HISTORIC ARCHITECTURAL RESOURCES BACKGROUND STUDY

FOR THE

NEWARK CITY SUBWAY EXTENSION AND VEHICLE BASE FACILITY

APRIL, 1995

U.S. Department of Transportation
Federal Transit Administration

NJ TRANSIT

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NEWARK CITY SUBWAY EXTENSION AND VEHICLE BASE FACILITY

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April, 1995

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1.0 INTRODUCTION

This historic architectural background study was contracted by the BRW Rail Link Team for NJ TRANSIT and is intended to accompany the Draft Environmental Assessment (EA) for the Newark City Subway Extension and Vehicle Base Facility. The study provides background information on the eligibility of historic architectural resources located in the project area within 0.25 mile (1.40 kilometer) from the outer edges of the proposed rail alignment, station sites, and Vehicle Base Facility (VBF) sites. This is referred to as the "area of potential effect," or study area.

The study was conducted by architectural historian, Ms. Lynn Drobbin. Ms. Drobbin meets the National Park Service standards for professional qualifications for historic preservation consultants as specified in the *Federal Register* (36 CFR 61, Section 61.5).

The task of identifying historic resources in the study area began with a review of existing studies and findings that have been conducted regarding historic resources in the project area. This included the review of the findings of the *Cultural Resources Survey of Essex County. Town of Belleville. Zakalak Associates, Oceanport, NJ July 1986.* Research was conducted at the New Jersey State Historic Preservation Office (SHPO) with the review of existing documentation, *National Register* files and maps, determinations of eligibility, SHPO opinions, existing surveys, case reports, and environmental impact statements and assessments. Research was also conducted at the Bureau of Environmental Analysis of the New Jersey Department of Transportation (NJDOT), Conrail Archives, and the Engineering Department Archives of NJ TRANSIT.

This was followed by a field inspection of the entire study area and further research at public libraries in Bloomfield, Belleville, and Newark. All resources within 0.25 mile (0.40 kilometer) from the outer edge of the project alignments, station and VBF sites were identified. Resources cited as eligible for the National Register in previous surveys were also re-evaluated and were found, in some cases, to be now ineligible because of demolition, loss of integrity, or lack of individual significance.

Historic research on the development of the study area was conducted to provide an overview of the development history and context for the discussion of specific historic resources. Methods included an investigation into existing surveys, primary and secondary source literature, historic maps, and photographs.

Cultural resource surveys were conducted in the areas that had not been previously surveyed to identify historic resources of significance (i.e., Bloomfield). Both individual historic resources and historic districts were evaluated for their eligibility for the National Register of Historic Places using the criteria as specified in 36 CFR 60, Section 60.4. For resources already documented, copies of pertinent survey forms are provided in this report. In cases where resources were not previously surveyed or evaluated for eligibility, photographs are provided as well as a written description and a statement of significance.

Architectural resources in the project area were evaluated in three historical contexts -- community planning and development, transportation and engineering -- and represent three periods in the development of New Jersey: Industrialization, Urban Growth and the First Suburbs (1790 to 1860); Immigration and Agricultural, Industrial, Commercial and Urban Expansion (1850 to 1920); and Metropolitan New Jersey (1910 to 1945).

SUMMARY OF FINDINGS FOR HISTORIC ARCHITECTURAL RESOURCES

A total of 15 resources of historic significance were identified in the area of potential effect. Four resources are listed on the National Register of Historic Places, and eleven resources were identified as potentially eligible. Of these eleven resources, one is an historic district, four structures are recommended as a multiple resource listing, and six resources are individual structures. No resources were identified in the study area that had determinations of eligibility or SHPO Opinions of Eligibility.

1.1 LEGAL AND REGULATORY REQUIREMENTS

A total of 15 historic resources of significance have been identified in the area of potential effect for the Newark City Subway Extension and Vehicle Base Facility. A total of six resources were identified in the area of immediate impact. The SHPO will review these findings regarding the National Register eligibility of the identified resources. Following the review and comments on the eligibility of these resources, the proposed project's impacts on the resources identified as listed and eligible will be evaluated and submitted to the SHPO for a determination of effect. In accordance with Section 106 of the National Historic Preservation Act of 1966, a project may have no effect, no adverse effect, or an adverse effect on an historic resource. A project is considered to have an adverse effect on historic resources if it changes the quality or cultural characteristics that renders the resource eligible for listing on the National Register of Historic Places. If the proposed project is found to have an adverse effect, alternatives will be explored to determine if the adverse effect can be avoided. If an adverse effect on an identified resource cannot be avoided, mitigation measures will be determined, in consultation with the SHPO, to avoid or lessen adverse impacts to the identified resources. These mitigation measures will be contained in an Memorandum of Agreement (MOA).

Mitigation measures may consist of design mitigation, noise, vibration and air quality monitoring, use of special construction techniques and, in cases where demolition is unavoidable, Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) documentation. An adverse effect determination will also require a Section 4(f) Evaluation to be conducted in coordination with the Federal Transit Administration (FTA). Further discussion of the legal and regulatory requirements, the National Register Criteria, and Section 106 is found below.

1.1.1 Protection of Historic and Archaeological Resources

Historic resources are protected under federal law through Section 106 of the National Historic Preservation Act of 1966, as amended; Section 101(b)(4) of the National Environmental Policy Act of 1969; the Historic and Archaeological Data Protection Act of 1974; Section 4(f) of the Department of Transportation Act, as amended in 1987; Executive Orders 11593 and 12372; 23 CFR 771, as amended, October 30, 1980; 36 DVR 66; the guidelines developed by the Advisory Council on Historic Preservation published November 26, 1980; and the amended procedures for the Protection of Historic and Cultural Properties as set forth in 36 CFR 800. Applicable State of New Jersey legislation governing the protection of these resources includes Chapter 268 of the New Jersey State Register Law of 1970 and Executive Order 215.

1.1.2 Inventory and Identification of Resources

The National Park Service, which administers the National Register, has established four criteria for the evaluation of the significance and eligibility of potential historic/ archaeological properties, as set forth in the guidelines (36 CFR 60.4):

"The quality of significance in American history, architecture, archaeology, engineering, and culture that is present in districts, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history;

B. That are associated with the lives of persons significant in our past;

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and

D. That have yielded, or may be likely to yield, information important in prehistory or history."

Historic properties of national, state, and local significance may be nominated to the National Register of Historic Places and the *New Jersey Register of Historic Places* (New Jersey Register) following evaluation in accordance with an established set of criteria. The evaluation process is conducted at the state level by the State Historic Preservation Office (SHPO) and at the federal level by the National Register staff of the Department of the Interior, National Park Service. Listing in the New Jersey Register requires the approval of the New Jersey State Historic Preservation Office(r) (SHPO). Listing in the National Register requires the approval of both the SHPO and the Secretary of the Interior. The SHPO, acting on behalf of the Advisory Council on Historic Preservation, is responsible for historic and archaeological reviews under Section 106 of the National Historic Preservation Act and other relevant federal legislation.

1.1.3 Identification of Impacts

The regulations developed under Section 106 require that prior to approval of federal funds, agencies should consider a project's impacts on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (National Register), and give the Advisory Council on Historic Preservation an opportunity to comment on an undertaking.

The Historic and Archaeological Data Preservation Act directs federal agencies to preserve historic and archaeological data that would otherwise be lost as a result of a federal action. A project is considered to have an adverse effect on such sensitive resources if it changes the quality or cultural characteristics that render them eligible for listing on the National Register of Historic Places. Section 4(f) of the Department of Transportation Act allows for the use or constructive use of an historic property only if there is no feasible or prudent alternative and all possible planning has been undertaken to minimize harm to the property.

1.2 HISTORIC RESOURCES

Table 1-1 is a listing of the historic resources that are identified in Figure 1-1 in the area of potential effect. Those sites followed by an asterisk are within the project's "immediate impact area," defined for the purposes of the assessment as the area approximately 150 feet (45 meters) on either side of the outer edge of the project site and/or alignment. There are six historic resources that are located in the immediate impact area of the project.

Table 1-1

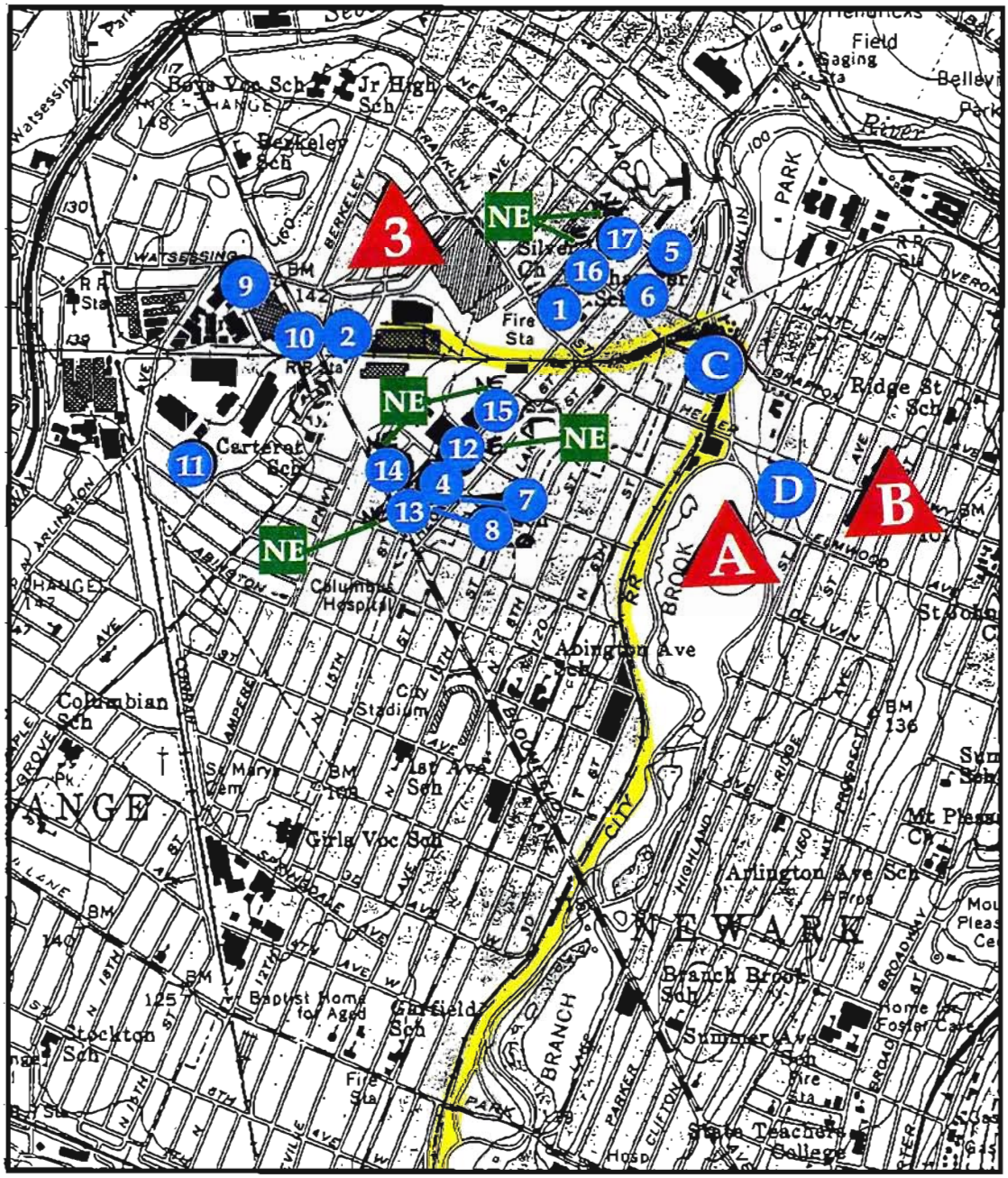
LIST OF HISTORIC RESOURCES

MAP KEY	NAME	LOCATION
	National Register-Listed Sites	
A.	Branch Brook Park *	Newark and Belleville
B.	Forest Hill Historic District	Newark
C.	Morris Canal *	Newark and Belleville
D.	Sydenham House	Old Road to Bloomfield, Newark
	Potentially Eligible Sites	
1.	Belleville Fire Department Station No. 3*	136 Franklin Ave., Belleville
2.	Bakelite Corporation Factory Buildings *	230 Grove St., Bloomfield
3.	Halcyon Park Historic District *	Bloomfield
4.	Rowhouse	41 Belmont Avenue, Belleville
5.	Stone Residence	304 Belmont Avenue, Belleville
6.	Villa Antonietta	288-290 Belmont Avenue, Belleville
7.	Silver Lake Stone House	57 Heckel Street, Belleville
8.	Silver Lake Stone House	51 Heckel Street, Belleville
9.	Foodtown Supermarket	Watsessing/N. Arlington, Bloomfield
10.	White Circle System Diner*	176 Bloomfield Avenue, Bloomfield
11.	Power Plant/Smokestack	55 La France Avenue (Behind General Plastics), Bloomfield
	Sites Considered Not Eligible	
12.	Belmont Cleaners	55 Belmont Avenue, Belleville
13.	31 Bloomfield Avenue	Bloomfield
14.	Silver Lake B & L Association Building	10 Bloomfield Avenue, Belleville
15.	Edison Battery Division	75 Belmont Avenue, Belleville
16.	8 Magnolia Street	Belleville
17.	46 Magnolia Street	Belleville

* Located in the Area of Immediate Impact

Figure 1-1

NEWARK CITY SUBWAY EXTENSION
AND
VEHICLE BASE FACILITY



Vehicle Base Facility Newark-Elizabeth Rail Link (NERL)
Map of Historic Resources USGS Map, Orange Quadrangle

Project Site and Alignment	Non-Eligible Resource
Eligible Resource	Historic District

1.3 HISTORIC OVERVIEW

The study area or the "area of potential effect" for the Newark City Subway (NCS) Extension and Vehicle Base Facility (VBF) encompasses portions of the Township of Belleville, the Township of Bloomfield, and the City of Newark in Essex County, New Jersey. The site of the proposed VBF is bisected by a Conrail freight line, formerly the Orange Branch of the Erie Railroad, and straddles the border of Bloomfield and Belleville Townships. The proposed VBF site occupies approximately one-third of the block bounded by Bloomfield Avenue, Grove Street, Watsessing Avenue, Franklin Avenue, Belmont Avenue, Alva Street, and Columbus Street. Several proposed station sites are associated with the project. These include Grove Street Station in Bloomfield, the Heller-Franklin Station in Newark, and the Belmont Franklin Walk-on Station in Belleville.

1.3.1 Initial Settlement (pre-1800)

Initial settlement in the project area occurred around 1666, when New Englanders purchased much of the present-day Essex and Union Counties from the Native American Indians inhabiting the area. These settlers were largely Puritans of English descent who left Connecticut due to religious persecution. Dutch (from Bergen County) and English colonists established farming villages along the Passaic River in Newark and the Second River in Belleville. Early transportation networks consisted of several ferry routes and a few Indian trails that traversed the project area.

Essex County was formed in East Jersey in 1683 and was divided into New Barbados, Acquackanock, Newark, and Elizabethtown Townships. It was one of the first counties to be established in New Jersey.

In 1765, a road was chartered from "New-Ark" to Paulus Hook with ferries over the Passaic and Hackensack Rivers. This route established an important land connection to the ferries bound for New York. By 1768, a stage wagon was traveling the route. In 1795, this route was greatly improved with the construction of drawbridges over the rivers and on the marshy land.

Near the end of the seventeenth century, a large tract of land known as "Horse Neck" was purchased and added to Newark Township. As land was cleared for farming and roads were laid out, small settlements were established in the interior regions. By 1800, the population of Essex County was about 20,000 persons.

1.3.2 Industrialization, Urban Growth and the First Suburbs (1790 to 1860)

In the early nineteenth century, turnpike roads were introduced to New Jersey to link urban areas with interior, resource producing regions. By 1834, several turnpike roads crossed Essex County, the most important leading from the rapidly developing communities of Newark, Elizabethtown, and Jersey City.

The completion of the Morris Canal in 1832 served as a substantial impetus for industrial development in Essex County. The Canal's primary function was to link the anthracite coal fields of northeastern Pennsylvania and the iron mining regions of northwest New Jersey with the industrial and manufacturing centers of the east.

The Morris and Essex Railroad, the Somerville and Elizabethtown Railroad, and the New Jersey Railroad were built in the 1830's shortly after the Canal was completed. The railroads joined the developing markets of the east and the south with the areas to the west. Soon after the railroads were constructed, they superseded canals in the shipment of goods and, over the course of the nineteenth century, increasing numbers of manufacturers chose to build factories along the railroad rights-of-way.

These three modes of transportation, the turnpike, the canal and the railroad, precipitated the industrialization of Essex County and the development of the interior sections of the County such as Belleville and Bloomfield. Newark experienced tremendous growth during this period. When Newark was incorporated in 1836, it was the largest city in New Jersey, with over 10,000 persons.

1.3.3 Industrial Commercial and Urban Expansion (1850 to 1920)

Industrial growth was at its peak in the project area during this period. The railroads were expanded and eventually elevated in the heavily populated areas of Newark. This resulted in restricted loading access, and manufacturers began to move out along the branches of the spur lines in undeveloped areas where access to the tracks was more convenient.

The purity of Newark's water attracted a number of German brewers, one of whom was Peter Ballantine, who, in 1840, established the P. Ballantine and Sons Brewery, which operated for over 100 years. During the second half of the nineteenth century, Newark developed into the third largest manufacturing city in the United States. In addition to beer and ale, its diversified industries included machine shops, jewelry manufacturers, varnish, electrical machinery, fertilizer, cutlery, clothing, chemicals, food products, and thread.

1.3.4 Metropolitan New Jersey (1910 to 1945)

Newark suffered greatly during the Great Depression of the 1930s. A brief opportunity for economic recovery occurred with the onset of World War II. During World War II, Bloomfield factories, including plants for General Electric and Westinghouse, were rated as among the top 10 percent in the eastern United States in the production of war materiel.

After World War II, the study area experienced a general decline as older factories became outmoded and businesses relocated to new spacious suburban locations.

Most of the existing architectural resources identified in the project area were built in the late nineteenth and early twentieth centuries, although a few scattered structures are representative of earlier periods.

2.0 BLOOMFIELD

2.1 HISTORIC BACKGROUND

The Township of Bloomfield was part of Newark when it was purchased and settled by English colonists from Connecticut in 1666. Dutch colonists from the Hudson River Valley also settled in the area. Franklin Street, a boundary of the proposed VBF site, was laid out along the route of one of the Indian trails that traversed the area.

Bloomfield was named after General Joseph Bloomfield (1753-1823), a New Jersey native who fought as a major during the Revolutionary War and gained his ultimate rank during the Whiskey Rebellion of 1794; he was also elected to nine one-year terms as Governor of New Jersey between 1801 and 1811. The congregation of the Bloomfield Presbyterian Church on the Green honored the General by naming their new parish after him in 1794, and the name eventually came to apply to the community.

Sawmills and gristmills driven by the waters of three rivers that flowed through Bloomfield were the earliest industrial activity in Bloomfield. Paper mills, tanneries, and a brownstone quarry were in operation by the mid-eighteenth century.

Bloomfield separated from Newark in 1812 and was incorporated as a township. Four years later, a post office was established. At the time of its incorporation, Bloomfield was more than four times its present size of 5.4 square miles; the villages of Belleville, Montclair, Woodside, Franklin, and Glen Ridge separated from Bloomfield between 1839 and 1895.

The Newark and Pompton Turnpike, completed in 1806, precipitated Bloomfield's growth as an industrial center. By the 1830's, local industry included wheelwrights, wagon makers, cotton factories, copper mills, a paint mill, calico print works, woolen mills, and shoe factories. Established in 1830 and in production for more than a century, the Oakes Woolen Mill was, at one point, the township's largest industrial establishment. The Peloubet factory, founded in Bloomfield in 1837, became a well-known maker of many types of musical instruments.

The Morris Canal, opened in 1831 to transport anthracite coal from Pennsylvania and New Jersey iron ore to eastern markets, brought great prosperity to Bloomfield. A Bloomfield engineer, Ephriam Morris, designed the inclined planes that carried the barges between the more precipitate changes of level along the canal for which locks were deemed inadequate.

The construction of the railroads rapidly diminished the importance of the canal, especially after the Civil War. In 1856, the Newark and Bloomfield Railroad was constructed. This was the first railroad to be built through Bloomfield. It was followed in 1872 by the Montclair Railway. Bloomfield continued to flourish as an industrial town into the twentieth century. In 1900, the population was 9,668.

While the surrounding area developed as a residential and industrial community largely in the first half of the twentieth century, this large irregular-shaped parcel, on which the VBF is situated, remained un-subdivided and reserved for industrial use. A 1906 Atlas of Essex County, New Jersey by A. H. Mueller & Co., Philadelphia, shows most of the eastern area of the site owned by Thomas Alva Edison, the inventor and entrepreneur based in nearby Menlo Park; Edison's portion of the site straddled the Bloomfield-Belleville municipal boundary. The western half of the site, entirely within Bloomfield Township, was owned by the estate of John M. Dodd, who also owned large tracts of land adjacent to the site. Early maps indicate that the property lines were demarcated by a river that flowed from north to south. A group of four brick structures, "McAndrews & Forbes Storage Warehouses", was located to the northwest of the intersection of Franklin Street and Belmont Avenue. Halcyon Park, identified in the survey as a potential historic district, is shown in its early stages of development with streets mapped and names on tracts, but with no substantial residential development.

In 1915, the International Arms and Fuse Company built a plant at the southeast corner of Bloomfield Avenue and Grove Street. During World War I, employment at this plant was as high as 9,000 and boosted the economy of the area.

In 1912 and 1913, prior to the ultimate abandonment of the Morris Canal in 1923, a committee of the state legislature explored the problem of the disposition of the canal and recommended the conversion of the Newark to Paterson section of the waterway into a roadbed for a high-speed trolley line. This concept was revived in the annual reports of the New Jersey Transit Committee from 1928 to 1930, but never implemented.

In 1930, it was estimated that some 68 industrial concerns employed about 6,000 persons in Bloomfield. The population of the Township was about 38,000 by the onset of the Depression. During World War II, Bloomfield factories, including plants for General Electric and Westinghouse, were rated as among the top 10 percent in the eastern United States in the production of war material.

The construction of the Garden State Parkway through Bloomfield, completed in 1952, was in keeping with the town's history as a transportation link. Bloomfield has both grown and diminished in the postwar era, reaching a peak in population of 52,029 in 1970, which dipped to 47,792 in 1980. Bloomfield remains as an industrial and a residential community.

2.2 HISTORIC ARCHITECTURAL RESOURCES

Part of the VBF site and the proposed Grove Street Station are located in Bloomfield.

There are no resources that are listed on the State and National Registers of Historic Places. No resources which were previously determined eligible for listing, or opinioned by the SHPO to be eligible for listing, are identified in the area of potential effect in Bloomfield.

As of this date, no previous historic resource surveys have been conducted in Bloomfield Township. Therefore, a cultural resources survey, consisting of the identification of historic resources potentially eligible for the National Register, was conducted within one-quarter mile of the VBF site or the Grove Street Station. Photographs were taken and research was conducted on five resources that appeared to meet the criteria for National Register eligibility. After further research, it was determined that four structures and one district met the criteria for eligibility. These sites are listed in Table 2-1. Descriptions of these resources with photographs follow.

2.2.1 Bakelite Corporation Factory Buildings

The Bakelite Corporation Factory Buildings are located at 230 Grove Street in Bloomfield (Photograph 2-1, Figures 2-1, and 2-2). Currently owned and occupied by the Township of Bloomfield Department of Public Works, these brick industrial style structures stand directly across Grove Street, the western boundary of the proposed VBF site. The Orange Branch of the Erie Railroad (Conrail) runs on the south side of these buildings.

The Bakelite Factory Corporation Buildings are two- and three-story flat-roofed brick structures with metal casement windows and brick spandrels, recessed and separated by brick piers. The ornamental brickwork includes corbelling at the top of the window bays of the two-story building. With the exception of window and entrance alterations, these industrial structures are well-preserved examples of early twentieth-century industrial architecture.

Table 2-1

LIST OF HISTORIC RESOURCES

BLOOMFIELD TOWNSHIP

MAP KEY	NAME	LOCATION
National Register Listed Sites		
	None	
Determinations of Eligibility /SHPO Opinions		
	None	
Potentially Eligible Sites		
1.	Bakelite Corporation Factory Buildings*	230 Grove St., Bloomfield
2.	Halcyon Park Historic District *	Bloomfield
3.	Foodtown Supermarket	Watsessing/N. Arlington Avenue, Bloomfield
4.	White Circle System Diner*	176 Bloomfield Avenue, Bloomfield
5.	Power Plant/Smokestack	55 La France Avenue (Behind General Plastics), Bloomfield
Resources Considered Not Eligible		
6.	31 Bloomfield Avenue	31 Bloomfield Avenue, Bloomfield

* Located in the Area of Immediate Impact

Photograph 2-1

BAKELITE CORPORATION FACTORY BUILDINGS
LOOKING WEST

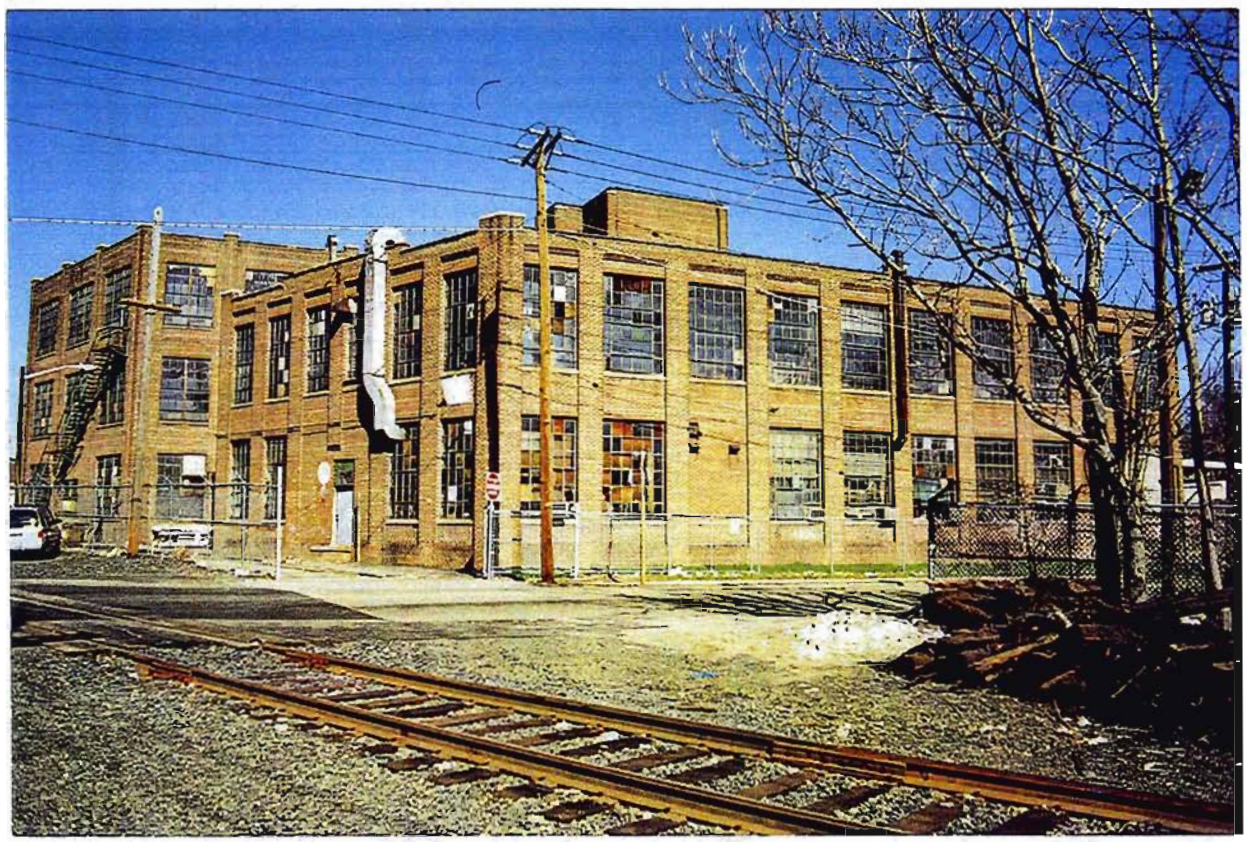


Figure 2-1

BAKELITE CORPORATION FACTORY BUILDINGS
SANBORN MAP 1950

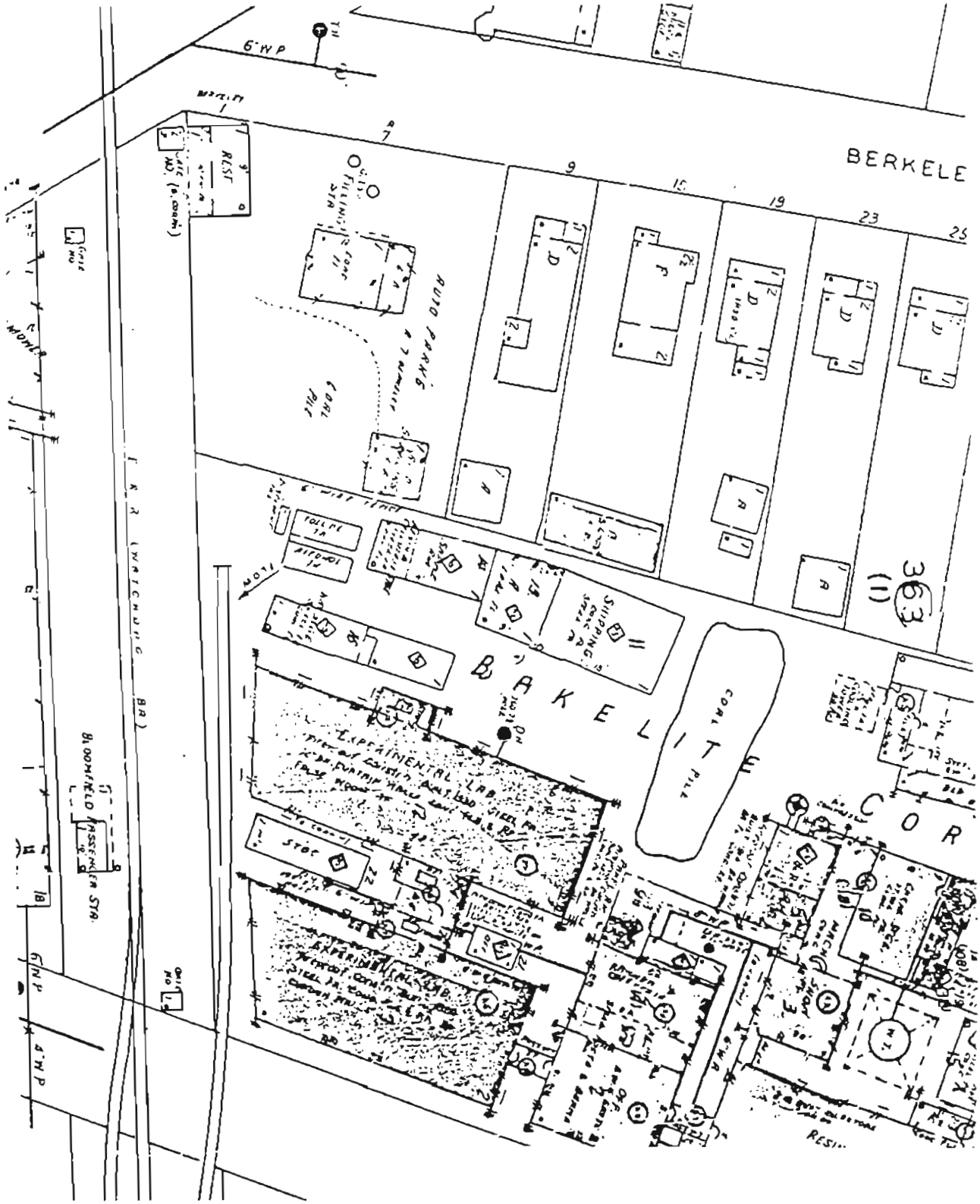
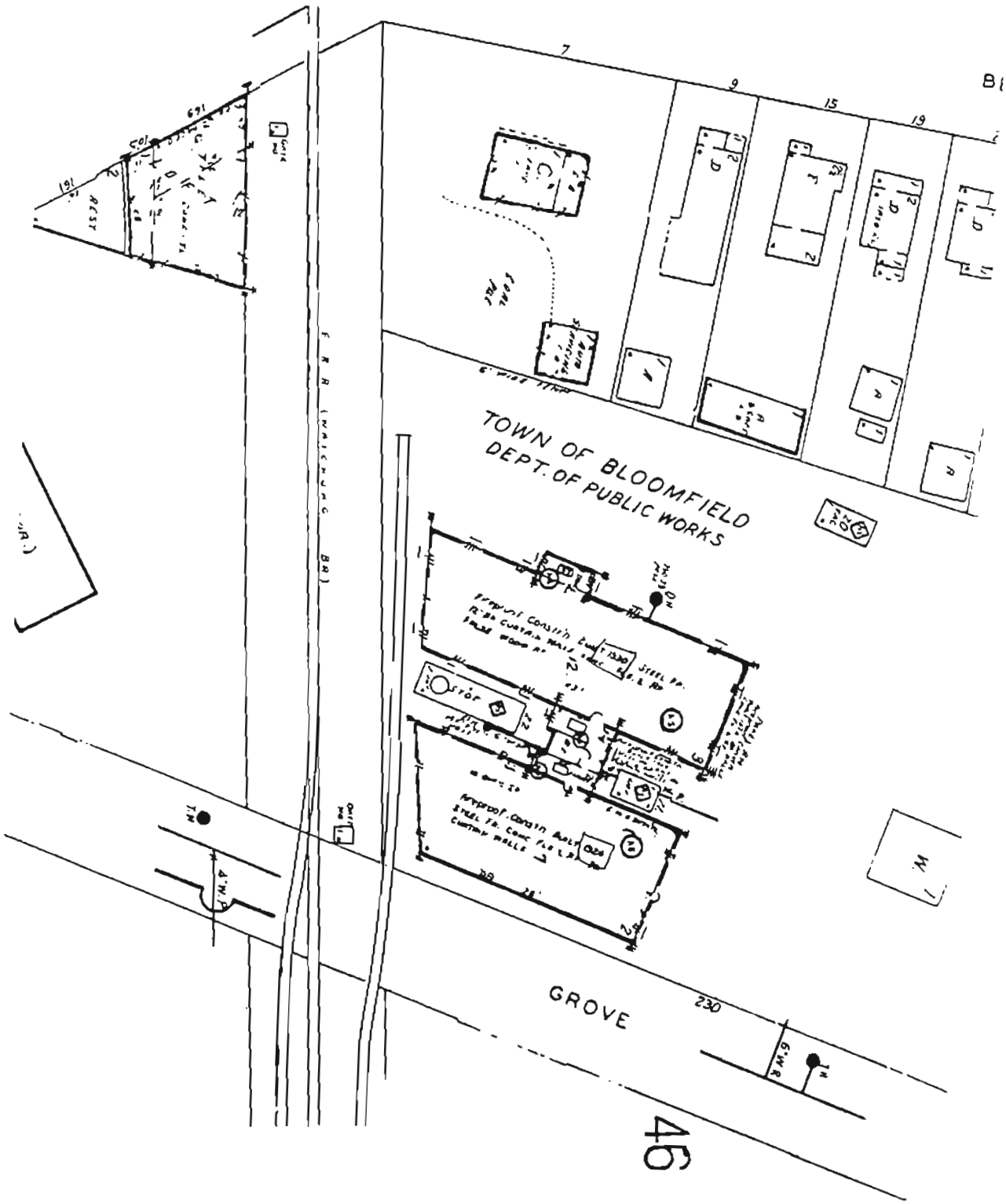


Figure 2-2

BAKELITE CORPORATION FACTORY BUILDINGS
SANBORN MAP 1977



These structures are the former factory buildings for the Research and Development Division of the Bakelite Corporation. "Bakelite" was the first synthetic plastic, patented in 1909 by the inventor, Dr. Leo Baekeland. Bakelite, with headquarters in Perth Amboy, New Jersey, inaugurated the modern plastics industry. Bakelite expanded rapidly with several branches in Europe and eventually merged into Union Carbide in 1939. Initially used as an electrical insulator, Bakelite expanded greatly during World War II. The plant at 230 Grove Street in Bloomfield manufactured plastic products, including phenol-formaldehyde, which was used by Thomas Edison (who owned several factory buildings nearby) for his early plastic phonograph records. Today, products made of Bakelite, especially jewelry and radios, are highly valued collectible items.

The Bakelite Corporation Factory Buildings are eligible for the National Register under Criterion A for their association with Bakelite, a precursor to the modern plastic industry, and as a research and development center for Bakelite which contributed to the expansion of the use of plastics.

2.2.2 Halcyon Park Historic District

Halcyon Park is an well-preserved example of an early- to mid-twentieth century planned residential community (Photographs 2-2 through 2-5 and Figure 2-3). The southern border of this early-twentieth century residential development extends along Watsessing Avenue, within a few hundred feet of the proposed VBF site and is further defined by Franklin Street on the north and Berkeley Avenue on the west. The backyards and garages of the Halcyon Park community that face along Watsessing Avenue are the closest portions of the District to the VBF site.

Halcyon Park is laid out on an irregular grid and centered on a median parkway that features a small lake with a fountain. Houses within Halcyon Park, built between 1905 and 1930, include a number of well-preserved examples of early-twentieth century residential architecture in Bungalow, American Foursquare, Colonial Revival, Tudor, and Queen Anne styles.

The district is characterized by winding narrow streets and modest scale houses situated on closely spaced lots. The original pair of rubble-stone entrance pavilions and stone columns located at Berkeley and Watsessing Avenues denotes the main entrance to Halcyon Park. Although these entry pavilions have been modified by their conversion into residences, their architectural integrity is largely intact.

Halcyon Park Historic District is eligible for the National Register under Criterion C as an intact twentieth century planned middle-class residential community with a cross-section of the vernacular architectural styles from that period.

Photograph 2-2

HALCYON PARK HISTORIC DISTRICT
Residence in American Foursquare Style
22 Florence Avenue

Photograph 2-3

HALCYON PARK HISTORIC DISTRICT
Residence in Dutch Colonial Revival Style
9 Parkway East

Photograph 2-4

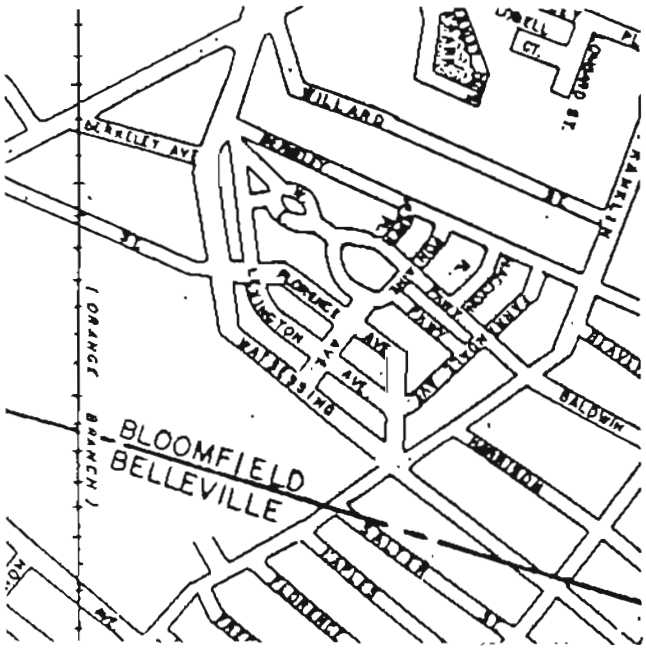
HALCYON PARK HISTORIC DISTRICT
Residence with Colonial Revival Elements
95 Parkway East

Photograph 2-5

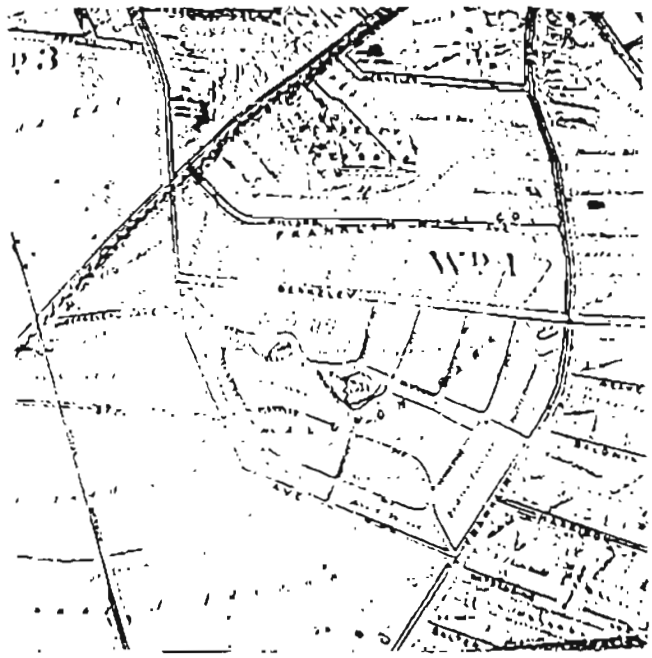
HALCYON PARK HISTORIC DISTRICT
Residence in Bungalow Style
93 Lexington Avenue

Figure 2-3

HALCYON PARK HISTORIC DISTRICT
CURRENT MAP AND 1906 MAP



Halcyon Park Current Map



Halcyon Park 1906 Map

2.2.3 Foodtown Supermarket

The Foodtown Supermarket is a single story buff brick building of rectangular plan designed in the Futurist style (see Photographs 2.6). Located on the southeast corner of North Arlington and Watsessing Avenues, the building is characterized by its huge parabolic arches that rise about 15 to 20 feet above the roofline. The arches are of wood and consist of two pairs of arches on each side which converge at the peak. A stainless steel-covered canopy projects from the front facade of the building; below is the supermarket storefront facade of large plate glass windows.

Parabolic arches, boomerangs, and ameboid shapes were major design trends in the 1950s, symbols of the new aerospace age. This was the era in which McDonald's adopted the Golden Arches. The Futurist style that characterized American architecture in the post-war era may be first attributed to the 1939 World's Fair, whose theme was "Building the World of Tomorrow". The Futurist style was best represented in the new automotive age as applied to fast food restaurants, gasoline stations, and supermarkets.

Although popular in the 1950s, most examples of this style have been altered. Foodtown Supermarket is eligible for the National Register under Criterion C as an excellent and intact example of the Futurist style and is unique as a rare example of this style as adapted to the modern supermarket.

Photograph 2-6

FOODTOWN SUPERMARKET

2.2.4 White Circle System Diner

The White Circle System Diner, located at 176 Bloomfield Avenue, is a single story steel-sided Streamlined Moderne style structure of rectangular plan (see Photograph 2-7). It is located about 500 feet northwest of the proposed VBF site west of the Conrail Orange Branch tracks.

The diner, in its original condition, features decorative sheet-metal work with corrugated, curved corner panels, banded base panels, quilted panels alternating with the main facade windows, and raised mullions that flare as they reach the cornice between the bays. Porcelain enamel panels are on the secondary facades and are at the frieze, which has signage in red letters. A sheet metal sign with sequential lights is mounted on the roof. An original neon clock is centrally located on the signage fascia directly over the front door. The diner has retained its original name and original signage, which advertises standard diner fare -- "HAMBURGERS, COFFEE, MILK SHAKES, FRENCH FRIES, COLD DRINKS" -- in bright red letters.

The diner was built in 1954 by the Manno Dining Car Company, which was located on 24 Florence Avenue in Belleville. The Manno Dining Car Company was founded in 1949 by Ralph Manno, who formerly worked for the Kullman Dining Car Company in Newark. The Manno Dining Car Company is best known for some of the most unusual diners built in the late 1950s and 1960s, with glass facades and innovative stainless steel work.

The White Circle System Diner is eligible for the National Register under Criterion C as an intact example of a locally built, pre-fabricated roadside diner dating from the mid-twentieth century.

Photograph 2-7

WHITE CIRCLE SYSTEM DINER

2.2.5 Power Plant

Located behind what is now the General Plastics Corporation Factory, at 55 La France Avenue, is a three-story industrial structure of rectangular plan (Photograph 2-8). Built of brick on a concrete foundation, the building is distinguished by its crenelated cornice and its large round-arched windows at the second and third stories. The first story, also faced with brick but currently painted gray, is characterized by flat-headed window openings with large rectangular multi-paned steel casement windows covered by wire mesh metal screens. All of the arched windows (with the exception of those at the third story of the northeast facade, which have the original multi-paned steel casement windows exposed) have been enclosed with corrugated metal.

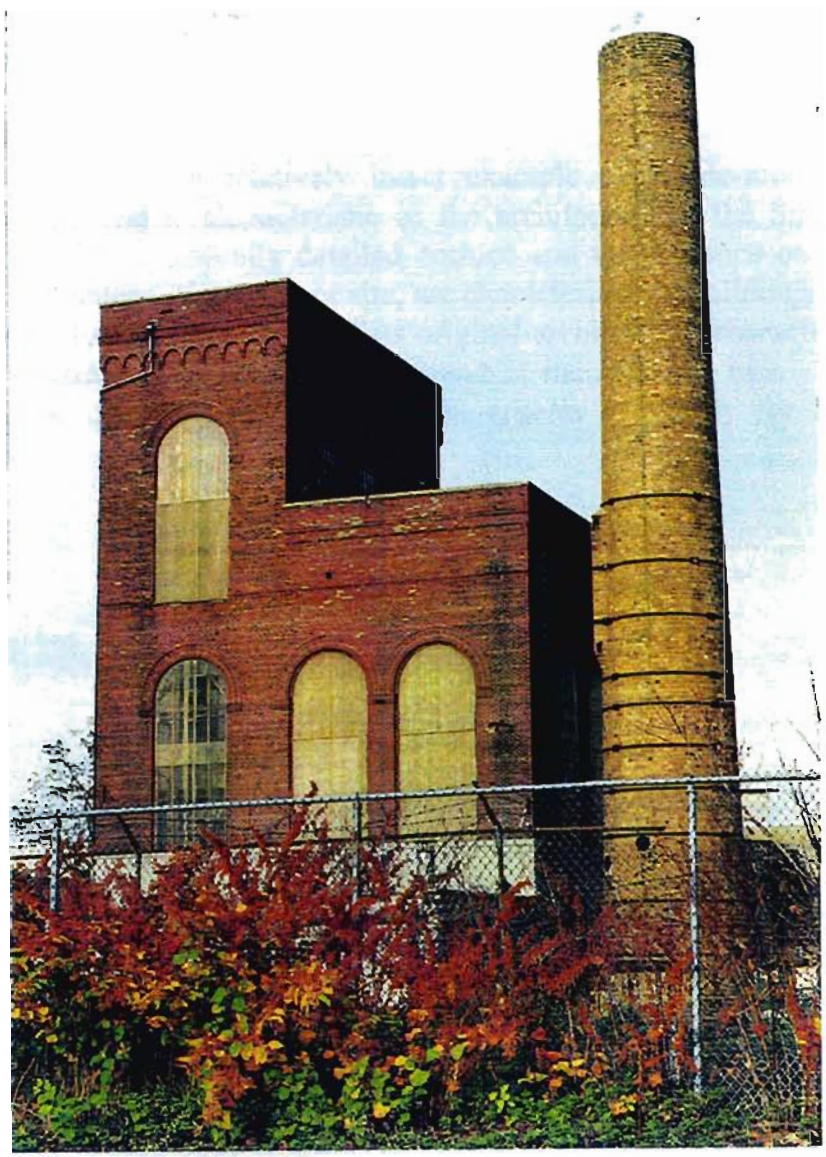
Two building entrances are located at the first story. A steel fire escape leads to a second story entrance that is located in the northernmost arched window on the east facade. A high buff brick smokestack/tower with steel reinforcement bands, 70 feet in height, is located south of the power plant structure.

The Power Plant was part of the Delco-Remy Division of General Motors Corporation Plant No. 7, as indicated on the 1938 Sanborn map. This area had not been mapped in the previous 1898 Sanborn map. A siding of the Watchung Branch of the Erie Railroad (now Conrail Orange Branch) extended the length of the factory building and terminated at the Power Plant. General Plastics, which currently occupies this site, has altered the existing adjacent factory structure and, therefore, it is difficult to distinguish the relationship between the power plant and what may be the former Delco-Remy Plant. The power plant and smokestack, located in a relatively open area adjacent to the Floyd Avenue Playground, is one of the tallest structures in the neighborhood and one of the most prominent.

The Power Plant at 55 La France Avenue is eligible for the National Register under Criterion C as an excellent representative of a late nineteenth- to early-twentieth century power plant as associated with an industrial facility.

Photograph 2-8

POWER PLANT



2.2.6 31 Bloomfield Avenue

Located at the corner of Edison Street and Bloomfield Avenue, 31 Bloomfield Avenue is a single story gray brick commercial structure of rectangular plan (Photographs 2-9). The building, on a raised basement, has a modillioned and denticulated metal cornice. Windows are one-over-one double-hung wood-sash with limestone sills and splayed lintels with large keystones. Similar lintels are at the diagonal corner store entrance bay, at the two side entrances and at the basement. A plate glass window at the front (Bloomfield Avenue) facade has limestone lintel corner blocks and a limestone sill. The main entrance door, transom and sidelights, and large plate glass window are aluminum replacement windows.

31 Bloomfield Avenue is a relatively intact example of a late-nineteenth century commercial structure and is characteristic of the architecture of the Silver Lake area during this period. The Classically detailed cornice and the entrance on the diagonal, designed to take advantage of the corner site, are characteristic of buildings from this era. While this building has retained much of its original architectural character, it has been altered unsympathetically at the front facade and at the entrance bay. Therefore, 31 Bloomfield Avenue does not possess sufficient criteria to qualify for listing on the National Register.

Photograph 2-9

31 BLOOMFIELD AVENUE

3.0 BELLEVILLE

3.1 HISTORIC BACKGROUND

The Township of Belleville is located north adjacent to Newark at the confluence of the Passaic River with the Second River. The early histories of Bloomfield and Belleville, up until the latter's incorporation, are for the most part parallel, though as early as 1744 the Newark Town Council had designated the Belleville area, originally known as Second River, as a district of Newark.

Early settlers were Dutch, with the Spier, Van Cortlandt, Van Riper, and Van Rensellaer families as some of the initial pioneers. In the eighteenth century, the community was essentially a farming settlement, with Main Street as its center.

Belleville, like neighboring Bloomfield, had an industrial base to complement its agricultural activity at least since the beginning of the nineteenth century. By 1834, Belleville's factories and mills included brass and copper rolling mills and foundries, calico and silk printing mills, a hemp factory, and a grist mill, most of them situated on the Second River. Several wire cloth plants followed in the 1840's. Belleville's brownstone quarries were active through the nineteenth century.

Belleville separated from Bloomfield and incorporated as a township in 1839. The Newark and Pompton Turnpike, the Morris Canal, and the Erie Railroad precipitated Belleville's viability as an industrial base as they moved raw materials and finished goods in and out of the town.

Thomas Alva Edison, the inventor and entrepreneur, owned land and buildings in Belleville and Bloomfield, including a large portion of the study area. By 1906, scattered housing had been built on Edison's property in the southeast corner of the tract. Thomas (now Columbus), Alva, and Edison Streets had been created and subdivided into building lots with scattered brick and frame structures. On the west side of Belmont Avenue between Alva and Honiss Streets, several large frame buildings were located on Edison's property. A preliminary survey did not find any structures directly associated with Edison.

The 1930's and the Depression saw a decline in the industrial development of Belleville. Today, Belleville is characterized as a suburban Newark community with light industry.

3.2 HISTORIC ARCHITECTURAL RESOURCES

About half of the proposed VBF site is located in the Township of Belleville, in an area known as the Silver Lake District. The proposed Belmont-Franklin Walk-on station site is also in Belleville. The proposed alignment travels east through the Silver Lake section of Belleville on the Conrail Orange Branch until it crosses the Newark municipal boundary.

There are no resources that are listed on the State and National Registers of Historic Places and no resources that were previously determined eligible for listing or opinioned by the SHPO to be eligible for listing that were identified in the area of potential effect in Belleville.

Three resources in the area of potential effect were previously identified as potentially eligible in *A Cultural Resources Survey of Essex County, July, 1986, Zakalak Associates.* These resources were the Edison Battery Division, 8 Magnolia Street and 46 Magnolia Street. A field inspection conducted in May, 1994 revealed that the Edison Battery Division at 75 Belmont Avenue has been demolished (Photograph 3-1 and Figure 3-1), 8 Magnolia Street was not located at the address indicated on the survey form Figure 3-2 and Photograph 3-2, and 46 Magnolia Street has been altered and, therefore, has a loss of integrity deeming it ineligible for listing on the National Register Map 3-3 and Figure 3-3. Additional information on these resources follows.

Since Belleville Township had been surveyed nearly a decade ago, an additional survey was undertaken in May and October of 1994 to identify historic resources in Belleville Township, particularly in the Silver Lake area which surrounds the VBF site. Photographs were taken and research conducted on eight resources that appeared to meet the criteria for eligibility. Following additional evaluation, six resources were identified that appeared to be potentially eligible for listing on the National Register of Historic Places. These sites are listed in Table 3 and described on the following pages.

Photograph 3-1

FORMER SITE OF EDISON BATTERY DIVISION
75 Belmont Avenue

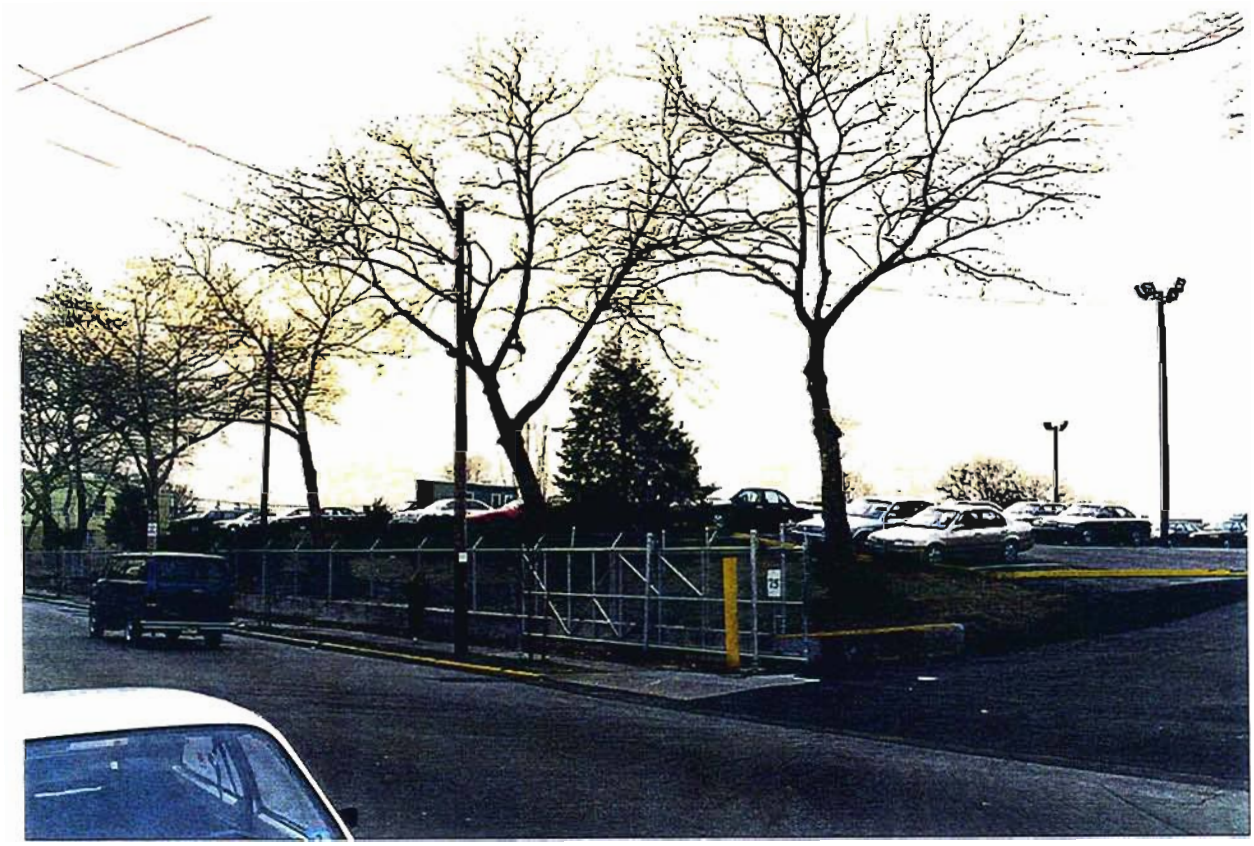


Figure 3-1

HISTORIC STRUCTURES SURVEY FORM
MCGRAW-EDISON COMPANY

HISTORIC SITES INVENTORY NO.

HISTORIC NAME: Edison Battery Division
LOCATION: 75 Belmont Avenue

COMMON NAME: McGraw Edison Co.
BLOCK/LOT Edison Battery Division

MUNICIPALITY: Belleville
USGS QUAD:
OWNER/ADDRESS:

COUNTY: Essex
UTM REFERENCES:
Zone/Easting/Northing

DESCRIPTION

Construction Date: c. 1930

Source of Date: visual

Architect:

Builder:

Style: Art Deco

Form/Plan Type: factory complex, main building is rectangular

Number of Stories: 1 - 2

Foundation: unknown

Exterior Wall Fabric: brick

Fenestration: 21 bays, industrial steel sash

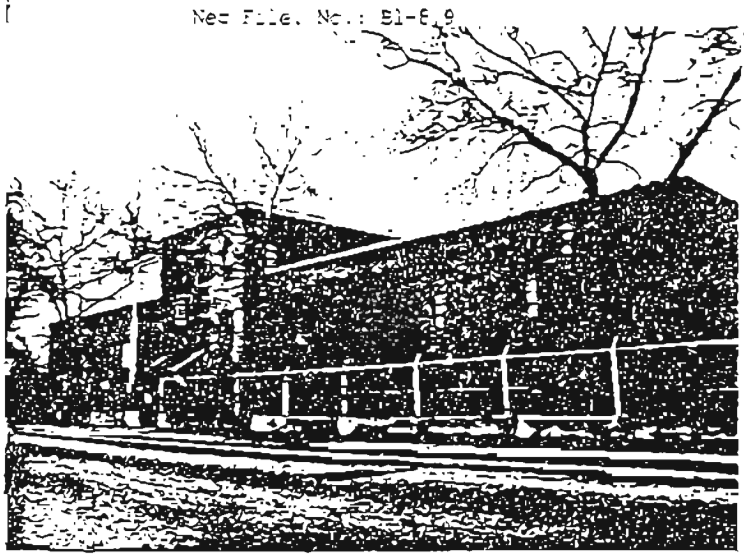
Roof/Chimneys: flat, many

Additional Architectural Description:

Central entry pavilion flanked by set-back wings; central pavilion is 2 stories, 3 bays with inset terra cotal panels and low relief friezes.

demolished

Negative File. No.: Bl-6,9



Map (Indicate North)

See Map #1.

Figure 3-1 (cont'd.)

Large industrial complex with rear loading docks.

SURROUNDING ENVIRONMENT. Urban ☒ Suburban ☐ Scattered Buildings ☐
Open Space ☐ Woodland ☐ Residential ☐ Agricultural ☐ Village ☐
Industrial ☒ Downtown Commerical ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

This industrial complex is related to Thomas A. Edison's work in New Jersey, originally housing the battery division of his expanded factory holdings.

ORIGINAL USE. Industrial PRESENT USE: Industrial
PHYSICAL CONDITION: Excellent ☒ Good ☐ Fair ☐ Poor ☐
REGISTER ELIGIBILITY: Yes ☐ Possible ☒ No ☐ Part of District ☐
THREATS TO SITE. Roads ☐ Development ☐ Zoning ☐ Deterioration ☐
No Threat ☒ Other ☐

COMMENTS

REFERENCES

RECORDED BY: Diane D. Zakalak DATE: 4/21/86
ORGANIZATION: Zakalak Associates

Figure 3-2

HISTORIC STRUCTURES SURVEY FORM
8 Magnolia Street

HISTORIC NAME:
LOCATION: 8 Magnolia Street

COMMON NAME:
BLOCK/LOT

MUNICIPALITY: Belleville
USGS QUAD:
OWNER/ADDRESS:

COUNTY: Essex
UTM REFERENCES:
Zone/Easting/Northing

DESCRIPTION

Construction Date: c. 1840

Source of Date: visual.

Architect:

Builder:

Style: vernacular farmhouse w/ leanto addition

Form/Plan Type: rectangular

Number of Stories: 1½

Foundation: brick

Exterior Wall Fabric: wood clapboard and shingle

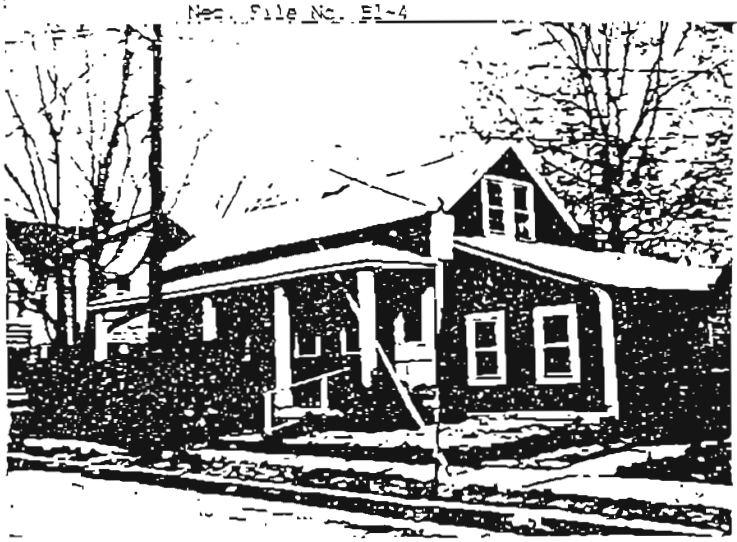
Fenestration: 6/6, 5 bays with 2 in shed addition

Roof/Chimneys: gable and leanto addition, 1 central brick chimney

Additional Architectural Description:

porch supported by 5 columns; single room width; ell on back and side

Negative File No. E1-4



Map (Indicate North)

See Map #1.

Figure 3-2 (cont'd.)

SURROUNDING ENVIRONMENT: Urban ☐ Suburban ☒ Scattered Buildings ☐
Open Space ☐ Woodland ☐ Residential ☒ Agricultural ☐ Village ☐
Industrial ☐ Downtown Commercial ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

8 Magnolia Street is a good example of a farmhouse of the Second River area.

ORIGINAL USE: Residential PRESENT USE: Residential
PHYSICAL CONDITION: Excellent ☐ Good ☐ Fair ☒ Poor ☐
REGISTER ELIGIBILITY: Yes ☐ Possible ☒ No ☐ Part of District ☐
THREATS TO SITE: Roads ☐ Development ☐ Zoning ☐ Deterioration ☒
No Threat ☐ Other ☐

COMMENTS:

REFERENCES:

RECORDED BY: Ulana D. Zakalak DATE: 4/22/86
ORGANIZATION: Zakalak Associates

Photograph 3-2

8 MAGNOLIA STREET

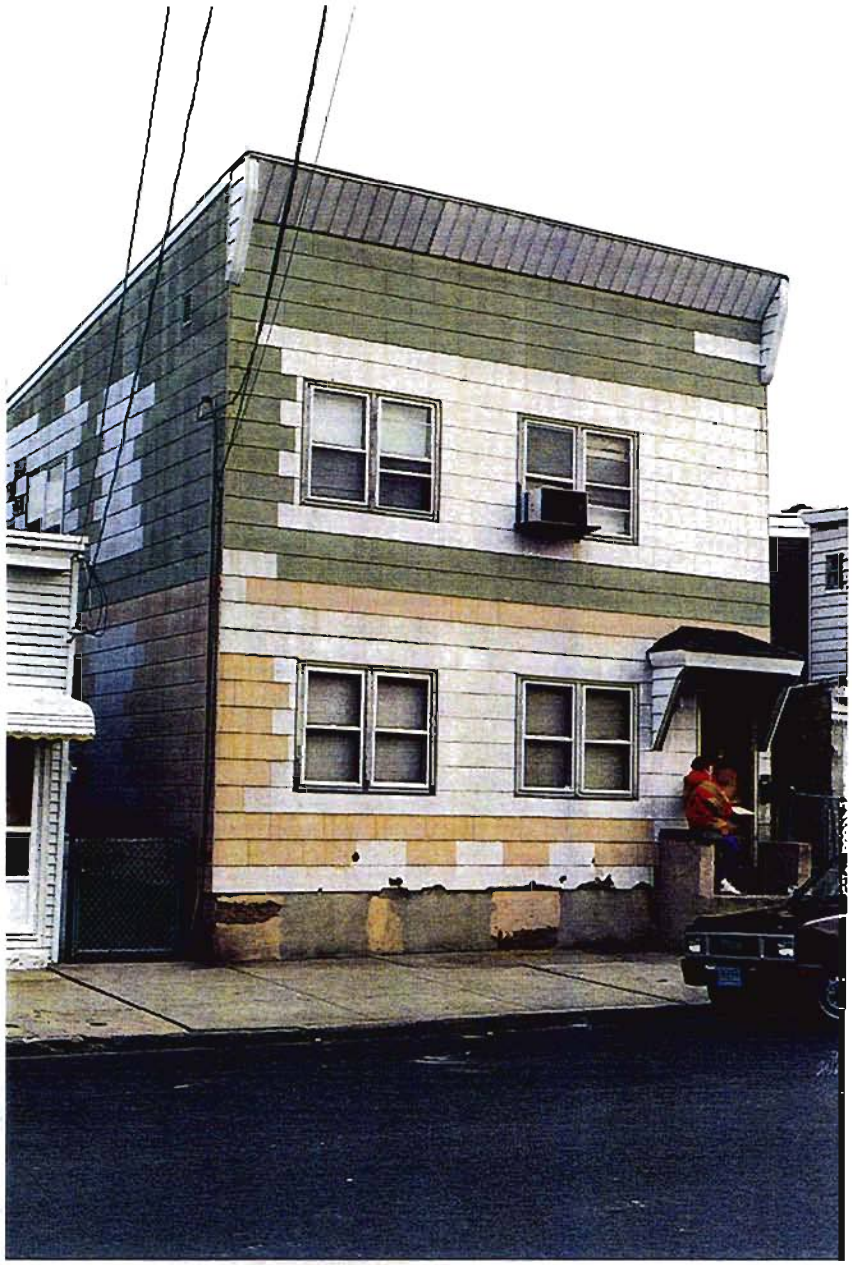


Table 3-1

LIST OF HISTORIC RESOURCES

BELLEVILLE TOWNSHIP

MAP KEY	NAME	LOCATION
National Register Listed Sites		
None		
Determinations of Eligibility/SHPO Opinions		
None		
Potentially Eligible Sites		
1.	Belleville Fire Department Station Number 3 *	136 Franklin Ave., Belleville
2.	Rowhouse	41 Belmont Avenue, Belleville
3.	Stone Residence	304 Belmont Avenue, Belleville
4.	Villa Antonietta	288-290 Belmont Avenue, Belleville
5.	Silver Lake Stone House	51 Heckel Street, Belleville
6.	Silver Lake Stone House	57 Heckel Street, Belleville
Not Eligible		
7.	Belmont Cleaners	55 Belmont Avenue, Belleville
8.	Silver Lake B & L Association	10 Bloomfield Avenue, Belleville
9.	Edison Battery Division [1]	75 Belmont Avenue (demolished)
10.	8 Magnolia Street [1]	Belleville
11.	46 Magnolia Street [1]	Belleville

* Located in the Area of Immediate Impact
[1] Identified in the Essex County Survey

46 Magnolia Street

46 Magnolia Street is a two and one-half story multi-family brick building constructed in 1908. The building is characterized by half-hexagonal bays, three dormers, and cast stone belt courses. The formerly unaltered classically-detailed front entryway that consisted of a ornate door surround of fluted pilasters and a leaded glass transom window has been removed and replaced by an aluminum-sided vestibule with new aluminum windows and an incompatible front door and wood stair with rails. In addition, the three dormers and the cornice have been covered with aluminum siding.

46 Magnolia is cited in the Essex County Survey, Belleville Township, as potentially eligible. However, the above stated alterations have compromised the historic architectural integrity of 46 Magnolia and, therefore, this building no longer meets the criteria for listing in the National Register of Historic Places.

Photograph 3-3

46 MAGNOLIA STREET

Figure 3-3

INDIVIDUAL STRUCTURE SURVEY FORM
46 Magnolia Street

INDIVIDUAL STRUCTURE SURVEY FORM — HISTORIC SITES INVENTORY NO.

HISTORIC NAME:
LOCATION: 46 Magnolia Street
COMMON NAME:
BLOCK/LOT

MUNICIPALITY: Belleville
USGS QUAD:
OWNER/ADDRESS:
COUNTY: Essex
UTM REFERENCES:
Zone/Easting/Northing

DESCRIPTION

Construction Date: 1908
Source of Date: Cornice "R.D. 5 1908"

Architect:
Builder:

Style: classicizing
Form/Plan Type: rectangle

Number of Stories: 3 plus elevated basement

Foundation: brick with cast stone belt courses

Exterior Wall Fabric: brick with cast stone and wood trim

Fenestration: 1/1, 3 bays

Roof/Chimneys: patterned slate shingles

Additional Architectural Description:

half-hexagonal bays; ornate door surround of fluted pilasters; leaded glass transom window

CN 402, TRENTON, NJ 08625 (609) 292-2023

Rec. File No. E-6

Map (Indicate North)

See Map #1.

Figure 3-3 (cont'd.)

SURROUNDING ENVIRONMENT: Urban ☒ Suburban ☐ Scattered Buildings ☐
Open Space ☐ Woodland ☐ Residential ☒ Agricultural ☐ Village ☐
Industrial ☐ Downtown Commerical ☐ Highway Commercial ☐ Other ☐

SIGNIFICANCE:

46 Magnolia Street is an excellent example of a multi-family house of this period.

ORIGINAL USE: Residential PRESENT USE: Residential
PHYSICAL CONDITION: Excellent ☒ Good ☐ Fair ☐ Poor ☐
REGISTER ELIGIBILITY: Yes ☐ Possible ☒ No ☐ Part of District ☐
THREATS TO SITE: Roads ☐ Development ☐ Zoning ☐ Deterioration ☐
No Threat ☒ Other ☐
COMMENTS.

REFERENCES.

RECORDED BY: Diana D. Zakalak DATE: 4/21/86
ORGANIZATION: Zakalak Associates

3.2.1 Belleville Fire Department Station Number 3

The Belleville Fire Department Station Number 3 is located at 136 Franklin Street on the northeast corner of Franklin Street and Magnolia Avenue east of the proposed VBF site (Photograph 3-4). The fire station is a two and one-half story brick structure with limestone trim in a modified Classical Revival/Mission Revival style.

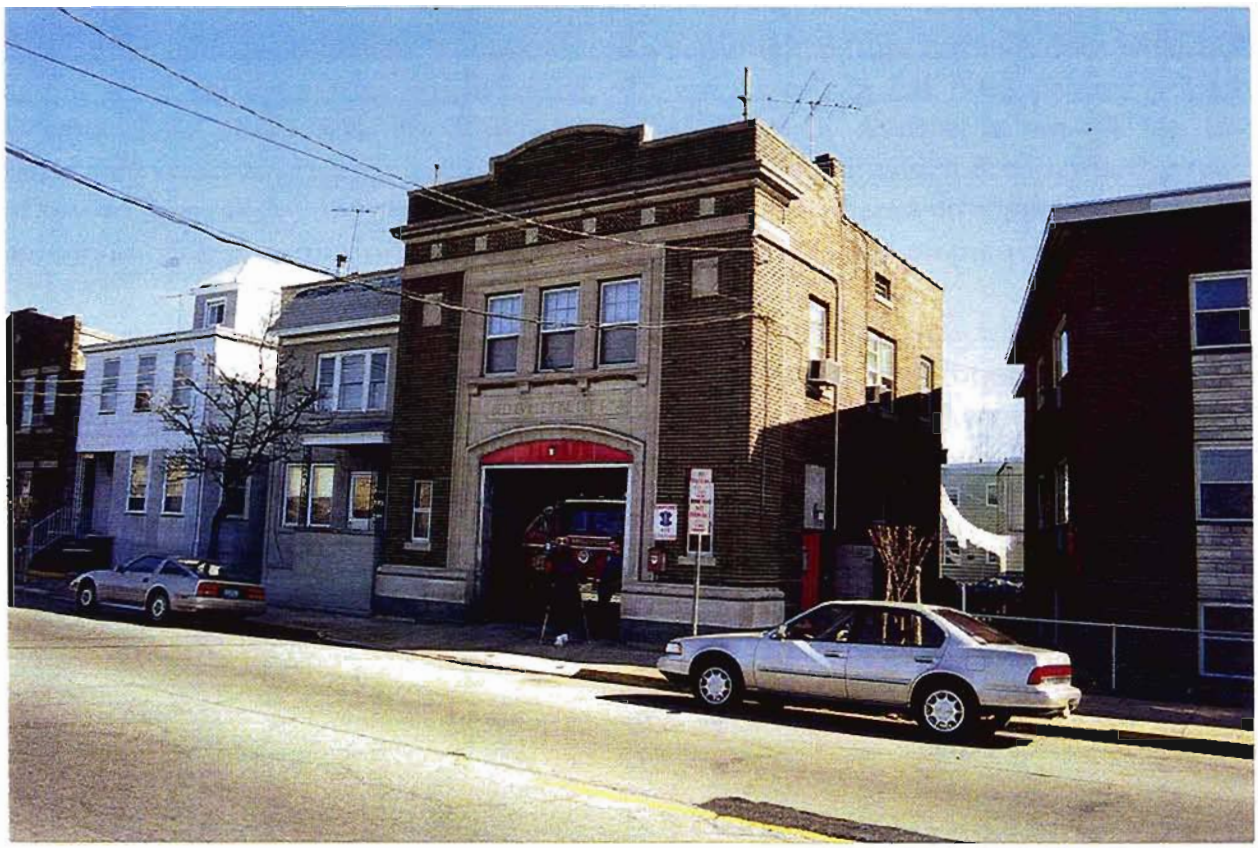
The facade is distinguished by a central bay of limestone, which extends two stories high and enframes the segmentally arched garage door opening at the first story and a set of six-over-one triplet windows at the second story. The limestone bay is characterized by molded door and window surrounds and a frieze, which is etched with "BELLEVILLE FIRE DEPARTMENT NUMBER 3". Additional facade ornament in limestone includes a series of shields and decorative brickwork, a pair of cartouches that flank the main bay, and a limestone water table and coping at the parapet.

Alterations include a pair of replacement windows at the first story and a modern garage door and red metal panel set into the arched garage door opening. Despite these alterations, the Belleville Fire Department Number 3 has retained its architectural integrity.

The Belleville Fire Department Number 3 is eligible for the National Register under Criterion C as an excellent and intact example of a fire station dating from the first half of the twentieth century.

Photograph 3-4

BELLEVILLE FIRE DEPARTMENT STATION NUMBER 3



3.2.2 Silver Lake Rowhouse at 41 Belmont Avenue

This flat-roofed rowhouse of buff brick is an unusually decorative example of an Italianate rowhouse circa 1880 (Photograph 3-5). It is two stories high with a raised basement and is distinguished by multi-colored corbelled brickwork and limestone trim. The front entrance is offset and raised slightly. An additional entrance is at the basement level. Decorative multicolored brickwork is at the first story string course and at the brick panel which extends across the spandrels of the first story. First story round-arched and corbelled windows have limestone keystones; second story windows are flat-arched with limestone keystones. The bracketed cornice is modillioned with swags. The basement windows are wood with four lights and limestone trim.

Alterations include replacement windows and a non-original front entrance door with infill at the front entry transom. In addition, all limestone trim has been painted yellow. Despite these alterations, the Rowhouse at 41 Belmont Avenue is one of the few remaining intact rowhouses in the Silver Lake neighborhood, which is comprised largely of two to three story rowhouses, most of which have been altered unsympathetically with aluminum siding, pent roofs, and new windows (note adjacent properties).

The structure is in excellent condition and, with the exception of new windows and a non-original front door, is an intact example of the type of housing that formerly characterized this neighborhood. The Silver Lake Rowhouse at 41 Belmont Avenue is eligible for listing on the National Register under Criterion C as an intact example of the masonry craftsmanship that characterized the Silver Lake area in the late-nineteenth- to early-twentieth century.

Photograph 3-5

SILVER LAKE ROWHOUSE
41 Belmont Avenue

3.2.3 Stone Residence at 304 Belmont Avenue

This random coursed fieldstone residential structure is one-and-a-half stories with a barrel-vaulted roof (Photograph 3-6). There are two fieldstone chimneys; one endwall, the other capped with brick. Dormers on either side of the roof ridge are also barrel-vaulted. The main facade windows have segmentally-arched architraves and cast stone sills. The remaining original sash is six-over-one double-hung. The main entrance architrave is formed by paneled cast stone elements.

The building is constructed of locally quarried stone and exhibits craftsmanship and masonry skills. Its location on an unusually large lot set back from the street indicates that this property predates the surrounding development.

Brownstone quarries were located in Belleville and nearby Glen Ridge. Most of the stone was shipped to New York to build townhouses and churches, although some was used locally to build houses, churches, and railroad bridges.

The Rowhouse at 304 Belmont Avenue is, along with Villa Antonietta and 51 and 57 Heckel Street, part of a group of stone-faced houses in the Silver Lake area of Belleville. Collectively, they are eligible for the National Register as a thematic or multiple resource listing under Criterion C as representatives of the importance of the brownstone quarrying industry of nineteenth century Belleville and as intact examples of housing that demonstrates the masonry skills of the Italian immigrants who settled the Silver Lake section of Belleville.

Photograph 3-6

STONE RESIDENCE
304 Belmont Avenue

3.2.4 Villa Antonietta, 288-290 Belmont Avenue

This two story residential rowhouse structure of locally quarried brownstone and random rubble exhibits masonry skills and craftsmanship of a folk art quality. Iron gates at the driveway demarcate the property as "Villa Antonietta" (Photograph 3-7).

Main facade decorative elements include a cornice of beveled stone, with dentils, diamond- and oval-shaped panels, alternating light and dark stone string courses at the second story, and segmentally-arched window and door architraves. The windows appear to be replacements. The main entrance has a transom with a leaded stained-glass light and a replacement door, reached by a stone stoop with cast stone coping.

The rowhouse at 288-290 Belmont Avenue is, along with 304 Belmont Avenue and 51 and 57 Heckel Street, part of a group of stone-faced houses in the Silver Lake area of Belleville. The stone-faced houses are eligible for the National Register as a thematic or multiple resource listing under Criterion C as representatives of the importance of the brownstone quarrying industry of nineteenth century Belleville and as intact examples of housing that demonstrate the masonry skills of the Italian immigrants who settled the Silver Lake section of Belleville.

Photograph 3-7

VILLA ANTONIETTA

3.2.5 Silver Lake Stone House at 51 Heckel Street

The structure at 51 Heckel Street is a single story residence with a raised basement (Photographs 3-8 and 3-9). The front facade, including the stoop, is faced with randomly-coursed stone. A coursed stone cornice projects slightly at the flat roof. Door and window surrounds, including the raised basement level window, have radiating voussoirs of coursed stone. The windows are replacement one-over-one sash. The side facade is stucco with some metal siding immediately below the parapet.

The building at 51 Heckel is an excellent example of a small rowhouse with granite and brownstone used in an artistic manner. The ornately applied stone to this simple narrow brick structure is an excellent representative of the masonry skills of the Italian immigrants who settled in the Silver Lake section of Belleville in the late nineteenth century.

Brownstone quarries were located in Belleville and in nearby Glen Ridge. Most of the stone was shipped to New York to build townhouses and churches, although some was used locally to build houses, churches and railroad bridges. The rowhouses at 51 and 57 Heckel Street flank either side of the former D'Avella Macaroni Company Factory and may have been associated with the owners. D'Avella was one of two macaroni factories on Heckel Street. Heckel Street near Franklin Avenue, was also the location of the former Silver Lake Station of the Erie Railroad.

The rowhouse at 51 Heckel Street is one of a group of stone-faced houses in Belleville that are eligible for the National Register as a thematic listing under Criterion C. These structures collectively represent the importance of the brownstone quarrying industry in Belleville and also reflect the masonry skills of the Italian immigrants who settled in the Silver Lake section of Belleville in the late nineteenth century.

Photograph 3-8

SILVER LAKE STONE HOUSE
51 Heckel Street

Photograph 3-9

SILVER LAKE STONE HOUSE
51 Heckel Street

3.2.6 Silver Lake Stone House at 57 Heckel Street

The stone house at 57 Heckel Street is a single story structure on a raised basement built of brick with coursed and uncoursed brownstone and a concrete water course (Photograph 3-10). It is flat-roofed with a simple wood cornice. The windows are four-over-one double-hung wood-sash with concrete sills and rough-dressed brownstone lintels. The basement windows have segmentally-arched brick lintels. The main entrance with a single transom light is accessed by a concrete stoop with metal (non-original) railings. Next to the stoop is a bulkhead basement entrance with replacement doors.

The house at 57 Heckel is one of a group of stone-faced rowhouse structures in Belleville that is eligible for the National Register as a multiple resource listing under Criterion C as a group of structures that collectively represent the importance of the brownstone quarrying industry in nineteenth century Belleville and reflect the masonry skills of the Italian immigrants who resided in the Silver Lake section of Belleville.

Photograph 3-10

SILVER LAKE STONE HOUSE
57 Heckel Street

3.2.7 Belmont Cleaners

Belmont Cleaners is located at 55 Belmont Avenue on the northeast corner of Belmont and Alva Street (Photograph 3-11). Belmont Cleaners is a one-story commercial structure with a rough-dressed concrete block main facade with a stepped parapet. The front facade, located on Belmont Avenue, has a recessed entrance flanked by two large plate glass storefront windows. The Alva Street facade is plain concrete block with a bracketed gabled roof over the side entrance.

Historic Sanborn maps denote this small concrete block structure as a restaurant. As the building was near Thomas Edison's Storage Battery Division Plant, it most likely served the workers from that plant. The structure also served as a pool hall and a food market prior to its current use as a dry cleaners.

This concrete block structure typifies a small commercial building constructed in the early-twentieth century in the vernacular style that characterized Silver Lake during this period. However, it does not possess architectural distinction or significance that would qualify it for listing on the National Register of Historic Places.

Photograph 3-11

BELMONT CLEANERS

3.2.8 Silver Lake B & L Association Building

The Silver Lake B&L (Building and Loan) Association Building, located at 10 Bloomfield Avenue, is a two story brick structure of rectangular plan (Photograph 3-12). The second story is classically detailed with pairs of pilasters separating each of the three window bays. The frieze of the second story has *"Silver Lake B & L Association"* carved in stone. A simple cornice and a parapet are above, with a datestone with *"1931"* on top of the parapet. The first story has a storefront facade with plate glass display windows and an offset entrance door with a transom. The storefront has been altered with new brick.

The Building and Loan Association played a significant role in the development of Silver Lake. Located in the southern section of Belleville near the Newark Municipal boundary, Silver Lake was named for a lake that was formerly located between Bloomfield Avenue and Franklin Street. Largely settled by Italian immigrants in the late nineteenth century, Silver Lake grew into a self-contained community with its own churches, macaroni factories, social clubs, etc.

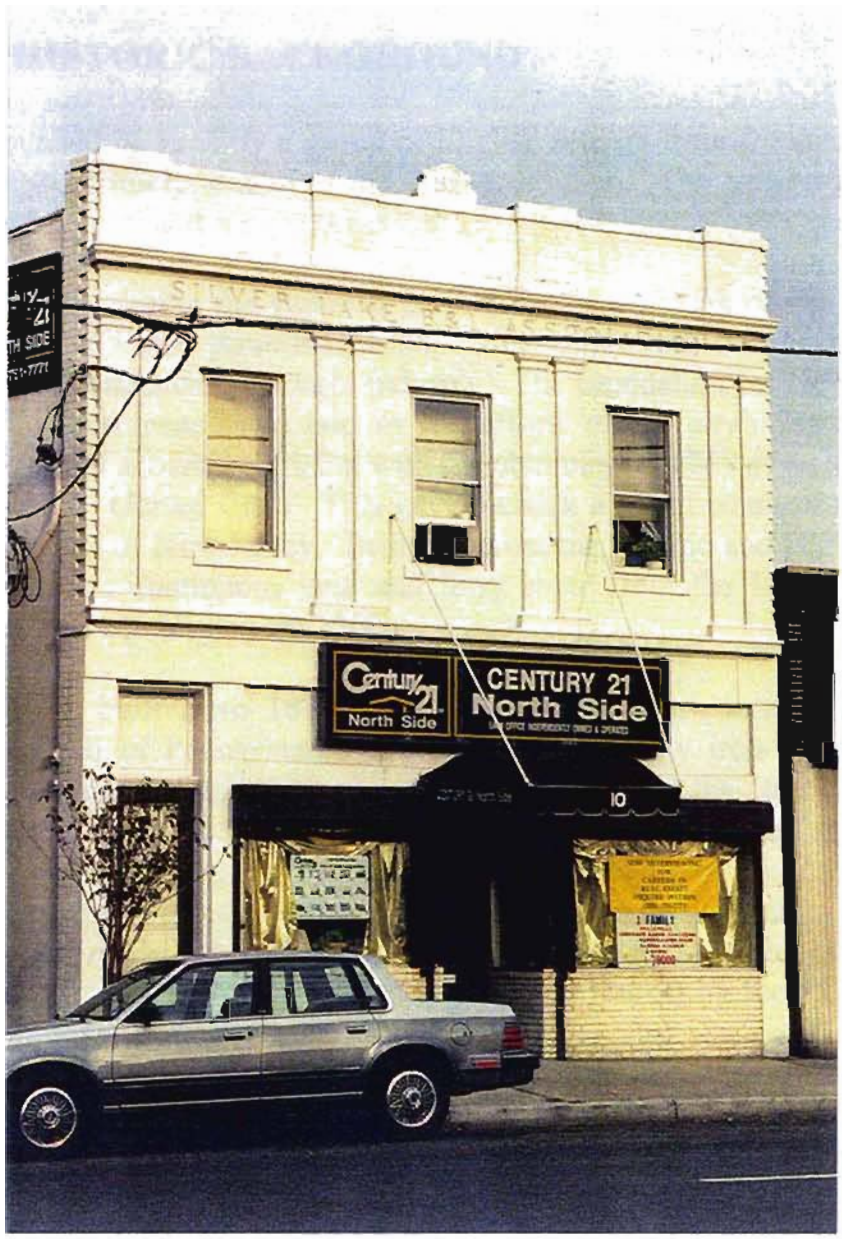
The Silver Lake and B & L Association was organized by Jeraldo Maioran, an immigrant Italian builder, developer, and community leader. Referred to as the "Unofficial Mayor" of Silver Lake at the turn of the century, Maioran was in the real estate and insurance business, operated a shoe store, and was a Postmaster from 1899 to 1916. He helped build the first Catholic church in Silver Lake, started the Republican Club and served as its leader. He also built Silver Lake's first firehouse on his property.

Maioran was a carpenter by trade, and with the help of his father, also a carpenter, built a number of small houses for other Italian immigrants in the Silver Lake area. Jeraldo Street and Maioran Place in Belleville are named after Jeraldo Maioran.

The Silver Lake Building and Loan Association Building is a good example of an early- to mid- twentieth century commercial structure and is significant as a representative of the Silver Lake community and Jeraldo Maioran. However, unsympathetic alterations at the first story have compromised its architectural integrity. Therefore, the Silver Lake Building and Loan Association Building is not eligible for the National Register.

Photograph 3-12

SILVER LAKE BUILDING AND LOAN ASSOCIATION
10 Bloomfield Avenue



4.0 NEWARK

4.1 HISTORIC BACKGROUND

Newark was founded in 1666 by a group of English settlers from Connecticut seeking a haven for their strict interpretation of the Puritan religion. The earliest dwellings were grouped near what is now the downtown area.

Newark grew slowly during the Colonial period; by the outbreak of the Revolution, its population numbered barely more than 1,000. Most of Newark's earliest populace were farmers, with some craftsmen and light industry. The foundation for Newark's eventual rise to industrial prominence was laid by the efforts of the city's leaders to improve conditions for outside access, beginning with the obtaining in 1765 of a charter for a road east to Paulus Hook (Jersey City). This gave Newark a direct connection to one of the two major post roads of New Jersey. Bridges across the Passaic and Hackensack Rivers soon followed, and a continuous land and ferry route from the Hudson River to the Delaware River was established by 1800.

The Morris Canal, built from 1826 to 1837, linked Newark's new factories to the anthracite coal fields of Pennsylvania and the Morris County iron mines. Despite its ultimate financial failure, the canal had a significant effect on the physical development of Newark, determining the early industrial layout and confining the street grid of the city. Almost simultaneously, the first railroad line through Newark, connecting Jersey City and New Brunswick, was established; annual ridership on this line exceeded 100,000 by 1835. The railroads wrought significant physical changes to the city. Downtown Newark had four freight terminals (and their attendant tracks) by the 1870's.

The construction of the Morris Canal and the railroads set the stage for the explosion of industrial activity in the 1830's in Newark, which incorporated as a city in 1836. This decade saw the construction of the first large-scale factories in the city, including plants for shoemaking, saddle-making, carriage-making and hat manufacture. By the middle of the 1800's Newark's factories included the manufacture of chemicals, fertilizer, rubber, soap, varnish, and zinc. The largest of the several breweries that competed for the patronage of the city's populace was Peter Ballantine & Sons, established in 1840. By 1870, there were over 30 breweries in Newark.

The first street car service in New Jersey was offered by the Orange and Newark Horse Car Railroad, which began a limited downtown Newark operation in 1860. In 1861, this line was expanded to a car line along Broad Street to Orange Street and into the community of Orange. Service was later extended north to Belleville and south on Broad to Clinton Avenue and Wright Street. By 1870, there were seven horse car lines in Newark.

In October, 1890 the first electric trolley car began a short line operation. By 1895, all of the former horse car lines in Newark were electrified. Eventually, all of the independent trolley car lines merged into the Public Service System, which had its headquarters in Newark. In 1917, the Public Service initiated the first bus operations, which eventually led to the downfall of the streetcars. A long strike by employees in 1923 financially weakened the company. Rail abandonments continued into the twentieth century until 1972, when only one trolley line and 30 cars remained in operation. In 1980, the Public Service System was absorbed into NJ TRANSIT.

The city continued to burgeon into the early twentieth century. The alliance of a succession of reform mayors, beginning in 1883 with Joseph Haynes, with the Newark Board of Trade oversaw a period of civic revitalization with the construction or establishment of fifteen new schools, Branch Brook Park (designed by the firm of Frederick Law Olmstead & Associates), the Newark Public Library, and the Newark Museum.

The Depression dealt a crippling blow to Newark; by 1933 over six hundred of the city's factories had shut down, and almost a quarter of the populace received some kind of public relief by 1935. The Works Progress Administration (WPA) stepped in to provide jobs for various civic projects. The Morris Canal was transformed into Raymond Boulevard and the Newark City Subway during the 1930's, providing not only needed mass transit, but also more continuity to the downtown street grid.

World War II also provided a temporary antidote to Newark's economic woes by creating a market for the city's shipyards and factories, but the downward trend for Newark's industrial sector resumed after the war.

Various new projects have provided Newark with a new look and have spurred optimism about its future. The Gateway Complex, the quarter-billion-dollar complex constructed to the west of the downtown business district, and the new Performing Arts Center east of Military Park demonstrate the continued governmental interest in the revitalization of Newark.

4.2 HISTORIC ARCHITECTURAL RESOURCES

The NERL alignment in Newark travels east on Conrail track (formerly the Orange Branch of the Erie Railroad) until it reaches Branch Brook Park and then turns south at Branch Brook Park with a proposed station site at the current Franklin Street Station.

Four resources in the area of potential effect in Newark are listed on the State and National Registers of Historic Places. These resources listed in Table 4-1 are:

Branch Brook Park (NR 01/12/81)
Morris Canal (NR 10/01/74)
Forest Hill Historic District (NR 08/03/90)
Sydenham House (NR 07/29/70)

There are no resources in the project area that have been determined eligible or that have SHPO Opinions of Eligibility and no additional resources of potential significance were noted.

Table 4-1

LIST OF HISTORIC RESOURCES
CITY OF NEWARK

MAP KEY	NAME	LOCATION
National Register Listed Sites		
A.	Branch Brook Park *	Newark and Belleville
B.	Forest Hill Historic District	Newark
C.	Morris Canal *	Newark and Belleville
D.	Sydenham House	Old Road to Bloomfield, Newark
Determinations of Eligibility/SHPO Opinions		
None		
Potentially Eligible Sites		
None		

* Located in the Area of Immediate Impact

5.0 CONCLUSION

The historic architectural resources background study is the initial step of the Section 106 process. The SHPO will review these findings in regard to the eligibility of the identified resources and issue SHPO Opinions of Eligibility.

The next step in the Section 106 process will be to identify the effects of the proposed project on the resources identified as eligible and the recommendation of mitigation measures. The Section 106 process for the Vehicle Base Facility will culminate in a Memorandum of Agreement that will stipulate the mitigation measures for the affected resources.

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