

2000 ANNUAL REPORT

NEW JERSEY HISTORIC PRESERVATION OFFICE

DEPARTMENT OF ENVIRONMENTAL PROTECTION • DIVISION OF PARKS AND FORESTRY

HIGHLIGHTS

- ❖ 26 new listings were added to the New Jersey & National Registers of Historic Places, now totaling 1580 listings.
- ❖ HPO assisted 63 applicants in qualifying for investment tax credits, leveraging more than \$79 million in construction activity.
- ❖ 2 new Certified Local Government municipalities joined the program raising the total of participating communities to 33.
- ❖ 11 CLG HPC members received tuition assistance grants totaling \$12,750
- ❖ 5 new FY 2000 CLG grant awards were made for \$60,694 for technical assistance, education and planning projects.
- ❖ 47 SHPO Opinions of Eligibility were rendered.
- ❖ 2006 requests for Section 106 consultation were logged.
- ❖ 207 applications for project authorization under the NJ Register of Historic Places Act were reviewed.
- ❖ 13 TEA-21 projects were reviewed.
- ❖ 257 orders filled for HPO free publications representing a total of 4,400 items.
- ❖ 610 researchers, consultants, agencies and organizations utilized the HPO library and project files.
- ❖ 95 researchers attended HPO resource training.

LOOKING BACK & THINKING FORWARD

This past year again brought new faces to the NJ Historic Preservation Office (HPO). Our shared NJ Transit positions were filled by Dara Callender and Marianne Walsh this past year. Dara, a civil engineer formerly with Lichtenstein Engineering, is working on the light rail construction projects and Marianne, architectural historian formerly with Cultural Resource Consulting Group, assists NJ Transit with existing rail lines and passenger facilities. Kurt Leasure joined the HPO staff this past October from a background in restoration contracting. Both Marianne and Kurt earned their Masters Degree in Historic Preservation from the University of Pennsylvania. Judy Abramsohn joined the HPO staff last spring to assist the Technical Information & Regulatory Services Section. Steve Hardegen, currently working toward his Masters in Public History from Rutgers University, is undertaking the survey of Revolutionary War sites in New Jersey as part of the American Battlefield Protection Program. Steve was formerly an intern in the office.

The year 2000 was filled with many new initiatives. In conjunction with the Alice Paul Centennial Foundation, the Women's Heritage Trail survey got underway and (at the time of this writing) a database was created identifying more than 250 potential women's historic sites. HPO began collecting information on civil war monuments that will eventually lead to a thematic nomination. In preparation for our 2001 annual conference, a student intern has been gathering data on professional landscape architects that have practiced in New Jersey and has created a database of extant historic landscapes. This information will be published in our Spring issue of *The Bulletin*. Through our certified local government program, we were able to fund five new local surveys, the results of which will be forthcom-

ing in 2001. Twenty-six new sites were added to the New Jersey and/or National Registers of Historic Places, representing a good diversity in property types. One notable addition to the register was the Kings Highway Historic District, encompassing five municipalities in two counties, ten miles long, and the first historically "evolved" road to be listed in New Jersey. HPO has been working with the Green Acres and Farmland Preservation programs to identify and protect potentially eligible historic resources on property slated for acquisition using state funds.

Once again, the HPO experienced an increase in the number of projects we reviewed under Section 106 of the National Historic Preservation Act. This increase reflects the strong

economy in New Jersey. 2001 will see a number of rehabilitation projects utilizing the Investment Tax Credit nearing completion. Plans are underway for a \$40M project on the National Newark Building to create an office and retail complex. We are working with the Pennrose Corp. in Salem to create 182 new units of affordable housing utilizing both the affordable housing credits and the investment tax credit.

The new year promises to be just as filled with activity as this last one was as we launch the state-wide historic preservation planning endeavor. We will be conducting public forums around the state this spring and have already received a good return on our

survey questionnaire. If you haven't already done so, please fill it out and let your thoughts be known. I am also anxiously awaiting the debut of our web page early in the new year and at long last we will be moving forward on the comprehensive survey of Salem County in conjunction with our GIS pilot project.

Best wishes for a healthy and prosperous new year.

Sincerely,



Dorothy P. Guzzo

Deputy State Historic Preservation Officer

ARCHITECTURE & ARCHAEOLOGY



NEWARK AIRPORT - BUILDING 51



Historic Photo - Newark Airport

In 1980 the Historic Preservation Office prepared a nomination for the early buildings of Newark Airport, including the 1935 Airport Administration Building (now called Building 51). When Building 51 was completed, Newark Airport was arguably the most important airport in the world. The ribbon cutting ceremony was attended by Amelia

Earhart. Charles Lindberg kept his personal plane at the airport, and all air-mail to and from the east coast came through Newark Airport. In the year 2000, the Historic Preservation Office worked with the Port Authority of NY & NJ and the Federal Aviation Administration to save the historic Airport Administration Building.

During the late 1990's, the Port Authority sought approval from the Federal Aviation Administration (FAA) to lengthen the main runway

at Newark Airport. At that time, the Historic Preservation Office, consulting with both the Port Authority and the FAA, sought to ensure that the old Airport Administration Building, which sits at the north end of the main runway would be protected for the future. Because of its location at the end of the runway, it became impossible to provide public use of the building in its historic location with airplanes taking off and landing just in front of the building.

As a result of the early identification of Building 51's significance, and in part because of concerns expressed about the effect of the runway extension project on the building, the Port Authority came up with the imaginative solution to the building's plight. Historic Building 51 will be relocated to a site at Newark Airport where it can serve to house the administrative offices of the Port Authority. The Art Deco lobby of Building 51 will be restored and become the lobby for the Port Authority offices.

PRESERVING NEW JERSEY'S RAILROAD HISTORY

New Jersey has a rich and varied industrial history that includes the surge and eventual dominance in transportation of the railroad in the nineteenth and early twentieth century. At the height of the railroad's dominance at the turn of the twentieth century, there were dozens of railroad companies building, owning or leasing hundreds of miles of track and scores of supporting structures. NJ Transit is the modern steward of most of the remaining resources from that era, and is taking its role as such seriously. Earlier this year, the Restoration of the Main Waiting Room at the Hoboken Terminal Project was honored with a New Jersey Historic Preservation Award (Historic Preservation Bulletin, Summer 2000). The Terminal is just one of the crown jewels of NJ Transit's collection of treasures, and certainly one of the more conspicuous restoration projects it has undertaken to date.

Those treasures include 49 individual buildings in the New Jersey and National Registers of Historic Places, with an additional eight buildings determined eligible for listing. This fact makes NJ Transit the largest historic property owner of all transit agencies in this country. In the past six years, NJ Transit has spent \$42.2 million restoring 14 station buildings and plans to spend another \$59.1 million to continue work at Hoboken Terminal, Newark Penn Station and other stations. With NJ Transit's continuing support of preservation on the rails, we can all look forward to more remarkable restorations.



*Erie-Lackawanna Terminal
Main Waiting Room Hoboken 2000*

WHAT'S COOKIN'? IT WAS STONWARE!

The New Jersey Department of Transportation's (NJDOT) construction of the Route 29 Waterfront Corridor project in Trenton included provisions for archaeological monitoring in sensitive areas. In one such area, remains of the Lambertson commercial waterfront, Trenton's 18th century port, were suspected. If present, these remains would be deeply buried beneath 19th and 20th century fill. The monitoring resulted in discovery of the ruins of William Richards' stoneware manufactory. This industrial site is mentioned in a few historical documents, but its precise location and range of products were unknown. The discovery led to an intensive 10-day archaeological excavation that recovered important new information about the kiln technology employed and the range of products manufactured (from crocks and jugs to ink wells and candlestick holders). The findings will serve to answer and illumina-

nate numerous questions of local, Colonial, and international commerce. For more information about this important discovery, see the August/September 2000 issue of Trenton Potteries, the newsletter of the Potteries of Trenton Society. Additional technical and popular reporting will be produced by Hunter Research Associates, through contract with NJDOT.



Archaeological remains of William Richards 18th century stoneware kiln found buried beneath 20' of riverside fill.

*Photos courtesy Patricia Madrigal,
Hunter Research Associates.*

COLONIAL PORT AT RARITAN LANDING



Rebecca Yamin of John Milner Associates interprets building foundation remains exposed at the Raritan Landing archaeological district for a tour group. Photo courtesy Joel Grossman.

Work was conducted during 2000, and will continue into 2001, to collect archaeological information from about 13 properties within the Raritan Landing Archaeological District that are in the path of widening the intersection of Route 18 and River Road in Piscataway. Funding for the archaeological investigation and road construction is from the Federal Highway Administration and the New Jersey Department of Transportation.

The Raritan Landing Archaeological District includes the remains of house foundations, commercial structures, and associated artifacts dating to the heyday of the community in the middle of the 18th century. It also includes evidence of destruction during the Revolutionary War and rebuilding of the community after the war.

Archaeologists from the consulting firms of Gannett Fleming, URS Corp, and Hartgen Archaeological Associates in addition to those from

John Milner are working under the direction of Dave Zmoda of NJDOT. In the accompanying picture, the shallow root cellar to the left and the building and fireplace foundations to the right are suspected to have been elements of a house built by Peter Bodine around 1740. The house was awarded in 1744 as a prize in a lottery intended to attract new residents to the growing port community. More than 50 properties within the district will remain intact outside of the construction area.

Weekly tours for school groups and the general public on Fridays and Saturdays during the fall and early winter provided more than 3000 visitors with the opportunity to see the archaeological deposits and structural remains of Raritan Landing which have laid buried along River Road and Landing Lane for more than 150 years. Other public outreach components of the project include a website (raritanlanding.com) and exhibits of recovered artifacts at the Metlar-Bodine house and New Jersey State Museum. Permanent artifact displays, exhibits, and interpretive materials will be developed in conjunction with the Middlesex County Cultural and Heritage Commission at East Jersey Olde Towne.

FARMLAND PRESERVATION...

The Historic Preservation Office has accepted an easement on the Hackett house (aka Strang house), on Hackett Road, in Mannington Township, Salem County. The Hackett-Strang farm was purchased in fee simple with Farmland Preservation funds and was subsequently auctioned off, with a farmland preservation easement in place. In addition, to preserving the surrounding farmland, a facade easement was placed on the building to protect the exterior appearance of the home.

The Hackett house, though not already Registered, is eligible for listing in the New Jersey and National Registers under Criterion C, for architectural significance, as a locally important and well-preserved, farmhouse built in 1864, with Federal, Greek Revival, and Italianate influences. Houses of this size and general form were the best type of farmhouse that was widely built in New Jersey from the 1850s through the 1870s. These houses were particularly numerous in the western half of New Jersey. The Hackett house is one of the more conservatively styled

examples of this important house type, which was in keeping with its owner's Quaker background. The house was built for local farmer Joseph Reeves Hackett, whose ancestors had owned the farm since its purchase in 1675 from Salem County proprietor John Fenwick. The Hackett family continued to own the farm until 1950, when it was purchased by Warren Strang. In 1937, Emma Hackett Knox published *The Story of an Old Homestead*, which traced the history of this property through more than 250 years. Because of this book, this farm and the buildings which have stood upon it are unusually well documented.



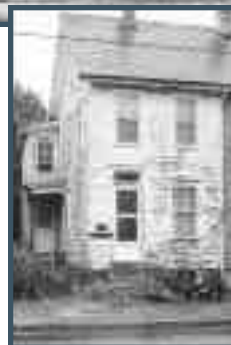
The Hackett house in Mannington Township, Salem County, now protected under preservation easement.

This protective easement helps to address the concerns raised by the historic preservation community to preserve the historic farmsteads along with the farmland.

TAX INCENTIVES LEVERAGE PRIVATE INVESTMENT

Available since 1976, the Investment Tax Credit (ITC) Program is a unique incentive for individuals and businesses in New Jersey to rehabilitate historic properties. The 20% income tax credit is available to owners of income producing properties who undertake a certified rehabilitation of their historic property, and often represents the financial incentive that makes a major construction project possible. The strong economy continues to leverage the investment of private dollars in the rehabilitation and preservation of New Jersey's historic resources. Using this tax credit, projects such as the rehabilitation of the Historic Atlantic City Convention Hall and the Newark National Building alone represent private investment of well over \$100 million. Large-scale rehabilitation projects like these can play a critical role in

the economy, creating new jobs, generating income, and revitalizing urban areas and historic neighborhoods. In Salem, for example, the rehabilitation of approximately 150 houses is planned for the Hedge-Carpenter-Thompson Historic District. This project will breathe new life into this residential neighborhood in which a majority of the houses are currently vacant.



Typical of the houses in the Hedge-Carpenter-Thompson Historic District, these houses along with approximately 150 others, will be rehabilitated using the Investment Tax Credit.

Historic Preservation Office staff are introducing greater public coordination, education and outreach into its archaeological reviews with the public, other agencies, and the professional preservation community. We have initiated an archaeological stewardship program with the Archaeological Society of New Jersey in order to ensure that local knowledge about the location and content of archaeological sites is accessed. The HPO increasingly solicits the views and expertise of local historic preservation commissions and others to learn their views on substantive issues such as project effects and appropriate mitigation. Groups such as the Canal Society of New Jersey have provided a great deal of information and direction on both public and private projects reviewed under State and federal laws. To this end, federal agencies

such as the U.S. Army Corps of Engineers and others that we consult with are encouraged to provide the public with the opportunity to comment.

The HPO developed new guidelines for underwater fiber optic cable projects and provided copies to both the U.S. Army Corps of Engineers and DEP's Land Use Regulation Program. As a result, carriers are aware of survey requirements in advance of making application, and can implement survey early in the project application process. This year at Fort Monmouth, a very significant prehistoric archaeological site containing at least one human burial and likely evidence of ceremonialism was discovered. In Burlington County, more intensive survey resulted in discovery of an eighteenth century site and a very rare Paleo Indian prehistoric site.

SPECIAL INITIATIVES



*Rendering of
Newton's Civil War
Monument, erected in
1895. Illustration
courtesy of
Wayne McCabe.*

NEW JERSEY'S CIVIL WAR MONUMENTS

Through the efforts of Clark MacCullough of the New Jersey Sons of Union Veterans of the Civil War, Senator's Joseph Kyrillos' Senate Bill # 1263, (subsequently New Jersey P.L. 1999, Chapter 377) was enacted to prescribe that significant civil war monuments be listed in the New Jersey Register of Historic Places.

The HPO received a revised list of over eighty New Jersey Civil War Monuments in July and we have begun to evaluate our numerous civil war monuments.

Unfortunately, information contained in the list is not adequate to enable the HPO to fully evaluate the significance of each of these monuments. Consequently, the Sons of Union Veterans of the Civil War recently shared their survey of these

monuments.

We have been able to preliminarily determine that over twenty of the monuments identified are already within areas that have New Jersey or National Register status. As such, these resources already are provided a measure of protection from actions undertaken by the state, counties, or municipalities. For instance, the Civil War Monument in Lambertville is within the Lambertville Historic District and the one in Newton is within the Newton Town Plot Historic District, Newton.

Registering a large group of similar properties such as Civil War Monuments would best be accomplished by a Multiple Property Documentation Form, which HPO has begun working on. There is con-

siderable work yet to be done to develop an application that would to convincingly argue the eligibility of these resources as a property type.

The Criteria for Evaluation, identical for the National Register of Historic Places and the New Jersey Register of Historic Places, specifically states that “ordinarily properties ...primarily commemorative in nature shall not be considered eligible for the [Registers] unless its design, age, tradition, or symbolic value has invested it with its own historical significance.” There are

many exceptions to this standard, but any application arguing the significance of civil war monuments must carefully address this.

While the effort needed to fulfill New Jersey P. L. 1999, Chapter 377 is substantial, the HPO feels we can list many of our Civil War Monuments in the New Jersey & National Registers of Historic Places.

Contact Mr. Terry Karschner at tkarschn@dep.state.nj.us for any further status in this endeavor.

AMERICAN BATTLEFIELD PROTECTION PROGRAM

Survey of Revolutionary War and the War of 1812 sites in New Jersey

Identification, documentation, and mapping of a battlefield’s historic and cultural resources are a necessary first step for any preservation outreach. Communities cannot protect or preserve battlefield sites that they do not know exist. Landowners cannot be expected to understand how features on their property contribute to elements of the battlefield as a whole, or how the alteration of a feature can forever remove a link to early America.

The goal of the American Battlefield Protection Program (ABPP) in the year 2001 is to identify battlefield features and assess threats to the battlefields. The ABPP has been designed to focus the attention of battlefield researchers toward a standard methodology that will provide local planners, preservationists, and others with credible information. The methodology, developed by the National Park Service is based on identifying features associated with the battlefield through primary resource documentation. The implementation of a standardized methodology will provide future researchers with the ability to compare collected information in all wars and sites. The methodology for the ABPP is available on-line at:

<http://www.2cr.nps.gov>

In the upcoming year New Jersey will be celebrating it’s 225th anniversary of the Revolution. New Jersey can boast of having more battles and skirmishes than any other state, however a large amount of the Revolutionary War activity sites have already been destroyed. It is essential that New Jersey’s potential resources are identified before they are further damaged or lost.

New Jersey has a vital commitment to insure a positive outcome of the ABPP within the state. During this past year the Historic Preservation Office has devoted



"Affair of PRINCETON" is an example of a visual primary document that will be implemented in the ABPP survey.

multiple hours from an array of staff personnel to facilitate the commencement of the survey. The role of the HPO in the ABPP for the future year is to provide logistic and technical support to the Independent Contractor/Office Personnel conducting the survey. Currently, 44 Revolutionary War sites have been selected within the state by the American Battlefield Protection Program Advisory Committee. These

sites consist of 21 battlefields and 23 associated historic properties. Productive research has commenced on several sites, which will be followed in upcoming months by site visits and field surveys. New Jersey, as an active participant of this federally-funded project, will benefit from the surveys as a valuable resource in future preservation and identification efforts of the State's Revolutionary War activities.



1st New Jersey Cavalry

GETTYSBURG MONUMENTS

The Historic Preservation Office was instrumental in facilitating the contracts allowing for the transfer of \$55,335 in State appropriations to the National Park Service and National Park Foundation. Immediate action will be taken by the National Park Service to pre-

serve/restore thirteen New Jersey Civil War monuments located in Gettysburg National Military Park at a cost of \$16,335. The remaining \$39,000 has been placed in a special endowment dedicated to maintaining the monuments well into the future.

WOMEN'S HERITAGE TRAIL

Recognizing that historic places associated with women have been understudied and underrepresented in historic preservation, the HPO and the Alice Paul Centennial Foundation have initiated a New Jersey Women's Heritage Study.

In the past year, The Women's Project of New Jersey has been developing a broad cultural and historical context study based on the 1990 publication *Past and Promise: Lives of New Jersey Women*. The study will give an overview of New Jersey women's history as it relates to United States history, identify a number of themes related to that history, and suggest the types of sites that best represent those themes.

Accordingly, the preservation consulting firm Preservation Partners was contracted this year to compile a Comprehensive Inventory of 300 women's historic sites that meet the criteria established by the context study. This Comprehensive Inventory may include sites where

the resource no longer exists, sites that have been altered significantly, archaeological sites, and sites that have already been listed in the New Jersey and National Registers of Historic Places for significance other than women's history.

After this inventory has been completed, a list of 150 of these resources will be further investigated in an Intensive Level Architectural Survey of women's sites to determine those that meet the National Register Criteria for Evaluation. These sites will subsequently be nominated to the New Jersey and National Registers of Historic Places.

Finally, a number of sites will be chosen from both the Comprehensive Inventory and the Intensive Level Survey to be included in the New Jersey Women's Heritage Trail. The criteria for the Heritage Trail sites will be determined at a later date.

FOCUS FOR THE NEW YEAR



NEW JERSEY HISTORIC PRESERVATION PLAN REVISIONS

The New Jersey Historic Preservation Plan (NJHPP) is designed to guide historic preservation planning and decision-making statewide. The current NJHPP has been in place since 1996 and will be revised by 2002. Revisions to the New Jersey Historic Preservation Plan will build upon the earlier plan and map new directions and strategies to accomplish a broad vision for historic preservation in the state. In our efforts to develop a visionary five-year plan that serves as an important statement of preservation policy and effectively integrating historic preservation into state, county & municipal policy and planning activities, the Historic Preservation Office and Preservation New Jersey developed a questionnaire to gather opinions from our citizens on what are the most important actions needed to preserve our historic resources and what issues should be addressed in the revised New Jersey Historic Preservation Plan. This questionnaire is being broadly disseminated throughout the state. Information collected from the questionnaire will form the basis for discussions at four regional meetings to be held in the spring of 2001, at which the public will be encouraged to express their views.

HPO & PNJ also conducted a facilitated meeting of the New Jersey Historic Preservation Plan Advisory Group (nearly eighty member organizations and government agencies statewide were invited) on December 13th as a kick off to what

we anticipate will be a year of information gathering and public input. Representing a variety of interests, some thirty representatives of the Historic Preservation Plan Advisory Group, guided by facilitator Elizabeth (Bitsy) Waters, identified major initiatives in the state that make New Jersey a great place to live. The ideas and themes represented by these successes will be integrated into the revised plan. NJ's Historic Preservation Plan will also examine challenges to historic preservation and strategic opportunities to reaffirm and advance preservation activities in the state.

Among the themes identified were: statewide history initiatives, preservation in transportation planning, the importance of municipal authority in preservation, its economic impact, and planning and stewardship linkages. The discussion draft New Jersey Historic Preservation Plan is expected to be complete by October 2001 and the final should be ready in the following year. For further information regarding New Jersey's Historic Preservation Plan or a copy of the current Plan, please contact Terry Karschner (609) 984-0545 or e-mail at njhpo@dep.state.nj.us.



Facilitator Bitsy Waters leads discussion regarding the revisions to the NJHPP at a kick-off meeting with an ad-hoc advisory group of citizens, preservation professionals and government officials in Trenton.

LOCAL GOVERNMENT CONNECTION AND OUTREACH



Members of the Evesham Township Historic Preservation Commission attend a CLG funded information booth at the Annual NJ League of Municipalities conference.

ASSISTING LOCAL GOVERNMENTS ...

The CLG Program

Across the State of New Jersey and the Nation, hundreds of diverse communities have taken action to preserve their unique character. Based on a 1999 Historic Preservation Office (HPO) survey of 566 New Jersey municipalities, 165 communities had historic preservation commissions established by local ordinance. The

HPO encourages these communities and others to participate in our Certified Local Government (CLG) program.

The New Jersey Certified Local Government program provides valuable technical assistance, training and small grants to local governments seeking to preserve the tangible links to our past, providing meaning to the present and continuity with the future.

New Jersey's CLG Program continues to grow. In 2000, the NJ Historic Preservation Office (HPO) received requests from six communities for historic preservation ordinance review prior to submission of an application to participate in the CLG program. During the year Cape May City and Hopewell Borough became the 32nd and 33rd communities to join the program. The HPO provided technical assistance to 34 communities by telephone, direct mail and public meetings. In addition, we responded to 1907 citizen requests for information on creating historic preservation zoning, commissions, rules of procedure/by-laws, preservation guidelines and review standards.

Over 90 members from CLG historic preservation commissions and the interested public were provided free admittance to "Alternative Materials on Historic Buildings: Their Use & Evaluation" held in the wonderfully preserved Newton historic district. The workshop was sponsored by the HPO and Town of Newton and funded by a CLG grant.

The HPO provided \$12,750 in Tuition Assistance grants to seven CLG communities enabling local historic preservation commission members to attend the National Alliance of Preservation Commissions Forum 2000 in Pittsburgh Pennsylvania and historic preservation courses at Drew University.

For the first time the New Jersey CLG program announced that all CLG grants for 2000 were available with no local match requirement. The new grant applications were distributed to the mayors and historic preservation commission chairs in each of the 33 CLG communities eligible to apply. The HPO awarded \$76,256 in available grants to the following communities:

- ◆ Burlington City, \$24,500 for an intensive level survey of the local historic district.
- ◆ Middletown Township, \$12,186 for intensive level survey of two local historic districts and one NJ and National Register Historic District nomination.
- ◆ Evesham Township, \$12,000 for a historic preservation training and education program.



With CLG grant assistance Evesham Township developed a new sign ordinance and guidelines.

- ◆ Princeton Borough, \$7,270 for development of a local historic preservation Web Page and brochure.
- ◆ Mt. Holly Township, \$20,300 for a historic preservation commission technical assistance and public education program.

In addition, the HPO has committed an additional \$60,220 in 2001 funds to:

- ◆ Hopewell Township, \$29,120 for a technical assistance grant to survey and locally designate historic resources.
- ◆ Cape May City, \$31,100 for an intensive level survey of the City.

As part of a continuing effort to promote local and statewide historic preservation programs, Evesham Township and the Historic Preservation Office sponsored a booth and held a three day consultation session at the Annual New Jersey League of Municipalities Conference.

New Jersey's CLG program remains committed to assisting communities to develop ordinances that will empower communities to preserve their historic resources and to enhance their unique sense of place for future generations.

CLG commission members and public attend statewide training workshop and tour of the Newton historic district.



2000 NEW JERSEY HISTORIC PRESERVATION AWARD WINNERS

The 10th Annual Historic Preservation Awards Ceremony was held May 13, 2000 in the Assembly Chambers at the New Jersey State House, Trenton. Over 200 guests gathered to commemorate the opening of Historic Preservation Week and honor outstanding historic preservation activities. The award recipients were reflective of the qualities necessary for successful preservation: individual leadership, successful advocacy, public commitment, and fabulous restoration. The awards were presented by Margaret Ellen Nordstrom, Vice Chair of the New Jersey Historic Sites Council.

THE HONOREES INCLUDED:

STATE HOUSE DOME & ROTUNDA:

Jan Hird Pokorny Associates, Architect; Robert Silman Associates, Structural Engineering; Dale Smith, State of New Jersey Project Manager; Maggi Villane and Jennifer Osborne, Governors Office.

ACADEMY PLACE HOUSING PROJECT:

Penrose Properties, Owner; Isles, Inc., Developer; Clark Caton Hintz, Architect; Harrison Hamnett, Engineer; AJD Construction; Noble Preservation Services; M.P. Hershman, PE.

HOBOKEN TERMINAL MAIN

WAITING ROOM RESTORATION:

NJ Transit, Owner; Frank J. Smolar, Project Director; Liz Russo and Mike Naughton, Project Managers; Maggie Jordan and Art Jensen, Station Management; David Koenig, Historic Preservation Specialist; Beyer Blinder Bell, Architect; STV, Inc., Engineer; Gilsanz Murray Steficek, Structural Engineer; Meuser Rutledge Consulting Engineers, Geotechnical Engineer; Tompson & Sears, Lighting Design;

Integrated Conservation Resources, Preservation Consulting; Tishman Construction Corp., Construction Management; Hall Construction, General Contractors.

OLD PRESBYTERIAN BURIAL GROUND:

Rev. Jeff Archer; Shawnda Conser; John Covert; Ruth Frost; Lyman Gulick; Steve O'Hara; Helen Montfort; Charles Prestopine; Ruth Scarborough; Don and Beth Winship; Monica Banca and Leo F. Becker, NJ Dept. of Veterans Affairs; Mike Lynch; Harry Noble, Hackettstown High School; John O'Brien, Historic Cemeteries; and Scott Tomlinson

DEBAUN AUDITORIUM

REHABILITATION:

Stevens Institute of Technology, Owner; Dean Marchetto & Associates in association with Gerald Gurland, Architects; Del-Sano Contracting Corp. Contractor.



ZANE SCHOOL,

BOROUGH OF COLLINGSWOOD:

Mayor James Maley and the Borough of Collingswood, Owner; Kitchen and Associates, Architects; James H. Williams, Contractor; and Powers & Company, Inc., Preservation Consultant.

DR. JOSEPH SALVATORE:

Recognized for his significant contributions to preservation, particularly for the preservation of the WWII era airplane hangar at the Cape May County Airport.

ST. JAMES AME CHURCH:

St. James Church Trustees and Members; Rev. William D. Watley; Historic Building Architects, LLC,

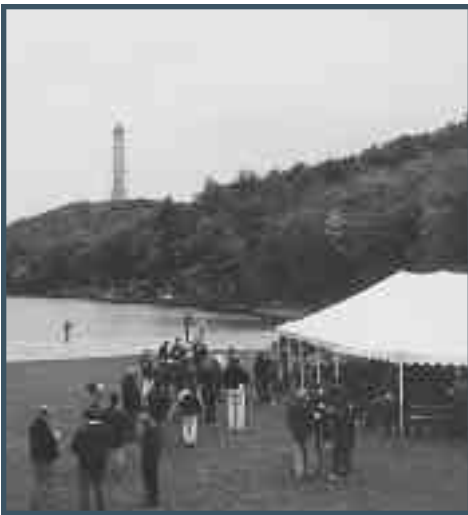
Architect; Integrated Construction Enterprises, Conservator; Cupola Co. and Steven Bodek Contracting, Contractors; Stained Glass Imagery, Inc.; Ampere Electric, Inc.; Robert Silman Associates; Art Femenella, Femenella & Assoc.; Daedalus Projects; Calvin Jackson.

NEW JERSEY'S GETTYSBURG

MONUMENTS PROJECT:

Bruce L. Sirak, Camp Olden Civil War Round Table and Museum; Julia Sirak, Warren Spengler, Connie Davis, Bob Goyne, Barbara Mislick; Kim Daly; John Wambach; John Maleski; and Bill Ford.

OUTREACH INITIATIVES



Historic High Point Monument is a visible reminder of the parks' origins and serves as a backdrop to the Division Day activities.

This year, the Historic Preservation Office co-sponsored a national roads conference, a Certified Local Government training workshop, assisted Drew University in launching the Certificate & Courses in Historic Preservation Program and co-sponsored more than a dozen symposiums, workshops, and conferences. Our staff also contributed articles to our Historic Preservation Bulletins. Dorothy Guzzo was nominated to the Board of Directors to the National Conference for State Historic Preservation Officers.

The HPO co-sponsored or participated in the following programs:

- ◆ NJ Division of Parks & Forestry, Division Day
- ◆ FY 2000 NJ Annual Historic Preservation Awards Program
- ◆ National Conference of State Historic Preservation Officers, Meetings
- ◆ Preserving the Historic Road in America, Conference
- ◆ Annual NJ History Issues Convention
- ◆ Certified Local Government Workshop in Newton
- ◆ Historic Preservation Commission Training Bergen County
- ◆ Drew University Special Workshop: Applying Preservation at the Local Level

- ◆ Mount Hope Historical Conservation, Inc., Monthly Meetings
- ◆ TRB Annual Meeting
- ◆ Annual NJ League of Municipalities Conference
- ◆ NJ Main Street Advisors
- ◆ Allaire Village Board of Trustees
- ◆ NJ Historical Commission, Meetings
- ◆ Brown Fields & Beyond (Governor's Urban Summit), Panel Member
- ◆ NJ Recreation & Planning Association
- ◆ NJ Historic Trust, Meetings
- ◆ Advocates for New Jersey History
- ◆ Preservation New Jersey, Open Space Workshop at Ft. Hancock
- ◆ Belleville Historical Society
- ◆ National Trust for Historic Preservation, Annual Conference
- ◆ American Battlefield Protection Program
- ◆ Rowan and Penn. State Universities, Career Days
- ◆ East Amwell Heritage Society, Lecture
- ◆ Preservation Forum, Article
- ◆ Salem County Office of Economic Development, ITC Workshop

SECOND BIENNIAL ROADS CONFERENCE A SUCCESS!

Everyday many people take our nation's historic roads for granted. They shouldn't. Lack of public awareness and appreciation combined with the careless and inappropriate application of contemporary highway standards present a serious and constant threat to historic roads. But how do you balance the need to protect historic roadway resources for future generations with the need to provide a safe and efficient transportation system for the travelling public? For four days during April 2000, 300 people gathered together in Morristown, NJ and talked about little else.

The ensuing dialogue benefited from a well-balanced audience. Attendees represented the preservation and engineering communities from both the public and private sectors. The combined expertise and experience afforded an unprecedented opportunity to chart a course for continued partnerships, joint efforts, and shared successes. The cooperative tone of the conference was set by the warm welcoming remarks from James Weinstein, Commissioner of the New Jersey Department of Transportation, and Robert Shinn, Commissioner of the New Jersey Department of

Environmental Protection and New Jersey's State Historic Preservation Officer. In addition to these two New Jersey state agencies, the conference was sponsored by the National Trust for Historic Preservation, the National Park Service, the New York State Department of Transportation, and the New York State Office of Parks Recreation and Historic Preservation.

The 3rd biennial Preserving the Historic Road in America conference will be held in Omaha, Nebraska in April 2002. Like its predecessors in Los Angeles, CA (1998) and Morristown, NJ (2000), it promises to be an energetic and engaging meeting.



**Preserving
Historic Road
in America**



*Commissioner
Robert C. Shinn, Jr.,
NJDEP*

DREW UNIVERSITY'S CERTIFICATE PROGRAM



Drew University, with assistance from the Historic Preservation Office, launched a certificate program in historic preservation in 1999. To date, over 170 persons have attended classes. Thus far, nineteen individuals have received their certificates. Pictured here, Pat Peek, (center) the coordinator for Drew's Corporate and Community Programs is standing with Tom D'Amico (left) and Kathy Monteiro (right), who received their certificates on June 11, 2000.





TRANSPORTATION IN REVIEW



The NJDOT publication "A Special Look at New Jersey's Transportation System" includes many illustrations of projects involving historic bridges, railroad stations, maritime resources and historic and pre-historic archaeology.

NJDOT

During the year, the Federal Highway Administration (FHWA), New Jersey Department of Transportation, and the Historic Preservation Office actively monitored the quality of the inter-agency consultation mandated by Section 106 of the National Historic Preservation Act (NHPA) and the regulations (36 CFR Part 800 Protection of Historic Properties) implementing Section 106. In June, NJDOT and HPO staff met and reviewed the first 6 months of inter-agency consultation in accordance with the cultural resource review procedures implemented in December of 1999.

In December of 2000, the Historic Preservation Office, Federal Highway Administration, and New Jersey Department of Transportation staff initiated a programmatic review of NHPA Section 106 consultation and the procedures developed by the three agencies to implement 36 CFR Part 800, Protection of Historic Properties. Managers and staff at FHWA, NJDOT, and the HPO will be asked to complete a detailed questionnaire and will be interviewed regarding the adequacy of cultural resources consultation and the opportunities for enhancing both the quality and timeliness of consultation.

NJT

Historic Preservation Office continued to consult with the Region 2 office of the Federal Transit Administration (FTA) and New Jersey Transit (NJT) in developing programmatic approaches to enhancing the quality, level of public involvement, and timeliness of Section 106 consultation involving transit projects. Meetings among

FTA, NJT, and HPO staff helped identify and clarify the timing and relationship between historic resources review and the transit project development process. One immediate result of this programmatic consultation was an agreement to expedite the review of 5 railroad station accessibility projects requiring high-level platforms. Early and active inter-agency consultation and public involvement will focus on designing high-level platforms and station rehabilitations that result in conditional "no adverse effect" assessments. The Historic Sites Council (HSC) will review Applications for Project Authorization under the New Jersey Register of Historic Places Act at a 30% design level. Early review by the HSC council and a commitment to achieve no adverse effects outcome will assist New Jersey Transit in securing federal funds for final design and should reduce the length of time involved to complete both consultation and final design and construction for these very important projects.

RAILROAD ROW

Historic Preservation Office and New Jersey Department of Transportation staff continued to advance the Railroad Rights of Way Historic Significance Evaluation project. The goal of this project is to develop a uniform, programmatic approach to the evaluation of NJDOT projects affecting historic railroad rights of way. Project tasks include identifying and mapping significant railroad rights of ways, identifying basic character defining features (alignments, buildings, structures, civil engineering), providing a preliminary assessment of integrity from readily available documentation, preparing a preliminary

assessment of the effects associated with typical transportation project construction activities, and preparing list of necessary further research.

During the past year the project mapped all railroad rights of way with a Determination of Eligibility or an evaluation in a SHPO opinion or cultural resource survey of eligible or potentially eligible for listing in the National Register of Historic Places (NRHP). A "New Jersey Historic Railroad Data Sheet" will summarize the right of way name, origin and destination, current owner and/or operator, and predecessor owner(s) and/or operator(s), previous NRHP evaluation or National Historic Preservation Act (NHPA) Section 106 consultation, the known significance and (where possible) a circa period of significance, the pri-

mary character defining features (such as alignment, stations and bridges, civil engineering cuts, fills, embankments, tunnels), and preliminary data regarding integrity.

Future activities include identifying potential effects, avoidance/minimization alternatives, and (if appropriate) mitigation treatments where adverse effects may be unavoidable for a range of typical transportation project construction activities. Federal Transit Administration and New Jersey Transit staff will actively participate in the project during this coming year and the results of this project will be linked to ongoing project consultation with New Jersey Transit.



*The reinforced concrete open spandrel arch bridge across the Delaware River between NJ and Pa is a significant feature of the 28-mile long Delaware, Lackawanna, and Western Railroad New Jersey Cut-Off Historic District.
Photo credit Lynn Drobbin*

SNJLRTS

As New Jersey Transit neared completion of the Initial Operating Segment of the State's first light rail project, the Hudson-Bergen Light Rail (HBLR), the Office of New Rail Construction began work on the second such transportation line - the Southern New Jersey Light Rail Transit System (SNJLRTS). Design and construction activities commenced in April 2000 on the project that will, by the end of the year 2002, link Camden with Trenton by way of eighteen intermediate station stops along its 34 mile route. The project represents a cooperative effort to design and build a passenger line that will serve the future while retaining many of the elements of the historic Camden and Amboy (later Pennsylvania) Railroad right-of-way that it will utilize. The activities of the year 2000 have been

indicative of a generally positive group consultation effort between the HPO, and Transit and its prime contractor, Bechtel Infrastructure Corporation, that will continue throughout the project duration. Recent consultation has resulted in achieving significant mitigation milestones, such as the design of historically sensitive and evocative station stop platform canopies and furnishings, the inventory and proposed reuse of numerous historic railroad artifacts, and the incorporation of a concrete bridge repair color and texture matching program. Probably the greatest mitigation effort is NJT's attempt to market and relocate the largest bridge span within the project alignment - the steel multi-girder swing span crossing the Rancocas Creek between Riverside and Delanco.



The Rancocas Creek bridge swing span being transported downstream on barges to its temporary storage site in Gloucester.

Approximately 150 feet in length and weighing in excess of 300 tons, this effort was undertaken in an attempt to mitigate removing and replacing this historic structure.

The Township of Willingboro has expressed an interest in utilizing this span within an existing municipal park system and local efforts to save it have continued. However, in order to accommodate an extremely rapid schedule requiring that the new Rancocas Creek Bridge construction begin during the fall of 2000, the historic swing span was removed from its pivot pier on November 15th of this year. On the morning of that

date, the span was placed on two barges and floated off its support with the assistance of the rising tide. In a flawlessly executed and very moving exhibit of engineering working in conjunction with preservation, construction personnel ensured that the historic superstructure was well protected before and during its tugboat-powered trip downstream. With dozens of onlookers watching from both sides of the Rancocas the swing span was transported to its new, temporary home alongside a dock in Gloucester, awaiting word on its final resting place.

TEA-21, TE FUNDED PROJECTS



Berlin Hotel Berlin Borough, Camden County, a former hotel/stage coach stop will be rehabilitated for public community use as an annex to the Berlin Public Library.



The rehabilitation of the failing below water level bulkhead of the Riverton Steamboat Landing, Riverton Borough, Burlington County, threatened by deterioration and erosion, will ensure the preservation the above water level facility.

On February 2, 2000, NJDOT Commissioner James Weinstein announced the award of \$12 million in transportation enhancement projects, for thirty five projects statewide, funded through the federal Transportation Equity Act for the 21st Century (TEA-21). Consistent with the TEA-21 vision that transportation initiatives respect the natural and built environment characteristics of our communities, transportation enhancements include such non-traditional transportation projects as creation of bicycle and pedestrian paths and trails; rehabilitation of historic canals and railroad stations; rehabilitation of transportation related buildings such as lighthouses, taverns, inns, and transportation manufacturing facilities; and improvements to downtown streetscapes.

The thirty five FY 2000 project awards include: twelve downtown streetscape improvements projects, including side-

walks, lighting, and street furnishings; ten transportation related building rehabilitation and site improvement projects, including a tavern, an inn, a lighthouse, six railroad stations and/or plazas, and a transportation manufacturing facility; eleven pedestrian/bike trail - access improvements/links; one award for the rehabilitation of historic railroad cars; and one award for the rehabilitation of county bridges.

During calendar year 2000, the Historic Preservation Office (HPO) reviewed thirteen TEA-21, TE funded projects for compliance with the National Historic Preservation Act (NHPA) of 1966 as amended, to determine that the projects are in conformance with the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings. Seven of those reviews were for FY 2000 project awards, and six were projects awarded funding in previous rounds of project funding. Several of those projects were concurrently reviewed for compliance with the New Jersey Register of Historic Places Act of 1970 as amended.



**ST. NICHOLAS OF TOLENTINE CHURCH,
ATLANTIC CITY**



**J.F. BUDD BABY SHOE FACTORY,
BURLINGTON CITY**



**MARINE NATIONAL BANK,
WILDWOOD CITY**

NEW JERSEY & NATIONAL REGISTERS OF HISTORIC PLACES

The New Jersey & National Registers of Historic Places are the official listings of registered historic properties in the state. The National Register was established in 1966 and the New Jersey Register of Historic Places was created in 1970.

Twenty-six nominations were added either to the New Jersey Register of Historic Places or the National Register (*) during the past year.

STATEWIDE MULTIPLE PROPERTY DOCUMENTATION

*LUSTRON HOUSES IN NEW JERSEY

The Multiple Property Documentation Form (MPDF) nominates groups of related significant properties. This form serves as a basis for evaluating the National Register eligibility of related properties and it may be used to nominate thematically related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future. Each resource is made on a National Register Registration Form and then together, the MPDF and individual form constitute a multiple property submission.

The statewide Lustron MPDF includes the history of the Lustron Corporation from its formation in 1946 to its demise in 1950. For example, the document discusses the Lustron planning guides, the dealer networks, and Lustron home construction. Associated property types are also discussed and the MPDF sets forth the Registration requirements, detailing the characteristics that should be retained for Registration, such as the porcelain-enameled steel interior and exterior and aluminum casement windows. The Lustrons in New Jersey Multiple Property Documentation Form covers the entire state and creates an opportunity for Lustron homes meeting the requirements to be Registered.

ATLANTIC COUNTY

St. Nicholas of Tolentine Church, Atlantic City

BERGEN COUNTY

*William A. Wittmer Lustron House, Alpine Borough

*Harold Hess Lustron House, Closter

BURLINGTON COUNTY

J.F. Budd Baby Shoe Factory, Burlington City

The Budd Baby Shoe Factory was built in 1892 and is the only surviving shoe factory in Burlington. Built in the traditional factory design of the late 19th century, it is a modestly detailed structure with remarkable integrity. This industrial building represents an important period in the economic and commercial growth of the city.

Red Dragon Canoe Club, Edgewater Park

CAMDEN COUNTY

*Sears, Roebuck & Company Department Store,
Camden City

*Kay-Evans Farmstead, Cherry Hill & Haddonfield

CAPE MAY COUNTY

Marine National Bank, Wildwood City

CUMBERLAND COUNTY

*Landis Theatre, Vineland City

ESSEX COUNTY

*Pine Street Historic District, Montclair

Ahavas Shalom Synagogue, Newark

*Four Corners Historic District, Newark

The Four Corners Historic District lies at the heart of Newark and claims a history of more than three centuries. Over the years the layout of this district has remained intact as prescribed by its founders in the seventeenth century. Four Corners also contains an excellent collection of commercial and institutional buildings, which include some of the most architecturally prominent buildings in the state.



LANDIS THEATRE, VINELAND CITY



**PALACE AMUSEMENTS,
ASBURY PARK**



**KING'S HIGHWAY HISTORIC DISTRICT,
LAWRENCE TOWNSHIP,
PRINCETON BOROUGH & TOWNSHIP**



**HIGGINSVILLE ROAD BRIDGES,
HILLSBOROUGH TOWNSHIP**

GLOUCESTER COUNTY

*John C. Rulon House, Swedesboro

HUDSON COUNTY

Pennsylvania Railroad Harsimus Branch Embankment, Jersey City
(Determination of Eligibility)

HUNTERDON COUNTY

- *Readingsburg Historic District, Clinton Township
- *Ringoes Historic District, East Amwell Township
- *Wertsville Historic District, East Amwell Township

MERCER COUNTY

King's Highway Historic District, Lawrence Township,
Princeton Borough and Township

A remarkable resource, the King's Highway began as an Indian trail and eventually became the major route linking New York and Philadelphia. Its history as a major transportation route has spanned two and a half centuries. In the 18th century, the road spurred the creation and growth of villages and small towns. The significance of King's Highway lies not just in transportation, but also in the role it played in commerce, exploration, settlement, politics, and government.

MIDDLESEX COUNTY

King's Highway Historic District, South Brunswick

MONMOUTH COUNTY

*Palace Amusements, Asbury Park

The Palace first opened its doors as a carousel house in 1888 and throughout the years became an integral part of the Asbury Park and shore experience. It is the only enclosed amusement arcade on the Jersey Shore and has housed many unique amusements, such as an indoor boarding Ferris Wheel. Through the years of operation the Palace has had many additions to its first carousel house, all chronicling the changes in shore entertainment.

Camp Evans Historic District, Wall Township

MORRIS COUNTY

*Tempe Wick Road/Washington Corners Historic
District, Harding and Mendham Townships

*Illuminating Gas Plant of New Jersey State Insane Asylum, Parsippany-Troy Hills

SALEM COUNTY

James & Mary Lawson House, Woodstown Borough

SOMERSET COUNTY

King's Highway Historic District, Franklin Township

*Higginsville Road Bridges, Hillsborough Township

*Maplewood, Montgomery Township

Relief Hose Company Number 2, Raritan Township

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Commissioner, NJ Department of Environmental Protection

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