
Draft Report

**Survey of Historic Architectural Resources
New Jersey Route 35
From Milepost 9.0 to Milepost 13.0
Mantoloking, Bay Head, and Point Pleasant Beach Boroughs,
Ocean County, New Jersey**

Prepared for: State of New Jersey Department of Transportation
Bureau of Environmental Analysis

Prepared by: KFS Historic Cultural Resource Group
Kise Franks & Straw, Philadelphia, Pennsylvania

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ABSTRACT

Kise Franks & Straw (KFS), of Philadelphia, Pennsylvania, undertook a survey of historic architectural resources along New Jersey Route 35 between mileposts 9.0 and 13.0 within the boroughs of Mantoloking, Bay Head, and Point Pleasant Beach, Ocean County, New Jersey, during the spring of 1995. KFS conducted the survey on behalf of the Federal Highway Administration and the New Jersey Department of Transportation as part of the Section 106 Review process for projected road improvements along NJ Route 35. Specific improvements have not yet been developed, but will address inadequate drainage associated with the roadway as well as improvements to the road surface.

KFS identified approximately 250 resources in the project area that appear to be fifty years of age or older and have the potential to be affected by improvements along NJ Route 35. Initially, KFS conducted archival research and interviews to prepare a background history of the project area and related resources. KFS then conducted field investigations, photographing the resources, compiling descriptive field notes, and assessing integrity and condition. Evaluation of National Register eligibility of each resource followed completion of the documentary and field investigations. This report presents the results and conclusions of the investigations and evaluations.

None of the resources identified by KFS are listed on the National or State Registers of Historic Places. KFS determined that approximately two hundred resources identified within the project area appear to contribute to two potential historic districts. Both of these potential historic districts extend beyond the confines of the project area and appear to meet National Register eligibility criteria. Approximately 110 resources located along NJ Route 35 appear to contribute to a potential Bay Head Historic District while approximately 90 resources located along NJ Route 35 appear to contribute to a potential Mantoloking Historic District.

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I. INTRODUCTION

I. INTRODUCTION

This report documents the results and conclusions of a survey of historic architectural resources in the vicinity of New Jersey Route 35 between mileposts 9.0 and 13.0, within Mantoloking, Bay Head, and Point Pleasant Beach Boroughs, Ocean County, New Jersey (Figure 1 and 2). The study area centers on NJ Route 35 (Figure 3a-d). The firm of Kise Franks & Straw (KFS) completed the survey in April 1995 as a precursor to design development by the Federal Highway Administration, in conjunction with the New Jersey Department of Transportation, to improve inadequate drainage and improve the road surface.

Federal law, specifically Sections 106 and 110 of the National Historic Preservation Act of 1966 (as amended), mandates that all federal agencies undertaking projects that affect or have the potential to affect historic resources must undergo Section 106 Review. The Section 106 Review process requires that federal agencies take into account how their undertakings may affect historic resources and allow the Advisory Council on Historic Preservation (ACHP), an independent federal review agency chartered by Congress, the opportunity to comment on such undertakings. For the purposes of Section 106 Review, historic resources are identified as buildings, districts, structures, objects, and sites listed on or determined eligible for listing on the National Register of Historic Places, the nation's official list of historic resources deemed worthy of preservation.

The Section 106 Review process involves the identification of historic resources, evaluation of how the federal agency's undertaking will or will not affect the resources, and mitigation of the adverse or potentially adverse effects of the undertaking upon the resources. This three-step process involves the federal agency in consultations with the State Historic Preservation Office (SHPO) of the state in which the historic resources are located. The federal agency, in consultation with the SHPO, identifies historic resources that may be affected by the undertaking, evaluates the National Register eligibility of identified resources that may be affected by the undertaking, determines the effect of the undertaking upon resources eligible for the National Register, and develops mitigation measures for eligible resources adversely affected by the undertaking. In most cases, the period of review and consultation leads to formulation of a Memorandum of Agreement (MOA) among the federal agency, the SHPO, the ACHP, and any other parties with an established interest in the matter. The MOA outlines each party's responsibilities for carrying out the intent of the agreement. Because the planned improvements to NJ Route 35 are being proposed by a federal agency, and because the undertaking has the potential to affect historic resources, the Section 106 Review process has been initiated. This report addresses only the identification and evaluation portion of the Section 106 process and is intended to guide the development of plans for improvements to NJ Route 35.

The New Jersey Department of Transportation hired the Cultural Resources Group of KFS to complete the historic resource identification and evaluation portions of this study. KFS conducted background research to establish the history of the project area and aid in the identification of specific historic resources within the area. This research effort entailed a search of the New Jersey Historic Preservation Office's (NJHPO) resource files, a review of pertinent primary and secondary source materials, and interviews with knowledgeable local residents and officials. Upon completion of the background research, KFS surveyed all buildings and structures located within the study area that appeared to be more than fifty years of age by means of field notes and photography. Based upon the results of the background research and field investigations, KFS extended the bounds of its field investigation to determine if the potential for larger historic districts existed. KFS then evaluated the potential National Register eligibility of each resource. KFS concluded that approximately 110 resources identified along NJ Route 35 in Bay Head and Point Pleasant

Beach Boroughs appear to meet National Register eligibility criteria as contributing elements of a larger potential Bay Head Historic District. Additionally, KFS concluded that approximately ninety resources identified along NJ Route 35 in Mantoloking Borough appear to meet National Register eligibility criteria as contributing elements of a larger potential Mantoloking Historic District. Three additional resources identified in Point Pleasant Beach as meeting the age requirement do not appear to meet National Register criteria. This report presents the results of the investigative and evaluative process for review by the Federal Highway Administration, the New Jersey Department of Transportation, and the NJHPO.

As noted above, this study has been conducted in accordance with, and pursuant to, federal laws and regulations. The applicable statutes and directives include Section 101 (b)(4) of the National Environmental Policy Act of 1966, as amended; Sections 1(3) and 2(b) of Executive Order 11593, "Protection and Enhancement of Cultural Environment;" Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended; 36 CFR Parts 60 and 63, "National Register of Historic Places;" and 36 CFR Part 800, "Procedures for the Protection of Historic Properties."

KFS located two pertinent environmental studies pertaining to the NJ Route 35 study area. In January 1995 NJHPO reviewed plans for the demolition of the Bluffs Hotel building and its replacement with two single-family units. NJHPO staff concluded that the remaining portions of the Bluffs Hotel contributed to a proposed Bay Head Historic District.¹ In 1980 the Ocean County Cultural and Heritage Commission sponsored an architectural survey that included the NJ Route 35 study area. The survey identified approximately twenty-three resources within the current study area (17 in Bay Head and six in Mantoloking). In each case the survey noted that these resources would contribute to larger, but undefined, historic districts.

Inquiries concerning the availability of copies of these studies should be directed to the New Jersey State Historic Preservation Office or the Bureau of Environmental Analysis, New Jersey Department of Transportation, in Trenton, New Jersey.

¹A formal determination of eligibility was not completed for the district. NJHPO staff stated that exact boundaries for a potential Bay Head Historic District had not been determined; however, they proposed rough boundaries that included both sides of the full length of Main Avenue (NJ Route 35) through the borough, as well as East Avenue and Lake Avenue from Johnson to North Streets. It also included parts of cross streets between the above referenced parallel roadways.

II. PROJECT DESCRIPTION

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The project area is centered upon New Jersey State Route 35 and extends from milepost 9.0 at the border of Mantoloking and Brick Township to milepost 13.0 in Point Pleasant Beach. The project area includes portions of Mantoloking, Bay Head, and Point Pleasant Beach Boroughs. Improvement plans have not yet been developed, but will address poor drainage conditions along the highway as well as improvements to the road surface.

In planning for improvements along New Jersey State Route 35, the New Jersey Department of Transportation is endeavoring to design the project with minimal effects upon the existing environment. As part of this effort the findings from this report are intended to assist in preparation of improvement plans. As noted above, the purpose of the improvements will be to improve the road surface and control existing drainage problems associated with the roadway.

III. METHODOLOGY

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A windshield survey of New Jersey Route 35 between mileposts 9.0 and 13.0 conducted in April 1995 revealed approximately 250 resources that appeared to be fifty years of age or older and have the potential to be affected by proposed road improvements along NJ Route 35. All but three of these resources fall within two proposed historic districts in the boroughs of Bay Head, Point Pleasant Beach, and Mantoloking. The remaining three resources are located in Point Pleasant Beach Borough, outside any potential historic districts (Figures 3A, 3B, 3C, and 3D).

Upon completion of the windshield survey, background research was initiated to gain an understanding of the area's historical and architectural development and to identify and assess previously prepared documentation so as to avoid unnecessary duplication of efforts. KFS staff first conducted a thorough search of pertinent architectural and historical literature to identify historical information on the resources identified during the windshield survey. Appropriate primary and secondary source materials pertaining to the project area were also consulted. KFS staff conducted this research at the Point Pleasant Beach Public Library, the Ocean County Library in Toms River, the Mantoloking, Bay Head and Point Pleasant Beach Tax Assessor's Offices, the Ocean County Cultural and Heritage Commission in Toms River, the Pennsylvania Historical Society in Philadelphia, the Free Library of Philadelphia, the United States Corps of Engineers Philadelphia District Offices, the Ocean County Historical Society in Toms River, and the New Jersey State Library in Trenton. Interviews were conducted with local property owners and knowledgeable residents where appropriate.

KFS staff examined the holdings of the New Jersey Historic Preservation Office (NJHPO) in Trenton to identify cultural resource reports and studies of the project area. KFS located one previously completed environmental study and one previously completed county-wide architectural survey that pertains to the NJ Route 35 study area. In January 1995 NJHPO reviewed plans for the demolition of the Bluffs Hotel building and its replacement with two single-family units. NJHPO staff concluded that the remaining portions of the Bluffs Hotel contributed to a proposed Bay Head Historic District.¹ In 1980 the Ocean County Cultural and Heritage Commission sponsored an architectural survey that included the NJ Route 35 study area. The survey included the identification of approximately twenty-three resources within the current study area (17 in Bay Head and six in Mantoloking). In each case the survey noted that these resources would contribute to larger, but undefined, historic districts.

According to NJHPO records no resources located within the study area were previously determined eligible for listing on the National Register of Historic Places. Other surveys of the area were also consulted, including the Historic American Buildings Survey (HABS) and the Historic American Engineering Record (HAER). As of 1990 no resources within the study area had been recorded by HABS or HAER.

Upon completion of the documentary research, KFS staff undertook field investigations designed to document the appearance, condition, and integrity of each historic resource identified during the windshield survey and subsequent evaluation. Additionally, KFS

¹A formal determination of eligibility was not completed for the district. NJHPO staff stated that exact boundaries for a potential Bay Head Historic District have not been determined; however, they proposed rough boundaries that included both sides of the full length of Main Avenue through the borough, as well as East Avenue and Lake Avenue from Johnson to North Streets. It also included parts of cross streets between the above referenced parallel roadways.

extended its field investigations outside the project area to determine the presence of potential historic district(s). Each resource within the primary study area was then recorded photographically, and field notes were taken describing the resource's appearance, and integrity. Tax parcel information obtained from the Mantoloking, Bay Head, and Point Pleasant Beach Tax Assessor's offices assured that each resource was accurately located within the context of the larger project area. The information gathered during the field survey phase was arranged according to the New Jersey Department of Transportation's "Synopsis of Eligibility Characteristics" format.

Using the data acquired during the background research and field survey phases, KFS evaluated each resource to determine whether or not it met National Register of Historic Places eligibility criteria, as outlined in 36 CFR 60.4. KFS determined that the length of NJ Route 35 through Bay Head as well as a portion of Point Pleasant Beach Borough constituted part of a larger National Register-eligible historic district, with approximately 110 resources located along NJ Route 35 contributing to that potential district. Additionally, KFS determined that resources located along the length NJ Route 35, within Mantoloking Borough, constituted part of a larger National Register-eligible historic district, with approximately ninety resources located along NJ Route 35 contributing to that potential district. No resources located within the study area and outside the potential historic districts were determined eligible for listing on the National Register of Historic Places. A detailed discussion of the evaluative process is included in Chapter IV.

The final phase of the work entailed preparation of the survey report. All findings and analyses described above were documented in writing and assembled according to a standard New Jersey Department of Transportation format. Photographs and other graphics are included with the text. A draft copy of the report was forwarded to the New Jersey Department of Transportation for review. Upon receipt of comments and suggestions, KFS will submit the final report.

The following is a list of resources surveyed by KFS within the Project Area:

<u>Block and Lot Number</u>	<u>Name of Resource</u>
Block 11.01 Lot 1	1811 Old Ocean Avenue (Pt. Pleasant Beach)
Block 11.01 Lot 3	1807 Old Ocean Avenue (Pt. Pleasant Beach)
Block 11.02 Lot 12	1805 Ocean Avenue (Pt. Pleasant Beach)
Various	Potential Mantoloking Historic District
Various	Potential Bay Head Historic District

**IV. CRITERIA FOR
DETERMINING
SIGNIFICANCE AND
EFFECTS**

IV. CRITERIA FOR DETERMINING SIGNIFICANCE

In the course of conducting the survey and analysis of resources within the New Jersey Route 35 project area (fronting NJ Route 35 between mileposts 9.0 and 13.0), the following federal regulations and guidelines have been followed: 36 CFR 60.4, entitled "Criteria for Evaluation."

36 CFR 60.4 reads as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b) that are associated with the lives of persons significant in our past; or
- c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) that have yielded, or may be likely to yield, information important in prehistory or history.

Criteria considerations. Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past fifty years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- a) A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- b) A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- c) A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or
- d) A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- e) A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- f) A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

- g) A property achieving significance within the past fifty years if it is of exceptional importance.

V. RESULTS

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Background History of the Project Area

Ocean County is New Jersey's second largest county in area, consisting of approximately 480,000 square acres. Ocean County has a triangular outline and is located within the Outer Coastal Plain of east-central New Jersey. It is bordered on the east by the Atlantic Ocean, on the north by Monmouth County, on the west by Burlington County, and on the south by the Atlantic Ocean and Atlantic County. The county's coast line extends approximately forty-five miles and includes barrier beaches, three estuaries, and miles of salt marshes. Much of the county's interior lies within the New Jersey Pine Barrens and is characterized chiefly by pine forests, sandy soil, and pure water reservoirs. Ocean County has a generally flat topography and dry sandy soil. Major water courses in the county include the Metedeconk River, Toms River, Mill Creek, Kettle Creek, Forked River, Westecunk Creek, Oyster Creek, and Cedar Creek.

The project area includes the boroughs of Bay Head, Mantoloking, and part of Point Pleasant Beach. Bay Head and Mantoloking are adjacent boroughs located in northeast Ocean County on one of the county's barrier islands. The west side of Mantoloking is bordered by Barnegat Bay. Bay Head is bordered on the west by Point Pleasant Borough and Barnegat Bay. The bay extends approximately twenty-five miles from Barnegat on the south to Bay Head on the north. Bay Head is bordered on the north by Point Pleasant Beach Borough and Mantoloking is bordered on the south by Brick Township. Point Pleasant Beach is located at the far northeastern portion of Ocean County and is bordered on the north by the Manasquan River and Monmouth County. It is bordered on the west by Point Pleasant and on the east by the Atlantic Ocean.

In 1665 the Duke of York made a proprietary grant of the region comprising New Jersey to John Lord Berkley and Sir George Carteret. Eleven years later the Quintipartite Deed divided the province into East and West Jersey. The boundary between the two Jerseys roughly extended from Little Egg Harbor, on the southeast, to the northernmost branch of the Delaware River on the northwest. In 1682 the East Jersey General Assembly created Bergen, Essex, Middlesex, and Monmouth Counties. Ocean County, established in 1850, was taken from territory originally within Monmouth County.¹ East and West Jersey combined in 1702 to form the Royal Province of New Jersey.²

Most early European settlements in Ocean County were located along the main shore of the bays, rather than along the ocean side or within the densely wooded interior. One of the first European settlers within the bounds of Ocean County was Henry Jacobs Falkinburg who, in 1689, purchased approximately eight hundred acres of land near the present location of Tuckerton (formerly Little Egg Harbor).³ The southeastern portion of the county contained the majority of eighteenth century settlements although the area remained sparsely settled until the mid-eighteenth century. Many of the area's early settlers relocated from New England and Long Island, while others made their way from Pennsylvania and

¹ Alfred M. Heston, *South Jersey A History: 1664-1924* (New York: Lewis Historical Publishing Company, 1924), 1:258. The majority of Ocean County falls within the former boundaries of Monmouth County. The exception is Little Egg Harbor Township, which was annexed from Burlington County and incorporated into Ocean County in 1891.

² William H. Fischer, et al., *Biographical Cyclopaedia of Ocean County, New Jersey* (Philadelphia: A. D. Smith & Co., 1899), 27-28; Richard B. Morris, *Encyclopedia of American History* (New York: Harper & Brothers, 1953), 47-48.

³ John T. Cunningham, *This is New Jersey*, rev. ed. (New Brunswick, NJ.: Rutgers University Press, 1968), 232; Fischer, *Biographical Cyclopaedia*, 30.

Delaware. Early settlers included Scotch Presbyterians, English Quakers, Welsh Baptists, and French Huguenots.⁴

Ocean County's early industrial activities took advantage of the area's natural resources. The bays and ocean supported a considerable maritime industry that included whaling, fishing, oystering, and shipbuilding. Most of the fish were consumed locally; however, exports of dried and salted fish were transported to outside markets that included Mount Holly, Philadelphia, and New York.⁵ The county's strong shipbuilding industry constructed numerous types of vessels including brigantines, schooners, and sloops, as well as smaller boats used for local transport, fishing, and hauling.⁶ Inland, the Pine Barrens provided substantial quantities of timber and bog-iron for the county's lumbering and iron industries. These two activities flourished in Ocean County until the mid-nineteenth century, when supplies of the natural resources declined and the economy shifted to other industries.⁷

Agriculture played a small role within the county's economy, due primarily to poor soil conditions. Only in the northwestern reaches of the county did agriculture prove a profitable enterprise. The green marl belt that crossed through the county in this area produced highly productive farmland. New Egypt took full advantage of the agricultural richness of the area, and by the middle of the nineteenth century became one of the wealthier towns in the county.⁸ During the second half of the nineteenth century cranberry and blueberry production increased tremendously within the county. Both the unproductive swamp land and the Pine Barren region profited from this new found agricultural boom.⁹

During the later half of the eighteenth century and the first half of the nineteenth century, Ocean County's settlements developed around its industrial enterprises. Typically, inland settlements centered around mills, iron furnaces, and iron forges, while the bay areas contained settlements founded primarily on fishing, shipbuilding, and port facilities.¹⁰ By the second quarter of the nineteenth century Ocean County contained a growing number of

⁴Ocean County Cultural and Heritage Commission (OCCHC), "New Jersey Historic Sites Inventory: Ocean County Historic Sites Inventory," 1980-1981. On file with the Ocean County Cultural and Heritage Commission, Toms River, New Jersey; Fischer, *Biographical Cyclopaedia*, 29.

⁵Fischer, *Biographical Cyclopaedia*, 25 and 29. The government asserted control on the maritime industry from an early period. The providence issued licenses for whaling as early as 1678 and in 1719 New Jersey placed restrictions on harvesting its oyster beds.

⁶John T. Cunningham, *This is New Jersey* (New Brunswick, N.J.: Rutgers University Press, 1968), 234; OCCHC, "Historic Sites Inventory," 1:2, 10-11, 16. Ocean County supported a number of shipbuilding centers including Tuckerton, Barnegat, Waretown, Toms River, and Forked River. After 1878 Bay Head became an important boat building center, especially in the construction of pleasure craft.

⁷Arthur D. Pierce, *Iron in the Pines* (New Brunswick, N.J.: Rutgers University Press, 1957), 11-19; Fischer, *Geographical Cyclopaedia*, 32-33, 63-64; Cunningham, *This is New Jersey*, 234; OCCHC, "Historic Sites Inventory," 1:9-10. Ocean County's timber industry consisted primarily of pitch pine for charcoal making, oak for cordwood, and white cedar for boat building. The county's bog-iron industry produced mostly pig-iron for export.

⁸William McMahan, *South Jersey Towns: History and Legend* (New Brunswick, N.J.: Rutgers University Press, 1973), 295; Fischer, *Biographical Cyclopaedia*, 67.

⁹Harold F. Wilson, *The Jersey Shore: A Social and Economic History of the Counties of Atlantic, Cape May, Monmouth, and Ocean*, 3 vols. (New York: Lewis Historical Publishing Company, 1953), 1:734-741; Fischer, *Biographical Cyclopaedia*, 77. By the last decade of the nineteenth century Ocean County ranked second behind Burlington County in cranberry production.

¹⁰OCCHC, "Historic Sites Inventory," 1:8-9.

towns and villages.¹¹ This growth brought about the formation of Ocean County in 1850. The new county was taken from the portion of Monmouth County south of the Manasquan River, and consisted of five townships; Dover, Jackson, Plumsted, Stafford, and Union, and Brick Township created from Dover and Howell Townships. Toms River served as the new county seat. At the date of its establishment Ocean County contained a population of approximately 10,000, and while it was one of New Jersey's largest counties, in area, it remained one of the most sparsely settled.¹²

Resorts began to noticeably impact Ocean County's economy during the later half of the nineteenth century.¹³ Sparked, in part, by the success of Atlantic City as a summer vacation resort, speculators became interested in developing Ocean County's outer coastal areas as summer resorts.¹⁴ Prior to this, the county's barrier islands consisted primarily of barren dunes, salt marshes, brush, and meadow. They contained some isolated government life saving stations and a few boarding houses catering to sportsmen (Figures 4-6).¹⁵ The new resort developments tempered the area's natural elements by grading dunes, providing an orderly grid of streets, and imposing a housing density more urban than rural in character.

The 1870s marked the beginning of Ocean County's summer resort development. Point Pleasant, Beach Haven, Island Heights, and Bay Head began development during the mid-to late-1870s. A lack of direct rail service into the area, however, retarded development efforts. Not until 1881 did rail lines extend to the barrier islands. At this date the New York & Long Branch Railroad (NY & LB) extended its line into Point Pleasant, while the Philadelphia & Long Branch Railroad constructed a rail line to Seaside Park. During the next two years the latter railroad extended its line north through Lavalette, Mantoloking, and Bay Head, and connected with the NY & LB in Point Pleasant (Figure 7). These rail lines provided New Yorkers and Philadelphians access to Ocean County's resorts.¹⁶ The railroads spurred continued growth within Ocean County's coastal areas during the late nineteenth and early twentieth centuries. Numerous towns emerged along the county's coast during this period including Sea Side Park, Lavallette, Ortley, Chadwick, Berkeley, and Long Beach City.¹⁷

¹¹Ibid., 1:11-12.

¹²Heston, *South Jersey A History*, 253.

¹³OCCHC, "Historic Sites Inventory," 1:19-21. Ocean County's resorts dating from the first half of the nineteenth century catered primarily to hunters and fishermen. These resorts, which included Horner's House (ca. 1815), Mansion of Health (1822), and Harvey's Cedar Hotel (ca. 1848), remained relatively isolated and did not have the same economic impact as the later ocean resorts.

¹⁴Heston, *South Jersey*, 257-258; Fischer, *Biographical Cyclopaedia*, 79-80. Resort towns also developed during this period along the inland side of the bay. Inland resorts included Manahawkin, West Creek, Waretown, Forked River, Tuckerton, Toms River, Lakehurst, and Lakewood. The latter two developed as winter resorts.

¹⁵Fischer, *Biographical Cyclopaedia*, 80-81; Heston, *South Jersey: A History*, 254; Cunningham, *This is New Jersey*, 235-236; William C. Schoettle, *Bay Head: 1879-1911*, 19-20; T. F. Rose, *Historical & Biographical Atlas of the New Jersey Coast* (Philadelphia: Woolman & Rose, 1878). The United States Life-Saving Service (forerunner of the U.S. Coast Guard) established stations along the coast of Ocean County around the middle of the nineteenth century. Congress appropriated \$10,000 for the acquisition of surfboats and rope-tossing equipment to be placed along the New Jersey coast, with the first two stations constructed in Ocean County. The Life-Saving Service constructed additional stations in 1871.

¹⁶Prior to these dates rail service ended on the western side of the bay. Vacationers then needed to secure boat passage across the bay and find additional transportation to each resort.

¹⁷OCCHC, "Historic Sites Inventory," 1:18-19; Fischer, *Biographical Cyclopaedia*, 79. Development of Sea Side Park began in 1876 as a Baptist resort; however, the project fell through, and the development remained unused until 1896.

Bay Head, Mantoloking, and Point Pleasant Beach

The development of Bay Head as a summer resort began in 1877. Edward Howe, David Mount, and William Harris, associated with the Princeton Bank & Trust Company, made the initial land purchases, leveled the dunes, and laid out a grid of streets. Prior to their involvement the area consisted of rolling sand dunes crowned by heather and matted grasses with the area between the bay and ocean consisting of acres of bayberry bushes, plum bushes, meadows, and marshes. Only a few buildings existed in this area prior to 1877. These included the John E. Johnson homestead, Captain Elijah Chadwick's house and a government Life Saving Station (subsequently moved).¹⁸

By October 1877 David Mount and Edward Howe had purchased approximately forty-five acres of land in Bay Head, for an average price of \$44 per acre. Initial development in Bay Head concentrated in the blocks bounded on the north by Bridge Avenue and on the south by Mount Street. The Atlantic Ocean bounded the development to the east, with Lake Avenue constituting the west boundary. The three founders and their friends reserved highly desirable ocean front lots on East Avenue. These houses, like the many houses subsequently built along the east side of East Avenue, faced the ocean and allowed only a rear view of the properties.¹⁹

In 1879, two years after their arrival, the three partners established the Bay Head Land Company. At this date the company acquired an additional 112 acres. The overall tract contained approximately 286 lots, with most measuring 50 feet by 100 feet (Figure 9). In 1881 Edward Howe constructed Bay Head's first hotel, the Bellevue, at the northwest corner of Bridge and Main Streets (demolished). At this date the New York & Long Branch Railroad completed a rail line into neighboring Point Pleasant. By the following summer the Philadelphia & Long Branch Railroad entered Bay Head (from the south) and connected with the NY&LB in Point Pleasant. By 1886 Bay Head consisted of approximately thirteen ocean-front houses, a hotel, a drug store, the land office, a bathing pavilion, and scattered cottages. During this period the town's development focused on the area south of Bridge Street with only one house located north of this street. Bay Head separated from Brick Township in 1886 and incorporated as an independent borough.²⁰ In 1888 Bay Head contained approximately fifty buildings. Approximately fifteen of these were located on the ocean front with the others scattered throughout the "meadows and marshland."²¹

In 1903 a trolley line was constructed along Lake Avenue from near Johnson Avenue, on the south, north into Point Pleasant. The trolley provided Bay Head residents with access to commercial establishments unavailable in Bay Head. By 1905 the borough of Bay Head contained at least five hotels including the Greenville, the Greenville Arms, the Smith House, The Bluffs, and the Ocean View. In addition to accommodating summer residents the hotels functioned as social centers for the borough, hosting a variety of dances,

¹⁸OCCHC, "Historic Sites Inventory," Bay Head, 1:2-6; Schoettle, *Bay Head: 1879-1911* (Bay Head, N.J.: William C. Schoettle, 1966), 13.

¹⁹Schoettle, *Bay Head: 1879-1911*, 14; OCCHC, "Historic Sites Survey," Bay Head, 1:6.

²⁰Edwin Salter, *A History of Monmouth and Ocean Counties* (Bayonne, N.J.: E. Gardner & Son, 1890), 286; OCCHC, "Historic Sites Survey," Bay Head, 1:6-7; Schoettle, *Bay Head: 1879-1911*, 116-17.

²¹Ramsay Fischer, *All Saints Episcopal Church, The First 100 Years: 1889-1989* (N.p., 1989), 1; OCCHC, "Historic Sites Inventory, Bay Head, 1:7.

billiards, vaudeville, and other forms of entertainment. At this date development within the borough extended from North Avenue south to just below Chadwick Street.²²

Bay Head continued to develop through the first half of the twentieth century. By 1940 development within the borough extended from its border with Mantoloking north to Point Pleasant and Point Pleasant Beach.²³ By this date a small commercial area had developed along Main Avenue near Mount Street; however, Bay Head remained predominantly residential in character.

Mantoloking also developed as a summer resort during the last quarter of the nineteenth century. In 1872 only two buildings were located in the vicinity of Mantoloking. These included a government Life Saving Station (Number 11) near the current southern border of the town, and the Jacob B. Herbert Boarding House, located on Princeton Avenue near the ocean. The later building catered to sportsmen that came to the area for hunting and fishing. Land acquisition for the new resort town began approximately three years later, around 1875, with Frederick W. Downer of New York City as the primary developer. Initial development focused around an area approximately two miles south of Bay Head. Bayberry, sumac, catbrier, and poison ivy covered much of the area; however, Downer quickly improved the tract by grading the dunes and bringing in top soil from the mainland. Downer subsequently formed two land companies; the Seashore Land Company and the Seashore Improvement Company.²⁴

An 1882 map of Mantoloking shows the town divided into ninety-six lots extending from Herbert Avenue south to an area approximately seven hundred feet south of Ashton (Downer) Avenue. Lot sizes varied, with those near the ocean substantially larger than those located closer to the bay.²⁵ At this date the town contained five houses, a railroad station, and the Mantoloking Club House (Figure 8). The Mantoloking Club House, located near the ocean on Ashton Avenue, functioned as a dining facility and the area's only hotel. Land Company officers owned the town's five houses. Four of these houses fronted the ocean north of Ashton Avenue, while the fifth house fronted the west side of Ocean Avenue. Land Company superintendent, Captain John Arnold, owned the latter house. Arnold, who had been instrumental in the development of Point Pleasant only a few years earlier, was a driving force in Mantoloking's development.²⁶

In 1883 the town, while still part of Brick Township, formed the Mantoloking Association to address specific concerns of Mantoloking residents. Mantoloking did not incorporate as a separate borough until 1911.²⁷

By 1883 approximately fifty acres had been graded in Mantoloking. The two-mile area between Mantoloking and Bay Head, however, remained barren dunes. The only

²²Sanborn Map Company, *Fire Insurance Map of Bay Head, New Jersey* (New York: Sanborn Map Company, 1905).

²³OCCHC, "Historic Sites Inventory," Bay Head, 1:3-4.

²⁴Frederic Colie, *An Experience in Nostalgia: Mantoloking 1880-1920* (N.p., 1970), 9-10, 17; OCCHC, "Historic Sites Inventory," Mantoloking, 3:2.

²⁵The ocean side lots measured 100 feet by 250 feet and extended from the east side of Ocean Avenue (NJ Route 35) to the beach. The lots located between the west side of Ocean Avenue and the rail line measured 100 feet by 150 feet. The lots west of the rail line measured on average 50 feet by 150 feet. By 1883 lots sold for \$500 to \$3,000, with a 10 per cent rebate if built upon within a year.

²⁶"Map of Mantoloking on the Atlantic Ocean and Barnegat Bay, Township of Brick, Ocean County, New Jersey," 1882. Original map filed April 14, 1885. On file in the map room of the Ocean County Clerk's Office, Toms River, New Jersey.

²⁷Colie, *An Exercise in Nostalgia*, 19, 27; OCCHC, "Historic Sites Inventory," Mantoloking, 3:5.

connection between the two communities were the railroad and a gravel wagon road. In 1884 a bridge connecting Mantoloking to the mainland opened at Bridge Street, providing more direct access to the western shore of Barnegat Bay and the towns of Adamston, Osbornville, and Laurelton.²⁸

The summer resort of Mantoloking grew slowly. By 1905, twenty-five years after the resort's establishment, the town contained only about fifty buildings.²⁹ Frederic Downer supposedly screened prospective residents. This process, combined with Mantoloking's larger building lots, attracted an affluent clientele and may partly explain the more exclusive nature of Mantoloking. During the second and third decades of the twentieth century Mantoloking experienced renewed growth. By 1915 Mantoloking had a winter population of approximately 150 people and 400 to 500 summer residents. During this period the area from Lyman Avenue north to the southern border of Bay Head developed more completely. By the early 1930s Mantoloking's development extended the entire length of the borough and more fully occupied the area between the bay and the ocean. Despite its increased growth, Mantoloking still contained many open tracts and never became as densely developed as Bay Head or Point Pleasant.³⁰

Point Pleasant Beach comprises the northernmost section of New Jersey's barrier beaches. Prior to 1920 the Borough of Point Pleasant Beach fell under the jurisdiction of Point Pleasant Borough. In 1866 Point Pleasant separated from Brick Township. European settlement of the area began in the eighteenth century; however, significant and planned development did not begin to take place until the 1870s. John Arnold's subsequent improvements are considered the first planned development of the area. Arnold's development, named Arnold City, included the area north of the current alignment of Arnold Avenue, east of the railroad to the current line of Bay Avenue. In 1878 investors from Trenton established the Point Pleasant Land Company and began to develop the area west of "Arnold City," within the outlines of the former Forman Farm. This later development formed the heart of Point Pleasant Beach.³¹

By 1882 the population of Point Pleasant numbered 525 and the community was described as a post village with extensive fisheries. By the turn of the twentieth century Point Pleasant embodied the elements of an established community, with businesses that also served the neighboring resort communities of Mantoloking and Bay Head. Except for the Beacon By the Sea Hotel, located at Ocean and Sea Avenues (no longer extant), the area immediately north of Bay Head Borough remained undeveloped into the twentieth century. Parcels located along Main Avenue near the northern border of Bay Head began development by the 1920s; however, this development remained much less dense than other sections of Point Pleasant Beach. The area immediately west of Main Avenue remained vacant until the 1950s and 1960s when apartment buildings, hotels, and commercial establishments occupied much of the area.³²

NJ Route 35 provides a connecting link between Point Pleasant Beach, Bay Head, and Mantoloking. It acts as the principal north-south route along Ocean County's barrier island (Figure 10). Completed in the spring of 1929 as NJ Route 37, the highway provided

²⁸Fischer, *All Saints Episcopal Church*, 1; Colie, *An Exercise in Nostalgia*, 19.

²⁹Sanborn Map Company, *Fire Insurance map of Mantoloking*, 1905.

³⁰Colie, *An Exercise in Nostalgia*, 27; Sanborn Map Company, *Fire Insurance Map of Mantoloking* (New York: Sanborn Map Company, 1933).

³¹Wilson, *The Jersey Shore*, 1:518; OCCHC, "Historic Sites Inventory", Point Pleasant, 4:1, 5.

³²Sanborn Map Company, *Fire Insurance Map of Point Pleasant Beach* (New York: Sanborn Map Company, 1905 and 1938).

improved access to the county's existing resorts and addressed problems generated by heavy summertime automobile traffic.³³ The highway contributed to the development of Ocean County's southern resorts and provided improved access to the county's more fully developed northern resorts. The improved highway consisted of a concrete road surface with gravel shoulders, and utilized Ocean Avenue in Mantoloking, Main Avenue in Bay Head, and Ocean and Sea Avenues in Point Pleasant Beach.

Descriptive Overview of the Project Area

The Project Area is approximately four miles in length, extending along NJ Route 35 from its intersection with Richmond Avenue in Point Pleasant Beach (Plate 8) south through Bay Head and Mantoloking to the southern boundary of Mantoloking with Brick Township (Plates 1-2). NJ Route 35 is a two lane road with paved shoulders that is the primary north-south connector along the barrier island. Cross streets occur at regular intervals along Route 35 forming a regular grid layout in Bay Head and Mantoloking Boroughs.

Parcels flanking NJ Route 35 are characterized by residential development throughout the majority of the project area (Plates 3-6). The northernmost area, located north of Delaware Avenue in Point Pleasant Beach, is characterized by a number of modern commercial establishments, a 1950s hotel, and two large apartment complexes (Plate 7). The southern end, while still residential in character, includes larger lot sizes, more vacant land, more modern intrusions, and is less densely developed than Bay Head.

NJ Route 35 has a relatively straight alignment throughout the project area except in Point Pleasant Beach where north of North Street the road curves approximately eighty degrees west before resuming its north south orientation at Richmond Avenue.

³³New Jersey Highway Department, *Construction Division Annual Report, 1929* (Trenton, NJ: New Jersey Highway Department, 1929), 278-279. Sections 1 and 2 extended from Point Pleasant to Seaside Heights and included the current project area. Ocean County engineers prepared the highway plans with the State Highway Commission assuming responsibility for construction reimbursement to the county and subsequent maintenance upon completion of the highway.

Synopsis of Eligibility Characteristics

1. Property Name:

1811 Old Ocean Avenue

2. Location:

1811 Old Ocean Avenue
Pt. Pleasant Beach, NJ
[Block 11.01 Lot 1]

3. Classification:

Building

4. Ownership:

Alvinia M. Drennan
1811 Old Ocean Avenue
Pt. Pleasant Beach, NJ 08742

5. Agencies Requesting Determination:

Federal Highway Administration
New Jersey Division
840 Bear Tavern Road
West Trenton, New Jersey 08628

6. Existing Historic or Archaeological Surveys:

None

7. Description:

The property measures approximately sixty-three feet by sixty-eight feet with approximately sixty-eight feet of frontage along Old Ocean Avenue (Beacon Lane). The property is located at the intersection of Ocean Avenue, Old Ocean Avenue, and Maryland Avenue. It includes a two story wood-frame house covered with wood shingle siding. The building has gabled roofs with shed dormers. The building has an L-plan that is partially obscured by a raised, single story wrap-around porch with wood columns. The porch roof includes a roof deck with a latticed wood balustrade.

The primary entrance is centered on the east side of the building. Window openings vary in size and shape and contain one-over-one double-hung sash, round arched leaded glass windows, and six-over-six double-hung sash. Two large sliding glass doors open on to the second-story roof deck. Additionally, small bay windows with Tudoresque flared roofs are located on the south and west sides of the house.

8. Significance:

According to Point Pleasant Beach Tax Assessor information the building at 1811 Old Ocean Avenue was constructed in 1914. A *Sanborn Fire Insurance Map* of Point Pleasant Beach dating from 1905 shows this portion of the borough divided into lots, but void of buildings except for the Beacon by the Sea Hotel (no longer extant). Beginning in 1928 roadway plans for State Highway Route 37 (NJ Route 35) show the new roadway curving to the northwest near Delaware Avenue and connecting Main Avenue with Sea Avenue. The introduction of this new roadway formed an island bounded by Sea Avenue, Old Ocean Avenue, Maryland Avenue, and State Highway Route 37. The highway plans show 1811 Ocean Avenue at its current location and called for demolition of its automobile garage. Construction of the highway necessitated the demolition or moving of at least one additional building in this area and by 1939 Sanborn Maps show only two houses (including 1811 Ocean Ave) on this block.

Although the house located at 1811 Old Ocean Avenue is more than fifty years old, it does not appear eligible for listing on the National Register of Historic Places under Criteria A, B, C, or D (as specified in 36 CFR 60.4). The building does not appear representative of residential architecture dating from the first quarter of the twentieth century especially in light of its later additions of bay windows, a roof deck and balustrade, as well as sliding glass door openings at the second story. Archival research conducted at local and county libraries and historical societies, interviews with knowledgeable local residents, and investigation of cultural resource studies at the New Jersey State Historic Preservation Office (NJHPO) and the New Jersey State Archives have produced no information indicating the resource to be significant for its associations with significant events and persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D).

9. Bibliography:

New Jersey Highway Department. "Ocean County, N.J. Section No. 1 of the Shore Highway from Point Pleasant to Seaside Heights - Part of State Highway Route 37 - Plan & Profile," 1928. As-built plans on file at Roadway Plans and Specifications, New Jersey Department of Transportation, Trenton, New Jersey.

Point Pleasant Beach. Tax Assessor Files. On file at Point Pleasant Beach Municipal Offices, Point Pleasant Beach, New Jersey.

Sanborn Map Company. *Fire Insurance Map of Point Pleasant Beach*. New York: Sanborn Map Company, 1905.

_____. *Fire Insurance Map of Point Pleasant Beach*. New York: Sanborn Map Company, 1938.

10. Geographic Data & Maps:

USGS Quadrangle, Point Pleasant, New Jersey; 7.5 Minute Series.

11. Photographs:

See following pages.

12. Individual Compiling Data:

Data compiled by Glenn Ceponis, James Parkinson, and Cristina Wuenschel of Kise Franks & Straw, Cultural Resource Group, Philadelphia, Pennsylvania.



1811 Old Ocean Avenue
Block 11.01 Lot 1
East (front) facade.



1811 Old Ocean Avenue
Block 11.01 Lot 1
South facade.

Synopsis of Eligibility Characteristics

1. Property Name:

1807 Old Ocean Avenue

2. Location:

1807 Old Ocean Avenue
Pt. Pleasant Beach, NJ
[Block 11.01 Lot 3]

3. Classification:

Buildings

4. Ownership:

Michael F. Frangipane, Jr., et al.
16 Marlo Road
Wayne, NJ 07470

5. Agencies Requesting Determination:

Federal Highway Administration
New Jersey Division
840 Bear Tavern Road
West Trenton, New Jersey 08628

6. Existing Historic or Archaeological Surveys:

None

7. Description:

The property measures approximately fifty feet by two hundred feet and includes approximately fifty feet of frontage along the west side of Old Ocean Avenue. It includes a two-and-one-half-story, Four-Square-style residence and a small modern shed. The main body of the house measures approximately twenty-eight feet by thirty-six feet. A single-story addition measuring approximately eight feet by fourteen feet is located on the northwest corner of the house facing NJ Route 35. The building has an asphalt covered hipped roof with hip dormers centered on each of its four slopes. The east (front) side includes a single-story porch with a wood balustrade and wood posts supporting a half-hipped roof. An enclosed addition is centered on the east facade above the porch. The wood-frame house is covered with painted wood shingles. The building has a concrete covered foundation and a stucco covered exterior chimney located on the building's south side.

The primary entrance is located right of center in the east facade. Window openings are rectangular and contain a combination of six-over-one and six-over-two double-hung wood sash. A single-story, three-sided bay is located on the south side of the house. The second-story addition contains two pairs of three-stack awning sash on

its east side and single pairs of three-stacked awning sash on its north and south sides. A small modern tool/storage shed is located to the rear (west) of the house.

8. Significance:

According to Point Pleasant Beach Tax Assessor information the building at 1807 Old Ocean Avenue was constructed in 1929. A *Sanborn Fire Insurance Map* of Point Pleasant Beach dating from 1905 shows this portion of the borough divided into lots, but void of buildings except for the Beacon by the Sea Hotel (no longer extant). Beginning in 1928 roadway plans for State Highway Route 37 (NJ Route 35) show the new roadway curving to the northwest near Delaware Avenue and connecting Main Avenue with Sea Avenue. The introduction of this new roadway formed an island bounded by Sea Avenue, Old Ocean Avenue, Maryland Avenue, and State Highway Route 37. Highway plans show 1807 Ocean Avenue at its current location. Construction of the highway necessitated the demolition or moving of at least one house in this area and by 1939 Sanborn Maps show only two houses (including 1807 Ocean Ave) on this block.

Although the house located at 1807 Old Ocean Avenue is more than fifty years old, it does not appear eligible for listing on the National Register of Historic Places under Criteria A, B, C, or D (as specified in 36 CFR 60.4). The building is not a representative example of Four-Square residential architecture because of a large addition, located on the second story above the front porch, and incongruous window treatments in both the addition and in the dormers (Criteria C). Archival research conducted at local and county libraries and historical societies, interviews with knowledgeable local residents, and investigation of cultural resource studies at the New Jersey State Historic Preservation Office (NJHPO) and the New Jersey State Archives have produced no information indicating the resource to be significant for its associations with significant events and persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D).

9. Bibliography:

New Jersey Highway Department. "Ocean County, N.J. Section No. 1 of the Shore Highway from Point Pleasant to Seaside Heights - Part of State Highway Route 37 - Plan & Profile," 1928. As-built plans on file at Roadway Plans and Specifications, New Jersey Department of Transportation, Trenton, New Jersey.

Point Pleasant Beach. Tax Assessor Files. On file at the Point Pleasant Beach Municipal Offices, Point Pleasant Beach, New Jersey.

Sanborn Map Company. *Fire Insurance Map of Point Pleasant Beach*. New York: Sanborn Map Company, 1905.

_____. *Fire Insurance Map of Point Pleasant Beach*. New York: Sanborn Map Company, 1938.

10. Geographic Data & Maps:

USGS Quadrangle, Point Pleasant, New Jersey; 7.5 Minute Series.

11. Photographs:

See following pages.

12. Individual Compiling Data:

Data compiled by Glenn Ceponis, James Parkinson, and Cristina Wuenschel of Kise Franks & Straw, Cultural Resource Group, Philadelphia, Pennsylvania.



1807 Old Ocean Avenue
Block 11.01 Lot 3
East (front) and south
facades.



1807 Old Ocean Avenue
Block 11.01 Lot 3
West facade.

Synopsis of Eligibility Characteristics

1. Property Name:

1805 Ocean Avenue

2. Location:

1805 Ocean Avenue
Pt. Pleasant, NJ
[Block 11.02 Lot 12]

3. Classification:

Building

4. Ownership:

Martin I. Frazee
RD 2, Box 292
Ellsworth, ME 04605

5. Agencies Requesting Determination:

Federal Highway Administration
New Jersey Division
840 Bear Tavern Road
West Trenton, New Jersey 08628

6. Existing Historic or Archaeological Surveys:

None

7. Description:

The property measures approximately 50 feet by 121 feet and includes approximately 50 feet of frontage on NJ Route 35. The property contains a single building constructed in two distinct sections. The main section has an angled front (north side) measuring twenty-four feet. The south, east, and west sides measure approximately twenty feet, sixty feet, and seventy-eight feet respectively. This section is two stories in height with an asphalt shingled front-facing gable roof. The first story is constructed of concrete block and the upper story has asbestos shingle siding. Window openings are rectangular and generally contain six-over-one double-hung wood sash. The second section of the building is a single story in height and wraps around the west and south sides of the main section. This section has stucco covered walls and a flat roof. The north (front) elevation of each section includes large commercial windows surrounded by brick veneer. A pent roof partially unifies the two sections of the building.

8. Significance:

According to Point Pleasant Beach Tax Assessor information the building at 1805 Ocean Avenue (NJ Route 35) was constructed in 1929. A *Sanborn Fire Insurance Map* of Point Pleasant Beach dating from 1905 shows this portion of the borough divided into lots but void of buildings except for the Beacon by the Sea Hotel (no longer extant). Beginning in 1928 roadway plans for State Highway Route 37 (NJ Route 35) show the new roadway curving to the northwest near Delaware Avenue and connecting Main Avenue with Sea Avenue. Roadway plans from this date do not show a building at this location, and by 1939 only a few building appear to have been constructed along this part of NJ Route 35 including the main section of 1805 Ocean Avenue. At this date the lower story was used as a restaurant while the upper story probably functioned as a residence. The construction date for the single-story addition has not been determined.

Although the building located at 1805 Old Ocean Avenue is more than fifty years old, it does not appear eligible for listing on the National Register of Historic Places under Criteria A, B, C, or D (as specified in 36 CFR 60.4). The building does not possess any distinguishing architectural characteristics. Moreover, its later addition, pent roof, and brick veneer front distracts from its original character (Criteria C). Archival research conducted at local and county libraries and historical societies, interviews with knowledgeable local residents, and investigation of cultural resource studies at the New Jersey State Historic Preservation Office (NJHPO) and the New Jersey State Archives have produced no information indicating the resource to be significant for its associations with significant events and persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D).

9. Bibliography:

Point Pleasant Beach. Tax Assessor Files. On file at Point Pleasant Beach Municipal Offices, Point Pleasant Beach, New Jersey.

Sanborn Map Company. *Fire Insurance Map of Point Pleasant Beach*. New York: Sanborn Map Company, 1905.

_____. *Fire Insurance Map of Point Pleasant Beach*. New York: Sanborn Map Company, 1938.

10. Geographic Data & Maps:

USGS Quadrangle, Point Pleasant, New Jersey; 7.5 Minute Series.

11. Photographs:

See following pages.

12. Individual Compiling Data:

Data compiled by Glenn Ceponis of Kise Franks & Straw, Cultural Resource Group, Philadelphia, Pennsylvania.



1805 Ocean Avenue
Block 11.02 Lot 12
North (front) and east
facades.



1805 Ocean Avenue
Block 11.02 Lot 12
Sout (rear) and west
facades

Synopsis of Eligibility Characteristics

1. Property Name:

Bay Head Historic District

2. Location:

South side of Delaware Avenue and Ocean Avenue, Pt. Pleasant Beach Borough south to the South boundary of Bay Head Borough. East boundary is the beach front and the west boundary has not been defined for this project.

3. Classification:

Buildings

4. Ownership:

Various

5. Agencies Requesting Determination:

Federal Highway Administration
New Jersey Division
840 Bear Tavern Road
West Trenton, New Jersey 08628

6. Existing Historic or Archaeological Surveys:

Ocean County Cultural and Heritage Commission. "New Jersey Historic Sites Inventory: Ocean county Historic Sites Survey," 1980-1981. 4 vols. On file with the Ocean County Cultural and Heritage Commission, Toms River, New Jersey.

7. Description:

Preliminary boundaries for the Bay Head Historic District include the Bay Head - Mantoloking border on the south, the south side of Delaware Avenue (located in Point Pleasant Beach Borough) on the north, and the beach front on the east. The district's western boundary has not been defined for this project.

Bay Head contains a uniform building inventory dating primarily from the last quarter of the nineteenth century through the first third of the twentieth century. The buildings are generally homogeneous in scale, materials, and massing. Bay Head is largely residential in character; however, particular focal points within the town include three hotels, a yacht club, four churches, and a small commercial area. Stylistically, the majority of buildings embody elements common to Shingle, Queen Ann, and Colonial Revival style architecture. Typically these houses have shingled exteriors, are two-and-one-half stories high, and have square foot prints with simple plans. Most have hipped roofs with hipped dormers; however there are some buildings with gambrel or gable roofs. First story porches are a common feature of houses within Bay Head. Although not as prevalent as square-plan houses, Bay Head includes numerous examples of L-plan buildings. These houses are typically two-and-one-half-stories high with shingled exteriors and Colonial Revival details.

The buildings located along the east and west sides of Main Avenue are typical and representative of Bay Head's architecture in terms of materials, plan, massing, size, and style. Main Avenue contains a small commercial area centered near Mount Street that includes a bank and some retail stores. The Bay Head Chapel and the Church of the Sacred Heart are located along Main Avenue at Bridge and Strickland Streets respectively. The Greenville Hotel located at 345 Main Avenue is an architectural focal point within the borough. Most of Main Avenue throughout Bay Head is residential in nature. The majority of buildings along Main Avenue (approximately 110) would contribute to a Bay Head Historic District. A minimal number of non-contributing resources are located on Main Avenue. These buildings are generally less than fifty years old or have been significantly altered through later additions, new exterior sheathing, or fenestration changes. The placement of buildings along Main Avenue is regular and relatively dense. The largest concentration of vacant property and new construction is located south of Johnson Avenue.

8. Significance:

The Bay Head Historic District appears potentially eligible for listing on the National Register of Historic Places under Criterion A and C (as specified in 36 CFR 60.4). The Bay Head Historic District is significant as a cohesive example of a New Jersey coastal summer resort town dating from the later half of the nineteenth century with continued development through the first half of the twentieth century. It is representative of the seaside resort movement significant to the development of Ocean County's tourism economy, begun during the last quarter of the nineteenth century.

The development of Bay Head as a summer resort began around 1877, under the leadership of Edward Howe, David Mount, and William Harris, all of whom were associated with the Princeton Bank and Trust Company of Princeton, New Jersey. In 1879 Howe, Mount, and Harris established the Bay Head Land Company. The company divided the land into approximately 286 lots measuring approximately 50 feet by 100 feet. The initial development occurred between Harris Avenue on the north, and Mount Avenue on the south. In 1881 the New York & Long Branch Railroad completed a line into neighboring Point Pleasant and the following year the Philadelphia & Long Branch Railroad entered Bay Head (from the south) and connected with the NY&LB in Point Pleasant. The establishment of rail lines, with connections to New York and Philadelphia, proved essential to Bay Head's growth and success.

By 1886 Bay Head contained approximately thirteen ocean-front cottages, a hotel, a drug store, the land office, a bathing pavilion, and numerous scattered houses. At this date Bay Head separated from Brick Township and became an independent borough. By 1905 development within the borough extended from North Avenue south to just below Chadwick Street. At this date the borough contained at least five hotels, three churches, a grocery, and a government life saving station. The majority of development consisted of individual dwellings and cottages. Bay Head continued to develop through the first half of the twentieth century, and by 1940 residential development extended the length of the borough, with few vacant areas. By this date a small commercial area had developed along Main Avenue near Mount Street; however, the overall character of Bay Head has remained residential. New construction within the borough has been minimal, with the majority of new buildings maintaining a consistency of scale, massing, and materials common throughout the community.

The establishment of Bay Head paralleled the development of other Ocean County coastal communities. Bay Head developed as a residential community catering to the "fashionable of Philadelphia, New York, and Washington." The influx of residents of means resulted in buildings displaying an obvious awareness of architectural fashion and style. The overall architectural character of Bay Head may be classified as Shingle style with Queen Ann and Colonial Revival influences. While the architecture of Bay Head does not appear to include architect-designed buildings, records indicate a number of competent builders associated with the community. Known builders and contractors affiliated with Bay Head include John Vreeland, Hiram Neary, Elliott Warren, Lower & Boardman, and Wyckhoff M. Applegate. Applegate appeared to have been the most widely known builder in the area. The Bay Head Land Company initially brought Applegate to Bay Head to build the Bellevue Hotel. He later received numerous additional commissions within Bay Head and Mantoloking. Because of the sophistication of some of Bay Head's buildings it is probable that some of the builders used architectural pattern books in developing their designs.

The Bay Head Historic District possesses a significant concentration of buildings united by architectural style, materials, massing, scale, and their associations with Bay Head's initial and subsequent development. The potential district conveys a visual sense of the overall historic environment of Bay Head.

9. Bibliography:

Fischer, William H., et al. *Biographical Cyclopaedia of Ocean County, New Jersey*. Philadelphia: A. D. Smith & Co., 1899.

Ocean County Cultural and Heritage Commission. "New Jersey Historic Sites Inventory: Ocean County Historic Sites Survey," 1980-1981. 4 vols. On file with the Ocean County Cultural and Heritage Commission, Toms River, New Jersey.

Sanborn Map Company. *Fire Insurance Map of Bay Head* New York: Sanborn Map Company, 1905.

_____. *Fire Insurance Map of Bay Head* New York: Sanborn Map Company, 1905, rev. 1940.

Schoettle, William C. *Bay Head: 1879-1911*. Bay Head, N.J.: William C. Schoettle, 1966.

10. Geographic Data & Maps:

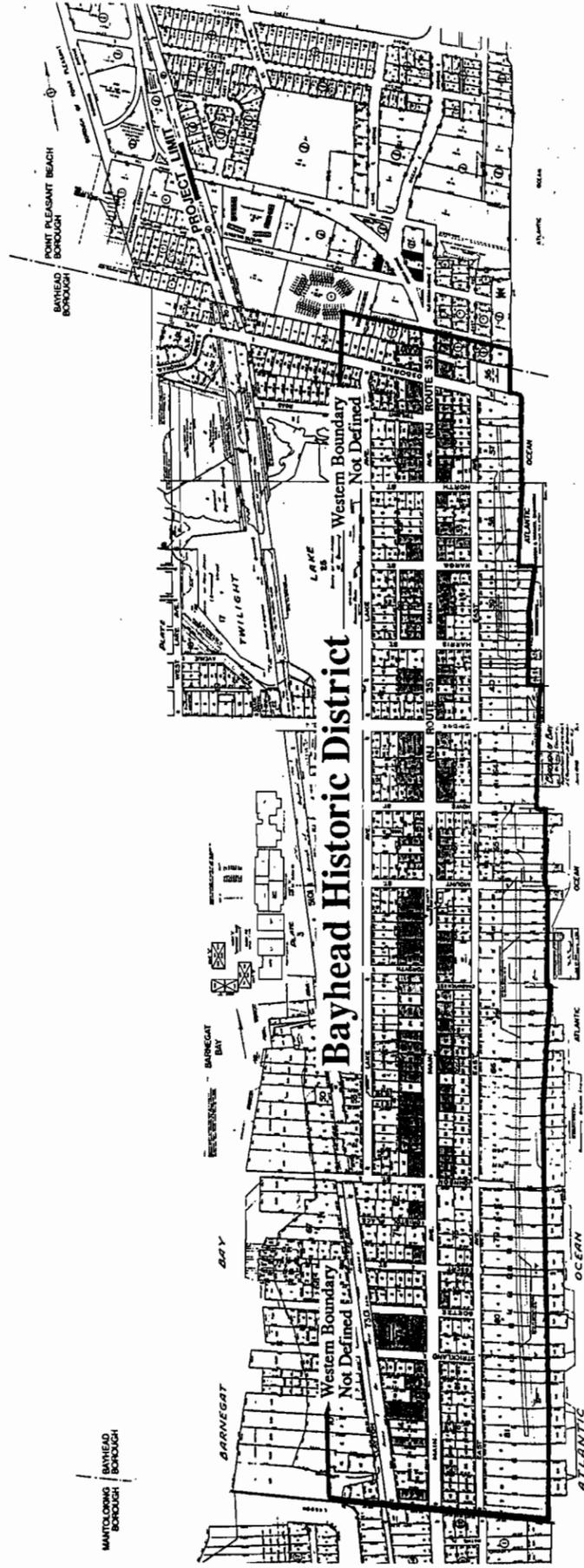
USGS Quadrangle, Point Pleasant, New Jersey; 7.5 Minute Series.

11. Photographs:

See following pages.

12. Individual Compiling Data:

Data compiled by Glenn Ceponis, James Parkinson, and Cristina Wuenschel of Kise Franks & Straw, Cultural Resource Group, Philadelphia, Pennsylvania.



Sketch Site Plan
Bayhead Historic District
 1 inch = 1,000 feet  NORTH



Bay Head Historic District
345 Main Avenue (The Greenville Inn)
Block 34 Lot 3



Bay head Historic District
233 Main Avenue
Block 32 Lot 1



Bay Head Historic District
200 Main Avenue (E. F. Cummings Cottage)
Block 26 Lot 9



Bay Head Historic District
540 Main Avenue
Block 58 Lot 11



Bay Head Historic District
232 Main Avenue
Block 27 Lot 10



Bay Head Historic District
575 Main Avenue
Block 62 Lot 1



Bay Head Historic District
Bay Head Chapel (sw cor. Main and Bridge)
Block 56 Lot 8



Bay Head Historic District
409 Main Avenue
Block 35 Lot 5



Bay Head Historic District
Main and Strickland(Sacred Heart Church)
Block 73 Lot 1



Bay Head Historic District
525 Main Avenue
Block 61 Lot 1



Bay Head Historic District
421 Main Avenue
Block 35 Lot 2

Synopsis of Eligibility Characteristics

1. Property Name:

Mantoloking Historic District

2. Location:

Boundary between Mantoloking and Bay Head Boroughs south through Mantoloking to the boundary between Mantoloking and Brick Township. The beach front serves as the district's east boundary. The west boundary has not been defined for this project.

3. Classification:

Buildings

4. Ownership:

Various

5. Agencies Requesting Determination:

Federal Highway Administration
New Jersey Division
840 Bear Tavern Road
West Trenton, New Jersey 08628

6. Existing Historic or Archaeological Surveys:

Ocean County Cultural and Heritage Commission. "New Jersey Historic Sites Inventory: Ocean county Historic Sites Survey," 1980-1981. 4 vols. On file with the Ocean County Cultural and Heritage Commission, Toms River, New Jersey.

7. Description:

Preliminary boundaries for the Mantoloking Historic District are its border with Bay Head on the north, its border with Brick Township on its south, and the beach front on its east. The district's western boundary has not been defined for this project.

Mantoloking contains concentrations of buildings dating from the last quarter of the nineteenth century through the first half of the twentieth century. Mantoloking is almost exclusively residential in character with only a few non-residential buildings interspersed through the borough. These include St. Simons By-the-Sea, the Borough Hall, the yacht club, and the water works. Stylistically, the majority of Mantoloking's building inventory embodies elements common to Shingle and Colonial Revival style architecture. Typically, these buildings have shingled exteriors, are two-and-one-half-stories high, and have simple plans. Most have complex roof forms including multiple gables, hips, gambrels, and cross gables. First story and small second story porches are common features in Mantoloking's buildings. Buildings dating from the 1910s and 1920s within the borough are typically one-and-one-half to two stories in height. These later examples generally have rectangular or square plans with relatively simple roof forms that often include

dormers. First story porches remain a common feature on these buildings; however, numerous other examples incorporate door hoods and stoops at entryways.

Buildings located between the east side of NJ Route 35 and the Atlantic Ocean are almost universally oriented towards the ocean with their rear elevations facing NJ Route 35. These parcels are generally larger than the lots on the west side of NJ Route 35 and contain buildings set back from the roadway towards the dunes. These buildings also tend to be larger than their counterparts on the west side of NJ Route 35. The buildings located along NJ Route 35 are representative of Mantoloking's architecture in terms of style, materials, plan, and massing. The common use of trees along NJ Route 35 adds to the private nature of the residences, effectively screening the houses from the highway.

A significant number of buildings (approximately 90) located along the east and west sides of NJ Route 35 appear to contribute to a Mantoloking Historic District. Non-contributing resources are generally less than fifty years of age or have been significantly altered through later additions, new exterior siding or changes to its fenestration. Modern intrusions are often visually unobtrusive due in part to the placement of trees as well as large setbacks from the roadway.

8. Significance:

The Mantoloking Historic District appears eligible for listing on the National Register of Historic Places Under Criterion A and C (as specified in 36 CFR 60.4). Mantoloking is significant as a good example of a coastal summer resort town dating from the last quarter of the nineteenth century with continued development through the first half of the twentieth century. It is representative of the seaside resort movement significant to the development of Ocean County's tourism economy, begun during the last quarter of the nineteenth century.

Frederick W. Downer of New York City began to develop Mantoloking as a summer resort around 1875. Prior to this date only two buildings, a government Life Saving Station and the Jacob B. Herbert Boarding House, existed in the vicinity of Mantoloking. Downer's initial development concentrated on an area located approximately two miles south of Bay Head and currently bounded by Herbert Avenue on the north and Downer Avenue on the south. Downer quickly improved the area by grading the dunes and bringing in top soil from the mainland. Downer subsequently formed two land companies; the Seashore Land Company and the Seashore Improvement Company. An 1882 map of Mantoloking shows the town divided into ninety-six lots extending from Herbert Avenue south to an area approximately seven hundred feet south of Ashton (Downer) Street. Lot sizes varied, with those nearer the ocean substantially larger than the ones located closer to the bay. At this date the town contained five houses (each owned by land company officers), a railroad station, and the Mantoloking Club House. The latter functioned as a hotel and dining facility.

Mantoloking's development continued to advanced slowly despite the establishment of a rail line into the community during the summer of 1882. By 1883 approximately fifty-acres of land had been graded in Mantoloking; however, the approximately two-mile area between Mantoloking and Bay Head remained as barren dunes. In 1905, approximately twenty-five years after its establishment, Mantoloking contained only about fifty houses. During the second and third decades of the twentieth century Mantoloking experienced renewed growth. In 1911 Mantoloking separated from

Brick Township to form its own borough. By 1915 the town contained a winter population of approximately 150 and 400 to 500 during the summer. During this time period the area from Lyman Avenue north to the southern border of Bay Head developed more completely. Sanborn Fire Insurance Maps of Mantoloking dating from the 1930s show the town's development extending the entire length of the borough and more fully occupying the area between the bay and the ocean. Despite its increased growth, Mantoloking still contained many open tracts of land and never developed as densely as Bay Head or Point Pleasant.

Throughout its development Mantoloking has remained almost exclusively residential in character. Subsequent construction within Mantoloking's borders has maintained a general consistency of scale, materials, use, and massing throughout the community. Moreover, much of this new construction is either set back from the road or is significantly screened by trees.

The establishment of Mantoloking paralleled the development of other Ocean County coastal communities. Mantoloking developed as a residential community catering to the well-to-do of New York and Philadelphia. Mantoloking's buildings display a perceptible awareness of architectural fashion and style. The overall architectural character of Mantoloking may be classified as Shingle and Colonial Revival style. In spite of the quality of Mantoloking's architecture, its only known architect-designed building is the yacht club. This Shingle-style building, designed in 1900 by New York architect Henry C. Pelton, reflects an awareness of popular architectural style and is indicative of Mantoloking's architectural character. Many other Mantoloking buildings exhibit a level of sophistication akin to the work of an architect or competent builder. Wyckhoff M. Applegate became one of the most widely known builders in the Mantoloking and Bay Head, and is known to be the builder of St. Simon's By-the-Sea summer chapel (Block 34 Lot 16). Because of the sophistication of some of Mantoloking's buildings it is probable that some builders used architectural pattern books in developing their designs.

The Mantoloking Historic District possesses a significant concentration of buildings united by architectural style, materials, massing, scale, and their associations with Mantoloking's initial and subsequent development. The potential district conveys a visual sense of the overall historic environment of Mantoloking.

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10. Geographic Data & Maps:

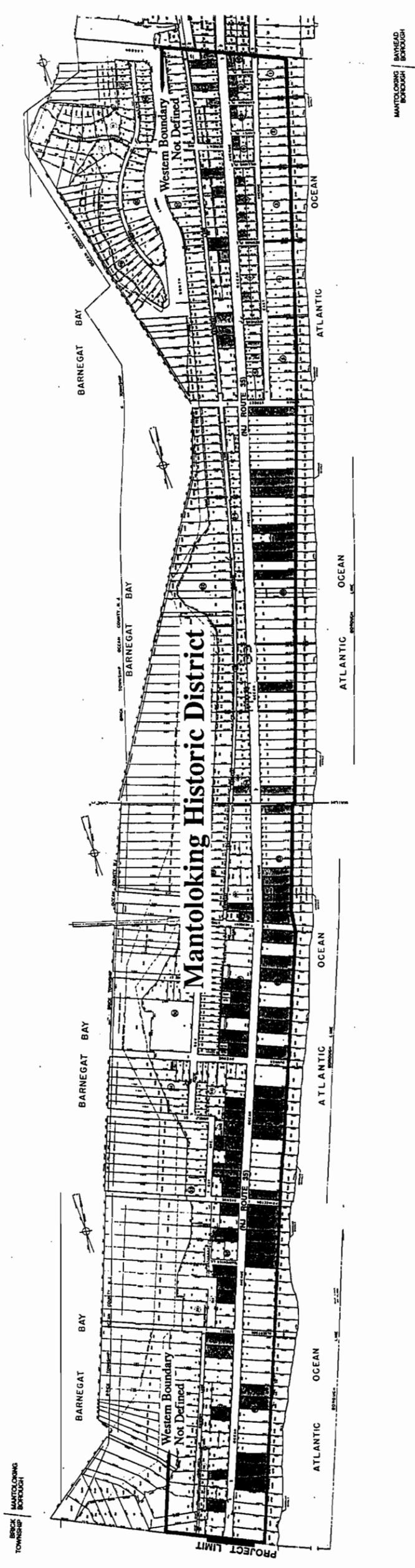
USGS Quadrangle, Point Pleasant, New Jersey; 7.5 Minute Series.

11. Photographs:

See following pages.

12. Individual Compiling Data:

Data compiled by Glenn Ceponis, James Parkinson, and Cristina Wuenschel of Kise Franks & Straw, Cultural Resource Group, Philadelphia, Pennsylvania.



Sketch Site Plan
Mantoloking Historic District
 1 inch = 1,000 feet





Mantoloking Historic District
1237 Ocean Avenue
Block 26 Lot 10



Mantoloking Historic District
1332 Ocean Avenue (Hope Cottage)
Block 34 Lot 20



Mantoloking Historic District
1107 Ocean Avenue
Block 23 Lot 44



Mantoloking Historic District
1409 Ocean Avenue
Block 36 Lot 3



Mantoloking Historic District
1312 Ocean Avenue
Block 34 Lot 13



Mantoloking Historic District
1224 Ocean Avenue
Block 27 Lot 27



Mantoloking Historic District
937 Ocean Avenue
Block 8 Lot 4



Mantoloking Historic District
Saint Simon's By-the-Sea
Block 34 Lot 16



Mantoloking Historic District
105 Chaffy Place
Block 9 Lot 3



Mantoloking Historic District
1 Carrigan Place
Block 11 Lot 4

VI. CONCLUSION

VI. CONCLUSION

None of the approximately 250 resources located within or adjacent to the New Jersey Route 35 project area identified by Kise Franks & Straw (KFS) as more than fifty years of age are listed on the National Register of Historic Places or the New Jersey Register of Historic Places. KFS has determined that approximately two hundred resources appear to contribute to two potential historic districts within the project area. Both of these potential historic districts extend beyond the confines of the project area and appear to meet National Register criteria. Approximately 110 resources located along NJ Route 35 appear to contribute to a potential Bay Head Historic District and approximately 90 resources located along NJ Route 35 appear to contribute to a potential Mantoloking Historic District. Three additional resources located in Point Pleasant Beach, and identified as fifty year of age or older, do not appear to meet National Register eligibility criteria, as outlined in 36 CFR 60.4.

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FIGURES

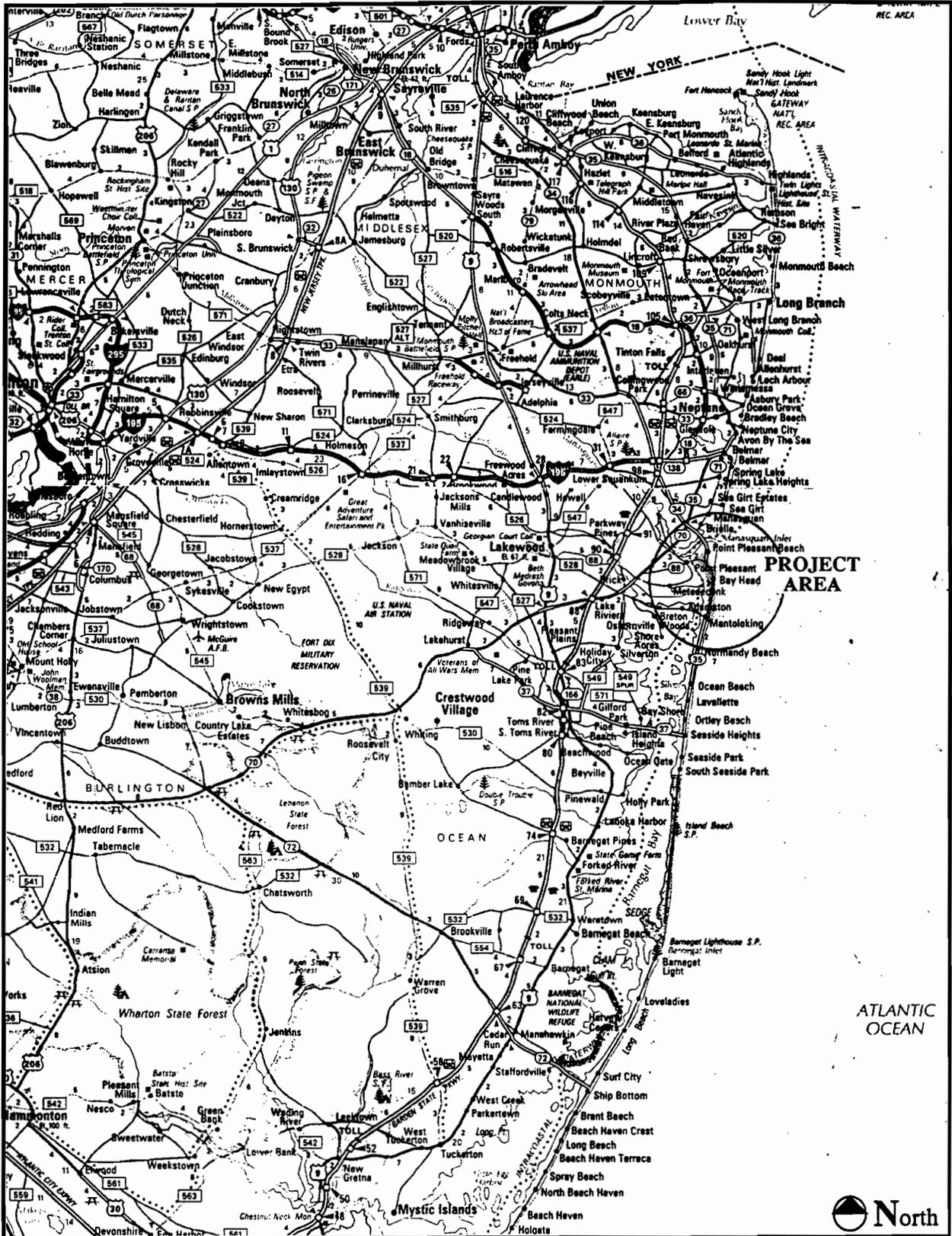


Figure 1. Location Map
 Scale: 1 inch = 8 miles

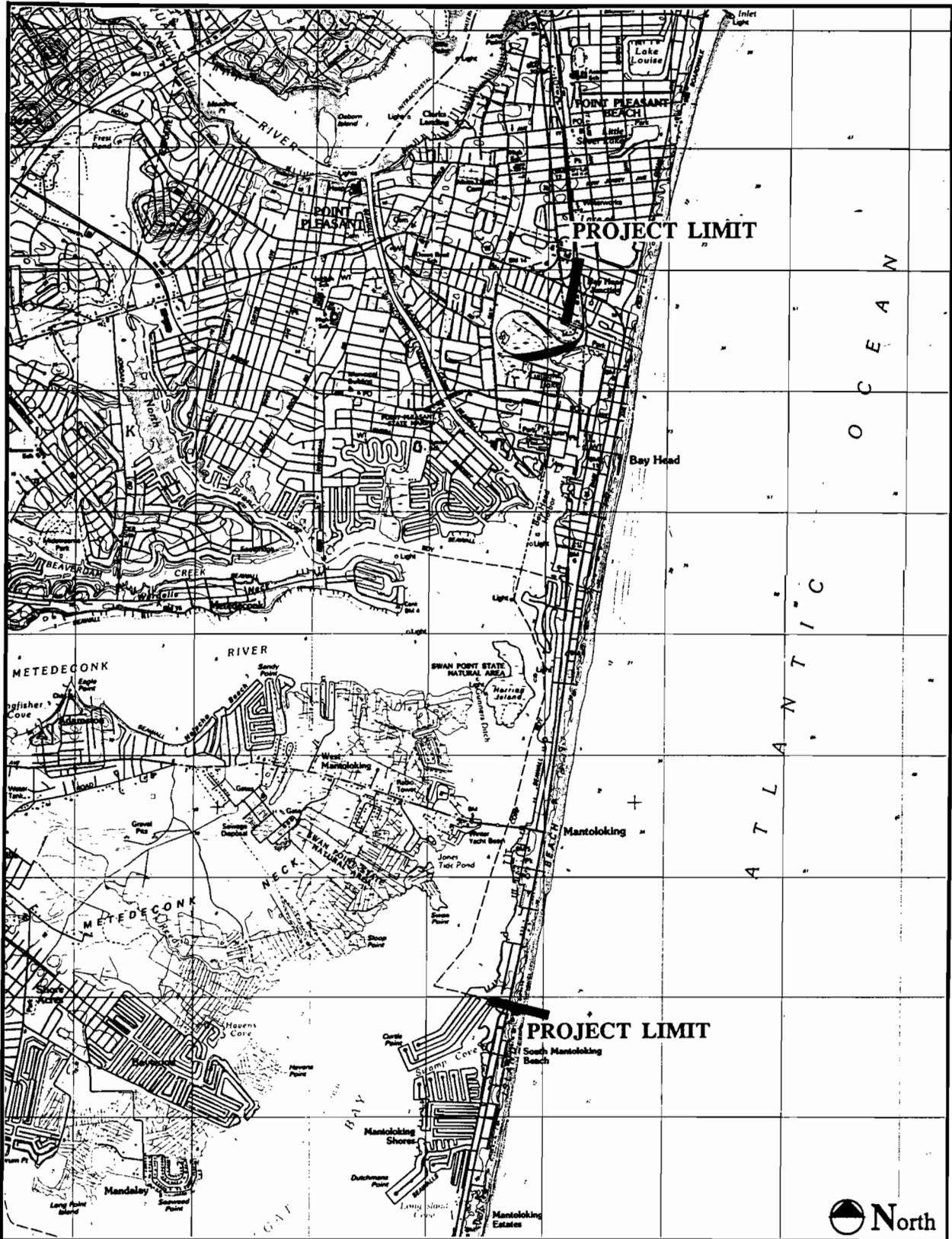
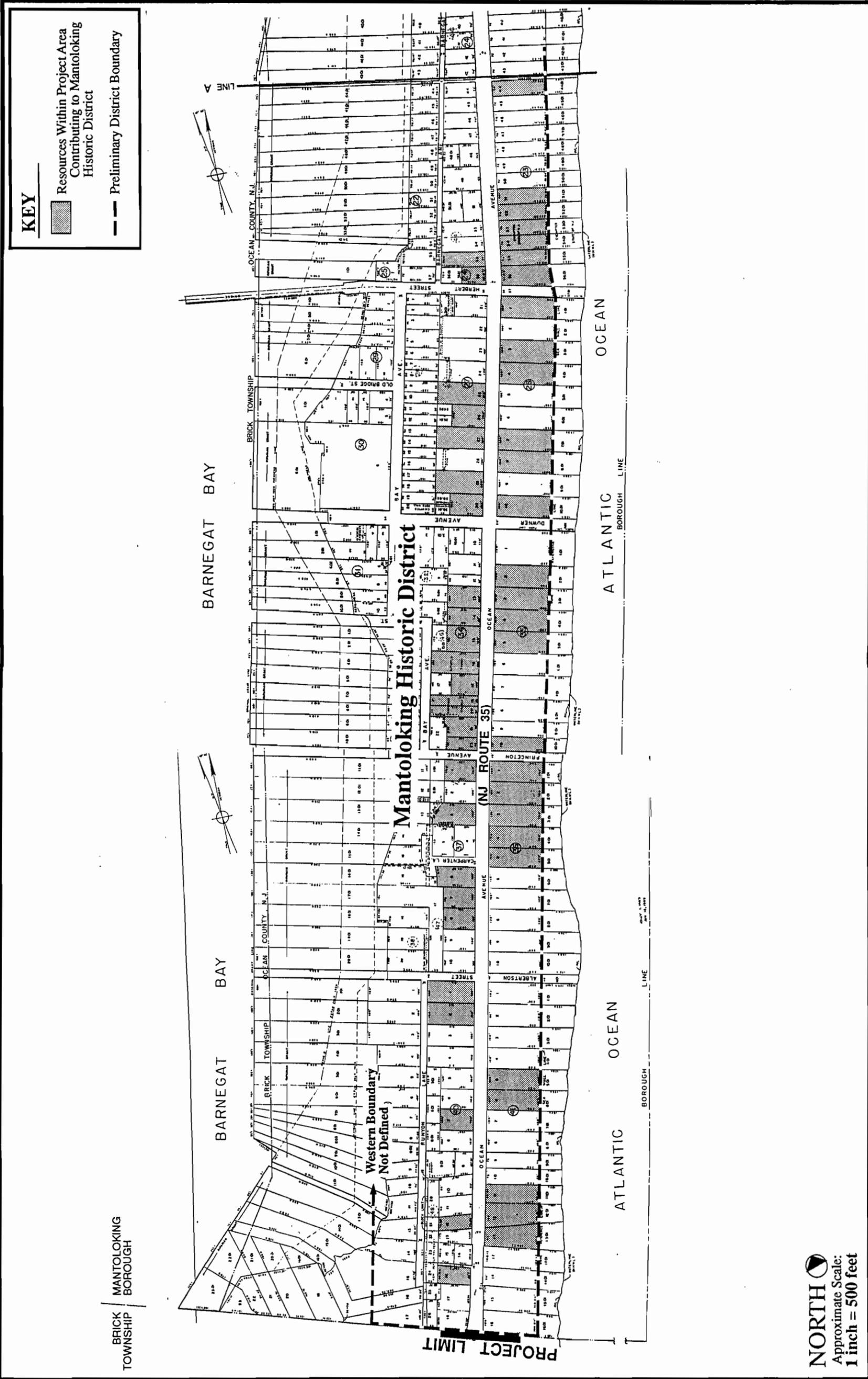


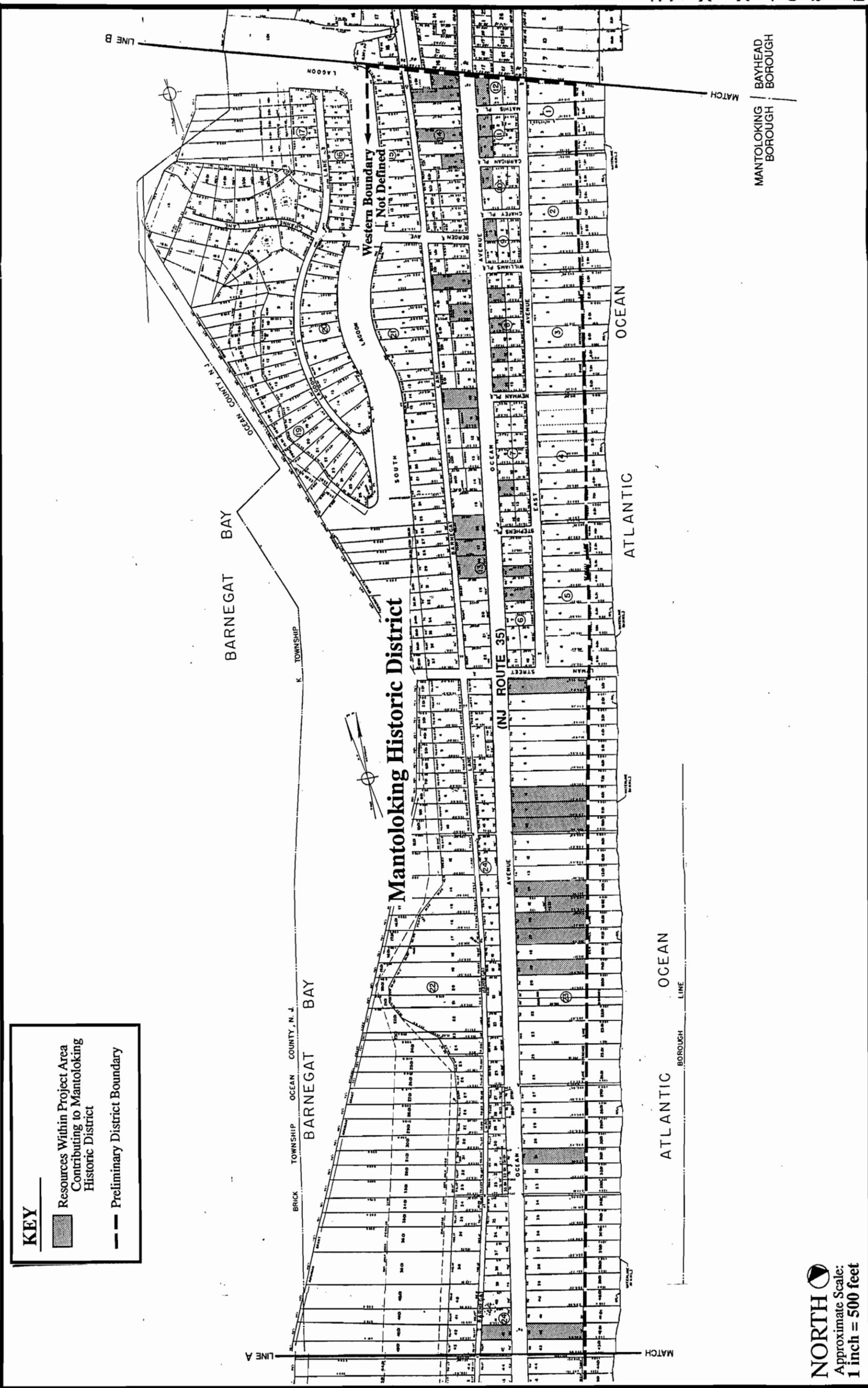
Figure 2. Project Location Map.
 Scale: 1 inch = 4,000 feet

Figure 3a. Project Map, Mantoloking.



KEY

-  Resources Within Project Area Contributing to Mantoloking Historic District
-  Preliminary District Boundary



NORTH
 Approximate Scale:
 1 inch = 500 feet

Figure 3b. Project Map. Mantoloking.

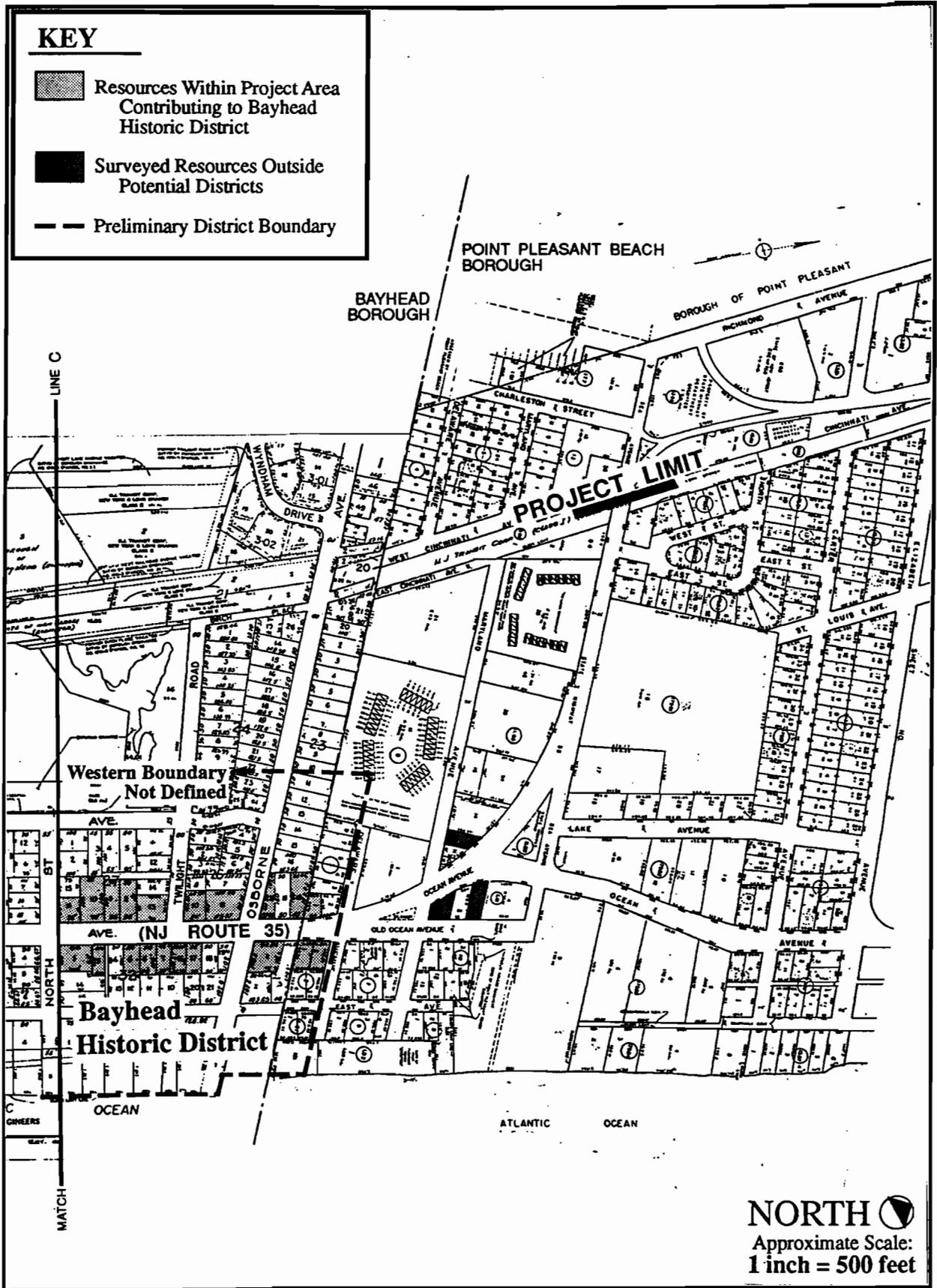


Figure 3d. Project Map. Bay Head and Point Pleasant Beach.

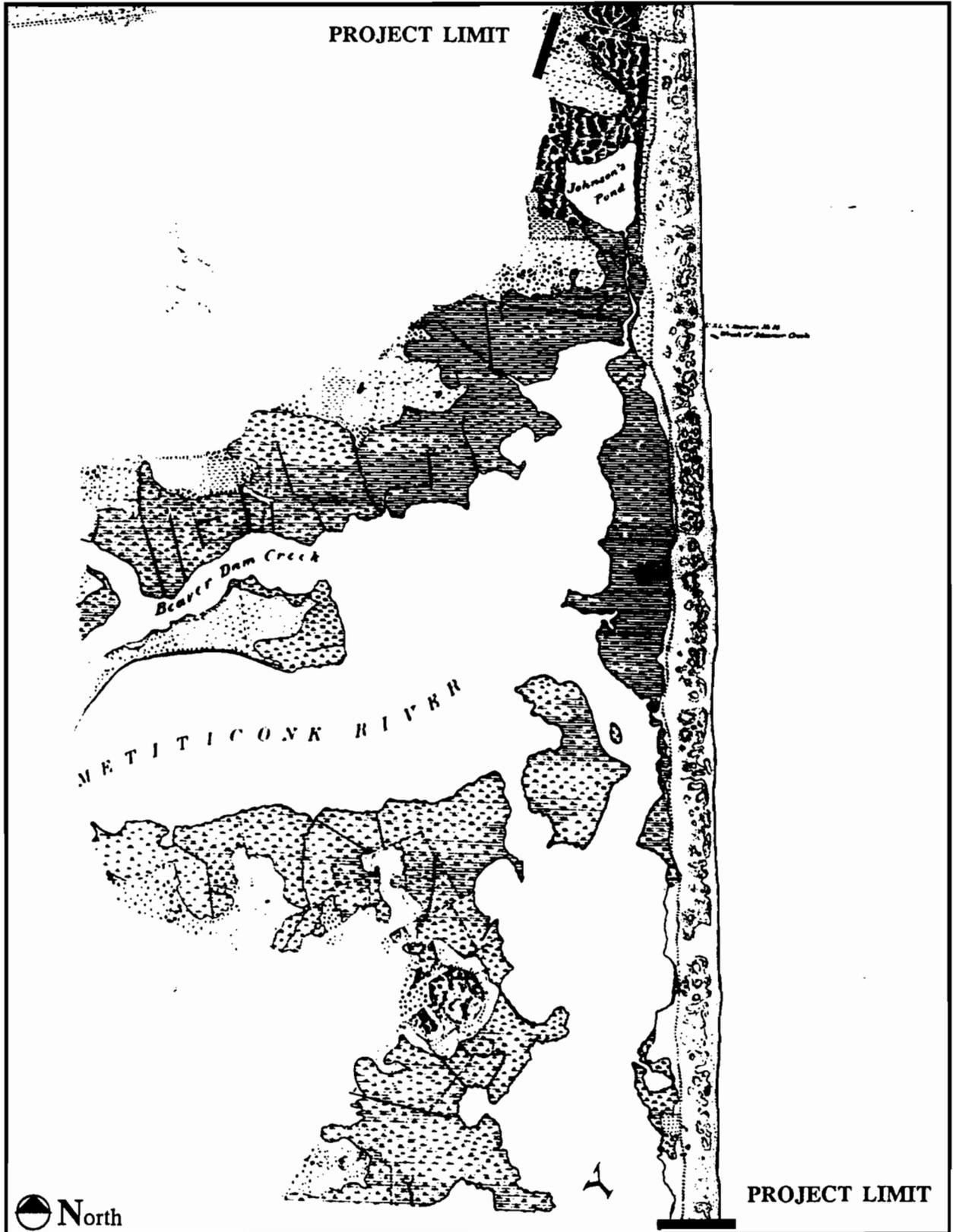


Figure 4. United States Coast Survey. *Coast of New Jersey From Manasquan River to Barnegat Bay* (1868).

Approximate Scale: 1 inch = 1,200 feet



Figure 5. F. W. Beers. *Topographical Map of Ocean County, New Jersey* (1872).
 Approximate Scale: 1 inch = 3,500 feet

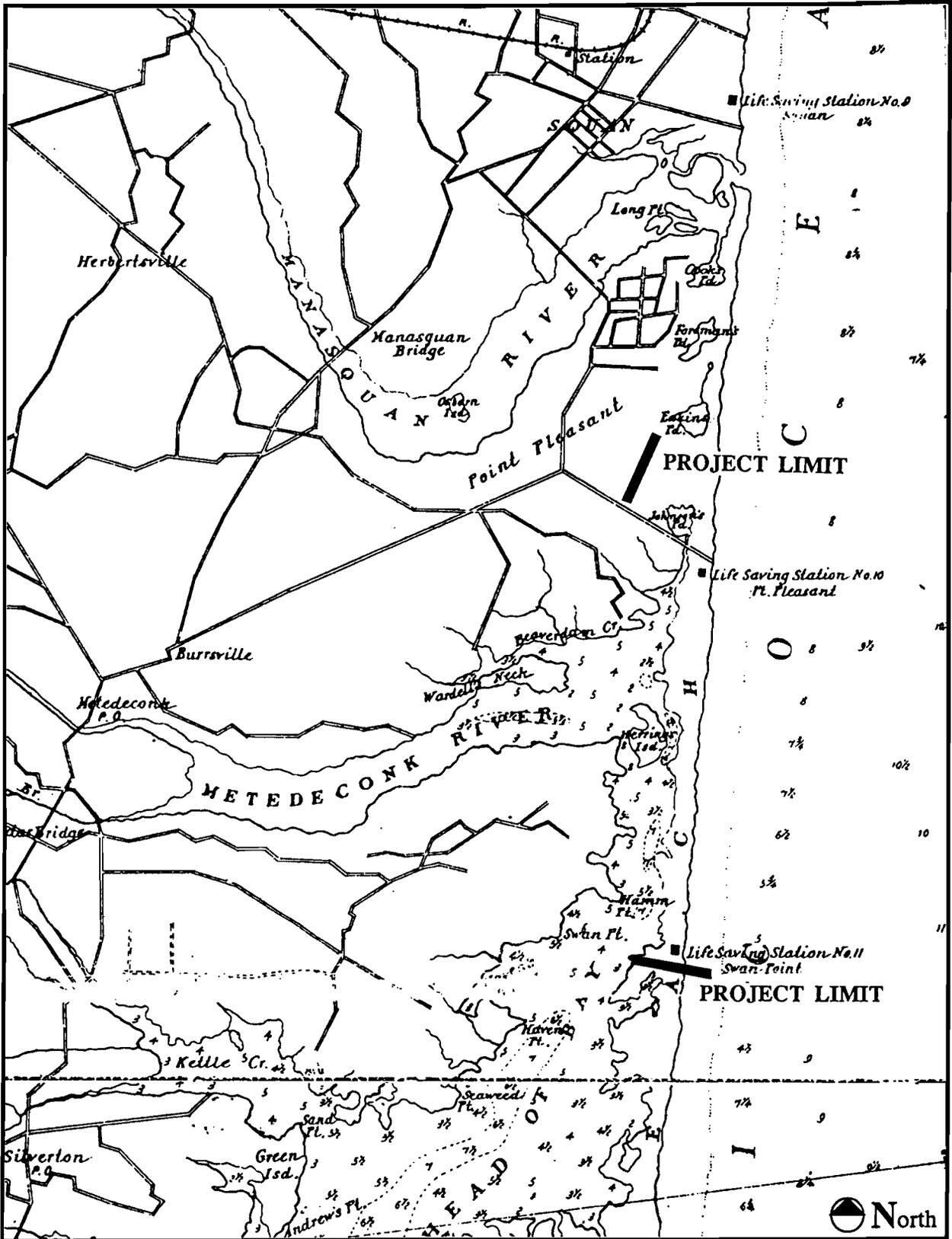


Figure 6. T. F. Rose. *Historical and Biographical Atlas of the New Jersey Coast* (1878)
 Approximate Scale: 1 inch = 6,000 feet

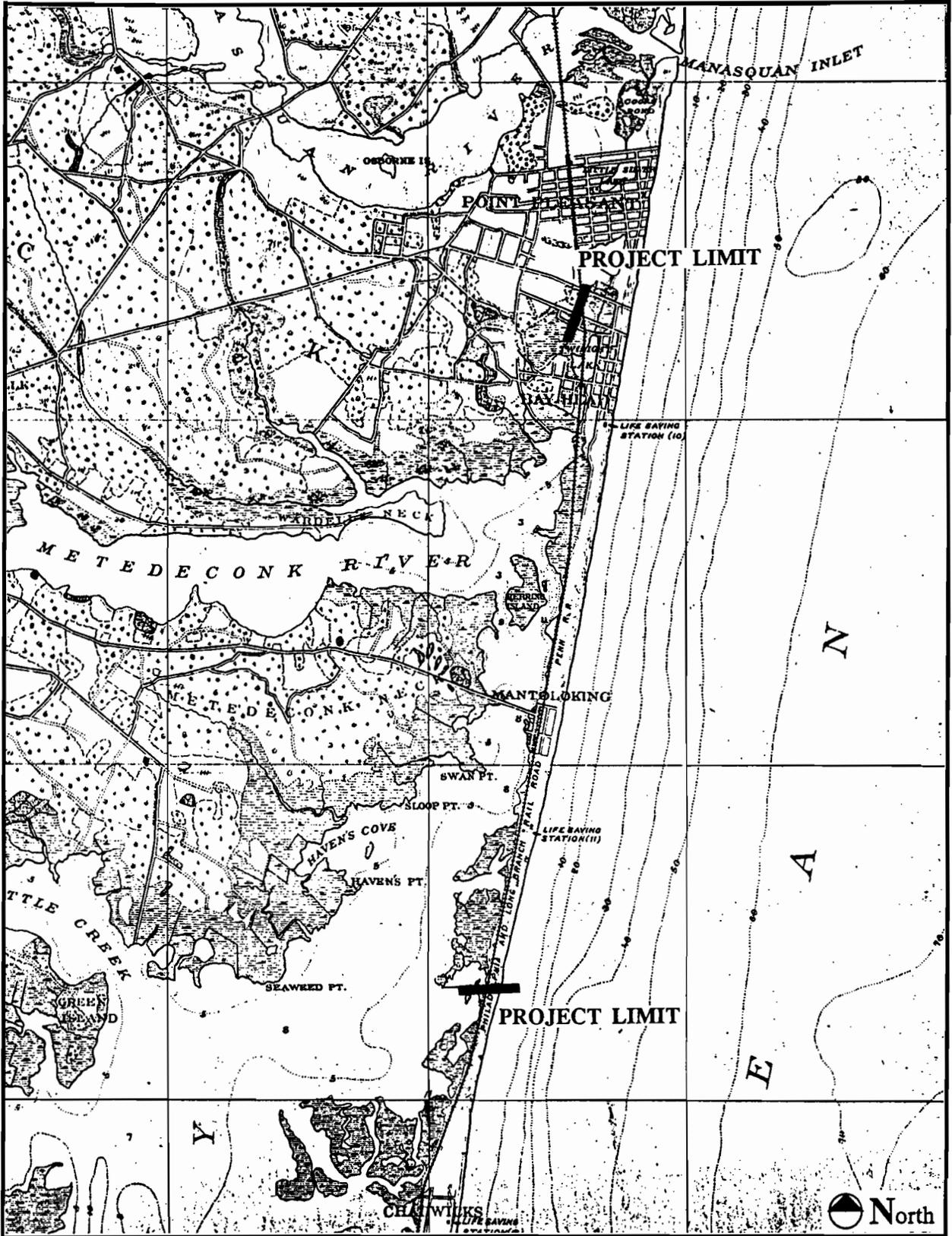
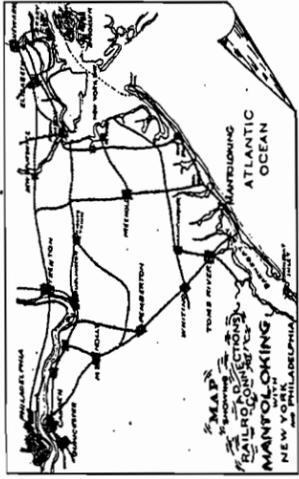


Figure 7. Cook and Vermuele. *Topographical Map of the Vicinity of Barnegat Bay* (1886).
 Approximate Scale: 1 inch = 4,250 feet

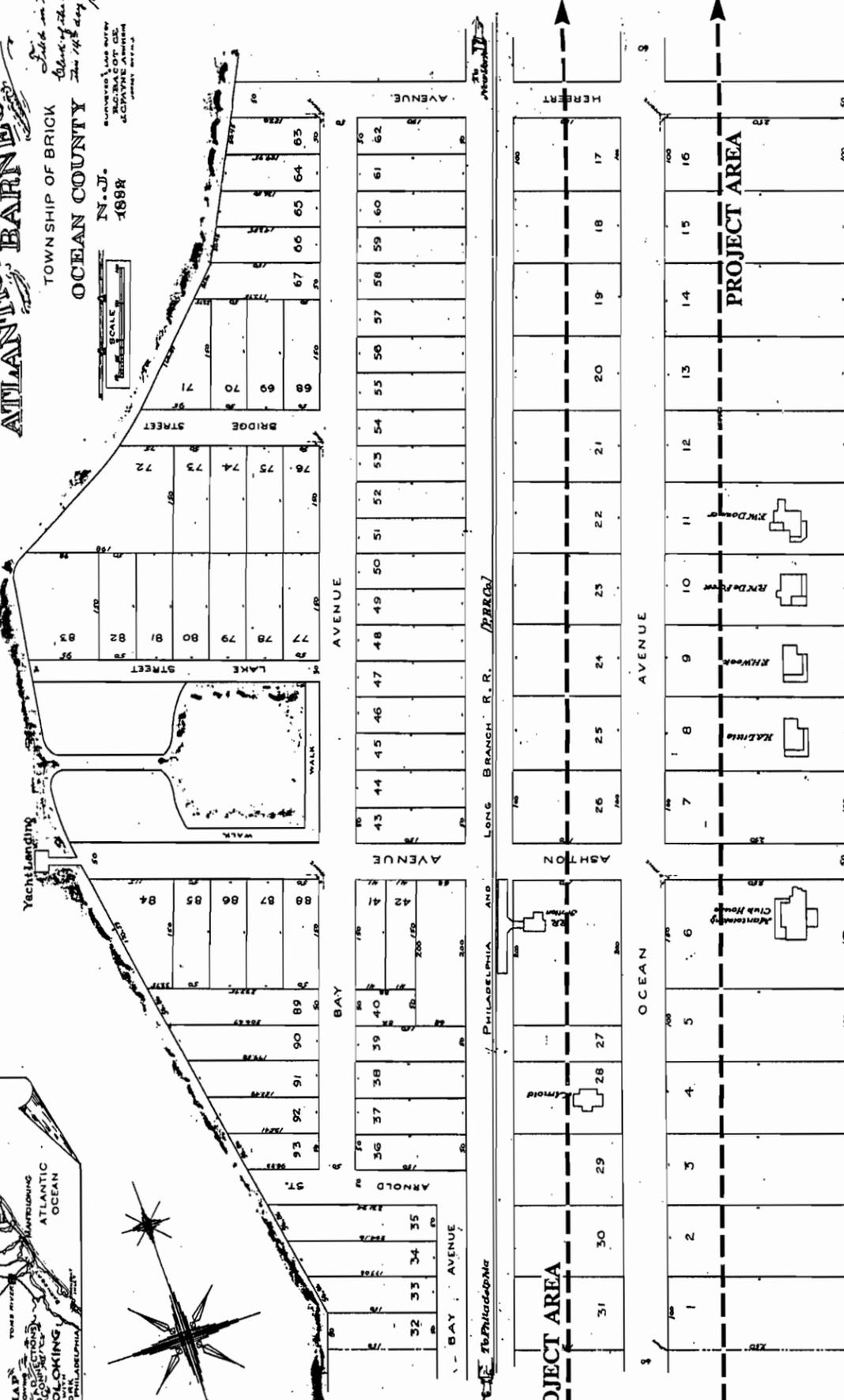
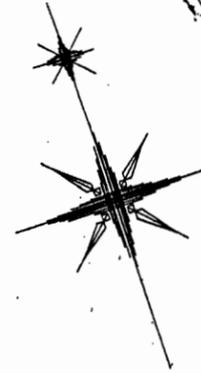


BARNEGAT BAY

**MAP
MANTOLOKING
ON THE
ATLANTIC OCEAN AND
BARNEGAT BAY**

TOWNSHIP OF BRICK
OCEAN COUNTY
N. J.
1888

*Subdivided in the Office of the
County of the County of Ocean
the 14th day of June 1888
Wm. S. Jones
Recorder*



B E A C H

A T L A N T I C O C E A N



Figure 8. Map of Mantoloking on the Atlantic Ocean and Barnegat Bay (1882).
Approximate Scale: 1 inch = 200 feet

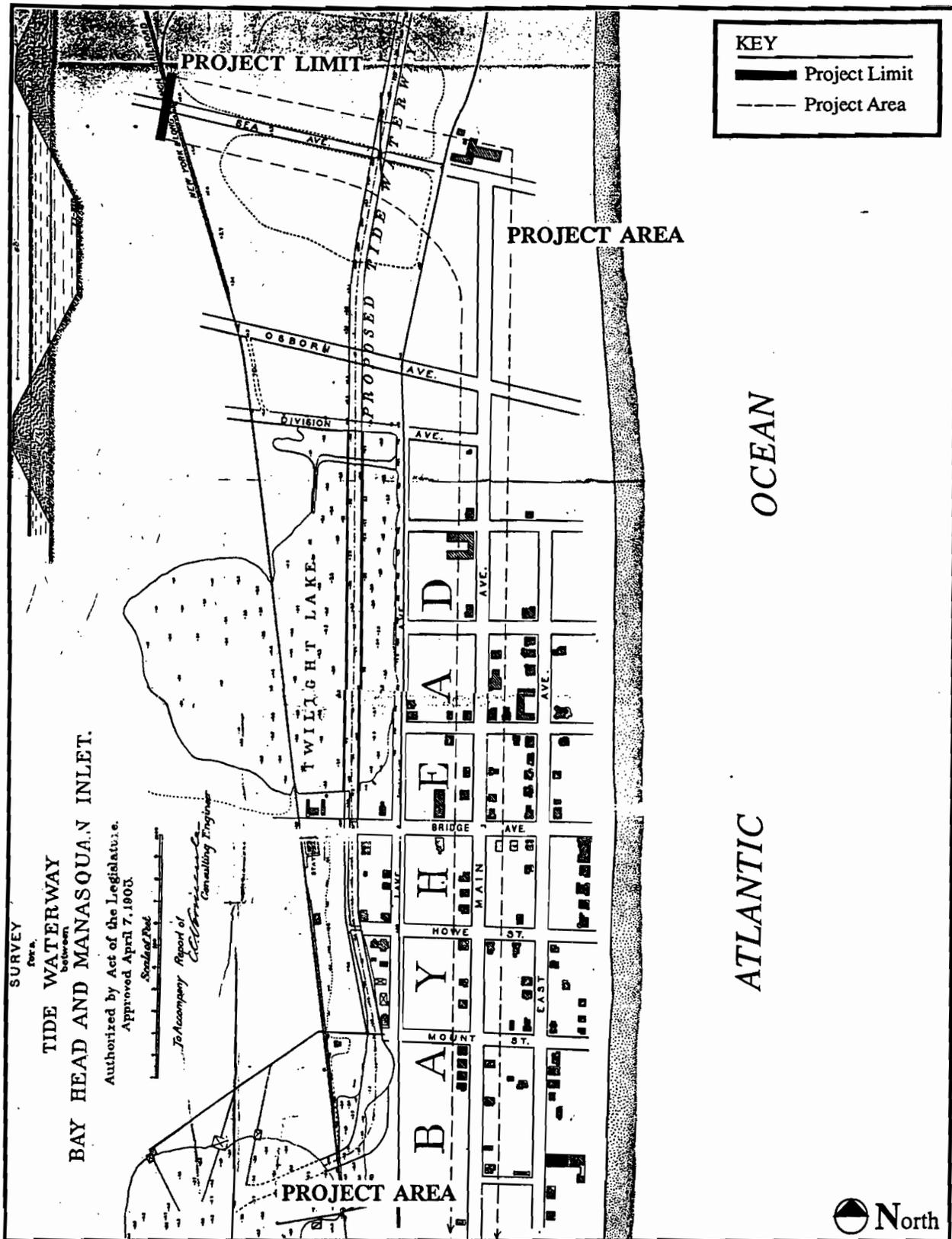


Figure 9. Geological Survey of New Jersey. Survey for the Tide Waterway between Bay Head and Manasquan Inlet (1903).
Approximate Scale: 1 inch = 650 feet

PLATES



Plate 1. View to south along NJ Route 35 from Mantoloking into Brick Township at southern project limits.



Plate 2. View to north along NJ Route 35 in Mantoloking from southern project area limits.



Plate 3. View to north-west along NJ Route 35 in Mantoloking from Princeton Avenue.



Plate 4. View to south along NJ Route 35 in Mantoloking from Bergen Avenue.



Plate 5. View to north along NJ Route 35 in Bay Head from Johnson Avenue.



Plate 6. View south along NJ Route 35 in Bay Head from 663 Main Avenue.



Plate 7. View to southeast along NJ Route 35 in Point Pleasant Beach from railroad tracks and showing apartment complex not of age.

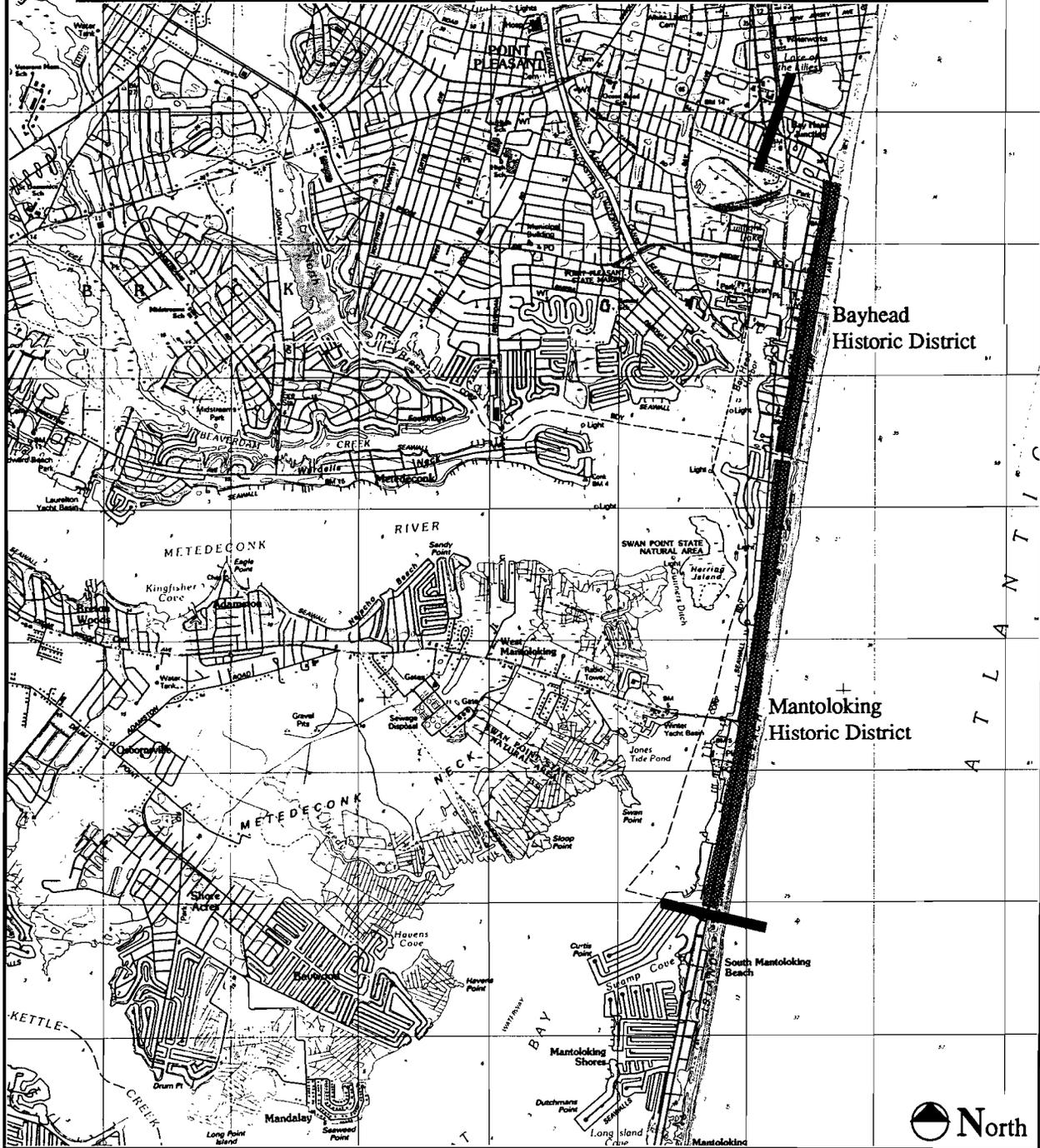


Plate 8. View to west along NJ Route 35 in Point Pleasant Beach at Richmond Avenue and showing view out of the project area.

APPENDIX A

Appendix A
USGS Map: Point Pleasant, NJ Quadrangle
Scale: 1 inch = 4,000 feet

- Project Limits
- Mantoloking and Bayhead Historic Districts



APPENDIX B

VITAE

Glenn A. Ceponis graduated from the State University of New York, Buffalo in 1984 with a B.A. in Art History, and is a Masters degree candidate in Historic Preservation from the University of Pennsylvania. Mr. Ceponis has been employed as a Historic Preservation Specialist with Kise Franks & Straw (KFS) in their Historic Preservation Group since October 1991. Previously, Mr. Ceponis served for nearly three years as Assistant Historian with John Milner Associates, Philadelphia, Pennsylvania. His responsibilities included conducting documentary research and developing various cultural resource reports, including Section 106 Compliance, Historic American Buildings Survey and Historic American Engineering Record documentation, National Register of Historic Places Nominations, and Historic Preservation Certification Applications. Prior to his association with John Milner Associates, Mr. Ceponis was involved with the rehabilitation of a one-hundred unit apartment building in Philadelphia, Pennsylvania. Since joining KFS, Mr. Ceponis has developed Historic American Engineering reports for projects with the New Jersey Department of Transportation and cultural resource reports for the Baltimore District of the U. S. Army Corps of Engineers.

James Thomas Parkinson graduated from Gettysburg College in 1990 with a B.A. in political science. He received his M.S. in historic preservation from the University of Pennsylvania in 1994. Mr. Parkinson has been employed as historic preservation specialist with the Historic Preservation Group of Kise Franks & Straw (KFS) since June 1994. Previously, Mr. Parkinson served for eleven months as research intern and registrar at the Valentine Museum in Richmond, Virginia. His responsibilities included documentary research of a large urban industrial site in preparation for Historic American Engineering Record (HAER) documentation, generation of interpretive programs for a new museum site, and revision of the collections management system employed by the museum. While at Pennsylvania, Mr. Parkinson served internships with the John Bartram Association in Philadelphia, and with Preservation Action in Washington, D.C. While at KFS, Mr. Parkinson has worked on projects with the Delaware Department of Transportation, Amtrak, and the New Jersey Department of Transportation.

Cristina Wuenschel graduated from Temple University in 1990 with a Bachelor of Architecture degree. She has been employed as a Reserch Technician with Kise, Franks and Straw (KFS) in their Hisoric Preservation/Cultural Resources Group since October 1994. Ms. Wuenschel's education background focussed on both the design and history of architecture. While at KFS Ms. Wuenschel has provided technical support and worked in developing graphics on a number of Section 106 reports and cultural resource management plans for such clients as the New Jersey and Delaware Departments of Transportation, and the U. S. Army Corps of Engineers.

Patrick William O'Bannon graduated cum laude from Occidental College (California) in 1976 with a B.A. in History. He received his M.A. in U.S. History from the University of California, San Diego in 1979 and his Ph.D. from the University of California, San Diego in 1983. Since October 1991, Dr. O'Bannon has been employed as Principal Historian with the Historic Preservation Group of Kise Franks & Straw (KFS). Prior to joining KFS, Dr. O'Bannon served six years as Principal Historian with a private consulting firm specializing in historic preservation and cultural resource management. Dr. O'Bannon also spent two years as Director of Research for a large real estate development corporation and two years in a review and compliance capacity with the Pennsylvania Historical and Museum Commission's Bureau for Historic Preservation. Much of Dr. O'Bannon's early career was spent with the National Park Service's Historic American Engineering Record (HAER) where he conducted numerous documentation projects throughout the United States. Dr. O'Bannon currently serves as Project Manager for

projects with the New Jersey Department of Transportation and the Baltimore District of the U.S. Army Corps of Engineers.