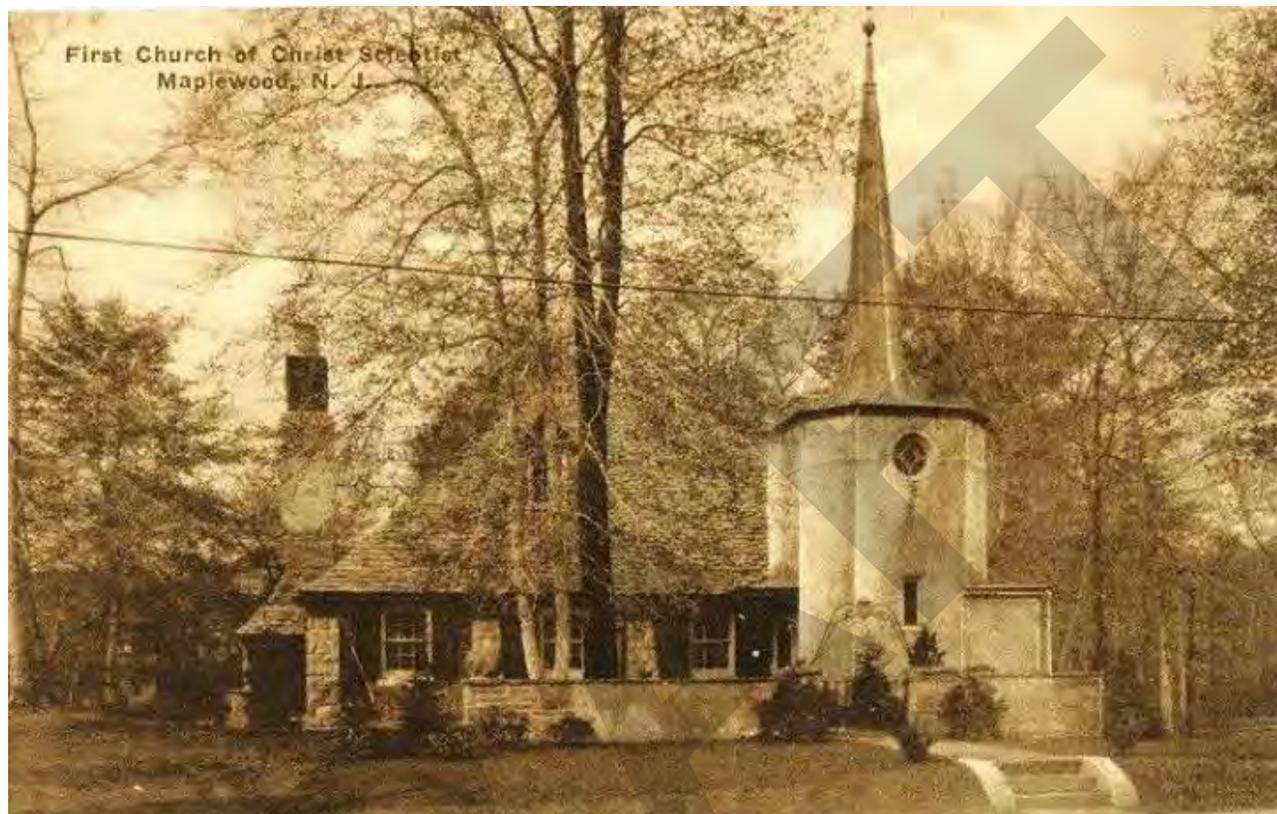
Credit: Credit: The Durand Heden Local History Center



Historic Image No. 12

Early-20th-century postcard image looking northeast from Baker Street toward the intersection of Highland Place. This image was taken prior to 1927 when Maplewood Avenue and Highland Place were widened. (The front left car in the image was a style from the mid-1920s.)

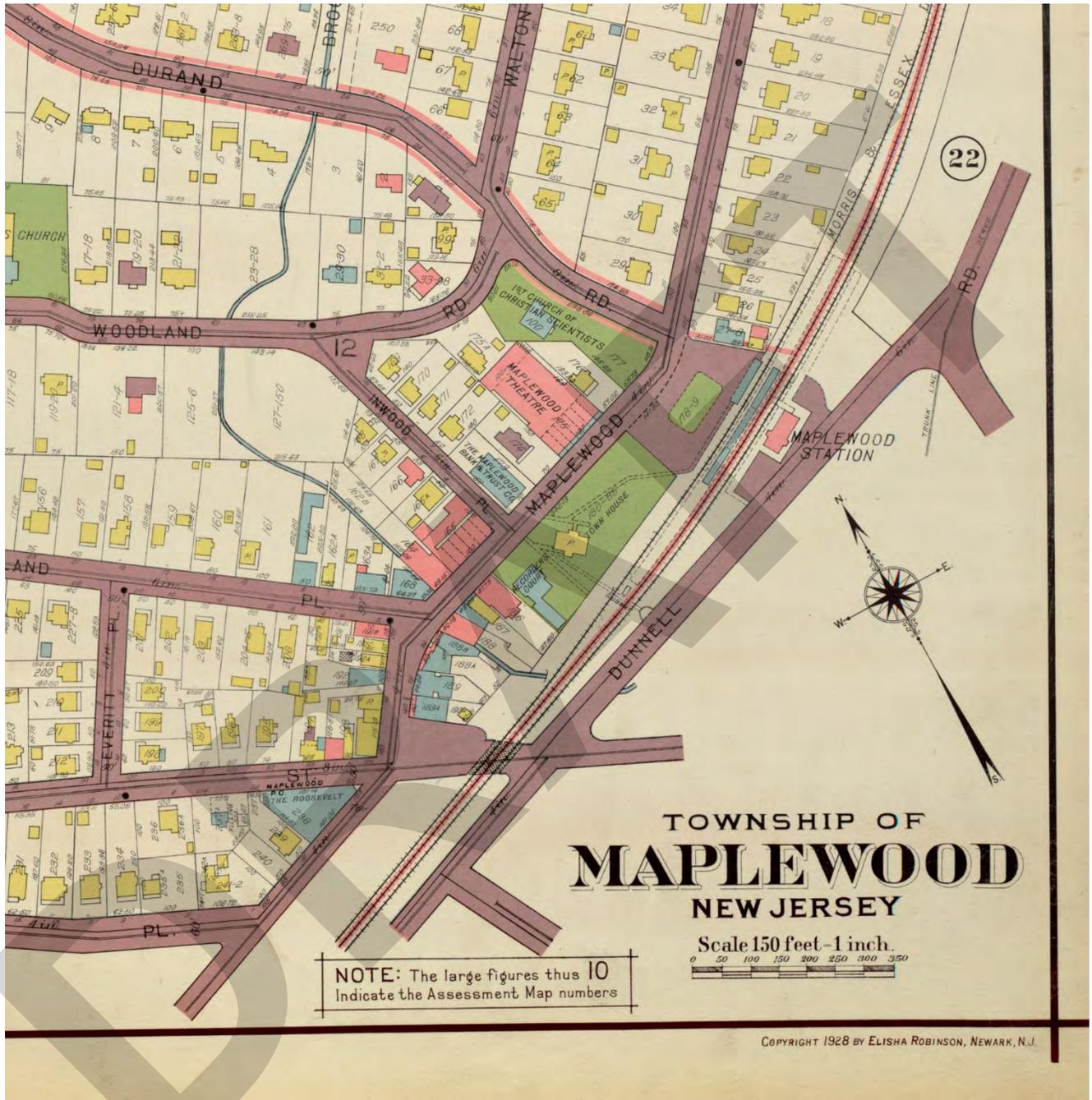
Credit: Credit: The Durand Heden Local History Center



Historic Image No. 13

An early-20th-century postcard image of the original construction of the First Church of Christ, Scientist of Maplewood. The building, building in 1924, was designed by architect, Bernhardt E. Muller, AIA, and is distinctive architecturally for both its massing and detailing using the influences of the English Norman style.

Credit: Credit: The Durand Heden Local History Center



Historic Image No. 14

1928 Robinson's Atlas of Maplewood focused on the burgeoning commercial district.

Credit: Robinson, Elisha. *Robinson's Atlas of Irvington, South Orange, Maplewood, and Millburn*. Vol. 4, Newark: Elisha Robinson, 1928. (Available from the Internet: <http://archives.njit.edu/archlib/digital-projects/2010s/2010/maps/njit-naa-2010-0399-m.JPG>. Accessed 24 September 2019.)



Historic Image No. 15

This is a 1930s image of the Woman's Club showing the Colonial Revival building with its front reflective of a Georgian residence and a hint of its rear section, which was modeled on the New England Meeting House. The building was constructed in 1928 and designed by architect, Clifford C. Wendehack.

Credit: Credit: The Durand Heden Local History Center



Historic Image No. 16

A c. 1930 view looking northwest toward along Baker Street at the Drake Building (97 Baker Street).

Credit: The Durand Heden Local History Center



Historic Image No. 17

This is a c. 1930s view looking northeast at Ricalton Square with the stair shelter for the train station located in the upper right side of the image. The two structures at the head of Ricalton Square historically capped the commercial area before transitioning to residences further northwest along Maplewood Avenue.

Credit: Credit: The Durand Heden Local History Center



Historic Image No. 18

1961 Image of the King's Supermarket after its grand reopening in 1961 showing its new storefront.

Credit: "Exciting things happening at Kings!", *The Maplewood News*, September 14, 1961.



Historic Image No. 19

View of the detailing below c. 1970s finishes at 174 Maplewood Avenue revealed when part of the façade fell off in 2017.

Credit: The Durand Heden Local History Center



Photo 0001: Image taken looking northeast from south of the corner of Maplewood Avenue and Highland Place.

Photo 0002: Image taken looking southwest from north of the corner of Maplewood Avenue and Highland Place.





Photo 0003: Image taken looking northwest along Maplewood Avenue toward the intersection of Inwood Place and Maplewood Avenue at the Maplewood Bank & Trust Co. Building (161 Maplewood Avenue).



Photo 0004: View of typical clay brick pavers at existing sidewalks within the Maplewood Village Historic District.



Photo 0005: Image taken looking southwest at the former Christian Scientist Reading Room (145 Maplewood Avenue – W2) located at the corner of Durand Road and Maplewood Avenue.

Photo 0006: Image taken looking southwest at the east elevation of the Maplewood Theatre located at 155 Maplewood Avenue (W4).





Photo 0007: Image taken looking southeast at the front elevation of the Woman's Club of Maplewood located at 60 Woodland Road (W8).

Photo 0008: Image taken looking southwest at the Sirlyn Shops (165 Maplewood Avenue – W13) located at the corner of Maplewood Avenue and Inwood Place.





Photo 0009: Image taken looking northwest at the corner of Highland Place and Maplewood Avenue at 169 Maplewood Avenue (W15).



Photo 0010: Detail view of the imprinted brick as detailed at 171 Maplewood Avenue (W20).



Photo 0011: Image taken looking northwest at the corner of Baker Street and Maplewood Avenue at “The Belmont” located at 181 Maplewood Avenue (W23).

Photo 0012: Image taken looking northeast at the former Drake bakery building located at 97 Baker Street (W25).

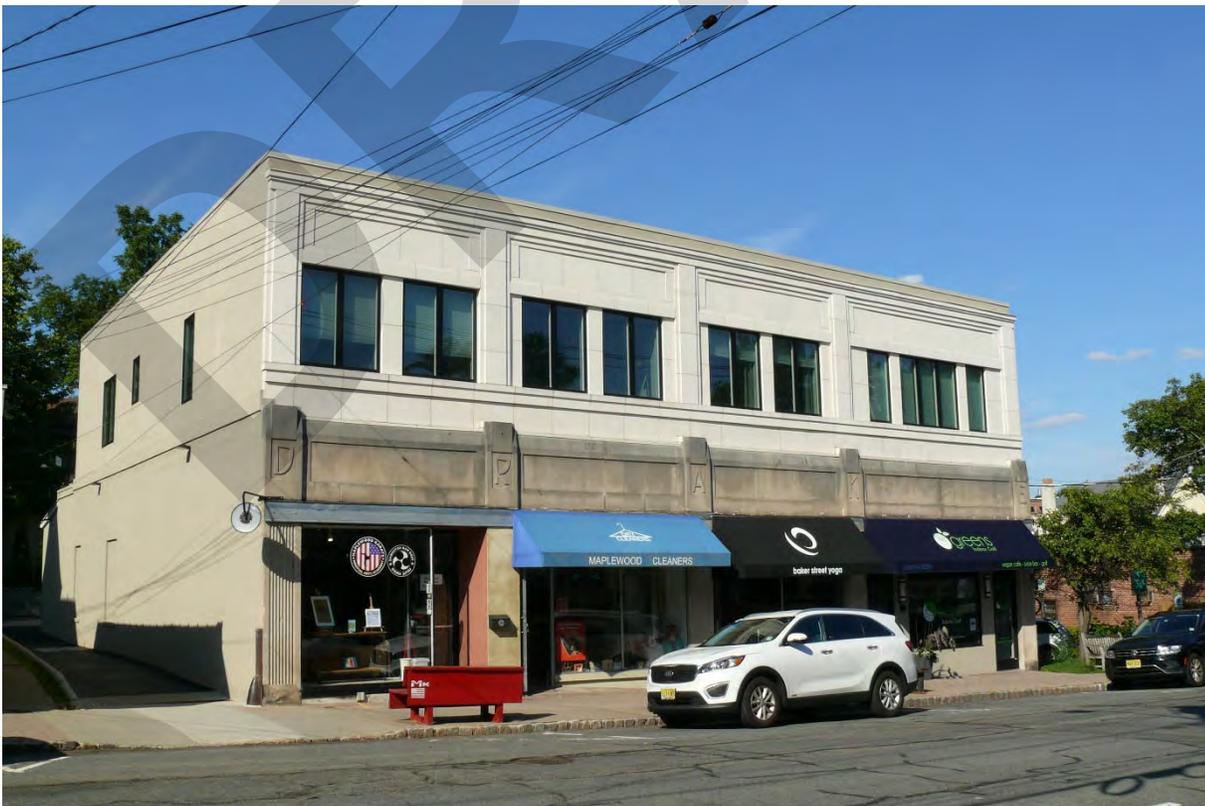




Photo 0013: Image taken looking north at the front façade of 103 Baker Street (W27).

Photo 0014: Image taken looking southwest at the Maplewood Avenue elevation of “The Roosevelt” located at 187 Maplewood Avenue (W28), which occupies the corner of Baker Street and Maplewood Avenue.





Photo 0015: Image taken looking north at 1 Lenox Place (W31) at its south elevation.

Photo 0016: Overall view of the Maplewood Train Station (E1a) at 1 Durand Road looking the east elevation with the camera pointing northwest.





Photo 0017: Detail view of the post and bracket supports of the roof overhang as seen on the north end of the station looking east.



Photo 0018: Detail view of the brackets and supporting brick corbels at the train station; image taken looking south on the east side of the station building.



Photo 0019: Detail view of the decorative concrete at the Maplewood station's stair shelter building located on the east side of Ricalton Square.



Photo 0020: Image taken looking southwest at the stair and waiting shelter on the center island at the railroad station.



Photo 0021: Image taken looking southeast at 174 Maplewood Avenue (E11), which sits at the T-intersection with Highland Place located behind and to the right of the photographer.

Photo 0022: Image taken looking northeast at the corner of Maplewood Avenue and Baker Street at 180 Maplewood Avenue (E13).





Photo 0023: Image taken looking east at the front façade of 176 Maplewood Avenue (E12).

Photo 0024: Image taken looking southwest at the Baker Street Underpass/Train Trestle (E14) at its east side structure and concrete abutments.





Photo 0025: Detail view of the typical iron fencing located along the railroad right-of-way.