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CULTURAL RESOURCES

A Staff Working Paper

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Note: This staff working paper is one of a series of Issue and Policy Alternative Papers presenting facts, analyses, and conceptual policy alternatives on coastal resources and coastal land and water uses. The purpose of this draft document is to stimulate discussion and comments that will assist preparation of the management program for the New Jersey coastal zone. This report was prepared in part with financial assistance from the National Oceanic and Atmospheric Administration under the federal Coastal Zone Management Act, P.L. 92-583.

Comments, criticism, additions, and suggestions are welcome and should be addressed to the New Jersey Office of Coastal Zone Management.

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INTRODUCTION

Cultural Resources preservation and restoration is authorized by various federal and state laws. In the New Jersey Coastal Zone non awareness of the wide spectrum and form of cultural resources coupled with intense cultural suburbanization and land development pressures threaten the existence of latent resources and undermine ongoing efforts to preserve known resources. Defining, surveying, and selectively managing cultural resources in the coastal zone is needed to address the above cited problems.

The first section briefly defines these issues in the coastal area and then Section II presents alternative policies which could be part of the coastal zone management program in New Jersey.

Section III is an outline of cultural resources in the coastal region.

Section IV analyzes the issues related to cultural resources.

Three appendices conclude the paper. First, the six coastal zone regions are examined individually and problems specific to the region are highlighted. The second appendix discusses possible management tools which could be used to implement cultural resource policies. The final appendix discusses possible management tools which could be used to implement cultural resource policies. The final appendix provides sources which support the text.

I. ISSUE

New Jersey's coastal region is rich in varied forms of cultural resources. Cultural resources are defined as historic sites, archeological sites, indigenous craft forms and the coastal region's maritime heritage. In New Jersey, the maritime heritage strongly flavors the form of all cultural resources with the exception of archeological sites. The maritime heritage includes components of fishing and resort industries as well as the boatbuilding, whaling and commercial water transportation industries. The central preservation issue is the arresting of cultural resources deterioration or destruction by identifying areas subject to encroaching development. Archeological resources once physically destroyed are lost to the overall cultural heritage, whereas many components of the maritime heritage suffer from lack of public awareness rather than the threat of physical destruction.

Policies formulated should be accomplished with imposing heavy financial burden on the individuals and institutions that must support existing and latent resources.

The range and extent of New Jersey's cultural heritage is simply not recognized, as evidenced by the lack of comprehensive data and awareness on New Jersey's Indian civilizations and

the states' historical nexus to the sea. Also coastal region urban centers and countryside areas, either economically depressed or undergoing rapid growth, demonstrate a willingness to accept development inconsistent with their existing or potentially developable cultural heritage.

II. POLICY ALTERNATIVES

In view of the actual or threatened deterioration of cultural resources in the coastal region, it may be desirable to develop a comprehensive policy toward these resources. Such a policy could include strategies for identification of the full range of cultural resources, selecting where necessary examples of sites, or structures, or other form of resource rather than trying to preserve the entire resource, and a coordination scheme with respect to universities, levels of government, organizations and individuals where duplicative effort or beauracratic rivalries threaten the effective preservation of a resource.

1. Comprehensive cultural resource surveys could be conducted to identify and to raise the community's level of cultural or historical consciousness, particularly with respect to terrestrial forms of archeological resources. Once an area's resources have been identified, a cooperative scheme may be developed between the state, universities, communities, learned individuals, and municipalities as to which resources can should be preserved and how they could be preserved. Thus the burden of preserving cultural resources could be equitably distributed among communities in the coastal region.

2. A comprehensive policy could be formulated to

identify and nurture New Jersey's coastal heritage. Education, both at the secondary and community college level, could play a significant role in redeveloping respect for the state's coastal heritage. For example, construction on indigenous New Jersey boats designs and other crafts could be made available in high school vocational and history courses. In addition, marine trade curricula could be offered in community colleges in the coastal region.

The boating community may be brought into redeveloping the coastal heritage. "Operation Sail" demonstrated the tremendous public interest and involvement that vintage sailing ships can generate. Local boating organizations could be encouraged to foster yearly races between traditional sailing vessels.

Efforts could be made to bring traditional maritime tradespersons, particularly fishermen, into closer public contact. Attractive maritime theme retail outlets at existing cooperatives are but one possible alternative.

The possibility of permanent New Jersey exhibits, at the "South Street Seaport" in New York City and the "Philadelphia Maritime Museum" for example, might

better serve the interests of New Jersey's coastal heritage than the proliferation of smaller projects of questionable authenticity.

3. Coordination among the various groups engaged in cultural resource preservation could be encouraged. The role of the local and county historical societies could be better defined. To enhance the effectiveness of local societies, student cooperative programs could be established with universities and colleges offering archeological, American civilization and American history areas of concentration.

The students bring to the society time and a certain level of expertise in research. The society members can contribute local geneological and archeological information to the students who may in turn upgrade the research capabilities of society members.

III. CULTURAL RESOURCES IN THE COASTAL REGIONS

The forms of cultural resources within the coastal regions are varied and in many instances unrecognized as resources. The following description identifies the principle forms which these resources may assume, however the term "cultural resources" is not used as a term of art.

A major component of New Jersey's maritime heritage are its lighthouses, the earliest of which was built in 1763. Examples of lighthouses and structures built as "life boat service stations" are scattered throughout the coastal region and attest to the heavy flow of coastal maritime traffic. Whaling centers existed in New Jersey throughout the seventeenth to nineteenth centuries. No physical structures directly related to the whaling industry remain in existence. The Newark Museum has, however, compiled certain artifacts and descriptive materials on the industry.

Several restored villages reflecting life in nineteenth century America are found in state and privately operated towns in the coastal region. The state owned villages are components of state parks. Examples of nineteenth century Victorian architecture are found in several resort towns of the coastal region. Hotels, churches and private homes are built in this unique style. Additionally, convention halls, and other boardwalk pavillions in the resort towns reflect the past glamour and wealth of the coastal resorts.

Several dozen examples of pavillions used in the 1876 U.S. Centennial Exposition in Philadelphia were purchased at auction by shore residents after the exposition and transported to various shore towns in Monmouth County. At this time the North Jersey Shore was undergoing rapid conversion from a farming-fishing economy to one based upon vacation homes and activities. Some of the pavillions remain intact while others have had additions to them and are no longer recognizable as the original structure.

Portions of these pavillions are recognizable in the railroad stations of Red Bank and Avon and older shore fronts in Spring Lake. The full extent of this group of resources is still unknown.

Small towns on the bays of the coastal region though devoid of significant architecture contain tightly knit independent communities of fishermen. The different independent way of life of these populations is a cultural resource rapidly becoming submerged in a highly industrialized and suburbanized state. Additionally, small towns with predominant religious or ethnic characteristics exist in or

near the coastal region. In some cases, the architectural components of these towns makes them noteworthy as cultural resources. However, as with the fishing communities the human dimension, the flavor of life in these towns, punctuates their value as cultural resources.

Two historic canals still exist in the interior portion of the coastal regions, one of which was commercially viable well into the twentieth century. Historic private homes, and locks remain along the route of the waterways and are reminders of an age when mass and commercial transportation was synonomous with water transportation.

New Jersey's archeological resources are both terrestrial and underwater. New Jersey's Indian civilization represents an archeological resource of substantial dimensions. The highest concentration of known Indian encampments exists along Delaware Bay and the southern portion of the coastal region. It is not known whether the indian tribes permanently resided at the shore or merely summered in the coastal region, taking advantage of the weather to fish, clam, and gather berries.

Wrecks of historically significant vessels are found both offshore and in the freshwater portion of New Jersey's tidal rivers. The prospect of recovery of vessels and their artifacts is better in non-saline water bodies. Examples of

floating restored or replicative vessels exist in several ocean front resorts.

Finally, indigenous craft forms unique to the coastal area include boat and decoy manufacture. No widely used institutional mechanisms exist to perpetuate these crafts among young people.

It has been argued that only a relatively few benefit from cultural resource preservation while industrial development provides benefits to all. Certain benefits accrue to preservation and restoration of cultural resources. Benefits accrue to both the commercial and private sectors for assisting in the preservation of cultural resources.

In New Jersey, little data exists for tourism exclusively related to historic sites. The commercial enterprise "Historic Town of Smithville" admitted 1.5 million tourists during 1975. Smithville is currently conducting market profiles of tourists and factors that are likely to attract and reattract tourists to this particular type of facility.

In New Jersey the economic benefits of cultural resources preservation can be most tangibly measured in the property values of homes formally and informally designated as a

cultural resource. Once a house or site has been designated as a historic site and placed on the National and State Register of Historic Places, its market value usually increases. To maintain this increased value an owner must accept certain limitations as to choice of interior decoration and modification of the structure. Alteration of the original structure can be expected to decrease its value. In the coastal region of New Jersey, the prospect of increased property values when balanced against restrictions on alteration of structures in Mauriceville, has caused deep concern. Significant portions of the town are under consideration for inclusion in the National Register of Historic Places.

Cultural resources preservation possesses intangible benefits for communities and individuals. Identification of heritages or structures if accomplished early enough can create a community awareness and pride which may be one element in staving off town or urban decay. Other subjective functions are noted below:

History makes more sense when the site of a significant political, cultural or historical event can be viewed by students. History can be experienced, not just read about, by selective preservation of exemplary resources. Historic structures educate the young and reeducate the mature and

elderly whose opportunity for formal schooling is past.

In a time of rapid social change, cultural resource preservation and restoration demands a certain degree of reflection as to where our society is, what it was, and what it is going to be. It may be argued that by encouraging this form of resource preservation that the pace of change may be slowed at least to the point where we reflect on the future course of society. Without preserving elements of the past there is no frame of reference by which to gauge the present, or the future.

IV. ANALYSIS

The legacy of New Jersey's Indian civilizations is critically endangered. Developmental activity in the form of highways and housing subdivisions is occuring in those areas of the coastal region that have yielded or are thought capable of yielding artifacts. The State Museum, several universities, and individuals are engaged in identifying the sites of Indian encampments. Much of this work is either just beginning or in the planning stages. The developmental activity in these areas is continuing and expanding. Actual excavation on specific sites is a time consuming process and means inherent delays with cost overruns to the developer who may be forced to await such excavations. Many of the projected Indian encampment sites are based on hypothesis or the uncovering of minor artifacts. With the lack of significant data it is difficult to persuade both the developer and levels of government to withhold approvals for construction projects.

New Jersey's maritime heritage suffers from a general non-awareness for reasons quite different from the Indian civilizations. Ironically, the same reasons that once nurtured that heritage are now responsible for the decline. The "New Jersey Shores" sandwiched between New York and Philadelphia served as a fishery, shipwright, manufacturer,

and resort to these urban centers in various seasons.

The advent of mass transportation, the increased use of the automobile, industrialization and suburbanization caused by the shore's proximity to these regions, resulted in a new breed of resident, the commuter. Commuters are identified with "bedroom communities" and few if any of these people earn their livelihood from the traditional trades of the shore, fishing, boatbuilding, and the multi-faceted resort industry. The pronounced result is that most people living at the shore do not identify with the sea along traditional lines. In short, the sea is not a "direct and significant" component of their economic activity. Residents of New England although subject to the same pressures have not suffered this estrangement from their coastal heritage to the same degree and extent as New Jersey residents.

The decline of individual farms and the number of people connected with the local supporting trades of farming offer an apt analogy to the decline of fishing and boat-building along the shores and help explain the aforementioned coastal estrangement. In the last years of the nineteenth century the concentration of farming to urban populations was approximately even. As people tended to concentrate in the cities and obtain food from larger and larger retailers the production of food became a minor concern of urban

lives. Nationwide distribution of food and a non-awareness and lack of pride in locally produced crops, punctuated by agri-business accelerated the estrangement from the factual or fictional "yeoman farmer".

The same process or alienation has taken place with respect to New Jersey maritime industries, notably boat-building and fishing. Availability of filleted, frozen fish in supermarkets has reduced the public's exposure to open air fish docks such as the declining Fulton Fish Market in New York City or the Municipal Fishing Dock along the Potamac in Southwest Washington, D.C. The existence of large open fish and sea food marketing establishments manned by individuals serves to keep in front of the public an awareness and flavor of a traditional coastal occupation. Fishing cooperatives exist at Belford, and Point Pleasant in Monmouth County and Cape May City. The retail outlets at the docks are small and unattractive. The fish market in Washington, D.C. offers an illustrative example of marketing techniques and an attempt to bridge the coastal estrangement.

At the Washington, D.C. docks several old fishing boats are permanently tied to the docks. The side of the vessel facing dockside is arranged with shelves and fish, crabs, oysters and other forms of seafood are placed on baskets and ice in full public view. The public may board the vessels. The boats are devoid of engines and the seafood is transported

to the boats by truck. Nevertheless the impression that the visitor is left with is of boats steaming up the Potomac from the Chesapeake Bay to sell their cargoes. Patrons shopping in such an environment often inquire as to the source and methods used to catch their purchase. Thus a significant cultural bridge can be established between the fishing community and the urban resident.

Boatbuilding offers another illustrative example of the estrangement of New Jersey's coastal heritage. Long Island, New Jersey, and the Chesapeake Bay Region all have produced boat designs, both recreational and commercial, to suit local needs. Although designs such as the "Barnegat Bay Sneakbox" and the "Sea Bright Skiff" are still manufactured, their popularity has not increased. Rather, as more people engage in recreational boating they opt for mass produced fiberglass boats manufactured outside of New Jersey.

Ironically, seven major or regional boat factories are located in the coastal region of New Jersey. All but one produce designs of contemporary, not traditional or classic, character. New England, particularly Martha's Vineyard, Maine and Rhode Island, are able to sustain smaller economically viable ship yards which produce classic or traditional designs of sail and power craft.

Boating and other forms of marine recreation is a multi-million dollar industry in New Jersey. With increased leisure time many New Jerseyans will be spending more time on the water. The issue to be resolved is how to combine the popularity of boating with fostering an appreciation of more traditional boat designs and facets of the maritime heritage. Modern materials such as fiberglass and powerful speed boats have in effect contributed to the "suburbanization" of boating. Traditional boat designs it should be noted can be rendered in fiberglass on a successful cost-benefit relationship. A long and intensive campaign will be needed to interest boaters in the historical aspects of this pastime.

Several resident and transient groups operate in New Jersey, such as "Sea Ventures", "Sea Bright Marine Education Foundation", and "The Oceanic Society" in Atlantic City. While many of these groups foster certain elements of the maritime heritage based upon limited resources, their diffuse activities may well be strengthened and expanded through a more centralized institutional mechanism.

Mass transportation offers yet another example of the estrangement from New Jersey and its coastal heritage. In the late nineteenth century the railroads provided limited access to the growing glamour points of the New Jersey Shore, Cape May and Long Branch. Travel by steamboat for

both passenger and commercial traffic played a significant role in the development of both north and south shores as tourist centers.

Up until the mid 1930's steamboat transport to various section on the shore was cheap, comfortable, reliable and faster in some cases than the commuter buses and trains of today. It was possible for one to take commuter boats, except in the winter months, from river towns such as Red Bank to New York City on a daily basis. Boats operating on the bay were not hampered by ice in the rivers except in the severe cold when even the Hudson was subject to freezing. With people relying upon water transport to a greater degree than today it was far easier to maintain a maritime awareness. Thus relatively few people today remain an active contact with the sea in their daily lives.

The shift in modes of transportation may also account for the decline of New Jersey's urban coastal resorts such as Atlantic City and Asbury Park. Regardless of the reasons for such decline, these once glamorous resorts have built an aurora around them both in terms of lifestyle and architecture. As the tax base continues to erode in these cities, once luxurious hotels, architecturally significant theaters, and other public buildings either fall to the

wrecker's ball or continue to deteriorate past reclamation.

These towns are now being forced to accept virtually any type of development which promises the maintenance of a reasonable standard of living. The protection and revitalization of historic quarters has been submerged in the economic fight for survival. Altantic City has taken a first step by creating with a state "Green Acres" grant a maritime park in which ship replicas and private organizations such as the "Oceanic Society" are headquartered.

Resorts such as Asbury Park, Keansburg and Atlantic City may be forced to accept development such as OCS staging areas, casino gambling, or industrial parks inconsistent with the former character of the city. However, projects such as maritime parks and rehabilitation of selected public buildings may offset the shift in character created by this type of development.

Other forms of New Jesey's coastal heritage which suffer from non-awareness are indigenous craft forms such as the building of small boats and wood decoys. Although civic groups such as the Sea Scouts, and other water-focused environmental groups could serve to perpetuate an interest in these crafts, there is room for involvement in the public sector. Courses in shop, crafts, and New Jersey or American

history taught in grammar and high schools both within and outside the coastal region could serve to focus attention upon this form of cultural resource.

Finally, the most tangible assets of New Jersey's cultural resource heritage, the small towns of historic significance, the canals, as well as the light houses, and facets of the archeological heritage are all faced with encroaching development. In some areas such as the "Twin Lights" lighthouse in Atlantic Highlands the problem is not one of actual recognition or preservation of the resource but how to insure access to the site as private and commercial housing envelopes the site. This development from an aesthetic view point diminishes the attractiveness of the resource from surrounding areas and also places burdens on roads and other facilities necessary to support visitation to the site.

The final and most curious observation with regard to cultural resources preservation in the coastal region is that while a non-awareness of certain aspects of the cultural heritage exist there is no lack of activity in the coastal region by levels of government, universites, civic organizations, and individuals. Lines of communication between these various components of preservation work are

not institutionalized and are often tenuously drawn on personal relationships. Local groups sometimes possess the knowledge as to location and legendary history of cultural resources but often lack the sophistication, economic resources or time to analyze and fully develop the scope to these resources.

The diffuse efforts of the various components of cultural resources preservation in the region may continue to result in the loss of these resources or at least the hampering of the full development and preservation of the resources. A comprehensive strategy with respect to cultural resources preservation in the coastal region is desirable.

Cultural Resources

Hudson River Waterfront and Newark Bay
(Bergen, Hudson, Union and Essex Counties)

Cultural Resources in this region consist of those related to New Jersey's colonial and revolutionary period and elements of the maritime heritage. The City of Newark contains several buildings predating the revolutionary period. The Newark Museum serves as the principal repository of information and artifacts from New Jersey's whaling industry which prospered during the seventeenth through nineteenth centuries. Well-established and competent historical societies are operative in this region.

Cultural Resources in the Hudson River/Newark Bay Region.

The Hudson River contains wrecks of historically significant sail and steam vessels. Detailed records exist of the type of vessels sunk as well as their cargoes. In some cases shifting currents, and deposition of mud on the wrecks make location and recovery of these wrecks difficult. A key cultural resources facility in this region is the existing and planned components of Liberty State Park in Jersey City. Although this urban park when fully developed will contain wildlife refuges, marinas, and a hotel complex a principle feature will be the restoration of the railroad-marine

APPENDIX A

REGIONAL REPORTS

terminals of the Port of New York.

The Central Railroad of New Jersey Terminal in Jersey City was one of seven terminals that existed in the Port of New York. Architecturally these terminals are unique to New York Harbor and San Francisco Bay. Generally large railroad stations such as these terminals are acknowledged to be the quintessence of public architecture of the Victorian/Edwardian era. The terminals possessed the unique intermodal features of carrying both train and ferryboat passengers.

A commitment has been made by the State to restore the terminal complex. The terminals are of documented historical significance with respect to architecture, transportation technology and history, and emigration history. Furthermore, the Morris Canal Basin is a portion of one of the two major canals in New Jersey of historic significance. The Morris Canal winds its way through the low coastal areas into the upland interior west of Newark through a series of inclines and ramps.

The Liberty Park complex because of its proximity to the Statute of Liberty, Ellis Island, the South Street Seaport and the Morris Canal Basin has the physical capability, when combined with the projected pavillions and

ethnic exhibits to become nothing less than the most comprehensive coastal cultural resources repository in the State. Virtually every element of coastal cultural resources could be or will be represented in the structures and planned capabilities of Liberty Park.

The City of Hoboken, located along the Hudson River, contains many buildings of significant historical value particularly in and around the area of Stevens Institute of Technology. A site of historical importance and of functioning commercial value, the Erie-Lackawanna Terminal built in 1907, is the site of the first wireless telephone installed between Manhattan and Hoboken. Thomas Edison drove the first electrified train from the terminal to Montclair, New Jersey. The Warrior's Shrine in St. Paul's Episcopal Church has soils from military cemeteries and battlefields beneath the alter and stones from many of Europe's historic cathedrals that form the base of its beams. At the Shrine is displayed a stone on which Joan of Arc stood when she was burned at the stake.

Analysis

Most forms of cultural resources as previously identified

are recognized and in some phase of preservation or restoration. Recently the Army Corps of Engineers has been committed to eliminating deteriorating piers and hull wrecks along both sides of New York Harbor, with the goal of reducing periodic fires and skimming the harbor to remove debris which poses a threat to navigation. This massive waterfront improvement project will probably result in the loss of some wrecks of historic value.

The design concept for Liberty State Park will by itself preserve major components of cultural resources in New Jersey, particularly with regard to the maritime heritage and the capability for preserving some indigenous folk crafts. When combined with total flavor and spectrum of preservation and restoration activity slated for New York Harbor, cultural resources preservation energies could be channeled to other regions of the coast where activity is not as sophisticated and intense.

Cultural Resources

North Shore

(Middlesex and Monmouth Counties)

The coastal regions of Monmouth rather than Middlesex County contain significant quantities of cultural resources.

Cultural Resources in the North Shore Region.

Middlesex County possesses cultural resources principally in the form of historic sites or legacies. New Brunswick situated on a tidal portion of the Raritan River was the site of several Revolutionary War engagements. Rutgers College founded in 1766 has several buildings on the National Register of Historic Places.

Located along the back portions of Raritan Bay, Perth Amboy was a whaling center. Existing towns such as Sewaren in Middlesex County were once fashionable resorts whose character and water quality were altered by the presence of oil industry tank farms. Sewaren still possesses several examples of Victorian architecture in private homes but the former reputation and beauty of the town have been submerged in the industrial fixtures of the oil industry.

Monmouth County possesses several forms of cultural

resources with particular emphasis on the maritime heritage. Historically significant lighthouses are Twinlights (1865) and Sandy Hook (1762) on Sandy Hook Bay. Several examples of United States Lifesaving Service Boat Stations exist in the Atlantic Highlands and Elberon. Lobstermen and clammers inhabit the fishing towns of Belford and Highlands and conduct their lives in an independent manner in many cases disdainful of modern technology and business techniques. Boat yards which render contemporary commercial designs in wood and steel are located in Keansburg. The Shrewsbury Ice Boat and Yacht Club on the Navesink River at Red Bank maintains a series of historic gaff-rigged ice boats made in the 1890's which are still raced on the river. The former Seaman boat shop in Sea Bright produced a dory which was rowed across the Atlantic by two clammers from the highlands. A replica of this craft was recently produced by the Shrewsbury Yacht Club and displaced at the Jersey Coast Boat Show.

Several historic churches exist in Rumson and at Elberon, where Presidents Grant, Cleveland, and Garfield vacationed and worshipped. The restored Village of Allaire found a river/bay port for its iron products near the present town of Oceanport on the Shrewsbury River.

Towns of historic significance with respect to the resort element of the maritime heritage are found in Asbury Park and Ocean Grove, an ecclesiastical community in which all land is owned by the church-dominated Ocean Grove Camp Meeting Association. The most significant structure within Ocean Grove is the Auditorium, a wooden Victorian structure surrounded by a "tent city". In the early years of the twentieth century the "Auditorium" contained the world's largest organ. The entire town is on the register of historic places. Asbury Park, adjacent to Ocean Grove, contains several public buildings of architectural note. The Convention Hall and Casino Pavillion are examples of large public oceanside pavillions which are connected by the boardwalk. These functioning structures are in a state of decay. Historic structures are scattered throughout Monmouth County. Pavillions from the 1876 Centennial Exposition in Philadelphia are found in Red Bank, Avon and Spring Lake. Grandiose resort hotels such as the "Essex", "Sussex", and "Monmouth" in Spring Lake were testaments to the lavish character of the north shore resorts.

Analysis

Cultural resources awareness and preservation in

Middlesex and Monmouth Counties is well established. Areas of particular concern are the deterioration of public buildings in Asbury Park, notably the Casino Pavillion and Convention Hall. Additionally the destruction of the Buffalo Bill compound at Long Branch, Grant's Cottage in Elberon and the architecturally unique Mayfair Theatre in Asbury Park occurred because of non-awareness of their historic character. Efforts of several groups to save these structures simply started too late.

The form of government of Ocean Grove is threatened by a law suit, but the site and buildings of the town are on the New Jersey Register of Historic Places. The character of several fishing towns may be altered by Outer Continental Shelf Oil Development even if staging areas are not located in the towns themselves. The offshore construction industry will offer higher wages and a somewhat easier living than commercial fishing. Thus the local fishery may expire from lack of an indigenous labor force.

Historical societies in this region are well established and possess a reasonable level of sophistication and commitment. The Monmouth County Historical Society and numerous specialty societies such as the Turn Lights Historical Society attest to this activity.

Central Shore

(Ocean County)

This county contains the full spectrum of cultural resources. A particular area of concern is existing and potentially developable archeological sites in Dover Township.

Cultural Resources in the Central Shore Region.

Decoy manufacture and boat building are two indigenous craft forms practical in Ocean County. Charles Hankins and Sons Company in Lavallette builds lifeboats for the shore beaches which are identical replicas of the Sea Bright Skiff. The Barnegat Bay Sneak Box a versatile boat indigenous to New Jersey and designed to traverse tidal inlets is made by several small shops. The Sneak Box has been in continuous use in New Jersey since 1836. Waterfowl Decoys Ltd. of Point Pleasant, manufacturers of wooden waterfowl decoys, has a national reputation for its work.

Toms River, the county seat, was a Revolutionary War Seaport which at one time had direct access to the sea through Barnegat Bay and a channel through Long Beach Island. Captain Joshua Huddy an American Army officer was hanged by the British in Toms River. His death hindered peace nego-

tiations between the British and Americans in Paris in 1782. Toms River was also a bustling seaport well into the nineteenth century. The Toms River Chamber of Commerce has undertaken a project to promote the restoration of the town's former nautical atmosphere. The goal is to spur private development on the riverside of craft shops, boutiques, and restaurants.

Several Indian encampments have been located in Dover Township surrounding Toms River. The intensive urbanization of this area through housing subdivisions and shopping centers makes this area the critical focus of attention with regard to archeological activity.

Whaling centers are known to have existed at Harvey Cedars and Surf City on Long Beach Island. A lighthouse of national prominence, the Barnegat Light "Old Barney" is located at the northern tip of the Island. Additionally, Point Pleasant with its fleet of fishing trawlers and cooperative association retains the flavor of an independent styled community interspersed with elements of the resort trade.

Analysis

The principal concern with respect to cultural resources preservation in this region is the threatened degradation of potential sites of archeological significance caused by intense development activity. Although examples of indigenous craft forms are flourishing in this region no mechanism exists to popularize them and assure their continuance.

With respect to the Toms River Seaport restoration, the commercial aspects of the project may well counterbalance the historical element of the project. Local historical societies may act as a brake on this type of development.

South Shore

(Atlantic, Burlington, and Cape May Counties)

This region is dominated by the presence of Atlantic City and Cape May which draw national and international tourists to this region. The spinoff tourist traffic has served as an incentive for the commercial and public development of cultural resources in the region.

Cultural Resources in the South Shore Region.

Atlantic City is in a state of economic decline. Several of its older hotels have been destroyed. However the town still possesses fine docking facilities and is building upon its resort-maritime heritage. A marine park with a replica of the clipper ship "Flying Cloud" floats in a basin surrounded by pavillions and exhibits of oceanographic organizations. The resort character of Atlantic City is grounded in its boardwalk and existing events such as the Miss America Pageant. The restored village of Batsto on the Mullica River reflects life in a nineteenth century industrial town. The historic Town of Smithville, located outside of Atlantic City, is a commercial venture composed of restaurants, boutique-craft shops and a restored sailing

vessel. Cape May City contains some of the best examples of Victorian Architecture in the United States. The town has recognized the historic value of these buildings and encourages the preservation of such structures.

Wrecks of Revolutionary War frigates have been located at the Mouth of the Mullica River. Archeological activity with respect to Indian encampments and prehistoric excavations is on a limited scale in this region.

Analysis

Cultural resources in preservation and restoration is well established in this region through the popularity of existing resort areas such as Atlantic City and Cape May. Commercial and state-owned restored villages capture a great portion of this tourist traffic. Underwater and terrestrial archeology is on a limited scale. The restored villages perpetuate certain indigenous craft forms.

Delaware Bay

(Cumberland and Salem Counties)

This region is punctuated by several fishing towns which rely upon the shellfish of Delaware Bay for their economic existence. The Maurice River has several towns located on its banks with Revolutionary War and maritime heritages.

Cultural Resources in the Delaware Bay Region.

Archeological resources are thought to be available in this region. Little excavation work has taken place, but known routes of Indian tribes in New Jersey have lead to the hypothesis that the tribes summered on the Bay living on shellfish and berries.

Old fishing towns such as Bivalve and Port Norris on the Bay support communities of shellfishermen and give the area a flavor akin to Chesapeake Bay. Other towns along the Maurice River, notably Mauriceville, possess houses which mirror its maritime heritage which is traceable to the Revolutionary War. The town supported a thriving ship building industry well into the nineteenth century, sus-

tained by the local demand for fishing boats and larger coastal trading vessels.

Analysis

The town of Mauriceville is balking at its potential designation on the register of historic places. While the residents are concerned about development changing the character of the town, they are also somewhat apprehensive about the restrictions alteration of their homes or businesses, which would follow designation on the "register". Development activity in this region is on a relatively low level and thus potential archeological sites are not threatened to the same degree as in the Central Shore Regions.

Delaware River Waterfront

(Gloucester, Camden, Burlington and Mercer Counties)

The principal form of cultural resource for this region is historic sites and structures located in Mercer County, although Camden possesses a heritage as a colonial port because of its proximity to Philadelphia.

Cultural Resources in the Delaware River Waterfront Region.

Historic sites and structures are prolific in Trenton. The Hessian Barracks, and Trent House are but two significant examples of preserved or restored structures. Additionally a portion of the Delaware and Raritan Canal runs parallel to the Delaware River. The Revolutionary War heritage of the area is too well known to warrant repetition.

Analysis

Cultural Resources preservation and restoration activity is intense in Mercer County through the efforts of state agencies and local societies. Activity in the other counties exists but is on a lower level of intensity. The remainder of the region exists on a comparatively low level

of cultural resource activity and could well benefit from increased attention from state agencies involved in preservation and restorative activities.

APPENDIX B

MANAGEMENT TOOLS

Cultural Resources

Invariably, preservation and restoration of cultural resources involves land use issues. An indispensible tool in helping preserve historic sites is a commitment to such preservation by the local zoning and land use process. Broad statutory authority encompassing all aspects of cultural resources protection does not now exist. However, proposed legislation, if modified and used in conjunction with other authority and process,es can provide an adequate degree of protection.

Zoning ordinances empowering municipalities to create historic preservation districts are a desirable management tool. In New Jersey, the Cape May Ordinance No. 196 is exemplary. Legislation to extend the basic provisions of this type of ordinances to all municipalities is undeniably a useful management tool. Senate No. 6 introduced in February, 1976 supplements Title 40 of the Revised Statutes and provides authority within municipal zoning powers to provide for the establishment and maintenance of historic preservation districts. A comparison between Senate No. 6 and the Cape May Ordinance No. 196 is useful.

Senate No. 6 goes beyond the Cape May Ordinance in

requiring the municipality to survey all sites and structures in the municipality having historic architectural, cultural, aesthetic or scenic significance. This proposed legislation lacks the essential feature of "Cape May 196" in that the municipality must establish a priority listing of structures. Cape May 196 provides that "priority lists" be reviewed every five years. This review insures that only exemplary structures or sites received protection and that an inequitable financial burden is not undesirably placed on property owners. "Undue Hardships" is a criterion for removing a structure from the list. Hardship is defined as a situation where more funds than is reasonable would be required to maintain the structure.

An amended version of Senate No. 6 with the above mentioned provisions of Senate No. 6 is desirable. Additionally, the five-year renewal period of Cape May 196 should be amended to 6 years in any new legislation. The lengthened time frame corresponds with the required review period for municipal master plans developed pursuant to the Municipal Land Use Law of 1975.

This proposed amended legislation encompasses the elements of preserving exemplary forms of cultural resources, (selectively), sponsoring surveys that will provide the community with an initial scope of its heritage, and periodic review assists in distributing the costs of maintaining some forms of cultural resources.

Placing an area, site, or structure on the New Jersey Register of Historic Places can provide a measure of protection to such resources. No state, county, municipality, or agency can undertake any project which will encroach upon, damage, or destroy such resources, without the approval of the Commissioner of DEP.

The sponsoring by DEP of legislation requiring surveys described previously should result in an increase of cultural resources nominated for inclusion on the list of historic places. The Commissioner of DEP, with the advice and consent of the Historic Sites Council, may receive and approve nominations of such resources.

The State may assume a more active role in acquiring historic areas by selectively acquiring historic areas with developable recreation potential. Such acquisition can be accomplished under the provisions of the Green Acres Program. The Green Acres Acquisition pursuant to N.J.S.A. 13:8A-19 provides authority for DEP to purchase open space for the State. Green Acres development grants to local levels of government are a possibility. Such grants to the commercial sector may increase the economic inventives for cultural resources preservation.

Coordination among various groups involved in cultural

resources preservation will in all likelihood be accomplished if more public funds are distributed by the state for projects being restored or preserved by lower levels of government. Coordination can be made a condition of such grants.

APPENDIX C

SOURCES

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