

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 Downtown Trenton Commercial Historic District
other names/site number _____

2. Location

street & number W. and E. State St., N. and S. Broad St., E. Hanover St., S. Montgomery St. and S. Warren St. not for publication
city or town Trenton vicinity
state New Jersey code NJ County Mercer zip code 08608

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 _____

Deputy SHPO Assistant Commissioner for Community Investment and Economic Revitalization

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:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) _____

Signature of the Keeper

Date of Action

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 | |
|--------------|-----------------|------------|
| 70 | 12 | buildings |
| 0 | 6 | sites |
| 0 | 0 | structures |
| 0 | 0 | objects |
| 70 | 18 | 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

4

6. Function or Use

Historic Functions

(Enter categories from instructions)

- COMMERCE/TRADE – Specialty store
- COMMERCE/TRADE – Department store
- COMMERCE/TRADE – Financial institution
- COMMERCE/TRADE – Office building
- GOVERNMENT – City hall

Current Functions

(Enter categories from instructions)

- COMMERCE/TRADE – Specialty store
- COMMERCE/TRADE – Office building
- DOMESTIC – Multiple dwelling
- VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

- MID-19TH CENTURY – Greek Revival
- LATE VICTORIAN – Italianate
- LATE VICTORIAN – Second Empire
- LATE VICTORIAN – Romanesque
- LATE 19TH and 20TH CENTURY REVIVALS – Beaux Arts
- LATE 19TH and 20TH CENTURY REVIVALS – Classical Revival
- LATE 19TH and 20TH CENTURY REVIVALS – Colonial Revival Style
- LATE 19TH and EARLY 20TH CENTURY AMERICAN MOVEMENTS – Commercial Style
- MODERN MOVEMENT – Art Deco
- MODERN MOVEMENT – Moderne
- MODERN MOVEMENT – International Style

Materials

(Enter categories from instructions)

- foundation Stone, Concrete
- walls Brick, Limestone, Terra Cotta, Glass
- roof Asphalt, Copper, Synthetics
- other

Narrative Description

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

8 Statement of Significance

Applicable National Register Criteria

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

- 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 continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on 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

- recorded by Historic American Engineering
Record # _____

Areas of Significance

(Enter categories from instructions)

- Commerce
- Architecture
- _____
- _____
- _____
- _____

Period of Significance

1815-1968

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Biedler, Herbert B.
Consolloy, Robert G.
Elias Rothschild & Company
Hakes, Harry W.
(List continues in Section 8, Page 1)

Downtown Trenton Commercial Historic District
Name of Property

Mercer County, New Jersey
County and State

10. Geographical Data

Acreeage of property 12.24 acres

Latitude / Longitude Coordinates

(Note to Preparers: NJ HPO will complete this portion of the Registration Form for all Preparers, based on the coordinates derived from the Site Map or District Map that HPO produces.)

1. Lat. 40.220268 Long. -74.766505
2. Lat. 40.220902 Long. -74.764098
3. Lat. 40.221148 Long. -74.762142
4. Lat. 40.219327 Long. -74.761766
5. Lat. 40.218603 Long. -74.765525
6. Lat. 40.218957 Long. -74.766687

(NJ HPO will place additional coordinates, if needed, on a continuation sheet for Section 10.)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet for Section 10.)

Boundary Justification Statement

(Explain, on the section sheet following the Verbal Boundary Description, how the chosen boundaries meet the requirements for boundary selection and are the most appropriate boundaries for the nominated property or district.)

11. Form Prepared By

name/title Kevin McMahan, Senior Associate

organization Powers & Company, Inc. date April 22, 2024

street & number 1315 Walnut Street, Suite 1717 telephone 215-636-0192

city or town Philadelphia state PA zip code 19107

Additional Documentation

(Submit the additional items with the completed form that are outlined in the "Standard Order of Presentation" that NJ HPO provides. Each page must contain the name of the nominated property or district, and the State and the county in which the property or district is located. Consult with NJ HPO if you have questions.)

Property Owner

(Either provide the name and address of the property owner here or provide the information separately to NJ HPO. Check with NJ HPO for other requirements. All owners' names and addresses must be provided, including public and non-profit owners, but their presence on the form, itself, is not required).

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. The proper completion of this form and the related requirements 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.

Direct questions regarding the proper completion of this form or questions about related matters to the Registration Section, New Jersey Historic Preservation Office, Mail code 501-04B, PO Box 420, Trenton, NJ 08625-0420.

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Continuation Sheet

Downtown Trenton Commercial Historic District
Mercer County, New Jersey

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SECTION 7: DESCRIPTION

Summary Paragraph

The Downtown Trenton Commercial Historic District is an approximately 12.24-acre area encompassing what was historically Trenton, New Jersey's central business district. The district contains 88 resources (70 contributing and 18 non-contributing) along East and West State Streets, North and South Broad Streets, East Hanover Street, South Montgomery Street, and South Warren Street, representing the commercial growth and architectural evolution of the downtown area between the early-nineteenth and late-twentieth centuries. Accordingly, the district features a variety of architectural styles, including the nineteenth-century Federal, Greek Revival, Italianate, Second Empire, and Romanesque styles; the early twentieth-century Beaux Arts, Classical Revival, Art Deco, and Moderne styles; and the mid-twentieth century International Style, among others. Masonry construction predominates with brick, limestone and terra cotta being the most common building materials in the district. In terms of scale, the buildings range from one-story storefronts to high-rise office towers; however, most of the commercial buildings conform to a human-scaled, pedestrian friendly, three- to four-story model that forms the backbone of this walkable downtown environment. As a commercial district, a majority of the buildings feature large storefront windows on the first story, although many of these are replacements of the original windows that were installed during the twentieth century or later.

Narrative Description

The urban setting of the historic district is reinforced by the dense coverage of its built resources. Except for a few parking lots, which are scattered throughout the district, the only open spaces are the historic cemeteries on either side of the First Presbyterian Church at 120 East State Street (#32). Otherwise, the buildings are closely packed together, sharing party walls in most cases. The district's street layout, which consists of a more or less irregular grid, has not changed since the early nineteenth century, nor has its topography, which is mostly flat but slopes down gently from State Street to the south. Broad Street is the central spine of the district, serving as the primary north-south thoroughfare. State Street, the primary east-west corridor, along which most of the district's counted resources are situated, intersects Broad Street at a slight angle on both sides and therefore is not strictly perpendicular to the latter. At the east end of the district, Montgomery Street, which is perpendicular to State Street, extends north and south. At the west end of the district, Warren Street, which is also perpendicular to State Street extends south (Warren Street north of State Street is not included within the historic district boundary). Along the north side of the historic district, a half block above and parallel to State Street, East Hanover Street extends between Broad and Montgomery Streets. Except for Broad Street, which has three vehicular travel lanes, all of the streets have two lanes and are more or less the same width. All of the streets are paved in asphalt and lined on both sides by concrete sidewalks with granite or concrete curbs. The sidewalks contain regularly spaced, non-historic metal lampposts as well as planters and scattered, mid-sized deciduous trees.

The oldest resources in the historic district date to the early-nineteenth century. On South Warren Street, in particular, there are numerous three- to three-and-a-half-story, Federal-style brick buildings dating from about 1815 to 1840, especially south of Front Street. The historic Golden Swan Inn at 101-103 South Warren Street (#72a) is the oldest, having been built in 1815. This building, along with several others to the south and to the northeast at 24 through 30 South Warren Street (#57-60) – this group of four three-story, late Federal-style brick store buildings was erected in 1840 – helps to convey the pre-Civil War appearance of the historic district at a time when most commercial activity was still concentrated on Warren Street rather than State or Broad Streets.

Modestly scaled and simply treated brick buildings also appeared on State and Broad Streets before the Civil War, but today only the grandest buildings from this period survive on either thoroughfare. Of these resources, the impressive Greek Revival-style First Presbyterian Church at 120 East State Street (#32), designed by builder Horatio Nelson Hotchkiss and built in 1839, is the oldest and one of the most visually prominent landmarks in the historic district, dominating much of the north side of State Street east of Broad. The cemeteries on either side of the church remain intact, being the only open spaces

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within the historic district to survive from the nineteenth century. Immediately west of the church at 2 North Broad Street, at the northeast corner of East State and North Broad Streets, is the four-story Old City Hall (#38a). Built in 1837, what was originally a late Federal-style building was remade in the Victorian Second Empire style by architect William B. Thines in 1882, and the building largely retains this appearance today.

In the decade before the Civil War, State Street and Broad Street began to transform into a dense urban environment as the center of commercial activity shifted away from Warren Street. On both streets, the gaps between buildings disappeared with the construction of commercial fronts that spanned the full width of their sites, forming a continuous street wall for the first time. Numerous examples of the typical four-story, red brick store and warehouse buildings that proliferated during this period remain in the historic district. The best examples are the buildings at 4-8 North Broad Street (#38b), built in 1856; 16-20 North Broad Street (#41), built in 1857; and the three-building ensemble at 39 and 41-43 East State Street (#16, #17a, #17b), built around 1860. These Italianate-style buildings, which all have simply treated brick facades and strongly defined cornices, speak to the somewhat functionalist nature of the commercial buildings that appeared throughout the downtown during this period. The North Broad Street examples, both designed by builder-architect James Hammell, retain portions of original cast iron storefronts, made locally at the Tiffany & Bottom Ironworks, that were once commonplace. The designer of 39 and 41-43 East State Street is unknown.

Following the Civil War, the commercial buildings that appeared in the downtown area, especially on State and Broad Streets, but also to a lesser extent on South Warren Street, continued the now established pattern of four-story buildings completely filling their relatively small, narrow sites, reinforcing the increasingly urban commercial character of the area. Stylistically, the architecture that survives in the historic district from the period between 1865 and 1899 is varied. Examples include the painted brick and stone, Italianate-style building at 37 East State Street (#15), which was built around 1875 and is differentiated from its predecessors to the east by its quoins and lintels, which have incised, *Neo-Grec* ornamentation; the Second Empire-style transformation of the Old City Hall at 2 North Broad Street (#38a), which added a characteristic mansard slate roof to what had been a late Federal-style red brick building; and the Renaissance Revival-influenced building at 9 East State Street (#5), which was built in 1896 and illustrates the increasing popularity of Beaux Arts classicism toward the end of the nineteenth century, particularly through its richly ornamented metal-clad bay windows.

By the turn of the twentieth century, the Beaux Arts and Classical Revival styles had become predominant in Trenton as they did in other American cities, helping to transform the look of the downtown area from one of Victorian eclecticism into one that was more uniform in style and appearance if not scale. Beginning in 1900, many of the historic district's nineteenth-century buildings were replaced with works of a similar scale but more modern style, such as the triumphal arch-like, limestone façade of the Trenton Saving Fund Society at 125 East State Street (#26), designed by the architects Mowbray & Uffinger and built in 1900. The four-story, limestone-clad H.M. Voorhees Department Store (later Nevius-Voorhees) at 131-135 East State Street (#28), designed by the architects Klemann & Fowler and built in 1914, is another excellent, slightly larger example. But the era's more significant development was the construction of ever larger and taller commercial buildings, which were made possible through the consolidation of numerous small lots into large building sites and, for the first time, the use of structural steel in framing. Among the historic district's best mid- and high-rise buildings from this period are the eight-story, limestone and brick-clad Broad Street National Bank at 143-49 East State Street (#31), which was designed by architect William A. Poland and built in 1900 and significantly enlarged with twelve- and eight-story additions in 1912 and 1923, respectively; the six-story, brick and limestone-clad Commonwealth Building at 150-54 East State Street (#37), a department store (later converted into an office building) designed by architect William W. Slack and built in 1903; and the five-story, limestone-clad First-Mechanics National Bank at 1-9 West Broad Street (#1), designed by the architects York & Sawyer and built in 1930. These buildings, which are all framed in structural steel, came to define the early twentieth century city.

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Toward the end of the 1920s, new commercial buildings in downtown Trenton began to shed historical associations, favoring the clean lines, simpler forms, and more abstract, geometric ornamentation of the Art Deco style. One of the best examples of Art Deco commercial architecture in the historic district is the three-story building at 123 East Hanover Street (#50b), designed by the architects the P.L. Fowler Company and built in 1930. The building represents both the era's preference for a more modern, dynamic aesthetic and its embrace of new materials, such as Vitrolite, a pigmented, high-strength structural glass in which the first story is clad. Like other works in the Art Deco style, 123 East Hanover Street features a traditional, symmetrical Beaux Arts arrangement with a discernible base, shaft, and capital, but the ornamentation – the zigzag frieze above the storefronts, for example – is entirely geometric. While Art Deco is typically associated with the late 1920s and early 1930s, its influence on commercial architecture in the historic district lasted into the 1940s as demonstrated by the Reid's Jewelry building at 25 East State Street (#11), designed by architect Louis S. Kaplan and built in 1946. Similarly, the Moderne-style Casa Lido, a restaurant and store at 120-124 South Warren Street (#65), was built in 1948 but reflected an architectural treatment typically associated with the 1930s. The Casa Lido is the only major example of modernization (or reconstruction) to appear on South Warren Street during this period.

In the two decades after World War II, the Downtown Trenton Historic District experienced a period of significant transformation as national chain stores, such as F.W. Woolworth and S.S. Kresge, built large new buildings in the Modern style along East State Street and smaller existing stores modernized their storefronts. Reflecting the influence of the International Style, the Woolworth store at 117-121 East State Street (#25), designed by architect-engineer Harry W. Hakes and built in 1950-51, and the Kresge store at 109-115 East State Street (#24), likely designed by architect Emil G. Jehle and built in 1954, both illustrate the Modern Movement's emphasis on clean lines, simple massing, and smooth surfaces with virtually no superfluous ornamentation. These characteristics are also illustrated on a smaller scale at the Binder's Department Store at 130-134 East State Street (#51d), designed by architects Solomon Kaplan and Louis S. Kaplan in 1948, and the Hamilton Jewelers Building at 22-24 North Broad Street (#42), designed by architect Louis S. Kaplan and built in 1958. On the second story, the Hamilton Jewelers Building has a curtain wall-like grid of stainless-steel mullions with pigmented spandrel glass panels and windows, a treatment typical of the era. Finally, the only major non-commercial building to be built in the historic district after World War II was the New Jersey Division of Motor Vehicles Building at 25 South Montgomery Street (#52), designed by the architects Kramer, Hirsch & Carchidi and built in 1959-1961. The NJDMV Building faithfully adheres to many of the key principles of the International Style as formulated by the Swiss-French architect Le Corbusier and those trained at the Bauhaus in Germany earlier in the century: it has a sharp, cubic form; smooth surfaces with no ornamentation; ribbon windows; and a slightly recessed first story that uses *piloti*-like columns to elevate the primary mass of the building above the ground.

Integrity

The Downtown Trenton Commercial Historic District retains integrity. Because the basic urban commercial form and most of its buildings remain substantially intact, the aspects of setting and feeling are present. The historic district continues to convey its past as Trenton's primary downtown commercial area.

The aspects of feeling and setting are reinforced by the historic district's design, materials, and workmanship. The evolution of the district as the heart of the downtown area between 1815 and 1968 is effectively conveyed by the cohesive urban commercial form of the buildings that line East and West State Street, North and South Broad Street, East Hanover Street, and South Montgomery Street. In the variety of intact architectural styles present, which include the Greek Revival, Italianate, Second Empire, Beaux Arts, Classical Revival, Art Deco, and Modern styles, the district illustrates the architectural trends that shaped downtowns across the United States during this period. In all the historic district's contributing resources, high-quality materials like brick, limestone, terra cotta, glass, stainless steel, and others remain largely intact and, in most cases, in fair to good condition. The historic district also contains many buildings where the skill and craft required to shape raw materials into finished works of architecture are readily apparent, such as the early-twentieth-century Beaux Arts and Classical Revival works, which often feature intricate, hand carved limestone.

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Although many of the historic district's storefronts have been altered over the years, this is very typical of downtown commercial areas. Frequent storefront changes reflected the continuing desire and need among shopkeepers to modernize and attract new customers as tastes changed over the period of significance. Storefront changes that occurred after the period of significance, many of which are compatible with the historic district, likewise demonstrate an effort to preserve the historic district's commercial viability.

Finally, as the historic district remains in its original geographic position and none of its buildings have been moved, the historic district also retains integrity through its location.

DR A F E

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Mercer County, New JerseySection number 7 Page 5**INVENTORY**

Note on Terminology: In this nomination, the status called “contributing (key)” refers to any building, site, structure, or object which, due to its significance, individually meets the criteria for listing in the National Register of Historic Places and which may not relate to this nomination’s area(s) of significance or period(s) of significance.

W. STATE STREET – UNIT BLOCK

South side, west of Warren Street

- 1) **1-7 W. State Street** – First-Mechanics National Bank [Photo 1] Block 101, Lot 15 **Contributing**
Built: 1930 1 building
The First-Mechanics National Bank is a five-story, Classical Revival-style bank and office building at the southwest corner of West State and South Warren Streets. Completed in 1930, the building was designed by the New York City architects York & Sawyer.¹ The primary north and east elevations, facing State and Warren Streets, respectively, are entirely built of limestone except for the water table, which is polished granite. The limestone walls have a rusticated treatment on the first and second stories, which feature numerous tall arched openings containing original bronze doors, storefronts, windows, and (in some cases) iron security grates on both elevations. The limestone is smoother on the third and fourth stories, which feature a temple-like recess supported by four large, two-story-tall Ionic columns on the north elevation, and a series of two-story-tall pilasters separating the window bays on the east elevation. The windows on the second through fourth stories, which are metal and comprise a variety of casement types, appear to be original. Above the fourth story, both primary elevations have a prominent denticulated cornice, above which there is a parapet topped by a band of Greek-style palmettes or *anthemia*. The fifth story, which is set behind the parapet, has simply treated limestone walls and a series of original, single-light metal casement windows on both elevations. The building has a hipped roof with reddish-orange Ludowici clay tiles.
- 2) **9 W. State Street** [Photo 1] Block 101, Lots 13 & 14 **Contributing**
Built: 1917 1 building
Three-story, Spanish Colonial Revival-style commercial building completed in 1917.² The north elevation, facing State Street, is framed by narrow vertical strips of original tan brick, which is the only type of masonry found on the façade. The first story contains a non-historic wood storefront with three windows in the center, with non-historic glazed wood doors with solid transom panels to the east and west. The second and third stories consist of a large, three-sided, bay clad in copper. On the second story, the bay has original single-light wood casement windows with leaded glass transoms on all three sides. On the third story, there are original one-over-one, double-hung wood windows with non-historic aluminum storm windows and leaded glass transoms on all three sides. The north elevation is topped by a pitched roof with original copper “tiles”. Behind the pitched roof, the main roof is flat and has an asphalt surface.
- 3) **11 W. State Street** [Photo 1] Block 101, Lot 12 **Contributing**
Built: 1917 1 building
Four-story, Classical Revival-style commercial building designed by Trenton architect William A. Klemann and built in 1922.³ The north elevation, facing State Street, is entirely limestone. On the first story, there is a non-historic aluminum storefront. The second and third stories each have three original three-light wood windows (with transoms on the second story). On both stories, the outer portions of the windows are obscured by non-historic aluminum storm windows. The second- and third-story windows are grouped together vertically by a common architrave surround

¹ “Imposing New Home of the First Mechanics National Bank of Trenton,” *Trenton Evening Times*, November 7, 1930.

² “Dr. Collier Buys Sadler Residence,” *Trenton Evening Times*, February 13, 1917.

³ “Standard Company... To Have Modern \$100,000 Home,” *Trenton Evening Times*, September 18, 1922.

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topped by a simple cornice with a central cartouche, and between the windows is a three-part limestone spandrel panel. The fourth-story has two pairs of original six-light wood casement windows, which have architrave surrounds and rest on a sill course spanning the width of the north elevation. Above the fourth-story windows, there is an entablature featuring a frieze with a Greek key motif and a denticulated cornice. A stepped parapet rises slightly above the cornice. The building has a flat roof with an asphalt surface.

E. STATE STREET – UNIT BLOCK
South side, between Warren and Broad Streets

- 4) **1-7 E. State Street** [Photo 2] Block 102, Lot 12 **Non-contributing**
Built: 1886 Altered: 1940 1 building
One-story commercial building at the southeast corner of East State and South Warren Streets. It is a remnant of the six-story Forst-Richey Building, a retail and office building designed by Trenton architect William A. Poland and built in 1886.⁴ The upper stories were removed in 1940. All that remains of the historic building are the cast iron columns and cornice along the north and west elevations. All other existing features, including a row of storefronts on the north elevation, the stucco parapet, and the stucco infill between the columns on the west elevation, date to the late twentieth century.
- 5) **9 E. State Street** [Photo 2] Block 102, Lot 13 **Contributing**
Built: 1896 1 building
Four-story Italianate/Queen Anne-style commercial building constructed in 1896.⁵ On the north elevation, facing State Street, the first story has a non-historic, ca. 2000 aluminum storefront and painted hollow metal door, which are topped by a non-historic commercial awning. The upper stories consist of painted Pompeian brick. On the second and third stories, there is a slightly projecting metal-clad bay with rounded corners and floriated spandrels above the windows. The second story has a large, three-part wood window with transoms. The third story has three one-over-one, double-hung wood windows, as does the fourth story, where the windows sit within the masonry wall rather than the projecting bay. The north elevation is capped by a painted metal cornice with paired modillions. Above the center of the cornice, there is a painted pressed metal panel with the building's year of construction: 1896. To the west and east, the building abuts adjacent one- and three-story commercial buildings, respectively. Above the adjacent buildings, the west and east elevations consist of painted stucco walls with no windows. The building has a flat asphalt roof.
- 6) **11 E. State Street** [Photo 2] Block 102, Lot 14 **Contributing**
Built: c. 1860 1 building
Two-story, Italianate-style commercial building dating to around 1860. On the north elevation, facing State Street, the first story contains a non-historic aluminum storefront on brick base. Currently, the storefront is covered by a non-historic roll-down metal gate. Above the storefront, there is a non-historic awning installed by the most recent tenant. The second and third stories consist of red brick in a running bond pattern, and each story contains two six-over-six, double-hung wood windows with brick sills. The north elevation is topped by a painted wood cornice. The building has a slightly pitched asphalt roof.

⁴ "Business Property Sale Announced," *Trenton Evening Times*, October 24, 1943.⁵ "A New Store Building," *Trenton Evening Times*, July 6, 1896.

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- 7) **13 E. State Street** [Photo 2] Block 102, Lot 15 **Contributing**
Built: late 19th C. Altered: 1946 (storefront) 1 building
Three-story commercial building dating to the late-nineteenth century, but with a later, limestone-clad façade in the Modern style that was designed by the Chicago architect Herbert B. Biedler and built in 1946.⁶ On the north elevation, facing State Street, the first story has a non-historic aluminum storefront with a recessed center entrance flanked by display windows on red brick bases. There is a non-historic vinyl awning and a surface-mounted flat sign above the storefront. The second and third stories are faced in original limestone panels. On both stories, there are long, narrow rectangular windows with stainless steel frames. The building has a flat asphalt roof.
- 8) **15-17 E. State Street** [Photo 2] Block 102, Lot 16 **Non-contributing**
Built: c. 1900 Altered: late 20th C. 1 building
Two-story, c. 1900 commercial building, which has been heavily altered. There are no visible historic features apart from the painted pressed metal pediments above the second-story windows.
- 9) **19-21 E. State Street** [Photo 3] Block 102, Lots 17 & 18 **Contributing**
Built: 1920 1 building
Three-story, limestone-clad, Classical Revival-style commercial building designed by Trenton architect Robert G. Consolloy and built in 1920.⁷ On the north elevation, facing State Street, the first story has a non-historic, aluminum-framed storefront and a painted hollow metal door with a transom, both of which are currently covered by a non-historic, roll-down metal gate. Above the gate, there is a non-historic sign. The second and third stories, which are faced in limestone, each have three wood-framed, plate glass windows with three-light transoms. Between the second and third story, there are three limestone spandrel panels. Centered in the wall above the third-story windows is a carved limestone cartouche. The building has a flat asphalt roof.
- 10) **23 E. State Street** [Photo 3] Block 102, Lot 2.05 **Contributing**
Built: c. 1860 1 building
Three-story, Italianate-style brick commercial building dating to around 1860. On the north elevation, facing State Street, the first story has a non-historic, roll-down metal door that opens to a passageway leading to a parking area behind the building (the first story interior space was removed during the late twentieth century). The second and third stories, which have red brick walls in a running bond pattern, each have a pair of two-over-two, double-hung wood windows with segmental arched headers and painted stone lintels with decorative acanthus leaf finials. The north elevation is capped by a painted wood cornice.
- 11) **25 E. State Street** [Photo 3] Block 102, Lot 19 **Contributing**
Built: 1946 1 building
Three-story, Art Deco-style commercial building designed by Trenton architect Louis S. Kaplan for Reid's jewelry store in 1946.⁸ On the north elevation, facing State Street, the first story has a circa 1960, bronze-framed storefront with a deeply recessed pair of bronze-framed glass doors and large display windows on either side. Currently, the

⁶ "Trenton Building Permits Issued During Past Week," *Trenton Evening Times*, August 18, 1946.

⁷ "Sarco Company Plans Addition," *Trenton Evening Times*, May 2, 1920.

⁸ An illustration of the building signed by Kaplan is found in the *Trenton Evening Times*, September 4, 1946.

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storefront is covered by a non-historic, roll-down metal gate spanning almost the full width of the building. Above the gate is a non-historic vinyl awning and surface-mounted commercial signage from a recent tenant. The second and third stories, which are limestone, feature a central window bay. The window bay has a tripartite group of four-light, corrugated glass casement windows with single-light transoms at each story. Below, between, and above the windows are three-part spandrel panels consisting of polished granite overlaid with stylized copper detailing. The only exception is the center of the middle spandrel, which has the monogram "R" for Reid's. On either side of the window bay, the limestone walls are fluted like pilasters. The top of the north elevation contains a stepped limestone parapet carved with simple geometric treatments. The building has a flat asphalt roof.

- 12) **27-29 E. State Street** [Photo 3] Block 102, Lot 20 **Contributing**
Built: c. 1855 Altered: 1959 1 building
Four-story, Italianate-style commercial building dating to around 1855 (the upper stories are very similar to 4-8 and 16-20 North Broad Street, which are known to have been built in 1856 and 1857, respectively). The first two stories are faced in precast, exposed aggregate panels installed as part of a new storefront designed by Trenton architect Franklyn B. Spiegle for Rifkin's, a women's ready-to-wear shop, in 1959.⁹ There are two storefront openings, and the one on the east or left side has an aluminum-framed storefront with a deeply recessed pair of aluminum-framed glass doors in the center with large display windows along the sides. The configuration of the other storefront opening is not known. Both openings are currently covered by non-historic roll-down metal gates and topped by a single non-historic canvas awning spanning the full width of the building. The third and fourth stories, which consist of original ca. 1855 red brick, which is partially painted, are four bays wide. All four bays on each story have four original arched window openings, which are currently infilled with brick. There is no cornice. The building has a flat asphalt roof.
- 13) **31-33 E. State Street** [Photo 4] Block 102, Lot 21 **Non-contributing**
Built: late 20th C. 1 building
One-story, late-twentieth century commercial building.
- 14) **35 E. State Street** [Photo 4] Block 102, Lot 22 **Contributing**
Built: c. 1860 1 building
Four-story, Italianate-style, painted brick commercial building dating to around 1860. On the north elevation, facing State Street, there is a non-historic aluminum storefront on the first story and three non-historic, single-light aluminum windows on the second story. The first and second stories are framed by an ornamental, painted cast iron surround with Classical detailing and a cornice, which was part of a new storefront installed by F.W. Donnelly & Son, a clothing store, in 1927. The third and fourth stories consist of painted brick, each containing a pair of non-historic, single-light aluminum windows with original brick sills and surrounds. The original cornice is missing. The roof is flat and covered with asphalt membrane.
- 15) **37 E. State Street** [Photo 4] Block 102, Lot 23 **Contributing**
Built: c. 1875 1 building
Three-story, Italianate/Neo-Grec-style painted brick commercial building dating to ca. 1875. On the north elevation, facing State Street, there is a non-historic aluminum storefront. Above the storefront, but below the second-story windows, the facade is clad in white and green Vitrolite panels, which were installed in 1940 as part of a new storefront

⁹ "Mid-City Face-Lifting Continues," *Trenton Evening Times*, August 12, 1959.

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designed by Philadelphia architect Solomon Kaplan (there are currently non-historic signage decals on the Vitrolite). The second and third stories, which are framed by painted stone quoins, each contain three one-over-one, double-hung wood windows with segmental arched heads. The windows have painted stone sills and the lintels have Neo-Grec-style incised ornamentation, which help to date the building to the 1870s. Although the cornice at the top of the north elevation appears to remain, it is currently covered by a painted metal panel. The roof is flat and covered with asphalt membrane.

- 16) **39 E. State Street** [Photo 4] Block 102, Lot 24 **Contributing**
Built: bef. 1850 Altered: c. 1860 1 building
Four-story, Italianate-style brick commercial building. Based on the Flemish bond brickwork and simple stone sills and lintels on the second and third stories, the building appears to have originated as a three-story, Federal style building before 1850. The building was enlarged to four stories around 1860 – the fourth story has running bond rather than Flemish bond brickwork – when the adjacent four-story buildings at 41 and 43 East State Street were also built (the three buildings have matching cornices). On the north elevation, facing State Street, the first story has a non-historic, aluminum-framed storefront with deeply recessed center doors. The storefront is currently covered by a roll-down metal gate spanning almost the full width of the building. Above the storefront, there is a non-historic, curving stucco canopy. The second through fourth stories each contain a pair of one-over-one, double-hung wood windows with marble sills and lintels. The north elevation is capped by an Italianate-style painted wood cornice. The roof is flat and covered with asphalt membrane.
- 17) **41-43 E. State Street**
Two four-story, Italianate-style brick commercial buildings dating to around 1860, now on a single parcel.
- a. **41 E. State Street** [Photo 4] Block 102, Lot 25 **Contributing**
Built: c. 1860 1 building
On the north elevation, facing State Street, the first story has a non-historic, roll-down metal gate covering a non-historic aluminum storefront. Above the gate, there is a non-historic pent roof metal awning with commercial signage from a recent tenant. The second through fourth stories, which are two bays-wide, consist of red brick walls in a running bond pattern. Each story contains a pair of one-over-one, double-hung wood windows with stone sills and slightly projecting brick surrounds on the sides and tops. At the top of the building, there is an Italianate-style, painted wood cornice.
- b. **43 E. State Street** [Photo 4] Block 102, Lot 26 **Contributing**
Built: c. 1860 1 building
On the north elevation, facing State Street, the first story has a non-historic, roll-down metal gate covering a non-historic aluminum storefront. Above the gate, there is a non-historic pent roof metal awning with commercial signage from a recent tenant. The second through fourth stories, which are three bays-wide, consist of red brick walls in a running bond pattern. On the second and third stories, there are three window openings with stone sills and slightly projecting brick surrounds that are currently covered with commercial signage from a recent tenant. There are three similar openings on the fourth story where there are one-over-one, double-hung wood windows visible. At the top of the building, there is an Italianate-style, painted wood cornice.

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18) **45 E. State Street** [Photo 4] Block 102, Lot 27 **Non-contributing**
 Built: c. 1860 Altered: 1923 and late 20th c. 1 building
 Four-story, c. 1860 commercial building that received a new façade in the Commercial Style in 1923. The façade has been heavily altered, leaving few historic features.

19) **47 E. State Street** [Photo 4] Block 102, Lot 28 **Non-contributing**
 Built: 1922 Altered: late 20th C. 1 building
 Three-story, Commercial Style store building completed in 1922. The building occupies the southwest corner of South Broad and East State Streets, extending five bays to the south, along Broad Street. Although the basic form of the building remains intact, the original brick walls have been stuccoed and the windows have been replaced, leaving no historic fabric visible.

E. STATE STREET – 100 BLOCK
South side, between Broad and Montgomery Streets

20) **101 E. State Street** [Photo 5] Block 201, Lot 8 **Non-contributing**
 Built: N/A 1 site
 Vacant lot.

21) **103 E. State Street** [Photo 5] Block 201, Lot 9 **Non-contributing**
 Built: 1932 Altered: c. 1940 and late 20th C. 1 building
 Western half of a one-story commercial building (the eastern half is 105 East State Street) that was built in 1932 but separated into two buildings around 1940.¹⁰ Alterations dating to the late twentieth century have covered or removed all traces of historic fabric.

22) **105 E. State Street** [Photo 5] Block 201, Lot 10 **Contributing**
 Built: 1932 Altered: c. 1940 and 1947 1 building
 Eastern half of a one-story commercial building (the western half is 103 East State Street) that was built in 1932 but separated into two buildings around 1940. On the lower half of the north elevation, which faces State Street, there is a non-historic aluminum storefront framed by non-historic painted metal columns. Above the storefront, there is non-historic commercial signage. The upper half of the north elevation consists of an angled, corrugated metal façade that was installed over the original 1932 façade as a background for signage in 1947. This treatment was common in Main Street commercial buildings across the United States in the postwar period.

23) **107 E. State Street** [Photo 5] Block 201, Lot 11 **Contributing**
 Built: c. 1860 1 building
 Four-story, ca. 1860 commercial building, although the present Italianate/Queen Anne-style, painted brick façade with bay windows was added in 1900. On the north elevation, facing State Street, the first story has non-historic aluminum storefront that is currently covered by a non-historic, roll-down metal gate spanning the full width of the building. Above the gate, there is a non-historic vinyl awning. The second and third stories have three-sided, metal-clad bays with one-over-one, double-hung wood windows. The fourth story has two rectangular openings in the brick wall that

¹⁰ "Modern Store to Rise on Site of Fischer Building," *Trenton Evening Times*, March 20, 1932.

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are currently covered by painted plywood. The north elevation is capped by a painted pressed metal cornice. The roof is flat and covered with asphalt membrane.

- 24) **109-115 E. State Street** – S.S. Kresge Store [Photo 6] Block 201, Lots 7, 12, **Contributing**
Built: 1954 13, and 14 1 building
Two-story commercial building in the Modern style that was completed in 1954.¹¹ Kresge's in-house, Detroit-based architect, Emil G. Jehle, likely designed the building. On the north elevation, facing State Street, the first story has a series of non-historic aluminum storefronts on brick bases. Above the storefronts, there is a non-historic corrugated metal signage band with the signage of the current commercial tenant. The second story, which is faced in pale pinkish tan terra cotta, contains a row of original five-light aluminum windows; the second and third lights from the top comprise an operable, pivoting sash for ventilation. The windows are arranged into groups of two and three units, which are separated by fluted terra cotta piers of varying width. The roof is flat and covered with asphalt membrane.
- 25) **117-121 E. State Street** – F.W. Woolworth Store [Photo 6] Block 201, Lots 15, 16, **Contributing**
Built: 1950-51 and 17 1 building
Three-story commercial building designed by Philadelphia engineer-architect Harry W. Hakes in a hybrid Art Deco/Modern style in 1950.¹² On the north elevation, facing State Street, the first story has a series of what appear to be largely original aluminum storefronts on corrugated metal bases. The entrance, which is recessed, has non-historic aluminum-framed glass double doors, which appear to be the only non-original component. Portions of the storefronts are covered by non-historic roll-down metal gates. Above the storefront, a non-historic vinyl awning spans the full width of the building. The upper stories, which are faced in buff brick, are divided into four window bays. On both the second and third stories, each bay contains an original six-light aluminum window with corrugated glass, with the lower three lights comprising an operable awning unit. Below each window is a polished granite panel trimmed with stainless steel ribs matching the placement of the window muntins above. Granite panels are also found above the third-story windows, but here they do not have the vertical stainless-steel ribs. All four window bays are framed by a simple limestone surround. On both sides of all four bays, the brick walls are fluted. The north elevation is capped by simple limestone coping. The roof is flat and covered with asphalt membrane.
- 26) **125 E. State Street** – Trenton Saving Fund Society [Photo 7] Block 201, Lot 18 **Contributing**
Built: 1900 1 building
Two-story, Classical Revival-style limestone bank building designed by the New York City architects Mowbray & Uffinger and built in 1900.¹³ The north elevation, facing State Street, takes the form of a triumphal arch. There is a recessed center entrance bay, which is framed by pairs of massive, Composite Order pilasters that support an imposing pediment with a denticulated cornice at the top of the building. The entrance, which is reached by granite steps (the water table on either side is also granite), is accessed via a partially intact iron gate. The doors themselves, located at the back of the recessed opening, are framed by polished granite, Composite Order engaged columns but are currently covered by painted plywood panels. At the top of the north elevation, the tympanum within the pediment contains a carved signage panel with the bank's name, above which is a cartouche. On either side of the cartouche, the tympanum contains ornately carved floriated ornamentation. The pediment is topped by a limestone acroterion, with similar

¹¹ "New Kresge Store Opens," *Trenton Evening Times*, December 1, 1954.

¹² "Plans Completed for Opening of New Woolworth Store," *Trenton Evening Times*, January 16, 1951; Turner Construction Company, *50 Years of Buildings by Turner* (1952), 45.

¹³ "The New Bank," *Trenton Evening Times*, March 1, 1900; *Inland Architect*, vol. XLI, no. 5 (June 1903), photographic plate.

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acroteria appearing at the lower corners of the pediment. Behind the pediment, there is a short parapet, which is topped by a simple cornice. The roof is gabled and currently has some form of synthetic membrane.

- 27) **127-129 E. State Street** – Trenton Y.M.C.A. [Photo 7] Block 201, Lot 19 **Contributing**
Built: 1891-92 Altered: 1941 and c. 1990 1 building
Five-story, mixed-use institutional and commercial building designed by Trenton architect William A. Poland and built in 1891-92.¹⁴ Historically, a large portion of the first and second floors contained a department store while the Y.M.C.A. occupied the remainder of the building. Shortly after the Y.M.C.A. relocated, which happened around 1920, the first-floor auditorium was converted into the Orpheum Theatre (later the Mayfair Theatre) while the remainder of the Y.M.C.A. spaces were absorbed by the Nevius Brothers department store (later Grayson's department store). In 1941, a new Moderne-style façade, possibly designed by Trenton architect William W. Slack, was constructed over the historic façade, but this in turn was removed sometime around 1990, largely resulting in the façade that remains today.¹⁵ On the north elevation, facing State Street, the first story is faced in non-historic, c. 1990 red brick with several narrow window openings and an entrance that are currently covered by plywood. The brickwork is framed by a stucco band along the top and west side. Above the first story, much of the façade consists of original Pompeiian brickwork. There are two large, original arched openings, which are infilled with stucco. Above the infilled arches, there are three small, rectangular windows, which are also infilled. The red sandstone surround and the groups of sandstone columns between the windows are original to the 1891-92 building. The eastern portion of the façade consists entirely of stucco.
- 28) **135 E. State Street** – H.M. Voorhees Department Store [Photo 7] Block 201, Lot 20 **Contributing**
Built: 1914 Altered: 1924 1 building
Four-story commercial building designed by the Trenton architects Klemann & Fowler in the Classical Revival style for the H.M. Voorhees & Brother in 1914 and expanded to the rear in 1924.¹⁶ On the north elevation, facing State Street, the first story is faced in non-historic red brick, containing a non-historic recessed entrance with a metal canopy in the center bay. On either side of the entrance, there are groups of four small, non-historic aluminum windows. Above the entrance and windows, there is a band of stone panels with non-historic signage announcing the building's most recent historic use as the Nevius-Voorhees Department Store. The upper stories are faced in original Indiana limestone, and each has three window bays. Each bay contains a large, three-light aluminum replacement window. Above third-story windows, there is a limestone sill course with a carved limestone cartouche above the middle windows. The north elevation is capped by a denticulated limestone cornice. The roof is flat and covered with asphalt membrane.
- 29) **137 E. State Street** – Montgomery Ward Store [Photo 7] Block 201, Lot 21 **Contributing**
Built: 1938 1 building
Five-story commercial building designed by the Chicago architect-engineer Robert R. Rowe in the Georgian Revival style and built in 1938.¹⁷ Colonel Hugh A. Kelly of Jersey City and Trenton served as associate architect. On the north elevation, facing State Street, the first story is primarily faced in non-historic red brick and has several non-historic aluminum storefronts and doors. The westernmost doors, which open to the main lobby, have a ca. 1950, polished

¹⁴ "A Fine Building," *Trenton Evening Times*, October 31, 1891.

¹⁵ "New Store and Theatre Are Planned," *Trenton Evening Times*, February 21, 1941.

¹⁶ "Start Work Feb. 1 on Voorhees Store," *Trenton Evening Times*, January 8, 1914; "Voorhees Store to be Expanded," *Trenton Magazine* (Nov 1924), 22.

¹⁷ *Philadelphia Real Estate Record and Builders' Guide*, v 52 (December 8, 1937), 199; "New Store Work is Started Here," *Trenton Evening Times*, January 24, 1938.

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granite surround. The upper stories, which are three bays wide, are faced in original red brick in a Flemish bond pattern and trimmed with limestone quoins on each side. The second and third stories each contain three ten-over-fifteen, double-hung wood windows, which are original. In each bay, the windows are grouped together vertically by a limestone architrave surround with a balustrade at the bottom, a spandrel panel in the middle, and a small entablature at the top. On the fourth story, each bay contains a pair of six-light wood casement windows with wood shutters. Above the fourth story, there is a limestone entablature, which is topped by a balustrade. The fifth story is slightly recessed from the lower stories and contains four six-over-six, double-hung wood windows. Above the fifth story, there is a mansard-like roof.

- 30) **141 E. State Street** Block 201, Lot 22 **Non-contributing**
Built: late 20th C. 1 building
One-story commercial building dating to the late-twentieth century.
- 31) **143-149 E. State Street** – Broad Street National Bank [Photo 11] Block 201, Lot 23 **Contributing (Key)**
Built: 1900 Altered: 1912 and 1923 1 building
High-rise bank and office building designed by Trenton architect William A. Poland in the Beaux Arts style for the Broad Street National Bank in 1900 and enlarged in 1912 and 1923.¹⁸ Located at the southwest corner of East State Street and South Montgomery Street, the original eight-story section was built in 1900, and the twelve- and eight-story additions on the west and south elevations, were built in 1912 and 1923, respectively. The building was individually listed in the National Register in 2008 (NR #07001404).

On the north elevation, facing State Street, the first story has six bays containing non-historic aluminum storefronts framed by non-historic black granite piers and headers. At the far east and west ends of the first story, original rusticated limestone piers are visible. The upper stories, which are faced in Pompeian brick, contain pairs of one-over-one aluminum replacement windows in all bays. On the second story, the windows are surrounded by the rusticated brickwork that exists on that level, and four of the window bays have small, ornamental terra cotta balconettes. All of the upper-story windows have ornate terra cotta surrounds. Below the eighth-floor windows, there is an ornamental terra cotta sill course. The uppermost stories in each section – the eighth story in the original 1900 building, and the eleventh and twelfth stories in the 1912 addition – are faced in ornamental terra cotta featuring numerous classical and Beaux Arts motifs. Both sections of the north elevation have copper cornices.

On the east elevation, facing South Montgomery Street, the first seven bays from the north comprise the original 1900 building. The remaining eight bays comprise the eight-story addition added in 1923. The first seven bays are faced in rusticated limestone and contain arched aluminum replacement windows with original carved spandrel panels. The eighth bay contains the building's side entrance, consisting of aluminum-framed glass replacement doors with a single-light transom. The entrance assembly is set within a limestone architrave surround, which is topped by an entablature supported by corbels on each side. Above the entablature, there is an arched aluminum replacement window. The remaining seven bays on the first story contain a series of arcaded storefronts. The lower portion of each storefront contains either a recessed entrance with original glazed wood doors, or a large plate glass window. Both the entrances and the windows have original six-light painted metal transoms, which are topped by original, polished green marble panels. Above the marble panels, the remainder of each arched opening contains an original, multi-light metal window.

¹⁸ Clifford Zink, "Broad Street National Bank," National Register of Historic Places Nomination Form (2008), NR #07001404.

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The upper stories are treated much like the north elevation, with nearly all bays containing pairs of one-over-one, double-hung aluminum replacement windows (only the first, seventh, and eighth bays contain single window units on the third story and above). On the second story, the windows are surrounded by the rusticated brickwork that exists on that level, and the third and fifth bays from the north feature remnants of terra cotta balconies that presumably matched those that remain intact on the north elevation. Below the eighth-floor windows, there is an ornamental terra cotta sill course. The eighth story is faced in ornamental terra cotta. The east elevation is topped by a copper cornice. The roof is flat and covered with asphalt membrane.

E. STATE STREET – 100 BLOCK

North side, between Broad and Montgomery Streets

Northeast Corner, East State and North Broad Streets see #38a) 2 N. Broad Street.

- | | | | |
|--|---|------------------|---|
| 32) | <u>120 E. State Street</u> – First Presbyterian Church [Photo 8] Built: 1839 Altered: c. 1950 | Block 504, Lot 9 | Contributing (Key) 1 building |
| Two-story, Greek Revival-style church designed by builder Horatio Nelson Hotchkiss and built in 1839. ¹⁹ The building, which has stuccoed stone walls on a brownstone water table, emulates a <i>distyle in antis</i> Greek temple. On the south elevation, facing State Street, a pair of Ionic order columns are located at the recessed center bay, which is flanked by solid walls with pairs of Tuscan order pilasters. The entablature and pediment are simply treated. An octagonal, temple-like steeple with Corinthian order, painted wood columns rises above the pediment at the south elevation. The east and west elevations, which face the congregation's cemetery, are four bays wide, containing pairs of six-over-six, double-hung wood windows on the first story (except for two bays on the west elevation, which have doors), and 24-over-24-over-24, triple-hung wood windows on the second story. At the north end of the east elevation, a c. 1950, one-story brick addition extends to the eastern property line. The roof is gabled and is clad in standing seam metal panels. Along State Street, there is an original wrought iron fence on a brownstone base. The building was individually listed in the National Register in 2005 (NR #05000967). | | | |
| <u>130-134 E. State Street see #53d) 135 E. Hanover Street.</u> | | | |
| 33) | <u>138-140 E. State Street</u> Built: c. 1975 One-story, c. 1975 commercial building with painted brick walls and a gabled roof. | Block 504, Lot 6 | Non-contributing 1 building |
| 34) | <u>142-144 E. State Street</u> Built: N/A Parking lot. | Block 504, Lot 5 | Non-contributing 1 site |

¹⁹ Aleah Dacey, Julie P. Carmelich, and Tyreen Reuter, "First Presbyterian Church," National Register of Historic Places Nomination Form (2005), NR #05000967.

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- 35) **146 E. State Street** [Photo 10] Block 504, Lot 4 **Non-contributing**
Built: c. 1860 Altered: 1903 and late 20th C. 1 building
Three-story, c. 1860 brick commercial building that was heavily altered in 1903 and then again in the late-twentieth century.
- 36) **148 E. State Street** [Photo 10] Block 504, Lot 3 **Contributing**
Built: c. 1860 Altered: 1914 1 building
Three-story, ca. 1860 brick commercial building that was heavily altered in 1914, when Trenton architect Harry A. Hill designed the present Colonial Revival-style façade.²⁰ On the south elevation, facing State Street, the first story has several late-twentieth century storefront alterations and is currently largely covered by plywood. The second and third stories retain their original 1914 iron spot brick, each containing four window openings, almost all of which are covered by plywood. Three of the windows on the second story retain their original splayed, painted stone lintels. The south elevation is topped by a painted metal cornice. The building has a flat, rolled asphalt roof.
- 37) **150-154 E. State Street** – Commonwealth Building [Photo 11] Block 504, Lots 1 & 2 **Contributing**
Built: 1903 Altered: c. 1950 and 2019 1 building
Six-story, Beaux Arts-style commercial building designed by Trenton architect William W. Slack and built in 1903. On the south and east elevations, which are bookended by rusticated limestone piers, the first story consists almost entirely of replacement storefronts installed in 2019. The south elevation also contains a non-historic entrance in the westernmost bay, which has an ornamental, stainless steel transom panel dating to around 1950. Along the top of the storefronts, there is a painted metal entablature with a stone cornice. On the second story, both elevations contain large, replacement aluminum storefront windows, which are separated by rusticated piers alternating vertically between limestone and brick. A stone entablature is found along the tops of the second-story windows. The third through sixth stories consist of rusticated brick walls with one-over-one, double-hung aluminum replacement windows in all bays. The sixth-story windows have round arched heads. At the top of the building, there is a large, denticulated metal cornice on both elevations. The building has a flat roof with a synthetic membrane.

N. BROAD STREET – UNIT BLOCK
East side, between State and Hanover Streets

- 38) **2-8 N. Broad Street**
Two buildings on a single parcel that were historically on separate parcels with separate addresses:
- a. **2 N. Broad Street** – Old City Hall [Photo 12] Block 504, Lot 10 **Contributing**
Built: 1837 Altered: 1882 and c. 1907 1 building
Four-story commercial building at the northeast corner of North Broad and East State Streets. Originally built in 1837 in the late Federal/Greek Revival style according to plans by builder Joseph Witherup, the Old City Hall was transformed into the Second Empire style by Trenton architect William B. Thines in 1882.²¹ All three visible elevations

²⁰ *Philadelphia Real Estate Record and Builders' Guide*, v 29 (July 15, 1914), 452.²¹ Leon D. Hirsch, "Municipal and Corporate History," in *A History of Trenton, 1679-1929* (Princeton, NJ: Princeton University Press, 1929), 364; "The Renovated City Hall," *Trenton State Gazette*, November 13, 1882.

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– west, south, and east – consist of red brick walls. The building was used as a department store after 1907, when the city government relocated.

On the west or primary elevation, facing Broad Street, the center bay contains a non-historic, glazed aluminum door with sidelights and a transom. On either side of the entrance, there are two-light, non-historic aluminum storefront windows with replacement stone lintels. On the second and third stories, each of the three bays contains a pair of one-over-one, double-hung aluminum replacement windows with replacement stone sills and lintels. Above the third-story windows, there is an original painted wood cornice. The fourth story, which consists of a mansard roof with painted slate shingles, has three original dormers: a large central dormer with brick walls and a painted wood cornice, and smaller, painted metal clad dormers with painted metal pediments on either side. All three dormers have pairs of one-over-one, double-hung aluminum replacement windows. The windows in the central dormer have an original painted stone lintel with Neo-Grec style incised ornamentation. The south or secondary elevation, facing State Street, is essentially an extended, five bay wide version of the west elevation, except that there is no larger, central dormer. The east elevation, which faces the cemetery of the First Presbyterian Church at 120 East State Street, consists simply of a red brick wall and has pairs of one-over-one, double-hung aluminum replacement windows in some bays, but does not contain any of the stylistic articulation found on the other elevations.

- b. 4-8 N. Broad Street [Photos 12 and 13]** Block 504, Lots 11, 12 and 13 **Contributing**
Built: 1856 1 building
- Four-story, Italianate-style commercial building designed by Trenton builder-architect James Hammell and built in 1856.²² The west elevation, which is six bays wide and faces Broad Street, has several non-historic aluminum and wood storefronts and doors on the first story. Except in the southernmost bay, the storefronts are framed by original cast iron columns and topped with an ornamental cast iron frieze. A cast iron cornice once existed above the frieze but was removed decades ago. The cast iron features were made in Trenton at the Tiffany & Bottom ironworks. The upper stories, which are faced in red brick, have one-over-one, double-hung wood replacement windows in all bays. The windows have stone sills, below which there is corbeled brickwork. On the second story, the windows have round arched heads, while the third- and fourth-story windows have segmental arched heads. The window bays are separated by slightly projecting brick piers that rise uninterrupted to the painted wood cornice, which has pairs of ornamental brackets aligned with the piers below. Just below the cornice, the brickwork between the piers is corbeled. The roof is flat and covered with asphalt membrane.
- 39) 10-12 N. Broad Street – Bond's Menswear [Photo 13]** Block 504, Lots 14, 15, and 39 **Contributing**
Built: 1939-40 Altered: late 20th C. 1 building
- Three-story, Moderne-style commercial building designed by the New York City architects Elias Rothschild & Company and built in 1939-1940²³. There is a non-historic aluminum storefront on the first story. The upper stories were covered with stucco sometime in the late-twentieth century but retain their original fenestration, consisting of a central glass block window flanked by tall, three-light aluminum windows on either side.
- 40) 14 N. Broad Street [Photo 13]** Block 504, Lot 16 **Contributing**
Built: 1938 1 building
- Two-story, Classical Revival-style commercial building that was built in 1938.²⁴ The west elevation, which is faced in limestone, has a non-historic aluminum storefront on the first story and an original, three-part wood window – a single

²² "Improvement," *Trenton State Gazette*, April 9, 1856.

²³ "Bond's New Clothing Store to Open Here Tomorrow," *Trenton Evening Times*, October 16, 1940.

²⁴ *Philadelphia Real Estate Record and Builders' Guide*, v 52 (November 3, 1937), 159..

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light flanked by one-over-one, double-hung units with non-historic aluminum storm windows – on the second story. Above the second-story windows, there is a small limestone cornice. The building has no other ornamental features. The roof is flat and has an asphalt surface.

- 41) **16-20 N. Broad Street** [Photo 14] Block 504, Lots 17/18 **Contributing**
Built: 1857
1 building
Four-story, Italianate-style commercial building likely designed by Trenton builder-architect James Hammell and built in 1857.²⁵ The west elevation, which is seven bays wide and faces Broad Street, has several non-historic aluminum and wood storefronts, doors, and brick infill on the first story. Between some of the storefronts, there are original cast iron columns, which are fragments of a more complete cast iron front on the first story. The cast iron features were made in Trenton at the Tiffany & Bottom ironworks. The upper stories, which are faced in red brick, have one-over-one, double-hung aluminum replacement windows with painted stone sills in all bays. The window bays are separated by slightly projecting brick piers that rise uninterrupted to the painted wood cornice, which has pairs of ornamental brackets aligned with the piers below. Just below the cornice, the brickwork between the piers is corbeled. The roof is flat and covered with an asphalt membrane.
- 42) **22-24 N. Broad Street** – Hamilton Jewelers Building [Photo 14] Block 504, Lot 20.01 **Contributing**
Built: 1958
1 building
Two-story, International Style commercial building at the southeast corner of North Broad and East Hanover Streets. The building was designed by Trenton architect Louis S. Kaplan and built for Hamilton Jewelers in 1958.²⁶ On the first story, there are several non-historic, roll-down metal gates on the west elevation, facing Broad Street, and on the canted northwest corner, where the main entrance was historically located and over which the second story is cantilevered. The gates cover what appear to be non-historic aluminum storefronts. On the north elevation, facing Hanover Street, the first story is faced in white brick and contains several infilled or covered window and door openings with original stainless-steel frames. On both elevations, there is a cornice-like, stainless-steel band between the first and second stories. Almost all of the second story consists of a curtain wall-like treatment with a grid of stainless-steel mullions containing a continuous row of aluminum windows with operable upper and lower vents and, above and below the windows, panels of medium blue opaque spandrel glass. At the southernmost part of the west elevation and the easternmost part of the north elevation, the second story is faced in original white brick. Several original neon signs are found on both elevations. The building has a flat roof with an asphalt surface.

S. BROAD STREET

West side, south of State Street

- 43) **7 S. Broad Street** – Capital City Trust Company [Photo 15] Block 102, Lot 30 **Contributing**
Built: 1920
1 building
Three-story, Classical Revival-style bank designed by the Trenton architects Klemann & Kaplan and built in 1920.²⁷ On the east elevation, facing Broad Street, the first story contains a non-historic aluminum storefront, which is covered by non-historic, roll-down metal gates. Above the storefront, there is an original denticulated limestone cornice. The second and third stories are faced in limestone, and each have three windows: original single-light wood casements with transoms on the second story and single-light wood casements without transoms on the third story. Above the

²⁵ A datestone on the west elevation says 1857. Because of how similar the building is to 4-8 North Broad Street, it was likely also designed by builder-architect James Hammell.

²⁶ "Hamilton Jewelers Returning..." *Trenton Evening Times*, December 3, 1958.

²⁷ "New Site Granted to Trust Company," *Trenton Evening Times*, September 10, 1920.

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third-story windows, there is an ornate limestone cartouche carved with the monogram of the Capital City Trust Company. The east elevation is topped by a simple limestone cornice. The building has a flat, rolled asphalt roof.

- 44) **9 S. Broad Street** [Photo 15] Block 102, Lot 31 **Contributing**
Built: c. 1895 Altered: 1927 1 building
- Three-story, ca. 1895 commercial building that was altered in 1927 when Trenton architect J. Morris Hunt designed the present Classical Revival-style façade.²⁸ On the east elevation, facing Broad Street, the first story has a non-historic aluminum storefront that is currently obscured by non-historic, roll-down metal gates. The storefront is framed by rusticated stonework, which is currently painted. The second and third stories also consist of painted stonework. The second story has three single-light wood windows, the center window being larger than those on either side. The third story has three window openings, only one of which contains a window: the southernmost of the three openings has a one-over-one, double-hung wood window. The top of the east elevation has a simple cornice. The building has a flat, rolled asphalt roof.

E. HANOVER STREET – 100 BLOCK
South side, between Broad and Montgomery Streets

- 45) **105 E. Hanover Street** Block 504, Lot 21 **Contributing**
Built: c. 1850 Altered: c. 1895 1 building
- Three-story, Italianate-style commercial building. Built as a single-family dwelling c. 1850, the building later became a boarding house. An addition was built on the east elevation around 1895, adding one bay to the original three-bay wide north elevation, facing Hanover Street. On the north elevation, the first story has a non-historic storefront containing an aluminum-framed glass door, painted wood columns, and stone infill. A wide, painted wood signage band exists above the storefront. The second and third stories are faced in red brick, and each contain four one-over-one, double-hung replacement windows with painted wood sills and painted pressed metal lintels, which were likely installed c. 1895. There is also a ca. 1950 neon sign and a ca. 1900 metal fire escape in the two center bays. The north elevation is capped by a c. 1895 painted metal cornice. The front part of the building has a gabled asphalt roof.
- 46) **107 and 109 E. Hanover Street** Block 504, Lots 22/23 **Non-contributing**
Built: N/A 1 site
- Consists of a parking lot used by the First Presbyterian Church at 120 East State Street.
- 47) **111, 113, and 115 E. Hanover Street**
- Three three-story commercial buildings on what is currently one parcel. Historically, the buildings were on separate parcels with separate addresses:
- a. **111 E. Hanover Street** [Photo 16] Block 504, Lot 24 **Contributing**
Built: c. 1850 Altered: 1 building
- Three-story, Italianate-style commercial building dating to ca. 1850. On the north elevation, facing Hanover Street, the first story has a storefront that is largely covered by painted, non-historic beadboard paneling. On the second and third stories, the north elevation consists of red brick in a running bond pattern and contains a pair of two-over-two, double-hung wood windows with painted wood sills and lintels on each story. The windows appear historic but may not be

²⁸ "Preparing Plans to Remodel Store," *Trenton Evening Times*, November 11, 1926.

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original. The north elevation is topped by a painted wood cornice. The front, main block has a gabled, rolled asphalt roof.

- b. 113 E. Hanover Street [Photo 16] Block 504, Lot 24 **Contributing**
Built: c. 1850 Altered: 1 building
Three-story, Italianate-style commercial building dating to ca. 1850. On the north elevation, facing Hanover Street, the first story has a storefront that is largely covered by painted, non-historic beadboard paneling. On the second and third stories, the north elevation consists of red brick in a running bond pattern and contains a pair of two-over-two, double-hung wood windows with painted wood sills and lintels on each story. The windows appear historic but may not be original. The north elevation is topped by a painted wood cornice. The front, main block has a gabled, rolled asphalt roof.
- c. 115 E. Hanover Street [Photo 16] Block 504, Lot 24 **Contributing**
Built: c. 1850 Altered: 1 building
Three-story, Italianate-style commercial building dating to ca. 1850. On the north elevation, facing Hanover Street, the first story has a storefront that is largely covered by painted, non-historic beadboard paneling, but a ca. 1890 painted metal storefront treatment with pilasters on each side and a cornice above, remains intact. The upper stories consist of red brick in a running bond pattern, and each have three two-over-two, double-hung vinyl replacement windows with original brownstone sills and lintels, the latter featuring carved gothic detailing. The north elevation is topped by a painted wood, denticulated cornice. The front, main block has a gabled, rolled asphalt roof.
- 48) 117 E. Hanover Street [Photo 16] Block 504, Lot 25 **Contributing**
Built: c. 1850 1 building
Three-story, Italianate-style brick commercial building dating to ca. 1850. On the north elevation, facing Hanover Street, the first story contains two non-historic wood and metal storefront windows on either side of a recessed doorway that is currently covered by painted plywood. Around the storefronts, the first story is clad in painted beadboard paneling. The upper stories are faced in red brick in a running bond pattern, and each have three two-over-two, double-hung vinyl replacement windows with original brownstone sills and lintels, the latter featuring carved gothic detailing. The north elevation is topped by a denticulated, painted wood cornice. The building has a gabled asphalt roof.
- 49) 119 E. Hanover Street [Photo 17] Block 504, Lot 26 **Non-contributing**
Built: N/A 1 site
Vacant lot.
- 50) 121-123 E. Hanover Street
Two three-story commercial buildings on one parcel. Historically, the buildings were on separate parcels with separate addresses:
- a. 121 E. Hanover Street [Photo 17] Block 504, Lot 27 **Contributing**
Built: c. 1850 Altered: c. 1917 1 building
Three-story, Italianate-style brick commercial building dating to ca. 1850. On the north elevation, facing Hanover Street, the first story contains non-historic, painted wood paneling with several metal clad doors. Above the paneling, there is a Spanish-style pent roof – added ca. 1917 – containing red clay tiles and supported by multiple painted wood brackets. The upper stories consist of red brick in a running bond pattern with remnants of an old painted finish. The second and third stories each have three two-over-two, double-hung aluminum replacement windows with original brownstone sills and lintels.

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- b. 123 E. Hanover Street – Norton, Farr & Cummings Bldg. [Photo 17] Block 504, Lot 27 **Contributing**
Built: 1930 1 building
Three-story, Art Deco-style commercial building designed by the Trenton architects the P.L. Fowler Company and built in 1930.²⁹ On the north elevation, facing Hanover Street, the first story is clad in black Vitrolite panels and contains an original painted metal storefront with a recessed entrance (the door itself is non-historic) and a characteristic, Art Deco-style, multi-light stepped transom. Above the storefront, along the top of the Vitrolite panels, is an Art Deco-style cornice with a repeating zigzag pattern. The upper stories, which are faced in limestone, each have a wide, original metal window – a large, central light with smaller lights on the side and top – with corbeled jambs. At the bottom and top of the limestone piers on either side of the windows, there are polished, black granite panels with etched geometric motifs. Above the third-story windows, there is another zigzag pattern cornice, as well as a parapet with two inset panels with corbeled jambs matching those on either side of the windows.
- 51) 135 E. Hanover Street
Four commercial and educational buildings on one parcel. Historically, all four buildings were on separate parcels with separate addresses:
- a. 127-129 E. Hanover Street – Trenton State Gazette Bldg. [Photo 18] Block 504, Lot 7.01 **Contributing**
Built: 1907-08 1 building
Five-story, Beaux Arts-style commercial building built in 1907-08.³⁰ On the north elevation, facing Hanover Street, the first story has three non-historic aluminum storefronts and is clad in non-historic concrete blocks. On the upper stories, which are faced in red brick all bays contain pairs of one-over-one, double-hung aluminum replacement windows with original Roman lattice wood transoms, except on the fourth story where the windows are arched and have single-light transoms. On the second and third stories, the windows are topped by simple, painted stone lintels. On the fourth story, the windows are topped by limestone keystones. The window bays are separated by four tall brick pilasters with limestone bases and capitals that rise to a simple cornice supported by pairs of limestone corbels. The fifth story contains alternating bands of limestone and brick, with pairs of Composite order pilasters between the window bays and aligned with the pilasters below. The north elevation is topped by a limestone entablature and brick parapet wall with limestone coping. The visible parts of the east and west elevations consist of unornamented brick walls with pairs of two-over-two, double-hung aluminum replacement windows in most bays above the first story. The building has a flat, rolled asphalt roof.
- b. 131-145 E. Hanover Street – Daylight/Twilight High School [Photo 18] Block 504, Lot 7.01 **Non-contributing**
Built: 2008 1 building
Three-story school building that was built in 2008, uniting the Trenton State Gazette Building at 127-129 East State Street, the Fitzcharles Building at 147 East Hanover Street, and the one-story commercial building at 130-134 East State Street into a single school complex.
- c. 147 E. Hanover Street – Fitzcharles Building [Photo 19] Block 504, Lot 7.01 **Contributing**
Built: 1916 Altered: 1922 1 building
Four- and five-story, Georgian Revival-style office building at the southwest corner of East Hanover and North Montgomery Streets. The southern, four-story half of the building was designed by the Trenton architects Klemann &

²⁹ "To Start Soon on Business Building," *Trenton Evening Times*, August 10, 1930.

³⁰ "63,347 Worth of New Buildings," *Trenton Evening Times*, August 8, 1907, "The Gazette's New Home," *Trenton Evening Times*, June 15, 1908.

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Fowler and built in 1916. The northern, five-story half was designed by the Trenton architects the P.L. Fowler Company and built in 1922. On the east and north elevations, the first story contains a number of storefront bays that are infilled with non-historic concrete block and some contain eight-over-two, double-hung aluminum windows dating to 2007. On the east elevation, in the fourth bay south of Hanover Street, there is a pair of non-historic aluminum doors with a three-light aluminum transom and an original Roman lattice-style wood transom, all within a limestone architrave surround topped by stone panel carved with the building's name, Fitzcharles. The southernmost bay on the east elevation also contains an entrance, this one with a single-leaf, non-historic glazed aluminum door with sidelights, a three-light aluminum transom, and an original, Roman lattice-style painted iron grate in front of the single-light transom at the top of the opening. This entrance has a limestone architrave surround topped by a cornice supported by limestone corbels on either side of the doorway. The storefront bays are separated by original buff brick piers with capitals consisting of polychrome tilework with a simple geometric motif. The tops of the storefront bays are lined by a denticulated limestone cornice. The upper stories are faced in buff brick and contain pairs of four-over-two, double-hung aluminum replacement windows in most bays. The east elevation of the four-story, 1916 section has a terra cotta entablature below the fourth-story windows and a denticulated terra cotta cornice above the fourth-story windows, the latter featuring terra cotta cartouches between the window bays. Except for the cartouches, the cornice continues north along the east elevation of the five-story, 1922 section, which also has a simple limestone cornice and brick parapet above the fifth-story windows. On the north elevation, the second through fourth stories are faced in terra cotta, containing only thin vertical strips of brickwork on either side. Both sections of the building have flat, rolled asphalt roofs.

- d. 130-134 E. Hanover Street – Binder's Department Store [Photo 9] Block 504, Lot 7.01 **Contributing**
Built: 1949 Altered: late 20th C. 1 building
One-story commercial building in the Modern style. Designed by Philadelphia architect Solomon Kaplan in partnership with Trenton architect Louis S. Kaplan, the store was built in 1949.³¹ The storefront has been altered, but the building otherwise retains its distinctive mid-century form, including a large brick signage mast that rises at the southwest corner of the building. The original Binder's signage no longer remains, however. The west elevation faces the cemetery of the adjacent First Presbyterian Church at 120 East State Street and the east elevation faces a vacant, overgrown lot that is part of the 130-134 East State Street property.

S. MONTGOMERY STREET

West side, south of Broad Street

- 52) 25 S. Montgomery Street – N.J. Division of Motor Vehicles [Photo 20] Block 201, Lot 2 and **Contributing (Key)**
Built: 1959-61 part of Lot 21 1 building
Seven-story, International Style office building designed by the Trenton architects Kramer, Hirsch & Carchidi for the New York City developers, Looman Associates, Inc., and built in 1959-1961.³² For many decades the building was occupied by the New Jersey Division of Motor Vehicles. On the east elevation, facing Montgomery Street, the first story has an entrance in the southernmost bay consisting of non-historic, aluminum-framed glass doors with side lights and a transom and framed by polished black marble panels. To the north of the entrance, the first story contains four aluminum storefront windows, which have four lights each and sit on concrete bases. The storefronts sit behind

³¹ "Cave-In Destroys Binder's Building in Wake of Fire," *Trenton Evening Times*, February 16, 1948; "Formal Opening Tomorrow for New Store of Binder's," *Trenton Evening Times*, October 19, 1948.

³² Kevin McMahon, "New Jersey Division of Motor Vehicles Building," National Register of Historic Places Nomination Form (2023), NR #100008729.

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square columns, which are clad in polished black marble panels matching the marble cladding around the main entrance. The second through seventh stories are all identical, consisting of alternating bands of glazed white brick with ribbon windows. The windows, which are original, consist of three-light aluminum units with an operable, center awning panel. These treatments continue around to the first bay on the north elevation, the remainder of which is clad simply in brick. The secondary south and west elevations are clad in red brick. The roof is flat and has an asphalt surface. The building was individually listed in the National Register in 2023 (NR #100008729).

S. WARREN STREET

East side, south of East/West State Street

- 53) **8-10 S. Warren Street** [Photo 21] Block 102, Lots 10 & 11 **Non-contributing**
Built: mid-19th C. Altered: late-20th C. (stucco and storefront) 1 building
Three-story, four bay-wide commercial building dating to around 1850 or earlier. Alterations completed in the late twentieth century, including the removal of the historic storefront and covering of the facade in stucco, have left no historic features visible.
- 54) **12 S. Warren Street** [Photo 21] Block 102, Lot 9 **Contributing**
Built: c. 1840 Altered: c. 1875 (mansard roof) 1 building
Four-story, three bay-wide commercial building dating to c. 1840. This late Federal-style building was originally three stories, but a fourth story with a Second Empire-style mansard roof was added around 1875. The first story, which was altered during the late twentieth century, has non-historic, aluminum-framed glass doors in the recessed center bay, which is currently covered by a roll-down metal door. North of the storefront is a six-panel metal door, and to the south is a window that is currently covered by a sign in the southernmost bay. The second and third stories, which feature original Flemish bond brickwork, each have three one-over-one, double-hung wood replacement windows with marble sills and lintels. Above the third-story windows, there is a corbeled brick and pressed metal cornice. The fourth story consists of a mansard roof, which is clad in painted slate shingles and has two original shed dormers with one-over-one, double-hung wood windows.
- 55) **14 S. Warren Street** Block 102, Lot 8 **Contributing**
Built: c. 1840 1 building
Three-story, two bay-wide commercial building dating to c. 1840. This late Federal-style building has a non-historic aluminum storefront window and two doors on the first story that are currently covered by several roll-down metal doors. A canvas awning extends out above the storefront. The second and third stories, which feature original Flemish bond brickwork, each have two six-over-one, double-hung wood replacement windows with marble sills and lintels. There is a painted metal fire escape, which dates to the early twentieth century, that leads down from the first bay on the third story to the second bay on the second story. Above the third-story windows, there is an original molded brick cornice.
- 56) **16-20 S. Warren Street** Block 102, Lot 2.04 **Non-contributing**
Built: N/A 1 site
Parking lot.

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- 57) **24 S. Warren Street** [Photo 22] Block 102, Lot 7 **Contributing**
Built: c. 1840 1 building
Three-story, three bay-wide commercial building dating to c. 1840. This late Federal-style building has a non-historic storefront window flanked by wood and metal doors, respectively, on the first story, which is clad in painted stucco. The second and third stories, which feature original Flemish bond brickwork, each have three two-over-two, double-hung wood replacement windows (likely from the late-nineteenth century) with painted wood sills and lintels. Above the third-story windows, there is a painted wood and pressed metal Victorian-style cornice, likely dating to the late-nineteenth century.
- 58) **26 S. Warren Street** [Photo 22] Block 102, Lot 6 **Contributing**
Built: c. 1840 1 building
Three-story, three bay-wide commercial building dating to c. 1840. This late Federal-style building has a non-historic storefront window flanked by glazed aluminum doors on the first story, which is clad in non-historic brick and black ceramic tiles. Above the storefront is a canvas awning and signage. The second and third stories, which feature original Flemish bond brickwork, each have three two-over-two, double-hung wood replacement windows (likely from the late-nineteenth century) with painted wood sills and lintels. Above and between the second-story windows, there are two painted iron star bolts. Above the third-story windows, there is a Victorian-style painted wood and pressed metal cornice, likely dating to the late-nineteenth century.
- 59) **28 S. Warren Street** [Photo 22] Block 102, Lot 5 **Contributing**
Built: c. 1840 1 building
Three-story, three bay-wide commercial building dating to c. 1840. This late Federal-style building has an off-center, non-historic storefront window on the first story, which is clad in painted stucco. To the left of the storefront is a six-panel metal door. The second and third stories, which feature original Flemish bond brickwork, each have three two-over-two, double-hung wood replacement windows (likely from the late-nineteenth century) with painted wood sills and lintels. Above the third-story windows, there is a simple painted wood replacement cornice, likely dating to the late-twentieth century.
- 60) **30 S. Warren Street** [Photo 22] Block 102, Lots 3 & 4 **Contributing**
Built: c. 1840 1 building
Three-story, three bay-wide commercial building at the northeast corner of South Warren and East Front Streets. Dating to c. 1840, this late Federal-style building has an off-center, non-historic aluminum storefront window on the first story on the west elevation, facing Warren Street. To the right of the storefront is a painted wood door within a late-twentieth century, Colonial Revival-style painted wood surround with fluted pilasters. Above the storefront and door, there is a wide, painted wood signage band, which is bookended by painted metal corbels that appear to be remnants of a Victorian-style, late-nineteenth century cornice. The second and third stories, which feature original Flemish bond brickwork, each have three one-over-one, double-hung wood replacement windows with painted wood sills, lintels, and louvered wood shutters. Above the third-story windows, there is a Victorian-style painted wood cornice, likely dating to the late-nineteenth century. The south elevation, which shows the building's gabled roofline as well as a one-story rear ell, is entirely covered in painted stucco and currently has no window openings.
- Crossing East Front Street
- 61) **102-108 S. Warren Street** Block 104, Lots 1, 2, **Non-contributing**
Built: 2009 and 3 1 building
Three-story brick commercial building at the southeast corner of Front and Warren Streets.

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- 62) **110-114 S. Warren Street** [Photo 25] Block 104, Lots 4 & 5 **Contributing**
Built: c. 1850 Altered: 1927 (storefront) 1 building
Three-story, six bay-wide commercial building. Built as three separate, Italianate-style stores and dwellings around 1850, the first stories were combined into a single retail space – a tire store with drive-in service – in 1927.³³ The northern portion of the storefront, which contains a deeply recessed painted wood garage door, reflects this use. The remainder of the wood-framed storefront south of the garage door remains largely intact, although the glass is currently covered by painted plywood and the 1927 door has been replaced with a late-twentieth century, aluminum-framed glass door. A second entrance, for the second and third-floor apartments, is deeply recessed within the southernmost bay and consists of a glazed wood door, which may date to 1927. Above the storefront, there is a painted metal signage band spanning the full width of the building. The second and third stories, which feature original (to c. 1850) common bond brickwork, each have six two-over-two, double-hung wood windows with painted wood sills, lintels, and louvered shutters, all of which appear to date to the late-nineteenth century at the latest and could be original. Above the third-story windows, there is a prominent, painted wood cornice, which is likely original.
- 63) **116 S. Warren Street** [Photo 25] Block 104, Lot 6 **Contributing**
Built: c. 1850 1 building
Two-and-a-half-story, two bay-wide commercial building dating to c. 1850. On the first story, there is a circa 1935 storefront with a plate glass window and two stainless steel-framed glass doors with transoms. The exterior wall around the storefront is clad in enameled metal panels typical of the 1930s. On the second story, which features original common bond brickwork, there are two one-over-one, double-hung vinyl replacement windows dating to the late twentieth century. Above the windows is an original painted wood cornice. The roof is gabled and is currently clad in slate shingles and has a single gabled dormer with a two-over-two, double-hung wood replacement window.
- 64) **118 S. Warren Street** [Photo 25] Block 104, Lot 7 **Contributing**
Built: c. 1860 1 building
Three-story, two bay-wide commercial building dating to c. 1860. This Italianate-style building has a wood-framed storefront with plate glass windows, a recessed main entrance with a painted, glazed wood door, and a multi-light transom. There is also a painted, glazed wood door with a single-light transom at the far south end, serving as an entrance to the upper floors. The storefront, which is topped by a painted wood cornice, appears to date to the late-nineteenth century and may be original to the building. The second and third stories, which feature original common bond brickwork, each have a pair of two-over-two, double-hung wood windows with segmental arched heads and brownstone sills and lintels. Between the second and third-story windows, there are three painted iron star bolts. At the top of the building, there is an original painted wood cornice.
- 65) **120-124 S. Warren Street** – Casa Lido [Photo 27] Block 104, Lots 8, 9, **Contributing**
Built: 1948 Altered: 1970s and 10 1 building
Two- and three-story, Moderne-style brick commercial building. Built in 1948, this building was designed by Trenton architect Louis S. Kaplan for Paul Pontani & Sons.³⁴ The three-story section was built as a retail space on the first story with offices for the Pontani family business on the second and third stories. The two-story section was built as the Casa Lido restaurant and bar. Both sections are faced in polished red granite on the first story and buff brick on the upper stories. On the first story, there are original stainless-steel-framed storefronts and doors, which are recessed. Above

³³ "Realty Deals for \$300,000 Closed," *Trenton Evening Times*, March 28, 1926; Advertisement for Public Service Tire Shop, *Trenton Evening Times*, February 25, 1927.³⁴ "Elaborate New Building Here for Casa Lido," *Trenton Evening Times*, August 15, 1947.

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the storefronts, there are two stainless steel bands – one flat and one fluted – spanning the full width of the building. On the second and third stories, the three-story section has pairs of original glass block windows. On the second story of the two-story section, there is a much larger glass block window that serves as a backdrop for signage consisting of stainless steel and neon lettering. The original sign read “Casa Lido” but this was replaced with the present “Maxine’s” sign in the same style in the 1970s. Centered in the wall above the sign is a polychrome sculpted terra cotta panel with the Pontani family crest. Both sections of the building have a flat roofline with cast stone coping.

- 66) **126 S. Warren Street** [Photo 27] Block 104, Lot 11 **Contributing**
Built: c. 1850 1 building
Two-and-a-half-story, two bay-wide commercial building dating to c. 1850. The front elevation, facing Warren Street, is likely built of brick but is currently covered in stucco. On the first story, there is a large, late-twentieth century aluminum storefront window, which is canted in toward the south. The storefront has a glazed metal door. A second glazed metal door, used for access to the upper floors, is found to the north of the storefront. On the second story, there are three six-over-six, double-hung vinyl replacement windows, with the northernmost window being shorter than the other two. An original painted wood denticulated cornice is found above the second story windows. The gabled roof, which currently is clad in asphalt shingles, has a wide, stucco-clad dormer with two six-over-six, double-hung vinyl replacement windows and a mansard roof with asphalt shingles. The dormer appears to be a late-nineteenth-century alteration.
- 67) **128 S. Warren Street** [Photo 27] Block 104, Lot 12 **Contributing**
Built: 1905 1 building
Three-story, two-bay wide, Italianate-style commercial building dating to 1905. On the west elevation, facing Warren Street, the first story has a central, three-light wood storefront, which is flanked by glazed wood replacement doors on either side. The doors are both framed by painted wood pilasters. Above the storefront, there is a painted wood signage band and an original painted metal cornice. The second and third stories, which consist of original Pompeian brick walls, have a large three-sided, metal clad bay with three one-over-one, double-hung wood windows on each story. The bay to the south contains a single one-over-one, double-hung wood window within the brick wall on each story. Above the third-story windows is an original painted metal cornice. The south elevation, which faces a vacant lot at the northeast corner of South Warren and East Lafayette Streets, is clad in stucco.

S. WARREN STREET

West side, south of East/West State Street

- 68) **15-21 S. Warren Street** Block 101, Lots 16, 17, **Non-contributing**
Built: N/A 18, and 19 1 site
Parking lot.
- 69) **23 S. Warren Street** [Photo 23] Block 101, Lot 20 **Contributing**
Built: c. 1840 Altered: 1949 1 building
Three-story, Colonial Revival-style brick commercial building. Originally built around 1840, the front or east elevation, which faces Warren Street, received the present Colonial Revival-style treatment in 1949. On the first story, there is a multi-light wood storefront window on a red brick base. Above the storefront, there is a painted, vertical wood slat signage band and a small painted wood cornice. At the north end of the storefront, there is a painted, paneled wood door, which is recessed into the building. The second and third stories, which are faced in common bond red

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brick, each have four six-over-six, double-hung wood windows with painted, paneled wood shutters. The top of the building is capped by a painted wood cornice. The north elevation, which faces a parking lot, is painted with a mural depicting a scene from Trenton history.

- 70) **25 S. Warren Street** [Photo 23] Block 101, Lot 21 **Contributing**
Built: c. 1840 Altered: 1925 1 building
Four-story, Commercial Style brick building. Originally built as a three-story building around 1940, the building received a full fourth story and its present east elevation with window bays in 1925. On the first story, there is a non-historic, aluminum-framed storefront dating to the late twentieth century. On the upper stories, there is a three-sided, painted metal-clad bay with a trio of one-over-one, double-hung vinyl replacement windows on each story. The exterior walls on either side of the bay windows, consist of painted brick.
- 71) **27-29 S. Warren Street** [Photo 23] Block 101, Lot 1 **Contributing**
Built: c. 1840 Altered: c. 1960 (reduced in height) 1 building
One-story commercial building at the northwest corner of South Warren and West Front Streets. Originally built as a four-story building around 1840, the building was reduced in height to one story around 1960. On the east elevation, facing Warren Street, there is a central aluminum-framed glass door with side light and transom with large single-light aluminum storefront windows on either side. Above the entrance and storefront, there is an early twentieth-century painted metal cornice and a painted brick parapet wall. The storefront and cornice continue onto the easternmost bay on the south elevation, which faces Front Street and otherwise largely consists of a blank, painted brick wall. The only openings on the south elevation are toward the west end, where there are two small rectangular windows and a painted, hollow metal door.
- Crossing West Front Street
- 72) **101-107 S. Warren Street**
Three residential/commercial buildings on one parcel. Historically, all three buildings were on separate parcels with separate addresses. All three buildings were listed in the National Register together in 2007 (NR #08000361).
- a. **101-103 S. Warren Street** – Golden Swan Inn [Photo 24] Block 107, Lot 6 **Contributing (Key)**
Built: 1815 1 building
Three-and-a-half-story, Federal-style brick commercial building at the southwest corner of South Warren and West Front Streets. Built as a tavern and inn in 1815, the building is five bays-wide on both the east elevation (facing Warren Street) and the north elevation (facing Front Street) and has a prominent gabled roof.³⁵ On the east and north elevations, the first story consists primarily of late-twentieth-century painted wood storefronts, but the second and third stories retain their original brickwork (Flemish bond on the east elevation, common bond elsewhere), which is currently painted. The westernmost bay on the north elevation is clad in painted wood siding, as is the west elevation, which is five bays-wide and faces a small parking lot. On the east and north elevations, all bays on the second and third stories contain six-over-six, double-hung wood windows with painted stone sills and wood lintels. The same window type appears in most bays on the west elevation. The windows are likely not original, but accurately reflect what the configuration of the original windows would have been. At each floor level on the east and north elevations, there are painted iron star bolts. On the east elevation, there is a painted wood cornice above the third-story windows. The gabled roof, which is clad in non-historic standing seam metal panels, contains two gabled dormers with nine-over-nine,

³⁵ Margaret Newman, "Golden Swan / True American," National Register of Historic Places Nomination Form (2007), NR #08000361.

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double-hung wood windows with arched heads. On the north elevation, there are two small six-over-six, double-hung wood windows at the attic level.

- b. 105 S. Warren Street [Photo 24] Block 107, Lot 6 **Contributing (Key)**
Built: c. 1820 1 building
Three-and-a-half-story, Federal-style brick store and dwelling. Built around 1820, the building is three bays wide. The first story consists of a late-twentieth century painted wood storefront. The second and third stories retain their original Flemish bond brick walls, which are currently painted, and each contain a trio of six-over-six, double-hung wood windows with painted wood sills and lintels. The windows are likely not original, but accurately reflect what the configuration of the original windows would have been. The roof, which is gabled and clad in non-historic standing-seam metal panels, contains a single gabled dormer with a nine-over-nine, double-hung wood window with an arched head.
- c. 107 S. Warren Street [Photo 24] Block 107, Lot 6 **Contributing (Key)**
Built: c. 1840 1 building
Three-and-a-half-story, late Federal-style brick commercial building. Built around 1840, the building is three bays wide. The first story consists of a late-twentieth century painted wood storefront. The second and third stories retain their original common bond brick walls, which are currently painted, and each contain a trio of six-over-six, double-hung wood windows with segmental arched heads and painted wood sills and lintels. The windows may be later replacements, but this is not confirmed. The roof, which is gabled and clad in non-historic standing-seam metal panels, contains a single gabled dormer with a nine-over-nine, double-hung wood window with an arched head.
- 73) 109 S. Warren Street [Photo 26] Block 107, Lot 9 **Contributing**
Built: c. 1840 1 building
Three-and-a-half-story, late Federal-style brick commercial building. Built around 1840, the building is three bays wide. The first story, which historically was a storefront, is faced in red brick – a treatment dating to the late twentieth century – and contains a pair six-over-six, double-hung vinyl windows and a Colonial Revival-style painted wood paneled door framed by fluted pilasters. Between the first and second stories, there is a painted wood cornice that appears to date to the nineteenth century. The second and third stories, which retain their original common bond brickwork, each contain three six-over-six, double-hung vinyl replacement windows with painted, paneled wood shutters and painted stone sills and wood lintels. Above the third-story windows, there is a painted wood cornice, which appears to be a late twentieth-century replacement. The roof, which is gabled, contains a gabled dormer with a six-over-six, double-hung wood window.
- 74) 111 S. Warren Street [Photo 26] Block 107, Lot 10 **Contributing**
Built: c. 1820 1 building
Three-and-a-half-story, Federal-style brick commercial building. Built around 1820, the building is three bays wide. The first story, which historically was a storefront, is faced in red brick – a treatment dating to the late twentieth century – and contains a three-light aluminum storefront window and a Colonial Revival-style glazed wood door framed by painted pilasters. Between the first and second stories, there is a painted wood cornice that appears to date to the nineteenth century. The second and third stories, which retain their original Flemish bond brickwork, each contain three six-over-six, double-hung vinyl replacement windows with painted, paneled wood shutters and painted stone sills and wood lintels. Above the third-story windows, there is a Victorian-style, painted metal cornice, which appears to

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date to the late nineteenth century. The roof, which is gabled, contains a gabled dormer with a one-over-one, double-vinyl replacement window.

- 75) **113 S. Warren Street** [Photo 26] Block 107, Lot 11.01 **Contributing**
Built: c. 1820 Altered: c. 1925 (facade replaced) 1 building
Three-and-a-half-story, Federal/Commercial Style brick commercial building. Built around 1820 and altered around 1925, the building is two bays wide. The first story contains a late-twentieth century, painted wood storefront with a recessed entrance at the north end. The second and third stories which are faced in red tapestry brickwork dating to circa 1925, each contain two pairs of six-over-six, double-hung vinyl replacement windows. There is also a painted metal fire escape in the southern of the two bays. Above the third-story windows, there is simple painted wood cornice. The roof, which is gabled, contains a gabled dormer with a one-over-one, double-vinyl replacement window.
- 76) **115 S. Warren Street** [Photo 26] Block 107, Lot 12 **Contributing**
Built: c. 1840 1 building
Two-and-a-half-story, Italianate-style brick commercial building. Built around 1840, the building is three bays wide. On the first story, there is a two-light wood storefront and two painted, paneled metal doors, which are recessed into the building. The storefront is framed by two painted, fluted wood pilasters and topped by a slanted, painted metal signage band that appears to be a remnant of a late-nineteenth or early-twentieth century cornice. The second story, which retains the original Flemish bond brickwork has three six-over-six, double-hung wood replacement windows with painted wood sills and lintels. Above the second-story windows there is an Italianate-style, painted wood cornice. The roof, which is gabled, has a wide, shed roofed dormer with three one-over-one, double-hung wood replacement windows. The date of the dormer is unknown.
- 77) **117 S. Warren Street** Block 107, Lot 13 **Contributing**
Built: c. 1850 1 building
Two-story, Italianate-style brick commercial building. Built around 1850, the building is three bays wide. On the first story, there is an early-twentieth century painted wood storefront with a recessed entrance: a painted, glazed wood door, which is later. At the north end of the storefront, there is a painted wood paneled door with a canvas awning. This door is used for access to the second story. Above the storefront and both entrances is an early-twentieth century painted metal cornice with a signage band. The second story, which is faced in original common bond brickwork, has three six-over-six, double-hung wood replacement windows with painted wood sills and lintels. Above the second-story windows there is an Italianate-style, painted wood cornice.
- 78) **119 S. Warren Street** Block 107, Lot 14 **Contributing**
Built: c. 1850 1 building
Three-story Italianate-style brick dwelling. Built around 1850, the building is three bays wide. On the first story, the northernmost bay contains a twentieth-century, Colonial Revival-style glazed wood door, which is painted and has a painted wood surround with fluted pilasters. The other two bays and all three bays on the second and third stories contain six-over-six, double-hung wood replacement windows with painted stone sills and lintels. The first-story windows are currently surrounded by non-historic flat wood trim, which is painted. Above the second-story windows there is a Victorian-style, painted metal cornice that appears to date to later in the nineteenth century.

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Architects/Builders Represented (Continued from Page 2)

Hammell, James
Hotchkiss, Horatio Nelson
Jehle, Emil G.
Kaplan, Louis S.
Kaplan, Solomon
Kramer, Hirsch & Carchidi
Klemann & Fowler
Klemann & Kaplan
Klemann, William A.
Mowbray & Uffinger
P.L. Fowler Company
Poland, William A.
Rowe, Robert R.
Slack, William W.
Spiezle, Franklyn B.
Witherup, Joseph
York & Sawyer

SECTION 8: STATEMENT OF SIGNIFICANCE

The Downtown Trenton Commercial Historic District is significant under Criterion A in the area of commerce as the commercial heart of New Jersey's capital city and one of the largest commercial districts in the state during much of the nineteenth and twentieth centuries. With hundreds of businesses, including department stores, banks, hotels, theaters, and professionals' offices, as well as numerous transportation connections in the form of the railroad and trolleys, downtown Trenton became a regional hub of commerce, serving not only local residents but those from surrounding communities as well. The Downtown Trenton Commercial Historic District is also locally significant under Criterion C in the area of architecture as a major collection of commercial and supporting institutional and religious buildings that illustrate the evolution of American architectural styles and forms from the early-nineteenth through the mid-twentieth centuries. As such, a great stylistic variety defines the historic district. The buildings within the district, several of which have been individually listed in the National Register of Historic Places, also represent the transformation of the downtown from a mixed-use area before the Civil War to a nearly exclusively commercial district later in the nineteenth century, a change largely driven by the arrival of the railroad and the rapid industrial and economic expansion that followed. The period of significance for the Downtown Trenton Commercial Historic District begins in 1815, when the oldest surviving building in the district was completed, and ends in 1968, when riots following the assassination of Dr. Martin Luther King, Jr. caused widespread property damage, exacerbating the commercial decline that had already begun to impact the downtown area during the 1950s.

In the early nineteenth century, Trenton, which had been made the capital of New Jersey in 1792, was still a small town with only a few thousand inhabitants. At the time, most Trentonians lived and worked in or near the area that today comprises the Downtown Trenton Commercial Historic District (as explained in greater detail below, the downtown area was larger than the historic district, but due to a loss of integrity in recent decades, these additional blocks have been excluded). Within this mixed-use area, there were several hundred two- and three-story brick buildings, many with stores on the first story and residences above. For the most part, commercial activity was concentrated along South Warren Street where numerous Federal-style buildings from this early period remain largely intact. Although Trenton benefitted from its position as a waypoint on the road between Philadelphia and New York City, the town grew slowly during the first few decades of the nineteenth century.

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It was not until the arrival of the railroad during the 1830s that Trenton started to become a major economic and urban center in its own right. Because the railroad dramatically shortened travel times between Trenton and the country's two largest cities, industrial activity greatly increased, and the city soon became an important hub for the production of rubber, pottery, iron, and later steel. Over the course of the nineteenth century, especially after the Civil War, Trenton's industrial growth brought thousands of new residents to the city, many of whom sought work in its factories. By 1870, with a population of nearly 23,000, Trenton was the fifth largest city in New Jersey, and the only major city in the central part of the state. Trenton's growth was reflected both in the development of new residential neighborhoods as well as the expansion of the downtown area. Thanks to the arrival of the horsecar lines in the 1850s, it became easy and affordable for people to live in outlying residential districts – in Trenton, one such neighborhood was Chambersburg, southeast of the downtown – and commute to their places of work. In a pattern repeated in virtually every American city in the late-nineteenth century, the movement of people out of the downtown helped to consolidate business activity in the core, spurring the development of what would become one of the largest and most important commercial districts in New Jersey during the late nineteenth and early twentieth centuries.

Downtown Trenton grew rapidly after 1850 and the center of the business district gradually shifted to East State Street and North and South Broad Streets, although many businesses remained on South Warren Street. While the historic district contains a significant share of the buildings in which these businesses operated, there were also many on adjacent blocks that have been excluded from the district due to a loss of integrity in recent decades. For example, more than a dozen buildings on the north side of East State Street west of Broad Street and on the west side of North Broad Street north of State Street – the historic district boundary wraps around this block – were demolished during the 1990s and replaced by the seven-story Capital Center office building.

By the end of the nineteenth century, Trenton, with a population of over 57,000, had become the fiftieth largest city in the United States and its downtown was home to more than 200 businesses representing retail establishments of virtually every kind, as well as numerous banks, hotels, restaurants, and professionals' offices.¹ The opening of several large department stores, such as Yard's at 4-8 North Broad Street (#38b), and the construction of high-rise office buildings, like the eight and twelve-story Broad Street National Bank at 143-149 East State Street (#31), in particular marked the downtown area as a major commercial district in New Jersey. No other nearby town or city could match Trenton in the size of its downtown nor did any of them have department stores or tall buildings. As shown in various Sanborn fire insurance maps between 1910 and 1930, downtown areas in places like Princeton, Bordentown, and Flemington, New Jersey, whose populations never exceeded a few thousand people each during this period, were small, containing no more than a few dozen businesses and no large buildings. These nearby commercial districts generally only served local residents. Trenton's downtown, on the other hand, was regional in its draw of customers and employees, especially after the electrified trolleys replaced the horsecars and were extended into neighboring communities during the 1890s and later.² According to one report in 1910, the city's five trolley lines made downtown Trenton easily accessible to at least 400,000 people.³

After the turn of the twentieth century, as the city and its downtown continued to grow, Trenton's population exceeded 98,000 (in 1910), finally surpassing Camden as the fourth largest city in New Jersey.⁴ The city's ever increasing population was matched by the growth of downtown businesses, of which there were over 300 within the boundaries of the historic district alone by 1915 (this number does not include the many other businesses on surrounding blocks that have been

¹ U.S. Bureau of the Census, Population Schedule, Eleventh Census of the United States, 1890.

² "Trade and Commerce: Trenton's Proud Position as a Great Centre of Trade and Commercial Interests," *Trenton Evening Times*, October 6, 1901; "Trenton Becomes Metropolitan City Almost in Night," *Trenton Evening Times*, December 14, 1903.

³ "Trolley Lines Have Been Important Factor in Trenton's Rise," *Trenton Evening Times*, November 10, 1910.

⁴ U.S. Bureau of the Census, Population Schedule, Thirteenth Census of the United States, 1910.

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excluded from the historic district boundary due to a loss of integrity).⁵ Compared to other towns and cities in the region, Trenton's downtown continued to dominate as a commercial district. In 1930, the first year in which the United States Census collected detailed information on retail activity in American cities, it was reported that Trenton was home to 1,998 stores generating sales of over \$75 million.⁶ Although this data does not distinguish between the downtown area and the city as a whole, it is clear that Trenton had achieved the position of being the largest retail market in New Jersey outside of the New York City metropolitan area. Only Paterson, Jersey City, and Newark had more stores and more sales. In downtown Trenton, the early twentieth century period was characterized by the increasing prevalence of large department stores, including D.H. Brand (now the Commonwealth Building) at 150 East State Street (#37), H.M. Voorhees (later Nevius-Voorhees) at 135 East State Street (#28), and Dunham's at the northwest corner of Broad and State Streets, although the latter was just outside of the historic district. While many smaller specialty stores remained, large department stores dominated the retail scene during this period. In 1930, there were nine such stores in the downtown area.⁷ This trend continued during the 1930s and after World War II as major national chains, including Montgomery Ward (#29), F.W. Woolworth (#25), and S.S. Kresge (#24), all built large new stores within the historic district.

Downtown Trenton remained a major commercial district for a brief period after World War II. By 1950, Trenton's population reached a peak of over 128,000, and in 1954, the first time that the U.S. Census provided retail data specific to central business districts rather than the city as a whole, it was reported that Trenton's downtown had 541 establishments with total sales amounting to nearly \$77 million.⁸ This made downtown Trenton still the fourth largest commercial district in the state, but the reality was that the downtown, much like central business districts in virtually every American city, faced increasing competition from new shopping centers in the rapidly expanding suburbs. While in 1954 downtown Trenton's total sales represented about 24% of retail sales in Mercer County overall, by 1963 sales had not only declined to \$72 million but had become a much smaller share of the county total, amounting to less than 17%.⁹ During the 1950s and 1960s numerous longtime businesses in the central business closed or relocated to new suburban locations. As in other cities, the economic decline of downtown Trenton was exacerbated by the riots that followed the assassination of Dr. Martin Luther King, Jr., in April 1968. Following the violence and property damage caused by these events, more businesses closed, making the downtown a much less desirable place to shop. Like other cities, Trenton invested heavily in the revitalization of the downtown area during the 1970s, creating a pedestrian mall along East State Street known as The Commons, but this failed to reverse the loss of shoppers who found it more convenient to drive to suburban shopping centers. In more recent decades, the state government has built several large office buildings in the downtown, including the Capital Center (referenced above) during the 1990s, but these resulted in the demolition of many historic buildings and have generally not led to improved business conditions.

As explained in greater detail below, the oldest surviving resources in the historic district are found on South Warren Street, which was the heart of the downtown area prior to the Civil War. These modest, primarily three-and-a-half-story brick buildings were built in the Federal style, which is defined by simply treated, Flemish bond brick walls; regularly spaced six-over-six, double-hung wood windows; simple cornice profiles; and gabled roofs with pedimented dormers. Many of the Federal-style buildings on South Warren Street are typical of those found in towns and cities across the Northeastern United

⁵ *Fitzgerald's Trenton and Mercer County Directory* (Trenton: Thomas F. Fitzgerald, (1915).

⁶ United States Department of Commerce, *Fifteenth Census of the United States: 1930, Distribution*, vol. 1, Retail Distribution, Part III, Reports by States, New Jersey-Wyoming (Washington, DC: G.P.O., 1934), 72-112.

⁷ United States Department of Commerce, *Fifteenth Census of the United States: 1930, Distribution*, vol. 1, Retail Distribution, Part III.

⁸ United States Department of Commerce, *1954 Census of Business, Bulletin CBD-80: Central Business District Statistics: Trenton, New Jersey* (Washington, DC: G.P.O., 1956), 9.

⁹ United States Department of Commerce, *1963 Census of Business*, vol. 3, Major Retail Center Statistics, Part 2: Macon, Ga., to Youngstown-Warren, Ohio (Washington, D.C.: G.P.O, 1963), 105-3.

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States during the period between about 1800 and 1850, with many containing shops on the first floor and one or two residences on the upper floors. The Golden Swan Inn at 101-103 South Warren Street (#72a), built in 1815, is the oldest surviving example of the Federal style in the historic district. These three buildings represent what much of the downtown would have looked like prior to about 1850, although a small number of larger and architecturally grander buildings were erected during this period for religious and governmental uses. Among the latter group is the First Presbyterian Church, an imposing Greek Revival-style building at 120 East State Street (#32). Built in 1839, the First Presbyterian Church is the best example of its style and type within the historic district.

After 1850, as Trenton's economy expanded due to the railroad and the industrial activity it brought with it, buildings in the historic district generally became larger and took on a more urbane appearance, displaying more sophisticated, architect-designed facades in the latest Victorian styles, especially the Italianate and Second Empire. By this time, the heart of the downtown area had shifted to East State and North Broad streets, and it is on these two thoroughfares where most buildings in these styles can be found. As explained above, it was also during this period that downtown Trenton became a nearly exclusively commercial district, and the surviving buildings from this period, which contained stores of every variety, including large, multi-floor department stores for the first time, still reflect this transformation. The four-story, Italianate-style brick store buildings at 4-8 and 16-20 North Broad Street (#38b and #41), which date to the mid-1850s, were both designed by builder-architect James Hammell and typify the new commercial aesthetic that became popular in Trenton and other American cities prior to the Civil War. Both buildings have Italianate features like arched window openings, brick corbelling, and prominent cornices. They also demonstrate how new building materials, particularly cast iron, made it possible to create large display windows for retail use during this period; both buildings originally had cast iron storefronts on the first story, although the cast iron components only partially remain. Just south of 4-8 North Broad Street, the Old City Hall at 2 North Broad Street (#38a), was originally built in 1837 as a late Federal/Greek Revival-style building but was remade in the Victorian Second Empire style by Trenton architect William B. Thines in 1882. The building largely retains this appearance today, serving as one of the most important examples in the historic district of the Second Empire style, which was primarily defined by the use of the mansard roof and dominated American architecture between about 1870 and 1885. Although not built as a commercial building, the Old City Hall, together with 4-8 North Broad Street, was converted into Yard's Department Store after a new City Hall was built outside the historic district in 1910. Other examples of the Second Empire style appear on East State Street and South Warren Street.

By the turn of the twentieth century, the increasing popularity of the classically derived Beaux Arts style, driven by the highly influential architecture of the World's Columbian Exhibition in Chicago in 1893, began to dramatically change the look of downtown Trenton as it did in many other cities. Rather than the eclectic forms of earlier Victorian styles, the Beaux Arts was defined by its symmetry, employment of the Classical orders, an emphasis on Classical proportions, and the use of light-colored limestone or marble. The Beaux Arts style appeared in buildings of every scale in the historic district, from the two-story, Trenton Savings Fund Society at 125 East State Street (#26), designed by the New York City architects Mowbray & Uffinger and built in 1900, and the eight to twelve-story Broad Street National Bank at 143-149 East State Street (#31), designed by Trenton architect William A. Poland and built in 1900 and enlarged in 1912 and 1923. The latter, in addition to being a significant work in the Beaux Arts style, demonstrates the impact that the structural steel frame had on buildings during this period, making it possible to build taller than ever before. The First Mechanics National Bank at 1-7 West State Street (#1), designed by the New York City architects York & Sawyer and built in 1930, is another major example of the type. The Broad Street and First Mechanics national banks both included multiple floors of leasable office space, demonstrating how expanding corporate and professional employment opportunities began to affect the look of downtown Trenton during this period.

As numerous examples in the historic district show, by the late-1920s American commercial architecture was increasingly characterized by the clean lines and geometric ornamentation of the Art Deco style. Although small in size, the remarkably intact Norton, Farr & Cummings Building at 123 East Hanover Street (#50b), a three-story store and office designed by the

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Trenton architects the P.L. Fowler Company and built in 1930, is one of the best examples the historic district. The simple geometry of the storefront, the black Vitrolite cladding (a brand-new material) on the first story, and the zigzagged and corbeled ornamentation in the limestone on the upper stories represent the exuberance of the 1920s and architecture's gradual movement toward more modern forms during this period. By the 1930s and 1940s, the Art Deco aesthetic had evolved into the Moderne style, a highly streamlined look that emphasized smooth surfaces, the use of modern materials like glass, polished stone, and stainless steel, and curved rather than square corners. Within the historic district, the Moderne style is best represented by the Casa Lido, a former restaurant and retail space at 120-124 South Warren Street (#65) that was designed by Trenton architect Louis S. Kaplan and built in 1948.

By the 1950s and 1960s, new construction in downtown Trenton reflected the growing influence of modernism on commercial architecture in the United States. Many new stores, both large and small, were built in the historic district during this period, representing the economic optimism of the post-World War II period. Among the best examples is the two-story Hamilton Jewelers Building at 22-24 North Broad Street (#42), which was designed by Trenton architect Louis S. Kaplan and built in 1958. This relatively small building was designed with a curtain wall-like treatment of opaque spandrel glass panels and windows with a prevalent use of stainless-steel mullions and trim, showcasing newly available materials and construction techniques that came to define the International Style architecture in the United States. At a larger scale, the S.S. Kresge Store at 109-115 East State Street (#24), which was likely designed by architect Emil G. Jehle and built in 1954, illustrates the Modern Movement's emphasis on clean lines, simple massing, and smooth surfaces with virtually no surface ornamentation. Another large example of the International Style, though not a store building, is the New Jersey Division of Motor Vehicles Building at 25 South Montgomery Street (#52), designed by the Trenton architects Kramer, Hirsch & Carchidi and built in 1959-1961. The only new office building built within the historic district after World War II, the NJDMV Building displays many of the key characteristics of the International Style, including a sharp, cubic form; smooth surfaces with no ornamentation; ribbon windows; and a slightly recessed first story with *piloti*-like columns. The NJDMV Building was individually listed in the National Register in 2023 (#100008729).

Developmental History

Downtown Trenton in the Early Nineteenth Century: 1815-1850

At the beginning of the nineteenth century, Trenton, despite being made the capital of New Jersey in 1792, remained a small town with only 3,000 inhabitants whose homes and businesses "scattered principally around Warren and State Streets" (Fig. 1).¹⁰ Over the first three decades of the nineteenth century, Trenton grew steadily as improvements in transportation helped to spur commercial and industrial activity, bringing numerous cotton, flour, paper, and saw mills to Trenton and greatly expanding economic opportunities. The first significant development in transportation was the construction of the Trenton to Morrisville Bridge over the Delaware River, which was completed in 1806 and allowed continuous stage coach service between Philadelphia and Trenton for the first time. Steam boat and railroad service, too, made it much easier and quicker to move goods and people between Trenton and Philadelphia, and eventually New York City. In 1809, the inventor John Stevens (1749-1838) began the first regularly scheduled steam-powered ferry service between Philadelphia and Bordentown, New Jersey, from whence passengers would continue on to Trenton by carriage. Several other steam boat lines were established during the 1810s and 1820s. In 1830, the New Jersey Legislature granted Stevens and his two sons, Robert L. (1787-1856) and Edwin A. Stevens (1795-1868) a charter to build and operate the Camden and Amboy Railroad, which began service between Bordentown and South Amboy, New Jersey in December 1832 and was extended south to Camden, New Jersey by 1834. Although travelers at either end of the line had to board a ferry to complete their journey to Manhattan

¹⁰ National Preservation Institute, "National Register Assessment for a Trenton Commons Historic District, Trenton, New Jersey" (Washington, DC, 1980), Appendix D: An Outline of Trenton's Urban Development.

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or Philadelphia, the railroad nonetheless dramatically reduced travel times between the country's two largest cities. In 1837, when the railroad opened a branch line from Bordentown to Trenton itself – the depot was located on Second Street three blocks west of Greene Street – the economic benefits to Trenton multiplied. The Delaware & Raritan Canal, which opened in 1834, connecting the Delaware River to the Raritan River, also boosted Trenton's economic prospects, leading to the development of the iron and pottery industries for which the city became well known.¹¹

By the 1830s, although Trenton was still largely confined to what is today the downtown area, the town finally started to show signs of the dense urban environment that would coalesce later in the century. For one, the town's population had increased over 30% to nearly 4,000, requiring the construction of many more houses, of which there were now about 400.¹² The growing population supported various kinds of businesses, many of which were still found on Warren Street but were increasingly appearing on Greene (now Broad) Street. As counted by one contemporary writer, the town's commercial establishments included thirteen taverns and as many as thirty shops, including multiple bookstores, purveyors of homewares, and print shops, among others.¹³ An 1835 town map also shows at least two banks (Fig. 2). Numerous buildings from this period remain intact on South Warren Street, which best illustrates what the streetscape of the downtown area would have looked like prior to the Civil War. The Golden Swan Inn at 101-103 South Warren Street (#72a), for example, was built in 1815 – it is the oldest surviving resource in the historic district and was individually listed in the National Register in 2008 – and typifies the modestly scaled, Federal-style brick buildings that would have been found throughout the historic district in this period. Such buildings, of which numerous survive on Warren Street, were increasingly being built side-by-side with no gaps between them, lending an air of urbanity to the downtown area during this period.

While smaller-scale buildings like the Golden Swan Inn were also built on Second Street between the 1810s and 1840s (see Figs. 2 and 3), the city's primary east-west thoroughfare was increasingly dominated by larger and more architecturally sophisticated buildings. The new City Hall (#38a), for example, was built at the northeast corner of Second and Greene Streets in 1837, signifying the northward and eastward growth of downtown Trenton away from Warren Street. This three-story brick building remains standing; however, alterations completed in 1882 transformed what had been a late Federal/Greek Revival-style building into the Second Empire landmark that exists today (Fig. 8).¹⁴ Immediately east of the City Hall, the Greek Revival-style First Presbyterian Church (#32), which was built in 1839, is perhaps the most impressive pre-Civil War building remaining in the historic district. First Presbyterian has occupied this property since 1726, although the church itself was rebuilt in 1805 and then again in 1839, resulting in the building that exists today.¹⁵ The church was one of at least eight churches of various denominations that existed in the vicinity (Fig. 2).¹⁶ Another, the Mount Zion African Methodist Episcopal Church, built in 1819, was found near the southwest corner of Perry and Montgomery streets (it was rebuilt in 1876 and 1948). Although located just outside the boundary of the historic district, Mount Zion nonetheless

¹¹ Developments in transportation and their impact on the Trenton economy are discussed at length in William J. Backes, "Transportation," in *A History of Trenton, 1679-1929* (Princeton, NJ: Princeton University Press, 1929), 223-292.

¹² Thomas F. Gordon, *A Gazetteer of the State of New Jersey* (Trenton: Daniel Fenton, 1834), 251.

¹³ *Ibid.*

¹⁴ Leon D. Hirsch, "Municipal and Corporate History," in *A History of Trenton, 1679-1929* (Princeton, NJ: Princeton University Press, 1929), 364; "The Renovated City Hall," *Trenton State Gazette*, November 13, 1882.

¹⁵ Aleah Dacey, Julie P. Carmelich, and Tyreen Reuter, "First Presbyterian Church," National Register of Historic Places Nomination Form (2005), NR #05000967.

¹⁶ The eight churches are listed in T. Gordon's *Map of Trenton and Vicinity*, published in 1835. The map can be found in the Trentonian Historic Map Collection at the Trenton Free Public Library, and online at <https://rucore.libraries.rutgers.edu/rutgers-lib/29183/>.

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illustrates the strength of the African American community that has played a central role in the development of Trenton from its earliest years.¹⁷

With passenger and freight railroad service to Trenton expanding during the 1840s, the downtown area was poised to continue growing. Although Trenton's population had leveled off at about 4,000 during the 1830s, growth continued during the next two decades. Due in part to the annexation of South Trenton in 1851, the city's population exceeded 17,000 by 1860.¹⁸ Many of Trenton's newest citizens were recent immigrants from England, Scotland, Germany, and especially Ireland starting in the late 1840s. Most immigrants found employment as unskilled laborers, but some eventually became leading merchants within the Downtown Trenton Commercial Historic District. Among this latter group were a number of German Jews, such as Meyer Cohen, a merchant tailor and clothier who was born in Germany around 1820 and arrived in Trenton during the 1850s. Cohen's shop was first located at 56 North Broad Street (outside the historic district), but later relocated to 22 North Broad Street (the site of the Hamilton Jewelers Building) where his Trenton-born son, Louis Cohen, continued the business into the early twentieth century. With the significant influx of European immigrants in the years before the Civil War, Black Trentonians, the number of which remained stable in absolute terms, now constituted a smaller share of the city's overall population, around three percent.

The Emergence of the Commercial Downtown: 1850-1900

The eastward and northward expansion of Trenton became more pronounced by the middle of the nineteenth century, with dozens of businesses appearing on the four blocks immediately surrounding the intersection of Greene and Second Streets, according to an 1844 business directory.¹⁹ Although many businesses were still found on Warren Street, the 1844 directory shows that Greene and Second Streets now had a larger number and greater variety of mercantile establishments, with over 100 businesses, including many tailors, bootmakers, dry goods stores, grocers, as well as numerous drug, hardware, hat, tobacco, confectionery, furniture, and soap stores. At this point in the nineteenth century, it is likely that nearly all business owners within the Downtown Trenton Commercial Historic District were white, but at least one, William Boardley, was Black. Around 1855, Boardley opened a restaurant at 13 East State Street (now demolished, replaced by the current building in 1946), that remained in business until about 1870.²⁰ While Boardley's experience was atypical – most free Blacks could only find work as unskilled laborers or servants – it speaks to the strength of the city's Black community that some members were able to overcome significant racial barriers to participate in the local economy.

In 1845, in further recognition of the growing importance of Greene Street as a commercial corridor, the city's main food market was relocated from Warren and Second Streets to Greene Street between Second and Hanover Streets (Fig. 4, 6).²¹ This block was one of the most heavily commercialized in the downtown area before the Civil War. Two of the historic district's oldest buildings, the four-story, Italianate-style brick and cast-iron warehouses at 4-8 and 16-20 North Broad Street (#38b, #41), built in 1856 and 1857, respectively, are characteristic of commercial development during this period. Unlike

¹⁷ Jennifer B. Leynes, *Three Centuries of African American History in Trenton: Significant People and Places* (Trenton Historical Society, 2015), 4.

¹⁸ Hirsch, 357; "Appendix D: Statistics of Population," in *A History of Trenton, 1679-1929* (Princeton, NJ: Princeton University Press, 1929), 1057-1058.

¹⁹ "Business Directory of Trenton and Vicinity," *The Sheet Anchor of Democracy*, October 14, 1844.

²⁰ Boardley appears at this address in numerous Trenton directories during the 1850s and 1860s. and he regularly placed advertisements in local papers over the same period. By February 12, 1870, Boardley's address had changed to 104 Pennington Avenue according to an advertisement he placed in the *Trenton State Gazette* that day.

²¹ William J. Backes, "Landmarks, Taverns, Markets and Fairs," in *A History of Trenton, 1679-1929* (Princeton, NJ: Princeton University Press, 1929), 342.

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previous decades, when buildings on Greene and Second Streets were spaced apart from each other, increasing property values now demanded they be built side-by-side, creating a more urban, continuous street wall along portions of both thoroughfares. These buildings created a model for much of the downtown's commercial architecture – in terms of their basic form, scale, and materiality, if not style – for the remainder of the nineteenth century.

The increasing density of development and the gradual turnover of Trenton's downtown as a mixed-use area to one that was predominantly commercial was aided in large part by the rise of public transit. Chartered in 1859, the Trenton Horse Railroad Company began construction on two horse-drawn streetcar lines, including one on State Street between Clinton Street (at the east end) and Calhoun Street (at the west end), in 1863. A line was also built along Greene Street. In a pattern replicated in towns and cities across the United States, the streetcars made it possible for residents living in the downtown area to escape to new residential areas on the periphery, such as the Borough of Chambersburg, located to the southeast, which in turn helped to concentrate commercial activity in the core.²²

Railroad service also improved during this period, further reinforcing Trenton's position as an industrial center and benefitting the development of the downtown area. In 1871, the Camden and Amboy Railroad was leased on a long-term basis to the Pennsylvania Railroad, making Trenton a major link in what was then the most extensive railroad network in the world. And, in 1876, the Delaware and Bound Brook Railroad, which had been chartered in 1874, opened a new line between its station on Warren Street (four blocks north of Second Street, outside of the historic district boundary) and Bound Brook, where passengers and freight could continue to Jersey City via the Central Railroad of New Jersey, and then to New York City by ferry. With now two major rail stations connecting Trenton to virtually all the major economic centers of the Northeastern United States, the future of the downtown as a business district was virtually guaranteed.²³

By 1870, when the city's population reached 22,874 residents, downtown Trenton was home to more than 200 businesses, over two-thirds of which were located on Greene and Second Streets according to an 1867 directory (Figs. 5-7).²⁴ Unlike Warren Street, where many stores were still located in older, smaller buildings reflecting Warren's position as the city's main commercial corridor before the Civil War, the larger and more fashionable buildings appearing on Greene and Second Streets made it clear that the center of commercial activity had shifted firmly to the north and east. In 1874, the first year that Sanborn fire insurance maps were produced for Trenton, nearly the entirety of each block within the historic district boundary contained a continuous row of three- and four-story store buildings, most with retail spaces on the first floor and offices above. The types of businesses found on Greene and Second Streets in the 1867 directory – apparel, homewares, druggists, bookstores, and confectioners, to name a few of the most common – revealed an increasingly consumer-oriented retail environment. In 1870, following complaints by business owners that the city-owned food market on Greene Street was affecting their property values – they probably viewed it as incompatible with a genteel, well-mannered shopping district – Trenton closed down the market, which was replaced by a number of smaller, privately owned markets around town.²⁵ The number of businesses within the historic district continued to grow through the end of the century, surpassing 220 according to a city directory published in 1895 (this number only includes those businesses with addresses inside the boundaries of the historic district).²⁶ Among these businesses were the growing ranks of professionals, as explained below,

²² Backes, "Transportation," 290-291.

²³ Backes, "Transportation," 289.

²⁴ "Appendix D: Statistics of Population;" and William T. Nicholson, *The Trenton Directory, 1867-68* (New York: Webb & Fitzgerald, 1867).

²⁵ Backes, "Landmarks, Taverns, Markets and Fairs," 343.

²⁶ *Fitzgerald's Trenton and Mercer County Directory* (Trenton: Thomas F. Fitzgerald, 1895).

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but the variety of retail establishments also continued to expand. As demonstrated by the 1895 directory, the historic district had dozens of apparel, millinery, and dry goods stores, but also those specializing in artists' materials, confectionery, baked goods, furniture, hardware, jewelry and watches, liquor, pianos, toys, upholstery, and wallpaper, among a wide range of others. There were also five hotels within the boundaries of the historic district alone, including the Windsor Hotel at 117-121 East State Street, which was replaced by the F.W. Woolworth store in 1950-51 (#25).

Trentonians ventured downtown not just to shop. Even as retail establishments dominated the historic district at street level, the upper stories of buildings often housed a variety of other uses as demonstrated by period business directories and advertisements in local newspapers. Offices were among the most common, with tenants including dozens of doctors, dentists, insurance companies, architectural firms, and lawyers, among others, representing the full variety of professional services required to serve a growing city in the late-nineteenth century. Several newspapers, too, maintained both offices and printing facilities in downtown buildings, including the *Trenton State Gazette* at the northwest corner of State and Broad Streets, outside the historic district boundary, the *Trenton True American* at the southeast corner of State and Broad Streets (now demolished), and *The Sentinel* at 4-8 North Broad Street (#38b), which remains standing. The latter, published by R. Henri Herbert, was the first Black newspaper in Trenton, operating above the Grant & Cole (later G.W. Grant & Son) dry goods store from 1880 to 1882.²⁷

Social and fraternal organizations also rented spaces above stores, taking advantage of the downtown's easy accessibility to much of Trenton's population. The Trenton Bicycle Club, founded in 1884, had its first home above the store at 107 East Hanover Street (now demolished), later moving into the four-story building at 25 East State Street, which remains standing but is heavily altered.²⁸ The Young Men's Hebrew Club, founded in 1894 and later renamed the Progress Club, occupied several spaces in downtown buildings during the 1890s and early 1900s, serving as evidence of the increasing role that Trenton's Jewish residents were playing in the life of the city.²⁹ Finally, the quarters of the Eclectic Club, founded in 1877 as a social club for Trenton's Black elite, were in the four-story building at 4-8 North Broad Street (#38b), where *The Sentinel* was also published between 1880 and 1882. In this building, the Eclectic Club hosted various types of social and educational gatherings. At the group's annual banquet in May 1888, held at the National Hotel downtown, the abolitionist Frederick Douglass was the guest of honor.³⁰ The Eclectic Club, which represented the higher socioeconomic status that some Blacks were able to achieve in late-nineteenth century Trenton, remained at 4-8 North Broad Street until the organization disbanded in 1915.

While non-retail uses were typically relegated to the upper stories of buildings, a small number of institutions did build new facilities in the downtown area during the late-nineteenth century. The most prominent example within the historic district is the Trenton Y.M.C.A at 127-129 East State Street (#27; [Fig. 10](#)), which was built in 1891-92. Despite being virtually surrounded by commercial activity – the Y.M.C.A. building even had a retail space on the first and second stories (and was later fully taken over by a department store) – the building testifies to the enduring presence of supporting institutional uses in the downtown area prior to 1900.

²⁷ Leynes, 9.

²⁸ "Organization of a Bicycle Club," *Trenton State Gazette*, June 13, 1884; "Trenton Bicycle Club," *Trenton Evening Times*, May 19, 1887.

²⁹ "Trenton Hebrews and Their Progress," *Trenton Evening Times*, December 6, 1896; Elma Lawson Johnston, "Social and Fraternal Organizations," in *A History of Trenton, 1679-1929* (Princeton, NJ: Princeton University Press, 1929), 892.

³⁰ "The Eclectic Club," *Trenton Evening Times*, May 9, 1888.

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The Transformation of Downtown Trenton: 1900-1945

At the turn of the twentieth century, downtown Trenton had been firmly established as the commercial heart of the city for several decades and continued to experience rapid growth (Fig. 9). By 1900, the population of the city overall had reached 73,307, more than triple the number of residents living there in 1870.³¹ To house the growing population, residential neighborhoods on the periphery continued to expand while the downtown remained overwhelmingly commercial. Because the old horsecar lines were ill equipped to handle the increased traffic, they were gradually phased out in the early 1890s and replaced with electric streetcars or trolleys operated by the new Trenton Passenger Railway Company (later the Trenton Street Railway Company).³² Within a few years, four other trolley companies had begun operating in the city, providing easy access to as many as forty surrounding towns in New Jersey and Pennsylvania.³³

The continued growth of downtown Trenton during the first three decades of the twentieth century would not have been possible without the trolleys. The new electrified lines, some of which followed the old horsecar lines, extended in virtually every direction from the core of the city, making it possible for residents in outlying residential neighborhoods to travel downtown quickly and cheaply. The trolleys daily carried a steady flow of shoppers and office workers from the suburbs and outlying neighborhoods into the center of the city, supplying the people required for the downtown to remain Trenton's commercial hub. In late 1903, the *Trenton Evening Times* reported that "Trenton has assumed a decidedly metropolitan air in the past week or ten days, since the completion of the city extensions of two trolley lines," and that "State and Broad streets, Warren and State streets, East State and Montgomery streets and other intersections are thronged with hurrying crowds, day and night."³⁴ This "great improvement" in the downtown area, the report proclaimed, was largely the result of the trolleys. Beginning in 1923, bus routes were also introduced to cover rapidly growing suburban areas where trolley lines did not extend.³⁵ In 1934, when trolley service was discontinued, buses became the primary means of accessing the downtown.³⁶

While downtown Trenton remained the commercial heart of the city, the character of the area was beginning to change, shedding some of its nineteenth-century roots and helping to create a modern city for the twentieth century (Fig. 13-15). One of the most noticeable transformations after 1900 was the construction of the city's first high-rise buildings. Made possible by structural steel and curtain wall technology, buildings like the eight-story Broad Street National Bank at 143-149 East State Street (#31), built in 1900 and significantly enlarged with twelve- and eight-story additions in 1912 and 1923, respectively, dramatically changed the city's skyline (Fig. 11).³⁷ Capitalizing on a growing demand for office space in many industries, the Broad Street National Bank and other financial institutions when building their new homes included numerous floors of rentable space above them. This trend continued through the end of the 1920s. The First-Mechanics National Bank at 1-7 West State Street (#1), a five-story (but appearing much taller) building completed in 1930, is another excellent example within the historic district.³⁸ On a somewhat smaller scale, but still grand compared to its nineteenth-century predecessors, the Trenton State Gazette built a new five-story headquarters at 127-129 East Hanover Street in 1907

³¹ "Appendix D: Statistics of Population."

³² "The Trenton, N.J. Electric System," *The Street Railway Journal* (Sep 1892), 534-536.

³³ "Trolley Lines Have Been Important Factor in Trenton's Rise," *Trenton Evening Times*, November 10, 1910.

³⁴ "Trenton Becomes Metropolitan City Almost in a Night," *Trenton Evening Times*, December 14, 1903.

³⁵ "Trolley Company to Start Bus Lines Here Early in September," *Trenton Evening Times*, July 24, 1923.

³⁶ "Bus Substitution Completed As Last Trolley Car Rattles Along to Lalor Street Barn," *Trenton Sunday Times-Advertiser*, December 9, 1934.

³⁷ Clifford Zink, "Broad Street National Bank," National Register of Historic Places Nomination Form (2008), NR #07001404.

³⁸ "Imposing New Home of the First Mechanics National Bank of Trenton," *Trenton Evening Times*, November 7, 1930.

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(#51a).³⁹ This large, richly decorated Beaux Arts-style building was the first major commercial building to appear on East Hanover Street, an indication that the downtown commercial zone was beginning to spill over from State and Broad Streets onto some adjacent, formerly residential streets. The three-story, Art Deco-style Norton, Farr & Cummings Building at 123 East Hanover Street (#50b), erected in 1930, helped to reinforce Hanover Street's commercial transformation (Fig. 18).⁴⁰

Retail establishments, too, grew much larger, with the rise of the department store becoming one of the key commercial developments in downtown Trenton after 1900. Although many small specialty stores continued to populate State and Broad Streets, the physical size of many stores and the breadth of their inventories became substantial. One of the first big, purpose-built department stores in the historic district was that of D.H. Brand & Company, which opened in the new six-story building at 150 East State Street, now known as the Commonwealth Building (#37), in 1904.⁴¹ Other big department stores, like Yard's and S.P. Dunham & Company, at the northeast and northwest corners of State and Broad Streets, respectively, predated D.H. Brand but were located in older buildings that had been adapted for their use. David H. Brand began his career as a furniture salesman, opening the Brand & Smith furniture store on North Warren Street with partner William Smith in 1897 (the building was located outside the historic district boundary). While he remained a partner with Smith, in 1904 Brand opened his own full-service department store, selling everything from apparel to home furnishings.⁴² The H.M. Voorhees & Brother department store followed a similar trajectory. In 1897, Harvey M. Voorhees opened Trenton's first women's ready-to-wear apparel store at 4-8 North Broad Street (#38b), in the space formerly occupied by the dry goods merchants G.W. Grant & Son. After just a few months, the ready-to-wear model proved so popular that Voorhees relocated to a much larger space at 109-111 East State Street (now the site of the S.S. Kresge Store, 109-115 East State Street), opening in September 1897, a space which itself was doubled in size in 1902. As business continued to increase, Voorhees added departments and brought his brother, Edmund D. Voorhees, into the business as a partner around 1900, becoming H.M. Voorhees & Brothers. Soon, the Voorhees store was nearly a full-fledged department store for women, men, and children, a goal that was finally achieved when the brothers built a new four-story, 40,000-square foot store at 135 East State Street in 1914 (#28; Fig. 12). H.M. Voorhees & Brothers, who significantly enlarged their store in 1924, merged with another downtown Trenton store, the Nevius Brothers Department Store, in 1940, becoming known as Nevius-Voorhees.⁴³

Many large stores remained locally owned during the early twentieth century, but national chains increasingly became part of the downtown Trenton streetscape as they did in cities across the country. The New York City-based F.W. Woolworth Company opened one of their famous five-and-ten cent stores at 26-30 South Broad Street (outside of the historic district boundary) in 1906, relocating in 1924 to the first floor of the former Windsor Hotel at 117-121 East State Street (as explained below, this building was replaced by Woolworth with a brand-new store in 1950, the building that remains today).⁴⁴ The S.S. Kresge Company of Detroit opened their first two stores in downtown Trenton in 1915: a five-and-ten store at 109-113 East State Street and a 25-cent store at 103-105 East State Street (both buildings were later demolished when Kresge built a new store at 109-115 East State Street (#24) in 1954, the building that remains today).⁴⁵ Woolworth and Kresge were

³⁹ "'State Gazette' in Fine New Home," *Trenton Evening Times*, June 13, 1908.

⁴⁰ "To Start Soon on Business Building," *Trenton Evening Times*, August 10, 1930.

⁴¹ "Brand to Have Furnishing Store," *Trenton Evening Times*, February 21, 1903; "Big Department Store is Opened," *Trenton Evening Times*, March 19, 1904.

⁴² Ibid.

⁴³ "Voorhees Store to be Expanded," *Trenton Magazine* (Nov 1924), pp. 23.

⁴⁴ "Buchanan Store Changes Hands," *Trenton Evening Times*, March 30, 1906; F.W. Woolworth advertisement in the *Trenton Evening Times*, November 11, 1924.

⁴⁵ "Kresge Syndicate Leases Big Store," *Trenton Evening Times*, May 9, 1915; "25C. Dep't Store Opens Tomorrow," *Trenton Evening Times*, July 23, 1915.

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followed by the New York City-based W.T. Grant chain, which opened a Trenton branch at 115 East State Street in 1932 (demolished in 1954 for the new Kresge store) and the Chicago-based Montgomery Ward department store, which built the five-story building at 137-139 East State Street (#29) in 1938.⁴⁶

By 1915, there were over 300 businesses located within the historic district alone (compared to 225 in 1890), and many more were found on the surrounding blocks that have been excluded from the district boundary due to a loss of integrity, as discussed above.⁴⁷ The growing number and size of large department stores actually led to a slight decrease in the number of retail establishments, but the number of professional firms, including insurance companies, real estate brokers, lawyers, and others rose significantly with the increasing availability of office space in the Broad Street National Bank Building (#31) and the Commonwealth Building (#37), among others. The growing number of office workers in the downtown during this period was another direct result of the trolleys, which made it possible for those in professional fields to live in the nearby suburbs and commute to work quickly and cheaply.⁴⁸

Among Trenton's downtown businesses, proprietors became slightly more diverse during the early twentieth century as a wave of new arrivals, including Blacks from the American South, began to reshape the racial and ethnic makeup of the city. During the Great Migration, which began around 1910, millions of Blacks moved to northern cities like Trenton where the Black population increased from just 2.7% of the city total in 1910 to 11.3% in 1950.⁴⁹ Some of the new arrivals opened businesses, and while most Black-owned establishments were found on Spring Street a few blocks west of the downtown, a small number of Black entrepreneurs and professionals maintained shops and offices on State Street and Broad Street. Among them was Arthur L. Thomas, a dentist and oral surgeon who was born in South Carolina in 1894 and moved north during the 1910s, eventually earning a degree from Howard University and completing a course in dentistry at Columbia University. Thomas settled in Trenton around 1917, opening a dental parlor at 9 East State Street (#5) that year and remaining in this location until 1924 (this building remains standing and is a contributing resource in the historic district).⁵⁰

Jewish business owners, too, while they had been present in downtown Trenton since the mid-nineteenth century, began to increase in number. Between 1890 and 1920, the period of heaviest Eastern European immigration to the United States, the share of Trenton residents born in places like Czechoslovakia, Hungary, Poland, and Russia increased dramatically from just 1.7% to 11.5%.⁵¹ Many were Jewish. Among them was Roman Sosenko, who was born in Russia around 1891 and arrived in Trenton in 1906. Sosenko, a member of the Young Men's Hebrew Club (later known as the Progress Club) studied to become an optometrist and opened a practice, the Contour Optical Company, at the northwest corner of Broad and State

⁴⁶ "Quarter Million Lease Negotiated," *Trenton Evening Times*, November 6, 1932; "As Doors Opened at Montgomery Ward Store," *Trenton Evening Times*, August 25, 1938.

⁴⁷ *Fitzgerald's Trenton and Mercer County Directory* (Trenton: Thomas F. Fitzgerald, (1915).

⁴⁸ "Large Factories and New Buildings in All Parts of Greater Trenton Show Phenomenal Growth," *Trenton Evening Times*, October 12, 1906; "Office Buildings," *Trenton Evening Times*, May 7, 1921.

⁴⁹ Jennifer B. Leynes, *Three Centuries of African-American History in Trenton: A Preliminary Inventory of Historic Sites* (Richard Grubb & Associates, Inc., for the Trenton Historical Society, 2011), 1 and Appendix A.

⁵⁰ "Dr. Thomas Seeks Seat in Assembly," *Trenton Evening Times*, August 5, 1924; "Decency and Work Win," *Trenton Evening Times*, August 10, 1924.

⁵¹ U.S. Bureau of the Census, Population Schedule, Eleventh Census of the United States, 1890; and Population Schedule, Fourteenth Census of the United States, 1920.

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Streets in 1915 (outside the historic district).⁵² In 1918, advertisements in the *Trenton Evening Times* show that Sosenko moved his shop to 146 East State Street (#36), within the boundary of the historic district.⁵³

The prosperity and growth that characterized Downtown Trenton for much of the 1920s was heavily disrupted by the Great Depression that followed the stock market crash in October 1929. Because of the poor economic climate, construction activity was seriously curtailed during the early 1930s, and few new businesses opened. By the late-1930s, as conditions began to improve, many businesses modernized their storefronts. Few examples of this trend, which characterized downtown areas in cities across the country, remain in the historic district, although the smooth, glossy Vitrolite storefront, installed on the first story of 37 East State Street (#15) in 1940, is a typical example of how commercial architecture was starting to trend in a much more modern direction.⁵⁴ A small number of new buildings were also completed in the historic district during this period, including, as discussed above, the Colonial Revival-style Montgomery Ward store at 137-139 East State Street, built in 1938 (#29, Fig. 19), and the Moderne-style Bond's menswear store, another national chain, at 10-12 North Broad Street (#39), built in 1939-40.⁵⁵ With these updates, downtown Trenton began to shed some of its late-nineteenth and early-twentieth century character, although this transformation would not begin in earnest until after World War II.

The Decline of Downtown Trenton – 1945-1968

Following World War II, downtown Trenton was marked by a period of significant physical modernization. As it did in cities across the country, the end of wartime restrictions led to a building boom as Trenton business owners were eager to update their stores and bring them in line with the latest architectural trends. Store modernization happened at every scale in downtown Trenton during the late 1940s and 1950s. At the small end were stores like Wilbur-Rogers, a national chain of women's dress shops that rebuilt the façade of the nineteenth century building at 13 East State Street, adding a Modern limestone façade with stainless-steel-framed windows in 1946.⁵⁶ Reid's Jewelry, too, rebuilt the facade of their store at 25 East State Street in 1946 (#11; Fig. 20).⁵⁷ On a slightly larger scale, Binder's Department Store built a new store at 130-134 East State Street in 1949 (#51d; Fig. 21), and Hamilton Jewelers built a new two-story, International Style building with a curtain wall-like façade at 22-24 North Broad Street in 1958 (#42; Fig. 23).⁵⁸ Representing the largest modernization projects were the F.W. Woolworth store at 117-121 East State Street (#25), which was rebuilt in 1950-51, and the S.S. Kresge store at 109-115 East State Street (#24), which was replaced with a new building in 1954 (Fig. 22).⁵⁹ While most post-war construction took place on State and Broad Streets, Warren Street was not left out. In fact, the Casa Lido at 120-124 South Warren Street (#65), a two- and three-story restaurant and store designed in the Moderne Style and built in 1947-

⁵² U.S. Bureau of the Census, 1920 U.S. Census, Mercer County, New Jersey, Population Schedule, 1st Ward, City of Trenton, Enumeration District 50; Roll: T625_1053; Page: 28B; "Tailor Tendered Farewell Banquet," *Trenton Evening Times*, January 17, 1918.

⁵³ See advertisement in the *Trenton Evening Times*, May 15, 1918.

⁵⁴ "Lillian Charm' is a Place of Beauty," *Trenton Evening Times*, September 17, 1940.

⁵⁵ "As Doors Opened at Montgomery Ward Store," *Trenton Evening Times*, August 25, 1938; "Bond's New Clothing Store to Open Here Tomorrow," *Trenton Evening Times*, October 16, 1940.

⁵⁶ "Trenton Building Permits Issued During Past Week," *Trenton Evening Times*, August 18, 1946.

⁵⁷ Reid's Jewelry advertisement in the *Trenton Evening Times*, September 4, 1946.

⁵⁸ "Formal Opening Tomorrow for New Store of Binder's," *Trenton Evening Times*, October 19, 1949; "Hamilton Jewelers Returning to New Store Tomorrow On Site of Fire Remains," *Trenton Evening Times*, December 3, 1958.

⁵⁹ "Plans Completed for Opening of New Woolworth Store," *Trenton Evening Times*, January 16, 1951; "New Kresge Store Opens," *Trenton Evening Times*, December 1, 1954.

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48, is one of the era's best surviving buildings within the historic district.⁶⁰ All of these examples were strikingly modern in their appearance, signaling a new direction in the look of downtown Trenton for the mid-twentieth century. As a result of these projects and others, one observer noted in 1951, "You can't walk more than a block along State Street without realizing that the old town has been undergoing quite a change."⁶¹ And, as the *Trenton Evening Times* reported in 1954, "There are good reasons to believe that within ten years, downtown Trenton will have undergone a real face-lifting."⁶²

The architectural modernization of downtown Trenton signaled an optimism among merchants that, with the end of World War II, the central business district was well positioned for a boom. Within just a few years, however, cracks began to show as the economic health of the downtown was called into question. In 1957, a study published by the Newark-based consultants Candeub & Fleissig for the City of Trenton claimed that while retail sales in the downtown area increased 6.8% between 1948 and 1954, this was a dramatic slowdown compared to the city overall, where sales increased 42.5% during the same period, and to Mercer County, where sales increased 37.1%. Moreover, when the analysis took inflation into account, the volume of goods sold in the downtown area during the 1948-1954 period had actually dropped. The study attributed such losses to the development of new shopping centers outside the downtown, the movement of middle and upper-income (and predominantly white) families from the city to the rapidly growing suburbs, and to traffic congestion and a lack of parking in the city center. Compounding the problem was the accelerating loss of industrial jobs in Trenton, which led to greater unemployment across the city but especially in the neighborhoods near the downtown where poorer Black residents became concentrated. Similar forces were impacting downtown business districts in cities across the United States.⁶³

Declining business in the downtown led many of Trenton's oldest retailers to relocate or close down entirely during the 1960s. Yard's Department Store, located in the Old City Hall at 2 North Broad Street (#38a) and the adjacent four-story building at 4-8 North Broad Street (#38b), closed in 1962 after over a century in business, having decided to focus its resources on new suburban stores.⁶⁴ Reid's Jewelry at 25 East State Street (#11) closed at the end of 1963 after a 75-year run.⁶⁵ And the W. Scott Taylor drug store at 11 West State Street (#3), which opened in 1922, moved out of the downtown in 1968.⁶⁶

The City of Trenton and State of New Jersey attempted to reverse the fortunes of the downtown area starting in the late 1950s, when two major urban renewal projects were announced. In 1958, the city began planning for the John Fitch Way urban renewal area, in which residential neighborhoods home to predominantly Black residents were cleared to create the John Fitch Parkway (Route 29) along the Delaware River waterfront, as well as new housing. The state used this opportunity to create a new capitol complex just north of the new highway.⁶⁷ From the late 1950s through the 1960s, the state government built numerous large office buildings in the Fitch Way area. Most of this activity occurred outside the Downtown Trenton Commercial Historic District, but the New Jersey Division of Motor Vehicles (NJDMV) Building at 25 South Montgomery

⁶⁰ "Elaborate New Building Here for Casa Lido," *Trenton Evening Times*, August 15, 1947.

⁶¹ "Around Trenton," *Trenton Evening Times*, June 24, 1951.

⁶² "Big Steel Boom in Delaware Valley May Have Averted Recession in City," *Trenton Evening Times*, April 2, 1954.

⁶³ Greater Trenton Council and the City of Trenton, *Trenton Central District Plan*, Candeub and Fleissig, consultants (Trenton, 1957).

⁶⁴ "Yards Here Seeks to Retrench," *Trenton Evening Times*, September 17, 1962.

⁶⁵ Reid's Jewelry advertisement in the *Trenton Evening Times*, November 11, 1921.

⁶⁶ "Trenton's Oldest Drug Store to Move to New Quarters," *Trenton Evening Times*, August 11, 1968.

⁶⁷ "Multifaceted Concrete for New Jersey Capital Redeveloping," *Progressive Architecture* (January 1962); Mercer County Tercentenary, 1664-1964 (Trenton: Mercer County Tercentenary Commission, 1964); Zachary Kozak, "Racism and the Construction of John Fitch Way: The City Government's Role and the Victims, 1960-1975," *TCNJ Journal of Student Scholarship*, April 2021.

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Street (#52), built in 1959-60, is a good example of how the historic district was affected by urban renewal efforts during this period.⁶⁸ The NJDMV Building was the only major new office building to appear in the boundary of the historic district in the decades following World War II. While the state's new office buildings kept thousands of workers in or near the downtown business district, they did not help to improve economic conditions in the area.

The decline of downtown Trenton culminated in April 1968 in a spate of civil unrest that followed the assassination of Dr. Martin Luther King, Jr. On the night of April 9th hundreds of Trenton's Black youths converged on the downtown area in a violent protest that brought to the fore the racial inequalities and mistreatment by police that had been so common in the lives of the city's African American community for decades. The ensuing rebellion resulted in the destruction and looting of hundreds of downtown businesses, an event that was repeated in cities across the United States that April. Dozens of police and firemen were injured, and the chaos led to the police shooting death of Harlan Joseph, a Black college student who was actually attempting to quell the violence. Many businesses that were affected by this event never reopened, and the future of the downtown area as a business district looked bleaker than it had in years.⁶⁹

The Rebirth of Downtown Trenton – 1968-Present

Even before the 1968 riots, downtown Trenton merchants had begun to call for major changes to the central business district to stem the losses associated with suburban development. In 1964, the City started to examine the possibility of closing much of State Street in the downtown area to automobiles to create a pedestrian mall.⁷⁰ The idea was that a revitalized, walkable downtown, along with an abundance of new parking, would draw people back to shop. Pedestrian malls had recently been implemented in other cities, and by the mid-1960s Trenton's leaders and many of its business owners viewed the plan as critical to saving the downtown area. Because of various complications, construction of the mall was delayed numerous times, but after the 1968 riots the business owners who remained strengthened their calls for action. Construction on what became known as the Trenton Commons finally began in 1973 and was largely complete by September 1974. Between Warren and Montgomery Streets, State Street was closed to automobiles.⁷¹ The area was paved in brick, trees were planted to create a more park-like environment, and lighting was installed to increase safety at night (Fig. 24).⁷²

The Trenton Commons initially appeared to be successful in drawing more people downtown, but soon its appeal outside of lunchtime hours when office workers used it began to fade, and businesses continued to close. In 1975, Trenton's *Sunday Times* reported that "Trenton's retail pulse becoming fainter."⁷³ As explained in this piece, the Nevius-Voorhees store at 135-137 East State Street, for example, one of the last remaining locally owned department stores in the downtown, had just declared bankruptcy. Although Woolworth's and Kresge's held on through the departures of many other businesses, both State Street stores would close by the mid-1980s. In 1986, the *New York Times* reported that "Business has been so

⁶⁸ Kevin McMahon, "New Jersey Division of Motor Vehicles Building," National Register of Historic Places Nomination Form (2023), NR #100008729.

⁶⁹ "City Wary After Night of Terror," *Trenton Evening Times*, April 10, 1968; Kevin Shea and Paige Gross, "50 Years Later, Has Trenton Shed the Scars of the MLK Riots?," nj.com, April 9, 2018, https://www.nj.com/mercer/2018/04/50_years_later_is_trenton_moving_past_mlk_riots.html

⁷⁰ "City to Select Center Developer," *Trenton Evening Times*, October 28, 1964.

⁷¹ "Holland Pushes Mall," *Trenton Evening Times*, January 17, 1973; "East State Street Cutoff Set for Mall Construction," *Trenton Evening Times*, July 27, 1973; "2-Block Trenton Mall Termed a Failure," *New York Times*, September 22, 1974.

⁷² Roberto Brambilla and Gianni Longo, *Banning the Car Downtown: Selected American Cities* (New York: Institute for Environmental Action and Columbia University, 1977), 109-115.

⁷³ Jerry Knight, "Trenton's Retail Pulse Becoming Fainter," *Sunday Times*, November 16, 1975.

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lackluster on the mall...that officials last year discussed reopening the street to vehicles.”⁷⁴ Like so many pedestrian malls built in other cities, including the Market Street Mall in Wilmington, Delaware, built in 1972, and the Chestnut Street Transitway in Philadelphia, completed in 1975, the Trenton Commons ultimately failed to improve business conditions in the downtown area and was later removed, and State Street was restored to automobile traffic in the early 1990s.⁷⁵

In the three decades since the removal of the Trenton Commons, the business environment of downtown Trenton has not dramatically improved. The only significant changes in the area have been the construction of several large state office buildings. On the north side of East State Street between Broad and Warren Streets, for example, the seven-story Capital Center office building was built in the 1990s, requiring the demolition of an entire block of historic commercial buildings. Despite these losses, the Downtown Trenton Commercial Historic District retains integrity and continues to convey the history of the area as the commercial center of Trenton between 1837 and 1968. With the upcoming addition of several hundred housing units in the downtown, both within and just outside of the historic district, the downtown area may finally be poised for a comeback.

Background History

(predating the period of significance)

The Early History of Downtown Trenton to 1815

The area around State and Broad Streets in downtown Trenton, New Jersey has occupied a central position in the city's commercial life since the earliest years of its history. By one account, “All of Trenton was contained in the downtown area during the eighteenth century. Open land, farms, and woodland surrounded this compact village. Until the mid-nineteenth century, the history and development of Downtown was nearly synonymous with the history and development of Trenton itself.”⁷⁶

Like much of the surrounding tri-state area, the territory that later became Trenton had been home to the indigenous Lenni-Lenape people for thousands of years. Europeans and enslaved Africans arrived in the vicinity of today's Trenton in 1679, when a group of English Quakers founded a small settlement along the banks of the Delaware River that became known as The Falls of the Delaware. In the early 1690s, flooding destroyed the fledgling community, forcing the newcomers to relocate to higher ground in the area that later became downtown Trenton. Over the next few decades, this self-sufficient, primarily agricultural settlement grew slowly. It was not until 1719, when the small village was officially named Trent's Town, after William Trent, a prominent early landholder who took a leading role in the area's development, that commercial activity began to emerge on King (now Warren) Street. Taking advantage of the settlement's increasing popularity as a waypoint on the journey between Philadelphia and New York City, numerous taverns and inns emerged in the area. Within a decade, a courthouse, post office, Quaker meeting house, and several churches were built. As the town grew, commercial enterprises multiplied as the population, which numbered only a few hundred, became “more dependent on outside activities,” patronizing shops selling all manner of goods and handicrafts.⁷⁷ Industrial activity also supported the continued growth of the town, with several mills, iron works, and tanning yards appearing along Queen (later Greene, and now Broad)

⁷⁴ Joseph F. Sullivan, “The Talk of Trenton; After Years of Decline, Trenton is Alive with Feverish Building,” *New York Times*, August 19, 1986.

⁷⁵ “Putting Commons on a Better Footing,” *Trenton Times*, July 21, 1992.

⁷⁶ City of Trenton, “North Ward Historic Resource Survey” (1980), 11.

⁷⁷ Eleanor Nolan Shuman, *The Trenton Story* (Trenton: MacCrellish & Quigley, 1958), 33.

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Street by the middle of the eighteenth century. In 1746, in recognition of its flourishing economy, King George II granted the settlement a royal charter, officially naming it The Borough and Town of Trenton.

Until 1762, when a market was established at the intersection of King and Second (now State) Streets, virtually all of Trenton's commercial activity was concentrated along King Street. With the market, development soon spread east and west along Second Street. Over the next two decades, Trenton gained in prominence as an economic center due to its strategic location roughly halfway between Philadelphia and New York City. For this reason, the city played a prominent role in the Revolutionary War, hosting the Provincial Congress of New Jersey several times in 1775 and becoming the site of George Washington's first military victory, at the Battle of Trenton, in late December 1776. Following the war, the national Confederation Congress met in Trenton for two months in late 1784, effectively making the town the temporary capital of the United States. The city also regularly hosted the State Legislature. In recognition of Trenton's advantageous location, its increasing economic importance, and its central role in political affairs, the city became the capital of New Jersey in 1790 and the State House was constructed west of the town in 1792. At the end of the eighteenth century, the area around the intersection of King Street (renamed Warren Street after the war) and Second Street (later renamed State Street) remained the commercial heart of Trenton. The eventual rise of Second Street, in particular, as one of the town's primary business streets was sparked in 1793 when the market relocated to the block between King and Queen Streets.⁷⁸

Although most Trentonians were still of European descent, among this group were 435 African Americans, many of whom were still enslaved. Constituting nearly 15% of the population at this time, the Black community played a vital role in the early development of Trenton.⁷⁹ Although located just outside the boundary of the Downtown Trenton Commercial Historic District, Trenton's first African burial ground, which dates to 1779, was situated next to the Trenton Friends Meetinghouse at 142 East Hanover Street (the Friends Meetinghouse was individually listed in the National Register in 2008; NRHP #08000362). The burial ground, which was relocated in 1860, is evidence of how closely involved the Black community was in the building up of what eventually became downtown Trenton.

⁷⁸ Background information in this and the preceding paragraph is drawn from various secondary sources, including Shuman, Lee, and National Preservation Institute (refer to bibliography).

⁷⁹ Leynes, *Three Centuries of African-American History in Trenton: A Preliminary Inventory of Historic Sites*, Appendix A.

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SECTION 10: GEOGRAPHICAL DATA

Verbal Boundary Description (Describe the boundaries of the property.)

Starting at the northwest corner of the parcel at 11 West State Street (#3), the boundary extends eastward along the south side of East State Street to the intersection of East State and South Broad Street. The boundary then turns north, extending along the east side of North Broad Street to East Hanover Street, then follows the south side of East Hanover Street until it reaches North Montgomery Street. Turning south, the boundary extends along the west side of North Montgomery Street, crosses East State Street, and continues along the west side of South Montgomery Street to the southeast corner of the parcel at 25 South Montgomery Street (#52). Moving west, the boundary follows the irregular southern (or rear) property lines of the buildings fronting on the south side of East Montgomery Street, continuing across South Broad Street until it reaches the northeast corner of the parcel at 16-20 South Warren Street (#56). The boundary then continues south along the eastern (or rear) properties lines of the buildings fronting on the east side of South Warren Street until it reaches the southeast corner of the parcel at 128 South Warren Street (#67). From this point, the boundary turns west along the southern property line of 128 South Warren Street (#67), crosses South Warren Street, and then continues along the southern property line of the parcel at 119 South Warren Street (#78) to the southwest corner of the same parcel. From this point, the boundary continues along the western (rear) property lines of the buildings fronting on the west side of South Warren Street to the starting point. The boundary of the property as described here is shown as a red line on the accompanying map entitled "Historic District Map with National Register Boundary."

Boundary Justification Statement (Explain why the chosen boundaries are the most appropriate.)

The proposed boundary of the Downtown Trenton Commercial Historic District encompasses the most intact and contiguous surviving group of historic buildings in the historic downtown area of Trenton, New Jersey.

On West State Street (west of Warren Street), the boundary only includes the first three buildings on the south side of the block (1-9, 11, and 13 West State Street). Beyond 13 West State Street and on the north side of the block between Warren Street and Willow Street, only one building, the 14-story Trenton Trust Company Building at 28 West State Street, built in 1924, could be considered a contributing resource in the historic district. The remaining buildings all date to 1970 or later. However, because the Trenton Trust Company Building does not adjoin the contributing resources on the south side of the block and is virtually surrounded by what would be non-contributing resources, it is not included within the boundary.

On East State Street between Broad and Warren Streets, only the south side of the block (1-47 East State Street) is included within the boundary. Although the north side historically contained a row of commercial buildings much like those found elsewhere in the historic district, this block was entirely demolished and replaced by the present office building during the early 1990s. The north side of the block has therefore been excluded from the boundary. For the same reason, the west side of North Broad Street north of State Street has also been excluded.

East of Broad Street, the boundary encompasses both sides of East State Street (120-150 and 101-149 East State Street). North of East State Street, the boundary also captures the east side of North Broad Street between State and East Hanover Streets, the south side of East Hanover Street between North Broad and North Montgomery Streets, and the west side of North Montgomery Street between East Hanover and East State Streets. On all three of these sides, there is not sufficient integrity on the opposite side of the street for the boundary to extend any farther.

South of East State Street, the boundary does cover a portion of the east side of South Montgomery Street (the east side of 147-149 East State Street and the adjacent building at 25 South Montgomery Street). Again, there is not sufficient integrity to the south for the boundary to extend farther.

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At the southwest corner of the district, the boundary extends southward on Warren Street nearly to Lafayette Street. On these two blocks, there are several groups of intact three- and four-story brick buildings representing the district's earliest phase of development, from about 1815 to 1840. These resources illustrate how much of the district would have appeared before the Civil War.

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Photo Log

Name: Downtown Trenton Commercial Historic District
Location: City of Trenton, Mercer County, NJ
Photographer: Adrian Trevisan
Date(s): July 13, 2023 (Photos 1-5, 8-11 and 16-21); March 11, 2024 (Photos 6, 7, 12-15, 22-27)
Repository: Powers & Company, Inc., 1315 Walnut St, Suite 1717, Philadelphia, PA 19107

- Photo 1: West State Street, looking east toward Warren Street. First Mechanics National Bank (#1) is in the foreground.
- Photo 2: East State Street, south side, looking southwest from the intersection of State and Broad Streets.
- Photo 3: East State Street, south side, looking southeast from the midpoint of the block. The four-story building at far left is 27-29 E. State Street (#12).
- Photo 4: East State Street, south side, looking southwest from the northeast corner of Broad and State Streets.
- Photo 5: East State Street, south side, looking southeast from the northwest corner of Broad and State Streets.
- Photo 6: The F.W. Woolworth Store at 117-121 E. State Street (#25) and the S.S. Kresge Store at 109-115 E. State Street (#24), looking southwest from the north side of State Street.
- Photo 7: East State Street, south side, looking southeast. At far right is the Trenton Saving Fund Society at 125 E. State Street (#26).
- Photo 8: The First Presbyterian Church at 120 E. State Street (#32), looking northwest.
- Photo 9: East State Street, north side east of the First Presbyterian Church, looking northeast. This view shows Binder's Department Store at 130-134 E. State Street (#51d)
- Photo 10: East State Street, north side, looking northwest. This view shows 146 and 148 E. State Street (#35 and #36).
- Photo 11: The eastern boundary of the historic district (Montgomery Street), looking east toward the 100 block of East State Street. At left is the Broad Street National Bank at 143-149 E. State Street (#31); at right is the Commonwealth Building at 150-154 E. State Street (#37).
- Photo 12: The Old City Hall at 2-8 N. Broad Street (#38a), looking northeast.
- Photo 13: North Broad Street, west side, looking northeast. 4-8 North Broad Street (#38b) is at center.
- Photo 14: Southeast corner of Broad and Hanover Streets, looking southeast. In the foreground, this view shows the Hamilton Jewelers Building at 22-24 N. Broad Street (#42).
- Photo 15: South Broad Street, west side, looking east. This view shows 7 S. Broad Street (#43) at right and 9 S. Broad Street (#44) at left.
- Photo 16: 111-117 E. Hanover Street (#47a-c and #48), looking southwest.
- Photo 17: 119-123 E. Hanover Street (#49, #50a, and #50b), looking southeast.
- Photo 18: The Trenton State Gazette Building at 127-129 E. Hanover Street (#51a), looking southeast.
- Photo 19: The Fitzcharles Building at 147 E. Hanover Street (#51c), looking southwest.

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Photo 20: South Montgomery Street, west side, looking northeast. In the foreground is the New Jersey Division of Motor Vehicles Building at 25 S. Montgomery Street (#52).

Photo 21: 8-10 and 12 S. Warren Street (#53 and #54), looking southeast.

Photo 22: 24-30 S. Warren Street (#57-60), looking northeast.

Photo 23: 23-29 S. Warren Street (#69-71), looking northwest.

Photo 24: The Golden Swan Inn at 101-107 S. Warren Street (#72a-c), looking southeast.

Photo 25: South Warren Street, east side, looking southeast. At far left is 110-114 S. Warren Street (#62).

Photo 26: South Warren Street, west side, looking southwest. At far right is 109 S. Warren Street (#73).

Photo 27: South Warren Street, east side, looking northeast. At far right is 128 S. Warren Street (#67).

Downtown Trenton Commercial Historic District

New Jersey and National Registers Nomination
Trenton City,
Mercer County,
New Jersey

Boundary and Tax Map

Legend

Historic Properties: Historic District Status

- Key-contributing
- Contributing
- Non-contributing

Historic District boundary

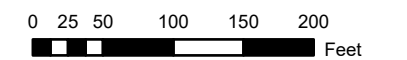
Resources: Status, Type

- Key-contributing, Building
- Contributing, Building
- Non-contributing, Building
- Non-contributing, Site

Parcels Data (Block and Lot)

Coordinates

5 Inventory Number



Datum: NAD 1983 State Plane New Jersey

12.24 Acres



NJDEP,
Historic Preservation Office
April 2024



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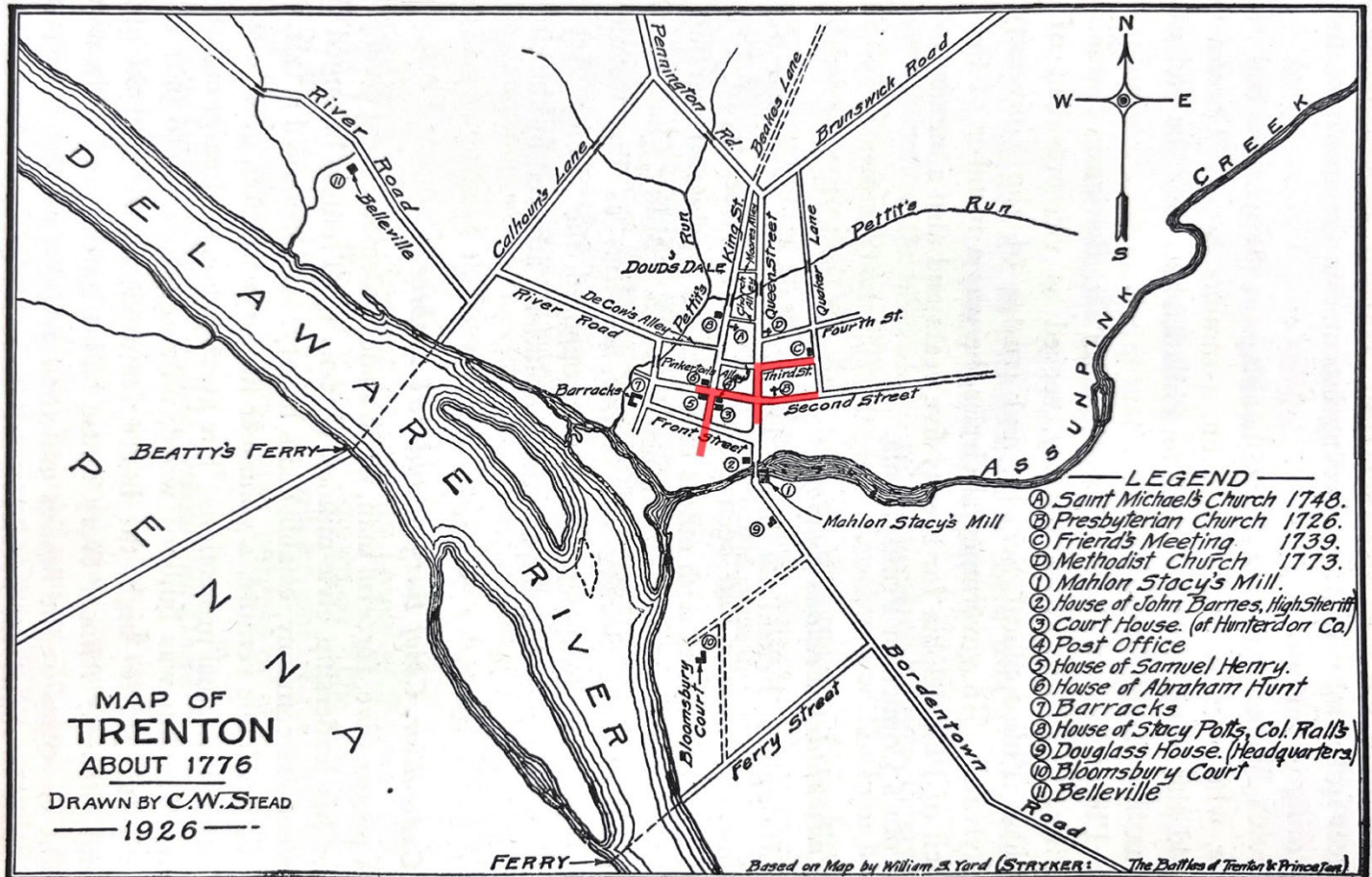


Figure 1 – Map of Trenton in 1776, drawn by C.W. Stead in 1926. The area covered by the Downtown Trenton Commercial Historic District is highlighted in red.

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Figure 2 – T. Gordon’s 1835 “Map of the City of Trenton and Its Vicinity,” focusing on the area covered by the Downtown Trenton Commercial Historic District. Second Street is now State Street, and Greene Street is now Broad Street (from Rutgers University Library). The map’s legend is reproduced below:

| References | | |
|------------------|-------------------------|-----------------------|
| Churches. | Banks. | Mills & c. |
| 1. Episcopal. | 9. Trenton Bank. | 15. McIlwain's Saw. |
| 2. Presbyterian. | 10. M. & Manufacturers | 16. Cook & Co. Saw. |
| 3. Methodist. | Mills & c. | 17. Davissens Paper. |
| 4. Friends. | unn Eagle C. Factory. | 18. Two Flour. |
| 5. Catholic. | 12. Trenton C. De. | 19. Saw. |
| 6. Baptist. | 13. Meeres Flour & Oil. | 20. Wraging. |
| 7. Ind. De. | 14. Strykers Flour. | 21. Flour. |
| 8. African. | 13. Paper & Burton. | 22. Flour. |
| | | 24. Saw. |
| | | 25. Mill Sites. |

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View in the central part of Trenton.

Figure 3 – Circa 1844 engraved view of East State Street (then called Second Street), looking west from the area just in front of the First Presbyterian Church at 120 East State Street (from *Historical Collections of the State of New Jersey*, by John W. Barber and Henry Howe, 1844). The rear (east) elevation original of the original City Hall at 2 North Broad Street is visible to the left of the church, and the Second Street market, which opened in 1793, is located in the street to the left of the City Hall.

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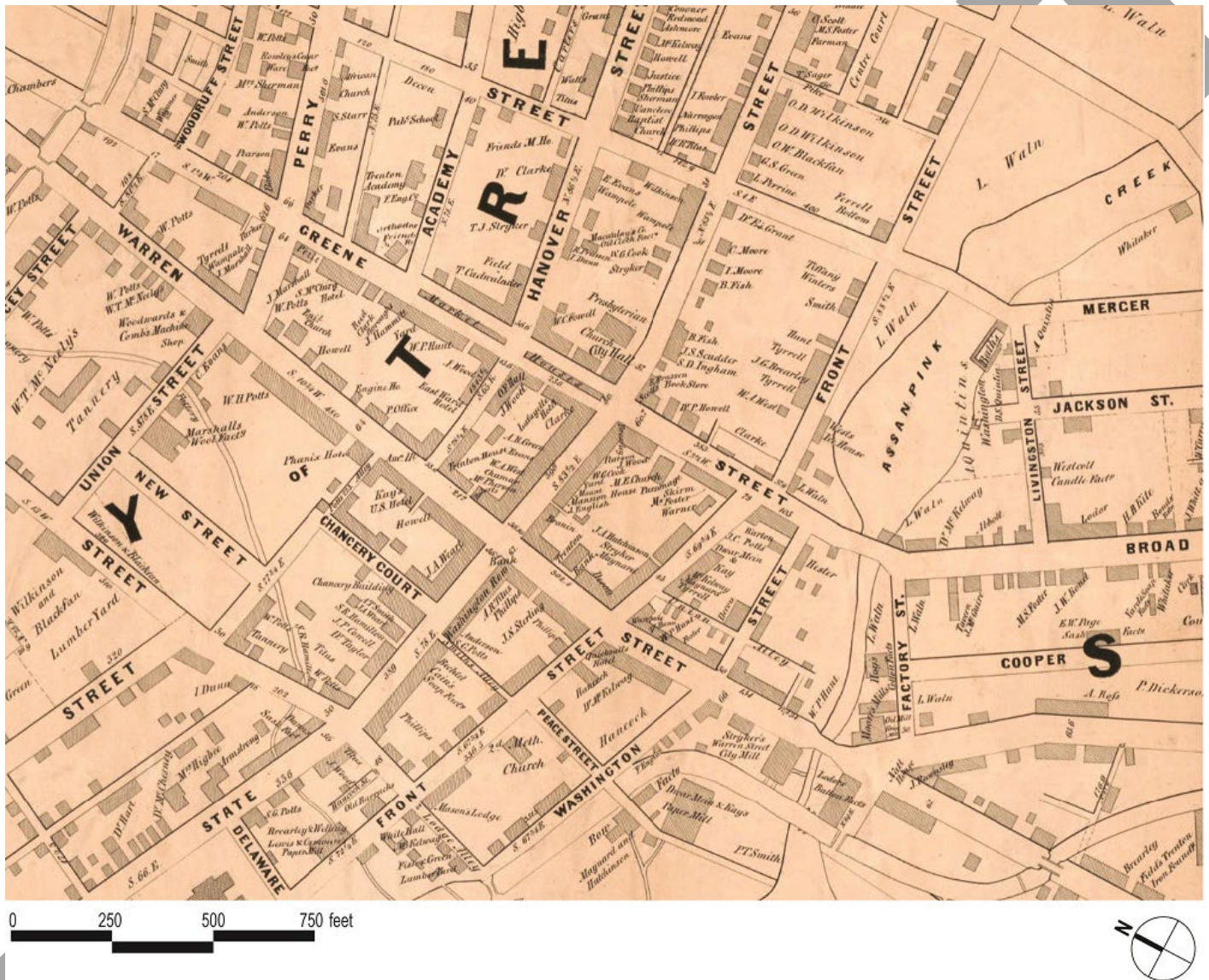


Figure 4 – Map of the City of Trenton, New Jersey by J.C. Sidney (Philadelphia, 1849). From the Library of Congress.

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Figure 5 – View of East State Street in the 1860s (from *Trenton Old and New*, by Harry J. Podmore, 1927).

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NORTH BROAD STREET IN THE EARLY 1860'S

Figure 6 – View of North Broad Street in the 1860s, showing the market that was relocated there from State Street in 1845 (from *Trenton Old and New*, by Harry J. Podmore, 1927).

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Figure 7 – Insurance Diagram of Trenton, NJ by D.A. Sanborn, 1874 (from Rutgers University Libraries). This is a composite of maps 8 and 9.

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Figure 8 – Views of the Old City Hall at 2 North Broad Street prior to 1882 (at left) and ca. 1900 (at right) after the building was redesigned in the Second Empire style by architect William B. Thines in 1882. The image on the left appears in *Trenton Old and New*, by Harry J. Podmore, 1927, but the original source is unknown. The image on the right is an early postcard view from a private collection.

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Figure 9 – Early, ca. 1910 postcard view of East State Street (south side), looking east from Broad Street (Private Collection).

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Figure 10 – Early, ca. 1910 postcard view of the Trenton Saving Fund Society at 125 East State Street and the Trenton Y.M.C.A at 127-29 East State Street (from a private collection).

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MAKE THIS YOUR BANK
THE BROAD STREET NATIONAL BANK
OF TRENTON
Commercial Accounts Safe Deposit Vaults Savings Accounts
EAST STATE STREET AT MONTGOMERY

Figure 11 – Architect’s rendering of the Broad Street National Bank at 143-149 East State Street as it appeared following the 1912 and 1923 additions (from *Trenton Magazine*, July 1924).

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**THE VOORHEES STORE AS IT
APPEARS TODAY**

Figure 12 – View of the H.M. Voorhees department store at 135 East State Street around 1924 (from *Trenton Magazine*, November 1924).

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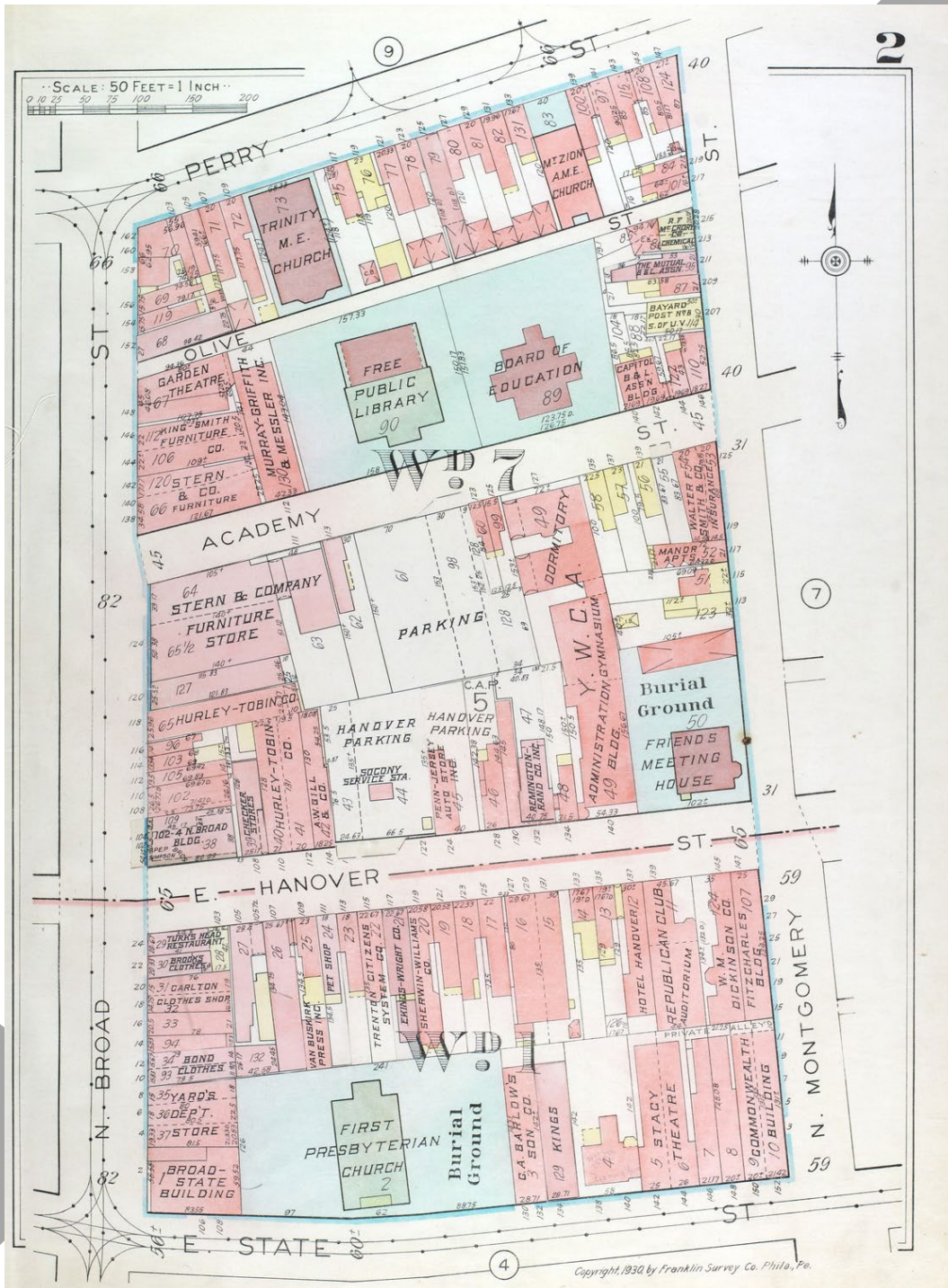


Figure 13 – Franklin Survey Company, *Real Estate Plat-Book of the City of Trenton*, 1930, Map 2 (from Rutgers University Libraries).

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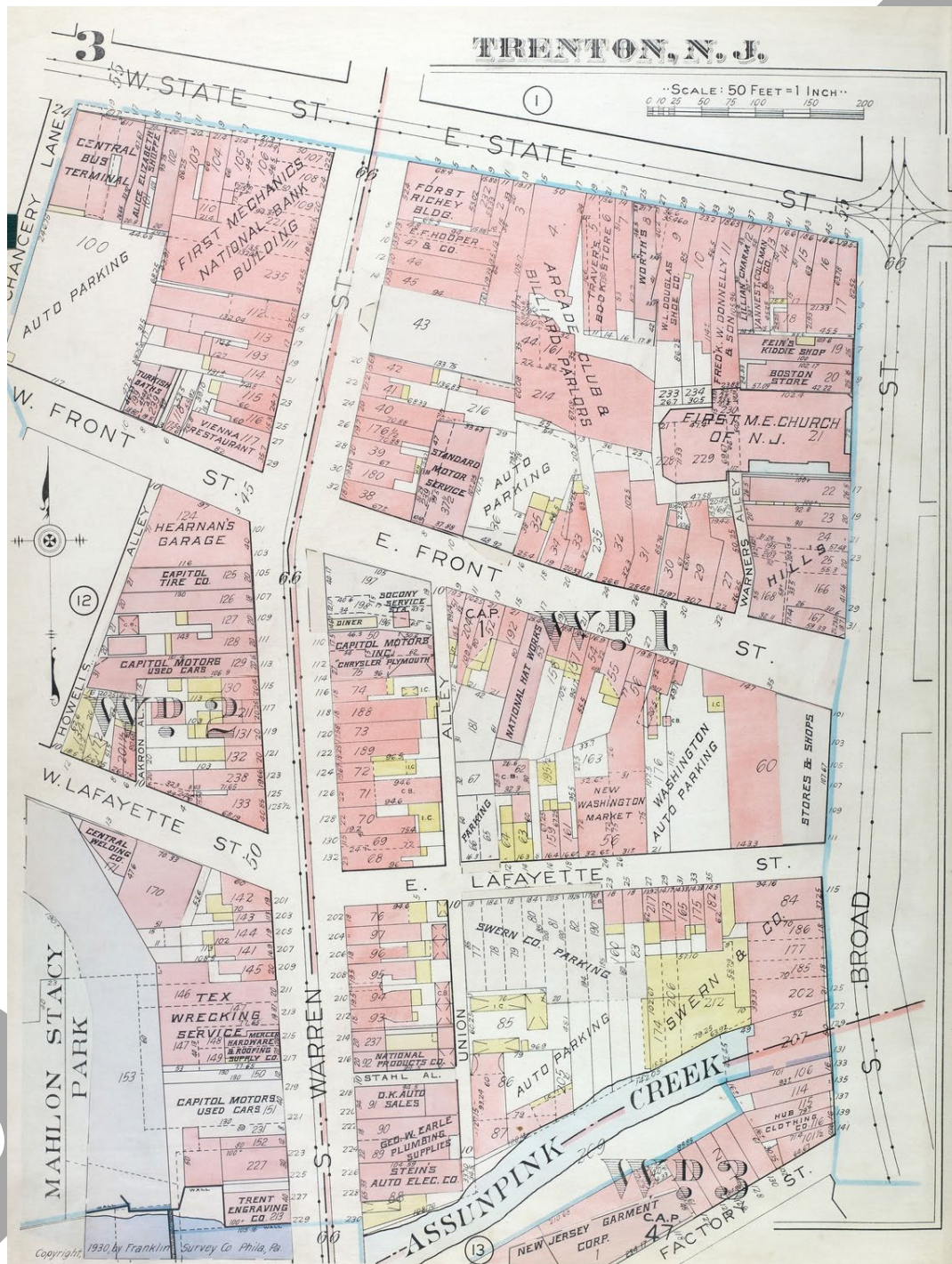


Figure 14 – Franklin Survey Company, *Real Estate Plat-Book of the City of Trenton*, 1930, Map 3 (from Rutgers University Libraries).

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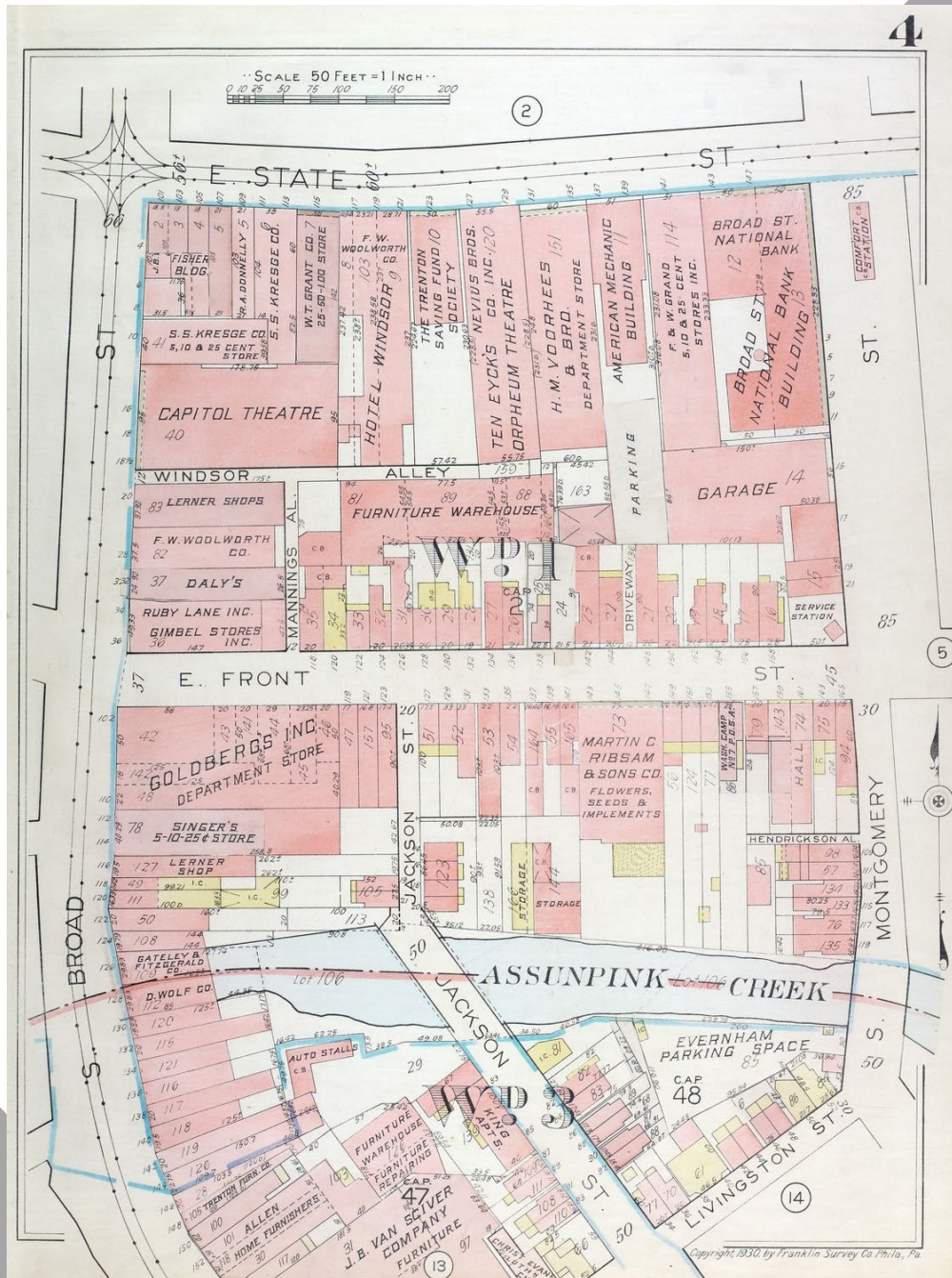


Figure 15 – Franklin Survey Company, *Real Estate Plat-Book of the City of Trenton, 1930*, Map 4 (from Rutgers University Libraries).

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Figure 16 – Engraved view of the Norton, Farr & Cummings Building at 123 East Hanover Street, as it appeared in 1930 (from *Trenton Magazine*, December 1930).

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Figure 17 – View of East State Street in 1936, looking east from the sidewalk on the south side of the Old City Hall at 2 North Broad Street (from the R.C. Maxwell Company Collection, Duke University).

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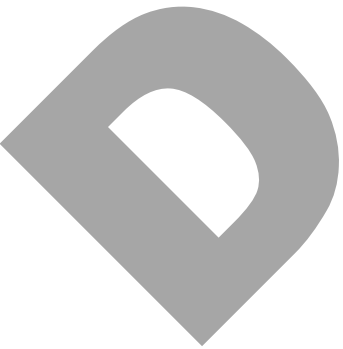
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Figure 18 – View of East Hanover Street (south side) in the 1930s, looking southeast from North Broad Street (from the Trentoniana Collection, Trenton Public Library). The building at far right was replaced by the Hamilton Jewelers Building, 22-24 North Broad Street, in 1958.



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Figure 19 – View of the Montgomery Ward Store at 137 East State Street shortly after completion in 1938 (from the *Annual Report of Montgomery Ward, 1938*).

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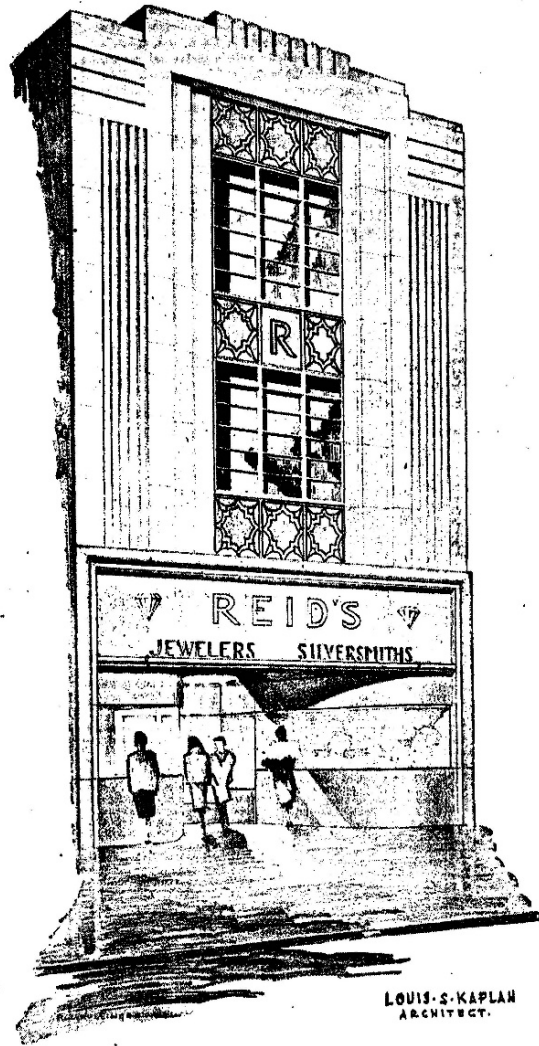


Figure 20 – Engraved view of the Reid’s Jewelry Building, as it appeared in 1946 (from the *Trenton Evening Times*, September 4, 1946).

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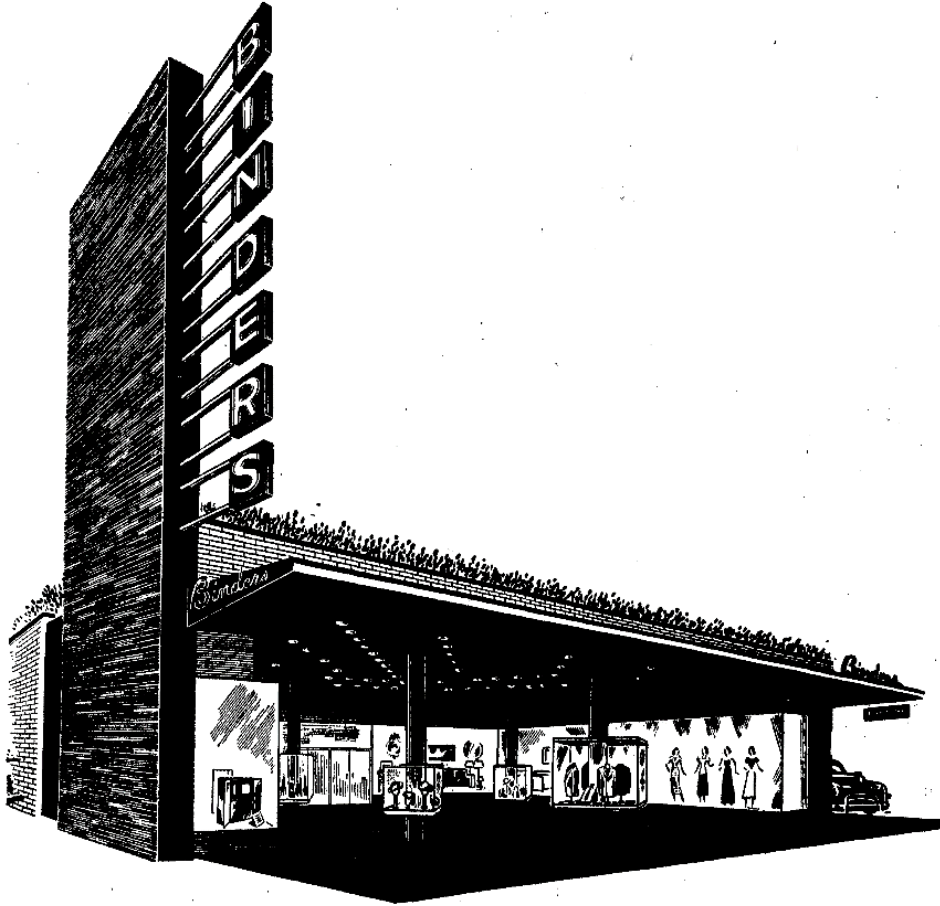


Figure 21 – Architect's pen and ink sketch of Binder's at 130-134 East State Street (from a Binder's advertisement in the *Trenton Evening Times*, September 16, 1949).

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Figure 22 – The S.S. Kresge store at 109-115 E. State Street (#24), seen here shortly after completion in the 1955 *Annual Report* of the S.S. Kresge Company.

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Figure 23 – Architect’s pen and ink sketch of the Hamilton Jewelers Store at 22-24 North Broad Street (from a Hamilton Jewelers advertisement in the *Trenton Evening Times*, December 3, 1958).

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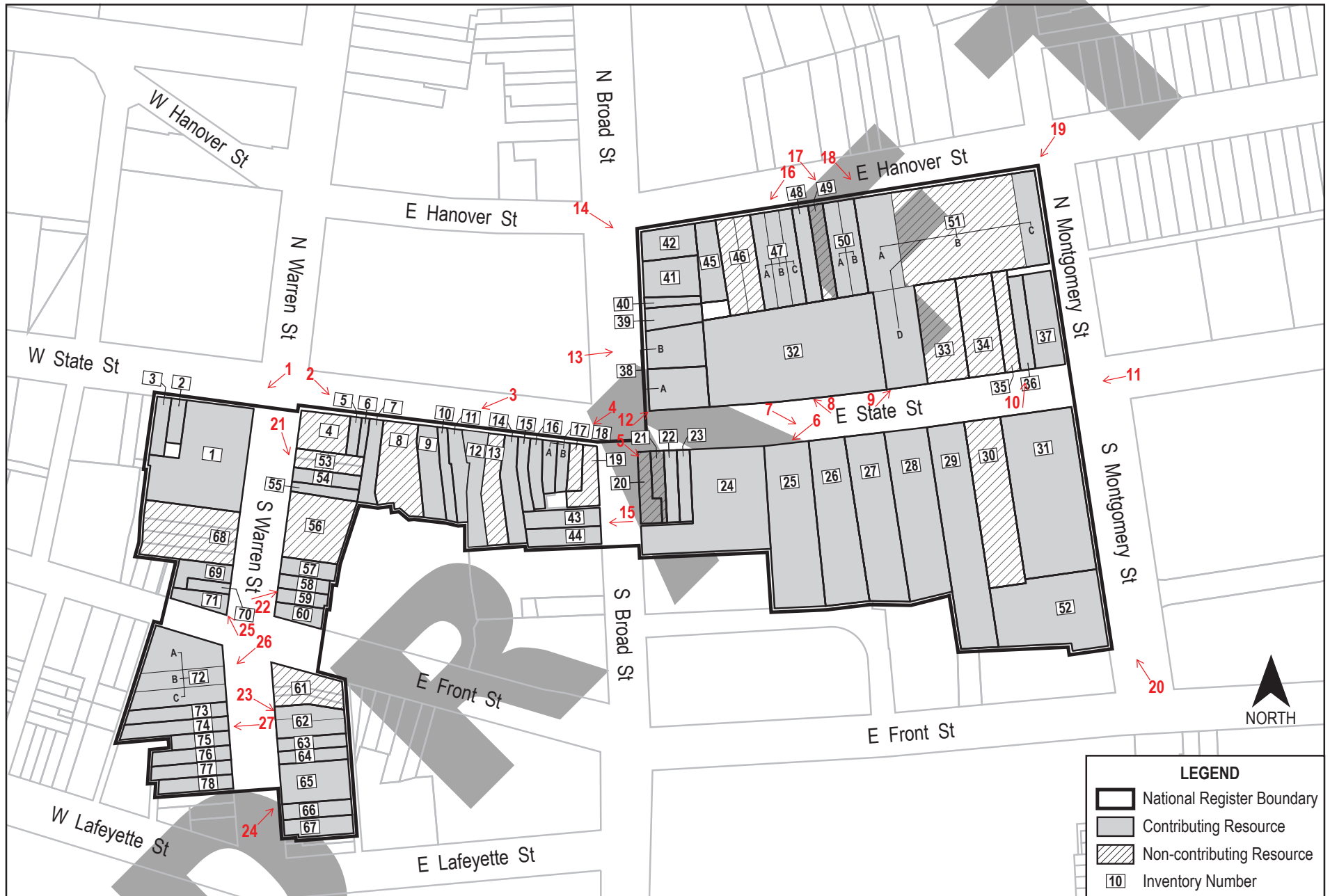
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Figure 24 – View of the Trenton Commons around 1975, looking west from the middle of the 100 block of East State Street (from *Banning the Car Downtown*, by Roberto Brambilla and Gianni Longo, 1977). The Old City Hall at 2 North Broad Street is at far right.



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Photo Location Map



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Photo 1 – West State Street, looking east toward Warren Street. First Mechanics National Bank (#1) is in the foreground.



Photo 2 – East State Street, south side, looking southwest from the intersection of State and Broad Streets.

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Photo 3 - East State Street, south side, looking southeast from the midpoint of the block. The four-story building at far left is 27-29 E. State Street (#12).



Photo 4 - East State Street, south side, looking southwest from the northeast corner of Broad and State Streets.

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Photo 5 – East State Street, south side, looking southeast from the northwest corner of Broad and State Streets.



Photo 6 – The F.W. Woolworth Store at 117-121 E. State Street (#25) and the S.S. Kresge Store at 109-115 E. State Street (#24), looking southwest from the north side of State Street.

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Photo 7 – East State Street, south side, looking southeast. At far right is the Trenton Saving Fund Society at 125 E. State Street (#26).



Photo 8 – The First Presbyterian Church at 120 E. State Street (#32), looking northwest.

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Photo 9 – East State Street, north side east of the First Presbyterian Church, looking northeast. This view shows Binder's Department Store at 130-134 E. State Street (#51d).

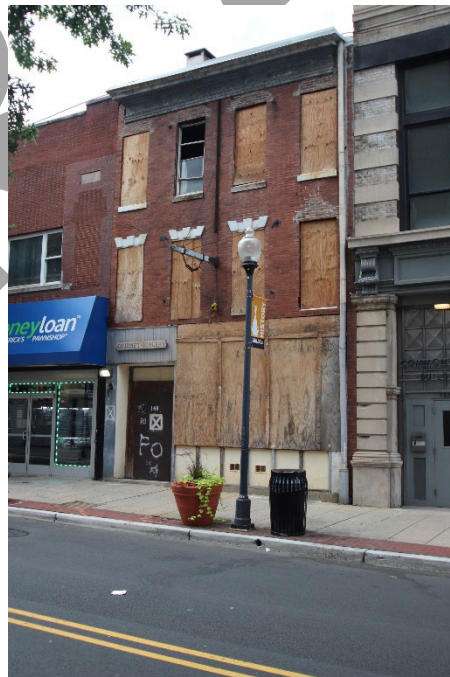


Photo 10 – East State Street, north side, looking northwest. This view shows 146 and 148 E. State Street (#35 and #36).

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Photo 11 – The eastern boundary of the historic district (Montgomery Street), looking east toward the 100 block of East State Street. At left is the Broad Street National Bank at 143-149 E. State Street (#31); at right is the Commonwealth Building at 150-154 E. State Street (#37).



Photo 12 – The Old City Hall at 2-8 N. Broad Street (#38a), looking northeast.

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Photo 13 – North Broad Street, west side, looking northeast. 4-8 North Broad Street (#38b) is at center.



Photo 14 – Southeast corner of Broad and Hanover Streets, looking southeast. In the foreground, this view shows the Hamilton Jewelers Building at 22-24 N. Broad Street (#42).

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Photo 15 – South Broad Street, west side, looking east. This view shows 7 S. Broad Street (#43) at right and 9 S. Broad Street (#44) at left.



Photo 16 – 111-117 E. Hanover Street (#47a-c and #48), looking southwest.

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Photo 17 – 119-123 E. Hanover Street (#49, #50a, and #50b), looking southeast.



Photo 18 – The Trenton State Gazette Building at 127-129 E. Hanover Street (#51a), looking southeast.

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Photo 19 – The Fitzcharles Building at 147 E. Hanover Street (#51c), looking southwest.



Photo 20 – South Montgomery Street, west side, looking northeast. In the foreground is the New Jersey Division of Motor Vehicles Building at 25 S. Montgomery Street (#52).

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Photo 21 – 8-10 and 12 S. Warren Street (#53 and #54), looking southeast.



Photo 22 – 24-30 S. Warren Street (#57-60), looking northeast.

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Photo 23 – 23-29 S. Warren Street (#69-71), looking northwest.



Photo 24 – The Golden Swan Inn at 101-107 S. Warren Street (#72a-c), looking southeast.

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Photo 25 – South Warren Street, east side, looking southeast. At far left is 110-114 S. Warren Street (#62).

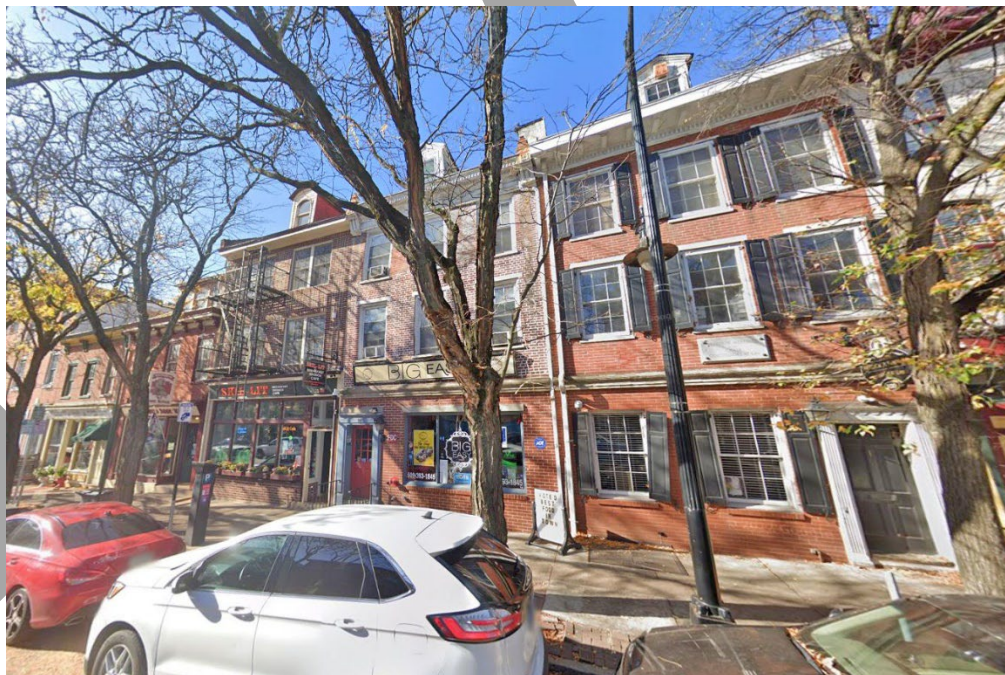


Photo 26 – South Warren Street, west side, looking southwest. At far right is 109 S. Warren Street (#73).

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Photo 27 – South Warren Street, east side, looking northeast. At far right is 128 S. Warren Street (#67).