



United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

DEC 29 1981

11

JAN 03 1982

Mr. Fred M. Bado
Director
Community Development Agency
84 Washington Street
Hoboken, New Jersey 07030

Dear Mr. Bado:

This is to notify you as duly authorized representative that the Southern Hoboken Historic District, Hudson County, has been certified by the Secretary of the Interior for purposes of the Federal preservation tax incentives, as meeting substantially all the requirements for listing of districts in the National Register of Historic Places. We are sorry for the delay in processing this request.

Individual property owners of depreciable buildings within this district can qualify for the Federal tax incentives pursuant to the Economic Recovery Tax Act of 1981 by filling out parts 1 and 2 of a Historic Preservation Certification Application (sample enclosed) and submitting them to the State Historic Preservation Officer (SHPO). In New Jersey, the State Historic Preservation Officer is Ms. Jerry F. English, Commissioner, Department of Environmental Protection, P.O. Box 1390, Trenton, New Jersey 08625. Additional application forms are available from the SHPO. For optimum results it is important that these applications be submitted as early as possible in the planning of a rehabilitation project.

Review Board and Commissions should become familiar with the Secretary of the Interior's Standards for Rehabilitation" (copy enclosed). These standards are used by the Secretary in certifying rehabilitation work for the Federal preservation tax incentives. Both the SHPO and this office are available to advise individuals and organizations in this matter.

If you have any questions, please call Bruce MacDougal of this office at 202-272-3504 or John Hnedak of the Mid-Atlantic Regional Office at 215-597-1578.

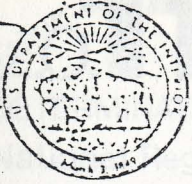
Sincerely,

(sgd) Carol D. Shull

Carol D. Shull
Acting Keeper of the National
Register

Enclosures

RECEIVED
JAN 5 1 40 PM '82
OFFICE OF THE
COMMISSIONER
N.J. DEPT. OF
ENV. PROT.



United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO: 436

APR 25 1971

Mr. James P. Sweeney
Area Manager
Department of Housing and Urban Development
Newark Area Office
Gateway 1 Building, Raymond Plaza
Newark, New Jersey 07102

Dear Mr. Sweeney:

Thank you for your letter requesting a determination of eligibility for inclusion in the National Register pursuant to Executive Order 11593 or the National Historic Preservation Act of 1966, as amended. Our determination appears on the enclosed material.

As you understand, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis in order to bring about the best possible program decisions. This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. Any decision on the property in question and the responsibility for program planning concerning such properties lie with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Sincerely yours,

Carol D. Shull

Carol D. Shull
Acting Keeper of the National Register

Enclosure

11593

DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
Heritage Conservation and Recreation Service

Name of property: Southern Hoboken Historic District

Location: Hudson County

State: NJ.

Request submitted by: HUD/James P. Sweeney

Date received: 4/2/80

Additional information received: 4-21-80

Opinion of the State Historic Preservation Officer:

☒ Eligible

☐ Not Eligible

☐ No Response

Comments:

The Secretary of the Interior has determined that this property is:

☒ Eligible

Applicable criteria: A,C

☐ Not Eligible

Comments:

36 CFR Part 63.3
Determination

☐ Documentation insufficient

(Please see accompanying sheet explaining additional materials required)

Sally G. Oldham

For

Keeper of the National Register

Date:

APR 25 1980

DISTRICT NAME: Southern Hoboken Historic District

MUNICIPALITY: Hoboken

COUNTY: Hudson

TYPE OF DISTRICT: Urban Commercial/Residential

USGS QUAD:

DESCRIPTION: (General description of district as a whole and boundaries.)

The Southern Hoboken Historic District stretches from the Erie-Lackawanna train yards to the South to the North side of Fourth Street. It is bounded by First and Hudson Streets to the East and by Bloomfield and Washington Streets to the West. Within the boundaries of the district are three properties which appear on the National Register, the City Hall, the Erie Lackawanna Terminal and the Hoboken Land Building. The urban corridor connecting these properties has long served as Hoboken's major transportation artery, linking Washington Street, Hoboken's primary commercial avenue, with the Hoboken waterfront. Although ferry service from the Terminal to New York City was discontinued in 1967, the Port Authority of New York and New Jersey continues to operate the "Path train" which connect New York City and Hoboken via a tunnel under the Hudson River. has been the case for more than a century, the Terminal today handles the traffic of numerous passenger and freight trains which link Hoboken with inland New Jersey and points west.

The architectural styles represented in this district include examples of the Greek Revival, Italianate, Victorian Gothic, Beaux Arts classicism and Art Moderne. The Southern Hoboken Historic District is comprised primarily of three and four story brick residential and commercial structures which date from the last half of the nineteenth century. The majority of the structures in the district retain their original residential and commercial uses. Many of these vernacular buildings form intact streetscapes and exhibit an Italianate stylistic influence which is visible in the detailing of window hoods and cornices. The era in which the city of Hoboken reached the peak of its prosperity was

SIGNIFICANCE:

(see continuation sheet)

History of the Southern Hoboken Historic District

In the early seventeenth century, under conditions stipulated by the Dutch government, groups comprised of fifty adults could receive sixteen miles of riverfront land in the new Dutch colony of New Amsterdam. In 1630, Michael Pauw obtained from the Indians, through the Director of the Council of New Netherlands, the right and title to lands which now are in Hoboken. At that time, Hoboken was known as the Lenni Lenape Indian territory of Hopoghan Hackingh (land of the tobacco pipe). Pauw sold his interest in the land a few years later to the Dutch West India Company, and in 1640, Director-General Kieft, governor of New Netherlands, lease the land which we now know as Hoboken to Aert Teunissen Van Putten. He erected fences, cleared fields and constructed a brewery, beginning one of the earliest brewing operations in the colonies. When war with the Indians broke out in 1643, Van Putten was killed and his farm was destroyed. The brewery, which was located on what today is the campus of Stevens Institute of Technology, directly north of the district, was the single structure left standing after the battles with the Indians had ceased. The site of this "early brewery" is noted in the New Jersey Historic Sites Inventory, where it is also noted that the structure was destroyed by the Indians in 1655.

(see continuation sheet)

MAP (Number Structures and indicate North):

between the 1880's and the First World War. Through its scale, design and detailing, the urban fabric evident in the District conveys the feeling of those years.

Originally, the land on which the City of Hoboken is located comprised an island in the Hudson River, set apart from the rest of New Jersey by the abrupt drop of the cliffs along the Palisades. Hoboken developed as a Western civilization arrived in the 1600's as a city separated from its neighbors. The fact that Hoboken has played a major role in the transportation history of the entire region has a great deal to do with the unique and rather isolated location of the city. It is likely that an archaeological dig would reveal remains of the Indian civilization that lived in the territory which is now known as Hoboken before the arrival of the Dutch colonists. An archaeological survey would also reveal remains of the Dutch and later, the English colonists who lived in Hoboken in the eighteenth century.

Washington Street which was once known as the Hackensack Post Road, to the north of City Hall, is comprised of four and five story structures with residential spaces above ground floor commercial enterprises. This quality of mixed use distinguishes these blocks from those on Washington south of City Hall which are solidly residential buildings. Other than Hudson Square Park, the Southern Hoboken Historic District does not contain areas which are planted with trees. The movement of the district is solely one of solid, uniformly-scaled nineteenth century urban fabric; there are very few trees in the district and virtually no planted lawns.

Modern or contemporary buildings, however, are located in the South Hoboken Historic District and lend intrusive characteristics to the boundaries of the district. The first of these structures is a modern building which is located at the intersection of the

PHYSICAL CONDITION OF STRUCTURES: Excellent % Good % Fair % Poor %
 REGISTER ELIGIBILITY: ☐ Yes ☐ Possible ☐ No ☐ As part of District
 THREATS TO DISTRICT/LOCAL ATTITUDES:
 COMMENTS:

...from the intersection of ...
 ...a type of intrusive element ...
 ...an elaborate multi-level street-car station was located ...
 ...this site. Although in contemporary terms the bus station provides ...
 ...the community with the transport service which was once rendered by ...
 ...the streetcar station. It does not create the same pedestrian ...

REFERENCES (Include representation in existing surveys):

...to the street wall; the replacement ...
 ...transport of New Jersey structure does not present the same kind of ...
 ...and is in no way the equal of the streetcar station in terms of ...
 ...urban design.

List of Buildings Which Contribute to the Character of the District

1875 SOUTHERN RAILROAD AND FERRY TERMINAL

...outstanding example of Beaux-Arts classicism, the copper-clad rail- ...
 ...terminal was designed by Kenneth M. Frazier in 1905.

RECORDED BY:
 ORGANIZATION:
 DATE:

between the 1880's and the First World War. Through its scale, design and detailing, the urban fabric extant in the district conveys the feeling of those years.

Originally, the land on which the city of Hoboken is located comprised an island in the Hudson River. Set apart from the rest of New Jersey by the abrupt drop of the cliff along the Palisades, Hoboken developed since Western civilization arrived in the 1640's as a city separated from its neighbors. The fact that Hoboken has played a major role in the transportation history of the entire region has a great deal to do with the unique and rather isolated location of the city. It is likely that an archeological dig would reveal remains of the Indian civilization that lived in the territory which is now known as Hoboken before the arrival of the Dutch colonists. An archeological survey would also reveal remains of the Dutch and later, the English colonists who lived in Hoboken in the eighteenth century.

Washington Street which was once known as the Hackensack Post Road, to the north of City Hall, is comprised of four and five story structures with residential spaces above ground floor commercial enterprises. This quality of mixed use distinguishes these blocks from those on Washington south of City Hall which are solidly residential buildings. Other than Hudson Square Park, the Southern Hoboken Historic District does not contain areas which are planted with trees. The environment of the district is solely one of solid, uniformly-scaled nineteenth century urban fabric; there are very few trees in the district and virtually no planted lawns.

Two major contemporary complexes, however, are located in the Southern Hoboken Historic District and lend intrusive characteristics to the boundaries of the district. The first of these structures is the Shop-Rite, a suburban-style grocery store which is located on the southwest corner of Washington and Newark Streets. In 1904, the Coyles Hotel, a four story brick Italianate structure, was located on this corner. The bus Transport of New Jersey station, located on Hudson Place adjacent to the train shed and across from the intersection of River Street and Hudson Place, is a type of intrusive element in that originally, an elaborate multi-level street-car station was located on this site. Although in contemporary terms the bus station provides the community with the transport service which was once rendered by the streetcar station, it does not create the same pedestrian-oriented service as did the streetcar. Furthermore, the streetcar station was built nearly flush to the street wall; the replacement Transport of New Jersey structure does not present the same kind of bulk and is in no way the equal of the streetcar station in terms of urban design.

List of Buildings Which Contribute to the Character of the District

ERIE LACKAWANNA RAILROAD AND FERRY TERMINAL

An outstanding example of Beaux Arts classicism, the copperclad railroad and ferry terminal was designed by Kenneth M. Murchison in 1905.

The double level ferry terminal concourse has a 750 foot frontage on the Hudson River. Originally, a 225 foot tower, illuminated with electric lights by night and graced with an American flag by day, projected from the center of the structure. The tower was removed in the 1940's. The main waiting room of the terminal, the focal point of the complex, measures 100 feet in length, 90 feet in width and 55 feet in height. On the eastern elevation of the interior of the room, a grand double staircase rises one flight to an entrance on the upper level of the ferry concourse. The waiting room is trimmed with neoclassical ornamentation, with limestone to the level of the second floor and with plaster and ornamental iron and bronze above.

The terminal complex also includes a train shed which was designed by Lincoln Bush and which covers 14 tracks and is 607 feet in length. Each shed unit includes two lines of track and half a platform on each side, in one low reinforced concrete span. Essentially, the train shed consists of a number of longitudinal sections built of constructional steel, reinforced concrete and wireglass. The roof is supported by longitudinal rows of columns 27 feet between centers, and the maximum height of the roof spans is about 16½ feet from the top of the rail.

THE TRUST COMPANY OF NEW JERSEY BUILDING

Located directly across from the terminal, at 12-14 Hudson Place, this vacant two story bank building was designed shortly before 1904 in the style of Beaux Arts classicism. It is an unusual structure in that its facade on Hudson Place is virtually repeated on the opposite elevation of the building; the interior then becomes a kind of arcade with access to both streets. A 1904 bird's eye map of Hoboken reveals that a three story Victorian Gothic brick building with a commercial storefront on the ground floor was owned and operated by the J & W Cahill Tea and Coffee Importers and was located directly adjacent to the bank in what is now a gap site of the streetscape. Originally, directly east of the J & W Cahill building was a small alley which led to the Hoboken Land and Improvement Company structure. Just east of the alley was the original Duke's House, an Eastern stick style hotel and restaurant which was burned in the 1905 fire which destroyed the 1883 terminal. The one story brick structure which appears on this site today is also known as Duke's House.

HOBOKEN LAND AND IMPROVEMENT BUILDING AT ONE NEWARK STREET

This unique brick three story structure originally had wooden awnings which hung from the facade at the top of the first story and which formed a sort of skirt about the building. It is said that the building was designed to look like a ferry boat.

THE SECOND NATIONAL BANK BUILDING

This four story brick structure dates from the 1880's. It is distinguished by the bold semi-circular brick ground floor arched openings

which appear between rusticated granite piers. The structure occupies the full block frontage on Hudson Street, two bays wide on Hudson Place and five bays wide on Hudson Street. The store front of the building was modified in the 1940's.

THE HOBOKEN EVENING NEWS BUILDING

As the 1893 image of this structure illustrates, it was built at about the same time as the Second National Bank building. In 1893, the News building was sandwiched between the five story bank building and a very similar five story structure which has since been demolished.

THE AMERICAN HOTEL

Located at 80 River Street on the northeast corner of Hudson Place, this building is the corner parcel of an intact group of four Italianate structures. In 1904, these properties were operated together as the Gonzalez American Hotel. The ornate iron railings on the projecting bay display an unusual survival of nineteenth century, southern-influenced ironwork.

HOTEL VICTOR

An excellent example of the architectural eclecticism popular in the late nineteenth century, this five story brick structure is painted in grey with white trim today. The commercial ground floor has been altered in the twentieth century, but the upper floors with strongly articulated gables, nine-over-one light double-hung windows, terra cotta decoration and horizontal string courses suggest neoclassical and Victorian stylistic influences.

FIRST NATIONAL BANK BUILDING

This two story limestone bank building was designed for this corner site in 1909 by Kenneth M. Murchison, architect of the Erie Lackawanna railroad and ferry terminal. The style of the structure exhibits the Beaux Arts classicism of the terminal with its paired two story Ionic columns flanking the entrance and supporting a triangular pediment which is enriched with carved sculptural ornament. The design of this structure was published in the American Architect and Building News in 1909 and 1910.

HUDSON TRUST COMPANY BUILDING

The Hudson Trust Company building is located at the southwest corner of Newark and Hudson Streets and is known today as the Hudson United Bank building. Five stories high, the ground floor of the structure is comprised of rusticated granite broken by arched window openings that form five bays on the Hudson Street elevation and three bays on the Newark Street elevation. The main entrance faces the corner and is flanked by paired Roman Doric columns which support a second story balustrade. Limestone faces the remainder of the structure, which bears a wealth of neoclassical ornamentation.

HOTEL EDWARDS

Located at 68 Hudson Street, this structure in 1904 was known as the Martha Apartments. It is a five story structure laid up in brick and ornamented with an Italianate cornice. It is interesting to observe the changes in Hoboken's building code reflected in the changes of bulk evident in Hotel Edwards and the adjacent Terminal building.

TERMINAL BUILDING

When this unusual seven story commercial loft building was erected in 1909, it was intended to be the first of a series of terminal-area factory buildings to be constructed in units. The stylized corners of the cornice of this early twentieth century structure were meant to "enable the city of Hoboken to offer industrial advantages unequalled anywhere in the country". The advantages of the structure were considered to be its large windows, substantial capacity to carry extra loads on each floor, and its modern freight elevator.

SEAMEN'S MISSION

Located at 62 Hudson Street, the Seamen's Mission is actually two structures. The 1925 structure closest to the street wall is basically a one story brick neoclassical building with arched window openings forming seven bays along the Hudson Street facade. Behind this structure rises a second building which is a three story unornamented building with the words "Seamen's House" applied to the facade. (demolished in 1978)

HOBOKEN BANK FOR SAVINGS BUILDING

Located at 84 Washington Street, on the southwest corner of Newark and Washington Streets, this four story brick and limestone structure is another example of the eclecticism of the mid-nineteenth century. The styles suggested by this structure include Italianate and Victorian Gothic. The ground story, presently painted white with brown trim, is strongly classical in feeling. A grand entrance on Washington Street is flanked by Doric columns that support a segmental arch above the door opening. Strongly articulated round arched windows flank the door opening on the Washington Street elevation and form six bays on the Newark Street elevation. The top three stories are comprised of handsome decorative brickwork and ornamentation. Two stepped gables, one much larger than the other, terminate at the top of the Washington Street elevation. The corner turret which once rested atop the corner bay has been removed.

THE STREETScape ALONG THE WESTERN SIDE OF WASHINGTON STREET BETWEEN THE HOBOKEN SAVINGS BANK AND OBSERVER HIGHWAY

This intact row of brick nineteenth century structures is Italianate in style and probably dates from the 1880's. Each separate rowhouse in

this series is four bays wide, hung with two over two double sash windows. One particularly interesting feature of this block is the fact that the buildings were not constructed with a commercial ground floor but were built originally as residences, and they will continue to be used as residences.

THE STREETScape ALONG BLOOMFIELD STREET BETWEEN OBSERVER HIGHWAY AND NEWARK STREET

This intact row of brick rowhouses in the Italianate style dates from the same era as the block which is directly behind it on Washington. It is highly likely that this block was erected by the developer who financed the Washington Street block. Once again, the buildings are five stories high, entirely residential, and each separate structure is four bays wide.

THE HOBOKEN CITY HALL

The City Hall is located on the northwest corner of Washington and Newark Streets. Originally designed by Francis George Himpler in the Second Empire style in 1883, the building was transformed in 1911 into a structure which projects the forms and spirit of Beaux Arts classicism. The interior spaces of the 1883 structure remain, and the cream colored brick and brownstone trim matches the cladding of the earlier structure.

THE STREETScape ALONG THE NORTHERN SIDE OF NEWARK STREET BETWEEN WASHINGTON AND RIVER STREETS

This intact block of three story brick commercial buildings comprise the oldest urban fabric in the Southern Hoboken Historic District, as they date from before 1850. With commercial uses on the ground floor, these brick buildings are quite similar to those preserved in the South Street Seaport Museum in New York City, and are typical of the early commercial buildings of the 1830's and 1840's. The uniform scale and virtually unaltered appearance of this streetscape is one of the greatest of Hoboken's architectural treasures. The alley--known as Court Street--which cuts into the block and runs parallel with Washington Street--was established by the 1804 map which Charles Loss drew for John Stevens when the Colonel first attempted to develop Hoboken as a suburb of New York City.

THE CLAM BROTH HOUSE BLOCK ALONG THE NORTHERN SIDE OF NEWARK STREET BETWEEN HUDSON AND RIVER STREETS

This block is distinguished as the home of the Clam Broth House, Hoboken's best known restaurant. The block is comprised of six adjacent four story brick Italianate late nineteenth century structures, which meet a two story early twentieth century building which occupies the northwest corner of Hudson and River Streets. The Clam Broth House dates from 1900, advertises that Hoboken is the home of Frank Sinatra, and is distinguished by an extraordinary neon sign which points to the entrance to this famous seafood restaurant.