

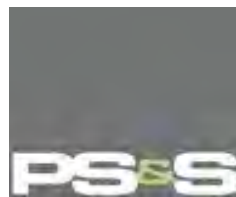
**INTENSIVE-LEVEL
HISTORIC ARCHITECTURAL SURVEY
CITY OF CAPE MAY
FOR 2018
GRANT NUMBER HE160-010**

December 31, 2018

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Prepared for:
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MANAGEMENT SUMMARY

The present study consisted of the survey of of Intensive-Level Survey 138 properties of 190 addresses included in a Request for Proposals (RFP; See Appendix 1) in the City of Cape May, Cape May County, New Jersey. Of the 190 addresses identified by the City of Cape May for survey, 51 were found to have been surveyed as part of previous phases of the overall survey effort and therefore were excluded from the current phase.

This planning survey was initiated as the seventh phase of an ongoing project to complete Intensive-level Survey of properties in the locally-designated Cape May Historic District, and was subject to a grant agreement between the New Jersey Department of Environmental Protection and the City of Cape May and was funded using United States Housing and Urban Development (HUD) Community Development Block Grant – Disaster Recovery (CDBG-DR) funds.

This study consisted of Intensive-Level Survey of properties mostly located on the northern and eastern edges of the City of Cape May. The survey used standard procedures and guidelines recommended by the New Jersey Historic Preservation Office (NJHPO; Splain 1999) to accomplish the goals of the Intensive-Level Survey investigation. The scope of the survey did not include building interiors. The methods employed consisted of documentary research and architectural survey. Additionally, the project included GIS mapping and entry of data into the NJHPO's existing historic resource database for the City of Cape May.

Because the City of Cape May is a National and New Jersey Registers-listed Historic District and a National Historic Landmark District, the study used the Code of Federal Regulations National Register eligibility criteria and criteria considerations (36 CFR §60.4) and the National Park Service guidance on the assessment of integrity (National Park Service 1998) in assessing properties for contributing and non-contributing status.

The survey resulted in an assessment of a total of 52 contributing resources and 76 non-contributing resources to the district. A total of 10 properties were assessed as key-contributing, or as eligible for individual listing in the National and New Jersey Registers of Historic Places.

Analysis of background research and previous survey efforts led to a concurrence with previous survey recommendations of a period of significance of 1750- ca. 1932 for the district, encompassing, at the one end, the city's Historic Preservation Ordinance provides for the potential designation of archaeological sites. As noted in previous surveys, available documentation indicates a break in resort construction with the Great Depression, after which the character of new building is fundamentally different when it resumes around World War II. This survey found that because this documentation is scant, properties that can be proven to be exclusively associated with resort construction in the 1930s should be considered as potentially contributing to the historic district.

Finally, we recommend that the boundary of the local Cape May Historic District be adjusted to exclude non-contributing buildings in general, but more specifically in the areas studied in this survey.

1.0 INTRODUCTION

This report describes the nature and provides the results of an Intensive-Level Survey of Historic Resources completed for planning purposes of properties in the Cape May Historic District in the City of Cape May, Cape May County, New Jersey. This survey was accomplished between January and September 2018, by Paulus, Sokolowski and Sartor, LLC (PS&S). The PS&S project team surveyed 138 out of 190 properties identified by the City of Cape May as the current phase of a multi-year survey of Historic District properties. It was determined prior to the start of survey that 51 of these addresses provided by the city had been surveyed in earlier phases of the project. It was also determined that one address was a side lot of another property in the list. These 2 factors yielded 52 properties that were not surveyed as part of this project that were included in the original Request for Proposals.

1.1 Scope of Work

This study consisted of Intensive-Level Survey 138 properties of 190 addresses identified in a Request for Proposals (RFP; Appendix 1; see Figure 1-1). The properties surveyed were identified by the Historic Preservation Commission of the City of Cape May (HPC) and are concentrated in the western and northwestern areas of the Historic District. The methods employed consisted of documentary research and architectural field survey, which included high-resolution digital photography of each property's features and components. Additionally, the project included entry of data into the NJDEP-HPO's historic resource Access database for the City of Cape May and the generation of Intensive-Level Survey forms from the database, using representative photographs that showed the least obstructed, most illustrative view of the property. These photographs, as well as additional photographs representing other buildings and structures on the property, were renamed according to the database protocol and supplied as electronic files to the HPC and NJDEP-HPO along with electronic (.pdf) versions of the survey forms, as well as paper copies of the survey forms and this report.

The scope of the survey did not include survey of building interiors.

As noted above, 51 properties had been surveyed as part of previous phases of the overall survey effort and therefore were excluded from the current phase. These properties, as given in the RFP, are the following:

Address	Block	Lot(s)
<i>36 Mt. Vernon</i>	1012	2
<i>32 Second</i>	1012	3
<i>22 Second</i>	1012	4
<i>20 Second</i>	1012	5
<i>18 Second</i>	1012	6
<i>16 Second</i>	1012	7.01
<i>14 Second</i>	1012	8
<i>12 Second</i>	1012	9

Address	Block	Lot(s)
<i>6 Second</i>	1012	10,11,12
<i>104 Second</i>	1013	11
<i>100 Second</i>	1013	12
<i>33 Second</i>	1014	1
<i>28 Mt. Vernon</i>	1014	2
<i>24 Mt. Vernon</i>	1014	3
<i>32 Mt. Vernon</i>	1014	4
<i>30 First</i>	1014	5
<i>28 First</i>	1014	6
<i>26 First</i>	1014	7
<i>24 First</i>	1014	8
<i>22 First</i>	1014	9
<i>20 First</i>	1014	10
<i>18 First</i>	1014	11,12
<i>301 S. Beach</i>	1014	13,14
<i>303 Beach</i>	1014	15
<i>305 Beach</i>	1014	16,17
<i>19 Second</i>	1014	18
<i>21 Second</i>	1014	19
<i>17 Second</i>	1014	20
<i>23 Second</i>	1014	21
<i>25 Second</i>	1014	22
<i>27 Second</i>	1014	23
<i>27.5 Second</i>	1014	24
<i>29 Second</i>	1014	25
<i>106 First</i>	1015	4,01
<i>104 First</i>	1015	5
<i>706 Corgie</i>	1077	1
<i>710-712 Corgie</i>	1077	2
<i>714 Corgie</i>	1077	3
<i>716 Corgie</i>	1077	4
<i>722 Corgie</i>	1077	5
<i>726 Corgie</i>	1077	6
<i>614 Jefferson</i>	1077	7,8
<i>727 Page</i>	1077	9
<i>725 Page</i>	1077	10,11
<i>723 Page</i>	1077	12
<i>721 Page</i>	1077	13
<i>507 Pearl</i>	1077	14

Address	Block	Lot(s)
511 Pearl	1077	16
1214 New York	1131	8,9,01
1218 New York	1131	11,12
1220 New York	1131	13,14,15

The following property was found to be a side lot and was consolidated with the adjacent lot:

- 1372 Lafayette, Block 1145, lot 4

The following **address corrections** were made for properties in the RFP that had not been previously surveyed:

1381 **Lafayette** Street (Block 1145, Lot 9), correct address: 1381 **Washington** Street
1413 **New Jersey** Avenue (Block 1161, Lot 1.13), correct address: 1413 **Beach** Avenue
1417 **New Jersey** Avenue (Block 1161, Lot 1.12), correct address: 1417 **Beach** Avenue
1421 **New Jersey** Avenue (Block 1161, Lot 1.11), correct address: 1421 **Beach** Avenue
1429 **New Jersey** Avenue (Block 1161, Lots 1.09, 1.10), correct address: 1429 **Beach** Avenue
1537 New Jersey Avenue (Block 1175, Lots 2, 3.01), correct address: 1531 New Jersey Avenue

The survey produced the following findings with respect to the 110 remaining properties:

- Ten (10) properties were assessed as key-contributing in the Cape May Historic District as worthy of individual designation in the National Register of Historic Places. Of these, seven (7) were identified in the RFP as key-contributing in the District.
- Fifty-two (52) properties were assessed as contributing to the Cape May Historic District. Of these, forty-five (45) were identified as contributing in the RFP, four (4) were identified as non-contributing, two (2) had no significance assessment in the RFP, and one (1) had previously been identified as key-contributing.
- Seventy-six (76) properties were assessed as non-contributing to the Cape May Historic District. Of these, sixty-three (63) had no significance identification in the RFP, nine (9) were identified as contributing to the district in the RFP, and four (4) were identified as non-contributing in the RFP. Sixty (60) of these properties were found to have buildings constructed after the period of significance for the district; of these, forty-seven (47) properties had buildings found to be less than 50 years old. The remaining sixteen (16) of the non-contributing properties correspond to those that had lost integrity through extensive alterations after the period of significance, or were undeveloped lots.

1.2 Dates of the Survey

Field survey was conducted in February, 2018 and June, 2018. The preparation of survey forms and data entry was performed between February and August, 2018. The report was prepared in September, 2018.

1.3 Study Conditions and Constraints

Field survey was conducted from the public right-of-way and from public property. Thus, rear elevations and features on the interior of lots not visible from these points were not included in the survey.

As noted above, the survey of building interiors was not within the scope of this project.

Vegetative growth, consisting primarily of mature trees and bushes, restricted the visibility of some survey properties. The ability to obtain an unobstructed photograph was constrained on these properties. In these instances, PS&S' team obtained the least obstructed views possible under the circumstances to include with the survey forms.

1.4 Contracting Agency

This survey effort was funded using United States Housing and Urban Development (HUD) Community Development Block Grant – Disaster Recovery (CDBG-DR) funds.

1.5 Personnel and Authorship

This survey project was conducted under the management of Matthew S. Tomaso, M.A., RPA. Field survey was conducted by Emily T. Cooperman, Ph.D., and Kristian Eshelman. Research for the project was conducted by Dr. Cooperman and Mr. Eshelman, who, with Kyle Toth, also prepared the content of the survey forms. Dr. Cooperman wrote the report, which was illustrated and edited by Kristian Eshelman. Mr. Tomaso provided quality control and supervision.

The report may be cited as follows:

Cooperman, Emily T., Matthew S. Tomaso, Kyle Toth, and Kristian Eshelman.
2018 *Intensive-Level Survey of Historic Resources, City of Cape May, Cape May County, New Jersey*. Prepared by PS&S for the City of Cape May, New Jersey.

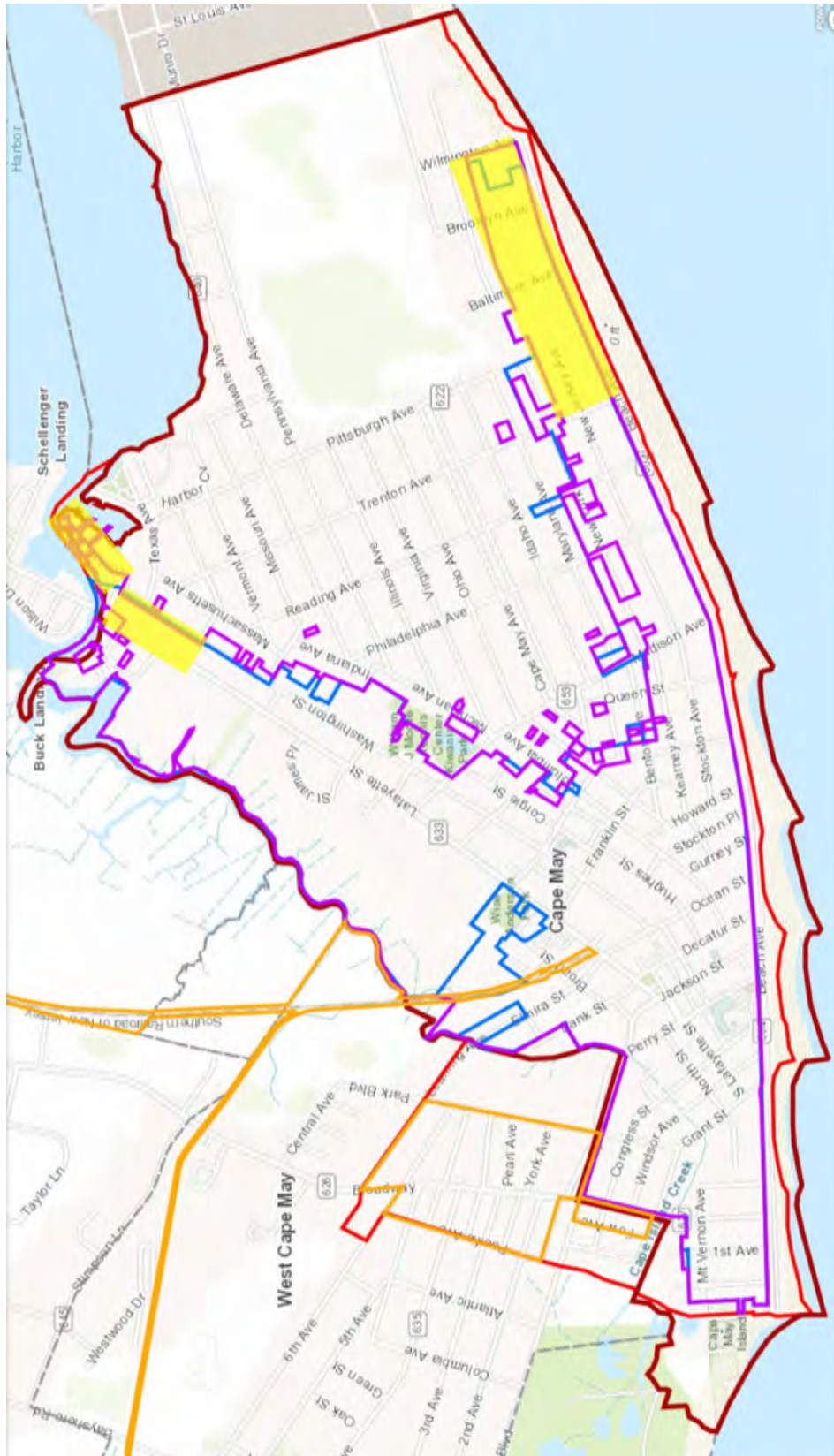


Figure 1-1: Cape May Historic District.
Source: NJ CRGIS Online Viewer
Study areas, 2018, highlighted in yellow.

Key: Dark Maroon: National Historic
Landmark District boundary; Red: National
Register District boundary; Purple: Cape
May Local Historic District

2.0 RESEARCH DESIGN

2.1 Research Objectives

The objectives for research for the project were to provide site-specific information to date the individual properties surveyed for the project and changes to them over time as accurately as possible, and to provide background information to create a historical overview. Further, the goal of research was to determine historical trends and specific events to inform recommendations for a period of significance for the locally-designated Cape May historic district.

2.2 Research Methods and Materials

Researchers systematically gathered, reviewed, and analyzed background and site-specific documents consisting of primary, secondary, and digital sources available in publicly accessible repositories and online sources.

2.3 Field Methods

Historical architectural field survey consisted of inventory and examination of the properties identified for survey by the Cape May Historical Commission that had not been previously surveyed by vehicle and on foot. Field survey activities were limited to the public right-of-way, and therefore excluded those portions of the properties that were not visible from adjacent streets and sidewalks.

Field notes regarding materials of construction and all other key details were taken, and high resolution digital photography documenting all primary buildings, secondary buildings and structures, and site features was taken for each property. Whenever possible, survey included examination and photography from within the property in order to document all elevations and site features. Interior site access was not possible for all properties included in the survey.

2.4 Evaluation Methods

After an initial review of literature yielded by background research, and using historic maps, historic aerial photographs, and site-specific sources as appropriate, properties surveyed for the project were assessed for key-contributing, contributing, and non-contributing status based on the areas of significance previously established for the Cape May National Register and National Historic Landmark districts.

3.0 PHYSICAL AND HISTORICAL CONTEXTS

3.1 Setting

Cape May City, the southernmost municipality in New Jersey, is located at the tip of the Cape May County peninsula, and was built on an area that was an island well into the middle of the 20th century (Cape Island) cut off from land to the north and west by the tidal and marshy Cape Island Creek. Cape May, as well as its neighboring boroughs of West Cape May and Cape May Point, are today cut off from areas further north by the Cape May Canal, which was completed in the 1940s. Cape Island Creek survives as a marshy area to the northwest of Lafayette Street. To the north and east, Cape May Harbor forms another water barrier. Cape May is reached today by two main roads that bridge the canal. The more travelled of these is Route 109, which connects the end of the Garden State Parkway and the older Route 9 to its west into the city and Lafayette Street at Schellenger's Landing on Cape May Harbor. The other road that bridges the canal, state Route 162, is also known as the Shunpike.

Cape May's immediate geographical and cultural context today is defined by the other resort and residential communities on the island created by the canal, and by other shore resorts on the Atlantic Coast. On the western, or Delaware Bay side of this island, tidal marshes north of Cape May Point are bordered on the north and west by remnant farmland and relatively sparse development.

3.2 Historical Overview

Colonial Settlement: 17th and early 18th Centuries

Cape May is found at the southern end of a peninsula and county named for Captain Cornelius Jacobus Mey, one of a group of Dutch sea captains who explored the bay in the first quarter of the seventeenth century after it was encountered in 1609 by Henry Hudson. As in other areas of the Delaware River valley, Cape May County was inhabited in semi-permanent settlements and seasonal camps by the Lenni Lenape people. One of these was probably located in Cape May Point, where remains were extensively disturbed in construction of the Cape May Canal in 1926 (Dorwart 1992: 196). As also occurred in other parts of the valley, these villages served as the starting point for what was probably the earliest European settlement in the county, on the bay side near the mouth of where the Cape May Canal is located, although erosion has reportedly long since claimed the remains of Portsmouth Town, which was founded by Long Island and New England whalers in 1640 (Dorwart 1992: 5). Whalers with continued connections by sea to the north remained the dominant group of settlers in the seventeenth century, although settlement itself remained very sparse. By the end of the century, the total population of the county was approximately 350 people, with no courthouse or organized town having been built there (Dorwart 1992: 26-27).

In the first half of the 18th century, the population grew with influxes of more whalers, but also endured heavy losses to disease. The first churches were established in the county.

The economy was primarily agricultural, dominated by the livestock business, supplemented with whale fishing, crops, and cedar harvesting (Dorwart 1992: 36-37).

During the 18th century, Cape May was most often connected with shipping news in contemporary written newspaper and magazine accounts, because it was there that ships heading up the Delaware stopped to pick up a pilot to navigate the shoals in the bay. Cape May also appears in accounts of ships driven ashore in storms. Beginning in the 1740s, and during the French and Indian War, multiple accounts tell of privateers cruising the mouth of the Delaware mention Cape May. The idea of making Cape May into a resort, however, may have arisen as early as 1740 (Dorwart 1992: 63).

The period after the French and Indian War in the 1760s was one of both growing prosperity in the Delaware Valley and of nascent colonial solidarity against the Townsend Duties. Philadelphia emerged from the war as the colonies' most prosperous city. It is not too surprising, then, that the first known published record of Cape May shore as an area of resort was published in this period. In 1766, an advertisement for a 60-acre tract of land for sale that appeared in Philadelphia newspapers noted that the property was "pleasantly situated, open to the Sea, in the lower Precinct [Township] of the County of Cape May, and within one Mile and a Half of the Sea Shore; where Numbers resort for Health, and bathing in the Water; and this Place would be very convenient for taking in such People" (Parsons 1766). The precise location of this activity is unknown, but this advertisement marks the rudiments of what was to become the Cape May City resort – "sea-bathing" and "taking in . . . People."

In contrast with the modern idea of ocean beach behavior, the phrase "sea-bathing" did not refer to swimming, but was instead an activity much more like dunking. In addition, while not seen as unpleasant, it was considered more medicinal than recreational. Therefore, the 18th-century experience of a trip to the Cape May seaside was different from the modern one. Instead, it was more like the experience of places such as hot springs, where Americans (like their British counterparts), sought both a physically curative natural environment and a social milieu to mix with their (elite) peers. This combination of attractions formed the basis on which Cape May was developed as a resort.

First Resort:

Late 18th Century to the Civil War

Cape May was the least populous county in New Jersey at the end of the 18th century, with roughly 2,500 inhabitants, including approximately 140 enslaved African workers. Cumberland County, the next highest in population, had more than 300 per cent more people, with approximately 8,500. Both, however, were significantly less populated than Hunterdon, the state's most populous county at over 20,000 inhabitants (Winterbotham 1799 II: 374-378). Cape May, however, was accessible from Philadelphia, the richest and most populous city in the young United States, and not exclusively by boat.

In the period between the end of the Revolution (when Cape May became a center of anti-British privateers) and 1800, Cape May County underwent a significant campaign of road

building. This activity in Lower Township suggests that Cape May was in fact a growing resort destination as Parson's 1766 advertisement suggests. Development was certainly beginning to occur on Cape Island in the period after the Revolution: in June, 1783 a road across the island from the seashore was surveyed, and in 1785, a road was laid out between Cold Spring (one of the county's earliest towns) and the area that was to become the City of Cape May (Dorwart 1992: 63).

Although the beaches of Cape Island may have been being used for "sea-bathing" and landowners may have been "taking in" visitors before the turn of the nineteenth century, the first individual who did so as a business was carpenter Ellis Hughes, a yeoman whaler family member. Hughes first sought permission from county authorities to operate an inn in 1791, followed not long after by Ephraim Mills, a Delaware River pilot, who opened another inn with his wife Mary (Miller 2010: 30). In July 1801, Hughes advertised his accommodation in the Philadelphia Gazette. He "respectfully informed" the public that he had "prepared himself for entertaining company who use Sea Bathing, and he is accommodated with extensive house room, with fish, oysters, crabs, and good liquors." Among the attractions of Cape May, Hughes noted the "beautiful situation," with a "view of the shipping, which enter and leave the Delaware." Importantly, Hughes reports that Cape May could be reached on a weekly basis by stagecoach from Camden, New Jersey: travelers departing on Thursday would arrive on Friday, with a return trip leaving on Tuesday. Hughes included driving directions for those "gentlemen who travel in their own carriages," and noted that those "who chuse [sic] water conveyance can find vessels almost any time" (Hughes 1801).

Hughes was not, of course, advertising a hotel in the modern sense, but instead accommodations at a relatively small inn. His advertisement records a number of key points, however. First, that the clientele for summer trips to Cape May were wealthy (i.e., those of the "gentleman" class). Second, this clientele was primarily Philadelphian (or at least travelling from Philadelphia). Finally, access was both overland and by sea, and each method entailed a journey of between one and two days.

Between the turn of the century and the outbreak of the War of 1812, Hughes's boarding house was the such business on Cape Island, although other residents may well have taken in boarders. In the first years of operation, Hughes expanded his establishment as his clientele grew, adding large bays to what today would be considered a crude, barn-like building, with sleeping accommodations in the form of simple cots or pallets. Sleeping areas were sub-divided by sheets or blankets hung as partitions alone (Miller 2010: 30). This kind of lodging was the norm in Cape May for several decades. Hughes, who became Cape May's first postmaster in 1804, named his hotel Atlantic Hall. The building, no longer extant, stood close to the waterfront on the south side of the end of Jackson Street. In 1812, Jonas Miller, who had operated an inn in Port Republic, built the predecessor of today's Congress Hall (Miller 2010: 36). During the War of 1812, business slowed, particularly with defense of the Delaware bayshore, which began in the summer of 1814. The wood frame hotels and pilots' houses along the shore of Cape Island were spared from destruction, but beaches were the scene of American militia encampments (Dorwart 1992: 76).

In the “Era of Good Feelings” the followed the war, Cape Island resumed its rapid rise as a summer resort, with a short season that lasted from the beginning of July through the end of August. The community of former yeomen and river boat captains, concentrated near Schellenger’s Landing and along the northwest end of Lafayette Street, began to take advantage of the summer resort customers and orient their livelihoods to the growing resort. In 1816, Thomas Hughes, Ellis’s son, purchased and enlarged Jonas Miller’s hotel. Hughes’s “Big House” hotel soon became the most significant competition to his father’s Atlantic Hall (Miller 2010: 40). 1816 also marked the beginning of regularly scheduled (wood-burning, sidewheel) steamboat service leaving Philadelphia for Cape May (Salvini 1995: 9). That year, James Le Fevre advertised in July in *Poulson’s Daily Advertiser*, announcing that “passengers will embark on board the Steamboat Delaware [italics original], Wilmon Whilldin, master, every Friday at 1 o’clock.” The steamer stopped at New Castle, Delaware, where passengers transferred to a packet (sail) boat for the rest of the journey to bay side disembarking a few miles above Cape May Point. The stop at New Castle was important for travellers arriving from points south; in the coming decades Cape May became a favored resort destination for southerners. Le Fevre promised that the route would take “a few hours” (Le Fevre 1816). By 1819, Whilldin steamers were making the entire round-trip voyage, and by 1824, he had three boats in operation (with the stopover at New Castle; Salvini 1995: 9; Miller 2010: 42).

Two years after his initial acquisition, the younger Hughes’s Big House, at the west end of Washington Street, burned to the ground in the first of a succession of hotel fires that would plague Cape May through the rest of the nineteenth century. Hughes rebuilt immediately, however, and had re-opened the following season. After his father’s death in 1817, another Hughes son, William, inherited the Atlantic House property, which he sold in 1820. In 1821, it was purchased by Alexander McKenzie, who altered and expanded the building. In 1828, the establishment was ceremoniously renamed Congress Hall (Miller 2010: 40-41; Salvini 1995: 12).

Accounts from the end of the 1820s register a number of the details of the resort and people’s experience of it. A Baltimore writer, comparing Cape May to other destinations in an account published in the *Baltimore Patriot* in August 1828, asserts that “among the different places of resort for health and recreation during the summer season, there is no one that offers more inducements than Cape May,” and records “twenty to thirty houses, of various sizes, for the accommodation of visitors,” of which Hughes’s Big House “is one of the largest houses of the kind in the United States” (Miller 2010: 41).

Another account from Baltimore, published in the *American Farmer* in July 1829, provides a detailed description of activities, including costs of travel and meals en route from Philadelphia (\$8.50 to \$9) and weekly rates of room and board (\$10). The pseudonymous (male) writer lauds the attention of Thomas Hughes and his wife to guests, and records activities at the resort, as well as the breakfast hour (7:30). Among these activities, in addition to sea-bathing, are walking, riding, reading, pitching quoits, shooting, wooing members of the opposite sex, philosophizing, bowling and riding in “Jersey wagons” to “cool springs” or the light house. He also discusses at length a fishing boat party led by

Aaron Schellenger, “boat-builder, carriage driver and fisherman,” including a beach meal of fish cooked on an open fire and “gull” (more likely tern) eggs stolen from their nest (“One of the Party” 1829: 145-46).

Importantly, the *American Farmer* author indicates that the audience for whom he was writing consists of “persons who reside in populous cities, engaged in pursuits of a sedentary nature, [who] consult true economy of health, and consequently, of time, by flying from it, in hot weather, for a few weeks, to enjoy the pure air of the mountain, or the more constant and refreshing breeze of the ocean” (“One of the Party” 1829: 145). Thus, the phenomenon of retreating in summer to resort areas was directly related to the lifestyle of affluent professionals in increasingly congested and growing urban centers. Further, and crucially, Cape May was one of a growing number of vacation destinations for this demographic.

An article published in one of the country’s first cultural periodicals, the *Port Folio*, provides further detail both about this sector of the public and of the resort areas that were beginning to compete with Cape May as a fashionable destination. “M,” writing about the York Springs in Pennsylvania, another resort destination, identifies the leading American destinations as Cape May, Saratoga Springs (New York) and Niagara Falls, and notes that the “professional man” travels to these places in order not only to get physical exercise, but to socialize with “persons from different sections of the country.” He goes on to assert that one effect of this interchange is to “destroy” “sectional prejudices and peculiarities” to a great extent (“M” 1827).

In the 1830s and ’40s, Cape May continued to be one of – if not the – most popular summer destinations for these urban vacationers, and rapid growth in the number of guest accommodations accompanied development in the town in general and accompanying concentration into separate areas for different functions. 1832 saw the construction of the Ocean House on the east side of Perry Street opposite Congress Hall. The Mansion House was built the same year, by Richard Smith Ludlam. Part of Ludlam’s project was the creation of Washington Street, which his new building fronted on its north side (between Jackson and Perry streets), as an approximately 6-block, new commercial district connecting to the existing commercial area on Jackson Street. The Mansion House was the first hotel in Cape May to offer finished interior partitions to its guests (Miller 2010: 48). The 1830s also saw construction of the town’s first public school on Franklin Street near Lafayette. The town began to develop into a group of zones with different scales and functions. With the exception of the White Hall Hotel (built 1846 by Dr. Samuel S. Marcy), which stood near the intersection with Jefferson Street, year-round residences were found along Lafayette, the oldest street along with Perry, while the construction of new hotels began to create a cluster near the beach front near Congress Hall, with a business district located along Washington and Jackson after Ludlam’s development (Salvini 1995: 16; Thomas and Doebley 1998: 23). Lafayette, Washington, and later Corgie, would remain the streets that served as home to the year-round community well into the twentieth century. In the 1840s, congregations were founded and the first church construction occurred: the Methodists built in 1843 next to the school on Franklin Street, followed by the Baptist church at the eastern corner of the intersection of Lafayette and Franklin (1847), and finally

a Presbyterian “Visitors’ Church” built on Lafayette near Jackson (the only surviving building of these early institutions) in 1853. The 1840s also saw the first speculative real estate subdivisions in the town (Thomas and Doebley 1998: 23). As the decade came to an end, the town had sufficiently developed to create a borough government in 1848, followed by incorporation as a city in 1851 (Dorwart 1992: 89). On the eve of the Civil War, the city’s demographics differed markedly from those of the rest of the county. Six per cent of the Cape May City population consisted of individuals born abroad (predominantly Irish and German-Americans) and more African-Americans (8% of the total city population) were found there than in the surrounding area (Dorwart 1992: 105). The growing resort economy supported service work that included not only hotel workers, but also suppliers of baked goods and ice cream, as well as carpenters and painters.

The 1850 Nunan map registers the pattern of growth around the time of the incorporation (Figure 3-1). On it are found large hotels in an area bounded on the west by Congress Hall, on the north by the Mansion House and adjacent Kursaal (also called the Kersal, this was a music pavilion and ballroom built as an extension to the Mansion House in 1847; Salvini 1995: 15) on Jackson just above Washington, and on the east by Ocean Street. This prime real estate zone contrasts with the more spread out single residences and smaller guest houses found along Lafayette, and Jackson and Perry Street north of Washington, as well the area of institutions clustered around on Franklin Street between Washington and Lafayette. What is less obvious but clearer with close examination is the nexus of an area in which African-Americans, who came to the resort both as workers and as vacationers, would come to be concentrated. Northeast of the corner of Franklin and Lafayette streets can be found the residence of Philadelphia African-American lumber merchant Stephen Smith. Adjacent to this to the northeast stands “Ban[n]eker House,” a summer retreat for African Americans connected with the Benjamin Banneker Institute of Philadelphia (Lapsansky 1993: 86).

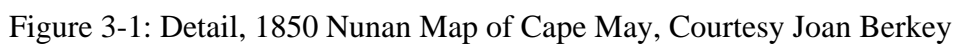
The period between incorporation and the Civil War, growth continued at a rapid rate. At mid-century, 10 of the 19 wealthiest men in the county had businesses in the new city, which soon took on such modern urban characteristics as a gasworks, gas street lighting, and a telegraph, and a new stone bridge at Schellenger’s landing and a turnpike (now Sunset Avenue) to a new steamer landing at Sunset Beach were built (Salvini 1995: 20; Dorwart 1992: 91, 106). The new hotels of the 1850s were increasingly built through investments from individuals outside of the new city (Thomas and Doebley 1998: 24). In the early 1850s, glowing reports in such sources as the *New York Times* continue to chart the national success of the resort. One published in the summer of 1853 noted that at the height of the season the town supported 5,000 visitors, with a permanent population of only 300. This anonymous account further asserted that in the “bathing hour,” between 10 a.m. and 12 p.m., some 1,500 people could be found in the water simultaneously. The account concludes with the statement that “for the advantages of the sea, there is no watering-place like Cape May” (Anonymous 1853).

A similar anonymous report the following summer favorably compares Cape May to other resorts frequented by New Yorkers – Saratoga, the Catskills, Newport, and the White Mountains of New Hampshire – claiming that “nowhere will [the public] find that nature

and art have united to make more attractions than at Cape May.” A key point of the account is a “magnificent hotel” in “an unfinished state here, for several seasons past,” that “it is, if I mistake not, the largest hotel building on the Continent” (Anonymous 1854).

The hotel in question was the Mount Vernon, under construction in a part of the city west of Congress Hall that had previously been undeveloped. Work on it had begun in 1852; it was intended to be the largest hotel in the world and was one of the first to offer en suite bathrooms to its guests. Funded by a consortium of Philadelphia and New Jersey investors, construction was to be conducted in phases and, when complete, the building would accommodate 3,500 guests. In September, 1856, however, the building went up in flames. Fortunately, it was empty of guests, but co-owner Philip Cain and his family died in the building (Miller 2010: 54-5; Salvini 1995: 18-9). Rooms for 2,100 Cape May visitors were lost in the fire. The site of the hotel was later sold for development as the Mount Vernon tract beginning in the early 1880s. No one would ever again attempt to build the world’s largest hotel in Cape May.

In 1857, another fire heavily damaged the Mansion House. Combined with the loss of the Mount Vernon, the town’s guest room capacity was reduced by 50% of what it had been in 1854 (Thomas and Doebley 1998: 24). Another summer account from the *New York Times* sounded a note that boded ill for resorts in general, and for Cape May more specifically. While commenting on the general dullness of the season that year, the article notes that “our watering places and Summer resorts have now become so numerous, and the hotel accommodations have become so monstrously large at all these places that it is quite impossible they should be all filled” (Anonymous 1857). This multiplication of resort options, along with greater access provided by a new form of transportation – the railroad – worked to begin to erode Cape May’s supremacy as the American beach resort of choice.



Civil War and post-Civil War Growth

The Civil War was indisputably difficult for Cape May. Telegraph service to the island, which had been erratic since its establishment in the 1850s, ceased completely on the eve of the Civil War. Southern travellers, an important component of Cape May's tourists, stopped coming (Miller 2010: 66). Consumer prices for such items as wool, cotton and coffee rose considerably, and ships normally used to bring tourists to the resort were requisitioned by the federal government for troop transportation and blockades (Dorwart 1992: 110). Hotels reduced their prices "under the pressure of the times" (Anonymous 1861). The period of the Civil War brought crucial developments for the city, however. The most important of these was the completion of a railroad line into both the county and the city in 1863.

The first rail line to reach the New Jersey shore was the Camden and Atlantic Railroad, which connected Camden and Absecon Island in 1854, and thus sparked the creation of Atlantic City (Dorwart 1992: 93-4). Rail service into Cape May County was established by competing endeavors. Three separate lines (and chartered companies) connected Camden and Cape May in 1863. All three companies came under the control of the West Jersey Railroad between 1868 and 1869. In turn, the powerful Pennsylvania Railroad (operated out of Philadelphia) acquired approximately 80 percent of West Jersey stock and, with it, control of the lines from Camden to Cape May two years later (RGA 2010: 2-4). The arrival of the railroad in Cape May allowed Philadelphians to travel there, after a ferry ride across the river to Camden, in three and one-half hours, thus creating a new animal: the "day-tripper" (Dorwart 1992: 111; Salvini 1995: 33).

Rail facilities were built in two locations. The main passenger terminus (often called the "summer station") was located at the beachfront west of where today Grant Street meets Beach Avenue. At this location, the Sea Breeze Excursion House, completed 1868, provided large-scale entertainment and bath house facilities for "shoobies" (the nickname for day trippers, who carried their lunch in a shoe box), but only a handful of rooms for railroad board members (Salvini 1995: 32-3). The second "winter" terminal and main freight depot was located on a separate branch north of the intersection of Jackson and Perry streets.

Rail service shaped both the fate and the physical form of post-Civil War Cape May. While train travel made the journey for both tourists and goods (such as building supplies) to Cape May much faster, it also provided a ready means of gaining access to other shore resorts. The post-war period saw not only the development of Atlantic City, but also the start of resort activities at Cape May County barrier islands to the north. Further, rail access for New York City travelers began to favor ocean destinations in northern New Jersey. Thus, ironically, greater access through rail transportation brought a wave of significant late nineteenth-century growth, but also began to narrow the percentage of national tourism in Cape May.

In the immediate post-war years, and thanks in large measure to the new railroad line, Cape May rebounded robustly. During the war, the understanding had arisen that the city's

accommodation facilities, the “same paintless, graceless, and comfortless hotels” occupying “the same shadeless localities” had to be brought up to a higher standard of amenities to compete with those at other resorts.

One of the revitalization strategies the city’s leaders employed in the post-Civil War period was to introduce new entertainments: baseball, a relatively new sport at the time, was brought to Cape May as well as horse-racing (Dorwart 1992: 118-119). But the principal focus was, naturally, on the hotels. One remedy was not only through the construction of more up-to-date facilities, but through new management of existing ones. In the mid-1860s, Jacob F. Cake, erstwhile manager of Willard’s Hotel in Washington, D.C., first took over the Columbia House and then Congress Hall, leasing it from his brother-in-law W. B. Miller. The Cake family would continue to run the Congress through the end of the century (Thomas and Doebley 1998: 25).

The first significant hotel built in the post-war period was also a railroad company project, but the real estate ventures of the company and its leadership went far beyond the construction of a hotel in this period, in no small part because of a commission appointed by the state legislature that represented the railroad’s interests. This commission effectively held sway over town development over the futile objections of city council members, and drove a period of remarkable growth that shaped not only the city’s development but also the image of ornately decorated frame houses with which the city has come to be identified (Salvini 1995, 40-41). The key figures in this development were Philadelphia corporate lawyer and railroad counsel John C. Bullitt (1824-1902) and Civil War veteran William J. Sewell (1835-1901), a director of the West Jersey Railroad. In 1868, Bullitt announced the plan to build a new, 475-room hotel on the east side of the developed town, to be constructed on fill in the marshy land bounded by Columbia Avenue, Howard and Gurney streets, and Beach Avenue. The Stockton Hotel (Figure 3-2), named after the New Jersey senator and naval officer Robert F. Stockton and designed by Philadelphia architect Stephen Decatur Button (1813-1897), opened in late June, 1869 (Thomas and Doebley 1998: 26-8; Salvini 1995: 34; Dorwart 1992: 117). The area around the Stockton became the locus of a significant wave of construction unlike what had been seen in Cape May before the Civil War: it became an area of fashionable summer cottages, many of which survive to the present (Figure 4). In fact, the increasing level of construction and occupation of summer cottages by resort-goers became one of the most important aspects of the development and experience of the city beginning in this period.

A related venture of the railroad leaders had an even more enduring legacy. The full name of the hotel organization was the Stockton Hotel and Improvement Company (chartered as a New Jersey corporation in 1869, dissolved 1885). The relatively small pre-war trend of speculative real-estate subdivision and development became the dominant force in Cape May between 1865 and 1900, in great measure due to the railroad leaders Bullitt and Sewell, and spawned much of the appearance of the city as it survives today.

As the 1886 Scott map (figure 5) indicates, Sewell and Bullitt purchased large tracts both to the northwest and east of the city center. The “Bullitt Tract” encompassed a large swath running from the Stockton Hotel eastward toward Madison Avenue, and north at least as

far as Sewell and Swan streets. Property in Sewell's name stretched from Cape Island Creek to the city limits at West Perry Street and South Broadway. Sewell also purchased the peninsula on the far eastern end of the city (called from this period "Sewell's Point"). Bullitt and Sewell, in concert with Joseph Q. Williams, Cape May mayor, also controlled city government through the state-legislated commission. The commission awarded the West Jersey Railroad a traction monopoly in the city for the Cape May City Passenger Railway Company, which would lead to trolleys along the beach front connecting Sewell's Point and the West Jersey station at Grant Street (Dorwart 1992: 118; Salvini 1995: 73).



Figure 3-2: Stockton Hotel. Source: Library of Congress

One of the chief mechanisms for land promotion was a scheme presented by the railroad company: an "Improvement Ticket" that offered free travel to anyone building a cottage on Cape Island (Salvini 1995: 34). Though they were probably not among those who came by this free ticket, a significant number of Philadelphia's industrial and mercantile elite built or renovated existing houses in Cape May after the Civil War, including Richard D. Wood of Millville Manufacturing and Wawa dairies, department store owner John Wanamaker, and sugar refining magnate E. C. Knight. Some of these were not only designed by Philadelphia architects, but also were built by Philadelphia contractors, such as Richard J. Dobbins (Thomas & Doebly 1998: 29, 62).

The summer of 1869 was more profitable for Cape May than any previous season, but at the end of August, a fire of suspicious origin destroyed many of the city's older hotel and commercial buildings in the blocks bounded by Ocean, Washington, and Jackson streets and the beachfront. If anything, though, the fire slowed the tide of development only briefly: new commercial construction appeared almost immediately. By 1872 (figure 6), cottage lots had been laid out for construction to the north of Broad Street along Bank and Elmira Streets, and in the Bullitt and Sewell tracts east of the recent Stockton House hotel along Stockton and Beach Avenues, and north and west of the Sea Breeze Excursion House along Congress, Wood, and Grant streets, as well as what is now West Perry Street.



Figure 3-3: Detail, Woolman and Rose, *Historical and Biographical Atlas of the New Jersey Coast*, 1878

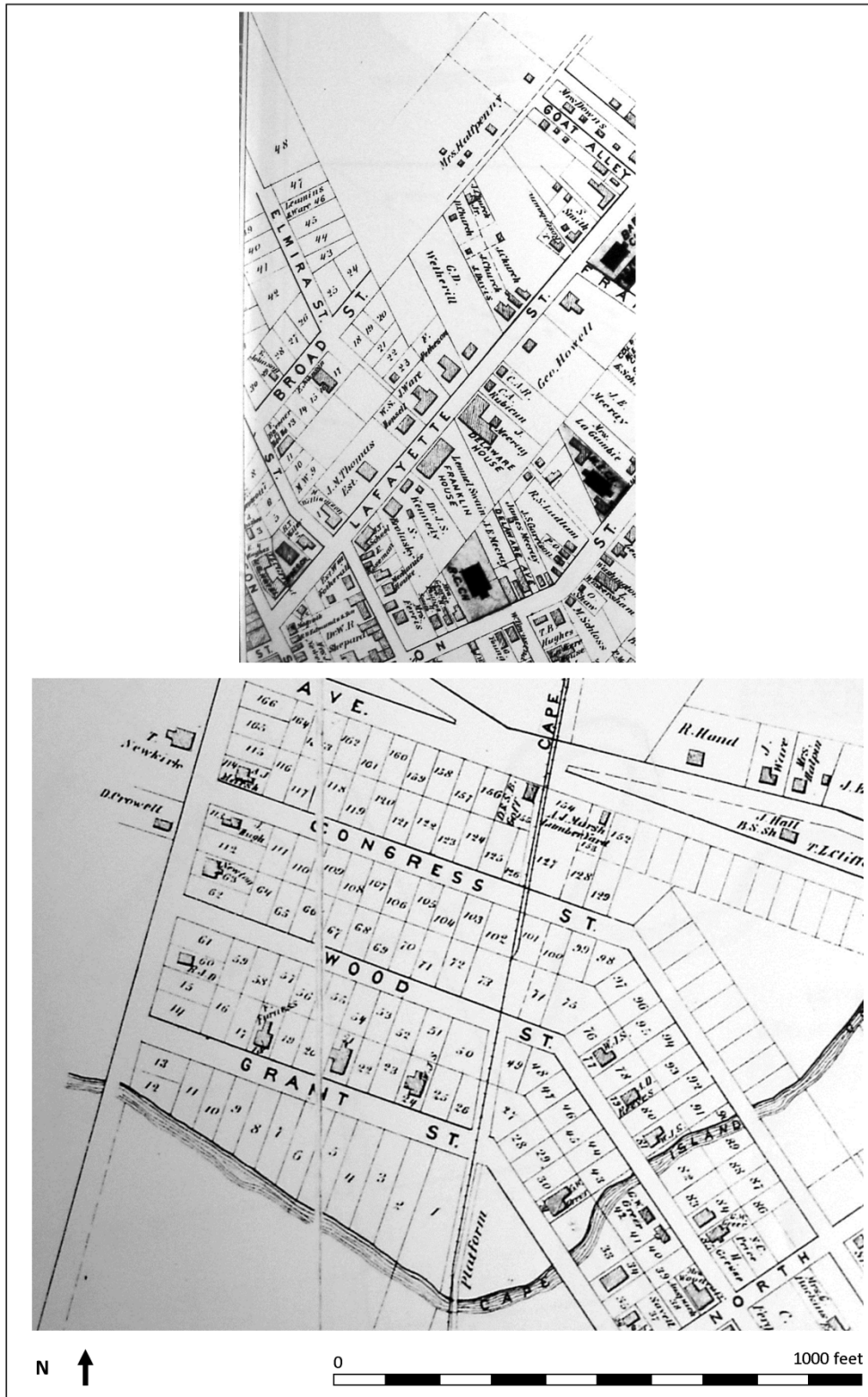


Figure 3-5: Details, F. W. Beers, *Topographical Map of Cape May Co., New Jersey*, 1872.
Source: Rutgers University, Special Collections

The revitalization of the 1860s was followed by a downward trend in the 1870s, although several projects from this period do have an enduring effect on Cape May, such as the Chalfonte Hotel, constructed in 1875, and the beginning of such ventures as the development of the western part of the city by the West Jersey Railroad (Thomas & Doebley 1998: 165), and the beginning of the development of cottages along the beach east of Howard Street (see figure 4). The national economy slowed in the early years of the decade and slid into full recession in 1873. The 1873 Panic was followed by another disaster: the fire of 1878, the most devastating that the city has ever experienced. On November 9th, arson destroyed thirty-five acres of downtown, spanning from Congress Hall on the west to an area immediately west of the Stockton House at Gurney Street, and extending northward from the waterfront to the south side of Washington Avenue. In addition to the loss of Congress Hall and Columbia House, another large hotel between Decatur and Ocean streets, the block bounded by Perry, Jackson, and Washington streets, completely occupied by smaller hotels and boarding houses, was razed (Salvini 1995: 49A). In the aftermath of the fire, the *Star of the Cape* newspaper reported that unemployed “idle men” were wandering the city’s streets (Dorwart 1992: 120).

1880s and 1890s: Looking Backward

The fire of 1878 marked both the end of many of Cape May’s oldest buildings and a watershed in the development of the resort. The railroad had been a boon to the city’s growth and economic life after the Civil War. In the 1880s and 1890s, however, the resort began to lose the battle for tourist visitors to Atlantic City and to the barrier island resorts between the two cities, which were being developed in these decades and were also accessible by rail. Rail also began increasingly to take Philadelphians, the primary post-Civil War tourist market for Cape May, to other destinations, including Newport, which in 1874 boasted over 500 cottages and villas (Salvini 1995: 55). Development did continue in Cape May, but at a slower pace as the nineteenth century drew to a close.

Around the time of the 1878 fire, a number of buildings were constructed in Cape May that demonstrated the shift in national architectural taste toward American Queen Anne and Eastlake styles and away from the bracketed and ornamented Italianate styles that dominated Cape May from the mid-nineteenth century. The first of these was a new railroad depot building to the east of the Sea Breeze Excursion House. The Grant Street depot, completed in 1876, was designed by the Philadelphia architecture firm of the Wilson Brothers (Salvini 1995: 44; Thomas and Doebley 1998: 59). Within three years of its opening in Cape May, the Emlen Physick house, designed by Frank Furness, was complete, and the Wilson Brothers had been commissioned to add a complex of bathhouses to the Stockton House beachfront. The largest, but shortest-lived example of the new trend was the New Columbia (it was destroyed by fire in 1889), a brick hotel designed by Philadelphia architects Deery and Keerl (Thomas and Doebley 1998, 59). These buildings, by Philadelphia architects, stood out from their surroundings both in detail and materials, and in the case of the Physick House and the New Columbia (built in brick), in the picturesque complexity of their massing. In this, they contrasted with the relatively simple forms of

the buildings in Cape May that had preceded them, which were most often rectangular or cubic solids, with applied details, particularly prominent porches. These buildings, which are typical of the architectural styles of the period just before and after the Civil War, continue to mark the visual identity of the city. In contrast to the introduction of the newer style trends embodied in the Physick House and the New Columbia, a strong trend in the design of the buildings constructed after the fire was a tendency to be stylistically retardataire, although there are a few notable exceptions to this general pattern. Cape May landowners and developers continued to hire architect Stephen Decatur Button, whose career heyday had been before the Civil War, into the mid-1880s (Salvini 1995: 54-59). Local builders tended to follow Button's conservative lead in creating cottages after the fire (Dorwart 1992: 157). Although the reasons for this are not definitively known, it is certain that Cape May developers made the decision after the fire to essentially rebuild in much the same mode as had been established before: in other words, to continue the Cape May visual "brand" as it existed in the immediate post-Civil War period. Thus, hotels were built with tall verandas in an L-shaped plan, with stylistic details that corresponded to fashions of earlier decades. The now-demolished Lafayette Hotel, designed by Button, and the present Congress Hall, rebuilt in brick after the fire, exemplify this approach.

Conservatism in architectural taste was paralleled by an analogous social shift in the late nineteenth century. Local political opposition grew to gambling, entertainments such as horse racing, and the consumption of alcohol. A number of citizens sought to make this movement into an attraction – to remold the distinctiveness and identity of the resort as attractive to families for its wholesomeness. But this move threatened many others, including a wealthy group of summer residents, who, in 1891, formed the Cape May Cottagers Association to protect their interests (Salvini 1995: 75).

One of Button's projects in the 1880s was the design of nine houses constructed along the beachfront in an area untouched for thirty years: the Mount Vernon tract, which lay west of the Grant Street depot. The land had been purchased after the hotel's destruction by Philadelphia grocer and Irish immigrant Mark Devine, and a substantial portion of it was sold in 1882 to a syndicate planning to develop the property (Burcher and Kenselaar, 2010: 21; Dorwart 1992: 157). In 1884, the Neptune Land Company began its marketing and development effort with the construction of an elephant-shaped building (one year after a similar structure was built at Coney Island) as its offices (Thomas and Doebley, 1998: 35, Burcher and Kenselaar, 2010: 21-22). The elephant, initially dubbed the "Light of Asia" for a circus animal, and later known as "Jumbo" by South Cape May locals, was one of three such buildings constructed under a patented, exclusive right granted in 1882 to James Lafferty (Burcher and Kenselaar, 2010: 23-34). Only "Lucy" at Margate, a National Historic Landmark, survives. The company proposed twenty-five cottages to be designed by Cape May architect/builder Enos Williams (Thomas and Doebley 1998: 35). By 1887, however, the Neptune Land Company was no longer involved in proposed development, and the Mount Vernon Land Company had taken over the elephant. The first buildings, constructed in the western portion of the tract along the beach front, were a group of houses designed by Button in 1888, when the architect was well into his seventies. The following year Williams designed a hotel for the project, and also completed several houses into the early 1890s (Burcher and Kenselaar, 2010: 22-47). In areas further to the east, along South

Broadway, First, and Second Avenues, other lots not under the control of the Mount Vernon Land Company were sold by the Devine estate. The 1886 Scott map (figure 5) indicates that a number of these other lots had been developed in the tract by that date. The area controlled by the Mount Vernon Land Company was separately incorporated as the borough of South Cape May, but as this area was increasingly eroded by storms, a number of the houses were moved east and the borough was eventually dissolved. Several of the Button and Williams houses survive on South Broadway, First and Second avenues, where they were moved, mostly in the early twentieth century.

In contrast to more fashionable developments further east in Cape May, several of the Mount Vernon tract purchasers represented different demographic groups from the Philadelphia mercantile and industrial elite whose cottages were found near the Stockton House. German-Americans joined Jewish Philadelphians as lot buyers, indicating that the late nineteenth-century waves of immigration had arrived in Cape May (Burcher and Kenselaar 2010: 41-45).

Overall, however, development in the Mount Vernon tract, as well as land east of Madison Avenue, remained sluggish, perhaps because it was considered too remote from the center of Cape May by potential purchasers (Thomas and Doebley 1998: 35). The Panic of 1893, leading to a significant national financial depression, hit Cape May particularly hard, especially its African-American citizens, who had grown to a significantly larger sector of the city's population with the Great Migration, in which African Americans in southern states moved north between the late nineteenth century and the Depression, seeking jobs and greater civil rights in industrial cities. In 1894 the local newspaper pronounced the city to be on the brink of bankruptcy (Dorwart 1992: 160-161).

Despite the increasingly troubled times in Cape May, in the last decades of the nineteenth century both new houses and hotels continued to appear in the city. An iron pier, a popular attraction, was constructed in 1884 (Salvini 1995: 74). The Colonial Hotel was built during the depression in 1894-95, and remarkably, a second train line was brought into the city in 1894, despite the national financial circumstances. Planning for the arrival in Cape May of the South Jersey Railroad, under the control of the Pennsylvania Railroad's rival, the Reading, had begun in 1889, well before the financial crisis (RGA 2010: 2-5). The new station, located on Washington Street just east of Ocean, brought passengers and freight into the heart of the city. As the century drew to a close, the troubles of recent times and the hope represented by the new rail line provided conflicting visions for Cape May's twentieth century future.

1900-1919:

New Cape May and World War I

At the opening of the new century, Cape May's future as a resort and the economic fate of its 2,000 year-round, service-industry dependent residents was in question (Dorwart 1992: 168). On the one hand, its hotel facilities were increasingly seen as old-fashioned and inadequate. In the first decade of the century, both the Sea Breeze Excursion House and the Stockton House hotel were demolished (in 1903 and 1910, respectively) because they

were no longer profitable (Thomas and Doebley 1998: 37; Salvini 1995: 93). On the other hand, a “New Cape May” movement was afoot and there was an optimistic spirit for a new era was in the air. The Queen Anne Railroad connected Baltimore with Lewes, Delaware, which in turn linked to Cape May City by ferry in 1900, auguring a revival of the city’s antebellum southern tourism. The ferry ceased operations, however, in 1904 (Dorwart 1992: 194). A new brick high school built in 1901, a move to switch from electricity from gas lighting and to culvert the sewage-filled Island Creek embodied the new efforts (Dorwart 1992: 167-8). The dark side of this “progressivism” manifested itself in a publicly-voiced racist scheme to relocate African-Americans out of Cape May City to a new community. This was countered by a number of African-American community leaders’ move to organize the Colored American Equitable Industrial Association, which sought to create institutions for the care and welfare of African-Americans in the city (Dorwart 1992: 171-2). Despite the efforts to push out the African-American community, a sufficient population remained in 1927 to lead to the construction of a segregated school building on Franklin Street (Franklin Street School file, SHPO).

The early twentieth-century initiative that had the largest and most significant effect on the physical form of the city came on the eastern side of Cape May. Significant developments began in 1902. In addition to electric lighting, a modern electric streetcar system was important to continued development. Former city tax receiver James E. Taylor and former state senator Lemuel Miller joined forces to create a traction monopoly in Cape May. In May, 1902, 500 workers arrived from Philadelphia, laying tracks and erecting poles and wires over a weekend so that local officials were unable to issue a court injunction to stop them (Dorwart 1992: 169).

Concurrent with the establishment of the traction monopoly, rumors floated around Cape May about a syndicate formed to develop the eastern portion of the city, where a number of investors, including William Sewell and Emlen Physick, had previously purchased land with the idea of developing it. The 1902 scheme was fronted by two Pittsburgh-based individuals: steel company owner William Flinn and real estate entrepreneur Peter Shields, who would be the man on the ground for the East Cape May Improvement Company. The Company’s investors included Anthony Zane, Philadelphia traction magnates Peter A. B. Widener and William Elkins, and Frank Edwards of Bristol, Pennsylvania. At the end of the season, the company released their plans for \$3,000,000 development on 4,000 acres (figure 7). Shields obtained a promise from city council for water and sewer, bulkheads, and boardwalks. Shields publicized the project as a second Newport, which was to have grand houses, yacht clubs and golf courses (Dorwart 1992, 169-70; Thomas and Doebley 1998: 71-75). The American states’ and cities’ names given to the new streets of the development expressed the national scale of the ambition of the project.

Prior to substantial construction, marshy areas of the peninsula had to be filled. In order to provide a yacht basin, Cold Spring Harbor, which was fairly shallow and marshy, had to be dredged. Work started in 1903. Shields obtained permission from state and federal officials to fill in blind creeks and waterways. At the same time, state senator Robert Hand introduced legislation for an inland waterway commission for a protected channel between the mainland and barrier islands stretching from Cold Spring Inlet northward to Barnegat

Bay. This was followed by a federal effort to connect Cape May harbor to part of a larger planned inland waterway system. Thus, the U. S. Army Corps of Engineers, with funds voted by the U. S. Congress, deepened the inlet channel and built jetties to protect it in 1907-1908 (Dorwart 1992: 170).

The lynchpin of the East Cape May scheme was the creation of a new, state-of-the-art hotel: the Hotel Cape May. It was designed by Pittsburgh architect Frederick J. Osterling, and construction begun in 1905. This massive, Georgian Revival, U-plan, masonry hotel (later known as the Admiral and the Christian Admiral) featured a remarkable lobby space with a leaded glass dome, 350 rooms, and vast dining rooms (it was demolished in 1995). In early 1906, as the building was under construction, it remained the only building in this part of the city (Salvini 1995: 87), but it was soon accompanied by Dr. Walter Starr's cottage at 1500 New Jersey Avenue (Thomas and Doebley 1998: 109) and Peter Shields's own grand Palladian Revival house on Beach Drive, completed 1907 (Thomas and Doebley 1998: 150). Both of these buildings are included in the current survey. The enormous cost of the hotel marked the beginnings of problems for the East Cape May Improvement Company, however, and their grand ambitions for a 4,000-acre development were never realized. Instead, the scheme collapsed in bankruptcies and sheriff sales. After the failure of the East Cape May Improvement Company, Philadelphia and Camden paint and varnish manufacturer and long-time Cape May summer cottage owner Nelson Graves took on the Hotel Cape May, and temporarily revived the city. In 1913, he built an amusement center at Sewell's Point, but his efforts, too, were met with financial failure (Dorwart 1992: 182; Salvini 1995: 93).

Between the opening of the hotel and 1920, however, the beach front east of the hotel had acquired eight large, grand houses, and several, slightly more modest residences could be found on New Jersey Avenue. West of the hotel to Madison Avenue, development had progressed further. Several blocks of New York Avenue had been built out on the north side, and houses could be found on New Jersey and Beach Avenues as well. The new Stockton Villa (Hotel Macomber), built in 1914, anchored the western end of this portion of the city at Gurney Street and Beach Avenue, and occupied a small portion of the site of the former Stockton House (Salvini 1995: 93; Thomas and Doebley 1998: 197). In contrast to the backward-looking stylistic norms in Cape May during the end of the nineteenth century, the houses built in eastern Cape May in this period were constructed in up-to-date styles, including Arts and Crafts, Colonial Revival, and Spanish Colonial.

The failure of the East Cape May venture marked the end of projects of such scale in Cape May. As motor car and truck transportation increased in availability and popularity between the failure of the company and the Great Depression, Cape May City was to become an increasingly isolated, provincial seaside village, although it retained a loyal, if dwindling base of summer residents (Salvini 1995: 92).

The East Cape May developments led inadvertently to a new, crucial development in this part of the city that would affect its future for decades to come. In 1917, when the United States entered World War I, the Wissahickon Naval Training Station in Lower Township north of Schellenger's landing. On the Cape May side of the harbor, naval personnel built

machine shops, repaired docks, constructed steel hangars, and drove pilings for submarines and destroyers, creating the Cape May Section Base (No. 9) of the U. S. Navy. Particularly notable was the massive hangar for a dirigible airships (figure 9). The plan to build a Navy facility at Cape May had been an open secret since 1913 (Dorwart 1992: 187). The amusement center-turned naval quarters at Sewell's Point was destroyed by yet another fire of suspicious origin in 1918 (Salvini 1995: 96).

The arrival of naval personnel was clearly a welcome military invasion. The Hotel Cape May was transformed into a military hospital. Navy sailors "filled the resort town with a steady round of parties, sporting events, and dances" and officers rented cottages. In 1917, the city opened a new conventional hall on the beachfront to provide amusements for military personnel. Cape May was lucky to have them: between 1900 and 1920, rail remained the transportation of choice for vacationers travelling to Cape May and also to move goods to resort areas (RGA 2010: 2-9). During the war, rails were taken over by the military, reducing passenger traffic to holidays and Sundays (RGA 2010: 2-11). In contrast to Cape May's war time fate, shortages delayed development of barrier island resorts to the north (Dorwart 1992: 188).

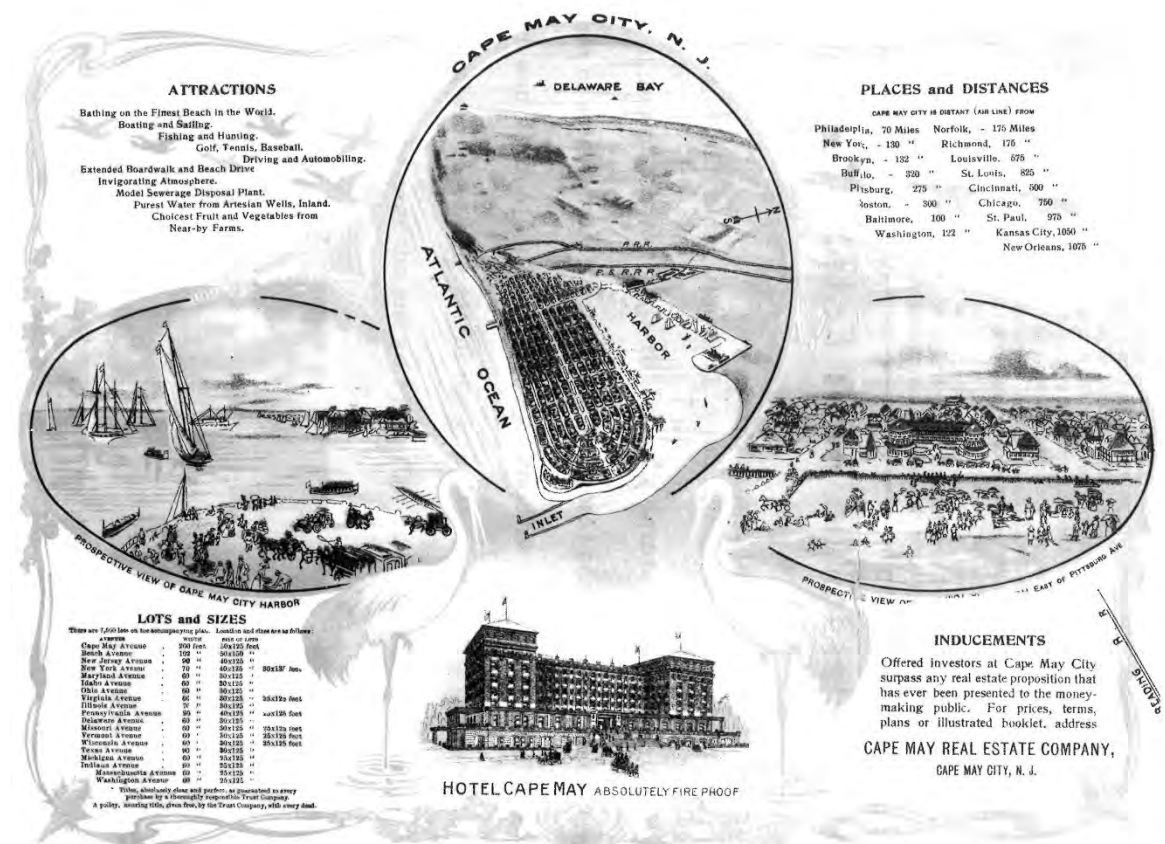


Figure 3-6: Cape May Real Estate Company Promotional Brochure for East Cape May Development, ca. 1902. Source: Salvini 1995.



Figure 3-7: Cape May Naval Air Station, showing dirigible hangar. Source: Library of Congress

1920 to 1945:

The Ferry Scheme, the Depression, and Cape May during World War II

Activities continued at the Naval Station when the Coast Guard was given the responsibility of patrolling the coast for “rumrunners” with the arrival of Prohibition in 1920, but the troops that had brought new life to the city had left.

Between 1920 and the Great Depression, growth continued slowly in Cape May, and generally at a small scale. A trend that had begun before the first World War now became the dominant force in new construction: the catalog, or kit house. Ready-made house kits available from providers like Sears became the primary type of new building, and presumably arrived in Cape May via the railroad. In contrast to the buildings of earlier periods, these relatively small houses are generally 1- or 1 ½-stories tall, and are often characterized by shingle siding.

These kit, or catalog houses are mostly found at the city’s western and eastern edges, although they can also be found along Lafayette Street and other areas that were peripheral to previously developed zones at the time of their construction. The culverting of Island Creek below Perry Street led to growth in the northwestern corner of the city with the

construction of small bungalows and cottages, mostly from these kits. The growth of the use and ownership of automobiles and motor trucks also led to the construction of large service garages at this perimeter of the city on West Perry Street. A number of small cottages and bungalows were also built in the eastern edge of the city west of the Coast Guard Station.

A scheme to revive ferry service dealt another blow to Cape May in the 1920s when Baltimore entrepreneur Jesse Rosenfeld unsuccessfully attempted to create a new landing using concrete ships left over from the war in 1926. Land speculators inflated the value of ocean-front lots in anticipation of a new ferry. When Rosenfeld's plan failed, many of these lots were sold at auction for pennies on the dollar (Salvini 1995: 99; Miller 2010: 188). Regular ferry service from the other side of the mouth of the Delaware would not be re-established until 1964, and no other major developer would attempt a project in Cape May through the Great Depression (Salvini 1995: 101).

The inflated hopes provoked by the ferry scheme point to the fact that the number of vacationers coming to Cape May in this period was increasingly threatened by easier automobile access to resorts further north. In the 1920s, train passenger service rebounded from wartime rates, but the decade also marked the era in which motorcar and truck transportation began to be sufficiently readily available to the general public – and within their economic reach—to affect the ways in which vacationers began to travel to shore resorts (RGA 2010: 2-12).

The seeds for highway access to shore destinations had been laid at the end of the nineteenth century, when New Jersey's "State-Aid Act of 1891," the first of its kind in the nation, provided state assistance to county and local road builders, even before the advent of significant automobile traffic. In the early twentieth century, as automobile ownership and use increased, projects such as the Lincoln Highway, sponsored by private organizations, began to create national highways. In New Jersey, the Ocean Highway, now known as Route 9, became the state's first designated highway in 1909 (KSK/Armand Draft 2011: 69), and connected the Atlantic Highlands (and New York) to Cape May. In the 1910s, states responded to growing automobile use by the creation of new road systems. In New Jersey, the state's Highway Act of 1917 created the state's first highway department and designated a state system of 15 routes under the care of the new department (KSK/Armand Draft 2011: 76). The federal government's takeover of the nation's railroads during World War I (excursion trains to the New Jersey shore were extremely curtailed) also encouraged road construction.

By 1932, all of the Cape May County resorts first served by earlier forms of transportation could be easily reached by highways. The completion of the Philadelphia and Camden Delaware River Bridge (today called the Benjamin Franklin Bridge) spurred extensive highway construction in New Jersey, and between 1923 and 1932, the number of vehicles crossing the river grew by 350% to 14 million (RGA 2010: 2-14). This period also saw a significant rise in automobile ownership and usage throughout the nation. But newer resorts, with newer facilities and attractions, required a shorter trip from either Philadelphia or New York than the one to Cape May.

Declining ridership in the face of rising automobile and truck use led the two major companies controlling railroad access to Cape May to consolidate at the request of state officials. In 1932, the Reading and Pennsylvania Railroads reached a consolidation agreement, creating the Pennsylvania-Reading Seashore Lines. This consolidation led to the closure of over forty-six miles of Pennsylvania Railroad-controlled track in Cape May County, shuttering Cape May City's original "summer" and "winter" stations serving the West Jersey and Seashore Railroad at Grant and Jackson streets and the tracks leading to them, although the newer station at Washington Street remained in operation (RGA 2010: 2-15). The old rail station buildings and tracks were removed before the end of World War II (Sanborn 1937).

Historic maps and aerial photographs indicate that between the Great Depression and the eve of World War II, there was virtually no construction in Cape May (Coastal and Hydraulics Laboratory, HN-CE, 1933: 1944; Sanborn 1909, corrected to 1932; Sanborn 1937, corrected to 1945). For all intents and purposes, cottage and hotel development had come to a halt, some older hotels had fallen into significant disrepair, and businesses struggled to stay open (Miller 2010: 192-194).

The build-up for the war corresponded to the most significant physical changes in and near Cape May City. Although discussion of the creation of a canal across the Cape May County peninsula reached back a number of years, it was finally authorized as part of the war effort in 1942, cutting a swath through the earliest-settled portion of the area, and severing arteries that connected Lower Township to areas further north (Dorwart 1992: 227-28). 1942 also saw the construction of the Northwest Magnesite plant, an important materials production facility for the war effort, on Sunset Boulevard to the west of Cape May City (Dorwart 1992: 230).

Construction, both on Cape May's military base and of a group of houses built on Maryland and Idaho avenues in the area of the developed city that was closest to the base represent the build-up for the war in the city (figures 9-10). During the war, Cape May became home to five branches of the military, with the navy and Marine Corps returning to the Coast Guard Base, and the creation of new defensive lookout towers, gun emplacements, and bunkers constructed in the area (remnants survive at Cape May Point) along the beach. Largely abandoned by vacationers, whose access was restricted by gas rationing and curtailed railroad service, the town became, in effect, a large military base where servicemen and their families developed a tight-knight community, with USO and other entertainment facilities (Salvini 1995: 103; Miller 2010: 206).

Although the city never endured a military attack during the war, it was heavily assaulted by the storm that has come to be known as the Great Atlantic Hurricane of 1944, which caused an estimated \$8 million in damage to Cape May with 40-foot storm surges (Dorwart 1992: 227; Salvini 1995: 105-110; Miller 2010: 212-213). The storm also destroyed the few houses that remained in South Cape May (Burcher and Kenselaar 2010: 88-90).



Figure 3-8: 1933 aerial photograph, eastern portion of Cape May, Atlantic Shore Aerial Survey, showing the extent of development in this portion of the city. Pittsburgh Avenue is at center and north at top.



Figure 3-9: 1944 Aerial Photograph Cape May, Atlantic Shore Aerial Survey. North at left.

Cape May after World War II: Redevelopment and Preservation, the Rediscovery of Cape May

The Depression and the war marked a watershed for the city: an endpoint to the resort that had been declining in fits and starts since the 1870s. In the immediate post-war period, the navy surrendered the Hotel Cape May, re-christened the Admiral, to the city government, and transferred the Naval Air Station to exclusive control of the Coast Guard. In 1948, the Coast Guard Station was commissioned as one of its two recruit receiving and training facilities, thus ensuring its importance in the city for decades to come (Dorwart 1992: 233).

Like many areas of the country, Cape May entered a growth phase after the war, but it was primarily as a community of year-round residence, in no small part because of the ongoing military presence (Thomas and Doebley 1998: 39). Small, suburban-style, single-family houses were built throughout eastern Cape May in the area originally planned for development by the East Cape May Improvement Company. By 1962, this construction had reached as far north as Ohio Avenue between Reading and Madison avenues (Coastal and Hydraulics Laboratory, HN-CE, 1962, figure 11). Open land on the western portion of Cape May in the former Mount Vernon Tract and in the areas that had been formerly occupied by the railroad station and right-of-way was also a locus of construction. Those relatively small numbers of summer vacationers that returned found rooms in hotels in disrepair and cottages subdivided as small apartment and boarding houses (Miller 2010: 220).

One of the most important developments in southern New Jersey in the post-war period was the creation of the Garden State Parkway. In 1954, the last section of the roadway, between Wildwood and Cape May City, was opened to traffic (Dorwart 1992: 234). The opening of the Parkway in Cape May County accelerated the growth of both permanent residence and summer travel. In Cape May City, large motels began to be constructed in a number of locations on the beachfront.

In 1962, Cape May was hit by the worst disaster to affect the city since the fire of 1878. An intensely destructive northeaster storm struck the New Jersey coast on March 5th, stalling there for three days (Salvini 1995: 116-18). The idea of seeking federal money for reconstruction after the storm was perhaps inevitable, given the campaigns of urban redevelopment that had engulfed cities around the nation since the passage of the federal Housing Acts of 1945 and 1949. Through the participation of a number of parties, a consensus was developed to move forward with preservation as an essential strategy, but as at least one expert warned, the genie of federally-funded redevelopment was powerful and could be problematic indeed (Salvini 1995: 124).

As in other cities, Cape May's redevelopment project entailed demolition and new construction. In the plan, preservation was to create a theme-park like "Victorian Village" (figure 12). The idea that the city's historic frame buildings should be retained was hardly universally held. In fact, one faction saw them as impeding redevelopment toward more revenue-producing properties. As part of the project, which was not completed until the early 1970s, demolition created the outdoor pedestrian mall on Washington Street, parking

areas on the newly opened streets to the north and south, and parking lots on the front lawns of the Congress Hall and Windsor Hotels. The surviving Pennsylvania-Reading Seashore Lines station and tracks at Washington Street were moved one block to the north to Lafayette Street to create a strip mall and another parking lot. Demolition also led to a large parking lot on Perry Street. Infrastructure improvements included new sewer lines.



Figure 3-10: 1962 Aerial Photograph of eastern Cape May, Atlantic Shore Aerial Survey. North at left, and Coast Guard training station at top.

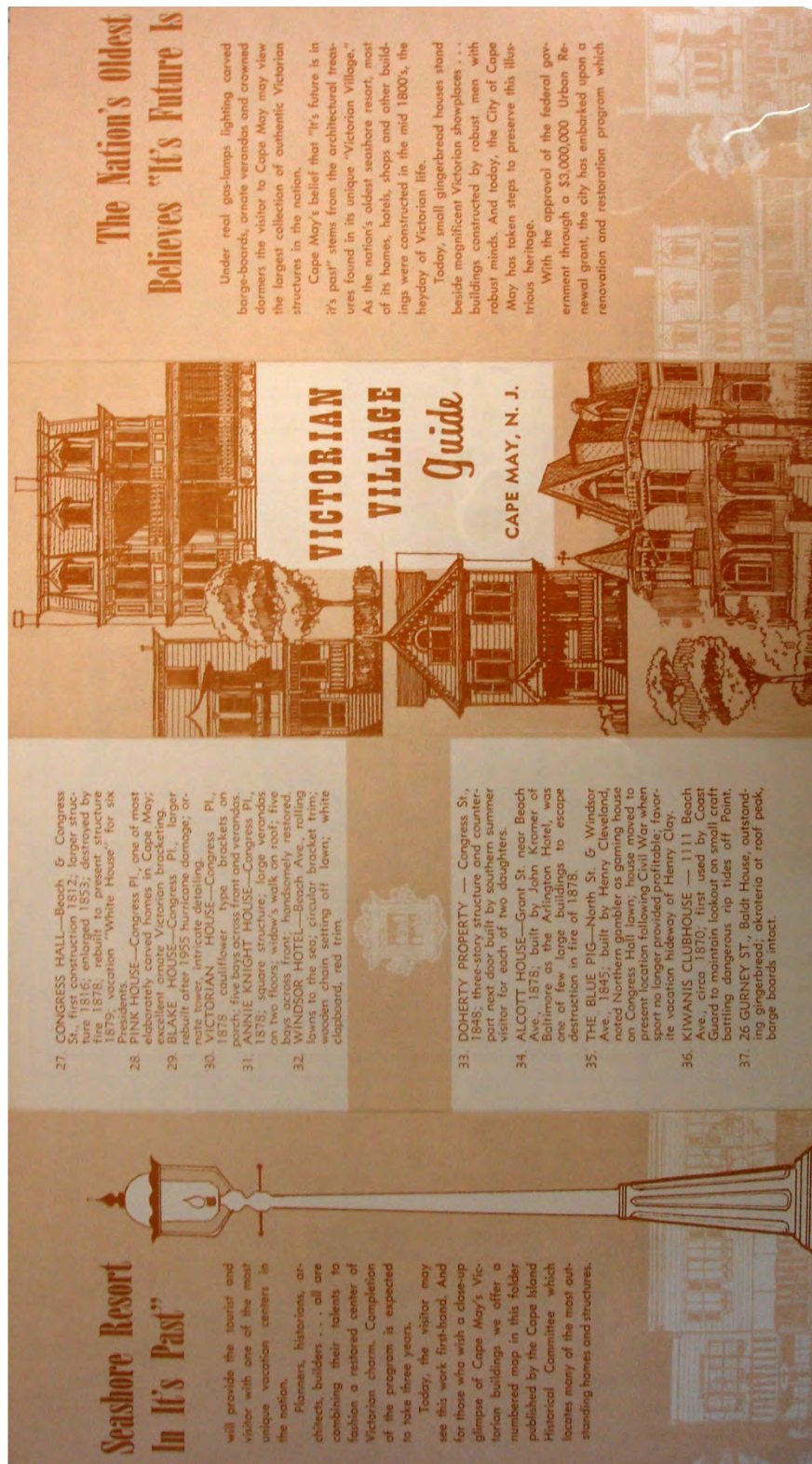


Figure 3-11: Victorian Village promotional pamphlet, ca. 1962. Source : Rutgers University, Special Collections.

As part of the HUD-funded project, historian Carolyn Pitts was brought on to inventory buildings within the project area. Her 1964 report, followed by a supplemental report completed in 1968, laid the foundation for her later National Register and National Historic Landmark nominations. The first nomination was created in 1970 over the objections of a number of local residents and officials, but with the support of a growing group of local preservationists who mobilized in the wake of the demolition of the Elberon Hotel in 1969 (Salvini 1995: 127; Miller 2010: 254). Initial efforts by her and local preservationists led to Historic American Buildings Survey teams' recordation of many Cape May properties in the 1970s and 1980s, and the creation of the Mid-Atlantic Center for the Arts under Mayor Bruce Minnix, a preservation supporter (Salvini 1995: 125-26; Miller 2010: 256).

The fate of the historic beachfront hotels caused the most controversy in the redevelopment work of the 1960s, and not solely in connection with the HUD-funded project and the fight for "ratables" on the beach front. Immediately after the storm of 1962, the controversial fundamentalist minister Carl McIntire was taken with the town and purchased a number of properties there, including the vacant former Hotel Cape May (redubbed the Christian Admiral), as well as Congress Hall and the Windsor and Virginia hotels and the Lafayette Hotel cottages, which he relocated from Franklin and Washington streets to eastern Cape May (Salvini 1995: 120).

In the 1960s, Tom and Sue Carroll open the first bed and breakfast establishment in the city, the first Mainstay Inn on Jackson Street (Miller 2010: 254; Thomas and Doebley 1998: 208). In addition to successful National Register and National Historic Landmark listings, the 1970s saw the Carrolls take on larger, more ambitious, and visible projects, particularly the conversion of the former Jackson Clubhouse to bed and breakfast use (Miller 2010: 255). Their success led to others'. Repair of historic buildings in the core of the city became the dominant trend in the 1980s and 1990s, leading to a year-round resort, and the institution of a Historic Preservation Commission and the establishment of Certified Local Government status for the city. The end of the twentieth century saw a wave of construction of new buildings, particularly on the east side of the city that was slowed by the Great Recession of 2008, but which has continued to the present.

4.0 DATA SUMMARY

The survey used standard procedures and guidelines recommended by the NJHPO to accomplish the goals of this Intensive-Level Survey investigation in the formulations of recommendations for key-contributing, contributing, and non-contributing status in the district. Because the City of Cape May is a National and New Jersey Registers-listed Historic District and a National Historic Landmark District, the study used the Code of Federal Regulations National Register eligibility criteria and criteria considerations (36 CFR §60.4) and the National Park Services guidance on the assessment of integrity (National Park Service 1998) in assessing properties' status. In accordance with 36 CFR §60.4, properties less than 50 years old were assessed as non-contributing. In addition, these properties were also constructed after the recommended period of significance for the district.

4.1 Specific Findings

Recommendations for Key-Contributing Status in the District

Nine (9) properties were assessed as and recommended for key-contributing in the Cape May Historic District as worthy of individual designation in the National Register of Historic Places. These properties are the following:

- 1301 Beach Avenue, Peter Shields House.
This property was identified as Key-Contributing in the RFP. PS&S concurs with this assessment.
- 1307 Beach Avenue, Star Villa.
This property was identified as Key-Contributing in the RFP. PS&S concurs with this assessment.
- 1501 Beach Avenue, George Boyd Residence.
This property was identified as Key-Contributing in the RFP. PS&S concurs with this assessment.
- 1507 Beach Avenue, William J. Sewell, Jr. House
This property was identified as Key-Contributing in the RFP. PS&S concurs with this assessment.
- 1601 Beach Avenue, John P. Forsythe House.
This property was identified as Key-Contributing in the RFP. PS&S concurs with this assessment.
- 1613 Beach Avenue
The RFP supplied no assessment of significance for this property. PS&S finds that the buildings on this property are locally significant under National Register Criterion C as a representative example of a design of the period that mixes Colonial Revival and Craftsmen elements and for its high artistic value.

- 1386 Lafayette Street, Josiah Schellenger House.
This property was identified as Key-Contributing in the RFP. PS&S concurs with this assessment.
- 1311 New Jersey Avenue, John T. Hewitt House.
The RFP supplied no assessment of significance for this property. PS&S finds that the buildings on this property are locally significant under Criterion C as a representative example of Craftsman design and high artistic value.
- 115 Reading Avenue
This property was identified as Key-Contributing in the RFP. PS&S concurs with this assessment.

Recommendations for Contributing Status in the District

A total of fifty-three (53) properties were assessed as contributing to the Cape May Historic District.

Of these, one (1) had previously been assessed as **key-contributing**:

- 5-7 Trenton Avenue, the William Weightman House
PS&S finds that the extent of changes to these buildings means that they do not merit key-contributing status.

No assessment for significance status was included in the RFP for two (2) of the properties PS&S has assessed as contributing:

- 1513 Beach Avenue
- 1374 Washington Street

Five (5) properties that were identified in the RFP as non-contributing were found to merit contributing status. These are:

- 1352 Washington Street
This property was found to include a historic billboard structure built in the period of significance.
- 1361 Washington Street
This property includes a residence built between 1890 and 1909.
- 1367 Washington Street
This property includes as a service building to the Captain Lardner Smith house at 1370 Lafayette Street built by 1909.

- 1376 Washington Street
This property includes a historic bungalow and garage built between 1920 and 1932.

Recommendations for Non-Contributing Status in the District

A total of seventy-five (75) properties were assessed as non-contributing to the Cape May Historic District.

Of these, the following forty-seven (47) properties were found to have buildings less than 50 years of age, and were thus both too recent to be considered contributing to the district and built after the end of the recommended period of significance:

- 1401 Beach Avenue
- 1405 Beach Avenue
- 1409 Beach Avenue
- 1413 Beach Avenue
- 1429 Beach Avenue
- 1607 Beach Avenue
- 1621 Beach Avenue
- 1625 Beach Avenue
- 1201 New Jersey Avenue
- 1203 New Jersey Avenue
- 1207 New Jersey Avenue
- 1217 New Jersey Avenue
- 1331 New Jersey Avenue
- 1400 New Jersey Avenue
- 1401 New Jersey Avenue
- 1404 New Jersey Avenue
- 1408 New Jersey Avenue
- 1409 New Jersey Avenue
- 1413 New Jersey Avenue
- 1416 New Jersey Avenue
- 1420 New Jersey Avenue
- 1421 New Jersey Avenue
- 1424 New Jersey Avenue
- 1425 New Jersey Avenue
- 1429 New Jersey Avenue
- 1501 New Jersey Avenue
- 1505 New Jersey Avenue
- 1506 New Jersey Avenue
- 1520 New Jersey Avenue
- 1527 New Jersey Avenue
- 1531 New Jersey Avenue

- 1600 New Jersey Avenue
- 1602 New Jersey Avenue
- 1603 New Jersey Avenue
- 1608 New Jersey Avenue
- 1624 New Jersey Avenue
- 1625 New Jersey Avenue
- 1627 New Jersey Avenue
- 1381 Washington Street
- 1484 Washington Street
- 1488 Washington Street
- 1 Wilmington Avenue
- 7 Wilmington Avenue
- 1507 Yacht Avenue
- 1528 Yacht Avenue
- 1530 Yacht Avenue
- 1531 Yacht Avenue

Thirteen (13) were found to have been built after the 1930s, and therefore after the period of significance proposed in previous phases of the Cape May Historic District survey effort. These properties are:

- 1317 Beach Avenue
- 1417 Beach Avenue
- 1374 Lafayette Street
- 1390 Lafayette Street
- 1301 New Jersey Avenue
- 1303 New Jersey Avenue
- 1319 New Jersey Avenue
- 1327 New Jersey Avenue
- 1513 New Jersey Avenue
- 1523 New Jersey Avenue
- 1525 New Jersey Avenue
- 1529 Yacht Avenue
- 1539 Yacht Avenue

Fifteen (15) properties were found not to retain integrity from alterations outside of the period of significance:

- 1421 Beach Avenue
- 1611 Beach Avenue
- 1307 Maryland Avenue
- 1318 New Jersey Avenue
- 1405 New Jersey Avenue
- 1412 New Jersey Avenue

- 1417 New Jersey Avenue
 - 1428 New Jersey Avenue
 - 509 Pearl Street
 - 1380 Washington Street
 - 1492 Washington Street
 - 1505 Yacht Avenue
 - 1515 Yacht Avenue
 - 1522 Yacht Avenue
 - 1525 Yacht Avenue
- With respect to properties that have lost integrity and therefore can no longer be considered contributing, PS&S found that the extensive replacement of historic exterior materials and features, and additions to historic buildings that are highly visible from the public right-of-way and distort buildings' historic massing, represent a pattern that has led to the loss of contributing status for multiple properties and threatens the contributing status of others.
 - PS&S recommends avoiding approvals for alterations that remove historic exterior materials unless they have deteriorated beyond repair or they are sacrificial materials, such as roof shingles, that are routinely replaced over time. PS&S particularly recommends the avoidance of the replacement of historic window sash, porch elements, and historic clapboard siding unless these elements are unequivocally in a state of material failure. PS&S further recommends avoiding approvals for projects that distort buildings' historic massing or create additions that are visible from the public right-of-way.

Boundary Recommendation

PS&S recommends that the boundary of the Historic District be adjusted to exclude all non-contributing buildings that are at the boundary edges throughout the district. Specific recommendations for areas surveyed in this phase of the project are to exclude the northwest side of the 1400 block of New Jersey Avenue, and to exclude 1627 New Jersey Avenue, 1 and 7 Wilmington Avenue and immediately adjacent, non-contributing properties on New Jersey and Beach Avenues (Figures 4-1, 4-2).

Recommendation for Period of Significance

PS&S concurs with the previous phases of survey recommendations by Preservation Design Partnership with respect to the period of significance with one minor adjustment. Specifically, we recommend that the end date could extend further into the 1930s to encompass any pre-World War II resort-associated construction NOT associated with the development of the City associated with the residential build-up for and during the War. Therefore, we recommend any property that can be documented as being constructed in AND associated exclusively with resort use in the 1930s be considered as potentially contributing to the district.

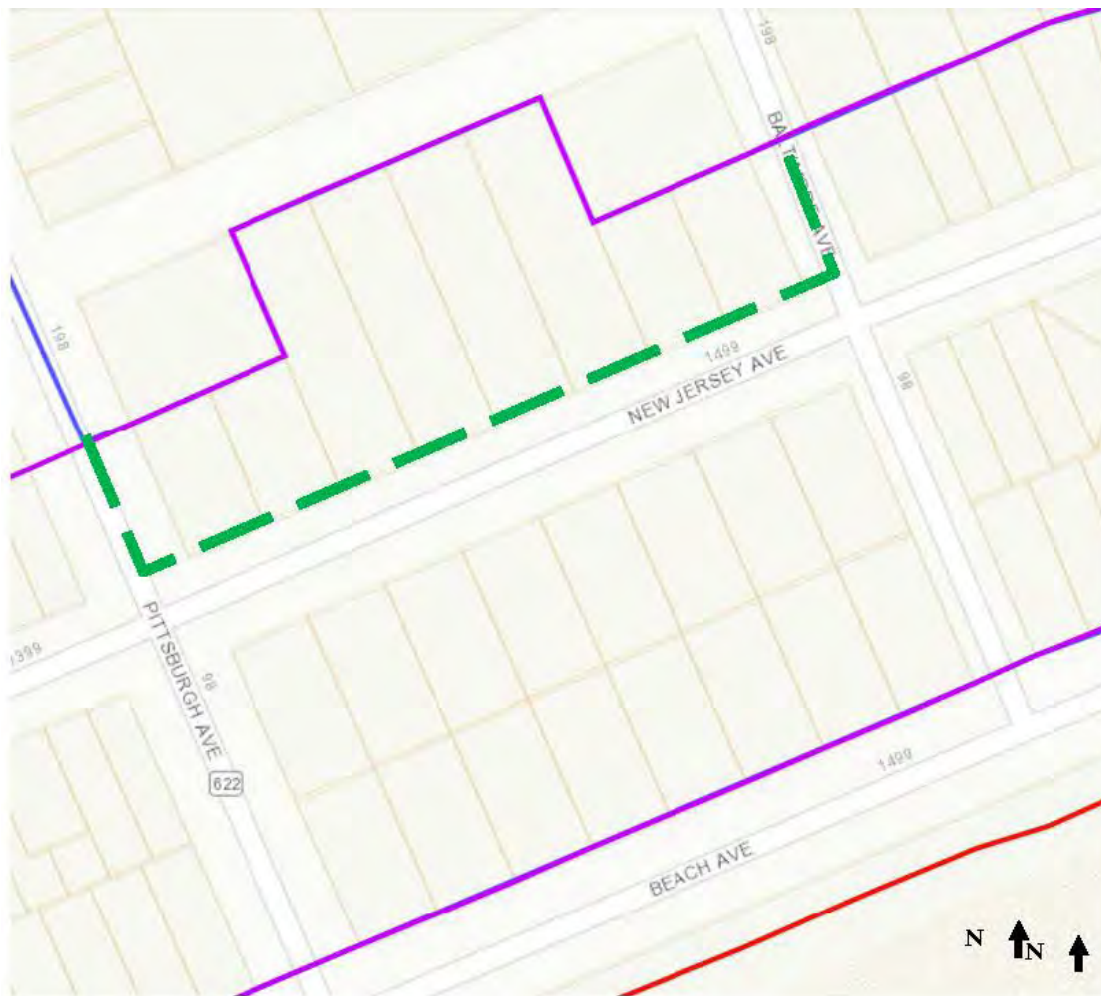


Figure 4-1: Cape May Historic District.

Recommended Boundary revision, 1400
Block New Jersey Avenue, northwest side

Source: NJ CRGIS Online Viewer

Key: NR District boundary: red; Purple:
Cape May Local Historic District boundary;
Green: recommended boundary

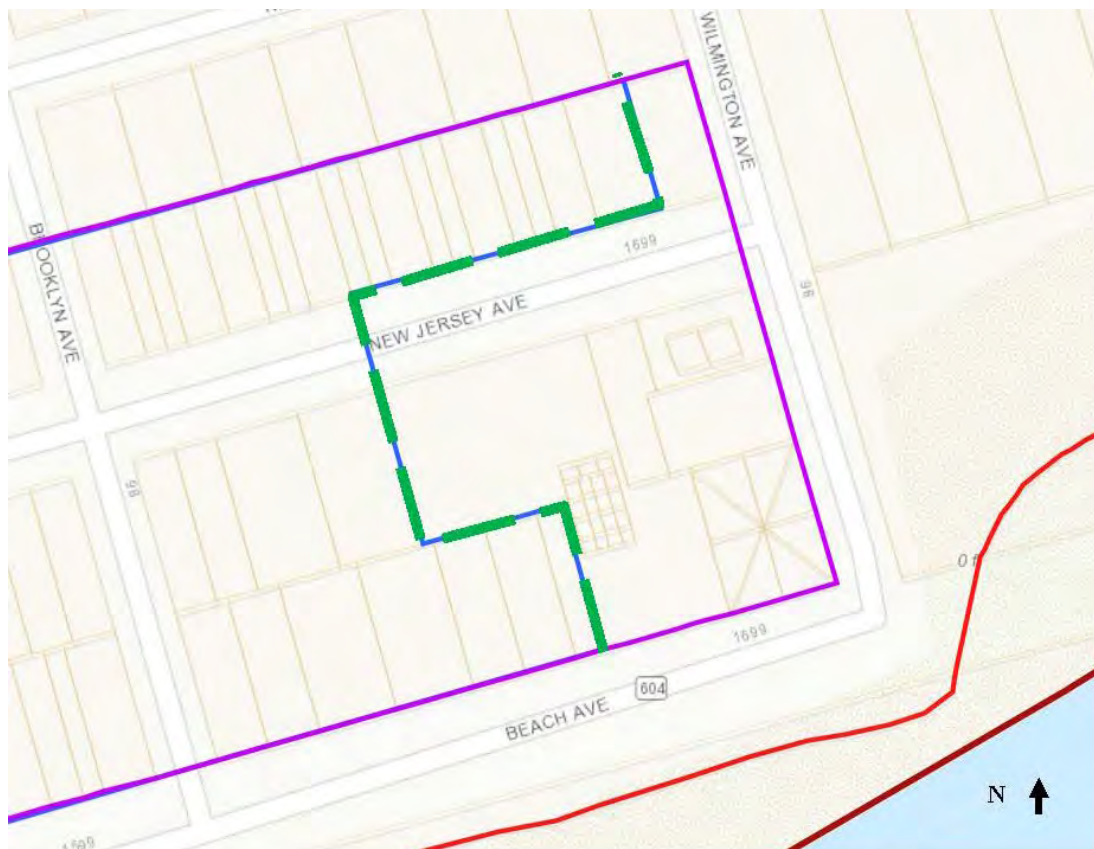


Figure 4-2: Cape May Historic District.

Recommended Boundary revision, eastern edge of district.

Source: NJ CRGIS Online Viewer

Key: NR District boundary: red; Purple:
Cape May Local Historic District boundary;
Green: recommended boundary

4.2 Data Summary

The following table summarizes the Contributing/Non-Contributing status for each of the 138 individual property surveys prepared and entered into the NJ-HPO database.

Table 1: Recommended Status for Survey Properties

Database ID	Property Name	Recommended Status	Previous Local Assessment from RFP
873385423	Peter Shields House, 1301 Beach Ave.	Key Contributing	Same
-693030141	Star Villa, 1307 Beach Ave.	Key Contributing	Same
1015448667	1317 Beach Ave.	Non Contributing	No Assessment

Database ID	Property Name	Recommended Status	Previous Local Assessment from RFP
-1451984880	1401 Beach Ave.	Non Contributing	No Assessment
559381201	1405 Beach Ave.	Non Contributing	No Assessment
1518816739	1409 Beach Ave.	Non Contributing	No Assessment
-520183435	1413 Beach Ave.	Non Contributing	No Assessment
-87753735	1417 Beach Ave.	Non Contributing	No Assessment
-1691045569	1421 Beach Ave.	Non Contributing	No Assessment
-44173551	1429 Beach Ave.	Non Contributing	No Assessment
474097508	George Boyd Residence, 1501 Beach Ave.	Key Contributing	Same
-109643715	William J. Sewell, Jr. House, 1507 Beach Ave.	Key Contributing	Same
-264109882	1513 Beach Ave.	Contributing	No Assessment
-840494732	1515 Beach Ave.	Contributing	Same
-1359542237	1517 Beach Ave.	Contributing	Same
1204492725	1519 Beach Ave.	Contributing	Same
-14002423	1521 Beach Ave.	Contributing	Same
1275380885	1601 Beach Ave.	Key Contributing	Same
-1723442562	1607 Beach Ave.	Non Contributing	No Assessment
-1052245960	1611 Beach Ave.	Non Contributing	No Assessment
121783906	1613 Beach Ave.	Key Contributing	No Assessment
-1876898493	1621 Beach Ave.	Non Contributing	No Assessment
-1723142989	1625 Beach Ave.	Non Contributing	No Assessment
1692426884	1366 Lafayette St.	Contributing	Non-contributing
-642418459	1370 Lafayette St.	Contributing	Same
1384675602	1374 Lafayette St.	Non Contributing	No Assessment
-542825450	The Landing Boarding House, 1382 Lafayette St.	Contributing	Same
-865419816	Josiah Schellenger House, 1386 Lafayette St.	Key Contributing	Same
-809238974	1390 Lafayette St.	Non Contributing	No Assessment
-448708458	1301 Maryland Ave.	Contributing	Same
1490578697	1305 Maryland Ave.	Contributing	Same
1935019560	1307 Maryland Ave.	Non Contributing	Same
1062912294	1201 New Jersey Ave.	Non Contributing	No Assessment
675871026	1203 New Jersey Ave.	Non Contributing	No Assessment
-1789434940	1207 New Jersey Ave.	Non Contributing	No Assessment
971203222	1211 New Jersey Ave.	Contributing	Same
371830926	1217 New Jersey Ave.	Non Contributing	No Assessment
-403860918	1225 New Jersey Ave.	Contributing	Same
55053825	Charles E. Grange House, 1229	Contributing	Same

Database ID	Property Name	Recommended Status	Previous Local Assessment from RFP
	New Jersey Ave.		
213574486	1301 New Jersey Ave.	Non Contributing	No Assessment
1701043040	1303 New Jersey Ave.	Non Contributing	No Assessment
240059904	1307 New Jersey Ave.	Contributing	Same
-660627752	John T. Hewitt House, 1311 New Jersey Ave.	Key Contributing	No Assessment
85510902	1315 New Jersey Ave.	Contributing	Same
1226342764	1318 New Jersey Ave.	Non Contributing	No Assessment
2045517715	1319 New Jersey Ave.	Non Contributing	No Assessment
267045611	1323 New Jersey Ave.	Contributing	Same
-2119839775	1327 New Jersey Ave.	Non Contributing	No Assessment
966304436	1331 New Jersey Ave.	Non Contributing	No Assessment
-197017068	1400 New Jersey Ave.	Non Contributing	No Assessment
575982928	1401 New Jersey Ave.	Non Contributing	No Assessment
-1954587602	1404 New Jersey Ave.	Non Contributing	No Assessment
-862373345	1405 New Jersey Ave.	Non Contributing	No Assessment
616412158	1408 New Jersey Ave.	Non Contributing	No Assessment
1166885491	1409 New Jersey Ave.	Non Contributing	No Assessment
-1140055342	1412 New Jersey Ave.	Non Contributing	No Assessment
6449979	1413 New Jersey Ave.	Non Contributing	No Assessment
868942065	1416 New Jersey Ave.	Non Contributing	No Assessment
-1415843236	1417 New Jersey Ave.	Non Contributing	No Assessment
-2129806303	1420 New Jersey Ave.	Non Contributing	No Assessment
815033720	1421 New Jersey Ave.	Non Contributing	No Assessment
1529901242	1424 New Jersey Ave.	Non Contributing	No Assessment
930323703	1425 New Jersey Ave.	Non Contributing	No Assessment
1540097743	1428 New Jersey Ave.	Non Contributing	No Assessment
-993546146	1429 New Jersey Ave.	Non Contributing	No Assessment
1283186728	Dr. R. Walter Starr Cottage, 1500 New Jersey Ave.	Contributing	Same
1694252426	1501 New Jersey Ave.	Non Contributing	No Assessment
-1714941974	George W. Boyd Cottage, 1502 New Jersey Ave.	Contributing	Same
1091829189	1505 New Jersey Ave.	Non Contributing	No Assessment
798208852	1506 New Jersey Ave.	Non Contributing	No Assessment
-1069274425	1513 New Jersey Ave.	Non Contributing	No Assessment
348693909	1515-1519 New Jersey Ave.	Contributing	Same
267273928	1520 New Jersey Ave.	Non Contributing	No Assessment
287851053	1523 New Jersey Ave.	Non Contributing	No Assessment
-361689575	1525 New Jersey Ave.	Non Contributing	No Assessment

Database ID	Property Name	Recommended Status	Previous Local Assessment from RFP
-276637012	1527 New Jersey Ave.	Non Contributing	No Assessment
-1601805513	1531 New Jersey Ave.	Non Contributing	No Assessment
1312625367	1600 New Jersey Ave.	Non Contributing	No Assessment
-391076646	1602 New Jersey Ave.	Non Contributing	No Assessment
-1409195872	1603 New Jersey Ave.	Non Contributing	No Assessment
1365536639	1605-1607 New Jersey Ave.	Contributing	Same
-1466724167	1608 New Jersey Ave.	Non Contributing	No Assessment
-1105877394	1611 New Jersey Ave.	Contributing	Same
-514319666	1615 New Jersey Ave.	Contributing	Same
2041362237	1619 New Jersey Ave.	Contributing	Same
2123547571	1623 New Jersey Ave.	Contributing	Same
1795314085	1624 New Jersey Ave.	Non Contributing	No Assessment
1900184699	1625 New Jersey Ave.	Non Contributing	Same
235646262	1627 New Jersey Ave.	Non Contributing	No Assessment
1308084302	1201 New York Ave.	Contributing	Same
1437147389	1208 New York Ave.	Contributing	Same
-1273740429	1216 New York Ave.	Contributing	Same
1021487568	1239 New York Ave.	Contributing	Same
932490787	1301 New York Ave.	Contributing	Same
-337953968	1304 New York Ave.	Contributing	Same
706350570	1305 New York Ave.	Contributing	Same
-1689323475	1309 New York Ave.	Contributing	Same
-1076543396	1311 New York Ave.	Contributing	Same
-946070105	1317 New York Ave.	Contributing	Same
-1683893762	1321 New York Ave.	Contributing	Same
-1328329455	1325 New York Ave.	Contributing	Same
543364713	509 Pearl St.	Non Contributing	No Assessment
914293021	Otis Townsend House, 115 Reading Ave.	Key Contributing	Same
-721250302	5-7 Trenton Ave., William Weightman House	Contributing	Key Contributing
-1346333172	104 Trenton Ave.	Contributing	Same
704974773	106 Trenton Ave.	Contributing	Same
1528920617	1352 Washington St.	Contributing	Non-contributing
-278441053	1361 Washington St.	Contributing	Non-contributing
-1195318576	1365 Washington St.	Contributing	Same
1773059729	1367 Washington St.	Contributing	Non-contributing
322986194	1374 Washington St.	Contributing	No Assessment
-741494549	1376 Washington St.	Contributing	Non-contributing
14204319	1377 Washington St.	Contributing	Same

Database ID	Property Name	Recommended Status	Previous Local Assessment from RFP
-1334941362	1379 Washington St.	Contributing	Same
-1537516128	1380 Washington St.	Non Contributing	Contributing
1223731069	1381 Washington St.	Non Contributing	No Assessment
-296644983	1385 Washington St.	Contributing	Same
12173296	1484 Washington St.	Non Contributing	No Assessment
1326996785	1488 Washington St.	Non Contributing	No Assessment
578192439	1492 Washington St.	Non Contributing	No Assessment
1550787844	1 Wilmington Ave.	Non Contributing	No Assessment
-1849036698	7 Wilmington Ave.	Non Contributing	No Assessment
-1543561633	1505 Yacht Ave.	Non Contributing	Contributing
98676916	1507 Yacht Ave.	Non Contributing	Contributing
1986906021	1511 Yacht Ave.	Contributing	Same
-487959038	1515 Yacht Ave.	Non Contributing	Contributing
1660349019	1517 Yacht Ave.	Contributing	Same
1325822732	1519 Yacht Ave.	Contributing	Same
1270150144	1521 Yacht Ave.	Contributing	Same
-72262115	1522 Yacht Ave.	Non Contributing	No Assessment
-502864895	1523 Yacht Ave.	Contributing	Same
-1487996370	1525 Yacht Ave.	Non Contributing	Contributing
-202907310	1528 Yacht Ave.	Non Contributing	Same
-2094576105	1529 Yacht Ave.	Non Contributing	Contributing
-1328454644	1530 Yacht Ave.	Non Contributing	Contributing
1374423471	1531 Yacht Ave.	Non Contributing	Contributing
1509563724	1537 Yacht Ave.	Contributing	Same
1581870685	1539 Yacht Ave.	Non Contributing	Contributing

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APPENDIX 1

Request for Proposals (RFP)

CITY OF CAPE MAY
REQUEST FOR PROPOSALS

INTENSIVE LEVEL SURVEY OF HISTORICAL RESOURCES

NOTICE IS HEREBY GIVEN, that pursuant to the competitive contracting process contained in the New Jersey Local Public Contracts Law, **N.J.S.A. 40A:11-1 et seq.**, the City of Cape May (“City”) is requesting proposals for intensive level survey of historical resources.

All proposals shall be submitted to the Clerk’s Office City of Cape May, 643 Washington Street, Cape May, New Jersey on or before **WEDNESDAY, NOVEMBER 1st, 2017 at 10:00 A.M.**, at which time all proposals will be opened and read aloud for the following:

INTENSIVE LEVEL SURVEY OF HISTORICAL RESOURCES

At that time, all vendors and their respective proposals shall be announced to the public. After proposals are received and opened, but prior to completing the evaluation of the proposals, vendors may be given an opportunity to provide clarification regarding their submission.

Requests for Proposals or any additional information may be obtained at the City Clerk, (609) 884-9532, during regular business hours 8:30 A.M. to 4:30 P.M. Monday through Friday, excluding holidays, upon proper notice.

Required information can be found in the Request for Proposals package.

CITY OF CAPE MAY
REQUEST FOR PROPOSALS
INTENSIVE LEVEL SURVEY OF HISTORICAL RESOURCES

The City of Cape May is requesting proposals for an Intensive Level Survey of 200 properties to be completed by March 31, 2018. This Request For Proposals (“RFP”) is being made for a professional services contract pursuant to the New Jersey Local Public Contracts Law, **N.J.S.A. 40A:11-1 et seq.** All proposals shall be submitted on a form prepared by the bidder in compliance with the Bid Specifications, defined below.

The Bid Specifications for the Intensive Survey of Historical Resources are set forth on **EXHIBIT A**, and include a narrative description of the project. The selected firm shall be required to comply with all of the Bid Specifications (**EXHIBIT A-1**) and execute an Agreement for Professional Services (**EXHIBIT A-2**).

EXHIBIT A

BID SPECIFICATIONS

TERMS AND CONDITIONS

I. Introduction.

The City of Cape May (the “City”) will award an Agreement for Services (“Agreement”) to conduct an Intensive Level Survey for Historic Resources. The survey must be conducted in accordance with the Historic Preservation Office Guidelines for Architectural Survey. The results of the survey shall be compiled in a report that presents intensive level research, eligibility findings, and summarizes the overall survey effort.

The successful bidder shall be an Architectural Historian qualified in accordance with the National Park Services Professional Qualification Standards. The successful bidder must survey (200) two hundred historic resources; the first (100) one hundred shall be due on January 15, 2018, and the remaining (100) one hundred shall be due on March 15, 2018. All surveys must be approved by the New Jersey State Historic Preservation Office, and the City of Cape May.

II. Scope of Services.

A. The Intensive Level Survey shall consist of:

- 1) Preparation of New Jersey State Historic Preservation Office (“SHPO”) approved forms for two hundred historic resources, submitted in electronic and hard copy.
- 2) Preparation of element attachments and eligibility worksheets for properties identified as potentially individually eligible.
- 3) Assessment of “key-contributing”, “contributing”, and “non-contributing” status for all properties surveyed as part of the historic district.

B. Intensive Level Survey Report shall be prepared in accordance with Section 3.5 of the Guidelines for Architectural Survey. The report shall be comprised of thirty pages in single spaced format, not including additional survey forms, maps, photos and illustrations.

C. Intensive Level Survey Report Appendix shall be a complete listing of all properties within the boundaries of the designated historic district which are less than fifty years old and therefore, not to be surveyed at the intensive level. The list shall be organized by street address and include block and lot identification.

D. Survey Photography shall include at least one 3.5” x 5” color photograph of the entire principal elevation or view for every historic property in the intensive level survey. Additional photographs, which contribute to an understanding of the property’s significance should also be provided. The photographs shall be provided in hard copy and digital form.

E. GIS Mapping must be based on existing digital parcel maps and must include:

- 1) Existing parcel data.
- 2) Separate ArcView shapefiles based on that parcel data in the data structure provided by the HPO.
 - a) Historic District boundaries (polygons). Where the Historic District boundary coincides with a municipal boundary, the Historic District boundary must overlay the municipal boundary exactly.
 - b) Property locations (polygons, edited as necessary to accurately delineate the complete boundary of each individually surveyed property).
 - c) Geospatial metadata sufficient to satisfy the metadata reporting requirements of the NJDEP Geographic Information System Mapping and Digital Data Standards, 1998.
- 3) All digital data shall be submitted on disk or CD-ROM in the formats referenced above.
- 4) The GIS data shall serve as the basis for creating the 2" x 3" location map. The location map shall be saved as a digital image in JPEG format that will be included on the hard copy survey forms.

F. Scheduled timeline:

- | | | |
|----|------------------|-----------------------|
| 1) | January 15, 2018 | First 100 surveys due |
| 2) | March 15, 2018 | Final 100 surveys due |

III. Qualifications/Bidding/Award.

Qualified bidders will meet the following criteria:

- 1) Bidders must provide proof of its expertise and experience in assessment of residential structures and historical architecture.
- 2) Bidder meets the National Park Services Professional Qualification Standards. (Published in the Code of Federal Regulations, 36 CFR Part 61, and available online at http://www.nps.gov/history/local-law/arch_stnds_9.htm)
- 3) Experience conducting multiple assessments at one time.
- 4) Demonstrate an ability to produce comprehensive reports in a timely manner.

All prospective bidders must provide the following information:

The name of the bidder, and if the applicant is a corporation or other business entity licensed by the State of New Jersey the application shall include the names of all owners or principals owning five (5%) percent or more of voting and/or equity interest of the successful bidder and shall also designate a representative of such entity authorized to receive notices or other communications from the City;

The principal place of business of the applicant and all other addresses as listed in local telephone directories.

Satisfactory evidence of liability insurance coverage satisfying the requirements of paragraph V of these bid specifications.

A list of similar historic resource survey projects and contacts completed during the most recent 5 year period.

Any other information as required by the City Clerk and/or set forth in these specifications.

Each prospective bidder shall submit to the City a completed "Bidder Information Form" attached hereto as **EXHIBIT A-1** along with its bid. The submission of the bid and the bidder's signature on the Bidder Information Form indicates the bidder's acceptance of each and every term and condition contained herein and in the Agreement attached hereto as **EXHIBIT A-2**.

D. The Contract shall be offered to the bidder who exemplifies through this bidding process the ability to best accomplish all of the services required. The City reserves the right to reject any and all bids. All bids are subject to award by the City through the adoption of a confirmatory resolution of the City Council. It is anticipated that the City Council will consider authorizing such contract at its regular meeting on October 03, 2017. Any prospective bidder owing the City monies as a result of a previous contract or failing to successfully complete all surveys required in a previous contract, otherwise at the time bids are accepted shall NOT be deemed to be a "responsible bidder," and no bid will be accepted from that prospective bidder. The RFP submissions will be evaluated on Price, and other factors including but not limited to contractor integrity, record of past performance, and financial and technical resources.

The Agreement awarded to the successful bidder shall be governed by the terms and conditions set forth in the Agreement. Additionally, all terms and conditions set forth in this Bid Information Packet shall apply.

The successful bidder shall execute the Agreement in the form attached hereto within ten (10) days of the City Council resolution accepting the successful bidder's bid.

IV. General Requirements.

A. Prior to commencement of operations pursuant to any contract awarded hereunder, the successful bidder shall demonstrate compliance with all requirements imposed by these specifications, and the Grant Agreement (defined in Schedule A), and shall obtain all necessary licenses, certificates or other approvals required by any federal, state or local governmental authority, including, without limitation, the SHPO, and the Historic Preservation

Grant Fund Manual (available online at <http://grants.cr.nps.gov/hpf/docs/June2007HPFManual.pdf>) in order to provide the services set forth herein.

B. The successful bidder will be required to observe and comply with all present and future laws, ordinances, orders, rules, regulations and requirements of all federal, state and local governments, courts, departments, commissions, boards and any other body exercising functions similar to those of any of the foregoing, which may be applicable to successful bidders including, without limitation the Americans with Disabilities Act of 1990, P.L. 101-336, 104 Stat. 327, as same may be amended, appearing generally at 42 U.S.C. §12101, et seq., and all regulations and guidelines promulgated pursuant thereto (the “ADA”), the total of which may be referred to collectively herein as the “Applicable Laws”, except as provided herein.

C. The successful bidder shall, concurrently with the delivery of an executed Agreement, execute and deliver to the City Clerk a power of attorney in a form prescribed or approved by the City Attorney wherein and whereby the Owner shall appoint the City Clerk as his or her true and lawful attorney-in-fact for the purpose of acknowledging the service of any process from a court of competent jurisdiction, pursuant to the rules governing the procedure of such court, to be served against the owner by virtue of any business transacted or activity conducted in the City pursuant to the Agreement.

V. Insurances Required.

The successful bidder shall be required to provide satisfactory proof of combined single limit insurance coverage in the amount of TWO MILLION (\$2,000,000.00) DOLLARS. Any contract issued pursuant hereto shall remain effective only so long as the insurance policy shall remain in force to the full and collectible amounts as required by this paragraph. Failure to maintain insurance as provided herein shall constitute grounds for immediate cancellation of the Agreement, without notice or hearing.

EXHIBIT A-1

BIDDER INFORMATION FORM

Bidder: _____

Address: _____

Attn: _____

Title (President, Manager, etc.): _____

Telephone: _____

If Bidder is a Corporation, state:

All persons owning 5% or more of the outstanding shares: _____

Name of Corporation: _____

State of Incorporation: _____

President of Corporation: _____

Secretary of Corporation: _____

Designated Agent for Service of Process: _____

Agent's address: _____

Date: _____

By: _____

[Print below name & title of bidder representative signing this form]

EXHIBIT A-2

AGREEMENT FOR SERVICES

THIS AGREEMENT is entered into on the ____ day of _____, 2017, by and between CITY OF CAPE MAY, a municipal corporation with offices located at 643 Washington Street, Cape May, New Jersey 08204 (hereinafter referred to as the "City") and _____, a New Jersey corporation with offices located at _____ (hereinafter referred to as "Contractor"). The City and Contractor may collectively be referred to as the "Parties".

WITNESSETH:

WHEREAS, the City requires services for the completion of an Intensive Level Survey of historic properties within the City of Cape May to be conducted in accordance with New Jersey State Historic Preservation Office Guidelines for Architectural Survey (referred to as the "Project"). A list of properties to be surveyed is attached hereto as SCHEDULE A and by this reference made a part hereof; and

WHEREAS, the City desires to approve the selection of Contractor to perform these services and to enter into an agreement for services with Contractor in accordance with the terms and conditions set forth herein (the "Agreement"); and

WHEREAS, the City has been presented with a Certified Local Government grant in the amount of \$24,999.00 by the New Jersey State Historic Preservation Office ("SHPO") in order to complete an architectural survey, and the City has executed a Grant Agreement in connection with said grant (the "Grant") which is attached hereto as SCHEDULE A and by this reference made a part hereof, which contains as an attachment thereto a list of Two Hundred (200) properties to be surveyed; and

WHEREAS, Contractor agrees to perform all services in compliance and accordance with the Grant; and

WHEREAS, this Agreement is awarded pursuant to the Local Public Contracts Law, N.J.S.A. 40A:11-1, et seq., which provides for the award of a professional services contract for performance of work that is original and creative in character without competitive bids.

NOW, THEREFORE, with the foregoing recital paragraphs incorporated herein by this reference and in consideration of the mutual covenants and promises contained herein, and for other good and valuable consideration, the receipt and sufficiency of which is acknowledged, the parties hereto, intending to be legally bound hereby covenant and agree as follows:

1. The Project and Scope of Services Description. Contractor will provide the following services as set forth herein and subject to the terms and conditions of the Grant:

(a) The Intensive Level Survey shall be conducted in accordance to SHPO Guidelines for Architectural Survey which requires 2 sets of completed survey products at the time of completion, one for the City and one for SHPO, and shall include:

1) Preparation of New Jersey State Historic Preservation Office (“SHPO”) approved forms for two hundred historic resources, submitted in electronic and hard copy. (State of New Jersey, Dept of Environmental Protection, PO Box 420, Trenton, NJ 08625-0420, (609) 984-0141).

2) Preparation of element attachments and eligibility worksheets for properties identified as potentially individually eligible.

3) Assessment of “key-contributing”, “contributing”, and “non-contributing” status for all properties surveyed as part of the historic district.

(b) Intensive Level Survey Report shall be prepared in accordance with Section 3.5 of the Guidelines for Architectural Survey. The report shall be comprised of thirty pages in single spaced format, not including additional survey forms, maps, photos and illustrations.

(c) Intensive Level Survey Report Appendix shall be a complete listing of all properties within the boundaries of the designated historic district which are less than fifty years old and therefore, not to be surveyed at the intensive level. The list shall be organized by street address and include block and lot identification.

(d) Survey Photography shall include at least one 3.5” x 5” color photograph of the entire principal elevation or view for every historic property in the intensive level survey. Additional photographs, which contribute to an understanding of the property’s significance should also be provided. The photographs shall be provided in hard copy and digital form.

(e) GIS Mapping must be based on existing digital parcel maps and must include:

1) Existing parcel data.

2) Separate ArcView shapefiles based on that parcel data in the data structure provided by the HPO.

a) Historic District boundaries (polygons). Where the Historic District boundary coincides with a municipal boundary, the Historic District boundary must overlay the municipal boundary exactly.

b) Property locations (polygons, edited as necessary to accurately delineate the complete boundary of each individually surveyed property).

c) Geospatial metadata sufficient to satisfy the metadata reporting requirements of the NJDEP Geographic Information System Mapping and Digital Data Standards, 1998.

3) All digital data shall be submitted on disk or CD-ROM in the formats referenced above.

4) The GIS data shall serve as the basis for creating the 2" x 3" location map. The location map shall be saved as a digital image in JPEG format that will be included on the hard copy survey forms.

(f) Scheduled timeline:

- | | | |
|----|------------------|-----------------------|
| 1) | January 15, 2018 | First 100 surveys due |
| 2) | March 15, 2018 | Final 100 surveys due |

(g) Any additional requirements necessary to comply with the Grant and SHPO guidelines.

2. Fees. The fee to be paid to Contractor for the services to be rendered hereunder and the method of payment thereof shall also be as set forth in the Grant, subject, however, to the following:

(a) That 50% of payment of the fee shall be made upon completion of the first 100 surveys being rendered and accepted by the SHPO;

(b) That the remaining 50% of payment of the fee shall be made upon completion of the final 100 surveys being rendered and accepted by SHPO.

3. Compliance with Grant Agreement Terms and Conditions. Contractor shall comply with all of the terms and conditions of the Grant attached hereto as SCHEDULE A. Non-compliance with any of the terms and conditions of the Grant shall constitute a breach of this Agreement. Should the City lose any amount of funding as a direct or indirect result of Contractor's non-compliance with any of the terms and conditions of the Grant, Contractor hereby warrants to indemnify the City against any such loss of funding.

4. Standard of Care. In the performance of its professional services, Contractor will use that degree of care and skill ordinarily exercised under similar conditions in similar localities and no other warranties, express or implied, are made or intended in any of Contractor's proposals, contracts or reports. Contractor shall be entitled to rely upon the accuracy of data and information provided by the City or others without independent review or evaluation. Contractor shall perform its services in connection with applicable laws, rules, regulations and standards that are in effect as of the date of this Agreement.

5. Limitation of Liability; Insurance

(a) Contractor agrees to defend and hold harmless the City, its officers, agents and employees against all claims, demands, payments, suits, actions, recovery and judgments of every kind and description arising out of the performance of this Agreement brought or recovered against it by reason of any negligent, reckless or willful action or omission of Contractor, its agents or employees. The City hereby agrees to hold harmless Contractor, its officers, agents and employees against all third party claims, demands, payments, suits, actions, recovery and judgments for personal injury and property damages recovered against Contractor

which is caused any negligent, reckless or willful action or omission of City, its agents or employees.

(b) Contractor shall maintain comprehensive general liability insurance, with limit coverage to afford protection in an amount not less than \$2,000,000.00 combined single limit for injury or death to any one or more persons protecting the City as an additional insured against any and all claims for personal injury, death or property damage occurring in or upon the City's property or any part thereof; and worker's compensation insurance as required by New Jersey law.

(c) All such insurance shall be written by a good and solvent insurance company or companies of recognized standing, admitted to do business in the State of New Jersey, and reasonably acceptable to the City. All policies procured by Contractor shall be issued in the names and for the benefit of the City and Contractor, as their respective interests may appear. Contractor shall provide to the City, upon request, copies of certificates of insurance evidencing the coverage required hereunder. Contractor shall cause to be included in all such insurance policies a provision to the effect that the same will be non cancelable except upon not less than thirty (30) days prior written notice to the City, and that there will be no right of subrogation against the City.

6. Affirmative Action Rules. During the performance of this Agreement, Contractor agrees to abide by all applicable Department of the Treasury Affirmative Action Rules set forth at N.J.A.C. 17:27-3.1 et seq. as follows:

(a) Contractor or subcontractor, where applicable, will not discriminate against any employee or applicant for employment because of age, race, creed, color, national origin, ancestry, marital status or sex. Contractor will take affirmative action to ensure that such applicants are recruited and employed, and that employees are treated during employment without regard to their age, race, creed, color, national origin, ancestry, marital status or sex. Such action shall include, but not be limited to, the following: (i) employment, upgrading, demotion, or transfer; (ii) recruitment or recruitment advertising; (iii) layoff or termination; (iv) rates of pay or other forms of compensation; and (v) selection for training, including apprenticeship. Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Public Agency Compliance Officer setting forth provisions of this non-discrimination clause.

(b) Contractor or subcontractor, where applicable, will in all solicitations or advertisements for employees placed by or on behalf of Contractor, state that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status or sex.

(c) Contractor or subcontractor, where applicable, will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer advising the labor union or workers' representative of Contractor's commitments under applicable law, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) Contractor or subcontractor, where applicable, agrees to comply with the regulations promulgated by the Treasurer of the State of New Jersey ("Treasurer") pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time.

(e) Contractor or subcontractor, where applicable, agrees to attempt in good faith to employ minority and female workers consistent with the applicable county employment goals prescribed by N.J.A.C. 17:27-5.2 promulgated by the Treasurer pursuant to P.L. 1975, c. 127, as amended and supplemented from time to time, or in accordance with a binding determination of the applicable county employment goals determined by the Affirmative Action Office pursuant to N.J.A.C. 17:27-5.2 promulgated by the Treasurer pursuant to P.L. 1975, c.127, as amended and supplemented from time to time.

(f) Contractor or subcontractor, where applicable, agrees to inform in writing appropriate recruitment agencies in the area, including employment agencies, placement bureaus, colleges, universities, labor unions, that it does not discriminate on the basis of age, creed, color, national origin, ancestry, marital status or sex, and that it will discontinue the use of any recruitment agency which engages in direct or indirect discriminatory practices.

(g) Contractor or subcontractor, where applicable, agrees to revise any of its testing procedures, it necessary, to assure that all personnel testing conforms with the principles of job-related testing, as established by the statutes and court decisions of the State of New Jersey and as established by applicable Federal law and applicable Federal court decisions.

(h) Contractor or subcontractor, where applicable, agrees to review all procedures relating to transfer, upgrading, downgrading and layoff to ensure that all such actions are taken without regard to age, creed, color, national origin, ancestry, marital status or sex, and conform with the applicable employment goals, consistent with the statutes and court decisions of the State of New Jersey, and applicable federal law and applicable federal court decisions.

(i) Contractor or subcontractor, where applicable, shall furnish such reports or other documents to the Affirmative Action Office as may be requested from time to time in order to carry out the purposes of the regulations of the Treasurer promulgated under P.L. 1975, c.127, and public agencies shall furnish such information as may be requested by the Affirmative Action Office for conduction of a compliance investigation pursuant to Subchapter 10 of N.J.A.C. 17:27.

7. Termination of Agreement. This Agreement may be terminated by either the City or Contractor upon thirty (30) days' written notice in the event of a change in the Project, or an unforeseen circumstance, or upon substantial failure of the other party to perform in accordance with the terms of this Agreement. If terminated by the City without cause, Contractor shall be paid all sums due and owing as of the date of termination. If terminated by the City with cause, there shall be no further payment to Contractor.

8. Assignment. Services provided under this Agreement are for the exclusive use of City. Neither the City nor Contractor shall assign its interest in this Agreement without the written consent of the other.

9. Severability. Should any provision herein be found or deemed to be invalid, this Agreement shall be construed as not containing such provision, and all other provisions which are otherwise lawful shall remain in full force and effect, and to this end the provisions of this agreement are declared to be severable.

10. Other Agreements. There are no understandings or agreements between the Parties except as herein expressly stated.

11. Counterparts / Facsimile. This Agreement may be executed in one or more counterparts, including counterparts transmitted by facsimile, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

12. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of New Jersey, excluding choice of law rules thereof. Any and all actions to enforce or to interpret this Agreement shall be brought in the Superior Court of New Jersey, Cape May County.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the date first above written.

Attest:

THE CITY OF CAPE MAY

Patricia Harbora, City Clerk

BY:_____
Clarence F. Lear III., Mayor

Witness:

BY:_____

Scope of Work 2017/18 List of Properties to be Surveyed

36 Mt. Vernon	1012	2	
32 Second	1012	3	CON
22 Second	1012	4	CON
20 Second	1012	5	
18 Second	1012	6	NCON
16 Second	1012	7.01	CON
14 Second	1012	8	CON
12 Second	1012	9	
6 Second	1012	10,11,12	
104 Second	1013	11	CON
100 Second	1013	12	CON
33 Second	1014	1	CON
28 Mt. Vernon	1014	2	
24 Mt. Vernon	1014	3	NCON
32 Mt. Vernon	1014	4	
30 First	1014	5	NCON
28 First	1014	6	
26 First	1014	7	CON
24 First	1014	8	
22 First	1014	9	CON
20 First	1014	10	CON
18 First	1014	11,12	CON
301 S. Beach	1014	13,14	
303 Beach	1014	15	NCON
305 Beach	1014	16,17	CON.
19 Second	1014	18	
21 Second	1014	19	
17 Second	1014	20	
23 Second	1014	21	
25 Second	1014	22	
27 Second	1014	23	
27.5 Second	1014	24	
29 Second	1014	25	
106 First	1015	4.01	CON
104 First	1015	5	NCON
706 Corgie	1077	1	CON
710-712 Corgie	1077	2	CON
714 Corgie	1077	3	CON
716 Corgie	1077	4	CON
722 Corgie	1077	5	CON
726 Corgie	1077	6	CON
614 Jefferson	1077	7,8	CON
727 Page	1077	9	CON
725 Page	1077	10,11	CON
723 Page	1077	12	CON
721 Page	1077	13	not rated
507 Pearl	1077	14	
509 Pearl	1077	15	
511 Pearl	1077	16	CON
1208 New York	1131	3,4	CON

1214 New York	1131	8,9.01	
1216 New York	1131	9.02-10	CON
1218 New York	1131	11,12	CON
1220 New York	1131	13,14,15	CON
106 Trenton	1131	17,18	CON
104 Trenton	1131	19	CON
1229 New Jersey	1131	20,21	CON
1225 New Jersey	1131	22,23,24	CON
1217 New Jersey	1131	25,26,27,28	
1211 New Jersey	1131	29,30	CON
1207 New Jersey	1131	31	
1203 New Jersey	1131	32,33,34	
1201 New Jersey	1131	35,36	
115 Reading	1131	37	KEY
1239 New York	1132	27	CON
1201 New York	1132	48	CON
1352 Washington	1144	6,7-11	NCON
1374 Washington	1144	16	CON
1376 Washington	1144	17,18	NCON
1380 Washington	1144	19,20	CON
1366 Lafayette	1145	1,2	NCON
1370 Lafayette	1145	3	CON
1372 Lafayette	1145	4	CON
1374 Lafayette	11145	5	
1382 Lafayette	1145	6	CON
1386 Lafayette	1145	7	KEY
1390 Lafayette	1145	8	
1381 Lafayette	1145	9	
1385 Washington	1145	10	CON
1379 Washington	1145	11,12	CON
1377 Washington	1145	13,14	CON
1367 Washington	1145	15,18	NCON
1365 Washington	1145	16	CON
1361 Washington	1145	17	NCON
5 - 7 Trenton	1146	1.01,3,4,5	KEY
1318 New Jersey	1146	8,9	
1317 New Jersey	1146	10,6,7,11-24	
1307 Beach	1146	25,26.01	KEY
1301 Beach	1146	26.02,27,28	KEY
1304 New York	1147	3,4,5	CON
1331 New Jersey	1147	22	
1327 New Jersey	1147	23,24	
1323 New Jersey	1147	25,26	CON
1319 New Jersey	1147	27,28	
1315 New Jersey	1147	29,30,31	CON
1311 New Jersey	1147	32,33	
1307 New Jersey	1147	34,35,36	CON
1303 New Jersey	1147	37	
1301 New Jersey	1147	38	
1325 New York	1148	23,24	CON
1321 New York	1148	25,26,27.01	CON
1317 New York	1148	28,29,27.02	CON

1311 New York	1148	30,31,32	CON
1309 New York	1148	33,34,35	CON
1305 New York	1148	36,37,38	CON
1301 New York	1148	39,40	CON
1307 Maryland	1149	42,43	NCON
1305 Maryland	1149	44,45	CON
1301 Maryland	1149	46,47	CON
1492 Washington	1160	1	
1488 Washington	1160	4.01-,4.05	
1484 Washington	1160	4.02	
1505 Yacht aka #5	1160	6,6.01,7	CON
1507 Yacht	1160	8,8.01,9	CON
1511 Yacht	1160	10,10.01,11	CON
1515 Yacht aka #35	1160	13,14,14.01	CON
1517 Yacht aka #37	1160	15,15.01	CON
1519 Yacht	1160	16	CON
1521 Yacht aka #41	1160	17,17.01	CON
1523 Yacht aka #43	1160	18,18.01	CON
1525 Yacht aka #45	1160	19,19.01	CON
1529 Yacht	1160	21,21.01	CON
1531 Yacht	1160	22	CON
1537 Yacht	1160	24	CON
1539 Yacht	1160	25	CON
1530 Yacht	1160	28,28.01	CON
1528 Yacht	1160	29,30-33.01	CON
1522 Yacht	1160	38,38.01	
1400 New Jersey	1161	1.01	
1404 New Jersey	1161	1.02	
1408 New Jersey	1161	1.03	
1412 New Jersey	1161	1.04	
1416 New Jersey	1161	1.05	
1420 New Jersey	1161	1.06	
1424 New Jersey	1161	1.07	
1428 New Jersey	1161	1.08	
1429 New Jersey	1161	1.09,1.10	
1421 New Jersey	1161	1.11	
1417 New Jersey	1161	1.12	
1413 New Jersey	1161	1.13	
1409 Beach	1161	1.14	
1405 Beach	1161	1.15	
1401 Beach	1161	1.16	
1401 New Jersey	1162	1.03	
1405 New Jersey	1162	1.04	
1409 New Jersey	1162	1.05	
1413 New Jersey	1162	1.06	
1417 New Jersey	1162	1.07	
1421 New Jersey	1162	1.08	
1425 New Jersey	1162	1.09	
1429 New Jersey	1162	1.10	
1500 New Jersey	1174	1	CON
1502 New Jersey	1174	2,3	CON
1506 New Jersey	1174	4	

1520 New Jersey	1174	5,6-14	
1521 Beach	1174	15,16	CON
1519 Beach	1174	17,18	CON
1517 Beach	1174	19,20,21	CON
1515 Beach	1174	22,23	CON
1513 Beach	1174	24,25	
1507 Beach	1174	26,27	KEY
1501 Beach	1174	28,29	KEY
1537 New Jersey	1175	2,3.01	
1527 New Jersey	1175	3.02,4	
1525 New Jersey	1175	5	
1523 New Jersey	1175	6	
1515 New Jersey	1175	7,8,9,10	CON
1513 New Jersey	1175	11,12,13	
1505 New Jersey	1175	14,15	
1501 New Jersey	1175	16	
7 Wilmington	1185	10.01	
1624 New Jersey	1185	10.02	
1 Wilmington	1185	11	
1625 Beach	1185	12,13	
1621 Beach	1185	14,15,16,8	
1613 Beach	1185	17,18,19	
1611 Beach	1185	20,21.01	
1607 Beach	1185	21.01,22	
1601 Beach	1185	23,24	KEY
1600 New Jersey	1185	25	
1602 New Jersey	1185	26	
1608 New Jersey	1185	27	
1627 New Jersey	1186	2	
1625 New Jersey	1186	3	NCON
1623 New Jersey	1186	4,5	CON
1619 New Jersey	1186	6,7,8	CON
1615 New Jersey	1186	9,10,11	CON
1611 New Jersey	1186	12,13,14	CON
1605-1607 New Jersey	1186	15,16,17,18.01	CON
1603 New Jersey	1186	18.02,19	

APPENDIX 2

Investigator Qualifications



Emily T. Cooperman, MS, PhD

Senior Architectural Historian

Cultural Resources

Education

University of Pennsylvania;
M.S., Historic Preservation;
P.D., History of Art

Amherst College; B.A.,
French & English

Credentials

36 CFR 61 Federally
Qualified Principal
Investigator for Architectural
History

Affiliations

Philadelphia Historical
Commission, Commissioner
and Historian Chair

Philadelphia Chapter,
DOCOMOMO, Member,
Board of Directors

Chestnut Hill Historical
Society, Philadelphia,
Member, Board of Directors

Dr. Cooperman joined PS&S in 2017 after working closely with the firm as a subcontractor in the capacity of Principal Investigator for Architectural History. Dr. Cooperman has authored multiple successful National Register and National Historic Landmark Nominations for renowned American modern buildings, as well as specialized studies to record and preserve mid-century modern landmarks. Her NHL projects include the first such designation for a project by the internationally significant architect Louis I. Kahn. The unusual combination of the depth of her scholarly training and extensive experience allows Dr. Cooperman to work effectively and efficiently in surveys of resources of a broad range of dates, types, and geographic locations. She substantially exceeds the federal standards for architectural history. Dr. Cooperman's experience includes all phases of cultural resource management regulation compliance, from due diligence studies to mitigation efforts and expert testimony. The quality of her work has garnered excellent working relationships with regulators in multiple states. Among other experience, Dr. Cooperman previously served as the Director of Research for the Architectural Archives of the University of Pennsylvania.

Relevant Experience

University of Pennsylvania, Alfred Newton Richards Medical Research and Goddard Laboratories Buildings – Philadelphia, PA*: Historic Preservation Consulting, Landscape Masterplan, Olin Partners. Preparation of successful National Historic Landmark Nomination. First National Historic Landmark for a project by internationally significant architect Louis I. Kahn.

General Motors Technical Center – Warren, MI*: Project historian and principal author for National Historic Landmark Nomination for Eero Saarinen/Thomas Church post-World War II corporate campus, with Preservation Design Partners, for Michigan State Historic Preservation Office. This nomination addressed the site as establishing Saarinen's international reputation independent of his father, and his working method with key collaborators, including this corporate client.

Beth Sholom Synagogue – Elkins Park, PA*: Grant application author and project manager, Constructability Logistics and Magnitude Budget, Synagogue Glazed roof, funded by the Heritage Philadelphia Program of the Pew Charitable Trusts (2010-2011); Project historian and owner's representative, Visitor Center design and construction (2008-2010); Grant application author, project historian, and project manager, Getty Foundation Architectural Conservation Assessment (2008-2010); Preparation and Presentation of National Historic Landmark Nomination (2004-2005).

New York State Pavilion, 1964-5 World's Fair – New York, NY*: Preparation of National Register of Historic Places Nomination and National Historic Landmark Nomination of Philip Johnson landmark for World Monuments Fund.

Casa Enrico Fermi – Philadelphia, PA*: Section 106 Compliance consultation and documentation. Consultant to property owner for HUD-funded alterations and additions to 1960s Modernist apartment building by architect Oskar Stonorov, including participation



Emily T. Cooperman, MS, PhD

continued

in public meetings and negotiation with interested parties, architects, Philadelphia Historic Preservation Commission staff, and HUD officials.

Confidential Utility Client, Cape May Substation Upgrades – Cape May City, NJ: Principal Investigator for Architectural History, Phase IB and Phase II Cultural Resource Investigations.

Confidential Utility Client, Lincoln to Union 138kv Line Project – Vineland City and Maurice River Township, Cumberland County, NJ: Principal Investigator for Architectural History, Phase IB and Phase II Cultural Resource Investigations.

Blithewold - Bristol, RI*: Principal author and investigator for National Historic Landmark Nomination for Country Place era estate.

Fairmount Park – Philadelphia, PA*: Author for update to large urban park historic district to development substantial addition of information to provide the basis for 106 compliance for federal projects in the park.

Preservation Alliance for Greater Philadelphia – Philadelphia, PA*: Preparation of National Register of Historic Places Nomination, Tindley Temple United Methodist Church (2010); Preparation of Multiple Property Documentation Form, African American Churches of Philadelphia (2010); Historical Research and Designation Training for Partners for Sacred Spaces, African-American congregations in Philadelphia (2009); Preparation of Statement of Significance, City of Philadelphia Washington Square West Historic District (2009); Preparation and Coordination of Thematic and Geographic Historic Context Essays, Preservation Plan for Philadelphia Phase I (2008-2010); Preparation of Inventory and Historical Designation Priorities Analysis of Philadelphia Historic African-American Church Resources (2008); Project Manager, Assessment of Existing Information and Recommendations for Future Action Report, Historic Districts in Philadelphia.

Temple Adath Israel – Merion, PA*: Preparation of Historic Resource Impact Study under Lower Merion Township zoning code and expert testimony for additions and alterations to Pietro Belluschi-designed 1950s synagogue.

*Work performed prior to joining PS&S



Matthew S. Tomaso, RPA

**Director, Cultural Resources
Environmental Services**

Mr. Tomaso has 29 years of diverse experience as a professional archaeologist, historian and cultural resource specialist, in both the regulatory/compliance and academic fields. He directs PS&S's cultural resource management practice and is well-versed in federal, regional, state and local regulatory requirements for archaeology, architectural history and preservation planning throughout the tri-state region. Mr. Tomaso's work has achieved a very high rate of concurrence with municipal, state and federal review authorities – saving PS&S clients from the costs and time commitments of lengthy cultural resource review processes.

Education

University of Southern
Maine: B.A., *summa cum
laude*, Anthropology and
Geography

University of Texas, Austin:
M.A., *summa cum laude*,
Anthropology
Completed coursework
toward Ph.D.

Credentials

Registered Professional
Archaeologist

360 CFR 800 Principal
Investigator as an
Archaeologist & Historian

OSHA 40-Hour HAZWOPER
Certified

Relevant Experience

West Deptford Energy Station, Cultural Resource Investigations – West Deptford, Gloucester County, NJ: This complex, multi-year investigation of several significant and potentially significant prehistoric and historic archaeological sites involved a broad spectrum of cultural resource management processes and reports, including every conventional phase of archaeological and historic architectural investigation. The final phase involved monitoring and investigation of two National Register eligible archaeological sites during construction and was completed in August of 2013. Each of PS&S' several work products that have resulted from these efforts has received timely approval from SHPO, and our work successfully prevented delays in the construction schedule.

Passaic Valley Sewerage Commission (PVSC) – FEMA Hazard Mitigations: In response to Superstorm Sandy, PVSC, PS&S and FEMA worked toward the design of a floodwall, standby power system, and stormwater management system to mitigate against potential future flood damage to the PVSC's Newark plant, the fifth highest capacity sanitary treatment works in the United States. FEMA's involvement necessitated compliance with Section 106 of the National Historic Preservation Act. Partly surrounded by historic railroad districts, the original historic elements of the PVSC's Newark facility are, in themselves, elements of an historic district important to the history of sanitary engineering and the broad architectural movement known as City Beautiful. PS&S' cultural resource management team assisted designers in the adjustment of the hazard mitigation's design to minimize impacts on the historic district and recharacterized the district to assist in its future management. PS&S' comprehensive Phase IA study and cultural resource management recommendations, completed in support of a FEMA Environmental Assessment were approved by both NJHPO and FEMA upon its first round of formal regulatory review. NJHPO complimented the organization, thoughtfulness and comprehensiveness of the report in their review letter.

Feltville Archaeological Project – Berkeley Heights, Union County, NJ*: Director of several academic and regulatory compliance projects conducted at the National Register District of Feltville/Glenside Park (1999 - present) within the Olmsted-designed and National Register-eligible Union County park system. Project has resulted in several academic publications, conference presentations and compliance reports. Recent projects have included design consultation and archaeological testing for below-ground utility placements and quality assurance and archaeological monitoring for the rehabilitation of an historic building. The report resulting from the latter study was hailed by SHPO as an important contribution to an understanding of the Historic District.



Matthew S. Tomaso, RPA
continued

Affiliations

Society for American
Archaeology (SAA)

SAA Awards Committee
for Excellence in Cultural
Resource Management

American Cultural Resource
Association

Archaeological Society of
New Jersey

Eastern States
Archaeological Federation

Council for Northeast
Historic Archaeology

Society for Historical
Archaeology

Society for Industrial
Archaeology

Sigma Xi National Science
Honors Fraternity

Lakehurst Railroad Shops – Lakehurst, NJ*: Wrote the final report for the largest Archaeological Data Recovery project ever conducted under New Jersey Pinelands Commission Jurisdiction. The Lakehurst Railroad Shops was a well-preserved railroad repair and maintenance yard associated with the early economic development of Ocean County. Work was performed in support of Pinelands construction permitting.

Elizabethtown Gas, Pipeline Replacements: PS&S is assisting Elizabethtown Gas with multiple phases of cultural resource management services for projects involving historic districts, historic buildings and archeological sites in Warren and Hunterdon Counties. PS&S successfully negotiated a time-sensitive scope of work with SHPO for improvements to a section of pipeline within an historic property and worked with the client to avoid potential impacts to an historic district. PS&S has also completed three Phase I and two Phase II investigations for a total of approximately 17 miles of replacement pipeline and is working on additional studies and mitigations.

*Work performed prior to joining PS&S