



ATTACHMENT 7

Cultural Resources Technical Report

Glassboro-Camden Line EIS
November 2020

Prepared by:



Prepared for:



Project information contained in this document, including estimated limits of disturbance that could result with construction or operation of the proposed GCL, is based on conceptual design parameters that represent a reasonably conservative basis for conducting environmental analyses. As the proposed GCL is advanced through preliminary engineering and construction, efforts will continue to be made to further refine the design and minimize the project footprint. These refinements may result in the potential to avoid and further reduce the adverse effects outlined in this document and as described within this Environmental Impact Statement.

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1 INTRODUCTION

This attachment describes the historic architectural and archaeological resources within the area of potential effects (APE) of the proposed Glassboro-Camden Line (GCL). Applicable State of New Jersey legislation governing the protection of historic resources includes Chapter 268 of the New Jersey State Register Law of 1970 and the New Jersey Executive Order 215 (EO215). A summary of the studies completed and an outline of the studies and tasks that need to be performed in order to complete the National Historic Preservation Act, Section 106 process and/or the EO215 process are provided. Relevant agency correspondence, reports, and submittals are also attached (refer to Appendices 7A through 7C).

1.1 Project Description

The GCL is a proposed 18-mile expansion of transit service in Southern New Jersey that would traverse eleven communities between the City of Camden (Camden County) and the Borough of Glassboro (Gloucester County). The proposed GCL would restore passenger rail service primarily along an existing Conrail freight corridor using light rail vehicles similar to the NJ TRANSIT River LINE. In general, this new transit service would operate at grade, but some portions would be grade-separated over existing roads and waterways. The proposed GCL would run on new dedicated tracks and/or be separated from the freight trains temporarily, allowing the current Conrail freight operations to continue. The proposed project would provide 14 new transit stations, including five walk-up stations, four moderate park-and-ride stations and five proposed park-and-ride stations, and two vehicle maintenance facilities (VMF). The proposed GCL would provide connections (in Camden) to Philadelphia, Trenton, and other points in the region via the PATCO Speedline, the NJ TRANSIT River LINE, and NJ TRANSIT bus routes.

2 PRINCIPAL CONCLUSIONS

Background research for an original reconnaissance survey and three subsequent addendums indicates that there are 11 historic districts and six historic individual properties within the APE; five of the properties have been listed in the National Register and State Register (three historic districts; two historic individual properties) and 12 of the properties (eight historic districts; four historic individual properties) have been determined eligible for listing in the National Register and State Register. Additionally, a total of 17 intensive-level forms were submitted to the New Jersey Historic Preservation Office (NJ HPO) for review on March 11, 2020; 11 historic properties—six individual historic properties and five properties that contribute to eligible historic districts—have been recommended eligible for listing in the National Register, while the remaining six have been recommended not eligible.

With regards to archaeological resources, a series of Phase IA archaeological surveys from 2013 through 2018 determined that a total of 19 locations will require Phase IB investigations. The 19 locations are considered moderately to highly sensitive for the presence of precontact and historical archaeological resources.

2.1 Ongoing Consultation

2.1.1 Architectural Resources

In a response dated April 23, 2020, upon review of the intensive-level forms, NJ HPO requested a complete cultural resources report accompanied by the APE maps and figures. The purpose of this Historic Architecture Intensive-Level Survey Report will be to summarize the results of all intensive-level surveys (individual properties and historic districts/streetscapes).

Further, a preliminary list of potential consulting parties has been developed, but outreach has not yet occurred. The consulting party list was submitted to NJ HPO for review and approval on March 11, 2020. Any party who replies “yes” should be afforded the opportunity to comment on the reconnaissance and intensive-level surveys, as well as subsequent documentation, including archaeological surveys, the determination of effect report, and the resolution of adverse effects. At least one consulting party meeting should be held. NJ HPO has suggested that a public involvement plan be developed for the project to guide all consulting party and public participation. NJ HPO did not offer any feedback on the consulting party list in their April 23, 2020 response.

An assessment of the project’s potential impacts to all National Register-listed and eligible properties will be required in a Determination of Effects Report after NJ HPO concurrence with the results of the intensive-level surveys and once the project designs have progressed far enough to have approximate right-of-way acquisitions and temporary construction easements. The impacts to all historic properties will be assessed within the same report.

2.1.2 Archaeological Resources

Future Phase IB investigations would require additional tasks to be completed, including the finalization of Letters of Intent to Enter, which would encompass the identification of all properties requiring an archaeological assessment; a solution determination for hazardous waste issues at the appropriate locations prior to the onset of field work; and a determination of the potential for deferral of Phase IB testing at four Test Areas (TAs).

TAs 1 through 3 in Camden and TA 12 in Glassboro Borough are each eligible for deferred Phase IB testing due to access, safety, or hazardous waste issues. At TA 1, a Phase IB field survey is recommended provided the demolition of the two-story rowhouses originally on the site did not severely affect the subterranean deposits on the block. A combination of mechanically excavated trenches and strategically placed shovel test pits (STPs) would provide an adequate testing strategy at this location. TA 2 is comprised of a corridor that passes through former residential blocks, the demolition of which and successive highway construction may have left large quantities of debris overlying the potentially intact surfaces. Therefore, systematic mechanical trenching followed by STP excavation of potential intact surfaces is the recommended Phase IB method throughout TA 2. Testing at TA 3 may also be problematic due to hazardous waste issues related to the former hosiery manufacturing business that occupied the site—particularly at the location of the dye house, which appears to have been covered by asbestos. Similar to portions of TA 2, it is recommended that a Phase IB survey include mechanical trenching followed by STP

excavation of intact surfaces if present. Finally, as TA 12 was a former rail yard, the potential of archaeological resources and hazardous materials contamination is present. Before TA 12 can undergo Phase IB investigation that will include systematic shovel testing at standard intervals, data from an assessment of the presence of hazardous materials must be provided.

Depending on the results of the Phase IB archaeological survey, additional studies may be required. If the Phase IB survey identifies archaeological site(s) that warrant additional work, Phase II Archaeological Evaluation Survey investigations would be required. Should a Phase II survey result in the project having an adverse effect on one or more eligible archaeological sites, a Memorandum of Agreement (MOA) would need to be prepared to outline minimization and mitigation measures. Per the MOA, all mitigation stipulations would be required to be completed within an agreed-upon period of time.

2.1.3 Potential Cultural Resources Effects and Mitigation

Should the effect analysis result in the project having an adverse effect on one or more historic properties, a MOA will need to be prepared to outline minimization and mitigation measures. Per the MOA, all mitigation stipulations will have to be completed within an agreed-upon period of time.

3 LEGAL AND REGULATORY CONTEXT

Historic resources are protected under Federal law through Section 106 of the National Historic Preservation Act of 1966, as amended. Applicable State of New Jersey legislation governing the protection of historic resources includes Chapter 268 of the New Jersey State Register Law of 1970 and EO215.

3.1 Inventory of Resources

The regulations developed under Section 106 of the National Historic Preservation Act require that prior to approval of federal funds or permits, agencies must consider a project's impacts on any district, site, building, structure, or object that is included in, or eligible for inclusion in, the National Register of Historic Places (National Register), and, if SHPO determines that the project has an adverse effect on historic resources, give the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on an undertaking. A project is considered to have an adverse effect on resources if it changes the quality or cultural characteristics (i.e. "character-defining features") that render them eligible for listing in the National Register.

Historic properties of national, state, and local significance may be nominated to the National Register and the New Jersey Register of Historic Places (New Jersey Register) following evaluation of potential historic resources. The National Park Service, which administers the National Register, has established criteria for the evaluation of the significance of potential historic and/or archaeological properties (i.e. evaluating their eligibility for listing in the National Register). As set forth in the guidelines (36 CFR 60.4):

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

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

The evaluation process is conducted at the state level by the State Historic Preservation Office (SHPO) and at the federal level by the National Register staff of the Department of the Interior. Listing in the New Jersey Register requires the approval of the New Jersey State Historic Preservation Officer. Listing in the National Register requires the approval of both SHPO and the Secretary of the Interior. SHPO, acting on behalf of the Advisory Council on Historic Preservation, is responsible for historic reviews under Section 106 of the National Historic Preservation Act and other relevant federal legislation.

3.2 Assessing Effects

ACHP has developed criteria to determine whether a proposed project would have an effect on a property listed in, or eligible for listing in, the National Register. The ACHP guidelines define effect and adverse effect in 36 CFR 800.5, Subsection (a)(1), as follows:

- (a) *Apply criteria of adverse effect.* In consultation with SHPO, the Tribal Historic Preservation Office (THPO), and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The agency official shall consider any views concerning such effects which have been provided by consulting parties and the public.
 - (1) *Criteria of adverse effect.* An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

3.3 Adverse Effect Finding

An adverse effect is further defined in Subsection (2)(i-vii), as follows:

Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:

- (i) Physical destruction of, or damage to, all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

4 ARCHITECTURAL RESOURCES

4.1 Determination of Area of Potential Effects

The APE is the area in which the proposed project is most likely to have impacts on cultural resources. The APE includes the area that may be affected by direct physical impacts, such as demolition or alteration of a resource, or by indirect contextual impacts such as changes in the visual character of the surrounding neighborhoods, or in the view from a resource. The potential effects of temporary project actions (i.e., access roads, staging areas, construction noise, and dust and vibration) were also considered in the determination of the APE.

On August 7, 2013, representatives from A.D. Marble and NJ HPO conducted a windshield survey of the project area to define the APE for historic architecture. In areas where impacts would be limited to the existing right-of-way of the Conrail freight corridor (former West Jersey and Seashore Railroad/Pennsylvania Reading Seashore Lines) and the existing right-of-way of the NJ TRANSIT River LINE, the APE is the existing railroad right-of-way. In areas where there is a potential for direct or indirect (including visual) impacts beyond the existing right-of-way, the APE is larger to account for all potential impact types. The cut-off date for identification of resources was set as those aged fifty years or older due to the projected EIS completion (initially 2015; revised to 2018).

4.2 Methodology

For the reconnaissance surveys, background research included an examination of the online and paper files of NJ HPO to determine if any National Register/State Register of Historic Places (State Register)-listed or -eligible properties were within the APE, as well as whether there were any previously identified but unevaluated historic resources in the APE. Previously completed historic architecture surveys within the vicinity of the project area were also reviewed. Additionally, historic Sanborn Fire Insurance Maps from the 1880s to 1950 and aerial photography from the 1930s to 1970s were also examined for property information and construction dates. Reconnaissance-level field work included a windshield survey of the APE to capture at least one photograph and basic field notes for every property over 50 years in age.

Relative to the intensive-level surveys that have been completed, detailed research was conducted for each property, including a review of deeds and other land records (as applicable), historic Sanborn Maps, additional historic maps and atlases, historic aerial photography, and other primary and secondary sources. Repositories consulted included the Camden and Gloucester county recorders of deeds, Camden and Gloucester county historical societies, and the New Jersey state library and archives in Trenton. Field work included a site visit to each property to document the property with digital photography and field notes.

As a result of an original reconnaissance survey and three subsequent addendums intended to capture revised limits of disturbance and historic properties that had reached 50 years of age, intensive-level surveys were recommended for 25 potentially eligible historic resources, including 18 individual properties and seven historic districts. To date, intensive-level survey forms have been completed for 17 individual properties, including 14 buildings, two cemeteries, and one bridge; intensive-level survey revealed that one of the properties, Farr & Bailey Manufacturing Company at 726 Kaighn Avenue, Camden, had been recently demolished.

4.3 Historic Districts

Background research for the original reconnaissance survey and the three subsequent addendums noted that there are 11 historic districts within the APE; three of the districts have been listed in the National Register and State Register, and eight of the districts have been determined eligible for listing in the National Register and State Register. The 11 historic districts are as follows:

- Noreg Village Historic District (Brooklawn Borough, Camden County; Eligible)
- Cooper Plaza Historic District (Camden City, Camden County; Eligible)
- Cooper Plaza Historic District Extension (Camden City, Camden County; Eligible)
- South Camden Historic District (Camden City, Camden County; Listed)
- NY Shipbuilding Corporation Historic District (Camden City, Camden County; Eligible)
- Millville & Glassboro Railroad Historic District (Glassboro Borough, Gloucester County to Millville City, Cumberland County; Eligible)

- New Jersey State Teachers College at Glassboro Historic District (Glassboro Borough, Gloucester County; Eligible)
- Wenonah Historic District (Wenonah Borough, Gloucester County; Eligible)
- Newton Historic District (Woodbury City, Gloucester County; Listed)
- Woodbury Historic District (Woodbury City, Gloucester County; Eligible)
- Green Era Historic District (Woodbury City, Gloucester County; Listed)

Of the 17 intensive-level forms submitted to NJ HPO for review on March 11, 2020, five historic properties have been determined to contribute to an eligible historic district and have been recommended eligible for listing in the National Register. Four of these properties are located within the National Register-eligible Woodbury Historic District, and one property is located within the State Register-listed and National Register-eligible Green Era Historic District; each property is described briefly herein.

- *85 Aberdeen Place, Woodbury* – The property consists of a circa-1913 two-and-one-half-story, wood frame vernacular dwelling and a circa-1950 one-story, wood frame garage on a 0.09-acre lot located at the southwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible and locally designated Woodbury Historic District.
- *86 Aberdeen Place, Woodbury* – The property consists of a circa-1925, two-story, wood frame vernacular dwelling and a circa-1925, one-story, wood frame garage on a 0.12-acre lot located at the northwest corner of Aberdeen Place and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible and locally designated Woodbury Historic District.
- *77 East Centre Street, Woodbury* – The property consists of a circa-1925 two-story, wood frame dwelling; a circa-1950, one-story, concrete block garage; and a modern pre-fabricated shed on a 0.24-acre lot located at the southwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible Woodbury Historic District.
- *78 East Centre Street, Woodbury* – The property consists of a circa-1920 two-story, wood frame vernacular dwelling and a circa-1925 one-story, wood frame garage on a 0.23-acre lot located at the northwest corner of E. Centre Street and Railroad Avenue in the city of Woodbury, Gloucester County, New Jersey. The property is located within the National Register-eligible Woodbury Historic District.
- *7 N Evergreen, Woodbury* – The property consists of a circa-1910 two-story, wood frame dwelling and a circa-1920 one-story, wood frame garage on a 0.3-acre lot located at the northwest corner of N. Evergreen Avenue and Cooper Street in the city of Woodbury, Gloucester County, New

Jersey. The property is located within the State Register-listed and National Register-eligible Green Era Historic District.

4.4 Individual Properties

Background research for the original reconnaissance survey and the three subsequent addendums noted that there are six historic individual properties within the APE; two of the properties have been listed in the National Register and State Register, and four of the properties have been determined eligible for listing in the National Register and State Register. The six historic properties are as follows:

- Brooklawn Traffic Circle (Brooklawn Borough, Camden County; Eligible)
- South Jersey Gas, Electric & Traction Company Building (Camden City, Camden County; Listed)
- Bartholomew Roman Catholic Church (Camden City, Camden County; Eligible)
- Glassboro Train Station (Glassboro Borough, Gloucester County; Eligible)
- Jesse Chew House (Mantua Township, Gloucester County; Listed)
- Wenonah Train Station (Wenonah Borough, Gloucester County; Eligible)

Of the 17 intensive-level forms submitted to NJ HPO for review on March 11, 2020, six individual historic properties have been recommended eligible for listing in the National Register, each of which are described briefly herein.

- *John G. Whittier School, 740 Chestnut Street, Camden* – The property consists of a 1910-11 three-story brick school building with 1922 and 2017 additions on a 1.57-acre lot occupying the block bounded by Chestnut, S. 8th, Sycamore, and Maurice streets in Camden City, Camden County, New Jersey.
- *Owens Illinois Glass Company, 70 Sewell Street, Glassboro* – The property is comprised of six tax parcels totaling approximately 34.1 acres and is situated on the southwest side of Sewell Street in Glassboro, Gloucester County. The extant 1918 industrial plant housed a glass bottle factory from 1918 to 1929, and later functioned as a metal and plastic bottle closure (bottle cap) factory from 1937 to 1995. The plant consists of the original 1918 core (which included a furnace room, manufacturing plant, storehouse, wooden box shop, and machine shop), as well as several mid-to late-twentieth-century additions. Five small ancillary buildings/structures are also present on the property: a circa-1953 fire pump house; a circa-1953 water tank; a circa-1953 railroad siding; a circa-1960 utility meter building; and a circa-1980 garage. The property currently houses the Route 55 Industrial Center.
- *J.R. Quigley Company Office and Store, 811 Market Street, Gloucester* – The property consists of a 1929 two-story, brick, detached commercial building (currently in use as a church) on a 0.34-acre lot at the northwest corner of Market Street and Washington Avenue in Gloucester City,

Camden County, New Jersey. The property is currently recommended individually eligible as a rare, intact, local example of an Art Deco-style commercial building.

- *Sewell Train Station, 782 Atlantic Avenue, Sewell (Mantua Township)* – The property consists of a circa-1888 two-story, wood frame, Stick-style railroad station on a 0.33-acre lot located on the northwest corner of Atlantic Avenue and Center Street in the unincorporated community of Sewell, Mantua Township, Gloucester County, New Jersey. It is also recommended eligible as a contributing feature to the proposed West Jersey Railroad Main Line Historic District – Camden to Glassboro.
- *856 Main Street, Sewell (Mantua Township)* – The property consists of a circa-1920, two-story, stone-clad, wood frame, Colonial Revival-style dwelling; a circa-1920, one-story, cinderblock animal shelter (possibly a former dog kennel); and a modern, one-story, wood frame playhouse on a 3.2-acre lot located on the southwest side of Main Street at the intersection with Tylers Mill Road in Mantua Township, Gloucester County, New Jersey.
- *400 North Woodbury Road, Pitman* – The property consists of a circa-1961, one-story industrial complex comprised of five connected blocks of buildings; two outbuildings; two car parking lots; and a tractor trailing loading bay with parking on a 76.61 acre lot located at the southwest corner of N Woodbury Road and Lambs Road in Pitman Borough, Gloucester County, NJ. The property is recommended eligible for its role in the industrial history development of Pitman and Gloucester County.

5 ARCHAEOLOGICAL RESOURCES

A.D. Marble conducted a series of Phase IA archaeological surveys from 2013 through 2018—the original survey was conducted in 2013, and two survey addendums were conducted in 2014 and 2018 to review project design changes and to address comments provided by NJ HPO in 2014.

In accordance with a NJ HPO response letter dated July 16, 2018, which was based on review of the latest Phase IA Archaeological Addendum Report (May 2018), a total of 19 locations will require Phase IB investigations. The 19 locations are considered moderately to highly sensitive for the presence of precontact and historical archaeological resources. Table 1, “Phase IB Recommendations by Test Area,” provides a summary of these areas and recommendations for Phase IB investigations.

Table 1: Phase IB Recommendations by Test Area

TA	Location	Size (acres)	Phase IB Recommendations	Ownership
1	Camden	0.40	2 backhoe trenches and up to 10 STPs GPR	Corporate
2	Camden	6.43	Monitoring, 40 backhoe trenches, and up to 50 STPs	Public
3	Camden	1.6	4 backhoe trenches and up to 10 STPs	Corporate
4	Camden	0.4	10 STPs	Public
5	Westville Borough	1.6	30 STPs	Corporate
6	Woodbury Heights	6.71	115 STPs	Corporate
7	Wenonah Borough	1.7	30 STPs	Railroad ROW
8	Mantua Township	5.5	95 STPs	Private
9	Mantua Township	0.43	10 STPs	Local
10	Mantua Township	13.0	221 STPs	Private
11	Glassboro Borough	0.29	8 STPs	Public
12	Glassboro Borough	2.3	40 STP	Corporate
13	Glassboro Borough	1.8	34 STPs	Private
14	Glassboro Borough	4.0	68 STPs	Private
15	Woodbury	0.1	4 STPs	Railroad ROW
16	Woodbury	TBD	10-20 STPs	Public and Private
17	Mantua Township	TBD	10-20 STPs	Private
18	Camden	3.0	4-6 Backhoe Trenches and GPR	Unknown
19	Woodbury	1.0	GPR	Private

Source: AD Marble, 2020.

Appendix 7-A: Historic Reconnaissance Reports

December 5, 2013

Ms. Caroline Scott
New Jersey Department of Environmental Protection
Historic Preservation Office
P.O. Box 420
Trenton, NJ 08625-0420

Re: Historic Architectural Reconnaissance Survey Report
Glassboro-Camden Line Light Rail Project, Camden and Gloucester Counties, New Jersey

Dear Ms. Scott,

This letter report summarizes the results of a historic architectural reconnaissance survey conducted by A.D. Marble & Company (ADM) for the above-referenced project. This investigation was completed on behalf of STV, Incorporated, for the Federal Transit Administration (FTA), the Delaware River Port Authority (DRPA), and New Jersey TRANSIT pursuant to Section 106 of the *National Historic Preservation Act* of 1966 (36 CFR 800, as amended), the National Environmental Policy Act (NEPA) of 1970 (42 U.S.C. 4321 et seq.), and the New Jersey Register of Historic Places Act. The historic architectural reconnaissance survey and analysis were completed by ADM architectural historians meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural History.

FTA, in coordination with the DRPA and New Jersey TRANSIT, has initiated the preparation of an Environmental Impact Statement (EIS) for the proposed project. The NEPA and Section 106 processes will be coordinated (parallel, but separate). Potential Section 106 consulting parties will be identified in consultation with the New Jersey State Historic Preservation Office (NJ SHPO) (a draft list of potential consulting parties was submitted to your office for informal review and comment on September 12, 2013).

Introduction/Project Description

The Glassboro-Camden Line Light Rail Project (GCL) is a proposed 18-mile expansion of transit service in Southern New Jersey that would traverse 11 communities between Camden City and Glassboro Borough. These communities, listed from north to south, include: Camden City, Gloucester City, and Brooklawn Borough (Camden County); and Westville Borough, Woodbury City, Woodbury Heights Borough, Deptford Township, Wenonah Borough, Mantua Township, Pitman Borough, and Glassboro Borough (Gloucester County) (see Figure 1, Appendix B). The proposed project would provide 14 new transit stations, including 12 walk-up stations and two park-and-ride facilities. Light rail along this corridor was selected as the Recommended Alternative based on the two-year Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis study completed by the DRPA in 2009.

The proposed GCL would restore passenger rail service primarily along the existing Conrail freight corridor (former West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines) between Camden City and Glassboro Borough. At the northern limits, the proposed GCL would share tracks with the existing New Jersey TRANSIT RiverLINE from the Camden waterfront through the existing Walter Rand Transportation Center (WRTC) in Downtown Camden. Continuing from the WRTC, the GCL would operate as its own service southward to Glassboro. The proposed project would use diesel-powered light rail vehicles similar to the NJ TRANSIT RiverLINE and would be designed to provide two tracks for light rail use, one for northbound service and one for southbound service. In general, this service would operate at-grade, but some portions would be elevated to go over existing roads and waterways. Gated crossings would be used at at-grade roadway crossings along the Conrail freight corridor. At the northern end of the proposed project alignment, the GCL would operate within an urban environment along and within existing streets and roadways. A more-detailed description of the proposed alignment follows, and the alignment and facilities are shown on Figures 1-2, Appendix B.

The GCL service would leave the WRTC on the existing in-street RiverLINE alignment along a portion of Dr. Martin Luther King Boulevard before diverging onto its own elevated structure at approximately Haddon Avenue. The elevated structure would curve southward and continue adjacent to Interstate 676 (I-676), crossing Mickle Boulevard (a continuation of Martin Luther King Boulevard). The alignment would remain elevated on a combination of aerial structure and retained embankment, crossing Newton Avenue, Pine Street, Chestnut Street, Sycamore Street, Kaighns Avenue, and Atlantic Avenue. The alignment would remain elevated south of Atlantic Avenue, crossing the Conrail tracks, Carl Miller Boulevard/Van Hook Street, Ferry Avenue, Chelton Avenue, the Conrail Beesley's Point Secondary Spur track, and Morgan Boulevard. The proposed alignment would then return to grade and shift to the Conrail right-of-way along the east side of the existing freight track between Morgan Boulevard and Newton Creek. The alignment would then continue east of, and parallel to, the existing freight track on two new light rail tracks at-grade to Woodbury City.

En route to Woodbury City, the proposed GCL alignment would cross over Newton Creek and pass beneath Interstate 76 (I-76)/Walt Whitman Bridge. The proposed alignment would traverse Gloucester City, cross Little Timber Creek, extend through Brooklawn Borough, cross Big Timber Creek, and enter into Westville Borough. The proposed GCL alignment would then cross beneath Interstate 295 (I-295) and cross over Red Bank Avenue and Woodbury Creek as it continued to Woodbury City. South of Woodbury City, the proposed GCL alignment would continue at-grade to Glassboro Borough on two tracks made up of the existing freight track and a new track, generally centered in the existing freight railroad right-of-way. En route to Glassboro Borough from Woodbury City, the proposed GCL alignment would cross beneath the New Jersey Turnpike through Woodbury Heights Borough, continue through Wenonah Borough and Mantua Township, then cross over New Jersey Route 55 and enter Pitman Borough. South of Pitman Borough, the proposed GCL alignment would enter Glassboro Borough and continue adjacent to Rowan University as it crossed US Route 322. The southern segment of the proposed alignment in Glassboro Borough would follow a new right-of-way, diverge from the existing freight track at Zane Street, cross Union and Main streets, continue northward within a former rail spur between and parallel to Main and Academy streets, and terminate south of High Street in Downtown Glassboro.

Fourteen potential new stations have been identified, namely:

- two stations in Camden City (Cooper Hospital Station and South Camden Station);
- one station in Gloucester City (Gloucester City Station);
- one station in Westville Borough (Crown Point Road Station);
- two stations in Woodbury City (Red Bank Avenue Station and Woodbury Station);
- one station in Woodbury Heights Borough (Woodbury Heights Station);
- one station in Wenonah Borough (Wenonah Station);
- three stations in Mantua Township (Mantua Boulevard Station, Sewell Station, and Mantua/Pitman Station);
- one station in Pitman Borough (Pitman Station); and,
- two stations in Glassboro Borough (Rowan University Station and Glassboro Station).

As noted, 12 of the 14 stations would be walk-up stations with the Mantua Boulevard Station and the Mantua/Pitman Station proposed to include park-and-ride facilities. With the exception of the Cooper Hospital Station, South Camden Station, and Red Bank Avenue Station, stations would be located at existing ground level. Stations would be configured with center platforms, primarily from Woodbury City north, and side platforms, primarily south of Woodbury City. Platforms would be approximately 280 feet long to accommodate a two-car train consist. All stations would include facilities for bicyclists and pedestrians, including bike racks, sidewalks, and crosswalks. The proposed project would also include connections to the regional bus system. Ancillary facilities such as signal houses and crossing cases, as well as a maintenance and storage facility, would also be constructed. The maintenance and storage facility (also referred to as a vehicle maintenance facility, or VMF) would be a full-service maintenance facility, capable of providing the GCL project's needs for regular preventative and unscheduled corrective vehicle maintenance and maintenance-of-way equipment. Two potential locations for the VMF are currently under evaluation. These locations are in Elk Township (Gloucester County) and Woodbury Heights (Gloucester County).

Historic Architectural Background Research

ADM architectural historians reviewed the paper files and GIS database of the NJ SHPO to identify resources listed in or determined eligible for listing in the National Register of Historic Places (NR) and the State Register of Historic Places (SR), as well as previously surveyed resources with no determinations within approximately 1,000 feet of the proposed project. Local historical commissions were contacted to determine the presence and locations of locally designated historic resources. To date, all locally designated historic districts identified within the Area of Potential Effects (APE) are also listed in or have been determined eligible for listing in the NR, as noted in Table 3, Appendix A. Previous local survey numbers for individual resources are listed alongside ADM survey numbers in the attached resource tables, where applicable (Appendix A). ADM architectural historians also reviewed historic Sanborn Fire Insurance Maps of the 1880s to 1950 and aerial photography of the 1930s to 1960s for property information and approximate construction dates.

Reconnaissance Survey Methodology

On August 7, 2013, Elizabeth Amisson of ADM and Caroline Scott of NJ SHPO conducted a windshield survey of the project area to define the APE for historic architecture. In areas where impacts would be limited to the existing right-of-way of the Conrail freight corridor (former West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines) and the existing right-of-way of the RiverLINE, the APE is limited to the existing railroad rights-of-way. In areas where there is a potential for direct or indirect (including visual) impacts beyond the existing rights-of-way, the APE is larger to account for

all potential impact types, as shown in Figures 1-2, Appendix B. From August to November 2013, ADM architectural historians conducted a historic architectural reconnaissance survey of all properties within the APE. The goals of the reconnaissance survey were: 1) to confirm the presence and integrity of previously identified historic properties in the APE; 2) to identify any additional resources within the APE that were constructed in 1965 or earlier; and 3) to identify resources potentially eligible for listing in the NR that may be affected by the proposed project. Note that 1965 was used as the cut-off date for identification of resources aged fifty years of age or older due to the projected EIS completion in 2015.

Results and Recommendations

NJ SHPO records revealed a total of 16 previously identified historic properties located within the APE. Field work confirmed that two of those properties have been demolished (Table 2, Appendix A); 13 properties remain extant and retain a sufficient degree of integrity to maintain their NR-listed or eligible status, and one (1) property (Jesse Starr School in Camden City) has been altered to such a degree that it no longer appears eligible for listing in the National Register (Table 3, Appendix A).

ADM identified a total of 208 previously unevaluated architectural resources constructed in 1965 or earlier within the APE. The inventory of surveyed resources is included in Table 4, Appendix A; resource location maps are included in Appendix B; and resource photographs are included in Appendix C. Of the 208 resources inventoried in the reconnaissance survey:

- 146 newly documented (not previously surveyed) architectural resources were identified and included in the enclosed inventory table, resource location maps, and photographs; and
- 62 resources were previously surveyed at the municipal or county level, but had no NR determinations of eligibility. These resources are also included in the enclosed inventory table, resource location maps, and photographs. Previous survey numbers and recommendations are noted in Table 4, Appendix A.

Of the 208 total previously unevaluated architectural resources documented in this submittal, eight are recommended potentially eligible for listing in the NR (Table 1, below). Preparation of intensive survey forms for these eight resources is recommended to determine their NR eligibility. The remaining inventoried resources are recommended not eligible for listing in the NR due to lack of architectural significance and/or integrity. Please see the enclosed inventory (Table 4, Appendix A) for more detailed information on all of the surveyed resources.

Table 1: Aboveground Resources Recommended Potentially Eligible for Listing in the NR by ADM (Intensive Survey Form Recommended)

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
1	West Jersey & Seashore Railroad/ Pennsylvania Reading Seashore Lines	Camden City to Glassboro Borough	Camden & Gloucester	Railroad	Ca. 1853-1863	2-13	22-25
16	740 Chestnut Street/John G. Whittier School	Camden City	Camden	Tudor Revival/ School	1910	1	44

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
32	Railroad Avenue (S. 7th Street) at Kaighns Avenue/Farr & Bailey Manufacturing Co. (later Congoleum Nairn Co.) Linoleum Plant	Camden City	Camden	No style/ Manufacturing facility	Ca. 1900 (extant drying racks & machine shop)	1	69-70
58	Glassworks Residential District/South Glassboro	Glassboro Borough	Gloucester	Italianate, Second Empire, Queen Anne, & Colonial Revival influence (vernacular); Folk Victorian; National/ Primarily residential grouping (detached dwellings; 2 churches)	Ca. 1870-1900	13	99-102
81 (previous survey No. 20 - Gloucester City Survey 2006)	811 Market Street	Gloucester City	Camden	Art Deco/ Commercial (former office/shop associated with J.R. Quigley & Co. lumber yard; currently Lighthouse Baptist Church)	1929	3	130
87	Monmouth St. Streetscape - Railroad Ave. to Johnson Blvd.	Gloucester City	Camden	Queen Anne & Colonial Revival (vernacular)/ Duplexes, rowhouses, gable front dwellings, & side hall dwellings	Ca. 1905-1915	3	140-142

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
105	W. Atlantic Avenue/Sewell Train Station	Mantua Township (Sewell)	Gloucester	Stick/Railroad passenger station	Ca. 1880	9	160
204	791 W. Jersey Avenue	Woodbury Heights Borough	Gloucester	Queen Anne/Side hall dwelling	Ca. 1880	7	278

We request the NJ SHPO's concurrence on the results and recommendations presented in this letter report. A.D. Marble & Company will prepare intensive-level survey forms for properties requiring additional investigation and will submit the forms to the NJ SHPO for review and concurrence. Historic properties may be affected by the proposed project; therefore, a determination of effects analysis will be completed following the identification phase and reported in a Historic Structures Survey/Determination of Effect Report. Phase IA archaeological investigations are occurring concurrently with the aboveground work and were reported separately in a Phase IA Survey Report submitted to your office on November 15, 2013.

If you have any questions or need additional information, please contact me by telephone at (484) 533-2547 or electronic mail at eamisson@admarble.com.

Sincerely,



Elizabeth Amisson
Senior Architectural Historian
A.D. Marble & Company

Enclosures: Appendix A - Tables
Appendix B - Figures
Appendix C - Photographs

Cc: Tony Cho, FTA
Michael Howard, DRPA
Christina Alexiou-Hidalgo, STV, Incorporated
Joe North, STV, Incorporated
RJ Palladino, New Jersey TRANSIT

Appendix A: Tables

Table 2: Previously Identified Historic Properties – Demolished

Property Name	Address	Municipality	County	NR/SR Status Prior to Demolition
Broadway Subway Station	28-36, 33-43 S. Broadway	Camden City	Camden County	Eligible, SHPO Opinion 2/4/1981; Determination of Eligibility 5/6/1983
Railroad Under-Grade Bridge No. 12.22	West Jersey & Atlantic Railroad over Mantua Creek	Deptford and Mantua Townships	Gloucester County	Eligible, SHPO Opinion 10/16/2009

Table 3: Previously Identified Historic Properties – Extant

Property Name	Address	Municipality	County	NR/SR Status	Local Historic Designation? (Y/N)	Recommendation	Project Alignment/Facility	Map Sheet (Fig. 2)	ADM Photograph No.
Brooklawn Borough									
Noreg Village Historic District	2 nd , 3 rd , 4 th , 5 th , 6 th , Bergen, & Pershing Streets; Browning Road; Chestnut, Christianna, Delaware, Hannevig, Haakon, Marne, New Jersey, Paris, Pennsylvania, & Wilson Avenues; Lake Drive	Brooklawn Borough	Camden County	NR Eligible, SHPO Opinion 6/12/1996	N	Assess effects	Light Rail Transit Alternative	4	1-2
Camden City									
Cooper Plaza Historic District	Portions of Broadway, Benson, Auburn, Washington, Berkley, Clarion,	Camden City	Camden County	NR Eligible, SHPO Opinion 10/30/1991; Local	Y	Assess effects	Light Rail Transit Alternative; Cooper Hospital	1	3-4

Property Name	Address	Municipality	County	NR/SR Status	Local Historic Designation? (Y/N)	Recommendation	Project Alignment/Facility	Map Sheet (Fig. 2)	ADM Photograph No.
	6 th , 7 th , Haddon, & Newton Streets; Chambers Avenue			Certified District 10/6/1983			Station		
Cooper Plaza Historic District Extension	209-227 & 307-311 6 th Street	Camden City	Camden County	NR Eligible, SHPO Opinion 11/7/1997	N	Assess effects	Light Rail Transit Alternative	1	No photo
Jesse Starr School	823 Pine Street	Camden City	Camden County	NR Eligible, SHPO Opinion 10/19/1992	N	Not eligible (lost integrity due to extensive alterations since previous evaluation)	Light Rail Transit Alternative	1	5-7
South Camden Historic District	S. 4 th , S. 6 th , Jackson, Fillmore, & Van Hook Streets; Ferry Avenue	Camden City	Camden County	NR Listed 9/28/1990; SR Listed 8/14/1990	Y	Confirm NR boundary (revision proposed in 2008); assess effects	Light Rail Transit Alternative; South Camden Station	2	8-9
Glassboro Borough									
Glassboro Train Station	Oakwood Avenue and Franklin Street	Glassboro Borough	Gloucester County	NR Eligible, Certification of NR Eligibility 1/13/2011	Y	Assess effects	Light Rail Transit Alternative	13	10
Millville and Glassboro Railroad Historic District	Glassboro Railroad Station to Millville Rail Yard	Glassboro Borough to Millville City	Gloucester & Cumberland Counties	NR Eligible, SHPO Opinion 1/4/2002	N	Assess effects	Light Rail Transit Alternative	13-14	10
New Jersey	Rowan	Glassboro	Gloucester	NR Eligible,	Y	Assess effects	Light Rail	13	11

Property Name	Address	Municipality	County	NR/SR Status	Local Historic Designation? (Y/N)	Recommendation	Project Alignment/Facility	Map Sheet (Fig. 2)	ADM Photograph No.
State Teachers College at Glassboro Historic District	University Campus & Glassboro Borough Block 387, Lot 1	Borough	County	SHPO Opinion 6/6/2008			Transit Alternative		
Mantua Township									
Jesse Chew House	611 Mantua Boulevard	Mantua Township	Gloucester County	NR Listed 10/18/1972; SR Listed 3/15/1972	N	Assess effects	Light Rail Transit Alternative	9	12
Wenonah Borough									
Wenonah Historic District	Mantua, Jackson, Lincoln, Jefferson, Monroe, West, East, Clinton, Marion, Princeton, & Synnott Avenues; Willow, Cherry, Poplar, Elm, Buttonwood, Maple, & Birch Streets	Wenonah Borough	Gloucester County	NR Eligible, SHPO Opinion 4/10/1989	N	Assess effects	Light Rail Transit Alternative; Wenonah Station	8	13-14
Wenonah Train Station	East Mantua Avenue and North East Avenue	Wenonah Borough	Gloucester County	NR Eligible, SHPO Opinion 9/14/2005	N	Assess effects	Light Rail Transit Alternative; Wenonah Station	8	15
Woodbury City									
Green Era Historic	Portions of Bayard, N.	Woodbury City	Gloucester County	NR Eligible; SR Listed	N	Confirm NR status; assess effects	Light Rail Transit	6	16-19

Property Name	Address	Municipality	County	NR/SR Status	Local Historic Designation? (Y/N)	Recommendation	Project Alignment/Facility	Map Sheet (Fig. 2)	ADM Photograph No.
District (Woodbury Multiple Resource Area)	Evergreen, N. & S. Woodland Avenues; Cooper, Green, & Spruce Streets; Rugby Place			2/19/1988			Alternative; Woodbury Station		
Newton Historic District (Woodbury Multiple Resource Area)	Portions of Newton Avenue; Aberdeen & Holroyd Places; Center Curtis, Euclid, Hunter, Laurel, & Maple Streets	Woodbury City	Gloucester County	NR Eligible; SR Listed 2/19/1988	N	Confirm NR status; assess effects	Light Rail Transit Alternative; Woodbury Station	6	20-21
Woodbury Historic District	Includes portions of E. Center & Aberdeen Streets	Woodbury City	Gloucester County	NR Eligible, SHPO Opinion 7/13/1983; Local Certified District 7/13/1983	Y	Assess effects	Light Rail Transit Alternative; Woodbury Station	6	20-21

Table 4: Inventory of Newly Identified Aboveground Resources

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/Facility	Map Sheet (Figure 2)	ADM Photograph No.
Multiple Municipalities											
1	West Jersey & Seashore Railroad/ Pennsylvania Reading Seashore Lines (predecessor West Jersey Railroad)	Camden City to Glassboro Borough	Camden & Gloucester	No style/Railroad	Ca. 1853-1863	N/A	Stations altered; some ancillary & small-scale features demolished/ replaced	Intensive survey form. Associated resources may include extant stations, railroad & associated highway bridges, grade crossings, & other small-scale features.	Light Rail Transit Alternative; all proposed stations	2-13	22-25
Brooklawn Borough											
2	111 Browning Lane	Brooklawn Borough	Camden	Modern/Ranch dwelling	Ca. 1964	Brick veneer, vinyl	Some windows & door replaced; vinyl siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	4	26
3	1 Railroad Lane	Brooklawn Borough	Camden	Tudor Revival influence (vernacular)/Rowhouse	Ca. 1925	Stucco, brick	Windows & door replaced; side deck addition	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	4	27
4	3-5 Railroad Lane	Brooklawn Borough	Camden	National/Hipped roof duplex	Ca. 1920	Aluminum, wood shingles	Windows & doors replaced; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	4	28
5	11 Railroad Lane/American Legion Post 72	Brooklawn Borough	Camden	No style/Social club	Ca. 1960	Stucco, concrete masonry units, faux stone	Doors replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	4	29
Camden City											
6	1500 S. 6th Street/Camden Iron & Metal	Camden City	Camden	No style/Industrial (scrap iron yard)	Ca. 1920-1940	Brick	All that remains from the pre-1965 era are two small brick office buildings	Not eligible (lacks integrity)	Light Rail Transit Alternative	1-2	30-31
7	S. 6th St. Streetscape - E. Side, Viola St. to Jefferson St.	Camden City	Camden	No style/Industrial (former paper works & cold storage facility)	Ca. 1915	Brick, stucco	Doors replaced; windows boarded	Not eligible (lacks integrity)	Light Rail Transit Alternative	2	32
8	S. 8th St. Streetscape - Kaighns Ave. to Sycamore St.	Camden City	Camden	Queen Anne influence (vernacular); no style/ Rowhouses	Ca. 1880	Brick, stucco	Windows & doors replaced; cornices covered; stucco; facades covered at S. end of block	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	33-34
9	827 S. 9th Street	Camden City	Camden	No style/Manufacturing facility	Ca. 1915	Brick, stucco	Doors replaced; platform & awning removed	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	35
10	S. 9th St. Streetscape - Ramona Gonzalez St. to Pine St.	Camden City	Camden	Italianate & Queen Anne influence (vernacular)/ Rowhouses	Ca. 1880	Brick, stucco, faux stone	Windows & doors replaced; cornice covered; entrances altered; stucco & faux stone	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	36
11	S. 9th St. Streetscape - Cherry St. to Spruce St.	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Brick, stucco	Windows & doors replaced/boarded; entrances altered; stucco	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	37-38
12	S. 9th St. Streetscape - Walnut St. to Cherry St.	Camden City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1890-1910	Brick, vinyl	Windows & doors replaced; siding; porches altered; cornices covered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	39-40

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
13	S. 9th St. Streetscape - Mt. Vernon St. to Walnut St.	Camden City	Camden	Italianate & Queen Anne influence (vernacular)/ Rowhouses	Ca. 1895-1910	Brick, stucco	Windows & doors replaced, porches altered, stucco	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	41
14	S. Broadway Streetscape - E. Side, Stevens St. to Dr. MLK Blvd.	Camden City	Camden	No style/Commercial row	Ca. 1935	Brick, concrete	Storefronts altered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	42
15	S. Broadway Streetscape - W. Side, Stevens St. to Dr. MLK Blvd.	Camden City	Camden	Beaux Arts & Italian Renaissance influence (vernacular); no style/ Commercial row	Ca. 1890-1960	Brick, stucco, concrete, aluminum	Storefronts altered; windows replaced; siding; stucco	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	43
16	740 Chestnut Street/John G. Whittier School	Camden City	Camden	Tudor Revival/School	1910	Brick, stone	Doors replaced (windows not clearly visible)	Intensive survey form	Light Rail Transit Alternative	1	44
17	817 Chestnut Street	Camden City	Camden	No style/Rowhouse	Ca. 1890	Vinyl	Windows & doors removed/ boarded; fenestration altered; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	45
18	Chestnut St. Rowhouses - W. of S. 8th St.	Camden City	Camden	Italianate & Queen Anne influence (vernacular)/ Rowhouses	Ca. 1880-1900	Brick, faux stone, aluminum	Storefront altered; windows & doors replaced; siding & faux stone	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	46
19	1 Cooper Plaza/Cooper University Hospital	Camden City	Camden	Modern/Hospital	1941 (core); Ca. 1960 (wings); Ca. 2008 (additions)	Concrete, brick, steel, glass	Extensive additions; windows replaced	Not eligible (lacks integrity)	Light Rail Transit Alternative; Cooper Hospital Station	1	47
20	Dr. MLK Blvd. Rowhouses - S. Side, E. of S. 5th St.	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Brick	Windows & doors replaced; porches replaced	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	48
21	619 Ferry Avenue	Camden City	Camden	No style/Rowhouse	Ca. 1915	Faux stone, stucco	Windows replaced; roll-up door; fenestration altered; faux stone	Not eligible (lacks architectural significance & integrity); confirm NR boundary of South Camden Historic District - this property is outside the revised boundary proposed in 2008	South Camden Station	2	49
22	621 Ferry Avenue	Camden City	Camden	No style/Rowhouse	Ca. 1880	Vinyl, asphalt	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity); confirm NR boundary of South Camden Historic District - this property is outside the revised boundary proposed in 2008	South Camden Station	2	50
23	628-634 Kaighns Avenue/Victory Garage	Camden City	Camden	No style/Auto repair shop	Ca. 1923	Cinder block, brick, stucco, vinyl	Storefront altered; doors replaced	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	51-52
24	753 Kaighns Avenue/St. Bartholomew Roman Catholic Church	Camden City	Camden	Spanish Eclectic influence (vernacular)/ Church	1947	Brick	None	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	1	53
25	773-779 Kaighns Avenue	Camden City	Camden	Queen Anne influence (vernacular)/Commercial & residential row	Ca. 1890-1910	Brick, aluminum	Rowhouses at east end altered for commercial use; aluminum in 2nd story shop facade	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	54

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
26	Kaighns Ave. Streetscape - Maurice St. to Railroad Ave.	Camden City	Camden	Italianate & Queen Anne influence (vernacular); no style/Commercial & residential row; church	Ca. 1880-1935	Brick, stucco, vinyl, faux stone	Windows & doors replaced/ filled; fenestration altered; stucco, faux stone, & siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	55-59
27	Line St. Rowhouses - N. Side, W. of S. 9th St	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1890	Brick, stucco	Windows & door replaced; porches altered/removed	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	60
28	Line St. Rowhouses - S. Side, W. of S. 9th St	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Brick, stucco	Windows & door replaced; entrances altered; stucco	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	61-62
29	817 Mt. Vernon Street	Camden City	Camden	No style/Rowhouse	Ca. 1890	Aluminum, stucco, asphalt	Siding; door replaced; side addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	63
30	Mt. Vernon St. Streetscape - S. Side, 8th St. to 9th St.	Camden City	Camden	Italianate & Queen Anne influence (vernacular); no style/Rowhouses & garage	Ca. 1880 (rowhouses); Ca. 1920 (garage)	Vinyl, aluminum, faux stone, brick, asphalt	Windows & doors replaced or boarded; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	64-66
31	Pine St. Rowhouses - W. of S. 9th St.	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Brick, stucco, faux stone	Windows & doors replaced; entrances altered; siding	Not eligible (lacks significance & integrity)	Light Rail Transit Alternative	1	67-68
32	Railroad Avenue (S. 7th Street) at Kaighns Avenue/Farr & Bailey Manufacturing Co. (later Congoleum Nairn Co.) Linoleum Plant	Camden City	Camden	No style/Manufacturing facility	Ca. 1900 (extant drying racks & machine shop)	Brick, concrete, cinder block	Many associated buildings demolished	Intensive survey form	Light Rail Transit Alternative	1	69-70
33	836-838 Ramona Gonzalez Street	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Stucco	Windows & doors replaced; stucco	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	71
34	Spruce St. Rowhouses - W. of S. 9th St.	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880-1900	Brick, stucco, faux stone	Windows & doors replaced; entrances altered; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	72-73
35	801 Sycamore Street	Camden City	Camden	No style/Garage	Ca. 1935	Brick	Doors removed/ replaced	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	74
36	Trenton Ave. Rowhouses - W. of S. 9th St.	Camden City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1890	Brick, faux stone, vinyl	Windows & doors replaced; entrances altered; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	75-76
37	Walnut St. Rowhouses - N. Side, W. of S. 9th St.	Camden City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1890-1900	Brick, stucco	Windows & doors replaced; porches altered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	77-78
Deptford Township											
38	1180 Broadway	Deptford Township	Gloucester	National/Front gable dwelling	Ca. 1900	Asbestos	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	79
39	1184 Broadway	Deptford Township	Gloucester	Queen Anne/Hipped roof dwelling with cross gables	Ca. 1890	Vinyl	Windows & doors replaced; fenestration modified; siding; additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	80

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
40	1190 Broadway	Deptford Township	Gloucester	National/Front gable dwelling	Ca. 1900	Vinyl	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	81
41	1198 Broadway	Deptford Township	Gloucester	National/Front gable dwelling	Ca. 1900	Vinyl, asphalt	Some windows replaced; siding; additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	82
42	1240 Broadway	Deptford Township	Gloucester	National/Center hall dwelling	Ca. 1950	Vinyl	Windows & door replaced; siding; front & side additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	83
43	1250 Broadway	Deptford Township	Gloucester	No style/Auto service station (currently Max Kitchen showroom)	Ca. 1950	Stucco	Windows & door replaced; side additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	84
44	Broadway - W. Side, S. of Gilbert Avenue/Cornell & Co., Inc.	Deptford Township	Gloucester	No style/Commercial (crane rental & storage yard)	Ca. 1955	Brick	Windows replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	5	85
45	Princeton Boulevard/Municipal Pumping Station No. 1	Deptford Township	Gloucester	No style/Municipal pumping station	Ca. 1950	Concrete block, metal	Unknown	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	7	86
Elk Township											
46	511 Arthur Avenue	Elk Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1960	Stucco, vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	87
47	566 Arthur Avenue	Elk Township	Gloucester	National/Center hall dwelling	Ca. 1920	Vinyl	Windows & door replaced; siding; rear & side additions	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	88
48	Arthur Avenue - E. of 566 & W. of West Blvd.	Elk Township	Gloucester	Tudor Revival (vernacular)/Cross gable dwelling	Ca. 1920	Stucco	Windows & door replaced; stucco; porch modified; small rear addition	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	89
49	116 Buck Road	Elk Township	Gloucester	National/Side gable dwelling	Ca. 1900	Vinyl	Windows & door replaced; siding; rear & side additions	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	90
50	118 Buck Road	Elk Township	Gloucester	National/Side gable dwelling	Ca. 1900	Asbestos	Siding; front porch addition; rear & side additions	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	91
51	120 Buck Road	Elk Township	Gloucester	Second Empire (vernacular)/Simple mansard roof dwelling	Ca. 1880	Vinyl	Windows & door replaced; fenestration altered; siding; small rear addition	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	92
52	121 Buck Road	Elk Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1955	Vinyl	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	93
53	129 Buck Road	Elk Township	Gloucester	Colonial Revival/Side gambrel dwelling	Ca. 1920	Asbestos	Windows & door replaced; porch altered	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	94
54	151 Buck Road	Elk Township	Gloucester	National/Center hall dwelling	Ca. 1930	Vinyl	Windows & door replaced; siding; front porch addition	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	95

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
55	Buck Road - Across from 129	Elk Township	Gloucester	National/I-house (property contains orchards currently & historically; however, no other buildings remain extant)	Ca. 1880	Vinyl	Windows & door replaced; siding; rear additions (2)	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	96
56	West Boulevard - W. Side, N. of Arthur Avenue	Elk Township	Gloucester	National/Center hall dwelling	Ca. 1920	Aluminum	Windows & door missing/ damaged; siding; rear addition	Not eligible (lacks architectural significance & integrity)	VMF Site 2	14	97
Glassboro Borough											
57	5 Glassboro Avenue	Glassboro Borough	Gloucester	National/Front gable dwelling	Ca. 1920	Aluminum	Windows replaced; siding; small rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	98
58	Glassworks Residential District/South Glassboro	Glassboro Borough	Gloucester	Italianate, Second Empire, Queen Anne, & Colonial Revival influence (vernacular); Folk Victorian; National/ Primarily residential grouping (detached dwellings; 2 churches)	Ca. 1870-1900	Vinyl, aluminum, asbestos, stucco, brick, brick veneer	Windows & doors replaced; siding; additions; entrances/ porches altered	Intensive survey form	Light Rail Transit Alternative; Glassboro Station	13	99-102
59	142 S. Main Street/South Jersey Gas	Glassboro Borough	Gloucester	No style/Commercial (office building)	Ca. 1964	Brick, aluminum	Windows replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	103
60	221 S. Main Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Aluminum	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	104
61	223 S. Main Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Vinyl	Windows & door replaced; siding; small rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	105
62	11 Ruth H. Mancuso Lane/Brookside Swim & Tennis Club	Glassboro Borough	Gloucester	No style/Recreational clubhouse	Ca. 1960	Vinyl, brick	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	12	106
63	109 Union Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Vinyl	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	107
64	111 Union Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Vinyl, wood shingles	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	108
65	113 Union Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Aluminum	Windows & door replaced; siding; addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	109
66	118 Union Street	Glassboro Borough	Gloucester	National/I-house (with rear addition)	Ca. 1900	Vinyl, plywood	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	110

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/Facility	Map Sheet (Figure 2)	ADM Photograph No.
67	121 Union Street	Glassboro Borough	Gloucester	National/I-house (with rear additions)	Ca. 1900	Aluminum	Windows & door replaced; siding; rear additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	111
68	128-130 Union Street	Glassboro Borough	Gloucester	National/Gable front & wing duplex	Ca. 1900	Wood clapboard	Windows replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	13	112
69	144 Wilmer Street	Glassboro Borough	Gloucester	National/Side gable dwelling	Ca. 1900	Vinyl, asbestos, wood shingles	Windows & door replaced; siding; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	113
70	32 Zane Street	Glassboro Borough	Gloucester	Queen Anne (vernacular)/Gable ell dwelling	Ca. 1890	Vinyl	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	114
71	34 Zane Street	Glassboro Borough	Gloucester	National/I-house (with rear addition)	Ca. 1900	Aluminum, brick veneer	Fenestration altered; siding; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	115
Gloucester City											
72	Bergen St. Rowhouses - W. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1905-1910	Brick, vinyl	Windows & doors replaced; porches altered; cornices covered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	116-117
73	Bergen St. Streetscape - Railroad Ave. to Brown St.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	118-119
74	801-803 Chambers Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Duplex	Ca. 1900	Brick, vinyl	Windows & doors replaced; siding; cornices covered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	120
75 (previous survey No. 10 - Gloucester City Survey 2006)	Chambers St. Streetscape - S. Side, E. of Railroad Ave.	Gloucester City	Camden	Tudor Revival (vernacular)/Duplexes (3)	Ca. 1910	Stucco	Windows & doors replaced	Not eligible (lacks architectural significance). Previously recommended not eligible (no SHPO opinion).	Light Rail Transit Alternative	3	121-122
76	804 Cumberland Street	Gloucester City	Camden	National/Side gable dwelling	Ca. 1910	Aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	123
77	Essex St. Streetscape - S. Side, E. of Railroad Ave.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	124-125
78	503-505 Hudson Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1910	Brick, vinyl, asphalt	Windows & doors replaced; porches altered; cornices covered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	126
79	507-509 Hudson Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1910	Brick, vinyl, asphalt	Windows & doors replaced; porches altered; cornices covered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	127

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
80 (previous survey No. 19 [for 812 Market Street] - Gloucester City Survey 2006)	800 Market Street	Gloucester City	Camden	Mission (vernacular)/ Commercial (formerly Gallagher Bros., Inc.; currently S.F. Pedrick Construction Co.)	Ca. 1925	Stucco	Windows & doors replaced; two secondary entrances filled in; rear porch modified	Not eligible (lacks architectural significance & integrity). Previously recommended not eligible (no SHPO opinion).	Light Rail Transit Alternative	3	128-129
81 (previous survey No. 20 - Gloucester City Survey 2006)	811 Market Street	Gloucester City	Camden	Art Deco/ Commercial (former office/shop associated with J.R. Quigley & Co. lumber yard; currently Lighthouse Baptist Church)	1929	Brick	Doors & commercial windows replaced in first story of façade; many windows replaced in side & rear elevations	Intensive survey form. Previously recommended eligible under Criterion C (no SHPO opinion).	Light Rail Transit Alternative	3	130
82	Mercer St. Streetscape - N. Side, E. of Railroad Ave.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum, wood shingles	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	131-132
83	Middlesex St. Streetscape - E. of Railroad Ave.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum, faux stone	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	133-134
84	537-539 Monmouth Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Duplex	Ca. 1910	Brick, aluminum, wood	Windows & doors replaced; siding; porches altered; addition	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	135
85 (previous survey No. 15 - Gloucester City Survey 2006)	701 Monmouth Street/Gloucester City Train Station	Gloucester City	Camden	Queen Anne/Railroad passenger station	1887	Brick, vinyl	Additions; siding; windows replaced	Not individually eligible (lacks integrity); evaluate as part of the West Jersey & Seashore Railroad/ Pennsylvania Reading Seashore Lines (ADM No. 1). Previously recommended not individually eligible (no SHPO opinion).	Gloucester City Station	3	136-137
86	Monmouth St. Commercial Row - N. Side W. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Commercial row	Ca. 1910	Brick, aluminum, vinyl	Windows & doors replaced; storefronts altered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	138-139
87	Monmouth St. Streetscape - Railroad Ave. to Johnson Blvd.	Gloucester City	Camden	Queen Anne & Colonial Revival (vernacular)/ Hipped roof duplexes with cross gables & cross gable dwellings	Ca. 1905-1915	Brick, vinyl, aluminum, asbestos, asphalt	Windows & doors replaced; porches altered; siding	Intensive survey form	Gloucester City Station	3	140-142
88	Morris St. Streetscape - N. Side, E. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Duplexes	Ca. 1900	Brick, vinyl, aluminum	Windows & doors replaced; porches altered; siding; cornices covered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	143

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
89 (previous survey No. 11 - Gloucester City Survey 2006)	Paul St. Rowhouses - N. Side E. of Railroad Ave.	Gloucester City	Camden	Colonial Revival influence (vernacular)/ Rowhouses	Ca. 1900	Brick	Windows & doors replaced; cornices covered	Not eligible (lacks architectural significance & integrity). Previously recommended not eligible (no SHPO opinion).	Gloucester City Station	3	144
90	Paul St. Rowhouses - S. Side W. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1905	Brick, vinyl, aluminum	Windows & doors replaced; cornices covered; siding; porches altered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	145
91	14 S. Stinson Avenue	Gloucester City	Camden	National/Bungalow	Ca. 1920	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	146
92	16 S. Stinson Avenue	Gloucester City	Camden	National/Center hall dwelling	Ca. 1920	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	147
93	1 S. Stites Avenue	Gloucester City	Camden	National/Front gable dwelling	Ca. 1920	Vinyl	Door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	148
94	3 S. Stites Avenue	Gloucester City	Camden	National/Bungalow	Ca. 1920	Wood paneling; asphalt	Siding	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	3	149
95	5 S. Stites Avenue	Gloucester City	Camden	National/Hipped roof dwelling	Ca. 1920	Stucco, vinyl, wood shingles	Windows & door replaced; siding & stucco; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	150
96	7 S. Stites Avenue	Gloucester City	Camden	National/Bungalow	Ca. 1920	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	151
97	101 Washington Avenue	Gloucester City	Camden	No style/Industrial (former site of J.R. Quigley & Co. lumber yard, but no pre-1950 buildings remain extant on this parcel)	Ca. 1950	Cinder block, stucco	Doors replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	3	152
Mantua Township											
98 (previous survey No. 0810-75)	731 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	National/Side gable dwelling	Ca. 1955	Vinyl	Windows & doors replaced; additions; siding	Not eligible (lacks architectural significance & integrity). The previously surveyed Sewell District, which was recommended potentially eligible (no SHPO opinion), included this property; however, the proposed district lacks cohesion & integrity.	Sewell Station	9	153
99 (previous survey No. 0810-75)	740 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Colonial Revival/Side gambrel dwelling	Ca. 1910	Aluminum	Windows replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	154
100 (previous survey No. 0810-75)	741 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1955	Aluminum	Windows replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	155
101 (previous survey No. 0810-75)	751 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/ Ranch dwelling (with dormer addition)	Ca. 1955	Vinyl	Windows & door replaced; siding; dormer addition; converted garage	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	156

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
102 (previous survey No. 0810-75)	763 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Colonial Revival influence (vernacular)/ Cape Cod dwelling	Ca. 1960	Vinyl	Windows & door replaced; siding; patio addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	157
103 (previous survey No. 0810-75)	771-773 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Folk Victorian/Hipped roof duplex	Ca. 1890	Aluminum	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	158
104 (previous survey No. 0810-75)	780 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	No style/Store with apartments above	Ca. 1900	Aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	159
105 (previous survey No. 0810-75)	W. Atlantic Avenue/Sewell Train Station	Mantua Township (Sewell)	Gloucester	Stick/Railroad passenger station	Ca. 1880	Wood	Windows & doors boarded	Intensive survey form; evaluate individually & as part of the West Jersey & Seashore Railroad/ Pennsylvania Reading Seashore Lines (ADM No. 1). See previous note regarding Sewell District.	Sewell Station	9	160
106 (previous survey No. 0810-75)	Buckingham Village	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/ Ranch dwellings	Ca. 1964-1966	Vinyl, aluminum, brick veneer, faux stone	Most windows & doors replaced; siding; several additions	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Light Rail Transit Alternative	9	161-162
107 (previous survey No. 0810-75)	195 Center Street	Mantua Township (Sewell)	Gloucester	No style/Commercial row	Ca. 1925-1950	Stucco, vinyl	Windows & doors replaced; siding; storefront altered	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	10	163
108 (previous survey No. 0810-75)	200-202 Center Street	Mantua Township (Sewell)	Gloucester	Colonial Revival influence (vernacular)/ Duplex	Ca. 1900	Aluminum	Windows replaced; siding	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Sewell Station	9	164
109 (previous survey No. 0810-75)	Hunterdon Avenue - SW End	Mantua Township (Sewell)	Gloucester	Craftsman (vernacular)/ Bungalow	Ca. 1920	Wood shingles	Dormer addition; rear addition	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Light Rail Transit Alternative	9	165
110	408 Lambs Road	Mantua Township	Gloucester	No style/Industrial (currently Omni Recycling/ Gloucester County Recycling & Recovery)	Ca. 1955	Corrugated metal	Additions	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	11	166
111 (previous survey No. 0810-75)	621 Mantua Boulevard	Mantua Township (Sewell)	Gloucester	National/Front gable dwelling	Ca. 1920	Concrete block	Windows & doors replaced	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Light Rail Transit Alternative	9	167
112 (previous survey No. 0810-75)	191 E. Sussex Avenue	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1955	Vinyl	Doors replaced; siding	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Sewell Station	9	168

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
113 (previous survey No. 0810-37)	355 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1930	Vinyl	Windows & doors replaced; siding; additions	Not eligible (lacks architectural significance & integrity). Previously surveyed as part of the Tyler Mill Road Streetscape, which was recommended not eligible (no SHPO opinion).	Mantua/ Pitman Station	10	169
114 (previous survey No. 0810-37)	364 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1955	Asbestos	Windows & door replaced; siding; porch replaced	Not eligible (lacks architectural significance & integrity). See previous note regarding Tyler Mill Road Streetscape.	Mantua/ Pitman Station	10	170
115 (previous survey No. 0810-37)	368 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1955	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Tyler Mill Road Streetscape.	Mantua/ Pitman Station	10	171
116 (previous survey No. 0810-37)	Tylers Mill Road - N. Side, W. of Railroad	Mantua Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1955	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Tyler Mill Road Streetscape.	Mantua/ Pitman Station	10	172
Pitman Borough											
117	Alcyon Blvd. Streetscape - S. Side, Lincoln Ave. to Snyder Ave.	Pitman Borough	Gloucester	Vernacular/Hipped roof cottages	Ca. 1920	Vinyl, asbestos, stucco, brick veneer	Most windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	12	173-174
118	Brookfield & Cedar Avenues Grouping	Pitman Borough	Gloucester	Modern (vernacular)/ Ranch dwellings	Ca. 1955	Vinyl, aluminum, brick veneer, faux stone	Most windows & doors replaced; siding	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	12	175-177
119	55 Commerce Avenue (Riley/ Fay Sales Co. Milk, Ice, & Cold Storage)	Pitman Borough	Gloucester	No style/Cold storage facility	Ca. 1920	Cinder block, stucco	Windows & doors replaced; windows filled; loading dock removed	Not eligible (lacks integrity)	Pitman Station	11	178-179
120	51-53 E. Holly Avenue/Pitman Grove Review Printing	Pitman Borough	Gloucester	No style/Printing facility	Ca. 1920	Concrete block, aluminum	Windows & doors replaced; windows partially filled; siding	Not eligible (lacks integrity)	Pitman Station	11	180
121	70 E. Holly Avenue/Kandle Bros. Lumber	Pitman Borough	Gloucester	No style/Lumber yard warehouse (converted to office)	Ca. 1900	Aluminum, brick veneer	Windows & doors replaced; fenestration altered; siding; additions	Not eligible (lacks integrity)	Pitman Station	11	181
122	129-131 W. Jersey Avenue	Pitman Borough	Gloucester	National/Duplex	Ca. 1900	Aluminum, wood clapboard	Windows & doors replaced; siding; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	182
123	135 W. Jersey Avenue	Pitman Borough	Gloucester	National/Cross gable dwelling	Ca. 1900	Aluminum	Windows & door replaced; siding; side & rear additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	183
124	143 W. Jersey Avenue	Pitman Borough	Gloucester	National/Gable ell dwelling	Ca. 1900	Aluminum	Windows & door replaced; siding; side addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	184
125	147 W. Jersey Avenue	Pitman Borough	Gloucester	National/Gable ell dwelling	Ca. 1900	Aluminum	Windows & door replaced; siding; front addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	185

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
126	155 W. Jersey Avenue	Pitman Borough	Gloucester	National/Front gable dwelling	Ca. 1900	Aluminum	Windows replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	186
127	161 W. Jersey Avenue	Pitman Borough	Gloucester	Queen Anne influence (vernacular)/Cross gable dwelling	Ca. 1900	Asbestos	Windows & door replaced; siding; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	187
128	163-165 W. Jersey Avenue	Pitman Borough	Gloucester	No style/ Commercial (currently Karen's Needlecraft Shop)	Ca. 1920	Stucco	Windows replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	11	188
129	201-203 W. Jersey Avenue	Pitman Borough	Gloucester	National/Duplex	Ca. 1900	Aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	189
130	205-207 W. Jersey Avenue	Pitman Borough	Gloucester	National/Side-gable duplex	Ca. 1900	Asbestos	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	11	190
131	W. Jersey Ave. Commercial Streetscape - E. Side, S. of Pitman Ave.	Pitman Borough	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Commercial row	Ca. 1890-1920	Aluminum, brick, vinyl, stucco	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Pitman Station	11	191-194
132	42-46 Pitman Avenue	Pitman Borough	Gloucester	No style/Commercial row (converted to apartment building)	Ca. 1900	Vinyl, brick veneer	Windows & doors replaced; fenestration altered; siding; porch addition	Not eligible (lacks integrity)	Pitman Station	11	195
133	55 Simpson Avenue/Fire Company No. 1 (later store & club house)	Pitman Borough	Gloucester	Italianate influence (vernacular)/Fire station (converted to office)	Ca. 1900	Brick, stone	Windows & doors replaced; façade altered	Not eligible (lacks integrity)	Pitman Station	11	196
134	Simpson Ave. Streetscape - E. Side, S. of Theatre Ave.	Pitman Borough	Gloucester	Colonial Revival & Queen Anne/ Bungalow, gable ell, & hipped roof dwellings with cross gables	Ca. 1900	Vinyl, stucco, aluminum, wood	Windows & doors replaced; siding; porches altered	Not eligible (lacks architectural significance & integrity)	Pitman Station	11	197-199
Wenonah Borough											
135	W. Maple Street/Wenonah Public Works	Wenonah Borough	Gloucester	No style/Municipal public works facility	Ca. 1960 (sheds & garage); office appears to be recently constructed	Cinder block, metal	Doors replaced (garage)	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	8	200-201
Westville Borough											
136 (previous survey No. 0821-3)	301 Broadway	Westville Borough	Gloucester	Second Empire (vernacular)/Simple mansard roof dwelling	Ca. 1880	Vinyl	Windows & doors replaced; siding; porch altered	Not eligible (lacks architectural significance & integrity). Previously surveyed as part of the Broadway Streetscape, which was recommended not eligible (no SHPO opinion).	Crown Point Road Station	4	202
137 (previous survey No. 0821-3)	305 Broadway	Westville Borough	Gloucester	Folk Victorian/Side gable dwelling	Ca. 1880	Vinyl	Windows & doors replaced; siding; porch altered	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Crown Point Road Station	4	203
138 (previous survey No. 0821-3)	307-309 Broadway	Westville Borough	Gloucester	Folk Victorian/Duplex	Ca. 1880	Aluminum, vinyl	Windows & doors replaced; siding; porches altered	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Crown Point Road Station	4	203-204

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
139 (previous survey No. 0821-3)	311 Broadway/Broadway Apartments	Westville Borough	Gloucester	No style/Apartment building	Ca. 1964	Brick, aluminum	Windows & doors replaced	Not eligible (lacks architectural significance). See previous note regarding Broadway Streetscape.	Crown Point Road Station	4	205
140 (previous survey No. 0821-3)	315-317 Broadway	Westville Borough	Gloucester	No style/Commercial row	Ca. 1945-1960	Cinder block, brick, stucco	Doors replaced	Not eligible (lacks significance). See previous note regarding Broadway Streetscape.	Crown Point Road Station	4	206
141 (previous survey No. 0821-3)	326 Broadway	Westville Borough	Gloucester	No style/Auto service station	Ca. 1955	Aluminum	Siding; doors replaced	Not eligible (lacks integrity). See previous note regarding Broadway Streetscape.	Crown Point Road Station	4	207
142 (previous survey No. 0821-3)	329 Broadway/Westville Post Office	Westville Borough	Gloucester	Art Moderne influence (vernacular)/Post office	1959	Brick, stone veneer	None	Not eligible (lacks architectural significance). See previous note regarding Broadway Streetscape.	Crown Point Road Station	4	208
143 (previous survey No. 0821-40)	351 Broadway	Westville Borough	Gloucester	Second Empire/Simple mansard roof dwelling	Ca. 1880	Vinyl	Doors replaced; siding; porch altered	Not eligible (lacks integrity). Previously recommended not eligible (no SHPO opinion).	Crown Point Road Station	4	209
144 (previous survey No. 0821-3)	368 Broadway	Westville Borough	Gloucester	No style/Office building	Ca. 1945	Stucco, wood	Windows & doors replaced; siding; addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Crown Point Road Station	4	210
145 (previous survey No. 0821-3)	400 Broadway	Westville Borough	Gloucester	National/Four square dwelling	Ca. 1920	Vinyl, brick	Windows & doors replaced; siding; front addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	211
146 (previous survey No. 0821-3)	404 Broadway	Westville Borough	Gloucester	Vernacular/Commercial	Ca. 1950	Brick, vinyl	Windows replaced in second story; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	212
147 (previous survey No. 0821-3)	408 Broadway/Dorann Manor Apartments	Westville Borough	Gloucester	Neoclassical influence (vernacular)/Apartment building	Ca. 1960	Brick	Windows & doors replaced	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	213-214
148 (previous survey No. 0821-3)	412 Broadway	Westville Borough	Gloucester	Queen Anne (vernacular)/Cross gable dwelling	Ca. 1900	Vinyl	Some windows replaced; siding; side addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	215
149 (previous survey No. 0821-3)	420 Broadway	Westville Borough	Gloucester	Queen Anne/Cross gable dwelling	Ca. 1900	Vinyl	Windows replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	216
150 (previous survey No. 0821-3)	428 Broadway	Westville Borough	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Four square dwelling	Ca. 1900	Vinyl	Windows replaced; siding; rear addition; porch addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	217

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
151 (previous survey No. 0821-3)	436 Broadway	Westville Borough	Gloucester	Craftsman (vernacular)/ Bungalow	Ca. 1920	Aluminum	Windows replaced; siding; porch modified	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	218
152 (previous survey No. 0821-3)	500 Broadway	Westville Borough	Gloucester	National/Four square dwelling	Ca. 1920	Vinyl, wood shingles	Windows & door replaced; siding; porch modified	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	219
153 (previous survey No. 0821-3)	504 Broadway	Westville Borough	Gloucester	Colonial Revival (vernacular)/Front gambrel dwelling	Ca. 1920	Aluminum	Windows & door replaced; siding; porch modified	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	220
154 (previous survey No. 0821-3)	508 Broadway	Westville Borough	Gloucester	Colonial Revival (vernacular)/Front gambrel dwelling	Ca. 1920	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	221
155 (previous survey No. 0821-3)	512 Broadway	Westville Borough	Gloucester	Craftsman (vernacular)/ Bungalow	Ca. 1920	Aluminum	Windows & doors replaced; siding; porch addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	4	222
156 (previous survey No. 0821-3)	712 Broadway/Westwood Manor Apartments	Westville Borough	Gloucester	Neoclassical influence (vernacular)/Apartment building	Ca. 1964	Brick, aluminum	Doors replaced	Not eligible (lacks architectural significance). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	223-224
157 (previous survey No. 0821-3)	730 Broadway	Westville Borough	Gloucester	Craftsman (vernacular)/ Bungalow	Ca. 1920	Vinyl	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	225
158 (previous survey No. 0821-3)	732 Broadway	Westville Borough	Gloucester	National/Hipped roof dwelling	Ca. 1920	Brick, vinyl	Windows replaced; siding in dormer	Not eligible (lacks architectural significance). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	226
159 (previous survey No. 0821-3)	810 Broadway	Westville Borough	Gloucester	Craftsman (vernacular)/ Bungalow	Ca. 1920	Aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	227
160 (previous survey No. 0821-3)	812 Broadway	Westville Borough	Gloucester	Craftsman (vernacular)/ Bungalow	Ca. 1920	Vinyl	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	228
161 (previous survey No. 0821-3)	912 Broadway	Westville Borough	Gloucester	No style/Industrial (former Edw. H. Ellis Contractors facility; currently Thermal Chek, Inc.)	Ca. 1930-1950	Concrete block, brick, aluminum	Windows & doors replaced; siding on office; warehouse addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	229-231
162 (previous survey No. 0821-3)	1010 Broadway	Westville Borough	Gloucester	National/Front gable dwelling	Ca. 1920	Vinyl	Windows & door replaced; siding; side addition; porch modified	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	232

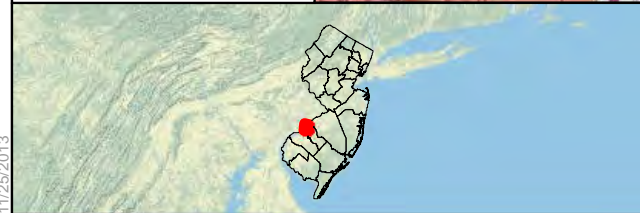
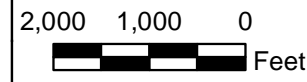
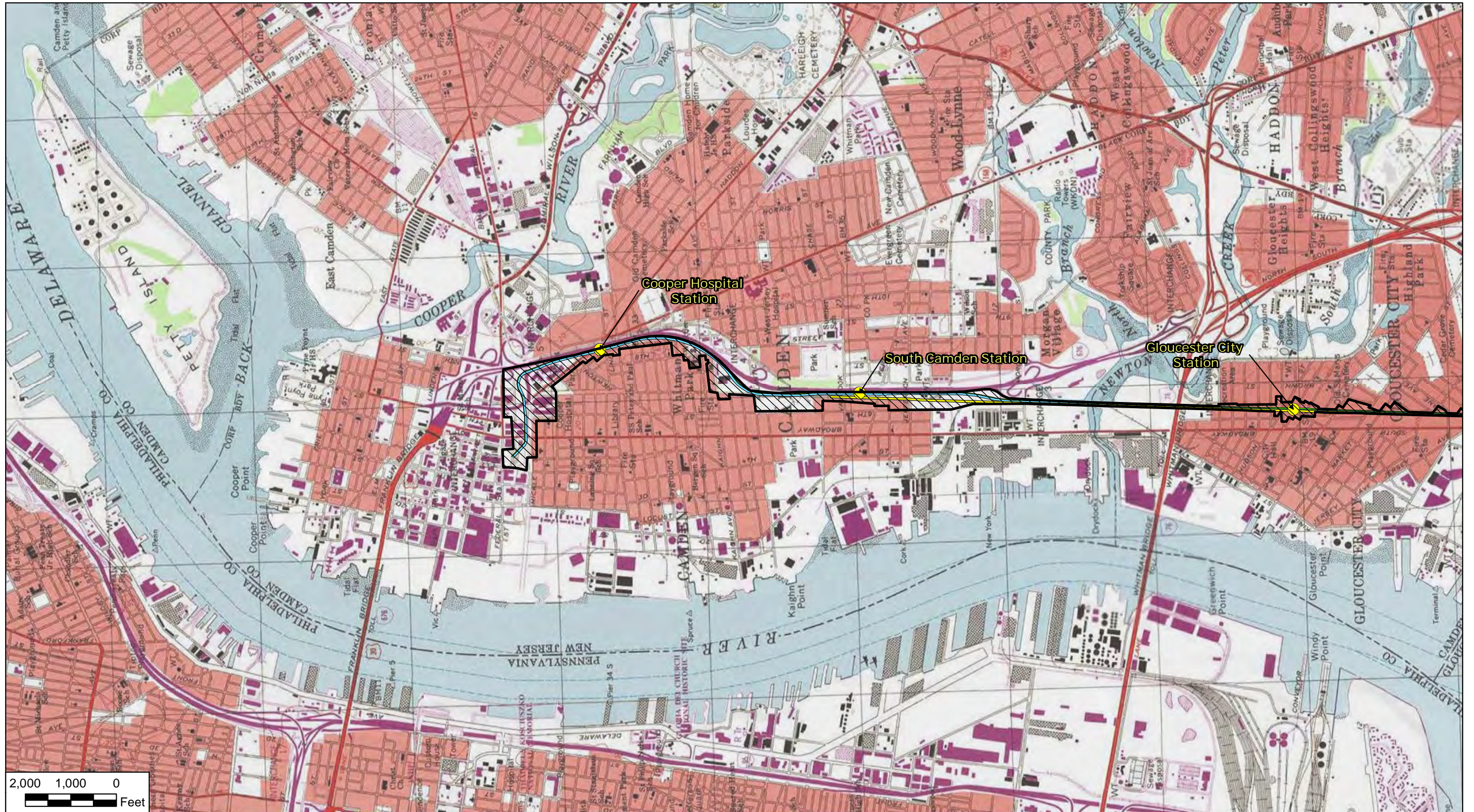
ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
163 (previous survey No. 0821-3)	1018-1020 Broadway	Westville Borough	Gloucester	Folk Victorian/Duplex	Ca. 1900	Aluminum	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	233
164 (previous survey No. 0821-3)	1024 Broadway	Westville Borough	Gloucester	National/Cross gable dwelling	Ca. 1900	Aluminum, brick veneer	Windows & door replaced; siding; rear addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	234
165 (previous survey No. 0821-3)	1028 Broadway	Westville Borough	Gloucester	National/Bungalow	Ca. 1920	Stucco, aluminum	Windows & door replaced; siding in gable & dormer; rear addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	235
166 (previous survey No. 0821-3)	1032 Broadway	Westville Borough	Gloucester	National/Bungalow (with 2nd story addition)	Ca. 1920	Brick, vinyl	Windows & door replaced; large second story addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	236
167 (previous survey No. 0821-3)	1036 Broadway	Westville Borough	Gloucester	National/Bungalow	Ca. 1920	Brick, aluminum, vinyl	Windows & door replaced; siding in gable & dormer	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	237
168 (previous survey No. 0821-3)	1040 Broadway	Westville Borough	Gloucester	International (vernacular)/ Commercial	Ca. 1950	Brick veneer, vinyl, stucco	Door replaced; vinyl siding; addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	238-239
169 (previous survey No. 0821-3)	Broadway Rowhouses - Oak Ave. to Cedar Ave.	Westville Borough	Gloucester	Colonial Revival influence (vernacular)/ Rowhouses	Ca. 1950	Brick	Windows & doors replaced	Not eligible (lacks architectural significance). See previous note regarding Broadway Streetscape.	Light Rail Transit Alternative	5	240-241
170 (previous survey No. 0821-5)	128 Crown Point Road	Westville Borough	Gloucester	National/Side gable dwelling	Ca. 1900	Asbestos	Windows replaced; front & rear additions; siding	Not eligible (lacks architectural significance & integrity). Previously surveyed as part of the Crown Point Road Streetscape, which was recommended not eligible (no SHPO opinion).	Light Rail Transit Alternative	4	242
171 (previous survey No. 0821-5)	136 Crown Point Road	Westville Borough	Gloucester	National/Front gable dwelling	Ca. 1900	Aluminum, brick veneer	Siding; front & rear additions	Not eligible (lacks architectural significance & integrity). See previous note regarding Crown Point Road Streetscape.	Light Rail Transit Alternative	4	243
172 (previous survey Nos. 0821-5 & 0821-38)	148 Crown Point Road	Westville Borough	Gloucester	Folk Victorian/Gable front & wing dwelling	Ca. 1900	Vinyl, wood shingles	Windows replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Crown Point Road Streetscape. Also previously surveyed individually & recommended not eligible (no SHPO opinion).	Light Rail Transit Alternative	4	244
173	25 Olive Street	Westville Borough	Gloucester	No style/Commercial (office building)	Ca. 1920	Brick, vinyl	Windows & doors replaced; siding; roof modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	245
174	31 River Drive	Westville Borough	Gloucester	No style/Municipal public works complex & borough hall	Ca. 1930-1955	Concrete block, aluminum, brick	Windows & doors replaced; siding on borough hall	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	4	246-247




ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
175	32 River Drive	Westville Borough	Gloucester	No style/Commercial (formerly duplex dwelling; currently Tower Tavern)	Ca. 1910	Concrete block, stucco	Windows & doors replaced; front & rear additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	4	248
Woodbury City											
176	85 Aberdeen Place	Woodbury City	Gloucester	Craftsman influence (vernacular)/Front gable dwelling	Ca. 1910	Stucco	Windows & doors replaced; porch enclosed	Not individually eligible (lacks architectural significance & integrity). Determine contributing status to Woodbury Historic District.	Woodbury Station	6	249
177	86 Aberdeen Place	Woodbury City	Gloucester	Craftsman influence (vernacular)/Side gable dwelling	Ca. 1920	Vinyl	Windows & doors replaced; siding	Not individually eligible (lacks architectural significance & integrity). Determine contributing status to Woodbury Historic District.	Woodbury Station	6	250
178	77 E. Center Street	Woodbury City	Gloucester	Colonial Revival influence (vernacular)/ Four square dwelling	Ca. 1920	Wood, vinyl	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity). Outside Woodbury Historic District boundary based on municipal map (http://www.woodbury.nj.us/maps-historic-district-8/)	Woodbury Station	6	251
179	78 E. Center Street	Woodbury City	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Cross gable dwelling	Ca. 1910	Asbestos, aluminum	Windows replaced; siding	Not eligible (lacks architectural significance & integrity). Outside Woodbury Historic District boundary based on municipal map (http://www.woodbury.nj.us/maps-historic-district-8/)	Woodbury Station	6	252
180	75-77 Curtis Avenue	Woodbury City	Gloucester	No style/Store & office (converted to residential duplex)	Ca. 1920	Stucco	Windows & door replaced; fenestration altered	Not eligible (lacks architectural significance & integrity). Outside Woodbury Historic District boundary based on municipal map (http://www.woodbury.nj.us/maps-historic-district-8/)	Woodbury Station	6	253
181	535 Glassboro Road	Woodbury City	Gloucester	No style/Industrial warehouse	Ca. 1950	Concrete block, aluminum	Windows & doors replaced; additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	6	254
182	569 Glassboro Road	Woodbury City	Gloucester	Folk Victorian/Side gable dwelling	Ca. 1900	Aluminum	Door replaced; fenestration modified; siding; additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	255
183	609 Glassboro Road	Woodbury City	Gloucester	National/Front gable dwelling (converted to commercial use)	Ca. 1920	Vinyl, stone veneer	Door replaced; fenestration modified; siding; addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	256

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/Facility	Map Sheet (Figure 2)	ADM Photograph No.
184 (previous survey No. 0822-035)	87 Hopkins Street	Woodbury City	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Front gable dwelling	Ca. 1905	Vinyl	Windows & doors replaced; siding; porch altered	Not eligible (lacks architectural significance & integrity). The previously surveyed Central District, which was recommended eligible (no SHPO opinion) included this property; however, the proposed district lacks cohesion & integrity.	Woodbury Station	6	257
185 (previous survey No. 0822-035)	88 Hopkins Street	Woodbury City	Gloucester	Second Empire (vernacular)/Simple mansard roof dwelling	Ca. 1880	Stucco	Doors replaced; stucco; porch altered	Not eligible (lacks architectural significance & integrity). See previous note regarding Central District.	Woodbury Station	6	258
186	12 Laurel Street	Woodbury City	Gloucester	National/Side gable dwelling	Ca. 1895	Vinyl	Windows & door replaced; siding; rear addition	Not eligible (lacks architectural significance & integrity)	Woodbury Station	6	259
187	25 E. Red Bank Avenue	Woodbury City	Gloucester	No style/Commercial strip	Ca. 1960	Cinder block, brick veneer	Storefront altered; brick veneer	Not eligible (lacks architectural significance & integrity)	Red Bank Avenue Station	6	260
188	66 E. Red Bank Avenue	Woodbury City	Gloucester	National/Side gable dwelling	Ca. 1910	Aluminum	Windows & door replaced; fenestration altered; siding; rear additions	Not eligible (lacks architectural significance & integrity)	Red Bank Avenue Station	6	261
189	118 E. Red Bank Avenue	Woodbury City	Gloucester	No style/Commercial strip (currently The Laundry Basket & Liberty Income Tax)	Ca. 1955	Brick, stucco, aluminum	Windows & door replaced	Not eligible (lacks architectural significance)	Red Bank Avenue Station	6	262
190	E. Red Bank Avenue Electrical Substation	Woodbury City	Gloucester	No style/Electrical substation (transformers)	Ca. 1955	Steel	Unknown	Not eligible (lacks architectural significance & integrity)	Red Bank Avenue Station	6	263
191	111-113 Union Street	Woodbury City	Gloucester	Second Empire (vernacular)/Simple mansard roof duplex	Ca. 1880	Asbestos, vinyl	Windows & door replaced; siding; porches modified; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	6	264
192	92 Wallace Street	Woodbury City	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Hipped roof dwelling	Ca. 1910	Stucco, wood	Windows & door replaced; stucco; porch altered	Not eligible (lacks architectural significance & integrity). Outside Woodbury Historic District boundary based on municipal map (http://www.woodbury.nj.us/maps-historic-district-8/)	Woodbury Station	6	265
193	93 Wallace Street	Woodbury City	Gloucester	Craftsman influence (vernacular)/ Side gable dwelling	Ca. 1910	Asbestos, vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). Outside Woodbury Historic District boundary based on municipal map (http://www.woodbury.nj.us/maps-historic-district-8/)	Woodbury Station	6	266
194	Washington & Evergreen Avenues Grouping	Woodbury City	Gloucester	Modern (vernacular)/ Center hall houses with Minimal Traditional influence	Ca. 1950	Vinyl, aluminum, asbestos	Most windows & doors replaced; siding; several additions	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	6	267-268
Woodbury Heights Borough											

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/Facility	Map Sheet (Figure 2)	ADM Photograph No.
195	100 Academy Avenue/Woodbury Heights Elementary School	Woodbury Heights Borough	Gloucester	Modern/School building	Ca. 1964-1966	Brick	Windows & doors replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	7	269
196	364 Barlow Avenue	Woodbury Heights Borough	Gloucester	National/Front gable dwelling	Ca. 1930	Brick, aluminum	Windows & door replaced; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	270
197	560 Chestnut Avenue	Woodbury Heights Borough	Gloucester	National/Side gable dwelling	Ca. 1920	Vinyl, wood shingles	Windows & door replaced; fenestration modified; additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	271
198	561 Chestnut Avenue	Woodbury Heights Borough	Gloucester	National/Front gable dwelling	Ca. 1920	Brick, aluminum	Windows & door replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	7	272
199	562 Chestnut Avenue	Woodbury Heights Borough	Gloucester	National/Side gable dwelling	Ca. 1920	Aluminum	Windows & door replaced; siding; front, rear, & side additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	273
200	319 Glassboro Road	Woodbury Heights Borough	Gloucester	No style/Commercial (convenience store)	Ca. 1930	Brick, concrete block, aluminum	Windows & door replaced; awning covered with aluminum	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	274
201	347 Glassboro Road	Woodbury Heights Borough	Gloucester	National/Front gable dwelling	Ca. 1920	Aluminum	Windows & door replaced; siding; front addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	275
202	355 Glassboro Road	Woodbury Heights Borough	Gloucester	National/Bungalow	Ca. 1920	Vinyl	Windows replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	276
203	363 Glassboro Road	Woodbury Heights Borough	Gloucester	No style/Commercial (currently Sky Memorials & Monuments)	Ca. 1960	Stucco, brick veneer, aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	7	277
204	791 W. Jersey Avenue	Woodbury Heights Borough	Gloucester	Queen Anne/Cross gable dwelling	Ca. 1880	Wood	Porch altered; small rear addition	Intensive survey form	Woodbury Heights Station	7	278
205	871 W. Jersey Avenue	Woodbury Heights Borough	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Hipped roof dwelling with cross gables	Ca. 1910	Aluminum	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	Woodbury Heights Station	7	279
206	883 W. Jersey Avenue	Woodbury Heights Borough	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Hipped roof dwelling with cross gables	Ca. 1910	Aluminum	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Woodbury Heights Station	7	280
207	W. Jersey Avenue - Between 791 & 871	Woodbury Heights Borough	Gloucester	Queen Anne & Colonial Revival influence (vernacular)/Hipped roof dwelling with cross gables	Ca. 1910	Aluminum	Windows replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Woodbury Heights Station	7	281
208	450 Linden Avenue	Woodbury Heights Borough	Gloucester	No style/Garage & workshop	Ca. 1920-1955	Wood, cinder block, stucco	Garage doors replaced	Not eligible (lacks architectural significance)	Woodbury Heights Station	7	282

Appendix B: Figures



-  Area of Potential Effects (APE)
-  Potential VMF Site Locations
-  GCL Facilities

Light Rail Transit Alternative

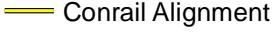
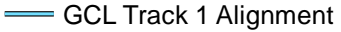

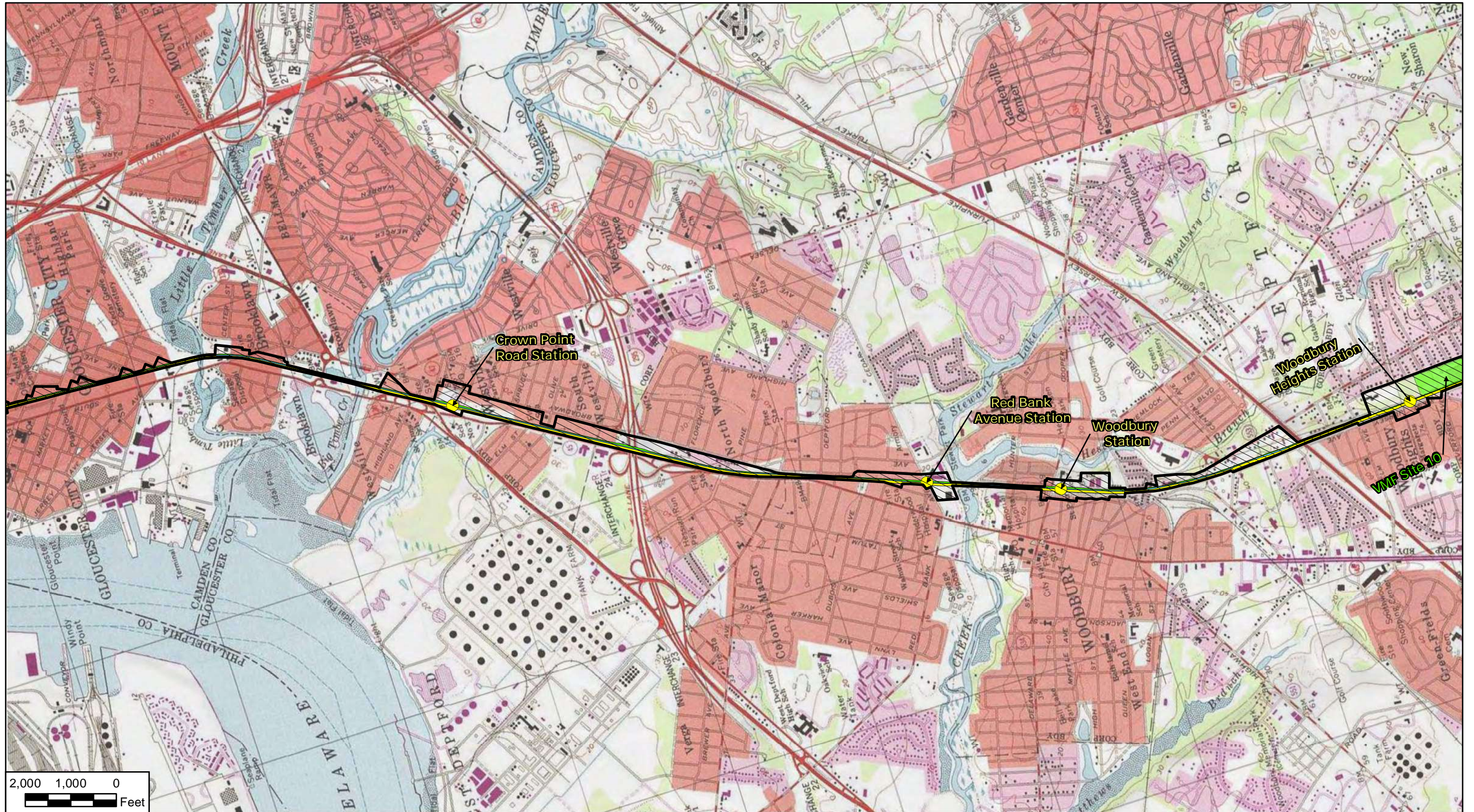
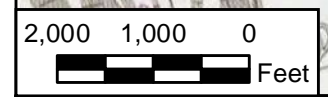
-  Conrail Alignment
-  GCL Track 1 Alignment
-  GCL Track 2 Alignment

Figure 1
 Project Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 1 of 4



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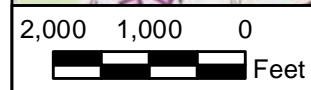
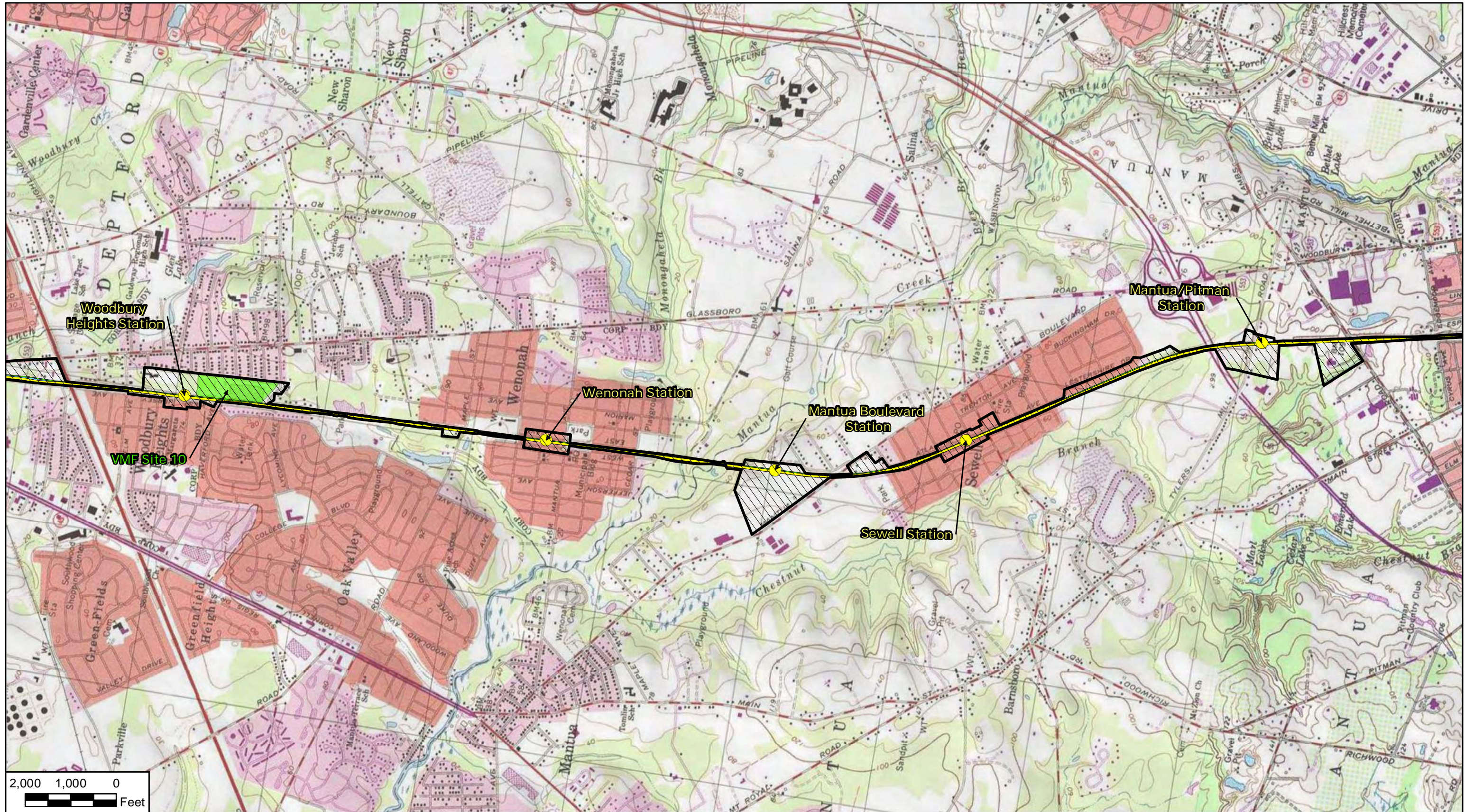





- Area of Potential Effects (APE)
- Potential VMF Site Locations
- GCL Facilities

Light Rail Transit Alternative

- Conrail Alignment
- GCL Track 1 Alignment
- GCL Track 2 Alignment

Figure 1
 Project Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 2 of 4



-  Area of Potential Effects (APE)
-  Potential VMF Site Locations
-  GCL Facilities

Light Rail Transit Alternative




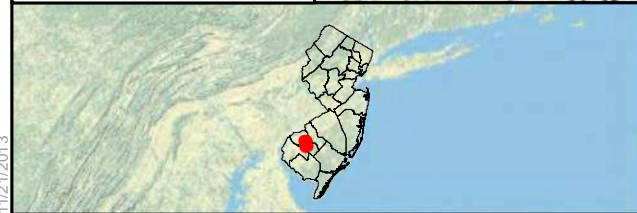
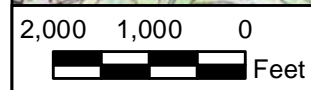
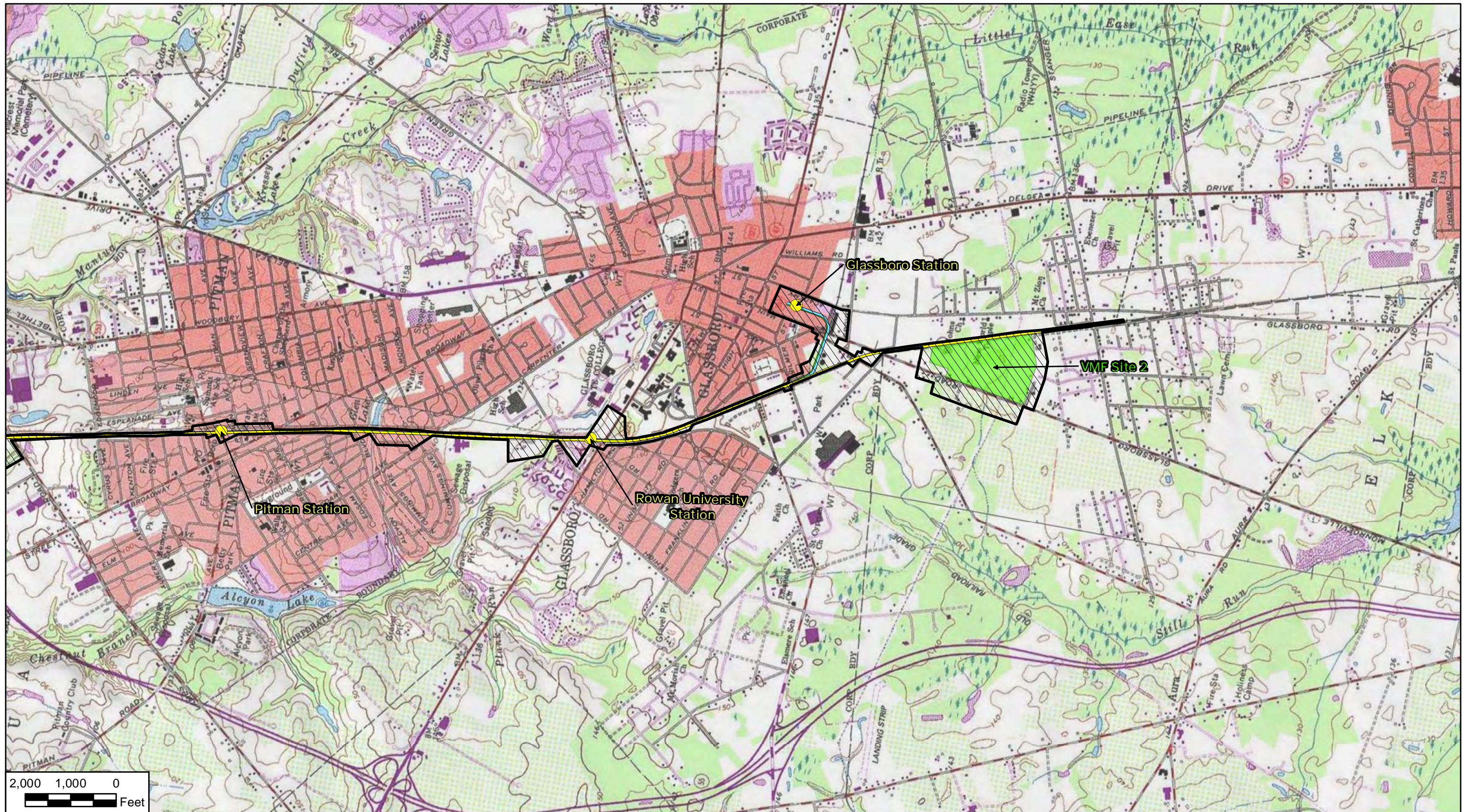



-  Conrail Alignment
-  GCL Track 1 Alignment
-  GCL Track 2 Alignment

Figure 1
 Project Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 3 of 4



-  Area of Potential Effects (APE)
-  Potential VMF Site Locations
-  GCL Facilities

Light Rail Transit Alternative




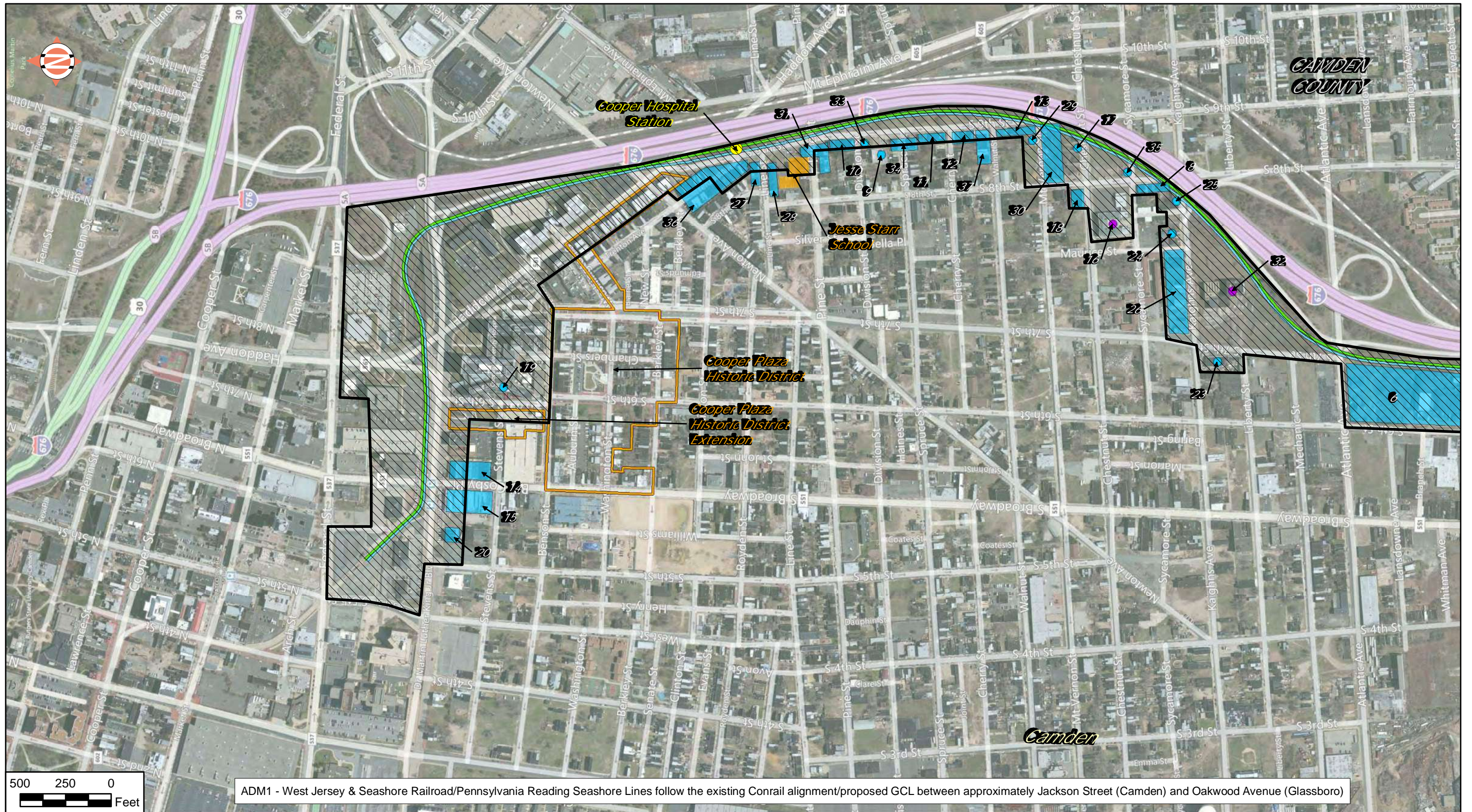
-  Conrail Alignment
-  GCL Track 1 Alignment
-  GCL Track 2 Alignment

Figure 1
 Project Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 4 of 4



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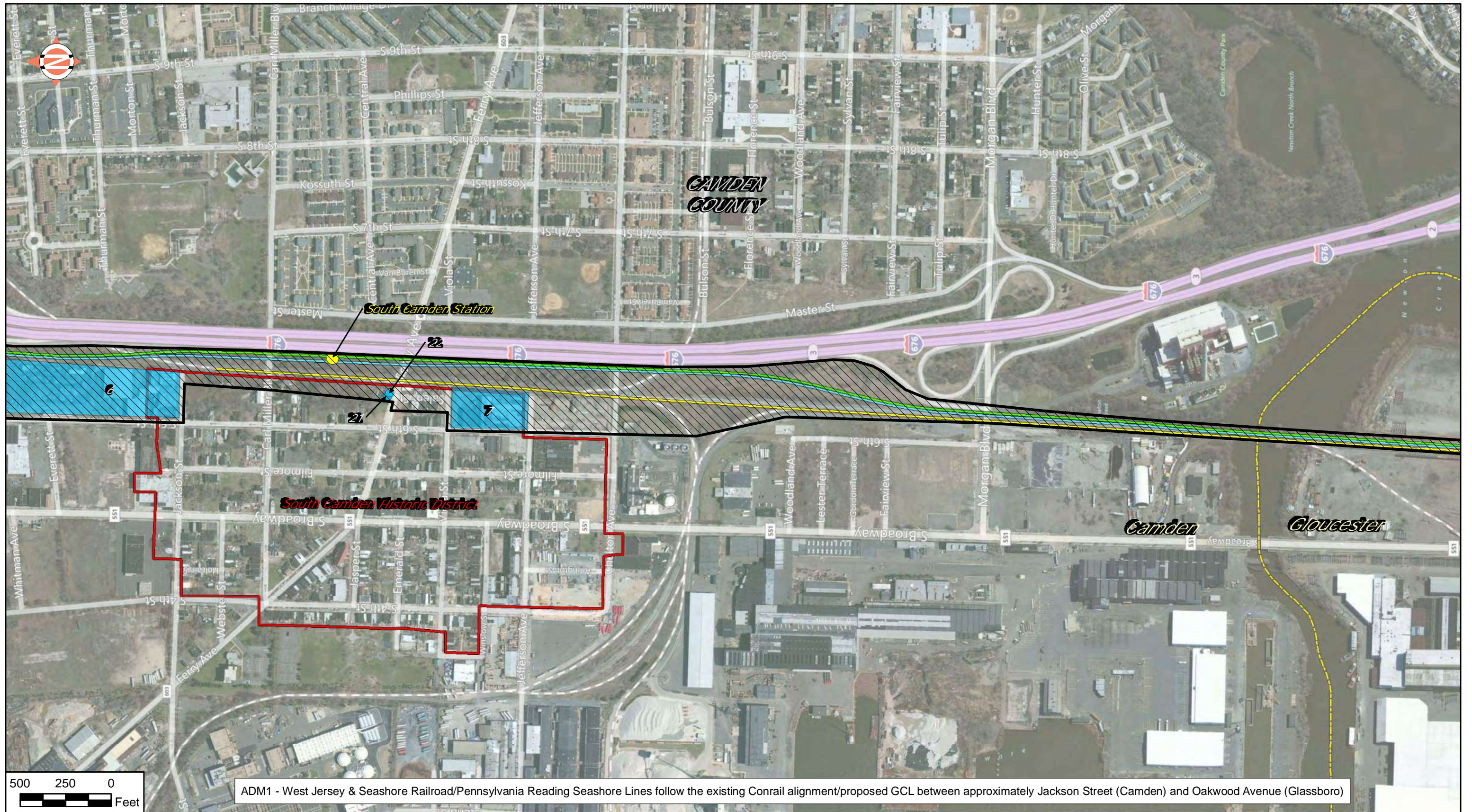
- Area of Potential Effects (APE)
- GCL Facilities
- Potential VMF Site Locations

- Light Rail Transit Alternative**
- Conrail Alignment
 - GCL Track 1 Alignment
 - GCL Track 2 Alignment




- Newly Identified Resources**
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 - Not Eligible
 - Intensive Survey Form
 - Not Eligible


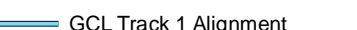
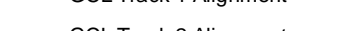
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



Figure 2
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 1 of 14



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-  Area of Potential Effects (APE)
-  GCL Facilities
-  Potential VMF Site Locations

- Light Rail Transit Alternative**
-  Conrail Alignment
 -  GCL Track 1 Alignment
 -  GCL Track 2 Alignment

- Newly Identified Resources**
-  Intensive Survey Form
 -  Not Eligible
 -  Intensive Survey Form
 -  Not Eligible

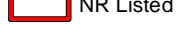

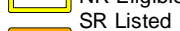
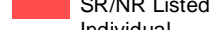
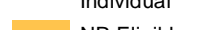
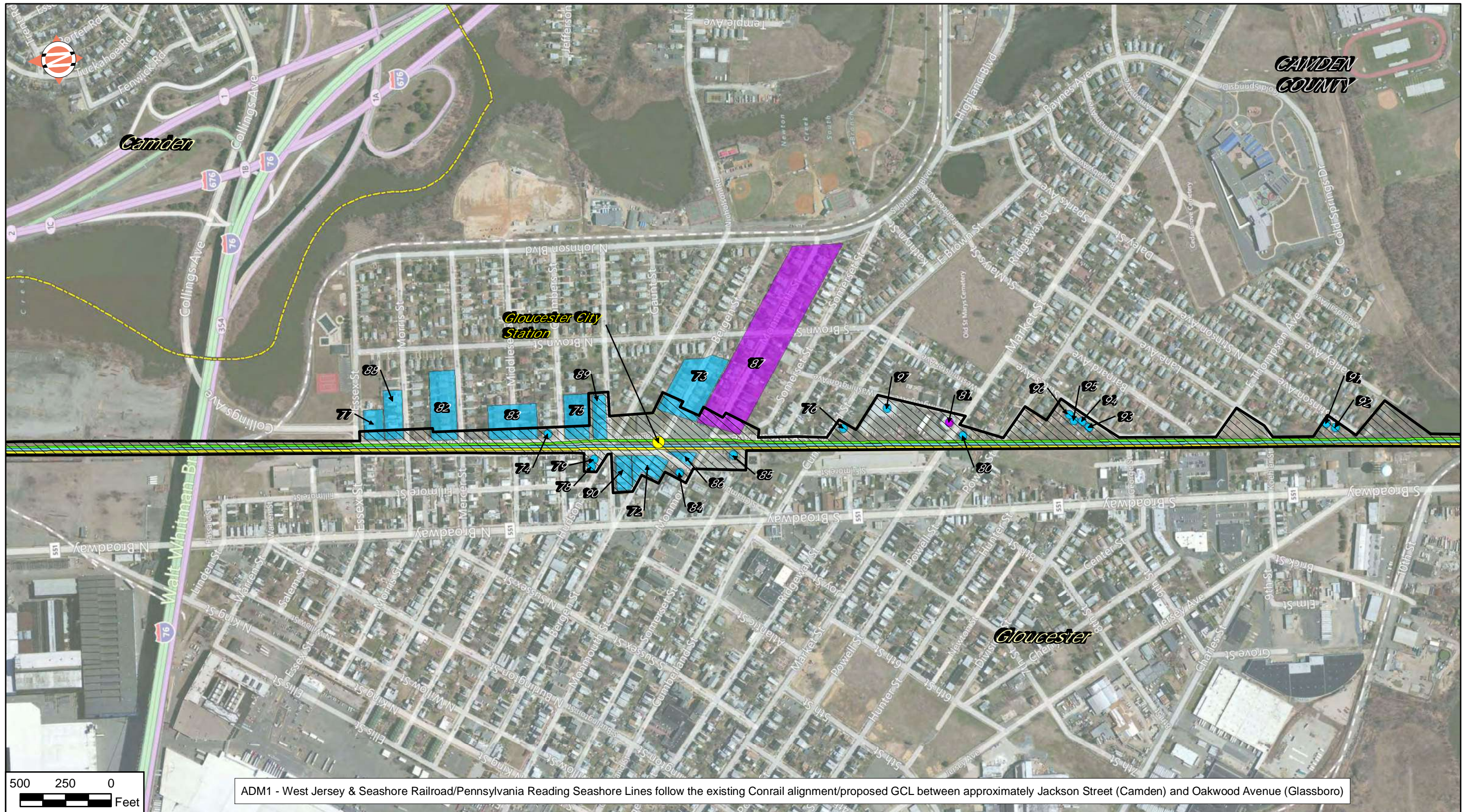
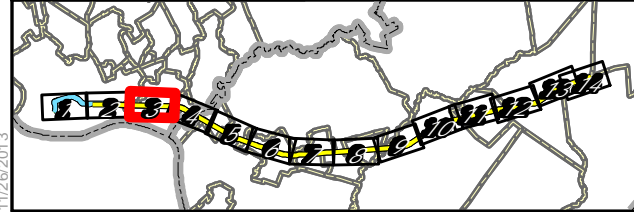
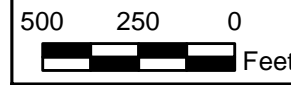
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Figure 2
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 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 2 of 14



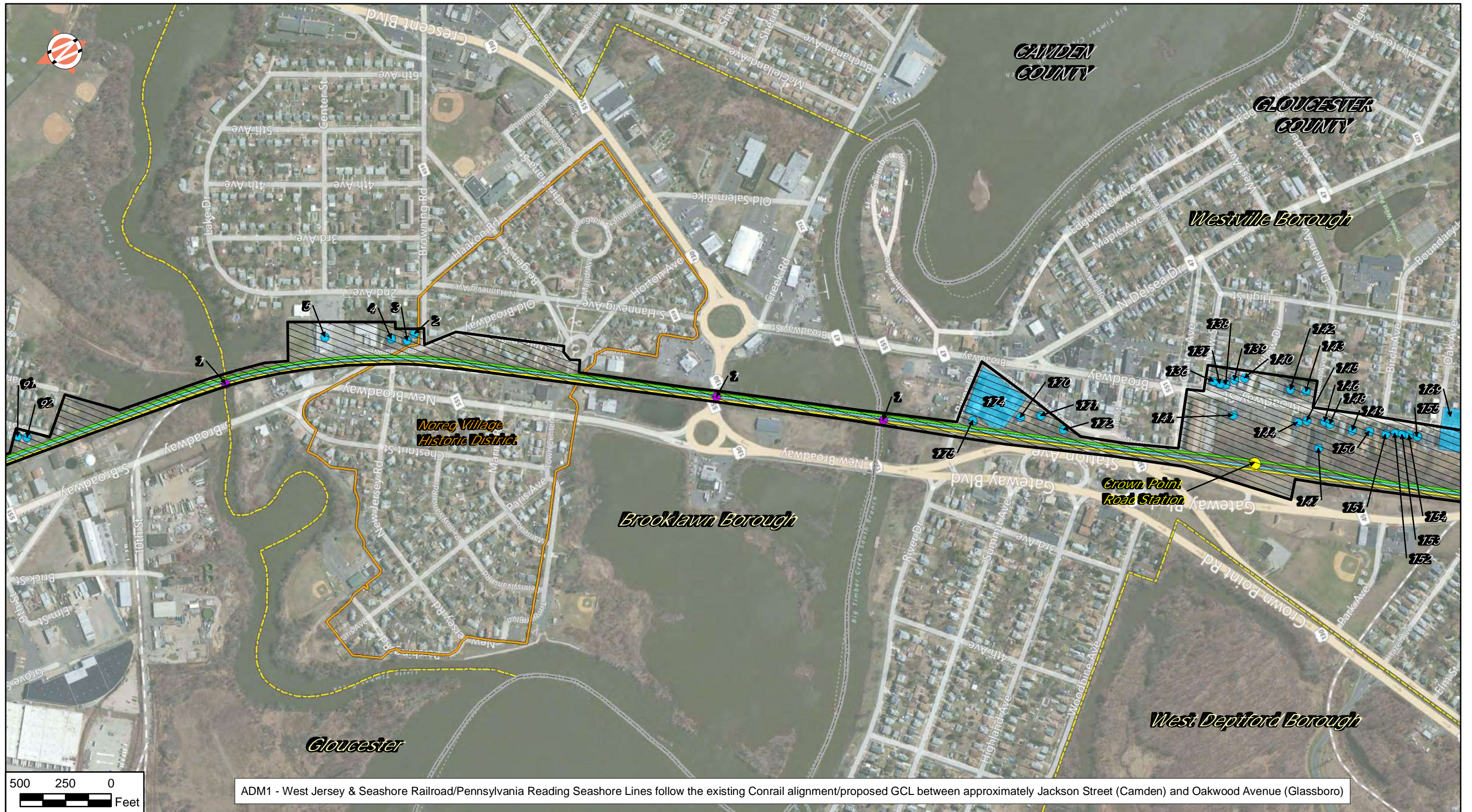
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



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 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 3 of 14

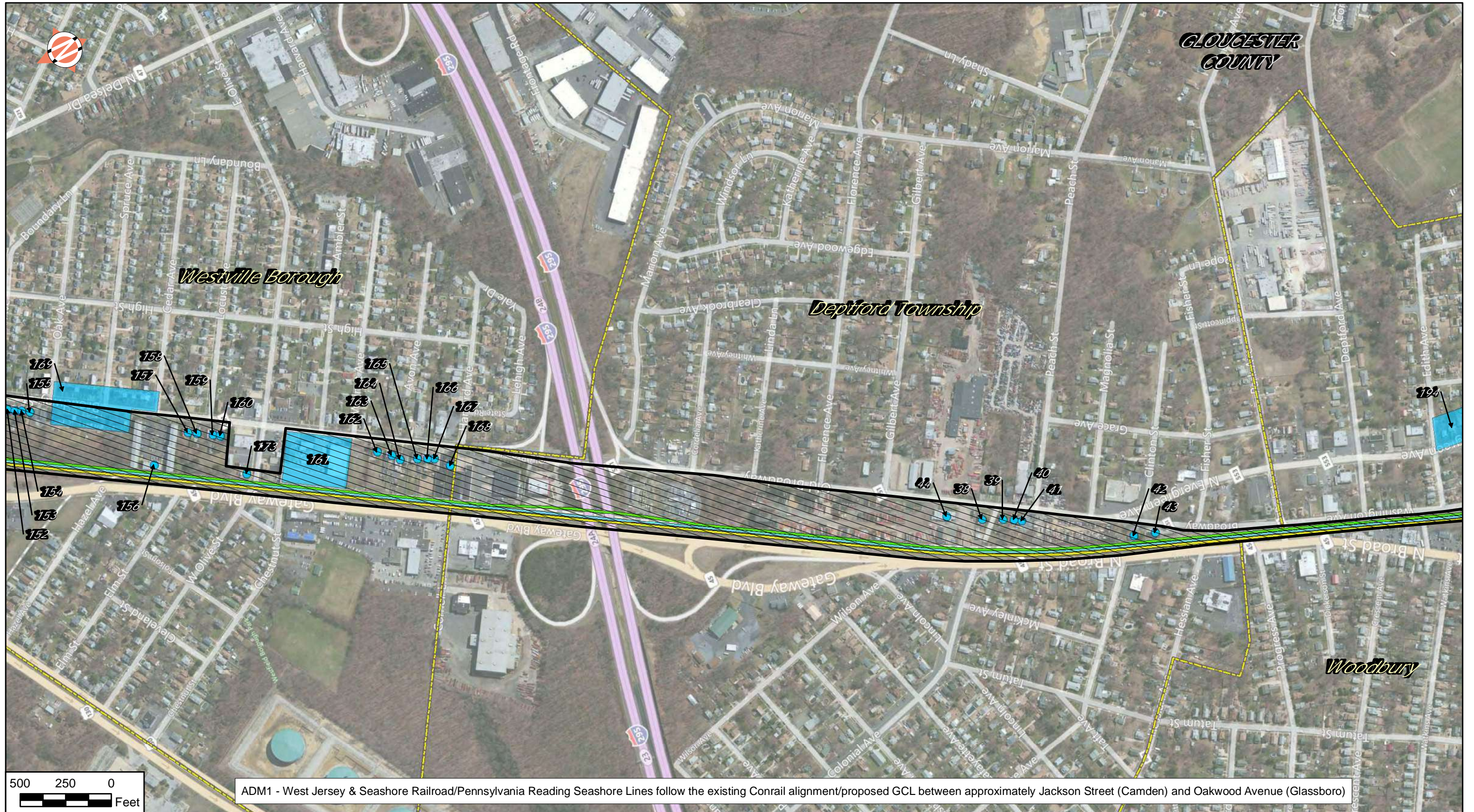
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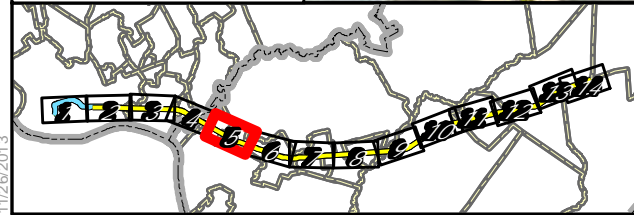
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Figure 2
 Area of Potential Effects (APE) and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 4 of 14

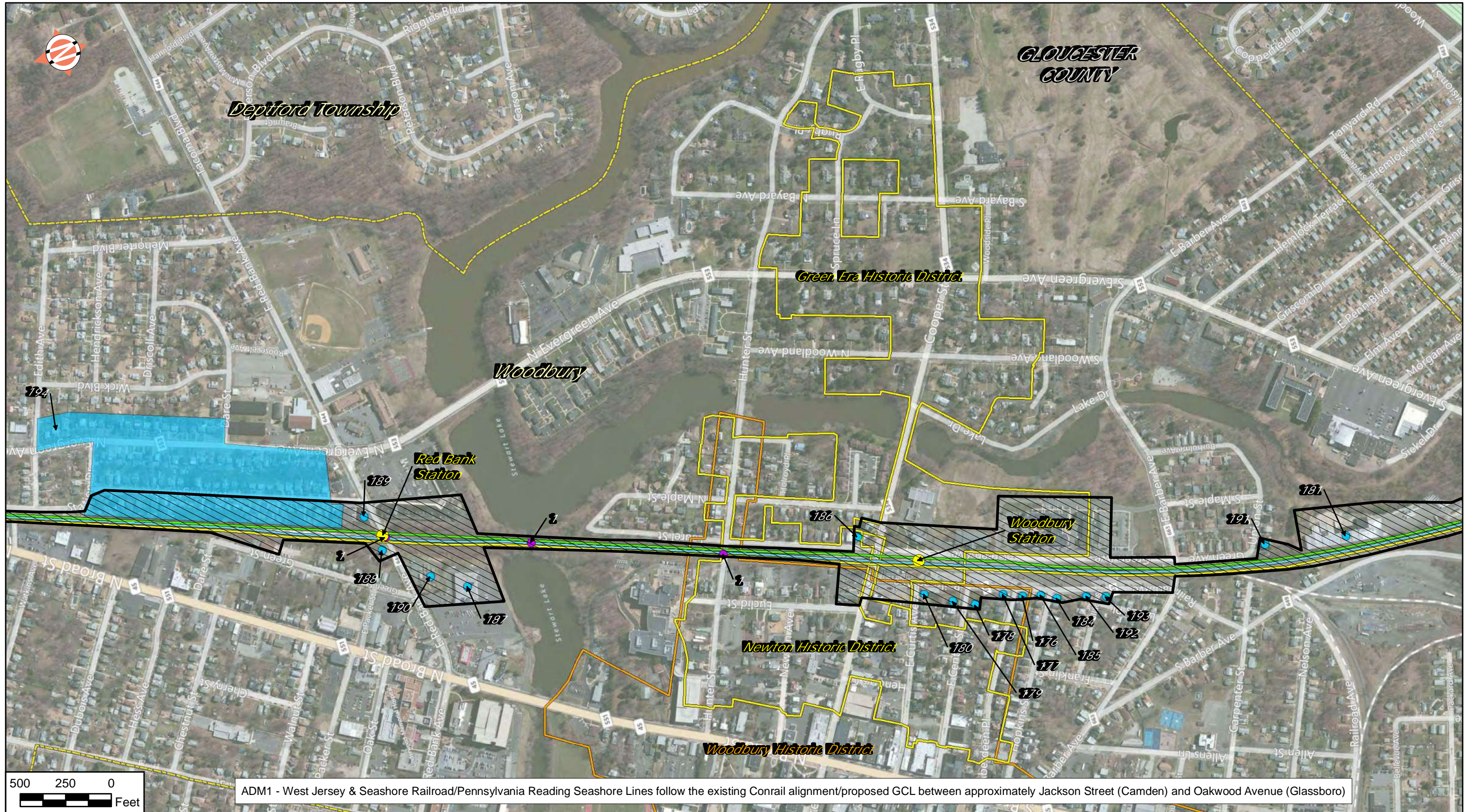


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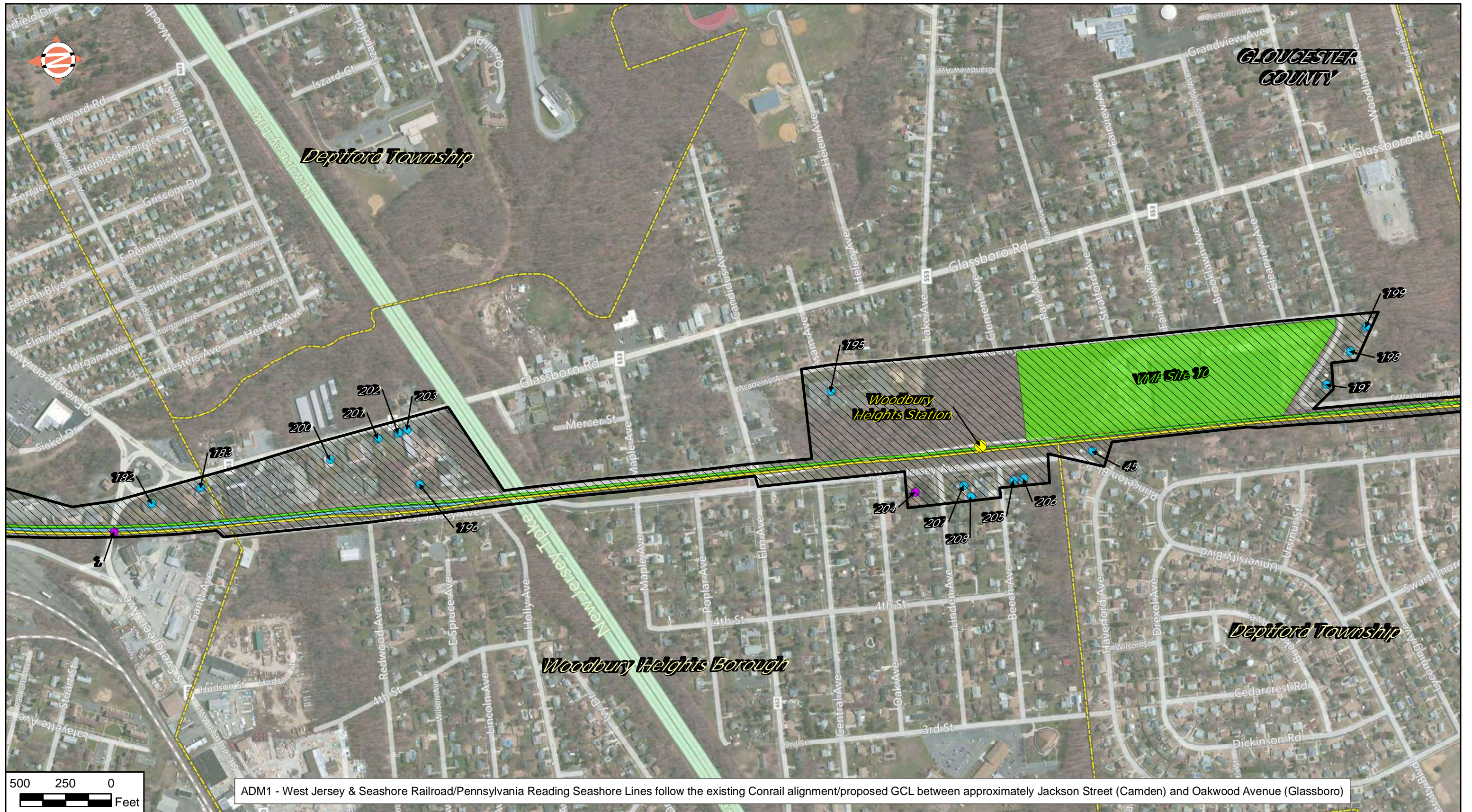
Figure 2
Area of Potential Effects (APE)
and Resource Location Map
Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
Page 5 of 14



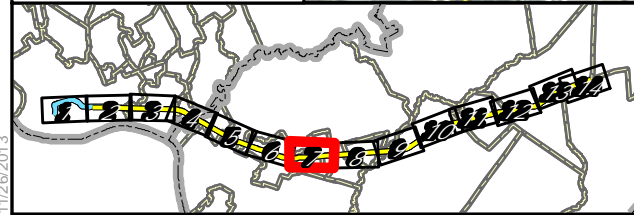
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Figure 2
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 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
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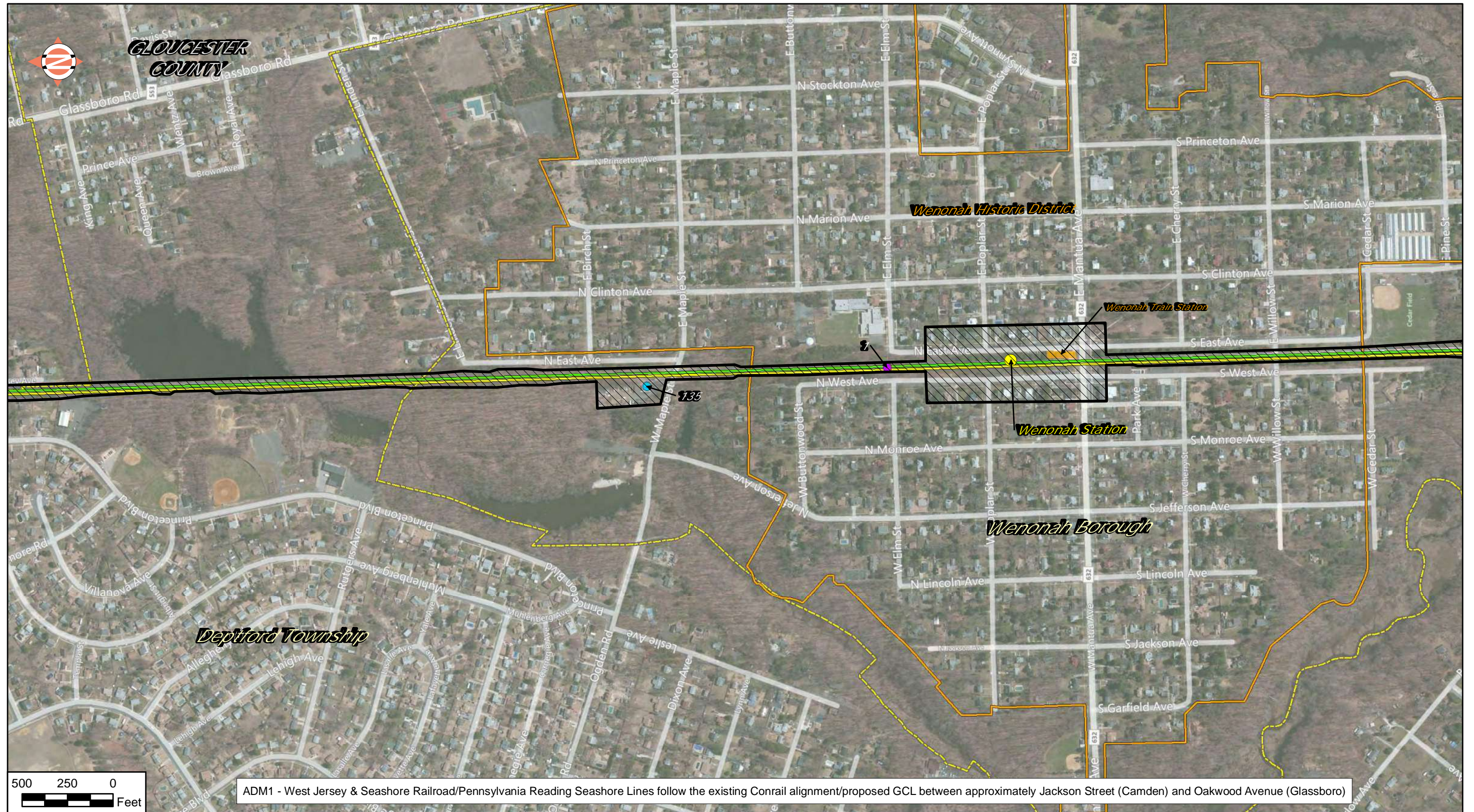


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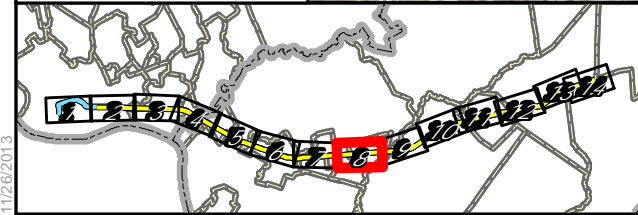


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Figure 2
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Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
Page 7 of 14

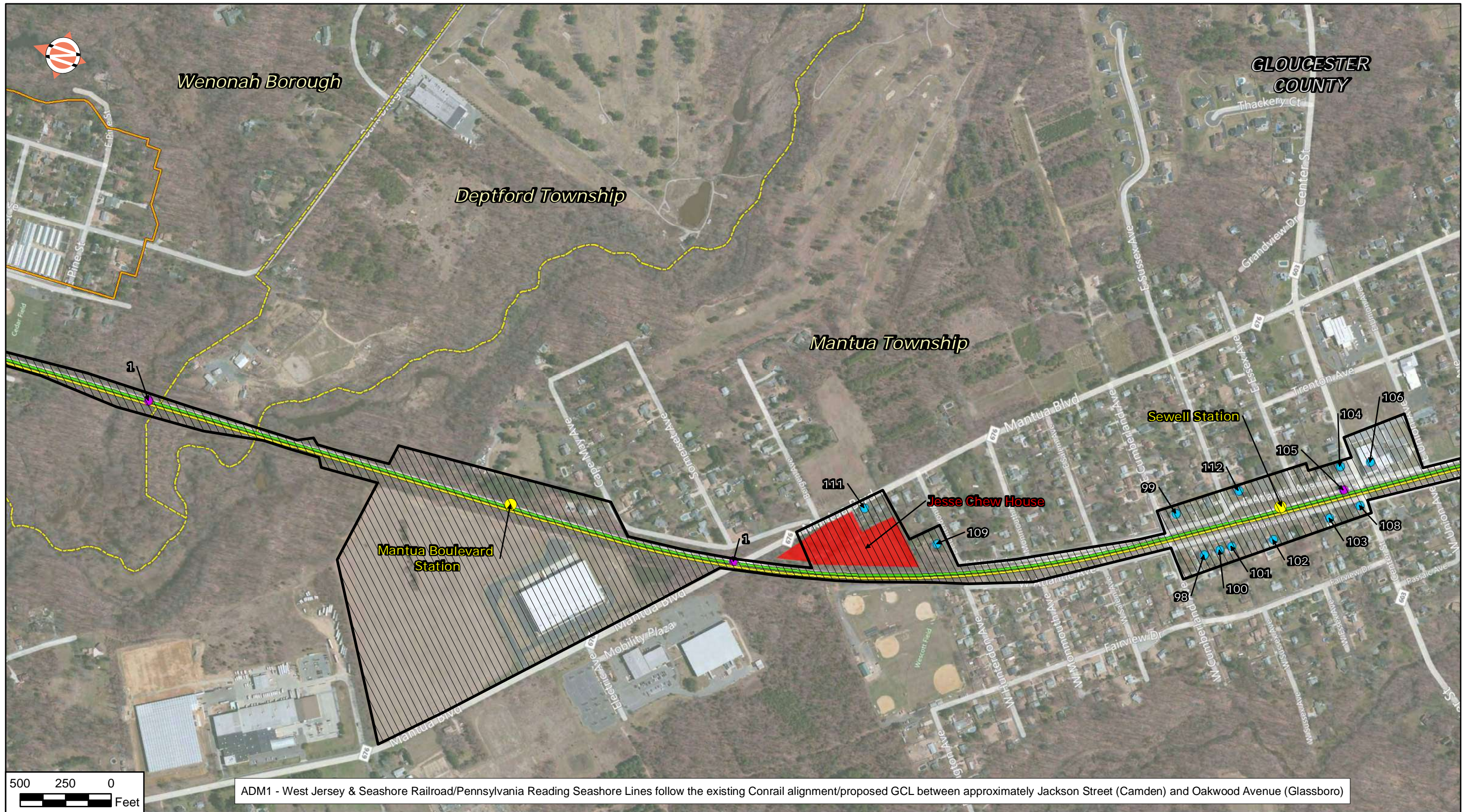


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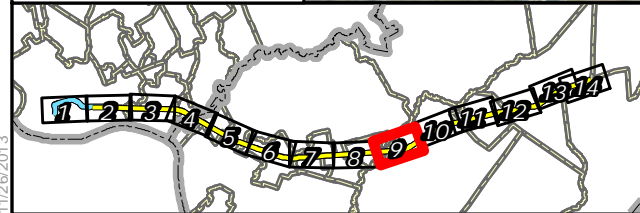
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Figure 2
Area of Potential Effects (APE)
and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
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ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)

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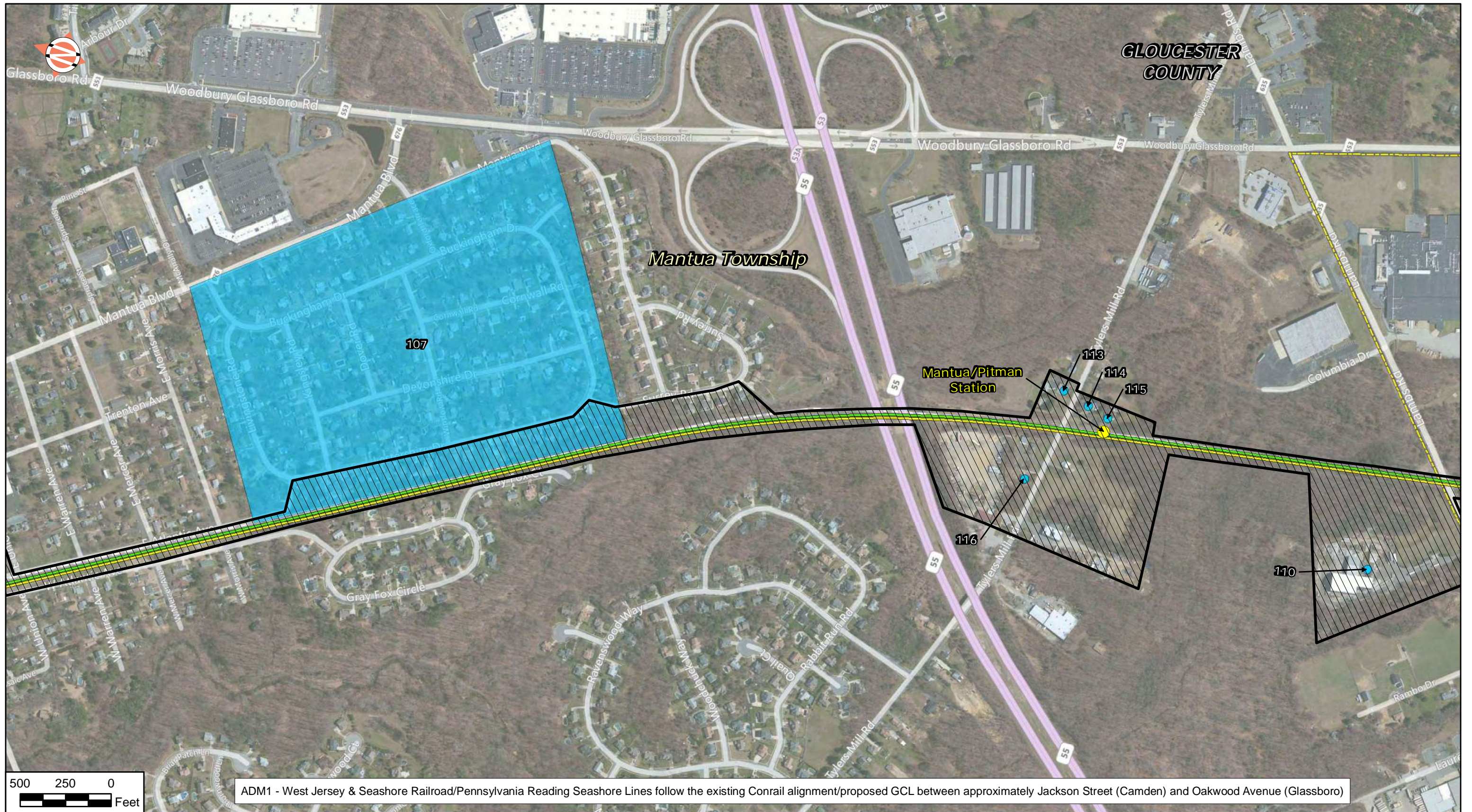
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- GCL Facilities
- Potential VMF Site Locations

- Light Rail Transit Alternative**
- Conrail Alignment
 - GCL Track 1 Alignment
 - GCL Track 2 Alignment

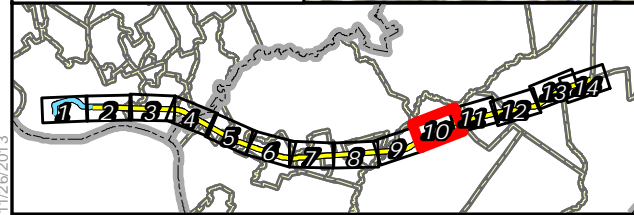
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 - Not Eligible

- Previously Identified Resources**
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 - NR Eligible/SR Listed
 - NR Eligible
 - SR/NR Listed - Individual
 - NR Eligible - Individual

Figure 2
Area of Potential Effects (APE)
and Resource Location Map
Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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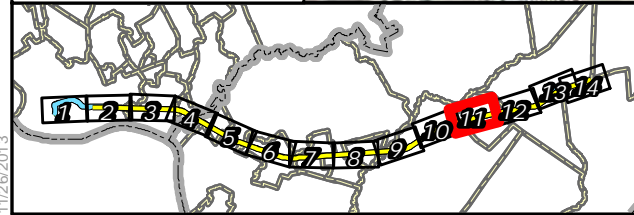


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and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 10 of 14

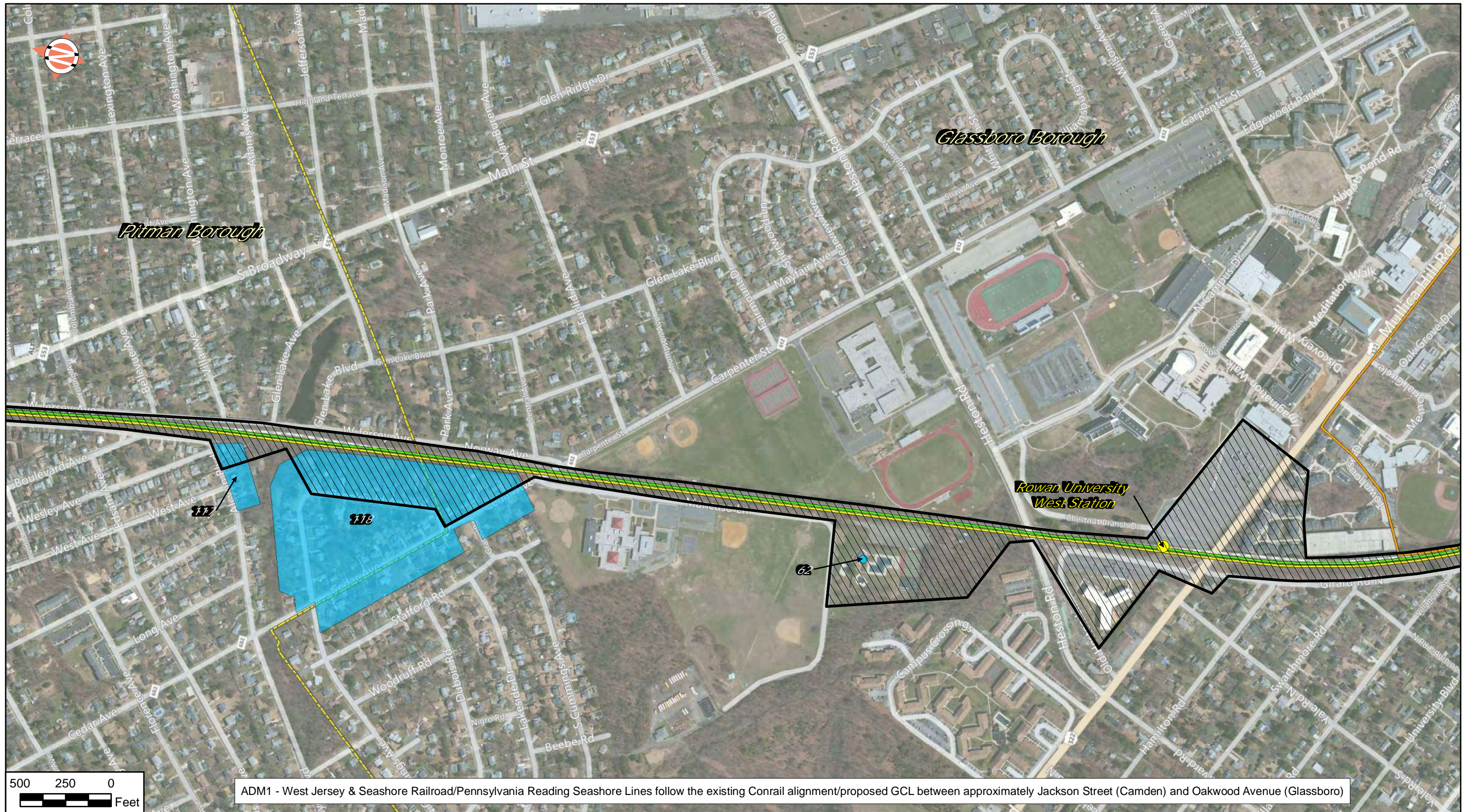


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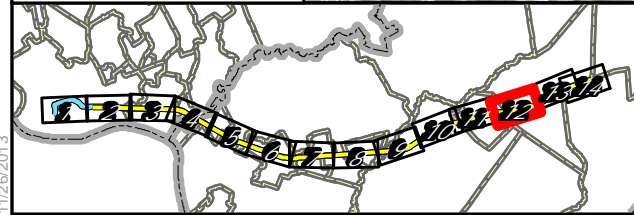


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Figure 2
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 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 11 of 14

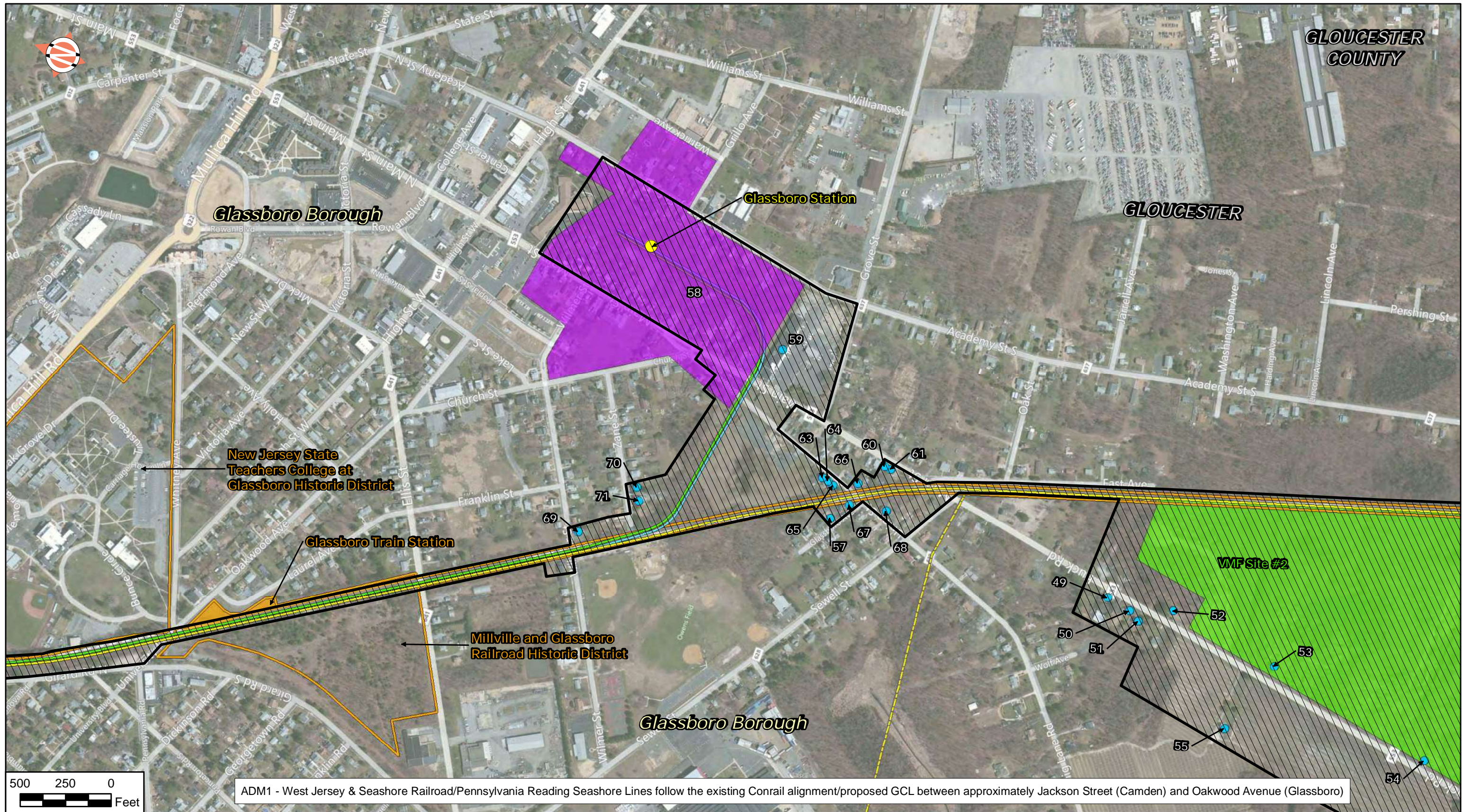


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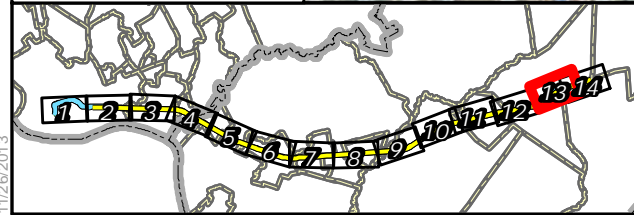


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 Camden and Gloucester Counties, New Jersey
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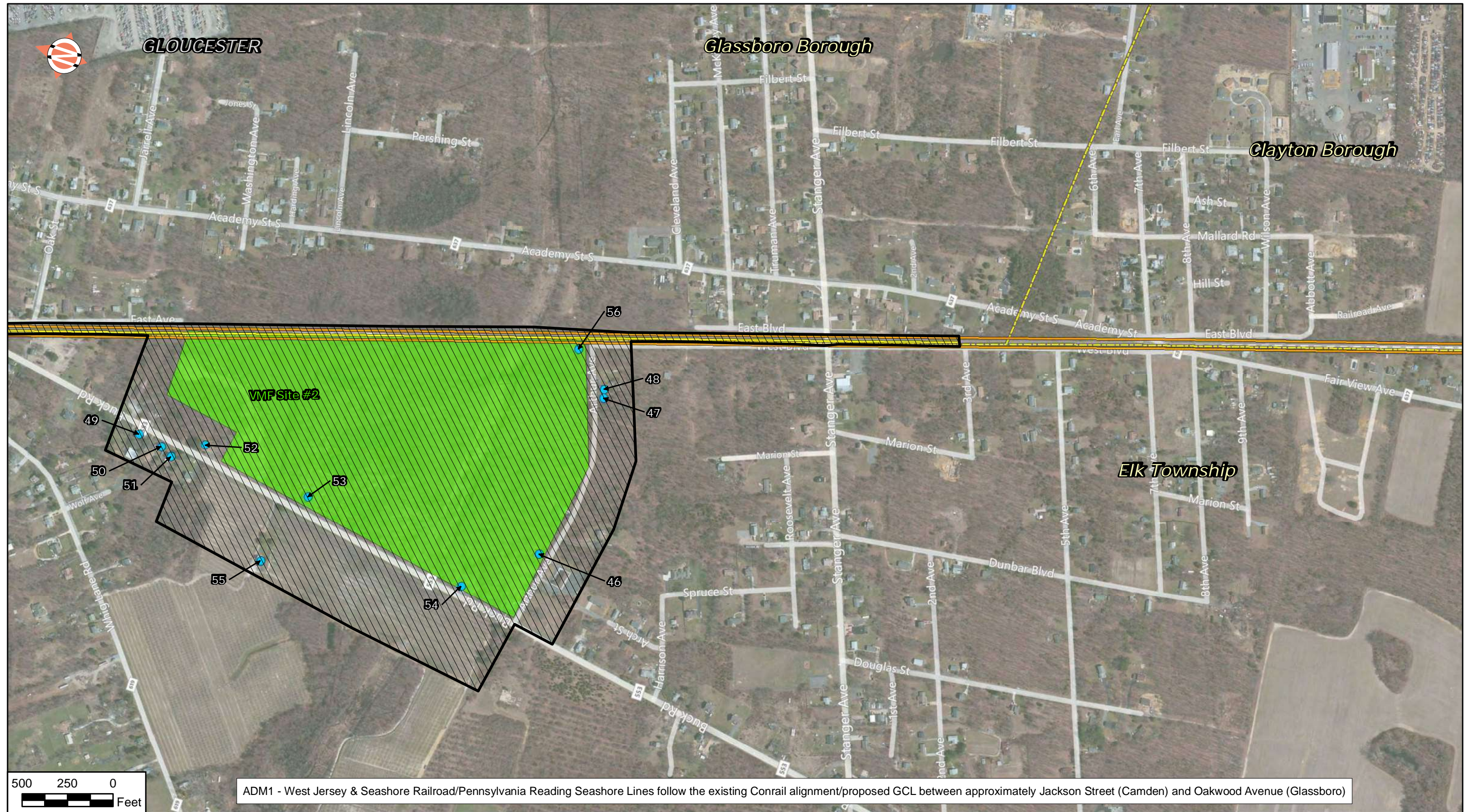


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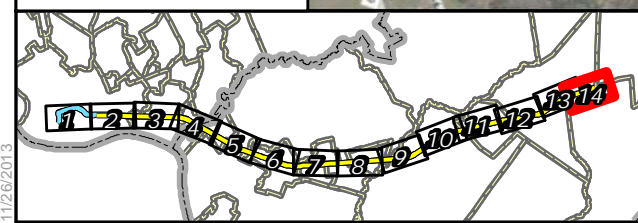
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Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)

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Figure 2
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Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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Appendix C: Photographs



Photograph 1: Noreg Village Historic District (NR eligible), Brooklawn Borough. View looking west at New Broadway and New Jersey Road.



Photograph 2: Noreg Village Historic District (NR eligible), Brooklawn Borough. View looking southwest along New Broadway.



Photograph 3: Cooper Plaza Historic District (NR eligible; local certified district), Camden City. View looking northeast along Haddon Avenue.



Photograph 4: Cooper Plaza Historic District (NR eligible; local certified district), Camden City. View looking southeast at Broadway and Benson Street.



Photograph 5: Jesse Starr School (NR eligible), 823 Pine Street, Camden City. View of façade and west (side) elevation. The building has lost integrity as a result of extensive alterations since the previous evaluation and appears to be no longer eligible for listing in the NR.



Photograph 6: Jesse Starr School (NR eligible), 823 Pine Street, Camden City. View of north (rear) and west (side) elevations, showing alterations.



Photograph 7: Jesse Starr School (NR eligible), 823 Pine Street, Camden City. View of north (rear) and east (side) elevations, showing alterations.



Photograph 8: 622 Ferry Avenue, a contributing resource to the South Camden Historic District (NR/SR listed), Camden City.



Photograph 9: 620-624 Van Hook Street, contributing resources to the South Camden Historic District (NR/SR listed), Camden City.



Photograph 10: Glassboro Train Station and Millville and Glassboro Railroad Historic District (both NR eligible), Glassboro Borough. View looking southeast from Oakwood Avenue.



Photograph 11: New Jersey State Teachers College at Glassboro Historic District (NR eligible), Glassboro Borough. View looking northeast from Whitney Avenue.



Photograph 12: Jesse Chew House (NR/SR listed), 611 Mantua Boulevard, Mantua Township.



Photograph 13: 105-107 East Avenue, a contributing resource to the Wenonah Historic District (NR eligible), Wenonah Borough.



Photograph 14: 1 Poplar Street, a contributing resource to the Wenonah Historic District (NR eligible), Wenonah Borough.



Photograph 15: Wenonah Train Station (NR eligible), Wenonah Borough.



Photograph 16: Woodbury Train Station, a contributing resource to the Green Era Historic District (NR eligible; SR Listed), Woodbury City.



Photograph 17: 85-89 Cooper Street, a contributing resource to the Green Era Historic District (NR eligible; SR Listed), Woodbury City.



Photograph 18: 211 Cooper Street, a contributing resource to the Green Era Historic District (NR eligible; SR Listed), Woodbury City.



Photograph 19: 122 Green Street, a contributing resource to the Green Era Historic District (NR eligible; SR Listed), Woodbury City.



Photograph 20: St. Patrick Church at Cooper and Euclid Streets, a contributing resource to the Newton Historic District (NR eligible; SR Listed), Woodbury City. This building is also within the Woodbury Historic District (NR eligible; local certified district).



Photograph 21: Dwellings along E. Center Street within the Newton Historic District (NR eligible; SR Listed) and the Woodbury Historic District (NR eligible; local certified district), Woodbury City.



Photograph 22: West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines, bridge over US 130, Brooklawn Borough.



Photograph 23: West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines, grade crossing at Broadway, Pitman Borough.



Photograph 24: West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines, bridge over Big Timber Creek, Westville Borough.



Photograph 25: West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines, bridge over Woodbury Creek, Woodbury Township.



Photograph 26: 111 Browning Lane, Brooklawn Borough.



Photograph 27: 1 Railroad Lane, Brooklawn Borough.



Photograph 28: 3-5 Railroad Lane, Brooklawn Borough.



Photograph 29: 11 Railroad Lane (American Legion Post 72), Brooklawn Borough.



Photograph 30: 1500 S. 6th Street (Camden Iron and Metal), Camden City. View looking north. All that remains from the pre-1965 era are two small brick office buildings.



Photograph 31: 1500 S. 6th Street (Camden Iron and Metal), Camden City. View looking south. All that remains from the pre-1965 era are two small brick office buildings.



Photograph 32: 6th Street Streetscape (east side, Viola Street to Jefferson Street), Camden City.



Photograph 33: S. 8th Street Streetscape (Kaighns Avenue to Sycamore Street), Camden City.



Photograph 34: S. 8th Street Streetscape (Kaighns Avenue to Sycamore Street), Camden City.



Photograph 35: 827 S. 9th Street, Camden City.



Photograph 36: S. 9th Street Streetscape (Ramona Gonzalez Street to Pine Street), Camden City.



Photograph 37: S. 9th Street Streetscape (Cherry Street to Spruce Street), Camden City.



Photograph 38: S. 9th Street Streetscape (Cherry Street to Spruce Street), Camden City.



Photograph 39: S. 9th Street Streetscape (Walnut Street to Cherry Street), Camden City.



Photograph 40: S. 9th Street Streetscape (Walnut Street to Cherry Street), Camden City.



Photograph 41: S. 9th Street Streetscape (Mt. Vernon Street to Walnut Street), Camden City.



Photograph 42: S. Broadway (east-side, Stevens Street to Dr. Martin Luther King Boulevard), Camden City. View looking southeast.



Photograph 43: S. Broadway (west-side, Stevens Street to Dr. Martin Luther King Boulevard), Camden City. View looking southwest.



Photograph 44: 740 Chestnut Street (John G. Whittier School), Camden City.



Photograph 45: 817 Chestnut Street, Camden City.



Photograph 46: Chestnut Street Rowhouses (west of S. 8th Street), Camden City.



Photograph 47: 1 Cooper Plaza (Cooper University Hospital), Camden City. Extensive additions have compromised the resource's integrity.



Photograph 48: Dr. Martin Luther King Boulevard Rowhouses (south-side, east of S. 5th Street), Camden City.



Photograph 49: 619 Ferry Street, Camden City. This resource is located outside of the revised South Camden Historic District boundary proposed in 2008. Clarification of the approved boundary is required.



Photograph 50: 621 Ferry Street, Camden City. This resource is located outside of the revised South Camden Historic District boundary proposed in 2008. Clarification of the approved boundary is required.



Photograph 51: 628-634 Kaighns Avenue (Victory Garage), Camden City. View of façade.



Photograph 52: 628-634 Kaighns Avenue (Victory Garage), Camden City. View of south (rear) and east (side) elevations.



Photograph 53: 753 Kaighns Avenue (St. Bartholomew Roman Catholic Church), Camden City.



Photograph 54: 773-779 Kaighns Avenue, Camden City.



Photograph 55: Kaighns Avenue Streetscape (Maurice Street to Railroad Avenue), Camden City.



Photograph 56: Kaighns Avenue Streetscape (Maurice Street to Railroad Avenue), Camden City.



Photograph 57: Kaighns Avenue Streetscape (Maurice Street to Railroad Avenue), Camden City.



Photograph 58: Kaighns Avenue Streetscape (Maurice Street to Railroad Avenue), Camden City.



Photograph 59: Kaighns Avenue Streetscape (Maurice Street to Railroad Avenue), Camden City.



Photograph 60: Line Street Rowhouses (north-side, west of S. 9th Street), Camden City.



Photograph 61: Line Street Rowhouses (south-side, west of S. 9th Street), Camden City.



Photograph 62: Line Street Rowhouses (south-side, west of S. 9th Street), Camden City.



Photograph 63: 817 Mt. Vernon Street, Camden City.



Photograph 64: 828 Mt. Vernon Street, at the east end of the Mt. Vernon St. Streetscape (south-side, 8th Street to 9th Street), Camden City.



Photograph 65: Mt. Vernon St. Streetscape (south-side, 8th Street to 9th Street), Camden City.



Photograph 66: Garage at the west end of the Mt. Vernon St. Streetscape (south-side, 8th Street to 9th Street), Camden City.



Photograph 67: Pine Street Rowhouses (west of S. 9th Street), Camden City.



Photograph 68: Pine Street Rowhouses (west of S. 9th Street), Camden City.



Photograph 69: Railroad Avenue/S. 7th Street at Kaighns Avenue (Farr & Bailey Manufacturing Company/Congoleum Nairn Company) Linoleum Plant, Camden City. View looking south from Kaighns Avenue.



Photograph 70: Railroad Avenue/S. 7th Street at Kaighns Avenue (Farr & Bailey Manufacturing Company/Congoleum Nairn Company) Linoleum Plant, Camden City. View looking east from Railroad Avenue/S. 7th Street.



Photograph 71: 836-838 Ramona Gonzalez Street, Camden City.



Photograph 72: Spruce Street Rowhouses (west of S. 9th Street), Camden City.



Photograph 73: Spruce Street Rowhouses (west of S. 9th Street), Camden City.



Photograph 74: 801 Sycamore Street, Camden City.



Photograph 75: Trenton Avenue Rowhouses (west of S. 9th Street), Camden City.



Photograph 76: Trenton Avenue Rowhouses (west of S. 9th Street), Camden City.



Photograph 77: Walnut Street Rowhouses (north-side, west of S. 9th Street), Camden City.



Photograph 78: Walnut Street Rowhouses (north-side, west of S. 9th Street), Camden City.



Photograph 79: 1180 Broadway, Deptford Township.



Photograph 80: 1184 Broadway, Deptford Township.



Photograph 81: 1190 Broadway, Deptford Township.



Photograph 82: 1198 Broadway, Deptford Township.



Photograph 83: 1240 Broadway, Deptford Township.



Photograph 84: 1250 Broadway, Deptford Township.



Photograph 85: Cornell & Co., Inc. building on Broadway (west-side, south of Gilbert Avenue), Deptford Township.



Photograph 86: Municipal Pumping Station No. 1 on Princeton Boulevard, Deptford Township.



Photograph 87: 511 Arthur Avenue, Elk Township.



Photograph 88: 566 Arthur Avenue, Elk Township.



Photograph 89: Arthur Avenue (east of 566 Arthur Avenue and west of West Boulevard), Elk Township.



Photograph 90: 116 Buck Road, Elk Township.



Photograph 91: 118 Buck Road, Elk Township.



Photograph 92: 120 Buck Road, Elk Township.



Photograph 93: 121 Buck Road, Elk Township.



Photograph 94: 129 Buck Road, Elk Township.



Photograph 95: 151 Buck Road, Elk Township.



Photograph 96: Buck Road (orchard property across from 129 Buck Road), Elk Township.



Photograph 97: West Boulevard (west-side, north of Arthur Avenue), Elk Township.



Photograph 98: 5 Glassboro Avenue, Glassboro Borough.



Photograph 99: Glassworks Residential District/South Glassboro, Glassboro Borough. View looking northeast along Main Street from south of Wilmer Street within the potential district.



Photograph 100: Glassworks Residential District/South Glassboro, Glassboro Borough. View looking south toward Bethlehem United Church of Christ within the potential district.



Photograph 101: Glassworks Residential District/South Glassboro, Glassboro Borough. View looking northeast along Academy Street within the potential district.



Photograph 102: Glassworks Residential District/South Glassboro, Glassboro Borough. View looking southwest toward 29 Academy Street within the potential district.



Photograph 103: 142 S. Main Street (South Jersey Gas), Glassboro Borough.



Photograph 104: 221 S. Main Street, Glassboro Borough.



Photograph 105: 223 S. Main Street, Glassboro Borough.



Photograph 106: 11 Ruth H. Mancuso Lane (Brookside Swim & Tennis Club), Glassboro Borough.



Photograph 107: 109 Union Street, Glassboro Borough.



Photograph 108: 111 Union Street, Glassboro Borough.



Photograph 109: 113 Union Street, Glassboro Borough.



Photograph 110: 118 Union Street, Glassboro Borough.



Photograph 111: 121 Union Street, Glassboro Borough.



Photograph 112: 128-130 Union Street, Glassboro Borough.



Photograph 113: 144 Wilmer Street, Glassboro Borough.



Photograph 114: 32 Zane Street, Glassboro Borough.



Photograph 115: 34 Zane Street, Glassboro Borough.



Photograph 116: Bergen Street Rowhouses (west of Railroad Avenue), Gloucester City.



Photograph 117: Bergen Street Rowhouses (west of Railroad Avenue), Gloucester City.



Photograph 118: Bergen Street Streetscape (Railroad Avenue to Brown Street), Gloucester City.



Photograph 119: Bergen Street Streetscape (Railroad Avenue to Brown Street), Gloucester City.



Photograph 120: 801-803 Chambers Street, Gloucester City.



Photograph 121: Chambers Street Streetscape (south-side, east of Railroad Avenue), Gloucester City.



Photograph 122: Chambers Street Streetscape (south-side, east of Railroad Avenue), Gloucester City.



Photograph 123: 804 Cumberland Street, Gloucester City.



Photograph 124: Essex Street Streetscape (south-side, east of Railroad Avenue), Gloucester City.



Photograph 125: Essex Street Streetscape (south-side, east of Railroad Avenue), Gloucester City.



Photograph 126: 503-505 Hudson Street, Gloucester City.



Photograph 127: 507-509 Hudson Street, Gloucester City.



Photograph 128: 800 Market Street, Gloucester City.



Photograph 129: 800 Market Street, Gloucester City.



Photograph 130: 811 Market Street, Gloucester City.



Photograph 131: Mercer Street Streetscape (north-side, east of Railroad Avenue), Gloucester City.



Photograph 132: Mercer Street Streetscape (north-side, east of Railroad Avenue), Gloucester City.



Photograph 133: Middlesex Street Streetscape (east of Railroad Avenue), Gloucester City.



Photograph 134: Middlesex Street Streetscape (east of Railroad Avenue), Gloucester City.



Photograph 135: 537-539 Monmouth Street, Gloucester City.



Photograph 136: 701 Monmouth Street (Gloucester City Train Station), Gloucester City. View of north (side) and east (front) elevations.



Photograph 137: 701 Monmouth Street (Gloucester City Train Station), Gloucester City. View of south (side) and east (front) elevations.



Photograph 138: Monmouth Street Commercial Row, Gloucester City.



Photograph 139: Monmouth Street Commercial Row, Gloucester City.



Photograph 140: Monmouth Street Streetscape (Railroad Avenue to Johnson Boulevard), Gloucester City. View looking southeast near Railroad Avenue within the potential district.



Photograph 141: Monmouth Street Streetscape (Railroad Avenue to Johnson Boulevard), Gloucester City. View looking southwest to 806-808 Monmouth Street within the potential district.



Photograph 142: Monmouth Street Streetscape (Railroad Avenue to Johnson Boulevard), Gloucester City. View looking northwest from Brown Street within the potential district.



Photograph 143: Morris Street Streetscape (north-side, east of Railroad Avenue), Gloucester City.



Photograph 144: Paul Street Rowhouses (north-side, east of Railroad Avenue), Gloucester City.



Photograph 145: Paul Street Rowhouses (south-side, west of Railroad Avenue), Gloucester City.



Photograph 146: 14 S. Stinson Avenue, Gloucester City.



Photograph 147: 16 S. Stinson Avenue, Gloucester City.



Photograph 148: 1 S. Stites Avenue, Gloucester City.



Photograph 149: 3 S. Stites Avenue, Gloucester City.



Photograph 150: 5 S. Stites Avenue, Gloucester City.



Photograph 151: 7 S. Stites Avenue, Gloucester City.



Photograph 152: 101 Washington Avenue, Gloucester City.