

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 Summit Downtown Historic District
other names/site number _____

2. Location

street & number Roughly bounded by Springfield Avenue, the Village Green, Summit Avenue, and Waldron Avenue not for publication
city or town Summit City vicinity
State New Jersey code NJ county Union code 039 zip code 07901

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:

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____ Signature of the Keeper	_____ Date of Action
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____ Signature of the Keeper	_____ Date of Action
<input type="checkbox"/> determined not eligible for the National Register.	_____ Signature of the Keeper	_____ Date of Action
<input type="checkbox"/> removed from the National Register.	_____ Signature of the Keeper	_____ Date of Action

other, (explain:) _____

Summit Downtown Historic District
Name of Property

Summit, New Jersey
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
 public-local
 public-State
 public-Federal

Category of Property

(Check only one box)

- building(s)
 district
 site
 structure
 object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
96	40	buildings
1	1	sites
2	3	structures
1	0	objects
100	44	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)

Commerce/Trade Specialty Store
Business
Financial Institution
Professional
Transportation Rail-related
Government City Hall
Social Meeting Hall
Religion/Religious Structure Church

Current Functions

(Enter categories from instructions)

Commerce/Trade Specialty Store
Business
Financial Institution
Transportation Rail-related
Social Meeting Hall
Religion/Religious Structure Church

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th & 20th Century Revivals: Classical Revival
Late 19th & Early 20th Century American Movements:
Other: Patterned Masonry
Late Victorian: Italianate
Late 19th & 20th Century Revivals: Neoclassical
Tudor Revival
Italian Renaissance Revival

Materials

(Enter categories from instructions)

foundation Brick, concrete
walls Brick
Stucco
Stone
roof Asphalt
other Glass, Steel

Narrative Description

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

See continuation sheet.

Summit Downtown Historic District
Name of Property

Summit, New Jersey
County and State

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.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

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):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
Record #: _____
- recorded by Historic American Engineering
Record # _____

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Areas of Significance

(Enter categories from instructions)

- Architecture
- Commerce
- Transportation
- _____
- _____

Period of Significance

1837-1938

Significant Dates

1837, 1892, 1893, 1905, 1938

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Coolidge and Carlson, Theodore Mead Jr., Joy Wheeler
Dow, John Newton Cady, Jerry O'Mahoney, Inc.

Summit Downtown Historic District
Name of Property

Union, New Jersey
County and State

10. Geographical Data

Acreage of property 42.6 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1 *Zone Easting Northing*
2

3 *Zone Easting Northing*
4

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 Lauren C. Archibald, Virginia Brounce, and Jennifer B. Leynes Architectural Historians
organization Richard Grubb & Associates, Inc. date September 30, 2009
street & number 30 North Main Street telephone 609-655-0692
city or town Cranbury state NJ zip code 08512

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A **U.S.G.S. 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.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Section 7. Narrative Description

The Summit Downtown Historic District is centrally located within the City of Summit municipal boundary in Union County, New Jersey, covering approximately 16 city blocks. The triangular-shaped boundary of the district encompasses the northern and southern side of Springfield Avenue, from the Springfield Avenue Bridge over the New Jersey Transit Corporation (NJ Transit) Morristown Line east to Waldron Avenue. The boundary extends south from the intersection of Springfield Avenue and Summit Avenue, crossing over Union Place, NJ Transit's Morristown Line, and Railroad Avenue, to Broad Street, at which the boundary continues west to Elm Street, including both the northern and southern sides of Broad Street. From Elm Street, the district extends south to Morris Avenue, thence north from the intersection of Morris Avenue and Maple Street, including the eastern and western sides of Maple Street, to the Maple Street Bridge over NJ Transit's Morristown Line. The boundary then follows the rail line back to the starting point, the Springfield Avenue Bridge.

As a whole, the district can be classified as a densely-developed commercial urban district centered around the local railroad station. Built by the Morris and Essex Railroad in 1837, but known through much of its history as the Delaware, Lackawanna and Western Railroad (DL&WRR), the rail line creates a dividing line between the northern and southern sections of the district. The area north of the rail line consists primarily of two, three, and four-story attached buildings with commercial storefronts on the first floor and upper floor apartments. The area south of the rail line consists of public spaces and civic buildings. Ecclesiastical buildings are located at the far southern, eastern, and western corners of the district. Springfield Avenue forms the spine of the district and is largely defined by a continuous streetscape of attached commercial buildings.

The district's commercial buildings are representative of their period of construction, which spans the late nineteenth and early twentieth centuries. The most common type is the two-part commercial block; one-part blocks also occur on a number of the early twentieth-century commercial buildings. Less common commercial building types in the district include the enframed window wall, vault, central block with wings, and arcaded block. These buildings are generally vernacular in nature, with stylistic influences ranging from the Italianate to the Classical, Tudor, and Colonial Revivals. Brick is the dominant exterior material, and a sizeable number of commercial buildings employ patterned masonry designs for architectural interest. Although these buildings lack a clearly identifiable architectural style, details like shaped parapets, cornices, corbelled brickwork, brick or stone window surrounds, and quoins combine to create architectural interest on the two-part facades.

Vernacular two-part commercial blocks are dominant within downtown Summit's streetscape, but a small number of high-style, architect-designed buildings are dispersed at key intersections north of the railroad and around the public park to the south. These high-style commercial, civic and institutional buildings reflect styles including the Italian Renaissance Revival, Neoclassical, Richardsonian Romanesque, Late Gothic Revival, and Federal Revival, among others.

A majority of the buildings and resources within the Summit Downtown Historic District were constructed between 1890 and 1930. The Summit Diner (#126) and the Public Service Building (#48) were both erected in 1938, and are the last buildings constructed in the district within the period of significance. The Summit Downtown Historic District contains six key contributing resources: the DL&WRR (#134); Summit Railroad Station (#133); DL&WRR Interlocking Tower (#104); Old Town Hall (#109); Van Cise Building (#18); and the Summit Diner (#126). All of the district's key contributing resources are described in greater detail below and in the district inventory.

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

The current NJ Transit's Morristown Line (#134) was the first railroad in Summit. Chartered as the Morris and Essex Railroad, the rail line was laid through the area in 1837, and a community soon developed around the station. The Morris and Essex was absorbed by the DL&WRR in 1868, and a busy commuter service to New York City enabled the growth of Summit into a wealthy suburban community. The DL&WRR undertook numerous improvements during the first decade of the twentieth century in Summit, including a grade separation project to improve pedestrian and vehicular safety (Photo View 1). The DL&WRR Interlocking Tower (#104), located on the northern side of the tracks at the Summit Avenue Bridge, was another of the improvements; constructed in 1905, the embanked, Tudor Revival-style tower (Photo View 2) functioned to move rail traffic into a rail yard (no longer extant) on the south side of the tracks. The tower is unusual as an example of a high-style functional structure constructed by the railroad and for its integration into the retaining wall of the railroad cut. The Summit Railroad Station (#133) was also built in 1905 (Photo Views 3, 38, 39), replacing the 1871 station located near Maple Avenue. The station has served Summit's commuters for more than a century. The railroad and associated resources serve as the anchor of Summit's downtown, as well as the geographic and developmental center of the district.

Located on the eastern side of the district is Old Town Hall (#109). Built in 1892, the building was designed by architect John Newton Cady, and is a notable example of a High Victorian design, employing Richardsonian Romanesque motifs (Photo View 4). Like many Victorian-era brick edifices built on relatively shallow city lots, Old Town Hall exploited contrasting materials such as rusticated limestone, not only to provide added texture and interest to the wall's flat surface, but also to clearly delineate and accentuate the building's main entrances and window openings. This architecturally fanciful building contained a fire engine garage, jail, and town meeting hall. City officials conducted business in this building until 1909.

The Van Cise Building (#18) is a Second Italian Renaissance Revival-style building constructed circa 1893 (Photo View 5). Originally built to house the Summit chapter of the Women's Christian Temperance Union, the building became an opera house, a movie theater and Masonic Hall before housing commercial establishments, as it does today. The Van Cise Building is located at the western corner of the district, at the northwest corner of Springfield Avenue and Kent Place Boulevard.

Built in 1938, the Summit Diner¹ (#126) is one of the most distinctive in New Jersey, a state known for its diner culture. The existing Jerry O'Mahony Company dining car was erected on the site of an earlier diner on Union Place. The Streamline Moderne-style building is an excellent example of its type and retains a high level of architectural integrity (Photo View 6). A recent study identified the Summit Diner as one of approximately 10 Jerry O'Mahony dining cars built during the period 1935-1941 that are still standing in the United States (Broschinsky 2009: Sect. 8, p. 7).

Other notable civic and institutional buildings located north of the railroad tracks include the Public Service Building (#48), a Classical Revival-style building constructed in 1938 (Photo View 7); the Old YMCA (#68), an 1893 Richardsonian Romanesque-style building (Photo View 8); and the Old Post Office (#70), an 1893 Italian Renaissance Revival-style building (Photo View 9). All three buildings are all high-style examples of their respective architectural styles and are located at key intersections within the district.

¹ Peter Genovese states in his book *Jersey Diners* that the Summit Diner was erected in 1929; however, stylistically the building more closely matches the streamlined diners of the 1930s, and other sources suggest that the diner is a 1938 model produced by the Jerry O'Mahony Company of Elizabeth, New Jersey (Genovese 1996: 3; Williams 1999: 47-49; Gutman and Kaufman 1979: 40-48; McTeague 1990: 64; Broschinsky 2009: Sect. 8, p. 3; Kaplan and Bellink 1980: 22, 109).

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

South of the railroad are three additional civic and institutional resources of note. The circa-1935 Post Office (#35) is an excellent example of Federal Revival-style architecture (Photo View 10). South of the Post Office is the Summit YMCA (#36), an imposing two-and-a-half-story building constructed in the Italian Renaissance Revival style in 1911-1912 (Photo View 11). The Village Green, an important public park space in Summit's downtown (Photo Views 12-13), is situated to the east, with an entrance at the intersection of Broad Street and Railroad Avenue. The Village Green contains a notable World War I memorial in bronze by artist Edith Barretto Parsons (Photo View 14).

The district's commercial buildings are concentrated north of the rail line. Like the civic and institutional properties, the most notable, high-style commercial buildings are located at key intersections. On Springfield Avenue, the Neoclassical-style Wulff Block (#69) was built in 1895 and features extensive brick corbelling along the roofline and Corinthian pilasters (Photo View 15). The Melrose Building (#58), located at the northeastern corner of Beechwood Road, was constructed in 1907 in the Renaissance Revival style (Photo View 16). Opposite the Melrose Building, the Neoclassical-style Summit Trust Company (#59) was built in 1928 (Photo View 17), as was the Neoclassical block (#46) at the southeastern corner of Summit Avenue (Photo View 18). Notable examples of eclectic commercial architecture include the Tudor Revival-style Hilary Building (#85; Photo View 34), and the Italian Renaissance Revival-style Littell Building (#138; Photo View 20) and Gulamerian Building (#122) (Photo View 21), both of which have unusual ceramic tile roofs.

Three ecclesiastical buildings are located within the Summit Downtown Historic District, at the far corners of the district's boundaries. At the western corner is the United Methodist Church of Summit (#20), a Late Gothic Revival-style church constructed in 1910 with later additions (Photo View 22). The Unitarian Church of Summit (#38) is located at the far east end of the district; the Greek Revival-style, temple-front church was constructed in 1914 and has later additions (Photo View 23). The Summit Central Presbyterian Church (#37), a Late Gothic Revival-style church built in 1906, is located at the southern corner of the district (Photo View 24). All three churches are high-style architectural examples that maintain a high level of integrity.

The buildings in the Summit Downtown Historic District are in good physical condition and are well maintained. Some have suffered a loss of historic integrity due to modern alterations; however, in most cases these buildings retain their overall massing and scale and thus fit within the streetscape. Modifications to individual buildings typically have occurred on the ground floor storefronts, and the dominant two-part commercial block form remains evident throughout the district.

There are a total of 144 properties within the boundaries of the Summit Downtown Historic District, which include six key contributing resources, 94 contributing resources, and 44 noncontributing resources. Contributing buildings, sites, and structures were all constructed within the period of significance and retain a moderate to high level of integrity. The district's one contributing object, the horse trough (#125), was erected in 1907 west of its present location on Union Place. Removed in 1958, the trough was restored and installed at its current location in 2001. Despite being moved, the trough is a contributing resource because its significance is derived from its architectural value as the work of Benjamin V. White, a Summit architect.

The district's noncontributing buildings are of two types: they were either built after the period of significance, or they have been sufficiently altered so as to severely diminish their historic integrity. Nevertheless, the overwhelming majority of noncontributing buildings retain the characteristic one- to three-story height, relationship to the street, and pedestrian scale found throughout the historic district (see Photo Views 31, 33, 40-42). As a result, these buildings harmonize with their

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

surroundings and fit into the streetscape. Noncontributing resources also include a landscaped park and 3 bridges, all constructed after the district's period of significance.

Streetscapes in the commercial area north of the railroad have been improved in the past decade with the installation of granite block curbs, pavers in crosswalks, trash cans, and lighting with pendant luminaires, as well as the planting of trees on all major streets. This commercial area is generally characterized by two-lane roads with on-street parking and wide sidewalks. Springfield Avenue is the major thoroughfare through the district, and traffic signals mounted on truss mastarm poles are located at the intersections of Beechwood Road and Maple Street. Metered on-street parallel parking spaces are located on both sides of Springfield Avenue, Beechwood Road, and the section of Summit Avenue between Union Place and Bank Street. On-street parking is also located on the west side of Summit Avenue between Bank Street and Springfield Avenue; the east side of Summit Avenue north of Springfield; and the west side of Maple Street. Bank Street is a one-lane, one-way street with parking on its north side only; Kent Place Boulevard is also one lane within the district, widening to include right and left turn lanes at DeForest Avenue. Union Place is a two-lane road with angled parking along its north side; the south side of the roadway has angled parking west of the railroad station and parallel parking spaces east of the station. A concrete median in the roadway near the station provides a separate passenger drop-off lane for vehicles approaching the station, and a planted circular median in front of the station provides additional traffic control. A grassy median with trees is also located on Union Place at the Summit Avenue intersection. A pole-mounted, cast iron traffic beacon on a concrete base is located in the center of Union Place at Maple Street; this beacon is the only streetscape feature that appears to date to the period of significance.

The section of the district south of the railroad is generally characterized by two-lane streets with on-street parallel parking; however, curbing in this area is concrete rather than granite block, and the lighting is modern cobra head on metal poles. Sidewalks here are concrete but are separated from the curb by a grassy border, except immediately in front of the Post Office (#35) and the YMCA (#36) on Maple Street. Broad Street has parking on both sides except for the area west of Maple, where it is only on the north side; traffic signals mounted on modern round cantilever mastarm poles are located on Broad Street at its intersections with Maple Street and Summit Avenue. Railroad Avenue is a one-lane street with parking on both sides, and both Maple Street and Elm Street are two-lane roads with parking on both sides. A modern bus stop constructed of brick-faced supports with a wide, flat roof is located at Broad and Maple, adjacent to the Village Green.

Comprehensive Inventory for the Summit Downtown Historic District

The following is an inventory of all properties within the Summit Downtown Historic District. Addresses are listed alphabetically according to street name and consecutively according to street number; tax parcel identification (i.e. Block/Lot numbers) are included for all properties. The contributing/noncontributing status of the primary building is indicated next to the property address (Key = key contributing; C = contributing; N/C = noncontributing). The district contains relatively few outbuildings; where extant, a brief description follows the primary building description.

Bank Street

1. 10 Bank Street Block: 2602 Lot: 5 N/C
No. 10 Bank Street is a one-story, one-part commercial block constructed after 1969. The building has a flat roof with parapet and is faced with brick.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 5

2. 12 Bank Street Block: 2602 Lot: 4 C
No. 12 Bank Street is a two-story, two-part commercial block constructed in 1891 (Photo View 25). The Classical Revival-style building has a patterned masonry façade and a flat roof with parapet featuring a central oval medallion with the letter "H" flanked by the numbers "18" and "91." The denticulated wood cornice extends above second-floor windows, arching over the central bay, and a molded wood belt course separates the first and second floors of the facade. Windows are vinyl replacements with brick lintels and sills and stone quoins; the central second-story window has a segmental arch keystone lintel. The replacement glazed door is beneath a denticulated entablature supported on Doric columns; tan-colored brick pilasters frame the bay above the entry. An exterior brick chimney is located on the east elevation.
3. 18-22 Bank Street Block: 2602 Lot: 3 N/C
No. 18-22 Bank Street is a two-story, five-bay brick-faced apartment building constructed circa 1950 (Photo View 25). The building has a flat roof, plain brick parapet, and denticulated metal cornice. The windows are vinyl double-hung sash with aluminum shutters; first-story windows have aluminum box lintels and panels beneath. The central, recessed glazed door has a wood-paneled surround.

Beechwood Road

4. Edgar Block (Clocktower Building)
1-5 Beechwood Road Block: 2601 Lot: 8 C
The Edgar Block is a two-story, two-part commercial block with a one-story wrap-around addition. Constructed in three phases, the building's earliest section dates from 1870 and faces Beechwood Road. Originally part of the Clocktower Building, it is a two-story, three-bay, Second-Empire-style frame building with a mansard roof, three gabled wood dormers, and a central interior stuccoed chimney. Most of the Clocktower Building was destroyed in a fire in 1899 and replaced with an Italianate-style, two-story, two-part commercial block with a flat roof and denticulated wood cornice. The stuccoed building has a central interior brick chimney; the south (Union Place) elevation is eight bays wide, and the west (Beechwood Road), five bays. Windows are replacement 1/1 double-hung sash in wood surrounds. A one-story wrap-around storefront was added circa 1970. The storefront contains large picture windows and recessed glazed doors with poured concrete lintels; the corner is clipped, and doorways in the west elevation are arched. The original Clocktower Building was constructed by Jonathan Edgar and housed the Summit Post Office, the community's first publicly-supported school, and several apartments.
5. 6 Beechwood Road Block: 2704 Lot: 10 C
No. 6 Beechwood Road is a one-story, one-part commercial block constructed in 1925. The Classical Revival-style building is faced with brick and has a flat roof with a capped brick parapet, a stone cornice, and patterned brick frieze. Two modern storefronts with separate entries flank a central glazed door set in a limestone surround with scrolled brackets and a filled fanlight opening.
6. 7-9 Beechwood Road Block: 2601 Lot: 8 C
Nos. 7-9 Beechwood Road is a two-story, two-part commercial block with patterned brick exterior constructed circa 1910 (Photo View 27). The building has a flat roof and a pedimented and capped parapet with a central stone arch. Patterned brickwork adorns the parapet and forms pilasters at the corners of the facade. Windows are aluminum replacement double-hung sash with stone sills; lintels are brick on the front façade, and stone on the side elevation. The building has

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 6

two modern storefronts with recessed entries. A secondary entrance is located at the rear of the north elevation, and a small concrete block addition is attached to the rear.

7. 12-14 Beechwood Road Block: 2704 Lot: 10 N/C
Nos. 12-14 Beechwood Road is a one-story, one-part commercial block constructed circa 1945. The building has a flat roof and a concrete block parapet with modern signage. An aluminum pent visor shelters a stucco exterior finished to create a rusticated appearance. The building contains two modern storefronts.
8. 13-15 Beechwood Road Block: 2602 Lot: 1 C
Nos. 13-15 Beechwood Road is a three-story, two-part commercial building constructed in 1897 (Photo View 27). The patterned masonry building has a flat roof and corbelled brickwork with a wood cornice. The front façade has brick pilasters with Doric capitals separating the third-story bays. Windows are replacement vinyl double-hung sash with brick lintels and sills; third-story windows are arched with alternating stone and brick voussoirs and boarded transoms. A corbelled brick belt course extends above the second floor, and a denticulated wood cornice extends above the first floor. Two modern storefronts with separate entries flank a central glazed door with transom. The foundation is constructed of random-coursed stone with a cut stone watercourse above. An interior brick chimney with a terra cotta chimney pot is located at the rear of the south elevation.
9. 16 Beechwood Road Block: 2704 Lot: 10 C
No. 16 Beechwood Road is a one-story, one-part commercial block constructed circa 1925. The stuccoed building has a shallow-pitched shed roof with an aluminum-clad boxed parapet. The offset replacement door is flanked by nine-light fixed windows. A modern octagonal window is located in the northernmost bay. The north elevation has two boarded windows, a replacement double-hung sash window, and a central, secondary entrance.
10. 17 Beechwood Road Block: 2602 Lot: 2 C
No. 17 Beechwood Road is a three-story, two-part commercial block with Richardsonian Romanesque features (Photo View 27). Constructed in 1892, the corner building faces west onto Beechwood Road and has a brick exterior and flat roof. The patterned brick parapet has a central medallion with a raised letter "H" flanked by the numbers "18" and "92." Below the parapet, a ribbon of five arched window openings is set within a rough-faced stone surround surmounted by a cornice with small brackets; windows are replacement sash, and the area beneath the arches is enclosed. Brick and stone pilasters terminating in circular corbels mark the end walls of the third-story façade. A large arched window opening dominates the second story. The central recessed modern storefront is flanked by arched windows with stone keystones and brick sills. Brick pilasters separate the bays on the north elevation, which has arched windows in the third story, flat stone lintels in the second, and modern plate glass windows in the first story. The second floor of the north elevation has a central Romanesque arch window opening framed in brick.
11. 20-24 Beechwood Road Block: 2704 Lot: 10 C
Nos. 20-24 Beechwood Road is a two-story, two-part commercial block with a flat roof constructed in 1920. The building is faced with patterned brick, which is elaborated around the second-floor windows. Second-floor windows are aluminum 1/1 double-hung sash replacements. The first floor has three storefronts enframed by rusticated brick walls. The southern, restored storefront has fluted wood pilasters, a central recessed entry with a replacement multi-light door, wood paneling, and large picture windows. The northern two storefronts are modern. Entry to the building's upper stories is

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 7

through a segmental arch opening with brick surround in the northernmost bay; the replacement door has a four-light transom. A stone watercourse extends across the façade. A central, interior circular brick chimney is located at the rear of the building. The rear (west) elevation has a one-story brick addition.

12. 26-28 Beechwood Road Block: 2704 Lot: 10 C
Nos. 26-28 Beechwood Road is a three-story, three-bay, two-part commercial block constructed circa 1925. The building has a flat roof and is faced with patterned brick with corbelling and decorative panels. Paired vinyl double-hung sash replacement windows have brick soldier lintels and concrete sills; the third-story windows have patterned brick panels in the spandrels below. Two modern storefronts flank a central entry, which has a recessed replacement door with molded stone surround and enclosed spandrel above the door opening.
13. 27 Beechwood Road Block: 2603 Lot: 2 N/C
No. 27 Beechwood Road is a large, two-story, brick-faced commercial building constructed circa 1965 (Photo View 41).
14. 37 Beechwood Road Block: 2604 Lot: 8 C
No. 37 Beechwood Road is a two-story, two-part commercial block with a stepped, shaped parapet, constructed circa 1905. The patterned masonry façade is finished with Flemish bond on the second story and alternating bands of concrete and brick on the first floor. Second-floor windows include a single window with concrete sill and lintel and a triple window set within a resized and partially infilled opening. Segmental arch openings span the storefront windows and door on the first story. A separate entrance with plate glass door and transom is located north of the storefront. A concrete water table extends across the façade and north elevation. Two interior brick chimneys are located on the north elevation. A one-story wing with a flat roof and a secondary entrance is located at the rear.
15. 39 Beechwood Road Block: 2605 Lot: 1 C
No. 39 Beechwood Road is a circa-1925, two-and-a-half-story, detached stucco Tudor Revival-style building with false half-timbering. The building has an irregular cross-gabled slate roof with shed dormers. An interior brick chimney projects from the center of the roof. The central pavilion is faced with brick and has diamond-patterned casement windows; other windows include 6/6 double-hung wood sash and six-light casements with wood sills. This building was originally constructed as a funeral home.
16. Beechwood Road Block 2704 Lot: 10 C
Set back from Beechwood Road at the center of Block 2704, this three-part, mixed-use building has both one- and two-story sections. Constructed circa 1915, the concrete block building has a flat roof with aluminum coping. All windows are replacement vinyl 1/1 double-hung sash. The first story contains several modern garage doors and replacement flush doors.

Broad Street

17. Village Green (Bonnell Park; Gensemer Park)
350-365 Broad Street Blocks: 3301, 3302, 3311 & 3312 Lots: 1 C
The Village Green, Summit's principal downtown park, is located on the south side of the railroad tracks (Photo Views 12-13). The park is bounded on the north by Railroad Avenue, on the west by Maple Street, and on the east by Summit Avenue; both Elm Street and Broad Street bisect the park, dividing it into four quadrants. The Village Green is a passive

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 8

recreation area, simply landscaped with grassy lawns, mature deciduous trees, and concrete walkways. The two quadrants north of Broad Street were designated as Bonnel Park in 1914, and the area on the south side of Broad Street was added to the park about a decade later. The southwest quadrant is known Gensemer Park and contains a plaza dedicated for city war memorials. The oldest of these is the World War I Memorial, a bronze sculpture of the Angel of Peace created by sculptor and Summit resident Edith Barretto Parsons (Photo View 14). The Angel of Peace stands on a marble pedestal with bas relief plates; completed in the 1926, the memorial was moved to this location from Bonnel Park in 1955. Other memorials in the plaza include a bronze plaque with brick surround and concrete base dedicated to Summit residents lost in World War II, Korea, and Vietnam. In 2001 a memorial to Summit's Revolutionary War patriots was erected by the local chapter of the Daughters of the American Revolution; the memorial consists of a bronze plaque mounted on a granite boulder. A flagpole is also located in this area.

Kent Place Boulevard

18. Van Cise Building (Summit Opera House)

2-6 Kent Place Boulevard

Block: 1912 Lot: 18

Key

The Van Cise Building (Photo View 5) is a three-story, Second Renaissance Revival-style commercial building constructed in 1893. This rectangular corner building has a tan brick façade; the hipped, asphalt shingle roof has wide overhanging eaves and a cornice with modillions, dentils, and frieze with applied swags. The east-facing façade has a pediment over the central bay, which is articulated by red brick pilasters with terra cotta Ionic capitals. Windows in the central bay are set within a red brick surround and separated by narrow brick pilasters; third-story windows are arched, and second-story windows have stone lintels. Decorative square terra cotta panels flank the central bay on the third floor, and the walls have quoins of red brick. Paired glazed doors with a multi-light transom are located in the façade's northernmost bay; the doors are framed by a limestone frontispiece with Doric pilasters and entablature. Storefronts extend across the east front and the south elevation, which fronts onto Springfield Avenue. The storefronts have picture windows with kickplates and recessed doorways and are surmounted by a wood cornice with modillions, dentils, and frieze. The south elevation has three distinct divisions separated by red brick pilasters with terra cotta capitals. The easternmost section has five sets of paired windows with stone lintels and sills; second-floor windows are topped with a lunette set within an arched red brick surround. The central section has a ribbon of six windows with a continuous stone sill on the third floor and three arched windows with circular terra cotta medallions. The western section has a cross-gable roof and paired windows on the second and third floors. Windows include both wood and replacement vinyl 1/1 double-hung sash.

19. 8-10 Kent Place Boulevard

Block: 1912 Lot: 17

C

Nos. 8-10 Kent Place Boulevard is a two-story, two-part commercial block constructed circa 1925. The patterned masonry building has a flat roof; second-floor windows are paired with brick sills, and a belt course of brick laid in soldier bond extends across the tops of the windows. The first floor has a modern storefront and a replacement paneled door with transom in the southernmost bay. The north elevation is stuccoed and has 1/1 double-hung wood sash windows.

20. United Methodist Church of Summit

17 Kent Place Boulevard

Block: 1911 Lot: 5

C

The United Methodist Church of Summit is a complex of three connected buildings, the centerpiece of which is a Late Gothic Revival-style church constructed of random rubble stone with limestone trim (Photo View 22). The church and parish house, both erected in 1910, and the 1954 school are connected via open arcades. The cruciform-plan church faces west and has a slate cross-gable roof with copper caps, gutters and leaders; a rubble stone crenellated tower and steeple

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 9

with copper finial projects from the roof above the entrance. A gabled porte-cochere is centered in front of the arcaded narthex, and entry is through paired oak doors with linenfold paneling and wrought iron hardware. The transept elevations have a large stained glass window set within a Gothic arch surround; windows in the nave are paired with stone tracery.

Located southeast of the church, the one-and-a-half-story parish house has a side gable roof with copper caps, gutters and leaders. A vented spire projects from the center of the roof. Two gabled pavilions near the ends of the west-facing front façade contain paired oak doors within a Gothic-arch limestone surround; a shed dormer with 12/12 double-hung wood sash extends between the pavilions. First floor windows are paired 12/8 double-hung sash with 12-light transoms. A rounded, one-story bay projects from the building's south elevation.

The two-and-a-half-story school is located northeast of the church. The north-facing façade is faced with coursed ashlar and precast concrete and has central paired wood doors in a Gothic arch surround flanked by stained glass windows. The gable roof is covered with slate and has shed dormers on the second and third floors; two stuccoed chimneys project from the eastern roof slope. The side elevations are covered with stucco and have both louvered and double-hung sash aluminum windows.

Maple Street

21. 10 Maple Street Block: 1908 Lot: 8 N/C
No. 10 Maple Street is an enframed window wall type, one-story commercial building with stucco exterior constructed circa 1945. The building has a flat roof and a modern storefront with large plate glass windows in aluminum frames.
22. 12-16 Maple Street Block: 1908 Lot: 8 C
Nos. 12-16 Maple Street is a one-and-a-half-story, stuccoed commercial building constructed in 1890 and moved to its present location around 1894. The building has a hipped roof with a central shed dormer; a pyramidal tower with arched windows rises from the rear of the building. Windows are replacement vinyl double-hung sash. The two modern storefronts have plate glass windows set in aluminum frames and share a recessed entry bay with glazed doors and transoms. An arched opening on the façade's southernmost bay contains a recessed entry to the upper floors.
23. 26 Maple Street Block: 2704 Lot: 7 N/C
No. 26 Maple Street is a two-story, two-part commercial building moved to this location circa 1890, with extensive alterations. The building has a gable roof, concrete capped cornice, permastone exterior, and replacement windows. The modern storefront has plate glass windows and a recessed doorway and is flanked by a separate entry to the upstairs. Alterations to the building have significantly diminished its integrity of design, materials, and workmanship.
24. 27-29 Maple Street Block: 2703 Lot: 21 C
Nos. 27-29 Maple Street is a two-story, two-part brick commercial building constructed circa 1925 (Photo View 28). The building has a flat roof with aluminum coping on a flat parapet. The second story has a ribbon of five single-light fixed windows in aluminum frames. The modern storefront has a recessed entry and a replacement door. The door surround, with fluted pilasters and four-light sidelights, is original to the building.

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

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 10

25. 28-32 Maple Street Block: 2704 Lot: 6 C
Nos. 28-32 Maple Street is a two-story, five-bay, arcaded commercial block with Neoclassical-style elements (Photo View 29). Constructed circa 1925, the building has a flat roof with a parapet comprised of concrete balusters between brick piers. Full-height Corinthian pilasters support the cornice and define the bays, which contain two-story arched openings with corbels. Windows are modern plate glass set in aluminum frames, and replacement glazed doors are located in the second and fourth bays. The water table is faced with granite. An interior stuccoed chimney is centrally located.
26. Taylor Block Block: 2703 Lot: 22 C
31-33 Maple Street
The Taylor Block is a two-story, two-part Italianate-style commercial building with painted brick exterior (Photo View 28). Constructed in 1891 by Alex A. Taylor, the building has a flat roof with a bracketed wood cornice and corbelled brickwork in the outer bays of the facade. The second floor has two segmental-arch windows in the central bay flanked by paired windows in brick surrounds with stone sills; windows are vinyl replacement double-hung sash, and the paired windows have been resized and surrounded by vinyl infill. A modern aluminum pent extends over the three modern storefronts, which employ a variety of replacement materials. Three interior brick chimneys are located on the south elevation. The words "Taylor Block 1891" are centered beneath the cornice.
27. 34-36 Maple Street Block: 2704 Lot: 5 N/C
Nos. 34-36 Maple Street is a two-story, stuccoed commercial building constructed in 1920, with extensive alterations dating from the 1980s. Details include a recessed entry and continuous second-story window.
28. Record Building Block: 2703 Lot: 23 C
35-39 Maple Street
The Record Building is a two-story, two-part commercial block constructed circa 1915 (Photo View 28). The Classical Revival-style, brick-faced building has a prominent wood cornice below the parapet; the cornice features a central arch with dentils and modillions resting on decorative brackets. The frieze is paneled with a circular inset at center. Paired second-story replacement windows have flat lintels and are separated by narrow engaged Corinthian columns; a granite belt course extends between the first and second stories. A plaque bearing the words "Record Building" is located over the central entrance. Patterned brickwork enframes the first floor, which includes two storefronts with wood kickplates, picture windows with transoms, and recessed entries containing replacement doors. The central entry contains a small display window. Windows on the side elevation are paired with segmental arch openings.
29. Elks Lodge Block: 2704 Lot: 4 C
38-40 Maple Street
The Elks Lodge is a two-story, two-part commercial block constructed circa 1925. The patterned masonry façade has brick corbelling at the parapet. Applied bronze lettering reading "B. P. O. E. 246" is centered on the facade. Second-story windows are replacement vinyl double-hung sash; the three central windows are set within arched brick surrounds with keystones and lunettes. A stone belt course extends beneath the second-floor windows, serving as a sill. The storefront is comprised of four central plate glass windows separated by pilasters and flanked by recessed entries. The doorways have stone keystone lintels and replacement doors. The building has a limestone water table.

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 11

30. 41-51 Maple Street Block: 2703 Lots: 24, 25 N/C
Constructed after 1989, 41-51 Maple Street is a two-part vertical commercial block with three- and four-story sections. The first floor is faced with brick and upper floors are comprised of a tinted glass curtain wall.
31. 42-44 Maple Street Block: 2704 Lot: 2, 3 C
Nos. 42-44 Maple Street is a three-story, Classical Revival-style building constructed circa 1910. The building has a brick exterior, flat roof, and a corbelled cornice with a narrow rusticated stone cap. The upper floors have two-story bay windows enframed with brick quoins flanking two central windows. The bay windows have wood cornices with dentils; the central windows have brick lintels with rusticated keystones and sills. All windows are replacement aluminum double-hung sash. The two modern storefronts are separated by a central brick pillar with an original decorative wood bracket.
32. 46 Maple Street Block: 2704 Lot: 1 C
No. 46 Maple Street is a two-story, two-part commercial block constructed circa 1900 with later alterations. The building has a flat roof and a patterned brick façade. The second floor has a replacement vinyl Chicago-style window with metal panels underneath. The building has a modern storefront with plate glass picture windows set in aluminum frames.
33. Littell's Store Block: 2704 Lot: 1 C
48 Maple Street
Littell's Store is a two-story, two-part commercial block constructed in 1866 with later alterations. The building faces west onto Maple Street, where a stepped brick parapet added circa 1920 rises above the gabled roof. Renovations after circa 1989 included re-facing and painting the brick exterior and replacing all windows and the storefronts on Maple Street and Union Place. The building was constructed by William Littell as a general store with a second-floor meeting hall and enlarged in the early twentieth century.
34. Maple Street Bridge over NJ Transit's Morristown Line N/C
The Maple Street Bridge over NJ Transit's Morristown Line is a single-span through girder bridge with a reinforced concrete deck and concrete parapets constructed in 1993 (Photo View 1). The bridge replaced single-span, riveted steel through girder structure constructed in 1905 during the grade separation of the DL&WRR line though Summit.
35. Summit Post Office Block: 2702 Lot: 1 C
61 Maple Street
The Summit Post Office is a circa-1935, one-story, Federal Revival-style building faced with brick laid in Flemish bond (Photo View 10). The building is comprised of a central hipped block flanked by wings with flat roofs and parapets. The central section has brick quoins and a wood cornice with modillions and Greek key fret; a pedimented portico with rondel is supported on Corinthian columns and pilasters. The entrance contains a glazed wood panel door with single sidelight surrounded by a swan's neck pediment and fluted Doric pilasters. The wings are set back from the main block and have a molded wood cornice. Windows are 12/12 double-hung sash with brick lintels and stone sills; cast concrete panels are inset above the window openings on the main block. The building has a projecting brick watercourse. A large brick addition constructed in 1965 is located on the rear (west) elevation. Phillip Weeks Burnham designed the Summit Post Office, with John Russell Pope acting as the supervising architect.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 12

36. Summit YMCA

67 Maple Street Block: 2705 Lot: 1 C

The Summit YMCA is a two-and-a-half-story, seven-bay, Second Renaissance Revival-style building constructed in 1911-1912 with additions dating from 1955 and 1988 (Photo Views 11, 13). The building faces west onto Maple Street and has a central block with narrow wings beneath a hipped roof with exposed shaped rafters. On the first story, the central five bays contain window and door openings surmounted by blind arches; windows are paired, and the central doorway has paired glazed doors with transom. The outer bays, second floor windows, and attic story windows have flat brick keystone lintels. A belt course comprised of alternating rows of stone and brick extends between the second story and attic level, and brick and stone spandrels separate the paired attic windows. All windows are replacement vinyl double-hung sash with stone sills. The basement level is rusticated concrete, and the entrance was modified by the construction of a monumental concrete staircase in 1988. The central block has narrow wings on both side elevations. Later rear additions more than doubled the original size of the building. Local architect William Allen Balch designed the YMCA.

37. Central Presbyterian Church

70 Maple Street Block: 3312 Lot: 3 C

The Central Presbyterian Church complex consists of a 1906 church with bell tower, 1923 parish house, and 1955 school. All three Late Gothic Revival-style buildings are faced with rough-cut stone laid in irregular courses and have gabled slate roofs. The cruciform-plan church has buff limestone copings, buttress caps and trim (Photo View 24). Entry is through a central one-story pavilion with paired wood doors set within a blind Gothic arch surround with tracery details. A bell tower with Gothic arch entry and tracery window is located on the north side of the vestibule, and a porte cochere is located on the south. A stained glass window set within a Gothic arch with limestone tracery dominates the façade above the narthex; the side elevations also have tracery windows. The exterior of the church is buttressed.

The two-story parish house is located north of the church and has a side gable roof with half-timbering on the second floor. The building has casement windows and an arched doorway with stone surround. An addition with one- and two-story sections connects the parish house to the church; the addition has crenellated parapets. The L-plan school is located east of the church and is also connected to the church. The school employs similar stone facing and has paired windows with transoms.

Springfield Avenue

38. Unitarian Church of Summit

Springfield Avenue at Waldron Avenue Block: 2608 Lot: 1 C

The Unitarian Church of Summit is a two-story frame building clad in wood clapboard (Photo View 23). Designed by architect Joy Wheeler Dow, the Greek Revival-style main block was built in 1914. The temple-front building has Ionic columns supporting the pedimented gable end with modillions, dentils, and a central rondel. The three-bay façade is divided by Ionic pilasters; the central bay is dominated by a Palladian window comprised of multi-light double-hung sash windows in a wood surround with central console; the side bays have wood panel doors in molded surrounds. Centered above each door is a 12/12 double-hung wood sash window with segmental arch opening; a decorative wood panel fills the spandrel. Side elevations have 12/12 double-hung sash windows with segmental arch surrounds on the second story. A frame steeple is located near the rear of the building; the steeple rises from a square base to a smaller square section with rondels, pilasters, and urns, culminating in an octagonal vented cupola with dentil molding and copper roof topped by a weather vane. An interior brick chimney is located on the west slope of the roof. The masonry foundation is parged. A

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 13

large cross-gabled addition dedicated in 2002 is attached to the north elevation. The addition is clad in vinyl siding and is connected to the church by a small, flat roofed, stucco addition.

39. 309 Springfield Avenue Block: 2608 Lot: 2 C
No. 309 Springfield Avenue is a two-and-a-half-story, Tudor Revival-style house built circa 1900 with later additions. The house has a side gable roof with dominant cross gable and gabled dormer. The exterior is brick with aluminum siding in the gable ends; windows are replacement aluminum double-hung sash with decorative louvered shutters. The door is located in the west side elevation beneath a hipped porch with square wood columns. A two-story frame ell extends from the rear of the house; one-story additions dating to circa 1925, when the house was adapted for use as a funeral home, are also located at the rear. A one-story, L-shape Colonial Revival-style addition was constructed on the south-facing front façade circa 1940. This gabled addition is faced with brick and has parapeted end walls; the west elevation is flush with the adjacent commercial building, and the south façade has two, 8/8 double-hung wood sash windows with brick sills and decorative louvered shutters. The east gable end has a bay window with 10-light casements.
40. 311-315 Springfield Avenue Block: 2608 Lot: 3 C
Nos. 311-315 Springfield Avenue is a two-story, two-part commercial block constructed circa 1925. The patterned masonry building has a flat roof with parapet. Four brick pilasters with concrete capitals separate the outer entry bays from the central storefront and mark the end walls. Windows are paired vinyl 1/1 double-hung sash with brick sills. The replacement plate glass doors with sidelights are set beneath blind arches. The storefront is a modern plate glass replacement surmounted by a wide stuccoed sign board. The water table and side elevations have also been stuccoed.
41. 317-319 Springfield Avenue Block: 2608 Lot: 4 C
Nos. 317-319 Springfield Avenue is a two-story, Classical Revival-style commercial building with a central block and wings form (Photo Views 33, 40). Built circa 1930, the flat-roofed building has a central brick parapet flanked by copper pent roofs on the wings. The patterned masonry façade has elaborate window surrounds on the outer bays of the central block, featuring blind arches with escutcheons and a console. Windows are replacement aluminum 1/1 double-hung sash with concrete sills. A concrete belt course extends above three modern storefronts employing a variety of replacement materials. The brick facing on the second floor is a later alteration.
42. 321 Springfield Avenue Block: 2608 Lot: 5 N/C
No. 321 Springfield Avenue is a one-story, enframed window wall commercial building constructed circa 1945, with extensive alterations dating from after 1989 (Photo View 33). The exterior is stuccoed, and the building contains a single storefront with plate glass windows, metal kickplates, and a recessed entry.
43. 323-333 Springfield Avenue Block: 2608 Lot: 6 N/C
Nos. 323-333 Springfield Avenue is a one-story, one-part commercial block containing five storefronts constructed of a variety of replacement materials (Photo View 33). Built circa 1945, the cinder block building has a stucco exterior and a flat parapet.

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 14

44. 326 Springfield Avenue Block: 2614 Lot: 10 N/C
No. 326 Springfield Avenue is a one-story commercial building constructed circa 1950. The building has a flat roof and is clad in vertical wood siding on the façade and stucco on the side elevation. The storefront is comprised of large plate glass picture windows set in aluminum frames with a central recessed entry.
45. 326 Springfield Avenue, garage Block: 2614 Lot: 10 C
This one-story, two-bay, brick-faced garage faces east onto Glenwood Place. The circa-1925 building has a flat roof with copper coping on the parapet. The façade contains two modern aluminum garage doors, and the side elevations have been stuccoed.
46. 330-342 Springfield Avenue Block: 2614 Lot: 9 C
Nos. 330-342 Springfield Avenue is a two-story, Neoclassical-style corner commercial building (Photo View 18). Constructed in 1928, the building is faced with cast stone and has a flat roof with parapet featuring decorative moldings. Full-height pilasters with stylized capitals separate the bays near the chamfered corner entry, which contains a glazed replacement door set in a bronze surround with fanlight; a similar entrance is located on the north-facing (Springfield Avenue) façade. The second story has Chicago-style windows in aluminum frames with transoms. The nine modern storefronts on the façade have plate glass windows in aluminum frames and recessed entries. The building was designed by local architect Richard Shapter.
47. 335 Springfield Avenue Block: 2608 Lot: 8 N/C
No. 335 is a one-story, one-part commercial block constructed circa 1945. The exterior is covered with stucco and features a modern storefront with large plate glass windows set in aluminum frames and a central three-part glazed doorway.
48. Public Service Building Block: 2604 Lot: 1 C
341 Springfield Avenue
The Public Service Building (Photo View 7) is a one-story, one-part commercial block faced with brick. Constructed in 1938, the Classical Revival-style corner building has a flat roof with shaped parapet. A cast stone cornice with modillions and wide frieze rests on brick pilasters with stone capitals and bases. Large 24-light fixed windows are set in cast stone surrounds with flanking stone panels. The entrance is centered on the south-facing (Springfield Avenue) façade and contains a replacement glazed door with a large enclosed transom set in a molded stone surround with keystone; a similar entrance is located on the east (Summit Avenue) elevation. The water table is faced with gray granite.
49. 343-349 Springfield Avenue Block: 2604 Lot: 2 N/C
Nos. 343-349 Springfield Avenue is a one-story, one-part commercial block constructed circa 1945. The building has a flat roof and is faced with cast stone. The storefronts have recessed entries and plate glass windows in aluminum frames surrounded by green granite.
50. 344-346 Springfield Avenue Block: 2603 Lot: 7 N/C
Nos. 344-346 Springfield Avenue is a two-story, two-part corner commercial block, with a one-story, wrap-around storefront addition. Built circa 1880, the original frame building appears to have had a mansard roof with a wall dormer, now obscured by an awkward aluminum cornice. Windows are 1/1 replacement sash. The brick-faced storefront

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 15

addition extends around the west and south elevations; constructed in the Neo-colonial style in the 1980s, the addition has a wide entablature and a recessed storefront with multi-light windows on the north-facing front. Alterations to the building have severely diminished its integrity of design, materials, feeling, and association.

51. Colonial Hall
348-350 Springfield Avenue Block: 2603 Lot: 6 C
Colonial Hall is a two-story, two-part commercial block constructed in 1906. The Classical Revival-style building is faced with brick laid in Flemish bond and has a flat roof, stepped brick parapet and iron balustrade, and modern metal cornice with modillions and dentils. The second story has a large central arched window flanked by windows with a flat arch and keystone; all windows are fixed replacements and have stone sills. The modern storefront has plate glass picture windows in aluminum frames, modillioned cornice, recessed entry, and Tuscan support columns. Designed by William Allan Balch and built by Chester C. Henry, the building was considered an engineering feat in its day for its fireproof construction; it served as Summit's City Hall from 1914 to 1946. Rehabilitation after a fire in 1984 resulted in the modern alterations.
52. 351-353 Springfield Avenue Block: 2604 Lot: 3 C
Nos. 351-353 Springfield Avenue is a two-story, two-part commercial block constructed circa 1925 (Photo View 16). The Classical Revival-style building has a patterned masonry façade and a flat roof with a stepped brick parapet and molded cornice. The parapet is arched over the central bay and has an escutcheon at center. Windows have vinyl replacement sash with brick lintels and stone sills. Two modern storefronts with recessed entries flank a central glazed replacement door with transom.
53. 352-354 Springfield Avenue Block: 2603 Lot: 6 C
Nos. 352-354 Springfield Avenue is a one-story, one-part commercial block constructed in 1930. The façade is faced with brick laid in Flemish bond and has a flat roof with stepped brick parapet, iron balustrade, and cut stone cornice. The modern wood storefront has a modillioned cornice, plate glass picture windows, and Doric pilasters. After a 1984 fire, the building was remodeled in an analogous style to Colonial Hall, the neighboring building on the east.
54. 355-357 Springfield Avenue Block: 2604 Lot: 4, 5 C
Nos. 355-357 Springfield Avenue is a two-story, two-part commercial block constructed circa 1925 (Photo View 16). The patterned brick building has a flat roof, brick parapet, and corbelled brickwork. Brick pilasters frame the two recessed bays. Windows are modern replacements, with double-hung sash in the east bay and fixed windows in the west bay. The two modern storefronts employ a variety of replacement materials.
55. 356 Springfield Avenue Block: 2603 Lot: 4 N/C
No. 356 Springfield Avenue is a one-story, one-part commercial block with stucco exterior (Photo View 41). Constructed after 1969, the building has a flat roof, metal cornice, and two modern storefronts with plate glass windows in aluminum frames.
56. 358 Springfield Avenue Block: 2603 Lot: 3 C
No. 358 Springfield Avenue is a two-story, two-part commercial block constructed circa 1925 (Photo View 41). The patterned brick building has a flat roof and a brick parapet with a prominent metal cornice. Windows are replacement

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 16

vinyl double-hung sash with brick sills. A decorative brick course extends over the storefront, which is comprised of two glazed replacement doors and plate glass windows in aluminum frames above a brick apron wall.

57. 359 Springfield Avenue Block: 2604 Lot: 6 N/C
No. 359 Springfield Avenue is a two-story, two-part commercial block constructed circa 1945 (Photo View 16, 30). The building has a stucco exterior and a flat roof with a metal cornice. The second story has a replacement Chicago-style window beneath a blind arch with a decorative sunburst panel. The first floor windows are full-height with aluminum frames. The recessed entry is paneled and contains paired multi-light doors with fanlight.
58. Melrose Building Block: 2604 Lot: 7 C
361-365 Springfield Avenue
The Melrose Building is a three-story, two-part commercial block constructed in 1907 (Photo Views 16, 30). The Beaux Arts-style corner building has a flat roof with a stuccoed parapet and modillioned stone cornice. The upper floors are faced with brick laid in Flemish bond with quoins, and the first floor is rusticated, with cast stone on the front-facing south (Springfield Avenue) façade and painted brick on the west (Beechwood Road) elevation. Window openings have replacement vinyl double-hung sash with stone sills and keystone lintels; the façade has alternating paired and single windows, and the west elevation has single windows only. Raised brick spandrels are located between the second and third floor windows. The chamfered corner entry has a two-story molded stone window surround with segmental arch opening that contains one window each on both the second and third floors. The door is a glazed replacement with sidelight and a filled segmental arch transom. The doorway has a cast stone segmental arch opening with keystone, flanked by consoles supporting a false balcony with iron balustrade and statues of lions resting on squared stone pedestals. A stone belt course extends above the storefronts, which have original cast iron lintels with rosette bolt heads and squared columns. The storefronts have plate glass windows in aluminum frames and replacement doors. A circa-1925 addition extends across the rear of the building and is stepped back from the west elevation.
59. Summit Trust Company Block: 1908 Lot: 1 C
367 Springfield Avenue
The Summit Trust Company is a two-story, vault-type commercial building constructed in 1928 (Photo View 17). The Neoclassical-style building has a stone veneer and flat roof with parapet and roofline balustrade. Below the parapet is a simple cornice and frieze. The central entry on the front-facing south (Springfield Avenue) façade has monumental, stylized fluted Corinthian columns and pilasters, which flank paired bronze doors and transom set beneath an elaborate entablature with consoles. A large multi-light window is centered above the doorway, and similar but smaller windows flank the entrance. The east (Beechwood Street) elevation has full-height windows. The water table is faced with pink granite. The Summit Trust Company was designed by local architect Benjamin V. White to replace an earlier building.
60. 371 Springfield Avenue Block: 1908 Lot: 2 C
No. 371 Springfield Avenue is a three-story, two-part commercial block with brick exterior (Photo View 31). The Classical Revival-style building was constructed circa 1920 and has a flat roof with stuccoed parapet, central wood pediment, and cornice with brackets and modillions. The building has stuccoed pilasters with Corinthian capitals at the corners. Windows are replacement vinyl double-hung sash with keystone lintels and stuccoed sills. A stuccoed belt course extends above the modern storefront, which is faced with brick and has plate glass picture windows and a glazed door; a separate glazed replacement door provides access to the upper floors.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 17

61. Central Building
374 Springfield Avenue Block: 2704 Lot: 10 C
The Central Building is a five-story, two-part commercial block constructed circa 1925 (Photo Views 15, 26). The Classical Revival-style corner building is faced with brick and has a flat roof; the fifth story is a post-1969 addition with ribbons of windows. A simple molded stone cornice caps the original parapet, which has rectangular brick panels. The bays on the fourth floor are separated by brick pilasters and have corbelled brickwork above the windows. Windows are replacement aluminum double-hung sash with brick lintels and stone sills; windows are either paired or grouped in triplicate. A cut stone belt course extends over the modern storefront, and the outer bays are filled on both elevations. The entrance is located in the chamfered corner, which contains a replacement glazed door. A second entrance on the east (Beechwood Street) elevation contains a replacement door set in a stone frontispiece with entablature surmounted by a round medallion and supported on scrolled brackets and simple pilasters. Carved lettering above the door reads "Central Building." The water table is faced with limestone.
62. 375-379 Springfield Avenue Block: 1908 Lot: 3 N/C
Nos. 375-379 Springfield Avenue is a one-part commercial block with a flat roof (Photo View 31). Along with 381 and 383-385 Springfield Avenue, this building was constructed circa 1900 as part of the Muchmore Block. Alterations to this building have destroyed its integrity of design, materials, workmanship, and feeling.
63. Bassett Building
376-382 Springfield Avenue Block: 2704 Lot: 10 C
The Bassett Building is a five-story, two-part vertical block commercial building constructed circa 1925 (Photo View 15). The Classical Revival-style building has a flat roof and copper cornice; the façade is divided between the second and third stories by a molded cornice with dentils. The lower two stories are faced with stone and have a central entry bay with paired glazed doors and fanlight set within an arched surround with keystone; a paired window is located above the doorway. Three modern storefronts flank the entry on each side with Chicago-style windows centered above in the second story. The upper floors are faced with buff brick except on the outer bays, which are faced with stone. Windows are 1/1 double-hung sash with stone sills and are paired in the end bays.
64. 381 Springfield Avenue Block: 1908 Lot: 4 N/C
Nos. 381 Springfield Avenue is a brick-faced, one-part commercial block constructed circa 1900 (Photo View 31). Along with 375-379 and 383-385 Springfield Avenue, this building was constructed circa 1900 as part of the Muchmore Block. Alterations to this building have destroyed its integrity of design, materials, workmanship, and feeling.
65. 383-385 Springfield Avenue Block: 1908 Lot: 5 C
Nos. 383-385 Springfield Avenue is a stuccoed commercial building constructed circa 1900 (Photo View 31). A bracketed wood cornice spans the roofline. The storefronts employ replacement materials and have recessed entries; Neo-Colonial alterations include pilasters and black iron lantern-type lighting. Along with 375-379 and 381 Springfield Avenue, this building was constructed circa 1900 as part of the Muchmore Block. Alterations to this building have destroyed its integrity of design, materials, workmanship, and feeling.

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 18

66. 387-389 Springfield Avenue Block: 1908 Lots: 6, 7 C
Nos. 387-389 Springfield Avenue is an arcaded commercial block comprised of two, three-story sections built circa 1900 and unified by an arcaded first-floor façade that was added circa 1950 (Photo View 31). Both sections are faced with brick and have flat roofs and stuccoed side elevations. The east section is taller than the west and has triple double-hung sash windows with concrete sills on the second floor and single sash windows with rough-faced stone sills on the third floor. The west section has a metal cornice and triple double-hung sash windows surmounted by decorative wood panels and surrounded by concrete sills and brick lintels. A metal cornice extends above the arcaded façade; the arches are filled with tinted windows in metal frames, and the building has two recessed doorways. The water table is faced with grey granite.
67. 392 Springfield Avenue Block: 2704 Lot: 9 N/C
No. 392 Springfield Avenue is a single-story, vault-type commercial building faced with brick (Photo View 15). Constructed circa 1900, the building has a flat roof with parapet and has several later alterations. The façade is dominated by a wide entablature with dentils supported on stuccoed pilasters, which enframes the storefront. The recessed entrance consists of large plate glass windows in aluminum frames except for the west end, which has been enclosed and faced with tiled granite. Alterations to this building have destroyed its integrity of materials, design, workmanship, and feeling.
68. Old YMCA Block: 1908 Lot: 8 C
395-397 Springfield Avenue
The Old YMCA is a two-and-a-half-story, Richardsonian Romanesque-style two-part commercial block (Photo View 8). Constructed in 1893, this corner building has a side gable roof, wood cornice with stylized modillions, and brick exterior with rough-faced stone quoins. The front-facing south (Springfield Avenue) façade has a central arched window flanked by paired sash in segmental arch openings; the windows have rough-faced stone surrounds that extend beyond the sill to a stone belt course. All windows are vinyl replacements. The modern storefront has a denticulated cornice, plate glass windows, and a recessed entry with paired glazed doors. On the west (Maple Street) elevation, the gable end contains a rondel, and the second floor has a triple window surmounted by a stained glass lunette in an elaborate stone surround. Paired entrances are set in a stone surround with segmental arch openings; both transoms have been filled. A two-story addition at the rear has a separate entry on Maple Street and similar stylistic detailing. The building served as the Summit YMCA from 1893 to 1912.
69. Wulff Block Block: 2704 Lot: 8 C
396 Springfield Avenue
The Wulff Block is a three-story, two-part commercial block (Photo View 15). The Neoclassical-style building was constructed in 1895 and has a brick exterior with corbelling, Corinthian pilasters, and a flat roof. The upper floors are divided into bays by molded brick trim; each bay contains two windows per floor. Windows are replacement aluminum double-hung sash with brick sills; third-story windows have arched openings, and second-story windows have elongated keystones. The front-facing north (Springfield Avenue) façade has raised panels bearing the words "Wulff Block" on the third story, and "A.D. 1895" on the second. The modern storefront has been faced with brick and has plate glass windows and replacement doors. A metal roof balustrade at the corner of the building was added after 1989.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 19

70. Old Post Office

401 Springfield Avenue

Block: 1909 Lot: 1

C

The Old Post Office is a three-story, Italian Renaissance-style, two-part commercial block constructed in two phases. In 1893, a four-bay structure with an offset entrance was constructed on the parcel, and in 1900 three bays were added to create a symmetrical façade (Photo View 9). The building has a flat roof with wide overhanging eaves, scrolled modillions, and frieze band. The brick walls on the upper floors are rusticated, and the windows are 1/1 double-hung sash with stone sills. Third-story windows have arched openings connected by a molded stone belt course; second-story windows have exaggerated brick voussoirs. The south-facing (Springfield Avenue) façade has a stuccoed storefront divided by pilasters and multi-light arched windows. The ornate cast bronze entry was added in 1923; the paired doors with transom are flanked by Corinthian columns supporting a flat entablature with bronze statuary. The east (Maple Street) elevation has arched first-story windows and a second-story oriel supported on brackets. Modern two- and three-story additions with flat roofs and stuccoed exteriors extend from the rear of the building.

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 20

71. 402-404 Springfield Avenue Block: 2703 Lot: 20 N/C
Nos. 402-404 Springfield Avenue is a three-story corner commercial building constructed circa 1880, with extensive alterations dating from the 1980s. The façade has been refaced with brick and all windows have been replaced with fixed horizontal lights. The modern storefronts have large picture windows. The building's original character has been obscured by modern alterations, diminishing its integrity of design, materials, workmanship, and feeling.
72. 407-409 Springfield Avenue Block: 1909 Lot: 2 N/C
Nos. 407-409 Springfield Avenue is a one-story, one-part commercial block constructed circa 1900, with later alterations. The building has a flat roof and a stucco exterior with modern storefronts featuring two recessed entries. Original architectural details have been obscured, diminishing the building's integrity of design, materials, workmanship, and feeling.
73. 408-410 Springfield Avenue Block: 2703 Lot: 18 N/C
Nos. 408-410 is a two-story, one-part commercial block constructed after 1969 (Photo View 40). The building is faced with brick and has full-height window openings and a central arched doorway.
74. 411-413 Springfield Avenue Block: 1909 Lot: 3 N/C
Nos. 411-413 is a one-story, one-part commercial block constructed circa 1920 with later alterations. The building has a flat roof, stucco exterior, and a modern storefront. Alterations to the building have obscured its original architectural details, diminishing its integrity of design, materials, workmanship, and feeling.
75. 412-414 Springfield Avenue Block: 2703 Lot: 17 N/C
Nos. 412-414 Springfield Avenue is a two-story commercial building constructed after 1969 (Photo View 40). The building is faced with brick, and has an offset door and plate glass picture window with aluminum frame.
76. 415-417 Springfield Avenue Block: 1909 Lot: 3 N/C
Nos. 415-417 Springfield Avenue is a one-story commercial building constructed circa 1920 with extensive alterations. The building has a flat roof with a modern composite cornice and stuccoed exterior. The brick-faced storefront has modern plate glass windows and an offset replacement door. Extensive alterations to the building have diminished its integrity of design, materials, workmanship, and feeling.
77. 419 Springfield Avenue Block: 1909 Lot: 4 C
No. 419 Springfield Avenue is a one-story, one-part commercial block constructed circa 1920, with later alterations. The façade is faced with marble tile and has a central recessed entry; a clock with three faces is located on the parapet.
78. 420 Springfield Avenue Block: 2703 Lot: 16 C
No. 420 Springfield Avenue is a three-story, two-part commercial block built circa 1880 (Photo View 40). The Italianate-style brick building has a flat roof with a bracketed and modillioned wood cornice. Windows are fixed replacements with stone lintels and sills connected by belt courses. The modified storefront projects outward and is constructed of a variety of replacement materials. An interior brick chimney is located on the east elevation, and the foundation is constructed of random-coursed rubble stone. The east elevation has several infilled openings.

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 21

79. 423-425 Springfield Avenue Block: 1909 Lot: 5 N/C
Nos. 423-429 Springfield Avenue is a one-story, one-part commercial block constructed circa 1920 with extensive alterations dating from the 1980s. The building has a flat roof and brick-faced exterior; a wood shingled pent shelters the modern storefronts, which contain multi-light windows and doors. Alterations have obscured all historic architectural detail, destroying its integrity of design, materials, workmanship, and feeling.
80. Summit Promenade and Parking Garage Block: 2703 Lot: 7 N/C
A modern landscaped park called the "Summit Promenade" is located between Nos. 420 and 426 Springfield Avenue. The park was laid out in 1972 by Andres, Milceli & Weed, landscape architects, and includes brick pavers, benches, concrete planters, six trees, a water fountain and a flagpole. At the rear of the lot is a modern four-story parking garage.
81. 426 Springfield Avenue Block: 2703 Lot: 15 C
No. 426 Springfield Avenue is a three-story, two-part commercial block faced with brick laid in Flemish bond (Photo View 40). Constructed circa 1925, the building has a flat roof with parapet featuring a modillioned wood cornice and cast iron balustrade between brick piers. Windows are two-light casements with transoms set in brick surrounds with limestone sills. The wood storefront has a denticulated wood cornice, wood paneling, fluted pilasters, modern plate glass windows, and replacement doors. An interior end brick chimney is located on the west elevation.
82. 427-429 Springfield Avenue Block: 1909 Lot: 5 N/C
Nos. 427-429 Springfield Avenue is a one-story, one-part commercial building constructed circa 1920. The storefront employs modern materials and plate glass picture windows. Extensive alterations dating from the late-twentieth century have obscured all historic architectural details, destroying its integrity of design, materials, workmanship, and feeling.
83. 428 Springfield Avenue Block: 2703 Lot: 14 C
No. 428 Springfield Avenue is a two-story, two-part commercial block constructed circa 1925 (Photo Views 32, 40). The Neoclassical-style building is faced with brick and has a flat roof with denticulated wood cornice. The outer bays of the second-story façade have large blind arch openings articulated by brick keystone lintels. A central glazed door is flanked by multi-light windows with a balconet; the door and windows are separated by wood pilasters but share a common lintel, and a continuous stone belt course serves as the sill. The central bay of the second story contains a single multi-light window with a keystone lintel; above the window is a spandrel with a cornucopia motif. The modern storefront has a pent roof supported on knee brackets on its eastern half.
84. 430-432 Springfield Avenue Block: 2703 Lot: 13 C
Nos. 430-432 Springfield Avenue is a one-story, one-part commercial block constructed circa 1910 with later alterations (Photo View 32). The stuccoed building has a flat roof with parapet; the original stepped parapet was replaced circa 1990 with a metal railing between stuccoed piers. Raised rectangular frames adorn the wall above two modern storefronts.
85. Hilary Building Block: 1909 Lot: 6 C
431-433 Springfield Avenue
The Hilary Building is a three-story, two-part commercial block constructed in 1897 (Photo Views 19, 34). The Tudor Revival-style, gable front building has a steeply pitched roof with false half-timbering in the gable end. The exterior is brick on the lower two stories and pebbledash above. Paired windows contain replacement aluminum 1/1 double-hung

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 7 Page 22

sash; second-story openings have flat brick lintels and a common stone sill course, and third-story windows are enframed by the half-timbering. A terra cotta panel between the windows in the second story has raised lettering that reads, "Hilary Building 1897." Bracketed wood cornices are located above the first and second stories. The storefront is faced with brick and contains modern plate glass windows and doors. An interior stuccoed chimney is located on the east elevation. Side elevations have been stuccoed.

86. 434 Springfield Avenue Block: 2703 Lot: 12 C
No. 434 Springfield Avenue is a two-story, two-part commercial block constructed circa 1890 (Photo View 32). The Romanesque Revival-style building has a flat roof and metal cornice with dentils and Greek key fret. The second story is elaborated with corbelled brickwork between brick pilasters with Ionic capitals. Windows are paired replacement sash set within arched surrounds; the lunettes have been enclosed, and a central brick pilaster with Corinthian capital separates the sash. A stone belt course serves as a common sill. A modillioned metal cornice extends above the modern storefront and a separate arched entry with glazed replacement door. Five interior brick chimneys are located on the east elevation.
87. 435-437 Springfield Avenue Block: 1909 Lot: 6 C
Nos. 435-437 Springfield Avenue is a three-story, two-part commercial block constructed circa 1890 (Photo View 34). The Italianate-style building has a random-coursed stone exterior, flat roof, and wood cornice with modillions and brackets. Windows are replacement aluminum double-hung sash with rough-faced stone sills; third-story window openings are arched, and resized second-story windows have flat stone lintels and aluminum-clad infill. The stuccoed, Neo-Colonial replacement storefront has a recessed entry with glazed door, sidelights, and fanlight. The side elevations have been stuccoed.
88. 438 Springfield Avenue Block: 2703 Lot: 11 C
No. 438 Springfield Avenue is a two-story, two-part commercial block constructed circa 1890 (Photo View 32). The Italianate-style building has a flat roof, brick exterior with corbel table, and prominent metal cornice. Windows are replacement vinyl double-hung sash with brick keystone lintels and rough-faced stone sills. The replacement storefront has sawtooth shingle siding, large picture windows, and a recessed entry with glazed door.
89. 440-444 Springfield Avenue Block: 2703 Lot: 10 C
Nos. 440-44 Springfield Avenue is a two-story, two-part commercial block constructed in three parts (Photo View 32). The Italianate-style west section was constructed circa 1880 of brick and later covered with stucco; set back from the sidewalk, this section has a flat roof with bracketed cornice and fixed replacement windows with stone sills. The one-story brick addition was added as a porch around 1915 and later enclosed; this flat-roofed section has a parapet and modillioned wood cornice and continues in front of the two-story vinyl-clad addition built circa 1940 on the east. The one-story section contains two modern storefronts. An interior stuccoed chimney is located on the east elevation.
90. 441 Springfield Avenue Block: 1909 Lot: 7 N/C
No. 441 Springfield Avenue is a two-story, two-part commercial block constructed circa 1900, with several later alterations (Photo View 34). The second story is clad in permastone, and the first is faced with brick. The door, surround, and windows are modern replacements. Alterations have obscured historic architectural details and style, compromising the building's integrity of design, materials, workmanship, and feeling.

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 23

91. 443-445 Springfield Avenue Block: 1909 Lot: 8 C
Nos. 443-445 Springfield Avenue is a three-story, two-part commercial block constructed circa 1890 (Photo View 34). The corner building has a brick exterior with quoins and a flat roof with a bracketed metal cornice. Windows are replacement aluminum double-hung sash with brick surrounds and stone sills; third-story window openings are arched with filled lunettes, and second-story windows have brick keystone lintels. The south-facing (Springfield Avenue) storefront is constructed of replacement materials and has a recessed entry. A second storefront is located on the west (Woodland Avenue) elevation and is also a modern replacement. The west elevation has several infilled window openings and two, two-story oriel windows.
92. 446-456 Springfield Avenue Block: 2703 Lot: 9 C
Nos. 446-456 Springfield Avenue is a three-story, two-part commercial block constructed circa 1900 (Photo View 37). The Classical Revival-style building has a patterned masonry exterior and flat roof with a denticulated wood cornice. Windows are replacement vinyl double-hung sash with stone sills and decorative shutters. Third-story windows have arched openings with brick and stone voussoirs and sunburst infill; second-story windows have rough-faced stone lintels. A belt course comprised of rough-faced stone and corbelled brick extends between the second and third stories, and a wood-shingled pent visor and wide cornice with central false balcony extend above the first floor façade. The building has a central recessed entry and modern storefronts.
93. 447-461 Springfield Avenue Block: 1911 Lots: 1.01-1.22 N/C
Nos. 447-461 Springfield Avenue is a two-story mall complex constructed circa 1989 (Photo Views 34, 42). The building is faced with brick and has full-height window openings and a recessed entry pavilion. The complex reused portions of the former Strand Theater, an Art Deco-style movie theater built in 1927; however, the façade is entirely new, destroying the theater's integrity of design, materials, workmanship, and feeling.
94. 458 Springfield Avenue Block: 2703 Lot: 8 C
No. 458 Springfield Avenue is a two-story, two-part commercial block constructed circa 1890, with later alterations (Photo View 37). This corner building has a flat roof with wood shingled pent visors on both floors. The brick façade contains paired replacement double-hung sash windows. The modern storefront has a recessed entry, plate glass picture windows, and a permastone-faced kickplate. A one-story brick addition with a flat roof is attached to the rear.
95. 463-469 Springfield Avenue Block: 1911 Lot: 2 C
Nos. 463-469 Springfield Avenue is a two-story, two-part commercial block constructed circa 1895 (Photo View 42). The Classical Revival-style building is faced with brick and has a flat roof and wood cornice with modillions. Second-story bays are separated by Ionic brick pilasters with limestone capitals and bases rising from a stone belt course; the outer bays have paired arched window openings, and the central bay has a three-part window. All windows are replacement 1/1 double-hung sash. A metal pent shelters the first floor, which has a central, modern storefront with large plate glass windows and a recessed doorway flanked by entries containing replacement glazed doors.
96. 466-474 Springfield Avenue Block: 2703 Lot: 5 N/C
Nos. 466-474 Springfield Avenue is a one-story, one-part commercial block constructed circa 1900, with later alterations (Photo View 37). The building has a flat roof with a large shingled pent visor sheltering a wide entablature with modillions. The storefronts have plate glass picture windows and are enframed by brick-faced piers. A late twentieth-

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 24

century, second-story vinyl-clad addition rises above the building's western section. Alterations to the building have diminished its integrity of design, materials, workmanship, and feeling.

Outbuildings:

A three-story brick outbuilding with gable roof is located at the rear; built circa 1920, the building has 2/2 double-hung wood sash windows and is attached to the main building via a two-story stuccoed addition. C

A two-story, three-bay stuccoed garage with flat roof and replacement windows and doors was built circa 1920. N/C

97. 475 Springfield Avenue Block: 1911 Lot: 3 N/C
No. 475 Springfield Avenue is a modern four-story office complex constructed in 1976 (Photo View 42). The brick-faced building has a flat roof; fourth-story windows are paired, and lower story windows are in ribbons. The lower three floors are recessed and faced with a dark brown brick.
98. 478-480 Springfield Avenue Block: 2703 Lot: 4 C
Nos. 478-480 Springfield Avenue is a two-story, two-part commercial block built circa 1900 with an east addition constructed around 1940. The patterned masonry building has a flat roof and shaped parapet; brick piers articulate the end walls and addition, and corbelled brickwork extends across the façade. The second-floor windows are paired and have rough-faced stone sills; all are replacement vinyl double-hung sash. A wood-shingled pent visor spans the modern storefront, which has picture windows and a central recessed entry.
99. 482-488 Springfield Avenue Block: 2703 Lot: 2 N/C
Nos. 482-488 Springfield Avenue is a three-story, two-part commercial block constructed circa 2005. The brick-faced building has a flat roof and wide stuccoed cornice band.
100. 485-487 Springfield Avenue Block: 1911 Lot: 4 C
Nos. 485-487 Springfield Avenue is a three-story, two-part commercial block constructed circa 1890 (Photo View 42). This patterned masonry corner building has a flat roof with a simple brick parapet and denticulated stone cornice. Windows in the central bay are paired and in the outer bays, tripartite; all are vinyl replacements with brick surrounds and stone sills. A metal cornice spans the stuccoed modern storefronts. The central entrance contains a replacement glazed door with transom in a molded wood surround surmounted by a denticulated wood pediment with consoles. An interior brick chimney is located on the west elevation. The east elevation is covered with stucco.
101. 494-496 Springfield Avenue Block: 2703 Lot: 1 C
Nos. 494-496 Springfield Avenue is a one-story, one-part commercial block constructed circa 1900 with later alterations. The building has a permastone exterior and hipped roof with overhanging eaves supported by decorative brackets. Windows and doors have been replaced with modern plate glass in aluminum frames. An interior brick chimney is centrally located on the south side of the roof.
102. Springfield Avenue Bridge over NJ Transit's Morristown Line N/C
The Springfield Avenue Bridge over NJ Transit's Morristown Line is a single-span, multi-stringer bridge with a concrete deck slab and concrete parapet walls. Constructed in 2008, the structure replaced a 1905 single-span riveted steel through girder bridge constructed during the grade separation of the DL&WRR line through Summit.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 25

Summit Avenue

103. Summit Avenue Bridge over NJ Transit's Morristown Line N/C
The Summit Avenue Bridge over NJ Transit's Morristown Line is a single-span steel through girder bridge with an asphalt overlay and concrete parapets. Built in 1992, the structure replaced a circa 1905 single-span riveted steel through girder bridge constructed during the grade separation of the DL&WRR line through Summit.
104. Summit Interlocking Tower
NJ Transit at Summit Avenue Block: 603 Lot: 8 Key
This embanked interlocking tower is located on the north side of the rail line, west of the Summit Avenue Bridge over NJ Transit's Morristown Line (Photo View 2). Constructed in 1905 in the Tudor Revival style, the building is a two-story frame structure with a front gable roof. The stuccoed gable end has false half-timbering and projects outward over the second-story, three-sided bay; the second story is clad in wood shingles, and wood consoles support the gable end and second floor. The stuccoed first floor is flush with the retaining wall and contains two, nine-light paneled wood doors with transoms. The interlocking tower was constructed as part of the grade separation of the DL&WRR tracks to control train movement from the line to a former rail yard; however, it was rendered obsolete by automation and currently serves as a storage shed.
105. 47-49 Summit Avenue Block: 3401 Lot: 1 N/C
Nos. 47-49 Summit Avenue is a two-story, two-part Neo-colonial commercial building constructed after 1989. The building has a flat roof and cornices over each of the bays, which are stuccoed and separated by brick piers.
106. 51 Summit Avenue Block: 3401 Lot: 2 C
No. 51 Summit Avenue is a two-story, two-part commercial block constructed circa 1910. The painted brick building has a flat roof and a metal cornice with modillions, dentils, and swags on the frieze. The second floor has ribbons of four windows flanking a central single window; all are replacement double-hung sash. The entry contains a replacement door with transom beneath a flat stone lintel. Metal cornices span each of the modern storefronts.
107. 53 Summit Avenue Block: 3401 Lot: 3 C
No. 53 Summit Avenue is a two-story, two-part commercial block constructed circa 1915. The patterned masonry corner building has a flat roof and a prominent cornice with modillions, dentils, and paired scrolled brackets. Windows are replacement aluminum double-hung sash. The west-facing front (Summit Avenue) façade has been altered on the second floor, where window openings have been resized, infilled, and stuccoed; triple windows flank the central pair. A metal cornice extends above the modern storefronts and is bracketed around the central entry. The north (Franklin Place) elevation has a secondary entrance with a replacement glazed door and original window openings with flat brick arches and stone keystones and sills. An interior brick chimney is located on the north elevation.
108. 67 Summit Avenue Block: 2614 Lot: 1 N/C
No. 67 Summit Avenue is a two-story bank building dating from the 1980s. The building is faced with brick and has a central clock tower and drive-through bays on its north end.

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 26

109. Old Town Hall
71 Summit Avenue Block: 2614 Lot: 2 Key
Old Town Hall (Photo View 4) is a two-and-a-half-story, four-bay, Richardsonian Romanesque-style building constructed in 1892. The brick building has a hipped roof with a central pedimented dormer, which contains a brick-infilled lunette, metal trim, and a ribbon of four windows; a basketweave band course extends below the molded, metal cornice. A square turret with pyramidal roof is offset on the façade; it rises from a corbelled base and has a brick and rusticated limestone exterior and cornice with modillions. Windows are aluminum replacements with varied surrounds. The offset entry has an arched stone surround containing paired, arched doors with glazing. The arched window above the entry has corbelling beneath the stone sill and a wrought iron balconet. The north end of the façade contains a modern storefront added after 1989; the storefront replaced an original arched opening. The water table is faced with rusticated limestone, and brick chimneys are located at the building's southwest and southeast corners. The south elevation has a central cross gable with arched windows in the gable peak and on the first floor. The building was designed by architect John Newton Cady and was utilized as Summit's Town Hall.
110. 73 Summit Avenue Block: 2614 Lot: 3 C
No. 73 Summit Avenue is a three-story, two-part commercial block constructed circa 1890. The Italianate-style building has a brick exterior and a flat roof with a bracketed metal cornice. Windows are replacement aluminum double-hung sash with stone lintels and sills. The multi-light, brick-faced storefront has a paneled door with glazing and is surmounted by a molded metal cornice with a rosette-patterned frieze. The façade contains a second door with transom, separated from the storefront by rusticated limestone pilasters.
111. 75-77 Summit Avenue Block: 2614 Lot: 4 C
Nos. 75-77 Summit Avenue is a four-story, two-part commercial block constructed circa 1890. The Italianate-style brick building has a flat roof with a bracketed metal cornice. Windows are replacement vinyl double-hung sash with stone lintels and sills. A molded stone belt course extends above the modern storefront, which has a stone veneer and central picture window flanked by arched, recessed entries. The doorways contain replacement doors with transoms.
112. 76 Summit Avenue Block: 2601 Lot: 1 C
No. 76 Summit Avenue is a two-story, two-part commercial block constructed circa 1900. The building has a front gable roof behind a flat parapet; the upper floor and parapet are covered with aluminum siding. The second floor has two oriel windows; both the oriels and the window above the door are replacement vinyl 1/1 double-hung sash. The two modern storefronts are faced with brick and consist of plate glass windows in aluminum frames and modern doors. The north elevation has been covered with stucco on the first story and aluminum siding on the second.
113. 83 Summit Avenue Block: 2614 Lot: 5 C
No. 83 Summit Avenue is a three-story, two-part commercial block constructed circa 1890 with later alterations. The building has a flat roof and aluminum siding exterior; windows are replacement aluminum double-hung sash. The modern storefront is clad in vertical wood siding and has picture windows in aluminum frames, modern plastic signage, and a replacement door.
Outbuilding: A circa 1925, one-story stuccoed garage with flat roof is located at the rear of the building. C

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 27

114. 84-88 Summit Avenue Block: 2602 Lot: 8 N/C
Nos. 84-88 Summit Avenue is a three-bay, brick-faced commercial building dating from the 1980s. The building has a central clock tower flanked by three- and four-story sections.
115. 85-87 Summit Avenue Block: 2614 Lot: 5 C
Nos. 85-87 Summit Avenue is a three-and-a-half-story, two-bay, Second Empire-style commercial building constructed circa 1890. The building has an aluminum siding exterior and a slate mansard roof with a prominent cross gable and an eyebrow dormer. The front-facing gable shelters a two-story oriel window; windows are replacement aluminum double-hung sash. The modern storefront is clad in vertical wood siding and has plate glass windows in aluminum frames and replacement doors. An interior brick chimney with corbelling is located on the south elevation.
116. 89 Summit Avenue Block: 2614 Lot: 6 N/C
No. 89 Summit Avenue is a three-story, two-part commercial block constructed after 1969. The building is faced with brick and has a storefront and a separate, segmental arch entry.
117. 90 Summit Avenue Block: 2602 Lot: 6 N/C
No. 90 Summit Avenue is a one-story, one-part commercial block constructed circa 1970. The corner building is faced with brick and has a faux mansard roof. Windows are fixed and doors are glazed; openings have brick lintels and sills.
118. 93-95 Summit Avenue Block: 2614 Lot: 7 C
Nos. 93-95 Summit Avenue is a four-story, two-part commercial block constructed circa 1910 (Photo View 25). The patterned masonry building has a flat roof and a brick parapet with a modillioned metal cornice. Windows are replacement aluminum double-hung sash; second- and third-story windows have stone sills and keystone lintels. Stone belt courses extend under the fourth floor windows and above the first-story façade. The central recessed entry contains replacement doors in a stone surround with a flat entablature and scrolled brackets. The first floor brickwork is rusticated and has stone courses; the storefront openings are surmounted by keystone lintels. Storefronts are modern and vary in detail. An interior brick chimney is located on the north elevation, and a large, four-story addition dating from 1940 is attached to the rear.
119. 96-98 Summit Avenue Block: 2603 Lot: 6 C
Nos. 96-98 Summit Avenue is a one-story, one-part commercial block constructed circa 1910. The corner building has a flat roof with recessed brick panels above the modern storefronts. Both the corner piers and the water table are covered with stucco. A two-story addition is attached to the rear.
120. 97 Summit Avenue Block: 2614 Lot: 8 C
No. 97 Summit Avenue is a one-story, one-part commercial block constructed circa 1920. This stuccoed building has a flat roof with a stepped parapet. The storefront consists of large picture windows and a recessed doorway with replacement half-glazed door. A metal canopy sheltering a drive-through window extends from the north elevation to the adjacent building (99 Summit Avenue).

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 28

121. 99 Summit Avenue Block: 2614 Lot: 8 C
No. 99 Summit Avenue is a two-part commercial block constructed circa 1930. The patterned masonry building has a flat roof with a corbelled parapet. A ceramic tile pent visor with denticulated and bracketed cornice extends above the two, second-story bay windows with replacement aluminum 1/1 double-hung sash. A metal cornice spans the modern storefront. The building has two interior brick chimneys. The side elevations have been covered with stucco; the south side has a second-floor oriel window.
122. Gulamerian Building Block: 2603 Lot: 8 C
100 Summit Avenue
The Gulamerian Building is a two-story, two-part commercial block constructed circa 1910 (Photo View 21). The Italian Renaissance-style building has a stone veneer and a flat roof with central parapet flanked by ceramic tiled pents over denticulated cornices. The parapet has a spandrel panel inscribed with the words "Gulamerian Building." Windows are replacement aluminum double-hung sash. Paired windows in the outer bays of the second story have elaborate, floral-patterned terra cotta lintels and mullions; spandrel panels with escutcheons are located between the bays. The central window is set beneath a blind arch with cartouche and swag ornament and is framed by Corinthian pilasters. A cornice with wide paneled frieze extends above the storefronts; an escutcheon and swag ornament is centered above the doorway, which contains a glazed replacement door with transom set in a cast stone surround. The flanking storefronts have modern plate glass windows and recessed doors. The water table is faced with green granite.
123. 101-103 Summit Avenue Block: 2614 Lot: 9 C
Nos. 107-113 Summit Avenue is a one-story, one-part commercial block constructed circa 1910. The building has a flat roof and has been refaced with tan brick laid in running bond. Modern storefronts contain tinted plate glass windows and transoms in metal frames; entries are recessed.
124. 107-113 Summit Avenue Block: 2608 Lot: 8 C
Nos. 107-113 Summit Avenue is a one-story, one-part commercial block constructed circa 1925, with alterations dating from the 1990s. The corner building has a flat roof and low parapet; the street facades have been refaced with brick and contain modern storefronts with picture windows. A pyramidal brick tower is located on the north elevation.

Union Place

125. Horse Trough C
Union Place and Summit Avenue
Designed by architect Benjamin V. White in 1907, the trough is comprised of a rough-faced granite pedestal with a semi-cylindrical trough on one side. The trough was removed from its original location in 1958 and restored and installed in this landscaped area with benches in 2001.
126. Summit Diner Key
9 Union Place Block: 2601 Lot: 1
The Summit Diner (Photo View 6) is a one-story prefabricated diner, erected in its present location in 1938. This Streamline Moderne-style, enameled steel-paneled building sits on a brick foundation. The single-light windows, doors, and signage appear to be original; the rooftop ventilation system was added at a later date. A one-story, one-bay

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 29

addition with a flat roof and rusticated concrete block façade is attached to the diner's north elevation. New Jersey-based manufacturer Jerry O'Mahony, Inc., fabricated this building.

127. 11 Union Place Block: 2601 Lot: 2 C
No. 11 Union Place is a three-story, two-part commercial block constructed circa 1910. The patterned masonry building has a flat roof, brick parapet, and modillioned wood cornice with brackets. A bay window is centered on the second- and third-floor façade and flanked by replacement vinyl double-hung sash; the second-story windows have been resized and have cast iron balconets. The recessed modern storefront lies behind brick piers with concrete trim. An interior brick chimney is located on the east elevation.
128. 13 Union Place Block: 2601 Lot: 3 C
No. 13 Union Place is a three-story, two-part commercial block constructed circa 1900. The building has a flat roof with parapet and is clad in vinyl siding. The upper floors have ribbons of four vinyl double-hung sash windows. The storefront is clad in permastone and has modern plate glass windows in aluminum frames and replacement doors.
129. 17-19 Union Place Block: 2601 Lot: 4 N/C
Nos. 17-19 Union Place is a three-story, two-part commercial block constructed circa 1900, with extensive alterations (Photo View 35). The building has a flat roof with a shaped parapet; both the parapet and patterned brick facing on the façade were added circa 2000. Windows are vinyl double-hung sash. The regular fenestration of the upper floors was retained in the rehabilitation, but arches were added over the third floor windows and transoms were added to second-floor windows. An aluminum clad pent visor extends over the modern storefronts. An off-center glazed door with transom provides entry to the upper levels. Alterations to the building have destroyed its integrity of design, materials, workmanship, and feeling.
130. 21 Union Place Block: 2601 Lot: 5 C
No. 21 Union Place is a three-story, two-part commercial block constructed circa 1890 (Photo View 35). The Queen Anne-style, patterned brick building has a flat roof, modillioned wood cornice with paneled frieze, and corbelled brickwork. Brick quoins adorn the building's corners and the arched third-floor windows, which have covered lunettes and stone sills. The second floor has two, three-sided oriel windows with stained glass transoms. Windows are aluminum 1/1 double-hung sash. A wood cornice with scrolled modillions extends above the storefront and door with transom.
131. 25 Union Place Block: 2601 Lot: 6 C
No. 25 Union Place is a three-story, two-part commercial block constructed circa 1890 (Photo View 35). The building has a flat roof, modern metal cornice, and brick veneer exterior. Windows are replacement aluminum double-hung sash with stone sills; the third-floor windows have flat brick arches, and the second floor has two, three-sided oriel windows. A modern storefront with recessed entry and a replacement door with transom comprise the first-floor facade.
132. 31-37 Union Place Block: 2601 Lot: 7 C
Nos. 31-37 Union Place is a three-and-a-half-story, two-part commercial block constructed in 1906 (Photo View 35). The building has a front gable roof with shaped parapet and stucco exterior. A rondel with decorative wood surround is centrally located in the gable peak. A two-story window with lunette is located beneath the rondel and is flanked by

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 30

windows on either side. The third-floor windows are set in blind arch surrounds with sunburst motif, and second-floor windows have plain wood surrounds. Windows are replacement three-part fixed lights. The modern storefronts, which are faced with brick and have arched openings with exaggerated keystones. Two interior stuccoed chimneys are located on the west elevation. The building was constructed by Charles L.C. Reeve as a garage, and earned the nickname “the bomb shelter” for its unusually strong reinforced concrete walls.

133. Summit Train Station

34-44 Union Place

Block: 603 Lot: 6, 8

Key

Constructed in 1905, the Summit Train Station complex consists of two station buildings, one fronting Union Place and the other on Railroad Avenue, connected by a glass-enclosed elevated corridor over the railroad tracks. The vernacular Union Place station building (Photo View 3) is a one-and-a-half-story, embanked brick building with a hipped roof, overhanging eaves, and exposed shaped rafters. Hipped wall dormers are centrally located on each elevation and have paired fixed windows with common sills. On the front-facing north (Union Place) façade, the dormer caps the entry pavilion, which contains two doors with transoms. The outer bays have paired half-glazed doors with transom flanked by double-hung sash windows. All windows and doors are modern replacements. The building has a stone belt course atop the brick water table that serves as a continuous window sill. A hipped porch on the north façade is supported on decorative heavy wood brackets; the porch wraps around the station’s west elevation, where brick supports rest on a battered brick apron wall. An exterior end brick chimney is located on the west elevation; the chimney extends through the dormer and has decorative brickwork and a stone cap. The station serves NJ Transit’s Morristown Line.

The Railroad Avenue station building has a hipped roof with shaped rafters; the wrap-around porch with brackets extends over the platform, which is contemporary with the station and constructed of poured concrete (Photo View 38). The elevated glass corridor connecting the station buildings is a modern addition (Photo View 39). The Summit Train Station complex was designed by DL&WRR supervising architect F.J. Nies, and constructed as part of the rail line’s grade separation project. The complex was renovated by NJ Transit in 1988.

134. Old Main Delaware, Lackawanna & Western Railroad (NJ Transit Morristown Line)

Key

The DL&WRR (Photo View 1) extends through the Summit Downtown Historic District as present-day NJ Transit’s Morristown Line. The right-of-way dates to 1837, when the Morris & Essex Railroad was built through Summit. During the early twentieth century, the Morris & Essex’s successor, the DL&WRR, initiated a grade elimination project in Summit that resulted in depression of the line through Summit’s downtown. The existing configuration of the railroad through the district – three electrified tracks within a cut lined with concrete retaining walls – dates to this era.

135. 51 Union Place

Block: 2704 Lot: 10

C

No. 51 Union Place is a three-story, two-part commercial building constructed circa 1920 in the Beaux Arts style (Photo View 36). The corner building has a brick exterior, flat roof with parapet, and modillioned metal cornice and frieze. Paired colossal stone pilasters with Doric capitals and bases enframe the second and third stories on both the south-facing front (Union Place) and the east (Beechwood Street) elevation. The pilasters rise from a wide stone belt course. The first floor is rusticated brick with stone surrounds on window and door openings; modern storefronts have plate glass windows and replacement doors.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 7 Page 31

136. 55-57 Union Place Block: 2704 Lot: 10 C
Nos. 55-57 Union Place is a three-story, two-part commercial block constructed circa 1900 (Photo View 36). The patterned masonry building has a flat roof with an aluminum-capped parapet and brick exterior with corbelling. Windows are replacement aluminum 2/2 double-hung sash with rough-faced stone lintels and sills. A stone belt course extends across the second- and third-floor façade just below the lintels. Replacement storefronts flank a central doorway with a modern gabled surround; the surround has an exaggerated, rusticated finish and a glazed door with transom.
137. 61 Union Place Block: 2704 Lot: 10 N/C
No. 61 Union Place is a one-story, one-part commercial block constructed after 1969 (Photo View 36). The building has a flat roof with parapet, stucco exterior, and rusticated pilasters.
138. Littell Building
67-71 Union Place Block: 2704 Lot: 11 C
The Littell Building is a three-story, two-part commercial block constructed in 1906 (Photo Views 20, 36). The patterned masonry, Italian Renaissance Revival-style building has a flat roof with parapet; the central, pyramidal section of the parapet is covered in ceramic tile and flanked by tiled sheds. Molded metal cornices rest on corbelled brick walls, and a central panel contains the words "Littell Building." The upper floors contain pairs of windows set within a two-story molded surround. Windows are replacement vinyl double-hung sash with keystone lintels and common stone sills. The modern storefront is stuccoed. The building was designed by architect William Cady.
139. 73-75 Union Place Block: 2704 Lot: 12 C
Nos. 73-75 Union Place is a two-story, two-part commercial block constructed circa 1900. The building has a flat roof, brick exterior, and replacement Chicago-style windows in the second story. Two modern storefronts with picture windows and replacement doors occupy the first story.
140. 77 Union Place Block: 2704 Lot: 1 C
No. 77 Union Place is a one-story, one-part commercial block constructed circa 1925. This vinyl-clad building has a flat roof and vinyl-clad cornice. The glazed door and picture window are both modern replacements.
141. 79-81 Union Place Block: 2704 Lot: 1 C
Nos. 79-81 Union Place is a two-story, two-part commercial block constructed circa 1915. The Classical Revival-style building has a brick exterior, flat roof, and metal cornice with dentils and modillions. Windows are replacement vinyl double-hung sash with stone sills. Two modern storefronts employ plate glass windows and replacement doors. An interior end brick chimney is located on the east elevation.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 8 Page 1

Section 8. Narrative Statement of Significance

The Summit Downtown Historic District is locally significant under National Register Criteria A and C in the areas of transportation, commerce, and architecture. The district comprises the commercial center of the City of Summit, which emerged slowly in the decades following construction of the Morris & Essex Railroad¹ in 1837. The rail line served as a catalyst for community growth, first bringing city dwellers from New York to vacation in local hotels during the summer months and, by the end of the nineteenth century, transporting residents from their suburban estates to their jobs in the city. The district has served as the commercial, social, and religious center of Summit since the community's inception and has developed in response to its growth and changing character. Summit's first store was located within the district, and later development followed in the vicinity of the train station and along Springfield Avenue. With the transition to commuter suburb, the downtown area also became home to civic and institutional buildings including a town hall, post office, and YMCA. Summit's existing architectural resources reflect its emergence at the turn of the twentieth century as a bustling commercial center to serve the needs of year-round residents in the city and in the surrounding area. Its well-preserved collection of late nineteenth and early twentieth-century architecture comprises a distinct, cohesive downtown district dominated by pedestrian-scaled, largely vernacular storefronts with masonry facades. The district also contains a small number of high-style, architect-designed buildings; these architecturally distinctive properties are on scattered locations throughout the district and typically occupy prominent corner lots. The district's period of significance begins with the opening of the rail line in 1837 and ends in 1938, by which date the downtown had essentially achieved its current form, and its most intense period of commercial growth had come to an end.

The Morris & Essex Railroad and Early Resort Development, 1837-1865

The first European settlers arrived in Summit during early decades of the eighteenth century, establishing farmsteads along colonial roads, including the road from Springfield to Turkey (New Providence). The homesteads of Samuel Potter and Daniel Potter were both located on this road – modern Springfield Avenue – east of Morris Avenue, within Summit's modern downtown; neither house has survived (Clayton 1882: 672; Raftis 1996: 12). Although sparsely settled, the area was strategically important during the American Revolution because of its hilltop location that afforded views of New York City. Recognizing the significance of the location, American military leaders established a signal beacon atop the Watchung Mountain, from which troops were able to monitor the movements of British forces on Staten Island and warn local militias of impending British forays into New Jersey. This intelligence proved important to the protection of American forces at Morristown, and to the defeat of British forces at the Battle of Springfield in June 1780 (Union County Office of Cultural and Heritage Affairs [UCOCHA] 1986: 1; McTeague 1990: 14).

Change came slowly to Summit after the Revolution, but by the mid-nineteenth century the community had begun to develop as a summer resort for city dwellers seeking respite from the close quarters of urban living. Summit's location, only a short distance from New York City, was desirable to vacationers seeking cooler temperatures and fresh mountain air. Although the area's first vacation home reportedly was built as early as 1814, the major catalyst for resort development was the construction of the Morris & Essex Railroad (M&ERR) through the area in the 1830s. The M&ERR was incorporated in January 1835 to link the cities of Newark and Morristown, supplanting the Morris Turnpike as the primary transportation route between the cities. The railroad opened in November 1836 between Newark and Orange, reaching Madison the following year. Service to the terminus at Morristown began on January 1, 1838 (Taber 2000: 32, 34; McTeague 1990: 17).

¹ The railroad continues to operate as NJ Transit's Morristown Line.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

The Watchung Mountains presented one of the greatest engineering challenges to the M&ERR. Although some engineers advocated for a shorter route through a ravine north of Short Hills, the alignment was ultimately built through a gap in the mountains, reportedly at the encouragement of Jonathan Crane Bonnel, owner of a sawmill in the area and a director in the railroad company. When the M&ERR completed the line through the area in September 1837, the company built a station on the crest of the hill and named it "The Summit," a moniker soon adopted by the surrounding community. A map of the Passaic Valley published less than a decade later suggests that development occurred slowly during this early period despite the improved access. This map depicts a small cluster of buildings on Maple Street, east of the rail line; most of the surrounding property was owned by Bonnel (Littell 1845; Raftis 1996: 56-57; Whitehead 1901: 449).

One of the earliest businesses in Summit was a store on Maple Street opened by William Littell in 1840. Littell's store (no longer extant) also housed the freight and passenger station, and in 1843 became home to the village's first post office. In 1846, a small frame rail station was constructed near Littell's Store, and trains passing through regularly stopped for water at the adjacent pump house (Raftis 1996: 70). Despite the presence of the railroad station and Littell's store, development in Summit progressed relatively slowly; an Essex County map published in 1850 shows Summit consisting of little more than the railroad depot, a blacksmith shop, and several houses, including Littell's (Sidney 1850). Four years later, the community's first church, Calvary Episcopal, was constructed on Springfield Avenue east of the railroad crossing (Raftis 1996: 72-73).

Summit's first hotel was also constructed during the 1850s. Built by Crane Bonnel on the site now occupied by the Presbyterian Church, the Summit House was so successful that wings and an annex were added within a few years of its completion. Although the building burned in 1867, it was the first of many hotels and boarding houses to cater to vacationers in town (Ricord 1897: 598). Some of the wealthier visitors opted to purchase land for construction of country homes, including New York resident James Kent (1763-1847), who served as Chancellor of New York State's Court of Chancery and wrote the four volume *Commentaries on American Law*. Kent purchased an estate that encompassed the present-day intersection of Kent Place Boulevard and Morris Avenue and converted an existing farmhouse into his "charming country seat, my Summit Lodge" (Raftis 1996: 62). Other affluent persons who built estates on large lots along Springfield Avenue included Oliver J. Hayes of Newark, and George Manley, George H. LeHuray, and Reverend Thomas Cook of New York City (Raftis 1996: 64; McTeague 1990: 17-18; Union County Office of Cultural and Heritage Affairs 1986: 2-3).

The growing population enabled an increased pace of development, as new businesses opened in response to demand. By 1859, a county business directory included a blacksmith, shoemaker, carpenter, carriage and coach manufacturer, wheelwright, two paper mills, two sawmills, and two stores among Summit-area businesses. Two schools had also been established by this date to serve the growing local population (Raftis 1996: 83). Although these directory listings suggest Summit had a growing business district by 1859, a map published three years later shows only the Episcopal church and two other buildings in the area bounded by Springfield Avenue, Maple Street, and the M&ERR (Meyer and Wetzel 1862). The map suggests that these businesses were not yet concentrated in the area of the modern downtown district, a conclusion supported by the existing built environment: only the M&ERR line survives from the earliest period of Summit's development.

The popularity of Summit as a resort continued in the post-Civil War era, and new hotels were built to accommodate visitors. One of the more prominent hotels of the era was the Park House, located on Woodland Avenue. Built in 1871, the Park House was known as one of the state's finest hotels in its prime but enjoyed a short life, being sold at auction in 1884 and razed in 1927. Other well-known establishments included the Summit Hotel on Union Place, the Spring Lake Hotel on Morris Avenue, and the Morrissey Hotel at Chestnut Street and Springfield Avenue. Another of the early hotels was the Blackburn House, which was established in 1869 by expanding an existing farmhouse into a Second Empire-style hotel with adjacent guest cottages (Summit Historical Society 1978: 23). The hotel was razed in 1929 for construction of a new building, the Hotel

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

Suburban (Raftis 1996: 88-89). Located at 570 Springfield Avenue, west of the downtown district, the property is now operated as the Grand Summit Hotel and is the only hotel remaining from Summit's resort area.

The same characteristics that made Summit a desirable resort in the mid-nineteenth century – its clean air and accessibility from urban centers to the east – also made the location desirable for year-round residence during the post-Civil War era of commuter suburbs. As new homes were constructed, the number of residents increased, and the population swelled from about 275 in 1850 to approximately 1,300 in 1872. A movement soon arose to create a distinct political entity for the community, culminating in the incorporation of Summit Township in 1869 (Raftis 1996: 84-85).

Transition from Resort to Commuter Suburb, 1865-1899

Following the Civil War, railroad traffic to and through Summit rapidly increased. Much of this new traffic materialized after 1868, when the DL&WRR leased the M&ERR to improve its access to the New York market. Subsequent improvements to the DL&WRR reduced the travel time to New York and promoted Summit's transformation from a seasonal resort to a commuter suburb. It also hastened the growth of the town. A second rail line further enhanced access to Summit in the postwar period. The Passaic Valley and Peapack Railroad (PV&PRR) was chartered in 1865 to run from Summit through the townships of Springfield, New Providence, and Basking Ridge to the Village of Peapack in Somerset County (Transportation Corporation Records, n.d.: PV&PRR; Taber 2000: 136-137; Greenberg and Fischer 1997: 66). Construction was delayed until 1870, when the renamed New Jersey West Line installed tracks from Summit to Basking Ridge. The line connected with the DL&WRR west of the downtown district, and the Elkwood Station was built in 1871 at the intersection of Kent Place Boulevard and Mount Vernon Avenue to accommodate travelers on the line. The railroad operated until 1882, when it became part of the DL&WRR system under yet another name, the Passaic & Delaware Railroad (P&DRR). The line was later extended west to Gladstone but it was never more than a rural branch line, dependent upon its connection to the regional rail network in Summit.

Although the community remained overwhelmingly residential in character, the downtown business district grew in concert with the local population. William Littell, owner of Summit's first store, built a second, larger store at the southeast corner of Maple Street and Union Place in 1866. The building also served as a venue for church services and town meetings (G.W. Bromley & Co. 1879; Robinson and Pidgeon 1882; Raftis 1996: 69). The oldest standing building in the historic district, Littell's store (48 Maple Street) has been altered and substantially enlarged since its construction. Another early building in the district was the Clocktower Building, erected by Jonathan Edgar in 1870 at Union Place and Beechwood Road (then called Keithock Place). Partially destroyed by fire in 1899, a small section of the second Empire-style building, with several later additions, still stands at 1-5 Beechwood Road (Raftis 1996: 85-86).

Maps of Summit Township published in 1879 and 1882 illustrate Littell's and Edgar's commercial buildings, as well as several other stores on Union Place opposite the railroad station (G.W. Bromley & Co. 1879; Robinson and Pidgeon 1882). Another small cluster of stores were located on Springfield Avenue south of the DL&WRR tracks, near the Summit House hotel. Also notable on these maps are the five churches then extant in Summit, three of which were located within the Summit Downtown Historic District. Although none of these buildings remains, the existing Central Presbyterian Church was erected on the same parcel south of the rail line in 1906-1907. Outside of the commercial district, a growing number of large estates, as well as several streets lined by more modestly sized houses, were developed by the early 1880s (Robinson and Pidgeon 1882).

In 1874, the DL&WRR extolled the virtues of Summit in a small volume titled *Pen and Pencil Pictures on the Delaware, Lackawanna and Western Railroad*. The railroad praised the town for its "distinguished reputation, for its picturesque views, its salubrious climate and its enterprising population" (Hoyt 1874: 84). It also heralded Summit's comfortable country estates and hotels

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

***Summit Downtown Historic District*
Union County, New Jersey**

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

catering to summer boarders, who had continued to grow in number during the post-Civil War era (Hoyt 1874: 85-86). In 1871, Jayme Riera built the Park House, a prominent hotel known at its prime as one of the state's finest. The Morrissey Hotel was built south of the railroad tracks in the late 1870s; its owner, David Morrissey, was influential in county and local politics. During the late nineteenth century, two other establishments, the Central Hotel and the much larger Summit Hotel, were also constructed on Union Place near the train station. The Summit Hotel also contained apartment units on the second floor (Raftis 1996: 88-89; Sanborn Map Company 1898). None of these buildings have survived to the present.

The DL&WRR's publication also devoted considerable space to promoting Summit's growing reputation as an ideal suburban residential community within easy commuting distance of New York City. One of the earliest residential subdivisions in Summit was located on Kent Place Boulevard, a street on the western edge of the downtown. There, substantial homes were designed in popular architectural styles. New York businessmen Nicholas D. C. Moller and William DeForest owned the property and oversaw the subdivision's development (G.W. Bromley & Co. 1879; McTeague 1990: 18). Outlying country estates in Summit extended along Springfield Avenue and surrounded the small downtown. By the late 1880s, the growing concentration of wealthy businessmen living in these homes spurred the railroad to establish the first commuter express in the United States. Formally called "The Morristown Vestibule Express," most people simply referred to it as the "Millionaire's Express" (Taber 2000: 180).

Suburban residential growth demanded the creation of new public utilities, including those that provided potable water, gas, and sewer. It also necessitated the introduction of more municipal services, including fire and police protection. The growth also spurred new commercial development along Union Place, opposite the railroad station, as well as the area south of the DL&WRR (Sanborn Map Company 1893). Businesses north of the station circa 1890 included Kelly's Summit Livery Stables, M. Kohn's grocery shop, and Robert J. Mooney's plumbing shop (Mercantile Publishing Co. 1891: 58, 61, 62, 65). Mooney's store was located at 478-480 Springfield Avenue, near the intersection of Kent Place Boulevard, in a building that still stands today. Barbers, cabinet makers, and upholsterers were among the businesses located in the one- and two-story buildings on Union Place between Summit Avenue and Maple Street; most of these buildings were replaced in the early twentieth century by larger structures. By the last decade of the nineteenth century, development had extended up Maple Avenue and onto Springfield Avenue, where businesses sold furniture, stove supplies, boots and shoes, hardware, hats, notions, and drugs. A dentist, another barber, and an undertaker also offered their services on this block (Sanborn Map Company 1893).

Summit's population expanded rapidly during the last decade of the nineteenth century, from 3,502 in 1890 to more than 5,300 in 1900 (Raftis 1996:164). The increased number of year-round residents led to the establishment of new civic and social institutions in the community, and Summit's Town Hall was among the earliest of these. Erected in 1892 on Summit Avenue, the building was designed by architect John Newton Cady, who was also responsible for a number of other buildings in Summit. Other early institutional buildings included the first Summit YMCA and the post office, both built in 1893. Although both institutions built new facilities south of the railroad in the early twentieth century, these original buildings survive at 399 and 401 Springfield Avenue, respectively. Summit's namesake bank was also established during the early 1890s; the original 1891 building survives at 19 Beechwood Road. The Summit Bank constructed a second, larger office at the intersection of Springfield Avenue and Beechwood Road in 1898; this later building was razed in 1930 (Raftis 1996: 157-161).

One of the more impressive buildings erected in Summit's downtown during the 1890s was the Van Cise Building, commonly known as the Summit Opera House (2 Kent Place Boulevard). Built in 1893, the building was designed by architect Theodore Mead, Jr., of Newark, and contained five storefronts at street level, an 800-seat theater and smaller public meeting hall on the second floor, third-story apartments, and a basement bowling alley. The building was commissioned by Joel Garretson Van Cise (1844-1918), a Civil War veteran, two-time Prohibition Party candidate for governor, and Prohibition Party candidate for

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

United States President, to serve as the Women's Christian Temperance Union's headquarters. Later, the building functioned as a theatre and venue for "high-class, continuous vaudeville acts" (Raftis 1996: 160-161; UCOCHA 1986).

Commercial and Institutional Growth in Summit, 1899-1938

Summit's reputation as an exclusive suburban community was well-established by the turn of the century: the *New York Daily Tribune* reported in 1901 that commuters lived in the country both by choice and economy, but "most of the monthly ticket holders live in the Jersey hills because they like it and not because of necessity" (Taber 2000: 185). Nicknamed the "The Hill City," Summit continued to hold appeal as a residential commuter town during the early twentieth century, and new businesses and institutions were established to serve the local population (McTeague 1990: 25).

A devastating fire in Summit's downtown in July 1899 destroyed 11 buildings on Union Place between Beechwood Road and Summit Avenue. The Clocktower Building was among those damaged in the fire. Although this section of Union Place had been overwhelming residential in character during the nineteenth century, new construction after the fire transformed the block into an extension of Summit's commercial district. The location of the land across from the DL&WRR station undoubtedly influenced this change. Most of the buildings constructed on Union Place after the fire are still standing (Raftis 1996: 166-168; Sanborn Map Company 1903; Bauer 1906).

Summit's growing population led to the construction of new community buildings around the turn of the twentieth century, including numerous churches. Around 1890, the Methodist Episcopal Church of Summit (now the United Methodist Church) moved from its former location on Morris Avenue to a new sanctuary on Kent Place Boulevard. That building was replaced in 1910, when construction began on the existing church, Sunday school building, and parish house, with the Boston-based firm of Coolidge and Carlson serving as project architects. In 1907, the Central Presbyterian Church built a new sanctuary south of the DL&WRR on Maple Street; the original 1871 church was used as a Sunday school building until 1923, when it was razed. The Unitarian Church, on Springfield Avenue at the eastern end of the Summit Downtown Historic District, was erected in 1913. Designed by local architect Joy Wheeler Dow, the Unitarian Church was featured in an exhibit on the ideal town by the Architectural League of New York in 1913 (Sanborn Map Company 1893; Raftis 1996: 72-73, 99, 180; Little 1949: 45-47; McTeague 1990). Other churches were also constructed and expanded during the early twentieth century outside the district.

Maps published during the first decade of the twentieth century depict the growing commercial and residential areas in the City of Summit. During this period, development on Springfield Avenue from the railroad crossing to the Beechwood Road intersection was almost entirely commercial or mixed use, with the exception of two large estates on the north side of the road. Businesses in this area included a Chinese laundry, bakery, restaurant, grocer, bookstore, butcher, hardware store, drugstore, two furniture stores, two barbers, three candy stores, and four fancy and dry goods stores, among others. East of Beechwood, development remained sparse and predominantly residential in character, as did much of the area south of the railroad tracks (Sanborn Map Company 1903, 1911; Bauer 1906).

In 1897, local residents organized the Town Improvement Association to agitate for a variety of improvements to the community. Among their interests was the creation of a public park in Summit. After years of work, the Association secured free use of property south of the railroad, between Elm Street and Summit Avenue, for use as a community playground in 1909. Two years later, the City of Summit purchased the playground and the adjacent parcel on the west for development of a public park. Completed in 1914, the park was named Bonnel Park in honor of community founder Crane Bonnel (Raftis 1996: 184-185). The park was expanded to include property on the south side of Broad Street after 1923, when the demolition of the old Presbyterian Church made the land available for redevelopment (Sanborn Map Company 1921, 1929). The added area is commonly referred to as the Village Green, reflecting its intended purpose as a civic center in the community (Raftis 1996:

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 8 Page 6

212). Both Bonnel Park and the Village Green are simply landscaped parks with walking paths and mature trees. Originally erected in Bonnel Park in 1926, Summit's memorial to its World War I dead was moved to the south side of the Village Green in 1955. The bronze statue, "Angel of Peace," has bas relief plates on its marble pedestal. The artist was Summit resident Edith Barretto Parsons, a sculptor best known for her garden statuary (Raftis 1996: 201-202; Bzdak 1999: 10).

During the first quarter of the twentieth century, the downtown business district continued to expand near the railroad station and along Springfield Avenue with the construction of new commercial buildings. A 1921 map illustrates the ongoing subdivision of lots on the north side of Springfield Avenue, where new commercial buildings were erected. The subdivisions also resulted in the construction of residences along DeForest Avenue. By this date, the south side of Springfield Avenue from the railroad crossing to Beechwood Road was almost entirely developed, and home to not only grocers, druggists, and other basic service providers, but also antique shops, bicycle shops, confectionaries, and a photographer's studio (Sanborn Map Company 1921). In 1925, Springfield Avenue was widened to accommodate the commercial traffic in this area (Raftis 1996: 208).

Although Summit was known throughout the late nineteenth and early twentieth centuries as an affluent community, the city attracted growing numbers of middle class residents by the 1920s. South of the downtown, the Summit Home Land Company subdivided land and developed more than 100 modest houses – primarily in Colonial Revival and Dutch Colonial Revival styles – by 1936 (McTeague 1990: 26; 70). During the Great Depression, several large estates were also subdivided to create other residential communities (McTeague 1990: 26). The construction of the Summit Diner on Union Place in 1938 was another indicator of the growing middle-class population in Summit by the mid-twentieth century. The extant building, which was fabricated by Newark-based diner manufacturing company Jerry O'Mahony, Inc. (1913-1956), retains a high level of integrity (Diner City 1998; McTeague 1990: 64; Raftis 1996: 206-207; Broschinsky 2009: Sect. 8, p. 3).

Transportation Improvements, 1899-1938

As early as 1882, Summit's citizens expressed concerns about the appearance of the railroad station and its surroundings, forming the Summit Village Improvement Society to explore ways to enhance the area (*The Summit Herald* 1982). A women's organization, the Society identified the depot as a community gateway and consulted with landscape architect Frederick Law Olmsted about redesigning the station area. After visiting the site, Olmsted corresponded with the Society, encouraging the town to grade the streets with macadam and lay gravel sidewalks prior to constructing a new station; however, he never developed plans for the project (*The Summit Herald* 1982; Raftis 1996: 95; Lawliss et al. 2008: 90). Despite the Society's failure to engage Olmsted, it did achieve some success in improving safety around the station: in 1884, the group was able convince the DL&WRR to install gates at the station crossing (Raftis 1996:95).

In 1899, Summit's residents overwhelmingly approved a new city charter, transforming Summit Township into the City of Summit (City of Summit n.d.). The new city government soon entered into negotiations with the DL&WRR to improve safety, eliminate grade crossings, and obtain a new railroad station. The negotiations also defined the responsibilities and liabilities of both parties for bridge maintenance, utility relocations, and street grading.

The DL&WRR had outlined a massive grade elimination and refurbishment project on the former M&ERR in its 1899 annual report. Company president William H. Truesdale noted, "the large and increasing suburban traffic of the company on the Morris and Essex Division will require heavy expenditures during the next few years in the way of track elevation, additional main tracks, stations, and facilities for the safe and efficient handling thereof... Economies can thus be effected which will aggregate almost enough to pay the interest on the cost of the work" (DL&WRR Annual Report 1899). Through this project, the railroad also sought to improve grades and curves, strengthen bridges, and increase horizontal and vertical clearances to

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 8 Page 7

accommodate larger and heavier locomotives and rolling stock (Droege 1916: 366). The decision to lower the tracks, rather than raise them, resulted from simple engineering and topography. Summit represented the highest point on the line; by cutting through the hill, the railroad could reduce the climb, level out the track, and realign several sharp curves. The project had the added benefit of reducing the visual impact of the rail line on the city's setting. The entire project extended for almost two miles, with one contract issued for digging the cut and constructing the walls, buildings, and other structures, and another contract for the fill work (*The Engineering Record* 1904: 619-620).

Excavation of the grade separation through Summit began in 1902 and took three years to complete. The cut eliminated the at-grade crossings of Morris Avenue, Springfield Avenue, and Maple Street. The project also included the reduction of the steep grade in Summit by 20 feet, and the smoothing of a sharp curve near the Passaic River (DeLeuw, Cather and Co. 1991; Raftis 1996: 174-75). Accommodating the operations of the Passaic and Delaware Railroad (formerly the PV&PRR), which terminated at Summit, and the commuter trains from the east that ended their routes in the city, further complicated the project. The latter required the provision of yard tracks and other facilities (*The Engineering Record* 1904: 619). The project also factored in a third track and future electrification (Taber and Taber 1980: 24). The City of Summit paid 10 percent of the \$525,000 cost of the improvements (DeLeuw, Cather and Co. 1991).

As part of its upgrades, the DL&WRR built a new passenger station in downtown Summit. The company had originally proposed to build "a handsome stone station in place of the old worm-eaten structure that has disgraced our City for so many years" but ultimately settled on a plan that used brick (*The Summit Herald* 1902: 6). Designed by the DL&WRR's architects, the 1905 complex consisted of two station buildings, one fronting Union Place and one fronting Railroad Avenue, with a pedestrian bridge connecting the two. The station received a lackluster review from local citizens who had hoped for "a really notable-looking building of stone as originally promised by the Railroad Company"; however, it was considered a substantial improvement over the previous one (*The Summit Herald* 1905; Heritage Studies, Inc. 1981: 33-37).

The DL&WRR realized other operational benefits from the project, including the construction of a new freight house and interlocking tower, built directly into the side of the concrete retaining wall (Taber and Taber 1981: 765). This arrangement fostered better switching movements between the main line and P&DRR branch. The project also eliminated the Elkwood Station west of the downtown by consolidating its function with Summit Station (Bauer 1906; Taber and Taber 1980: 92). Finally, the railroad took the opportunity to upgrade its signals and eliminate the old engine house facilities (Taber and Taber 1980: 92).

Although the DL&WRR's managers had anticipated electrification in their planning for the grade separation program, the improvements took longer to implement. Electric power offered advantages in heavily-trafficked suburban areas connected to large urban terminals, where quick acceleration allowed commuter carriers to move trains more quickly, thereby increasing capacity, improving service, and reducing costs. Electrification also improved service in areas with adverse grades and sharp curves, such as those found on the company's Morristown and Gladstone lines (Henry 1946: 223). Suburban communities such as Summit also encouraged electrification as a means of ridding themselves of dirty steam locomotives (Cranmer 1964: 42). The DL&WRR authorized electrification of its suburban lines in 1928, and construction began the following year (DL&WRR Annual Report 1930: 8). Electric trains began rolling to Morristown via Summit on September 3, 1930, and to Gladstone on January 22, 1931 (DL&WRR Annual Report 1930: 8; 1931: 8).

Trolley service arrived late in Summit, perhaps because of the convenience of the existing rail line. In 1909, the Morris County Traction Company built its line down Broad Street, helping to establish Springfield Avenue as the city's main thoroughfare (McTeague 1990: 22; UCOCHA 1986: 3-4; Olcott 1998: 6). The trolley's tenure was short-lived, however, as competition with

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 8 Page 8

jitneys, and later the automobile, forced the Morris County Traction Company into receivership by 1923. The last trolley ran through Summit in 1928 (Raftis 1996: 183).

The same forces that caused the failure of the trolley in Summit led to a decline in ridership on the DL&WRR by the mid-twentieth century. Even before the switch to electric-powered trains, railroad management noted that "local passenger revenue continued to decline due to the increasing competition of paralleling bus lines and the use of private automobiles" (DL&WRR Annual Report 1926: 6). The railroad's fortunes only worsened after World War II, with daily traffic dropping from 25,000 passengers a day in 1947, to 15,000 passengers a day by 1959 (Division of Railroad Transportation 1960: 3, 6). While the railroad's overall commuter rider rate was second only to that of the Pennsylvania Railroad, by 1958 the DL&WRR's losses from passenger service exceeded its revenues by well over \$2,000,000 (Porter 1959: 802; Division of Railroad Transportation 1960: 8). Furthermore, the deep economic recession of 1957-1958 eroded freight revenues for all the eastern carriers (Baer et al 1994: 368). Desperate for relief, the region's railroads threatened to end their money-losing commuter service if they did not receive state aid. In the summer of 1959, the DL&WRR merged with the rival Erie Railroad, forming the Erie-Lackawanna Railroad (DL&WRR Records, 1849-1960: Manuscript Summary). After declaring bankruptcy in June 1972, the Erie-Lackawanna Railroad merged into the Consolidated Railroad Corporation (Conrail) on April 1, 1976 (Taber and Taber 1980: 147). Today, passenger train service continues in Summit via NJ Transit.

Summit's Downtown, 1939-present

By 1939, Summit's downtown had reached the zenith of its development. After that date, new commercial development followed state and national trends into the strip malls and highway-oriented development common in the post-World War II era, catering increasingly to an automobile-driven culture. This new construction followed residential growth, which by necessity located around the edges of Summit's existing development (McTeague 1990: 26).

Within the Summit Downtown Historic District, new construction was limited to infill on undeveloped lots or, more commonly, on the sites of demolished buildings (Sanborn Map Company 1950). Virtually all of the buildings constructed within the district between 1938 and 1950 are one-part commercial blocks, generally devoid of architectural detail, and similar in design to the commercial buildings popular outside of downtown. Although these later buildings fit into the scale of the surrounding historic buildings, their absence of architectural detail and interest clearly sets them apart from those constructed within the period of significance.

Today, the Summit Downtown Historic District retains a sizeable portion of its historic commercial buildings, which form a cohesive unit that continues to serve the varied needs and interests of the city's commuter population. The railroad, now operated by NJ Transit, continues to serve as the city's lifeline, providing quick access to jobs and amenities in New York City. The pedestrian scale of the downtown and its myriad restaurants and retail establishments make it an attractive and inviting place for residents to dine and shop. Where later infill has occurred, it is typically in keeping with the scale and character of the surrounding historic community. As a result, the Summit Downtown Historic District has significance as a representative example of a turn-of-the-century commuter suburb.

United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

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United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

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United States Department of the Interior
National Park Service

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 9 Page 3

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

Summit Downtown Historic District
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**United States Department of the Interior
National Park Service**

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 9 Page 5

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

Summit Downtown Historic District
Union County, New Jersey

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Section 10. Geographical Data.

Boundary Description

The boundaries of the Summit Downtown Historic District are shown as a dotted line on the accompanying map entitled "Summit Downtown Historic District Key Map."

Boundary Justification

The boundaries for the Summit Downtown Historic District represent the historic extent of the City of Summit's commercial business district, which developed between 1837 and 1938 in the vicinity of the Delaware Lackawanna & Western Railroad (present NJ Transit's Morristown Line). This area represents the central core of the district, including the railroad and rail station, and includes a high concentration of commercial buildings and numerous civic and institutional properties. The district excludes residential areas of Summit and areas in which infill construction have diminished the integrity of design, setting, feeling, and association.



Summit Downtown Historic District Key Map showing district boundary



Key

- 00 Inventory Number
- - - District Boundary
- Parcel Boundary
- Contributing Resource
- ▨ Non-Contributing Resource
- Street/Road



Detail 1.

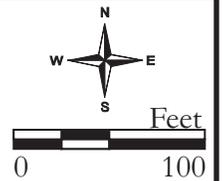
Summit Downtown Historic District, Union County, New Jersey

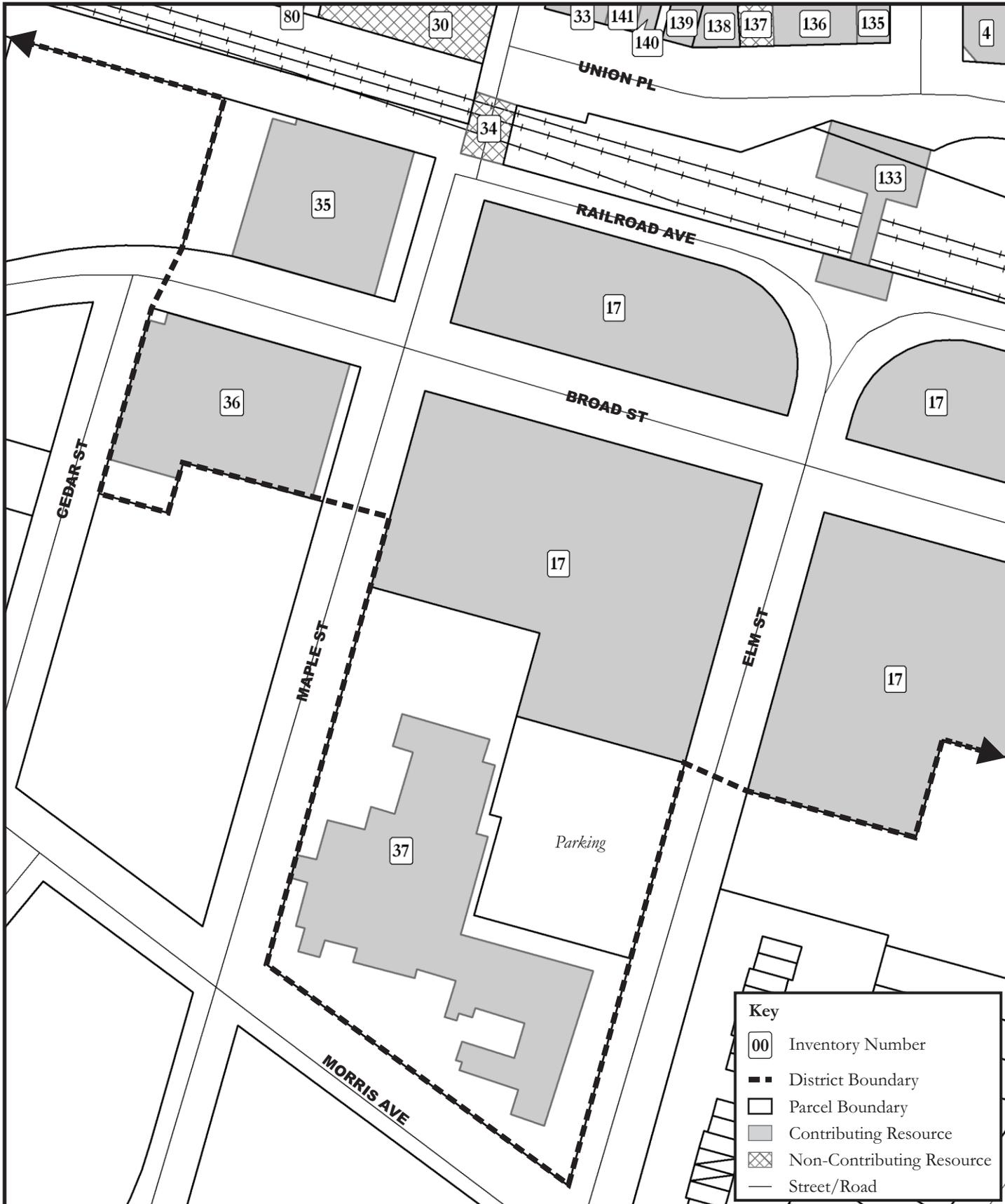


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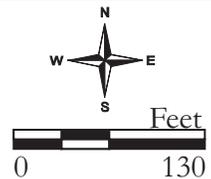


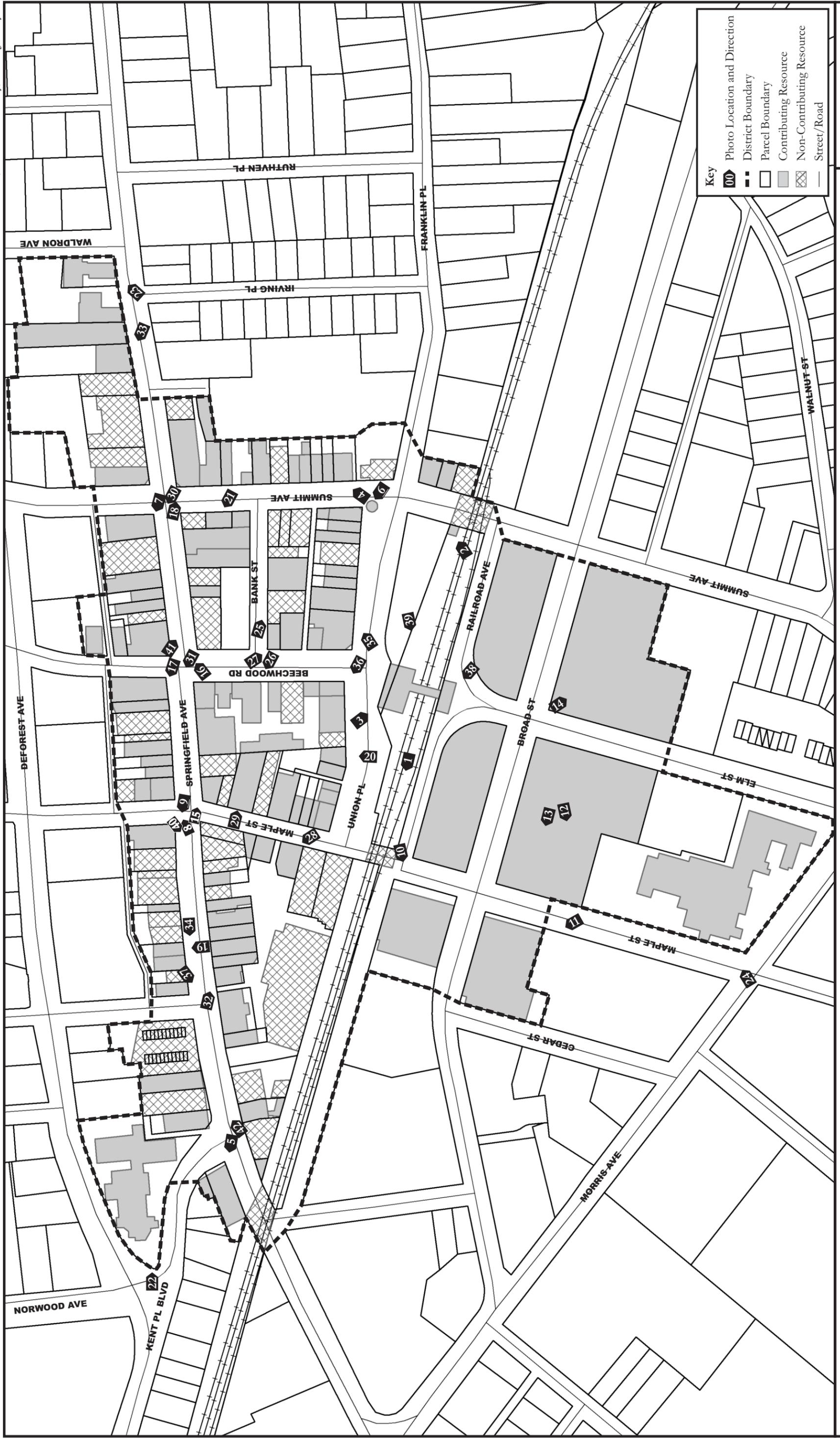
Detail 3.





Detail 5.



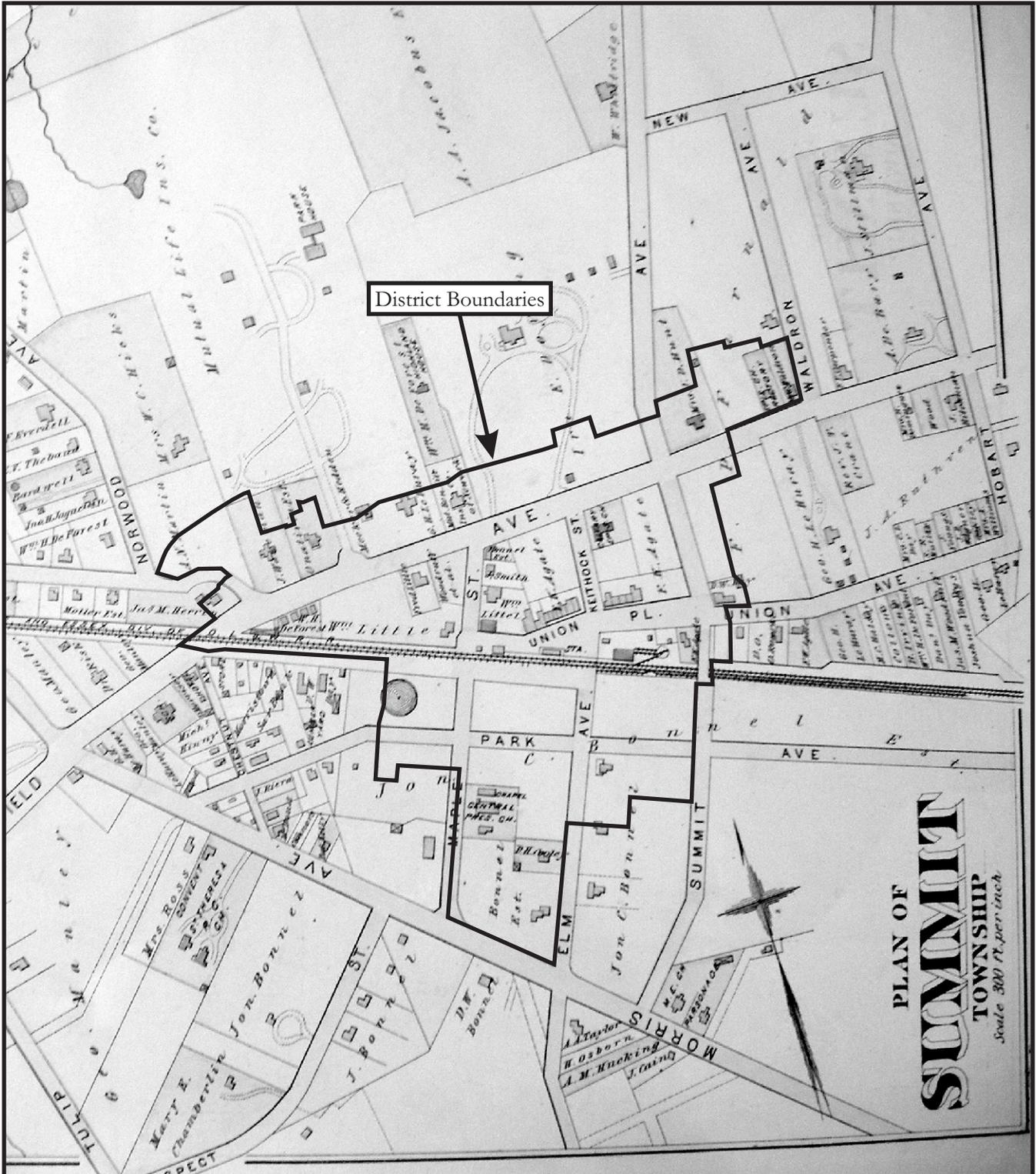


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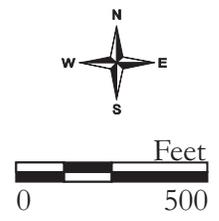
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- Parcel Boundary
- Contributing Resource
- Non-Contributing Resource
- Street/Road

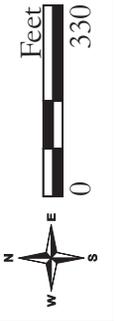
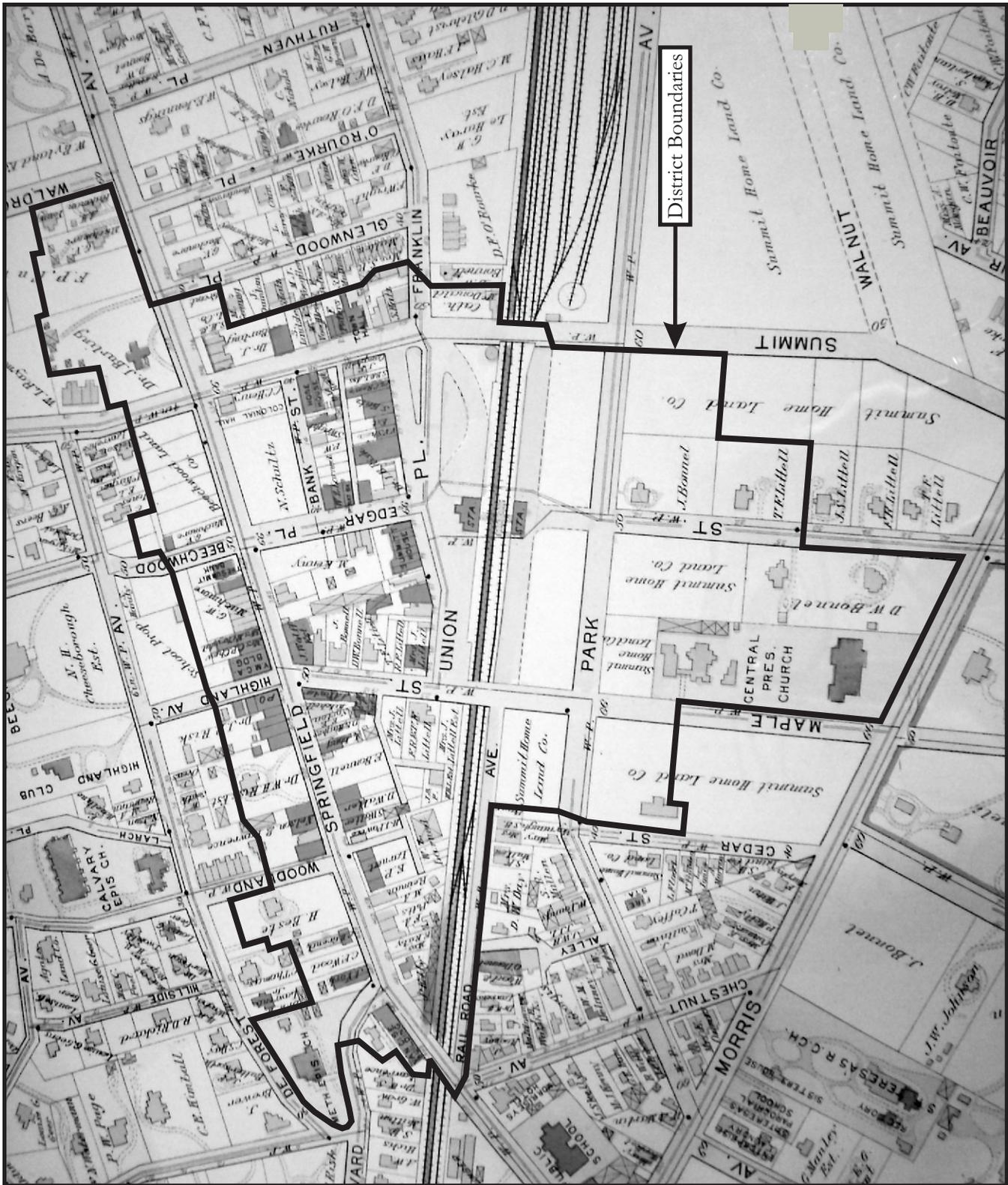
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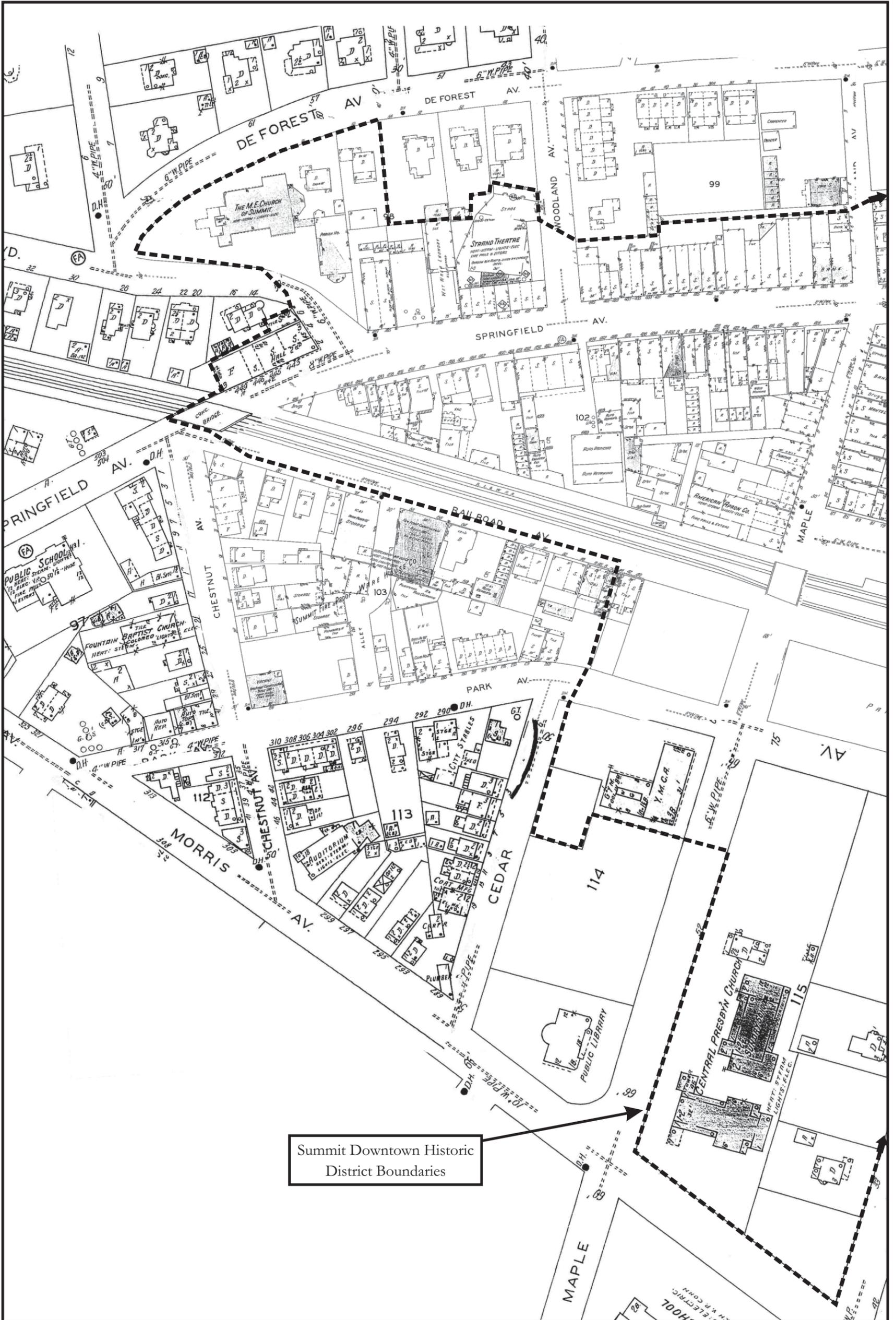
Photo Location Map.



1882 Elisha Robinson and R.H. Pidgeon, *Atlas of Union County, New Jersey.*

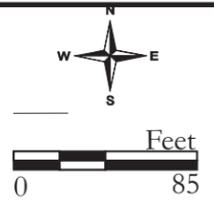


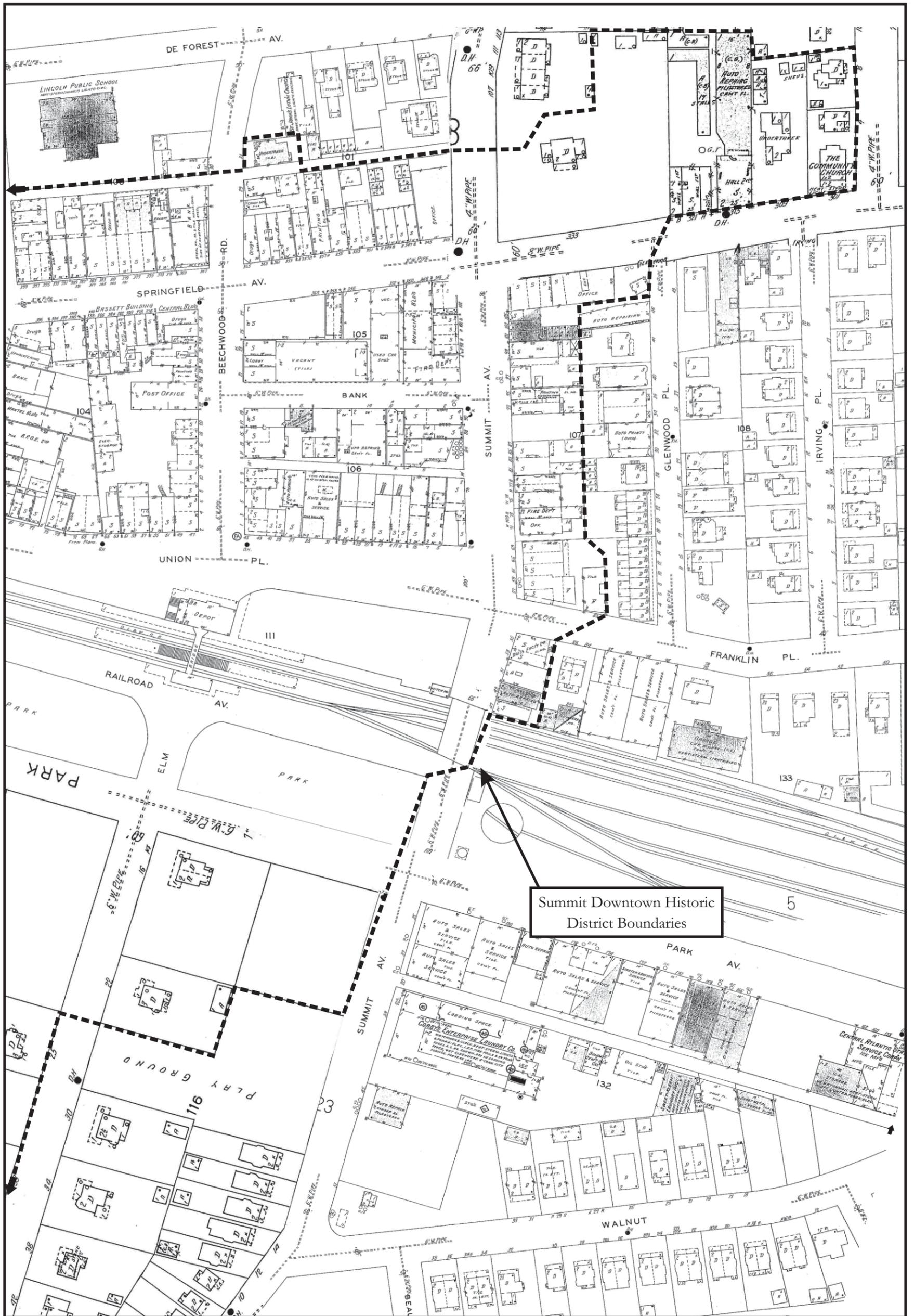




Summit Downtown Historic District Boundaries

1929 Sanborn Map Company, Insurance Maps of Summit, NJ, showing western section of district.





1929 Sanborn Map Company, Insurance Maps of Summit, NJ, showing eastern section of district.



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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number Photos/Figures Page 1

Photo Views

For all photographs

Name of Property: Summit Downtown Historic District
County and State: Union County, New Jersey

1. Virginia Brounce January 23, 2009
General view of the Old Main Delaware, Lackawanna and Western Railroad (#134), showing the grade separation through Summit's downtown and the Maple Street Bridge (#34), looking west from train platform.
2. Virginia Brounce January 23, 2009
Summit Interlocking Tower (#104), looking northeast from train platform.
3. Lauren Archibald March 31, 2008
Summit Train Station (#133), Union Place building, looking southeast.
4. Virginia Brounce January 23, 2009
Old Town Hall (#109), looking northeast on Summit Avenue.
5. Virginia Brounce January 23, 2009
Van Cise Building (#18), looking northwest on Springfield Avenue.
6. Lauren Archibald April 22, 2008
Summit Diner (#126), looking northwest on Summit Avenue.
7. Virginia Brounce March 31, 2008
Public Service Building (#48), looking northwest on Springfield Avenue.
8. Lauren Archibald April 22, 2008
Old YMCA (#68), looking northeast on Springfield Avenue.
9. Lauren Archibald May 20, 2008
Old Post Office (#70), looking northwest on Springfield Avenue.
10. Virginia Brounce January 23, 2009
Summit Post Office (#35), looking southwest on Maple Street.
11. Lauren Archibald April 29, 2008
Summit YMCA (#36), looking northwest on Maple Street.
12. Lauren Archibald May 20, 2008
View of the Village Green (#17), looking southwest toward Maple Street.
13. Virginia Brounce January 23, 2009
The Village Green (#17), looking west toward the YMCA (#36).

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number Photos/Figures Page 2

14. Virginia Brounce January 23, 2009
Detail of the bronze Angel of Peace World War I Memorial Statue on the Village Green (#17), looking southeast from near Broad Street. The memorial to Summit residents who died in World War II, Korea, and Vietnam is visible at right.
15. Lauren Archibald May 4, 2008
View of the south side of Springfield Avenue between Maple Street and Beechwood Road, looking east. Pictured, beginning at right: Wulff Block (#69), 392 Springfield Avenue (#67); Bassett Building (#63), and Central Building (#61).
16. Virginia Brounce January 23, 2009
View of the north side of Springfield Avenue between Summit Avenue and Beechwood Road, looking northeast. Pictured from left: Melrose Building (#58), 359 Springfield Avenue (#57), 355-357 Springfield Avenue (#54), and 351-353 Springfield Avenue (#52).
17. Lauren Archibald May 4, 2008
Summit Trust Company (#59), looking northwest on Springfield Avenue.
18. Virginia Brounce March 31, 2008
330-342 Springfield Avenue (#46), looking southeast on Springfield Avenue.
19. Virginia Brounce January 23, 2009
Hilary Building (#85), looking north on Springfield Avenue.
20. Virginia Brounce March 31, 2008
Littell Building (#138), looking north on Union Place.
21. Virginia Brounce March 31, 2008
Gulamerian Building (#122), looking northwest on Summit Avenue.
22. Virginia Brounce January 23, 2009
United Methodist Church of Summit (#20), looking east on Kent Place Boulevard.
23. Virginia Brounce March 31, 2008
Unitarian Church of Summit (#38), looking northeast on Springfield Avenue.
24. Virginia Brounce January 23, 2009
Central Presbyterian Church of Summit (#37), looking northwest from Morris Avenue.
25. Virginia Brounce January 23, 2009
View of the south side of Bank Street, looking east from Beechwood Road. Pictured, beginning at right: 18-22 Bank Street (#3) and 12 Bank Street (#2). At left in the photo is 93-95 Summit Avenue (#118), which lies at the east end of Bank Street.

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number Photos/Figures Page 3

26. Virginia Brounce January 23, 2009
View of the west side of Beechwood Road from its intersection with Bank Street, looking northwest towards Springfield Avenue. Pictured from left: 20-24 Beechwood Road (#11), 26-28 Beechwood Road (#12), and Central Building (#61).
27. Virginia Brounce January 23, 2009
View of the east side of Beechwood Road from its intersection with Bank Street, looking south towards Union Place. Pictured from left: 17 Beechwood Road (#10), 13-15 Beechwood Road (#8), and 7-9 Beechwood Road (#6).
28. Virginia Brounce January 23, 2009
View of the west side of Maple Street north of its intersection with Union Place, looking northwest towards Springfield Avenue. Pictured from left: Record Building (#28), Taylor Block (#26), and 27-29 Maple Street (#24).
29. Virginia Brounce January 23, 2009
28-32 Maple Street (#25).
30. Lauren Archibald April 29, 2008
View of the north side of Springfield Avenue between Summit Avenue and Beechwood Road, looking northwest. Pictured, beginning at right: 351-353 Springfield Avenue (#52), 355-357 Springfield Avenue (#54), 359 Springfield Avenue (#57), and Melrose Building (#58).
31. Lauren Archibald April 29, 2008
View of the north side of Springfield Avenue between Beechwood Avenue and Maple Street, looking northwest. Pictured beginning at right: 371 Springfield Avenue (#60), 375-379 Springfield Avenue (#62), 381 Springfield Avenue (#64), 383-385 Springfield Avenue (#65), 387-389 Springfield Avenue (#66), Old YMCA (#68), and Old Post Office (#70).
32. Virginia Brounce January 23, 2009
View of the south side of Springfield Avenue from its intersection with Woodland Avenue, looking east. Pictured, beginning at right: 440-444 Springfield Avenue (#89), 438 Springfield Avenue (#88), 434 Springfield Avenue (#86), 430-432 Springfield Avenue (#84), and 428 Springfield Avenue (#83).
33. Lauren Archibald April 24, 2008
View of north side of Springfield Avenue between Waldron Avenue and Summit Avenue, looking northwest. Pictured, beginning at right: 317-319 Springfield Avenue (#41), 321 Springfield Avenue (#42), and 323-333 Springfield Avenue (#43).
34. Lauren Archibald May 20, 2008
View of Springfield Avenue between Maple Street and Woodland Avenue, looking west toward the Van Cise Building. Pictured, beginning at right: Hilary Building (#85), 435-437 Springfield Avenue (#87), 441 Springfield Avenue (#90), 443-445 Springfield Avenue (#91), and 447-461 Springfield Avenue (#93).

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

***Summit Downtown Historic District*
Union County, New Jersey**

**National Register of Historic Places
Continuation Sheet**

Section number Photos/Figures Page 4

35. Virginia Brounce January 23, 2009
View of the north side of Union Place from its intersection with Beechwood Road, looking northeast toward Summit Avenue. Pictured from left: 31-37 Union Place (#132), 25 Union Place (#131), 21 Union Place (#130), and 17-19 Union Place (#129).
36. Virginia Brounce January 23, 2009
View of the north side of Union Place from its intersection with Beechwood Road, looking northwest toward Maple Street. Pictured, beginning at right: 51 Union Place (#135), 55-57 Union Place (#136), 61 Union Place (#137), and Littell Building (#138).
37. Lauren Archibald April 24, 2008
View of the south side of Springfield Avenue, looking southwest from near Woodland Avenue. Pictured from left: 446-456 Springfield Avenue (#92), 458 Springfield Avenue (#94), and 466-474 Springfield Avenue (#96).
38. Lauren Archibald March 31, 2008
Summit Train Station (#133), Railroad Avenue building, looking northwest.
39. Virginia Brounce March 31, 2008
Summit Train Station (#133), looking southwest from parking lot on Union Place. The Union Place building (at right in photo) is connected to the Railroad Avenue station building (in background at left) by an elevated glass corridor over the tracks. Two historic platforms extend parallel to the tracks, bearing modern NJ Transit Summit Station signage.
40. Lauren Archibald March 31, 2008
View of the south side of Springfield Avenue, west of Maple Street, looking southwest. Pictured from left: 408-410 Springfield Avenue (#73), 412-414 Springfield Avenue (#75), 420 Springfield Avenue (#78), 426 Springfield Avenue (#81), and 428 Springfield Avenue (#83). Although the two buildings in the foreground were built after the period of significance, the size, scale, and materials employed in their design harmonizes with the surrounding streetscape.
41. Lauren Archibald March 31, 2008
View of the south side of Springfield Avenue, east of Beechwood Road, looking southeast. Pictured, beginning at right: 27 Beechwood Road (#13), 358 Springfield Avenue (#56), and 356 Springfield Avenue (#55). Modern infill construction is compatible with the historic buildings in size, scale, and materials.
42. Lauren Archibald March 31, 2008
View of the north side of Springfield Avenue, east of Kent Place Boulevard. Pictured from left: 487-489 Springfield Avenue (#100), 475 Springfield Avenue (#97), 463-469 Springfield Avenue (#95), and 447-461 Springfield Avenue (#93). Even strikingly modern construction in the downtown, as exemplified by 475 and 447-461 Springfield Avenue, harmonizes with the historic streetscape through use of similar size and scale.