

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 for individual properties and 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 any 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 from 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 Essex Junction Commercial Historic District
other names/site number: _____

2. Location

street & number 3 - 17 & 8 - 22 Main Street, 2 - 28 Railroad Avenue, and 2 Railroad Street not for publication n/a
city or town Essex Junction vicinity n/a
state Vermont code VT county Chittenden code 007 zip code 05452

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby 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.)

Juzanne C. Jamnik National Register Specialist 9-20-04
Signature of certifying official Date

Vermont State Historic Preservation Office
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 commenting or other official 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 Keeper [Signature] Date of Action 11-1-04

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

Contributing	Noncontributing
<u>10</u>	<u>2</u> buildings
___	___ sites
___	___ structures
___	___ objects
<u>10</u>	<u>2</u> Total

Number of contributing resources previously listed in the National Register NA

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

6. Function or Use

Historic Functions (Enter categories from instructions)

- | | |
|-----------------------|------------------------------|
| Cat: <u>Domestic</u> | Sub: <u>single dwelling</u> |
| <u>Domestic</u> | <u>multiple dwelling</u> |
| <u>Commerce/trade</u> | <u>specialty store</u> |
| <u>Commerce/trade</u> | <u>department store</u> |
| <u>Commerce/trade</u> | <u>restaurant</u> |
| <u>Commerce/trade</u> | <u>professional</u> |
| <u>Commerce/trade</u> | <u>financial institution</u> |
| <u>Commerce/trade</u> | <u>business</u> |
| <u>Social</u> | <u>meeting hall</u> |
| <u>Government</u> | <u>post office</u> |
| <u>Government</u> | <u>fire station</u> |
| <u>Education</u> | <u>library</u> |
| <u>Funerary</u> | <u>mortuary</u> |

Current Functions (Enter categories from instructions)

- | | |
|-----------------------|-------------------------------|
| Cat: <u>Domestic</u> | Sub: <u>multiple dwelling</u> |
| <u>Commerce/trade</u> | <u>professional</u> |
| <u>Commerce/trade</u> | <u>restaurant</u> |
| <u>Commerce/trade</u> | <u>specialty store</u> |
| <u>Commerce/trade</u> | <u>department store</u> |
| <u>Commerce/trade</u> | <u>business</u> |

7. Description

Architectural Classification (Enter categories from instructions)

- Greek Revival
- Italianate
- Queen Anne
- Late 19th and 20th Century Revivals
- Commercial Style

- concrete
- roof
- rubber
- asphalt
- walls
- weatherboard
- brick
- other
- marble
- tin
- shingle

Materials (Enter categories from instructions)

- foundation
- stone
- brick

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

See continuation sheets (7-1 through 7- 17)

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.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.

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

See continuation sheets (8-1 through 8-9)

9. Major Bibliographical References

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

Previous documentation on file (NPS)

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

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Community planning and development
Architecture
Commerce
Transportation

Period of Significance

c.1860s - 1930

Significant Dates

1893

1894

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Guemsey, George

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other - Name of Repository: Bailey Howe Library; Special Collections; Map Room, UVM; Brownell Library, Essex Junction

10. Geographical Data

Acreage of Property: 2.83 acres

UTM References (Place additional UTM references on a continuation sheet) :

Zone	Easting	Northing	Zone	Easting	Northing
1	<u>18</u>	<u>650,300</u>	<u>4,928,199</u>	3	
2			4		

 See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.): see continuation sheet

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.): see continuation sheet

11. Form Prepared By

name/title: Lois Coulter & Lyssa Papazian

organization Lyssa Papazian, Historic Preservation Consultant date 5/20/04

street & number 13 Dusty Ridge Road telephone (802) 387-2878

city or town Putney state VT zip code 05346

Additional Documentation

Submit the following items with the completed form:

- Continuation Sheets
- Maps
 - A USGS map (7.5 or 15 minute series) indicating the property's location.
 - A sketch map for historic districts and properties having large acreage or numerous resources.
- Photographs
 - Representative black and white photographs of the property.
 - Copies of historic photographs
- Additional items (Check with the SHPO or FPO for any additional items): N/A

Property Owner

(Complete this item at the request of the SHPO or FPO.) : See continuation sheet for list of property owners

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Project (1024-0018), Washington, DC 20503.

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Section 7 Page 1

Downtown Essex Junction Commercial Historic District
name of property
Essex Junction, Chittenden County, Vermont
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Description of Physical Appearance

The Downtown Essex Junction Commercial Historic District is a collection of 10 contributing and two non-contributing commercial buildings constructed in the center of Essex Junction Village mainly over a 40 year period encompassing the last decade of the nineteenth century and the early decades of the twentieth century including one earlier building. This 2.83 acre triangular plot is generally bounded on the east by the railroad tracks with the exception of 2 Railroad Street and includes properties along Railroad Avenue and part of the Main Street block between the tracks and the intersection known locally as "Five Corners" where Main Street joins Lincoln, Pearl, Maple and Park Streets. The compact commercial core of Essex Junction is small in scale with two story urban blocks forming an attractive streetscape of brick and clapboard buildings. The focal point of the district is the handsome brick faced Italianate Brownell Block that presides over the corner of Main Street and Railroad Avenue. Surrounding this intersection, the district includes three other commercial structures that largely follow the Italianate style and brick façade of the 1893 Brownell Block. There are also some utilitarian Commercial Style buildings including two former A&P grocery stores as well as a former livery stable. The oldest structure is a small vernacular Greek Revival house updated with Queen Anne details and converted to offices. Each of the contributing buildings retains the feeling and association of commercial buildings constructed around the turn of the 20th century, while the two non-contributing structures have had extensive modern alterations. The commercial core of the village has been little changed from the 1930s, when Essex Junction was one of Vermont's primary railroad transfer points. It is still a definable and distinguishable entity where the site and buildings retain their integrity of setting, location, association and feeling. The buildings, as a group, have strong integrity of design, materials and workmanship.

All of the buildings encompassed in the district have associations with commercial enterprises in the village. Although several of them have the appearance of brick structures, only the 1898 Brownell and Nichols Block (# 8) and the ca. 1930 A & P grocery store (#2) are of masonry construction. Those buildings that appear as brick construction are either faced with brick, as is the 1894 Brownell Block (#7), the 1899 Fletcher Block (#12), the 1905 Douglas Block (#6), and the ca. 1920 Bassett Bakery (#5) or like the non-contributing 1902 Mudgett Block (#10) and its contributing neighbor, the ca. 1897 Essex Publishing Company Building (#11), were originally sheathed in pressed metal facing imitating the texture of brick.

The siting of the railroad tracks running north-west to south-east largely defines the eastern edge of the Commercial Historic District except for the 1899 Fletcher Block (#12) which is just on the

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other side and visually and architecturally very much a part of the downtown core. Railroad Avenue parallels the tracks and is faced by several of the historic commercial structures. Main Street crosses Railroad Avenue and the remaining buildings in the historic district are on Main Street. These represent the primary commercial buildings in the center of Essex Junction and are separated physically from the civic buildings by Lincoln Street (Vermont Route 2A) to the west and the Five Corners intersection and the small green at the confluence of the roads to the south. Along Main Street, the boundary of the historic district is determined by the break in the rhythm of the buildings on the north side of the street where a parking lot separates the historically significant buildings from a nineteenth century bank refaced and redesigned in the 1950s. On the south side of the street, the district is delineated by the last structure on the block facing Main Street a ca. 1860s frame structure (#9). After this building, the south side of Main Street is much more open as it enters the modern Five Corners intersection. Beyond the immediate vicinity of the railroad tracks to the east of the Commercial Historic District is a cemetery and a residential neighborhood that is separated from the district by a modern gas station and restaurant along the continuation of Main Street.

Because of the peculiar siting of the major routes into the village, the commercial and political cores of the village are adjacent to one another but are visually separated by the recently landscaped small green and the distinctly modern, large-scale intersection of the "Five Corners." Main Street, also known as Vermont Route 15, is a major thoroughfare from northeastern Vermont and, continuing on as Pearl Street, Vermont Route 15 is the main route west to Burlington. Lincoln Street and Park Street are two sections of Vermont Route 2A and comprise the primary north/south corridor through the village. The Five Corners and the confluence of the railroad lines defined the village center when the 1857 Walling map was drawn and continue to do so.

The Village of Essex Junction is a small municipality in the southwest corner of the larger Town of Essex and to the east of Burlington. In the northwestern part of Vermont, Essex Junction is a busy village in the most densely populated section of the state. It houses many people who work in the neighboring City of Burlington. The character of Essex Junction beyond the central historic commercial core is largely residential and extends in an irregular shape along the five major roadways leading from the Five Corners. There are several neighborhoods of historic housing that surround the downtown center. Beyond the municipal boundaries, the neighboring towns have large new commercial shopping centers along the major routes and highways.

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Buildings in the Downtown Essex Junction Commercial Historic District

All buildings are in good condition, well maintained and with the exception of parts of the Brownell Block, all house operating commercial concerns

List of Properties:

1. 28 Railroad Avenue, ca. 1910 (Stone Block)
2. 26 Railroad Avenue, ca. 1930 (2nd A & P Store)
3. 22-24 Railroad Avenue, ca. 1910 (1st A & P Store, non-contributing)
4. 16-18-20 Railroad Avenue/4-6 Lincoln Place, ca. 1905 (Livery Stable)
5. 10-12 Railroad Avenue, ca. 1920 (Bassett Bakery)
6. 8 Railroad Avenue, 1905 (Douglas Block)
7. 12-22 Main Street/2-4 Railroad Avenue, 1894 (Brownell Block)
8. 8-10 Main Street, 1898 (Brownell & Nichols Block)
9. 3 Main Street, ca. 1860s
10. 7-9 Main Street, 1902 (Mudgett Block), non-contributing
11. 11-17 Main Street, ca. 1898 (Essex Publishing Company)
12. 2 Railroad Street, 1899 (Fletcher Block, later the Yandow Block)

Inventory of Buildings

Descriptions of the individual buildings in the district follow. Numbers correspond to the attached map.

1. 28 Railroad Avenue (Stone Block) – ca. 1910, contributing

The Stone Block is a two-story, 3 x 4 bay, domestic-scale, clapboard-sided frame structure with a center entry flanked by two display windows. The structure uses a vernacular commercial style and was built as a shoe repair shop by Dan Stone soon after 1910 and is typical of a turn of the 20th century small detached store with residence above. The roof has closed overhanging eaves with no decorative treatment. The two large display windows on the first floor of the main façade have been replaced with oriel windows. A semicircular vent is centered above the 2 symmetrical second floor windows. There are 2/2 double hung sash windows on all façades in their historic openings. On the primary façade they are symmetrical around the centrally placed entrance containing a modern glazed door. On the north façade, the windows are irregularly placed and vary in sizes and there is a modern door near the front. In an undated photograph, a small pedimented hood supported by metal brackets extends from the front façade over the centered front door. It has since been replaced by a cedar shingled pent roof sheltering the entrances on

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the primary and north façades. The central front and side doors are accessed by a wood porch skirting the primary and north façades. It is four steps high and extends from the building to the sidewalk. A 1-½ story porch with boxed eaves and short overhang is located along the rear (west) façade. The foundation appears to brick.

Typically, in structures of this nature, the family of the shopkeeper was domiciled in the upper story of the building and this is reported to have been the case here. Until the construction of this building, Dan Stone had operated his shoe repair enterprise in the basement of the Brownell Block (#7). Although a local walking tour map lists the building with a 1910 construction date, it is not shown on the October 1910 Sanborn map of Essex Junction. It first appears on the next Sanborn map of 1922. It is located on the west side of Railroad Avenue at the center of the block between Central Street and Lincoln Avenue. The vacant lot where Johnson's Hotel once stood on the north side of the property extends to Central Avenue.

Despite the cosmetic changes to the appearance of the building, the massing of the building, the fenestration pattern, the flat roof with slightly projecting boxed eaves, external brick chimney centered on the north façade and its position relative to the street retain the character of a 1910 commercial/residential structure.

2. 26 Railroad Avenue (2nd A & P Grocery Store) – ca. 1930, contributing

This commercial style structure was built ca. 1930 as a more suitable space to house the A&P grocery store than the building at 22-24 Railroad Avenue (#3), its former location. A one-story brick structure, it was constructed on a stone foundation with no setback. One of only two masonry structures in the historic district, it has a flat roof with a low parapet walls on the primary (east) façade as well as the north and south walls, an internal brick chimney centered on the north façade and openings along the north façade consistent with a commercial application. In 1999, this building was connected to the neighboring property, 22-24 Railroad Avenue (#3). There is a simple contrasting marble coping on the crenellated parapet wall on the primary façade and decorative marble corbelling at the corners. Since 1984, the primary façade has been painted, reducing the contrast between the white marble coping and the red brick. What now appears as a soldier course in the brick above a pent roof addition would have been the lintel for the original display windows installed when the building was constructed. Below the windows is a slightly protruding brick sill. On the rear façade there is, in addition to a standard dimension wood panel entrance door, a wide, tall wood plank delivery entrance with strap hinges. With the infill connecting 16 Railroad Avenue to its neighbor, the front entrance was no longer used. The

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large storefront window openings flanking the central door were infilled with paired 1/1 double hung sash windows around a pair of inoperable contemporary louvered doors. The painted cedar shingled pent roof extends only to the outside line of the windows rather than across the entire façade. Despite some alterations, the appearance of an early retail establishment can be easily read.

3. 22-24 Railroad Avenue (1st A & P Grocery Store) – ca. 1915, non-contributing

The original home of the Great Atlantic and Pacific Tea Company in Essex Junction, 22-24 Railroad Avenue at the north-west corner of Railroad Avenue and Lincoln Place was built ca. 1915 with stone foundation walls and a dirt floor in the full basement under a two story building. Although it is not shown on the October 1910 Essex Junction Sanborn map, the April 1922 map shows an iron clad frame structure at that site identified as a grocery store and it appears in a historic photograph dated c. 1918-20.

The 3x5 bay two-story structure is situated with a slight setback from the road, in contrast with the adjacent 26 Railroad Avenue (#2) which abuts the sidewalk. Currently the building is sheathed in vinyl siding replacing earlier wood clapboard sheathing and has a simple, boxed cornice and perforated vinyl casing the eaves. In 1990, a 334 square foot two story addition was made to the back of the building. It is likely that the vinyl siding was added to the building when the addition was constructed as the siding encompasses the addition without a break; the addition is delineated by a slight break in the roof line and there is an interruption in the rhythm of the windows on the second floor. Originally constructed with a flat roof, a shallow gable with full pediment has been added that overhangs the front façade and is adorned with scroll-sawn type modern brackets with pendant finials. Within the pediment are vinyl clapboards vented at the peak. The windows have 1/1 double hung sash units. On the first floor of the Railroad Avenue façade, the windows are paired and project slightly from the plane of the building with a molded lintel. A modern projecting shed roof supported on decorative brackets was added to shelter the primary entrance and first floor windows at the front of the building. In 1999, the building was connected to the neighboring building (26 Railroad Avenue, #2) by a two-story infill which overhangs the parapet wall of building #2. The primary entrance is now located in this infill to the right of the building in a painted wood Colonial Revival style surround under a gable peak on the projecting door hood. However, the building originally had a canted central entrance flanked by large display windows where the projecting paired windows now are found in addition to an entrance on the right side of the primary façade. Although the scale, massing and setback of 22-24 Railroad Avenue make the building recognizable as a late nineteenth century commercial

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structure, the change in roofline together with added non-historic decorative elements and the extensive first floor door and window changes have rendered the building a non-contributing structure.

4. 16-18-20 Railroad Avenue/4-6 Lincoln Place (Moses Fisher Livery Stable) – ca. 1905, contributing

This 1 ½ story, 5 x 7 bay, gambrel-roofed “L”-shaped livery stable replaced an earlier stable on the block between the 1904 and 1910 Sanborn maps.

The frame structure wraps around the corner of Railroad Avenue and Lincoln place with entrances and windows on both street facades. The gambrel roof has asphalt shingles, a square louvered cupola on the main block along Lincoln Place, and shed dormers. The Lincoln Place façade has a continuous seven bay shed dormer and the Railroad Avenue façade has a short two bay shed dormer. There has been a one story frame structure infilling the ell since the building was constructed but it is not visible from either of the primary façades. The original clapboard cladding has been replaced on the ground floor with gray “Permastone” and on the upper floor dormers with vinyl siding. There is neither rhythm nor symmetry to the placement of the openings on the ground floor. Some of the windows have modern one light sashes in painted metal frames while others date to the renovation into a restaurant c.1930. These older windows have fixed wood-framed one light sashes that have applied wood mullions creating a simple geometric pattern along the top. There are two metal one light doors and one modern wood door on the Railroad Avenue façade. Along Lincoln Place, there are metal storm doors protecting contemporary three light metal doors and two more one light windows with the applied mullions matching those on the Railroad Avenue façade along with one set of paired 1/1 double hung sash windows. One of these doors has a shed roof with angled supports protecting the entrance. Windows on the dormers are uniform 1/1 double hung sash with decorative aluminum shutters on the Lincoln Place façade. On the gable end facing Railroad Avenue, there are three different windows, two 1/1 double hung sash windows of different sizes placed beside one another to the north of a one light pane flanked by narrow 1/1 double hung sash windows each in a painted aluminum frame. These are contemporary windows and are likely not located where windows would be expected when the building was constructed. An octagonal louvered vent below the roof line on the gable end has also been added. Where there was once separation between the buildings along Railroad Avenue, a false wall has been added to the façade to abut the adjacent building.

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From the advent of the railroads in Essex Junction, a livery stable was operated in the block across the street from the railroad station. The 1869 Beers map shows a livery stable located near the rail station on what was then called Depot Street; a livery business operated by M. Lawrence is shown on the November 1894 Essex Junction Sanborn map. The footprint of the existing building, however, did not appear until the Sanborn map dated October 1910.

Originally, the entire block encompassed by Lincoln Place, Railroad Avenue, Main Street and Lincoln Street was owned by Samuel Brownell. On June 4, 1904, the property at the northeast corner of Railroad Avenue and Lincoln Place was transferred for the sum of \$2000 to Moses C. Fisher. It was noted on the instrument of transfer that Fisher was at that time maintaining a "livery barn and livery operation" on lands adjoining the property being conveyed. The Sanborn map of 1899 reflects the operation of this livery business; by the time the 1910 Sanborn map was drawn, Fisher had built a two story frame structure flush with the road on both the Lincoln Place and Railroad Avenue façades from which he continued to operate as a liveryman. A fire in 1893 had destroyed the buildings on the block. Moses Fisher's livery operation was constructed on the site of a marble shop which had burned. A "right of way for teams, vehicles and people to pass over and across the lands ... from said Lincoln Place to the south-westerly corner of said land ... for a right-of-way, and for no other purpose, for the benefit of said land herein conveyed" was described in the 1904 transfer. A Plan of Property of S.A. Brownell drawn in November 1915 and a Plan of Property of the Estate of S.A. Brownell drawn in November 1929 both show the right of way established in 1904 still in existence.

Through the early years of the 20th century, the building was used as a livery stable and feed store. The building was converted into a restaurant by 1944 and has remained a restaurant or tavern ever since, with apartments in the loft. In 1947 the property was transferred along with its contents, including a Crawford cook stove with oil burner, a GE refrigerator, an NCR cash register, a Florence room oil heater, 14 chairs, 6 tables, 4 booths, 3 screen doors and all dishes and glassware for use in a restaurant. By the time the property was conveyed three years later, the business had grown to require 24 tables, 96 chairs and 9 booths. A food service operation is still in business there. However, even as late as 1962 the Sanborn map shows the rear 1 story section of the building still serving its livery function as a 12 car capacity garage with a concrete floor.

Despite many changes to the building, the scale, massing, distinctive roofline and proximity to the railway station are clear indications of its original function. Although its first floor appears as a tavern, its striking gambrel cross-gabled roof with cupola still identifies it as a former barn.

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This building represents an early 20th century adaptive re-use from an important commercial type – livery stable - into another commercial district necessity – a tavern and restaurant.

5. 10-12 Railroad Avenue (Bassett Bakery) – ca. 1920, contributing

This one story brick-faced frame structure with a flat roof and low parapet wall first appears in its present configuration on the 1922 Sanborn map. Housing a bakery and restaurant, it replaced the frame construction restaurant and bakery shown on the 1910 Sanborn map. There is an external brick chimney centrally located on the rear façade. The fenestration is consistent with commercial operations in the first half of the 20th century as is the door placement. The large commercial scale windows are recessed slightly from the plane of the façade and are topped by a wooden molded cornice that extends over the full façade. There are three deeply recessed entry doors, one at the south corner and two paired near the center. Although the doors entering onto the commercial/retail space retain their original openings and configuration, they have been replaced with contemporary units which are dissimilar from one another. Two doors are wood paneled with a single large light and all have original large transom windows above them. There are three plate glass display windows. Two of unequal widths divided by a vertical wood frame between the side door and the center doors and one large one to the north of the center doors. At each recessed entry, there are flanking canted narrow display windows. The plate glass of the northernmost display window has been replaced with a three large lights divided vertically by metal connecting strips. All of the windows have their original frames and simple curved moldings with a line of large transoms above matching the widths of each window.

From the time the building was constructed, an office associated with the commercial tenants in the building was located at the south side of the building where the separate door is. Currently the Village Station Restaurant has taken over the entire space and made the interior into one large room as it appeared on the 1922 Sanborn when it was a “bakery-restaurant.” The transom window over the door at the north has been covered over with decorative boards laid in a chevron pattern. The original wood molded cornice with its slight overhang remains intact and in place as do the wooden window sills. The lintel course over the store windows is a flat wooden frieze topped by projecting molded cornice and stretches across the entire face of the building at the same height and depth as that of the lintel course on the earlier, adjacent Douglas Block integrating it into the streetscape. A noncontributing 8’ x 16’ addition was built at the back of the building in 1996.

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In the early days of operation the bakery at this site was reported to have made 100 pies each day and the owner, Mr. Bassett, had two teams on the road selling his pies and baked goods. By the 1928, the bakery and restaurant had ceased operations at this site and the first floor was divided into two halves. Several businesses, including Miss Still's Dry Goods emporium, later occupied the building.

6. 8 Railroad Avenue (the Douglas Block) – 1905, contributing

In 1905, A.D. Douglas built this two story, 4 x 7 bay flat-roofed Italianate style building on the site next to the Brownell Block for his furniture and undertaking concerns. The brick faced frame is embellished at the corners by decorative brick quoins and a corbelled brick string course above the second story windows on the front façade. The flat roof is crowned on the front façade by a projecting metal box cornice with modillions embellished with an acanthus leaf motif and a frieze ornamented by dentils. The brick facing is laid in a common bond pattern. The four upper story windows have decorative flat arch brick lintels with a prominent projecting brick keystone. The sills are smooth gray marble. The ground floor is dominated by the commercial style display windows and recessed entrance doors. The original canted entries, one to the ground floor sales floor and the other, opening on internal stairs to the second floor, remain in their original configuration with their transom windows intact. The matching doors are wood paneled with a large single pane light. Reticulated door surrounds match the profile of the quoins. A projecting molded wood cornice forms a lintel course above the doors and ground floor windows with a profile similar to that of the adjoining 10-12 Railroad Avenue (#5) and stretches the width of the building. The ground floor display window has been altered by the addition of a door in the center on the same plane as the windows which are flush with the plane of the façade. Second story 1/1 double hung sash windows retain their historic appearance. A square louvered metal vent, not contemporary with the building's construction, pierces the primary façade off center below the cornice above the string course. Light wells at ground level under the display windows allow for natural light to penetrate the basement. The coping on the high parapet walls of the remaining three façades is an almost flush cap with no applied decoration. An internal brick chimney is located at the back of the building.

This building replaced the livery stable and hog yard previously located at this site. The building's use of heavy stamped tin brackets and ornament is typical of commercial building at the turn of the 20th century. There have been few changes to either the appearance or the function of the Douglas Block since its construction. Throughout its history the building has been used for commercial retail purposes and continues to serve in that capacity.

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7. 12-22 Main Street/2-4 Railroad Avenue (the Brownell Block) – 1894, contributing

The most imposing building in the business core of Essex Junction, the Late Italianate style Brownell Block was built for businessman Samuel A. Brownell in 1894. The Brownell Block is a two story trapezoidal brick-clad frame structure with a flat roof which conforms to the dimensions of the corner of the lot. Built on a three foot thick foundation, the basement is 8 ½' high, the ground floor 12' and the upper floor is 11'. The interior frame is supported by stone and brick across the walls and piers. A fire wall partition in the center of the building extends 18" above the roof line. There is a free-standing square brick common bond chimney midway along the north wall. Square pilasters are located at the corners of the building; the pilaster at the corner of Main Street and Railroad Avenue has embossed enameled panels on the pilasters with the street names held by the scroll brackets under the lunettes between the first and second stories. The fenestration on the ground floor was designed to highlight the commercial function of the building. The configuration of the original windows has been, for the most part, maintained. Along the Railroad Avenue façade, windows flush with the ground below the display windows allow light into the basement areas. This is not the case along the Main Street façade because the entrances to the retail space are only one step above ground level. Entrances to the ground floor commercial spaces along both façades are canted allowing more light into the interior spaces. The doors are contemporary single light panes in metal frames with transom and side lights fitted to the historic openings. Entrances to the staircases to the second floor have elaborate wood surrounds framed by molded pilasters capped with scrolled brackets and anthemion lunettes. The brackets support molding which runs across the face of the building above the display windows on the two primary façades. Slightly projecting brick pilasters continue to the crowning cornice, terminating in elaborate molded brackets capped by square rosettes. The upper story fenestration is consistent across the two primary façades. On the Main Street façade, the upper story windows are symmetrically arranged over the four commercial units and the two doors for access to the second story. In addition to the pilasters framing the second story doorways, a single, slightly wider, brick pilaster bisects the building. It does not, however, extend through the fascia and cornice as the others do, causing a break in the rhythm of the cornice brackets. Three 1/1 double hung sash units with decorative painted, arched brick hoods are centered over each retail unit; one 1/1 double hung sash window is centered over the stairs. The sills are of rough faced granite from the Bailey Granite Company. Above the lights is an arched top panel approximately one-half the height of the individual lights between the working window unit and the lintel. It is unclear in historic photographs if the panel is of glass.

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Above the second story windows and just below the cornice is a decorative corbelled brick string course the depth of the pilasters. On the two primary façades (the south and east) the corbelling terminates in pendants directly under the cornice brackets. On the visible north façade, the corbel pattern eliminates the pendants. The building is capped on the two primary façades with a molded painted metal minimally projecting box cornice with regularly spaced brackets separated by anthemion patterned lunettes on the frieze. Centered above the cornice on the roof line of both primary façades is a molded panel displaying the name "Brownell" capped by a semi-circular disc with the date attached in bas relief in a decorative serif type style typical of the last decade of the 19th century. The panel is centered between paired pilasters separated by a semicircular niche. The four pilasters are surmounted by discs encircling a floral motif. An ogee and reverse cyma molding ties the crowning motif together. The ball and urn finials at the roof line above each pilaster appearing in historic photographs have been removed. The original tin ceilings in many of the ground floor commercial establishments remain in place.

In addition to being one of the founders of the Essex Trust bank, Samuel A. Brownell and his brother Chauncey developed hydroelectric power for commercial purposes that they sold to local citizens. A substantial landowner in the Village of Essex Junction, Brownell had previously built frame structures one at a time as need dictated on the lot at the corner of Main Street and Railroad Avenue. When Norman Brownell received his commission as postmaster in 1865, he moved the Post Office into one of those frame structures. In 1893 the block was razed by a fire. After the fire, Brownell hired prominent Montpelier architect George H. Guernsey to produce a building "... to ensure strength and durability, security against destruction by fire and abundance of light". (*Essex Eagle*, September 26, 1894). The work was supervised by F.H. Parker. The facing brick was made in the Drury Brickyard, a local family business established in 1867. The brick yards operated by G.B. and H.D. Drury remained a family operation until the business was closed in 1972. It was the last fired clay kiln brickyard in Vermont. Bricks from the Drury brickyard were used to construct important buildings throughout the state, including the Brownell Library in Essex Junction as well as several buildings on the University of Vermont campus. The brick facing on the Brownell Block was laid in stretcher bond by Chas. Doty of St. Albans.

The original tenants of the ground floor of the building were a grocer, barber and bank on the 110' Railroad Avenue façade and a druggist, grocer and dry goods emporium on the 70' Main Street façade. Fireproof vaults were located on both the ground floor and the basement. The second floor was home to a Masonic Lodge, the Grand Army and Ladies Relief Corps, a lawyer's office and a milliner. A kitchen was planned for the rooms occupied by the Grand Army and Ladies Relief Corps. There were two sets of stairs to the upper floor accessible from

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the Main Street façade. By 1899, the drugstore on the ground floor had expanded into the space originally occupied by the bank and the grocer had expanded its floor area by taking over the part of the adjacent business which had not been taken over by a clothier. Well appointed rooms in the Brownell Block were “the favorite place for businessmen to get together to discuss the affairs of the town and State...” (*Burlington Free Press and Times*, Friday, March 10, 1922) for the men’s club that performed the function of the Chamber of Commerce in Essex Junction.

8. 8-10 Main Street (Brownell & Nichols Block) – 1898, contributing

This two story, 3-bay brick structure with 8” thick walls is one of the best preserved commercial buildings in the downtown core. Originally built in 1898 for Samuel Brownell and postmaster Warner B. Nichols, the building housed the post office for the village of Essex Junction until 1941. An anomaly in the village center, the old Post Office is one of the few buildings in the downtown core that is of solid masonry construction, rather than faced with masonry materials. It was built as a commercial extension of the adjacent Brownell Block. The building has the typical rectangular massing of an early 20th century commercial office building with a flat tin roof and uses restrained Renaissance Revival decorative vocabulary. Decoration on the façade is a function of the pattern in which the bricks were laid. The body of the structure is simple common bond masonry but a corbelled string course divides the first and second floors, and what reads as the cornice projects slightly from the plane of the façade. Rusticated brick work gives the appearance of quoins on the upper floor. The colonnaded upper three windows have wide semicircular Roman arches with heavy brick keystones over chevron patterned brick heads above the flat topped 1/1 double hung sash windows. The keystones are integrated into the corbelling at the base of the “cornice”. The west wall is solid brick and devoid of fenestration.

A single pane display window is centered on the ground floor, flanked by a door on either side. The window is topped by an elliptical transom with a flat arched brick head with a prominent keystone echoing the window surrounds of the upper story. Radiating voussiors top the doors. On the window and eastern door, these details are presently screened by modern waterfall awnings. Spaced equidistant under the display window at ground level are three windows/vents capped by radiating voussiors. The window and door sills are of granite although those under the windows have been painted.

After the Post Office moved to the Fletcher Block at 2 Railroad Street (#12) in 1941, the ground floor of the building was used by a series of commercial enterprises, including a dry cleaning establishment. The upper floor was used for many years as the telephone exchange.

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9. 3 Main Street – ca. 1860s - contributing

This ca. 1860s vernacular Greek Revival frame building with Queen Anne alterations is built on a stone foundation and is presently sheathed in vinyl siding. The primary block is a gable front 1½ story structure to which gable dormers have been added on the west side since an undated photograph was made in the early years of the twentieth century. The northeast corner of the block is canted on the first floor with the squared corner of the second floor projecting over the angled façade. The entrance is off center but not quite in the location of a side-hall entry. It is protected by a 20th century one-story gable roofed pedimented portico supported by turned posts and decorated with a spindle screen. The glazed and paneled modern front door has full sidelights typical of mid-late 19th century construction and is framed by simple Tuscan pilasters under a plain entablature. Historic photographs do not show the front door clearly enough to determine if there were a transom light as would be expected; the wide entablature and fascia boards above the door indicate that there may have been a transom light which has since been removed. The northeast canted facade has a window on the first story. The overhanging second floor corner is finished with a decorative pendent finial. A one story four-bay wing extends to the northeast from the main block and has two entrance doors and several modern, narrow windows. This wing dates to the 19th century and may be original to the main block construction as it is shown on the 1894 Sanborn map and appears to be indicated on the 1869 Beers map. Throughout the building, there are one over one modern sash and modern metal framed doors in their historic openings. The roofing material is asphalt shingles. Based on an historic photograph, the internal brick chimney centered towards the back of the house appears to date to at least the c. 1895 remodeling.

An extensive c. 1895 one story flat-roofed porch with a projecting cornice, square posts and balusters running the full width of the main block and wing and one across the rear façade were removed some time between the publication of the 1928 and 1962 Sanborn maps. The 1910 map is the first to indicate the north cut-off corner of the main block where the porch turns to extend across the recessed façade of the wing. However, this detail was likely part of the c. 1895 remodeling which added the porch and simply not detailed as such on the maps.

This building is the oldest structure in the Downtown Essex Junction Commercial Historic District and predates the major 1893 downtown fire. It is not mentioned in any of the printed histories of the village of Essex Junction, indicating that until the latter part of the twentieth century, it was a private residence. The 1869 Beers map shows a structure with a similar footprint located in the center of the block between the Five Corners and Railroad Avenue. It is

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not unreasonable to assume based on the form and orientation of the structure illustrated on that map that the construction date of 3 Main Street predates its publication. Anecdotal evidence mentions that the F.E. Baldwin family was in residence there prior to 1915. The property came into the Baldwin family through the father of Harriet H. Baldwin (née Williams). The property, along with the structures on it, was conveyed from the estate of Charles G. Williams to his daughter on January 4, 1909. In a survey of the neighboring property made in 1930, the structure at 3 Main Street is identified as the residence of Abbott F. Muncie. The building has been used from the last several decades of the twentieth century as commercial office space, most recently as a law office. It retains the feel and massing of a mid-19th century residential building and is one of the few remaining frame structures in the downtown core of Essex Junction to have escaped the fires that destroyed much of the built environment of the village center in the last decade of the 1800s.

10. 7-9 Main Street (Mudgett Block) – 1902, non-contributing

As constructed in 1902, the Mudgett Block was built in the vernacular Italianate style as a flat-roofed frame structure with pressed metal sheathing imitating brick built on a brick foundation. It is typical of late 19th century commercial construction. This 3x5 bay two story building was built by Charles G. Williams who was resident at 3 Main Street (#9) at the time and originally used by R.O. Mudgett and Company, hardware and paint sales. It later became Baker and Huntley, but remained a hardware and paint store through most of the twentieth century.

Stairs to the second story were entered through a raised panel door with one light located at the west (right) side of the primary façade. This door has been replaced with a contemporary metal and glass unit. The entrance to the commercial space was centered between two large one light display windows. To increase light to the interior space, the entrance was canted. What appear to be multiple pane transom lights above the display windows can be seen on historic photographs. A narrow protruding cornice stretched across the façade above the windows and visually divided the first and second floors. The display windows have been replaced as has the original entrance. A contemporary glass and metal door unit with side lights and transom flush with the plane of the façade now covers the canted entrance. . Where the cornice created a uniform height for the ground floor openings across the primary facade, the replacement door/window unit is slightly higher than the flanking display windows. The upper story windows remain in their historic locations but appear to have been shortened with new windows having 6/6 sash. Vinyl shutters have been added on all exposed façades. Doors with bracketed gable hoods have been added to the east façade. The projecting pressed metal box cornice with its paneled fascia board and paired scrolled brackets has been removed and replaced with a pedimented gable front roof.

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Pilasters have been added to the corners. The two story vinyl-sided enclosed porch at the rear of the building dates from the time of construction. Although massing and setback still speak of the building's history, the substantial changes to the entrances and windows, the redesign of the roof line, and addition of the pilasters make this a non-contributing structure.

11. 11-17 Main Street (Essex Publishing Company) – ca. 1898, contributing

Similar stylistically to the adjacent Mudgett Block, the Essex Publishing building is trapezoidal in shape reflecting the parameters of the lot lying along a curve in the railroad tracks. The two-story 5x3 bay structure has a flat roof with the projecting boxed cornice typical of commercial Italianate buildings. The pressed metal cladding was replaced with imitation brick asphalt shingles which have been subsequently replaced with wood clapboard. When the building was constructed, it was visually one unit but the eastern portion was used for the Essex Publishing Company while a smaller western portion housed the town fire fighting equipment. Later additions and renovations have divided the building; the former home of the fire department has been more altered than the Essex Publishing Company half of the building. The latter has been sheathed in vinyl siding with the addition of corner pilasters, appearing similar to its neighbor, the Mudgett Block. The unusual original cross buck motif across the entire fascia has been retained. A historic metal cornice dividing the upper and lower floors has been removed and replaced only on the east side of the façade with a shingled pent roof shielding the entrance. The canted entrance shown in historic photographs has been retained on the Essex Publishing side as have the historic openings on the ground floor, but the doors and windows are replacement units. With the exception of the display windows on the ground floor, fenestration at construction was uniform over all façades and remains so. The fire house doors have been replaced with a large plate glass window and the door has been relocated around the corner on the west façade. A large open wood staircase leads to a balcony and a door accessing to the second floor above the contemporary entrance. A shingled pent roof attached to the wall below the cross buck fascia overhangs the balcony. The exterior of the east side of the building where the Essex Publishing Company once operated now is encased in painted wood clapboard sheathing. A second external staircase has been added on the east façade leading to a door on the second floor replacing one of the historic windows. The historic openings on the primary façade, likewise, have been altered by the addition of another window on the second floor. The style, however, remains consistent with the historic 1/1 double hung sash windows. A one-story shed-roofed wood addition at the northeast corner of the building is clad in clapboard and a separate two-story addition was added to the rear of the south side of the block in 1938 when the newspapers published in the building merged to become the "Burlington Suburban List". Early photographs show the large recessed

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beveled panel wood double doors with their 4/3 light windows on the west side of the ground floor sized for egress of the fire department's chemical truck and wagon. On the second floor, two 1/1 double hung sash windows with plain wood surrounds are centered over the Fire Station doors; centered above the canted entrance to the Essex Publishing Company's offices, and their large display windows, are three 1/1 double hung sash windows of the same height and width.

The original building on this site was a shoe factory. It was replaced at the end of the last decade of the nineteenth century by a pressed tin clad frame structure reflecting the urban form of commercial architecture brought to Essex Junction by George Guernsey when he designed the Brownell Block across the street. The actual construction date is variously recorded; it was certainly built after 1894 and appears on the November 1899 Sanborn map. In 1898, the Essex Publishing Company began operations in the east side of the ground floor at this location. An unpublished manuscript on the industrial history of Essex written by Mary S. Rice in 1939 states "(t)he Essex Publishing Company was started by Lewis P. Thayer in 1898 when the present building was built. For many years eight small newspapers were published. In June 1938 these eight editions were merged together to form the "Burlington Suburban List." Also resident in the building was the village library which occupied the second story from the time the library was established until 1913. In 1895 there were three livery stables in Essex Junction. The Village Trustees had arranged for payment of \$5.00 to the first liveryman to deliver the chemical fire engine to the site of a fire. Until 1913, the wagon and truck belonging to the village fire department occupied the west side of the ground floor, with the horses boarded at a nearby livery stable. At that time, the entire operation moved to barns at Lincoln Hall where the horses and equipment were housed at the same location.

Although there have been alterations to the building, it still retains its stylistic features, massing and historic commercial associations and has played an important commercial and civic role in town life. The building still contributes to the historic district.

12. 2 Railroad Street (Fletcher Block, later the Yandow Block) – 1899, contributing

Constructed by W.S. Fletcher in 1899 on the site of a frame building that had burned the year before, the two-story brick clad frame structure rests on an un-coursed sandstone foundation. The brick veneer is laid in a common bond pattern. A rectangular block built with a flat tin roof, the building has a canted corner with windows on the canted angle on both the upper and lower floors. The internal brick chimney is centered at the back of the main block. The primary entrance, typical of late 19th-early 20th century small scale commercial buildings, is centered on

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the primary façade and flanked by large single pane display windows. A cornice above the first floor shop windows has boxed eaves and a wide molded fascia above a band of modern vertical paneling that covers the tops of the windows and wraps around the canted corner. The original entrance doors have been replaced with glass and metal frame doors and the one opening on the south side of the canted entrance has been infilled with clapboards under a modern window. The entrance is raised two steps; the stairs, flush with the face of the building, are of gray granite matching the tooled sills and keystones on the segmental arch window heads on the second floor windows. An Adamesque swag design adorns the pressed metal cornice below the wedge shaped brackets separated by floral relief motifs on geometric panels on the frieze. A two story trapezoidal shaped clapboard sided frame wing attached to the back of the building dates from the original construction as do the two story porches on the north and south façades. Like the windows on the main block, windows on the wing are 1/1 double hung sash but lack the brick voussoirs and keystones and are surmounted instead by simple painted wood lintels. The parapet walls are lower on the back, the wall to which the wing is attached, than they are on the other three sides of the primary block. The overhanging eaves with the boxed cornice and plain frieze on the wing are also lower than the corresponding roof line on the main section of the Fletcher Block. The porch on the south side of the building fits in the ell formed where the slightly less wide wing is attached. It is supported by turned bracketed painted wood posts with square supports and scrolled brackets. The porch on the north side of the building is cantilevered and supported by diagonally placed painted metal I-beams. The shed roof is supported by turned posts with scrolled brackets and is enclosed by a wood railing with square balusters.

Like the Essex Publishing building across the railroad tracks, the Fletcher Block was another example of the urban form and style of architecture reflecting the artistic taste of George Guernsey's 1894 Brownell Block. An address given to the Ladies Fortnightly Club on February 19, 1915 pronounced the addition of the Fletcher Block to the downtown core of Essex Junction an improvement over the three or four little buildings that had stood there previously. A historic photograph shows that it originally had a decorative parapet sign projecting above the roof line like the Brownell Block, simply stating its date, "1899." This sign is no longer extant. Originally home to a grocer and meat market on the ground floor and an apartment on the upper floor, the Fletcher Block has seen varied commercial uses in the century since its construction. For several years after the Post Office was moved from 8-10 Main Street in 1941, a section of the Fletcher Block served as the Village's Post Office. By 1962 the Post Office had been moved to Lincoln Street across the street from the location of the Town and Village Offices.

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Statement of Significance

Introduction

The development of the Village of Essex Junction parallels that of many small towns in Vermont. Situated to take advantage of the natural power of the falls on the Winooski River, the coming of the railway to the area changed the essentially rural character of the village to a commercially significant community. The properties encompassed by the 2.83 acres of the proposed historic district fit Criterion A with their historic context relating to the development of transportation routes, commerce and industry and the associated development of the community as a politically discrete entity. While individually the buildings may not be eligible for inclusion on the National Register of Historic Places, the aggregate represents regional development and vernacular application of high style architecture which maintains its integrity of location, design, association, and to a varied extent, workmanship and materials. Additionally, the buildings are in close proximity to both the railroad and the junction of five major roadways which literally put the village of Essex Junction on the map in the mid- to late 1900s. That few of the earliest structures remain is a function of the fires which destroyed much of the built environment at the end of the 19th century. In constructing the replacement buildings, the conscious decision of the builders to improve upon what went before has left the village with a fine collection of structures representing the height of rural construction at that time. Many of the buildings retain their original function and, with two exceptions, can be easily restored to their original appearance. The district is significant for the broad patterns of historic development and public planning that it ably represents and is eligible for listing on National Register of Historic Places under criterion "A." Furthermore, the district, as a collection of buildings, represents a significant and distinguishable entity, some of whose components lack individual distinction, and is also eligible for listing under criterion "C."

Through the last half of the nineteenth century, Essex Junction grew from a manufacturing center dependent on the local accessibility of hydro-power to run the mills located on the nearby Winooski River to the hub of the region as a result of the confluence of six major railroad lines through the heart of the village. The structures in the district represent the commercial interests of the local businessmen and are excellent architectural examples of late nineteenth century building design and technology. With the decreasing influence of rail travel and commercial rail applications by the mid-twentieth century, the railway station was no longer the commercial hub of the village. Despite this, the commercial life of the village is still centered on Railroad Avenue in the block across the street from the train station and on nearby Main Street in the block from its intersection with Railroad Avenue and the Five Corners. The buildings included in the

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Downtown Essex Junction Commercial Historic District encompass the important commercial concerns of a growing late nineteenth century railway town. They include a livery stable across from the railway station, the town's post office, the newspaper office, the fire station and buildings housing a pharmacy, a dry goods emporium and a joint furniture store and funeral parlor. Each of the buildings along the district's two main streets is still occupied by viable commercial entities which are housed in well preserved, historically significant structures.

Defining Physical Characteristics

The triangular site of the district, which encompasses almost three acres at the commercial center of a village historically associated with the railroad, is bounded by the railway tracks along the eastern edge. Visually, the district is dominated by the 1894 Brownell Block (#7) which anchors the corner of Main Street and Railroad Avenue. The look of the vernacular Italianate style business block was mimicked by the 1899 Fletcher Block (#12) diagonally across the railroad tracks, the 1902 Mudgett Block (#10) directly across Main Street from the Brownell Block and on Railroad Avenue immediately north of the Brownell Block, and the Douglas Block (#6), constructed in 1905. The collection of frame and brick faced structures along Railroad Avenue between Central Avenue and Main Street face the railway tracks and have historic connections to the commerce brought into the village by their proximity to the train station across the street. Because the present station is a modern building (1959) it is not included within the boundaries of the historic district. Main Street, between the Five Corners and the railroad tracks has historically been the primary commercial district and this block continues to function in that capacity. From the earliest days of settlement in Essex Junction, these two streets have been associated with commercial enterprises.

Architectural Significance

Nine of the ten contributing and the two non-contributing historic buildings in the district were constructed between 1894 and 1930 and include well preserved vernacular buildings and utilitarian examples of Italianate and Early 20th century Revival architectural styles. The buildings are primarily commercial in nature with three residential scale structures (#s 1 – the 1910 Stone Block, #3 – the 2nd A&P store and #9 a ca. 1860 residence) and a converted livery stable operation (#4 – the Moses Fisher Livery Stable). The two non-contributing structures (#s 3 – the 1st A&P store and #10 – the Mudgett Block) were constructed during the period of significance and retain their commercial function within the district, but have been so altered by twentieth century modifications to have rendered their original appearance all but invisible. The

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one inclusion in the historic district outside of the 1890-1930 period of significance is the sole surviving building (#9) that predates the series of fires that destroyed the majority of the frame structures in the downtown core in the last decade of the 19th century.

The oldest extant building in the district is the only structure within the district boundary built strictly for residential purposes. It has an approximate construction date in the 1860s. The former residence (#9) is a vernacular example of the Greek Revival style popular in the village in the mid-nineteenth century. Although this building has been altered to maintain the commercial function for which it is now being used, it retains the original scale and massing and its original function is readily apparent.

The district contains a structure (#7 the Brownell Block) that by its association with distinguished Vermont architect George H. Guernsey who created the vernacular Italianate small town commercial block has enough architectural distinction to be listed individually on the National Register under Criterion "C" for architecture. The 1894 Brownell Block was significant enough in the village to have been the inspiration for the construction of at least three other buildings closely proximate to the corner of Main Street and Railroad Avenue (#s 6 – the Douglas Block, #10 – the Mudgett Block and #12 – the Fletcher Block). The non-contributing Mudgett Block (1902) (#10) on Main Street was constructed as a fine vernacular example of the Italianate style. Centered on the block between the Five Corners and Railroad Avenue, the Mudgett Block was the village's primary hardware/paint store for several decades. The village's furniture store and funeral parlor, integral to the commercial life of the community, was located in the 1905 Douglas Block (#6), another centrally located example of the vernacular Italianate style so popular in Vermont towns at the end of the nineteenth century. The only building in the historic district on the east side of the railroad tracks, the Italianate style Fletcher Block (1899) (#12) at the junction of Railroad and Main Streets was constructed to house a grocery store and butcher shop. It later served the Village of Essex Junction as a Post Office during the middle decades of the twentieth century.

The district contains structures that lack individual distinction but that collectively convey the history of the commercial development of Essex Junction. These include a structure built as both a shoemaking shop and a residence for the shopkeeper and his family (#1 – the Stone Block), and several vernacular commercial forms, the Douglas Block (#6), a furniture store and undertaking concern, a bakery (#5 – the Bassett Bakery), a paint and hardware establishment (#10 – the Mudgett Block), the Fletcher Block (#12), a fine example of a twentieth century grocery store (#2 – the 2nd A&P store), the commercial structure which housed the town's early newspaper printing facility in addition to being an early home to the Village Fire Department (#11 – the Essex Publishing Company) and the Essex Junction Village Post Office and early telephone

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exchange (#8 – the Brownell & Nichols Block). Most of these small commercial buildings have survived relatively untouched by renovations and are rare survivors in an area which would be expected to be subject to frequent changes. What was at its construction the Moses Fisher Livery Stable (#4) is an L-shaped structure with the gambrel roof typically associated with a barn. It is located across the street from the railway station and has a long association with both commercial transport associated with shipping and passenger rail travel. As late as the 1960s, the rear part of it was still being used as a garage – the logical extension of a livery operation.

Essex Junction Settlement and Growth

Early Settlement – Water Power 1796-1830

Settlement in what is now known as the Village of Essex Junction was established as early as 1786. At that time it was known as Hubbel's Falls named for one of the original settlers and making reference to the set of falls on the Winooski River. The original settlers located in the area to take advantage of the local water power which operated a grist mill and hemp mill in addition to Daniel Hurlbut's saw mill and the carding mill operated by William Ward and Daniel Johnson also located along the falls. Only the foundations of the grist mill and the carding works remained after the freshet of 1830. Later mill construction along the falls of the Winooski River included a paper mill, saw mill and a grist and flour mill.

Coming of the Railroad – 1849

Early routings of railroad lines in the United States were connections between marine terminals as water routes were the primary transportation matrix. In Vermont, the primary terminals were Bellows Falls and Burlington, thus the railroads were planned to link these two communities. The Burlington terminus provided ferry access to points on Lake Champlain. From Bellows Falls connections were made to early rail lines which continued south and east to Hartford and Boston. Railroad pioneers in Vermont saw the advantage of providing access west to the Great Lakes and north to Montreal including Charles Paine of the Vermont Central, Timothy Follett of the Rutland and Burlington (later the Rutland) Railroad and John Smith of the Vermont and Canada Rail Road. A charter was issued to the Vermont Central (later the Central Vermont Railroad) in 1843 and it operated the first rail traffic in the state with a connection between White River Junction and Bethel in June 1848. The connection to Essex Junction arrived a year later. When the post office was established in 1844, Hubbel's Falls was renamed Painesville in honor of Vermont Central Railroad magnate and former Vermont Governor Charles Paine who had routed the Vermont Central Railroad line from White River Junction to Burlington through Essex

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Town. The junction of rail lines at Essex was a result of the collusion of Charles Paine with the Vermont and Canada Railroad management to operate the Vermont and Canada and the Vermont Central lines as one, gaining economic advantage by denying the Rutland and Burlington a rail connection at Burlington forcing them to cross Lake Champlain by ferry.

The original station in the village of Essex Junction appears on the 1857 Walling map located on the east side of Park Street, just south of the Five Corners in the triangle formed by the junction of the Vermont Central Railroad and Vermont and Canada Railroad. No descriptions or other documentary evidence of the building was found. In 1851 the Vermont and Canada Railroad was leased to the Vermont Central with the stipulation that it would acquire the holdings of the Vermont Central in the case of a default. By 1853, the Vermont Central Railroad, the Rutland Railroad and the Vermont and Canada Rail Road had established a link between Boston and Montreal. Under the terms of the lease agreement, the Vermont Central came under the control of John Smith of St. Albans in 1855 when the Vermont Central defaulted. By the end of 1853 there were six railroads making their junction at Painesville. In the 19th century, passenger rail traffic was an important source of income for the railroads. The trip from Boston to Montreal, which had taken several days by water routes, was reduced to only one day by rail. The conductors of the railroads referred to the junction stop for transferring passengers as "Essex Junction".

In 1862 a one story brick railway station was constructed on Depot (now Railway Avenue) Street with the freight headquarters and the railway offices remaining at the site of the original depot. The freight headquarters remained at that location until at least 1928 when they appear on the 1928 Sanborn map but they had disappeared by the time the 1962 map was drawn. When the new railroad station was built it displayed a sign reading "Essex Junction". Charles Paine had met with financial reversals in the 1850s and left the state disgraced by the questionable transactions which had brought about his demise. In 1865 the name "Essex Junction" was formally adopted by the town selectmen. A large train shed was built adjacent to the station itself enclosing the platform and stretching over three of the five lines into the station. As constructed, the triple arches on the train shed had large iron double doors at each end. The doors were removed in 1868 because area weather conditions rendered the use of the doors impractical although the hinges remained until the archways were finally taken down in 1891 to allow for the increased size of the trains traveling through Essex Junction.

To build the railway system in Vermont there was an influx of railroad laborers who settled in the area. A book commissioned in 1883 by the Village of Essex to commemorate the hundredth anniversary of its founding stated "(f)rom an early day [Essex Junction] had been quite prominent in its manufacturing establishments and since the completion of these three lines of

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railroads which form their junction there, it has grown rapidly in its manufacturing and mercantile interests, and the larger proportion of the business of the town in these directions has been done there.... The growth of this part of town is the natural result of the railroad facilities it enjoys. ... as a railroad center it has attracted business men and wealth from outside..." In a history of Chittenden County written in 1886 it was observed that as a railway center, Essex Junction had attracted businessmen and wealth from outside the area and "stimulated the employment of capital and labor in developing the almost unlimited resources of its splendid water power." At that time water power ran paper, flour and saw mills and a butter-tub factory.

Towns located on the railroad lines reaped the economic benefits of proximity to transportation routes. In Vermont, the towns of Northfield (Central Vermont), St. Albans (Vermont and Canada) and Rutland (Rutland and Burlington), among others, developed as a result of being the administrative and maintenance centers of individual railroad lines. Essex Junction and White River Junction grew because they were the linking point for several railroad lines.

Extractive industries benefited from the advent of rail transportation. Vermont's granite, slate and marble industries were able to develop national markets because of the relatively low costs of rail transportation for heavy cargoes. Likewise, the lumbering industries in Vermont's northeast counties benefited from expanded transportation opportunities. Commodities such as wool and cotton bales for the textile mills were more easily transported as were the finished products. This was particularly important for Vermont's sheep farmers. The markets in Boston and New York were opened to Vermont's milk and dairy product producers as their product arrived fresh to the consumer when shipped by rail. Most of these goods were shipped through Essex Junction on their way from producer to consumer.

At the height of the passenger rail traffic through the village, a wag observed that the siting of the Village Cemetery next to the railroad station was fortuitous as it was the ideal spot for the late passengers of the trains from Essex Junction to rest while awaiting their trains. By the turn of the twentieth century Essex Junction was the connecting point for as many as ten different rail lines. More than 35 passenger trains stopped daily for connections to Maine and points east, Massachusetts, New York and other cities to the south and west and Montréal and Canada to the north.

Development of the Commercial Center 1853-1900

As a result of the railroads, the mercantile and commercial core of Essex Junction centered on the rail junction. The 1857 Walling map shows a store house at the south east intersection of the Vermont and Canada Rail lines and three structures on what is now Main Street. One is listed as belonging to Chauncey and Samuel Brownell, prominent businessmen in Essex Junction's early

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history. On the Beers map of 1869, there is a saloon at the corner of Main Street and Depot Street (later Railroad Avenue) and shops on Main Street. None of these buildings apparently survived the 1893 fire which destroyed the collection of frame structures on the block at the center of the commercial section in the Village of Essex Junction. There was a well publicized decision by the wealthy and influential property owner to produce a building on the site of the fire that would be fire resistant and a monument to enterprise in the Village of Essex Junction. It was reported in the September 26, 1894 issue of the Essex Eagle that the brick building constructed at the corner "... takes the place of the unsightly buildings once occupying the corner of Main Street and Railroad Avenue." The resulting Brownell Block (#7) spawned several others (# 6 – the Douglas Block, #10 – the Mudgett Block and #12 – the Fletcher Block) in the commercial center of the village constructed in the urban form and style of architecture reflecting the artistic taste of George Guernsey's 1894 Brownell Block. As befitting a town founded as a result of the railroads, Railroad Avenue was also the site of commercial development. The Douglas Block (#6) was constructed as the town's primary furniture retailer and undertaking establishment and was located across the street from the railway station as was the Village's bakery (#5 – the Bassett Bakery). The grand 3½ story Johnson's Hotel which served the village and the rail travelers from its location at the corner of Railroad Avenue and Central Street across the street from the Railway Station was destroyed by fire in 1911. The lot, adjacent to Dan Stone's cobbler shop at 28 Railroad Avenue (#1), has remained vacant from the time of the fire.

Infrastructure 1899-1929

The Village of Essex Junction, although part of the Town of Essex, developed independently of its parent municipality in response to the requirements of the community. Essex Junction's infrastructure was well developed by the turn of the century. Chauncey Brownell and his brother Samuel produced hydroelectric power commercially available to local citizens in 1893. It was generated from their power plant located less than a mile south of the village center on the Winooski River. Two years later electrical service was brought from Burlington. In 1899 water mains had been laid to supply water to the villagers through a gravity fed water works from springs 4 miles east and 180' above the village. By 1910 the average daily consumption was 100,000 gallons on a system with a combined capacity of 4½ million gallons. By 1922, Essex Junction was viewed as the best shipping point in the state of Vermont. Excellent train service made the comparative cost of shipping the state's maple syrup production to Boston, Chicago and New York City less from Essex Junction than from anywhere else in the state. Regular trolley service to Burlington made the village as easy for travelers as freight to reach. Route 15 (Pearl Street west of the Five Corners, Maple Street to the east) into the village was paved with concrete in 1918 connecting Essex Junction with the main highways. With these improvements,

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automobile travel was expected at that time to become a pleasurable alternative to the rail system and by 1929, Main Street was paved with concrete from Pearl Street to Railroad Street.

Post 1940 Changes

After WW II, the importance of the railroads in the life of Essex Junction began to fade. Improvements in the road systems and the increasing popularity and accessibility of motor vehicles caused a significant decline in passenger rail traffic. In 1932 the CVRR (the successor to the Vermont Central Railroad) ceased passenger service to Burlington. This followed the discontinuation of the trolley route between Essex Junction and Burlington in August 1929. By 1966 the Central Vermont Railroad had ceased all passenger operations in Essex Junction. It was not until 1972 that long distance passenger service returned to Essex Junction with one train daily in each direction stopping in Essex Junction on Amtrak's Montréal-New York City route. Freight operations suffered the same fate as did passenger service in Essex Junction. Improving highway and truck technology after WW II made it increasingly difficult for railway haulers to compete. The CVRR under the blanket of the Canadian National Railroad was sold to RailTex in 1993. Rail Tex has shipped fuel, salt, finished lumber products and refined mining products over the old Central Vermont line since 1995.

Aside from cosmetic changes to the buildings in the district, there has been little changed in the built environment since the 1940s. In 1941, the Post Office was moved from 8-10 Main Street (#8) to the Fletcher Block (#12). The 1862 brick railway station with its three arches spanning the track and its associated out buildings was demolished in 1957 and a simple one story masonry structure replaced it in 1959. There has been remarkably little infill nor have any buildings within the boundaries of the district been removed and replaced over that period.

With the decline of the influence of the railroad, Railroad Avenue ceased to be the focal point of village activities. In 1962, the Post Office moved from its location in the Fletcher Block (#12) to a building on Lincoln Avenue across the street from the Village and Town Offices outside the Commercial Historic District. In the later years of the 20th century, the community focus moved to the area directly to the east of the district where the village offices and the library are located and the buying habits of the villagers caused a shift away from the small family owned businesses to larger more comprehensive merchants located outside the center of the village.

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The Larger Context for the Downtown Essex Junction Commercial Historic District

The buildings in the district represent excellent architectural examples of small town commercial construction practiced over a three decade span from the 1890s through 1930. All the buildings in the district face either the railroad tracks or are on either side of Main Street in the block to the west of the tracks. They are all within sight of the tracks and those buildings on Railroad Avenue are within sight of the railway station. The original station and the subsequent 1862 brick structure have both been demolished. The second station was replaced on the same site with a simple, 1959 concrete block structure which has since been metal sheathed. Because the current station is not architecturally significant, it is not included within the historic district even as a non-contributing structure. Extending beyond the confines of the Commercial Historic District is a collection of well preserved civic buildings to the west; to the north and east are fine collections of well preserved residential buildings. These areas complement the Commercial Historic District but are separated from it by the modern intersection of Five Corners and other intrusions. The built environment in the commercial core of Essex Junction did not change significantly after 1930 and the density of use has remained constant throughout the subsequent decades. There is little vacant space in the district and although the nature of the businesses has fluctuated over the decades, the function of the district as the core commercial center of the Village has remained constant. The commercial life of the village center remains present in the businesses that now occupy the well-preserved buildings. This collection of notable commercial architecture is readily identifiable.

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Repositories for unpublished documents:

Bailey Howe Library, Special Collections, Map Room, UVM
Brownell Library, Essex Junction
Town of Essex Land Records Office
Town of Essex Tax Records Office
Vermont Division for Historic Preservation

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Verbal Boundary Description:

As delineated by Tax Map 29 of the Village of Essex Junction, the proposed district commences on the curb on the western side of Railroad Avenue 109.1' from the southwest corner of Central Street and Railroad Avenue. Running 66' west along the northern edge of the property line of Lot 28 and from that point the boundary turns south for 143.7' following the western edge of the property line of Lot 26 and behind the buildings on Lots 28, 27 and 26. From that point, it crosses Lincoln Avenue and continues behind the buildings fronting Railroad Avenue for approximately 390' to Main Street. This line marks the western boundaries of Lots 25, 24, 23, 22 and 21 and includes the historic right-of-way given in 1904 to Moses Fisher. The boundary then crosses Main Street in a south-westerly direction to a point on Main Street 100.9' from the intersection known locally as the Five Corners. This point marks the north eastern corner of Lot 46. From this corner, the boundary line travels south southeast approximately 107.2' to Maple Street following the irregular western edge of Lot 46. At that point the line turns southeast for 110' along the northeast side of Maple Street to the railway right-of-way fronting Railroad Avenue. From this point, the boundary turns north north-east and runs 323' behind the buildings on Lots 46, 44 and 43 along the railway right-of-way to the intersection with Main Street. It then crosses Railroad Avenue in an easterly direction to a point 70' north of the intersection of Railroad Avenue and Gaines Court, the south west corner of Lot 48. At that point the boundary turns east south east for 100' whereupon it turns northeast for 71' then 115' northwest to Main Street delineating the south, east and north lot lines of Lot 48 respectively. The boundary continues in the northwest direction across Main Street to the northwest side at a point marking the southwest corner of Lot 29. Then the boundary runs southwesterly along the northwest side of Main Street across the railroad right of way to a point at the southeastern corner of Lot 22 at the intersection of Main Street and Railroad Avenue. The boundary then continues along the west side of Railroad Avenue for 218' running north northwest along the eastern lot lines of Lots 22, 23, 24 and 25 to the intersection of Lincoln Avenue. Continuing on the same line, the boundary crosses Lincoln Avenue and then traverses the eastern edge of Lots 26, 27 and 28 covering the remaining 133.4' of frontage along Railway Avenue to the beginning point.

The boundaries follow the lot lines as shown on Tax Map 29 to include parcels #21-28, 43, 44, 46, & 48.

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Boundary Justification:

The historic district is a commercial district that developed along the railroad lines with a concentration of brick and wood frame buildings that continue to serve as the commercial downtown of Essex Junction. Surrounding the core buildings around the intersection of Main Street and Railroad Avenue, non-contributing buildings on Lincoln Street, further east on Main Street, south on Railroad Street and Avenue and at the expansive modern intersections of Main And Maple and the Five Corners visually define the district.

The parameters selected for inclusion in the Downtown Essex Junction Commercial Historic District nomination were the inclusion of architecturally and economically significant commercial buildings in the business district of the Village of Essex Junction. The boundaries were drawn to exclude those civic buildings and residential areas which lie in close proximity to the commercial core of the village but are separated from it by the large five corners intersection and/or noncontributing structures. All of the structures within the district house viable commercial enterprises and there have been no substantive physical changes within the district in seven decades. The commercial heart of the village has remained within a block of the railroad tracks which generated the district's development. At the same time, the buildings within the Commercial Historic District have remained home to a viable and vibrant commercial center of the village reflecting the commercial history of the village and functioning as Essex Junction's main center of business and commerce. It is the concentration of frame, brick faced and brick buildings that defines the boundaries of the Commercial Historic District.

The present railway station, although it can be argued that the village's *raison d'etre* is the junction of the rail lines, is a very plain modern, non-historic structure. Because it is located on the east side of Railroad Avenue, it is not directly related to the row of commercial buildings running along the west side of the street and is therefore not included within the proposed district boundary. If the railway station were to be included, it would be a non-contributing structure based on age, materials and design features.

The row of commercial buildings on the west side of Railroad Avenue ends with the Brownell Block anchoring the northwest corner of Main Street and Railroad Avenue. Attached to the southwest side of the Brownell Block is the former Post Office. This building marks the end of the commercial block on the northwest side of Main Street. The next building along the north side of Main Street is the Essex Trust Building, later the Howard Bank (now Banknorth). Although constructed by Samuel Brownell in the Commercial Historic District's period of significance, it was so altered by 1950s reconstruction that its original massing and the

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configuration of bays have lost all integrity. Because it is separated from the Brownell Block and the old post office building by a driveway, this is a logical break for the District's boundary line.

Across the street, the entire block of Main Street on the south side of the street from the Five Corners to the railway tracks is representative of the commercial history of Essex Junction. Continuing northeast along Main Street, the building at the southeast corner of Main Street and Railroad Avenue should be included as being a part of the commercial infrastructure although it is surrounded by residential buildings. The siting of the railway tracks and the junction of five major roadways in Essex Junction have created non linear platting. For the most part, the Commercial Historic District in Essex Junction follows the railroad tracks. Along Railroad Avenue, the buildings front the tracks; along Main Street, the railway runs behind them.

Taken as a whole, the buildings within the Commercial Historic District are unified by function and, with few exceptions, form. They are visually isolated from the adjacent neighborhoods. The railway tracks north of Main Street separate the commercial buildings from the Village Cemetery, to the south of Main Street the District is physically separated from the modest frame residential structures by the tracks. Despite the fact that the Fletcher Block is, in fact on the east side of the railroad tracks, it is of such a disparate architectural style from the other buildings on that side of the tracks as to be visually attached to the stylistically similar Brownell Block diagonally across Main Street.

On the western side of the Commercial Historic District, those structures within the boundary face away from the non-contributing buildings on the east side of Lincoln Street and the civic structures on the west side of Lincoln Street, thus there is no visual connection between them and the commercial buildings within the Commercial Historic District. This is further reinforced by the expansive Five Corners intersection and small green in its confluence to the west of the District which create a visual break in the rhythm of the commercial buildings. There is a lot along the northern boundary which has been vacant since the hotel which once occupied the lot burned in 1911.

It is the concentration of frame, brick faced and brick buildings that defines the boundaries of the Commercial Historic District.

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Property Owner List

1. **28 Railroad Avenue (Parcel #1029028000)**
Mr. William Riley
65 Collamer Court
Shelburne, VT 05482
2. **26 Railroad Avenue (Parcel #1029027000)**
Mr. Stephen Unsworth
Railroad Avenue Partners
P.O. Box 123
Essex Junction, VT 05453
3. **22-24 Railroad Avenue (Parcel #1029027000)**
Mr. Stephen Unsworth
Railroad Avenue Partners
P.O. Box 123
Essex Junction, VT 05453
4. **16-20 Railroad Avenue/ 4-6 Lincoln Place (Parcel #1029025000)**
Mr. Tom O'Brien
Murray's Tavern
4 Lincoln Place
Essex Junction, VT 05452
5. **10-12 Railroad Avenue (Parcel #1029024000)**
Mr. John Aleong
P.O. Box 252
Williston, VT 05495
6. **8 Railroad Avenue (Parcel #1029023000)**
Mr. Michael Meier
149 Main Street
Essex Junction, VT 05452

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7. **12-22 Main Street (Parcel #1029022000)**
BSA Management, Inc.
20 Main Street
Essex Junction, VT 05452

8. **8-10 Main Street (Parcel #1029021000)**
Ms. Joy Longe
109 Stone Drive
Colchester, VT 05446

9. **3 Main Street (Parcel #1029046000)**
Mr. Philip Kolvoord
3 Main Street
Essex Junction, VT 05452

10. **5-7-9 Main Street (Parcel # 1029044000)**
Mrs. Katherine Reynolds
88 Park Street
Essex Junction, VT 05452

11. **11-13-15-17 Main Street (Parcel #1029043000)**
Mr. William Kalanges
17 Main Street
Essex Junction, VT 05452

12. **2 Railroad Street (Parcel #1029048000)**
Mr. David Holton
The Essex Agency
2 Railroad Street
Essex Junction, VT 05452

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Photograph Labels

The following information is the same for all photographs.

Name of Property: **Downtown Essex Junction Commercial Historic District**
 Location: **Essex Junction, Chittenden County, Vermont**
 Credit: **L. Papazian**
 Date: **April 28, 2004**
 Negative Location: **Filed at Vermont Division for Historic Preservation**

Photo. #	View Looking	Description
1	east	General view along Main Street: <u>Property #s 8, 7, 12, 11 & 10 (l. to r.)</u>
2	northwest	General view across railroad tracks: <u>Property #s 7, 6, 5 & 4 (l. to r.)</u>
3	south	General view on Railroad Ave.: <u>Property #s 12, 11, 7, 6, 5 & 4 (l. to r.)</u>
4	north	General view on Railroad Ave.: <u>Property #s 12, 11, 7, 6, 5 & 4 (l. to r.)</u>
5	southwest	General view towards Five Corners.: <u>Property # 3 (non-contributing)</u>
6	northwest	General view on Main St. towards Five Corners: <u>Property # 8, on right</u>
7	northwest	<u>Property # 1</u>
8	southwest	<u>Property # 2</u>
9	west	<u>Property # 3</u>
10	northwest	<u>Property # 4</u>
11	northwest	<u>Property # 5</u>
12	southwest	<u>Property # 6</u>
13		<u>Property # 6: Detail of front façade</u>
14	northeast	<u>Property # 7</u>
15	north	<u>Property # 7</u>
16		<u>Property # 7: Detail of front façade</u>
17		<u>Property # 7: Detail of front façade</u>
18	northeast	<u>Property # 8</u>
19		<u>Property # 8: Detail of front façade</u>
20	south	<u>Property # 9</u>

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Downtown Essex Junction Commercial Historic District
name of property
Essex Junction, Chittenden County, Vermont
Town, County and State

Photograph Labels (continued)

The following information is the same for all photographs.




Name of Property: **Downtown Essex Junction Commercial Historic District**
Location: **Essex Junction, Chittenden County, Vermont**
Credit: **L. Papazian**
Date: **April 28, 2004**
Negative Location: **Filed at Vermont Division for Historic Preservation**

<u>Photo. #</u>	<u>View Looking</u>	<u>Description</u>
<u>21</u>	<u>southeast</u>	<u>Property # 10, non-contributing (#s 11, 7 & 12, beyond)</u>
<u>22</u>	<u>south</u>	<u>Property # 11</u>
<u>23</u>	<u>southwest</u>	<u>Property # 11</u>
<u>24</u>	<u>east</u>	<u>Property # 12</u>

**Downtown Essex Junction
Commercial Historic District**

Essex Junction, Chittenden Co., Vermont
(not to scale)

Key

-  = District Boundary
-  = Contributing Property
-  = Non-contributing Property

