



**Photograph 153:** 731 W. Atlantic Avenue, Sewell, Mantua Township.



**Photograph 154:** 740 W. Atlantic Avenue, Sewell, Mantua Township.



**Photograph 155:** 741 W. Atlantic Avenue, Sewell, Mantua Township.



**Photograph 156:** 751 W. Atlantic Avenue, Sewell, Mantua Township.



**Photograph 157:** 763 W. Atlantic Avenue, Sewell, Mantua Township.



**Photograph 158:** 771-773 W. Atlantic Avenue, Sewell, Mantua Township.



**Photograph 159:** 780 W. Atlantic Avenue, Sewell, Mantua Township.



**Photograph 160:** W. Atlantic Avenue (Sewell Train Station), Sewell, Mantua Township.



**Photograph 161:** Buckingham Village residential development, Sewell, Mantua Township. View looking southeast toward a representative dwelling at 500 Atlantic Avenue within the development.



**Photograph 162:** Buckingham Village residential development, Sewell, Mantua Township. View looking northeast along Livingstone Road within the development.



**Photograph 163:** 195 Center Street, Sewell, Mantua Township.



**Photograph 164:** 200-202 Center Street, Sewell, Mantua Township.



**Photograph 165:** Hunterdon Avenue (southwest end), Sewell, Mantua Township.



**Photograph 166:** 408 Lambs Road, Mantua Township.



**Photograph 167:** 621 Mantua Boulevard, Sewell, Mantua Township.



**Photograph 168:** 191 E. Sussex Avenue, Sewell, Mantua Township.



**Photograph 169:** 355 Tylers Mill Road, Mantua Township.



**Photograph 170:** 364 Tylers Mill Road, Mantua Township.



**Photograph 171:** 368 Tylers Mill Road, Mantua Township.



**Photograph 172:** Tylers Mill Road (north-side, west of railroad), Mantua Township.



**Photograph 173:** Alcyon Boulevard Streetscape (south-side, Lincoln Avenue to Snyder Avenue), Pitman Borough.



**Photograph 174:** Alcyon Boulevard Streetscape (south-side, Lincoln Avenue to Snyder Avenue), Pitman Borough.



**Photograph 175:** Brookfield and Cedar Avenues Grouping, Pitman Borough. View looking northeast at the north end of Brookfield Avenue within the grouping.



**Photograph 176:** Brookfield and Cedar Avenues Grouping, Pitman Borough. View looking northeast along Brookfield Avenue within the grouping.



**Photograph 177:** Brookfield and Cedar Avenues Grouping, Pitman Borough. View looking southeast along Cedar Avenue within the grouping.



**Photograph 178:** 55 Commerce Avenue (Riley/Fay Sales Company Milk, Ice, and Cold Storage), Pitman Borough. View of west (front) and south (side) elevations.



**Photograph 179:** 55 Commerce Avenue (Riley/Fay Sales Company Milk, Ice, and Cold Storage), Pitman Borough. View of west (front) and north (side) elevations.



**Photograph 180:** 51-53 E, Holly Avenue (Pitman Grove Review Printing), Pitman Borough.



**Photograph 181:** 70 E. Holly Avenue (Kandle Brothers Lumber), Pitman Borough.



**Photograph 182:** 129-131 W. Jersey Avenue, Pitman Borough.



**Photograph 183:** 135 W. Jersey Avenue, Pitman Borough.



**Photograph 184:** 143 W. Jersey Avenue, Pitman Borough.





**Photograph 185:** 147 W. Jersey Avenue, Pitman Borough.



**Photograph 186:** 155 W. Jersey Avenue, Pitman Borough.



**Photograph 187:** 161 W. Jersey Avenue, Pitman Borough.



**Photograph 188:** 163-165 W. Jersey Avenue, Pitman Borough.



**Photograph 189:** 201-203 W. Jersey Avenue, Pitman Borough.



**Photograph 190:** 205-207 W. Jersey Avenue, Pitman Borough.



**Photograph 191:** W. Jersey Avenue Commercial Streetscape, Pitman Borough. View looking south from Pitman Avenue.



**Photograph 192:** W. Jersey Avenue Commercial Streetscape, Pitman Borough. View looking northeast toward 107 W. Jersey Avenue.



**Photograph 193:** W. Jersey Avenue Commercial Streetscape, Pitman Borough. View looking east toward 111-113 W. Jersey Avenue.



**Photograph 194:** W. Jersey Avenue Commercial Streetscape, Pitman Borough. View looking north.



**Photograph 195:** 42-46 Pitman Avenue, Pitman Borough.



**Photograph 196:** 55 Simpson Avenue (Fire Company No. 1), Pitman Borough.



**Photograph 197:** Simpson Avenue Residential Streetscape, Pitman Borough. View looking southeast.



**Photograph 198:** Simpson Avenue Residential Streetscape, Pitman Borough. View looking northeast to 41 Simpson Avenue.



**Photograph 199:** Simpson Avenue Residential Streetscape, Pitman Borough. View looking northeast to 51 Simpson Avenue.



**Photograph 200:** W. Maple Street (Wenonah Public Works), Wenonah Borough.



**Photograph 201:** W. Maple Street (Wenonah Public Works), Wenonah Borough.



**Photograph 202:** 301 Broadway, Westville Borough.



**Photograph 203:** 305 and 307-309 Broadway, Westville Borough.



**Photograph 204:** 307-309 Broadway, Westville Borough.



**Photograph 205:** 311 Broadway, Westville Borough.



**Photograph 206:** 315-317 Broadway, Westville Borough.



**Photograph 207:** 326 Broadway, Westville Borough.



**Photograph 208:** 329 Broadway, Westville Borough.



**Photograph 209:** 351 Broadway, Westville Borough.



**Photograph 210:** 368 Broadway, Westville Borough.



**Photograph 211:** 400 Broadway, Westville Borough.



**Photograph 212:** 404 Broadway, Westville Borough.



**Photograph 213:** 408 Broadway, Westville Borough.



**Photograph 214:** 408 Broadway, Westville Borough.



**Photograph 215:** 412 Broadway, Westville Borough.



**Photograph 216:** 420 Broadway, Westville Borough.





**Photograph 217:** 428 Broadway, Westville Borough.



**Photograph 218:** 436 Broadway, Westville Borough.



**Photograph 219:** 500 Broadway, Westville Borough.



**Photograph 220:** 504 Broadway, Westville Borough.



**Photograph 221:** 508 Broadway, Westville Borough.



**Photograph 222:** 512 Broadway, Westville Borough.



**Photograph 223:** 712 Broadway, Westville Borough.



**Photograph 224:** 712 Broadway, Westville Borough.



**Photograph 225:** 730 Broadway, Westville Borough.



**Photograph 226:** 732 Broadway, Westville Borough.



**Photograph 227:** 810 Broadway, Westville Borough.



**Photograph 228:** 812 Broadway, Westville Borough.



**Photograph 229:** 912 Broadway, Westville Borough.



**Photograph 230:** 912 Broadway, Westville Borough.



**Photograph 231:** 912 Broadway, Westville Borough.



**Photograph 232:** 1010 Broadway, Westville Borough.



**Photograph 233:** 1018-1020 Broadway, Westville Borough.



**Photograph 234:** 1024 Broadway, Westville Borough.



**Photograph 235:** 1028 Broadway, Westville Borough.



**Photograph 236:** 1032 Broadway, Westville Borough.



**Photograph 237:** 1036 Broadway, Westville Borough.



**Photograph 238:** 1040 Broadway, Westville Borough.



**Photograph 239:** 1040 Broadway, Westville Borough.



**Photograph 240:** Broadway Rowhouses (Oak Avenue to Cedar Avenue), Westville Borough.



**Photograph 241:** Broadway Rowhouses (Oak Avenue to Cedar Avenue), Westville Borough.



**Photograph 242:** 128 Crown Point Road, Westville Borough.



**Photograph 243:** 136 Crown Point Road, Westville Borough.



**Photograph 244:** 148 Crown Point Road, Westville Borough.



**Photograph 245:** 25 Olive Street, Westville Borough.



**Photograph 246:** 31 River Drive, Westville Borough.



**Photograph 247:** 31 River Drive, Westville Borough.



**Photograph 248:** 32 River Drive, Westville Borough.





**Photograph 249:** 85 Aberdeen Place, Woodbury City. The contributing status of this property to the Woodbury Historic District is unknown.



**Photograph 250:** 86 Aberdeen Place, Woodbury City. The contributing status of this property to the Woodbury Historic District is unknown.



**Photograph 251:** 77 E. Center Street, Woodbury City.



**Photograph 252:** 78 E. Center Street, Woodbury City.



**Photograph 253:** 75-77 Curtis Avenue, Woodbury City.



**Photograph 254:** 535 Glassboro Road, Woodbury City.



**Photograph 255:** 569 Glassboro Road, Woodbury City.



**Photograph 256:** 609 Glassboro Road, Woodbury City.



**Photograph 257:** 87 Hopkins Street, Woodbury City.



**Photograph 258:** 88 Hopkins Street, Woodbury City.



**Photograph 259:** 12 Laurel Street, Woodbury City.



**Photograph 260:** 25 E. Red Bank Avenue, Woodbury City.



**Photograph 261:** 66 E. Red Bank Avenue, Woodbury City.



**Photograph 262:** 118 E. Red Bank Avenue, Woodbury City.



**Photograph 263:** E. Red Bank Avenue Electrical Substation, Woodbury City.



**Photograph 264:** 111-113 Union Street, Woodbury City.



**Photograph 265:** 92 Wallace Street, Woodbury City.



**Photograph 266:** 93 Wallace Street, Woodbury City.



**Photograph 267:** Washington and Evergreen Avenues Grouping, Woodbury City. View looking northwest toward a representative dwelling at the south end of Washington Avenue within the grouping.



**Photograph 268:** Washington and Evergreen Avenues Grouping, Woodbury City. View looking southwest along Washington Avenue within the grouping.



**Photograph 269:** 100 Academy Avenue (Woodbury Heights Elementary School), Woodbury Heights Borough.



**Photograph 270:** 364 Barlow Avenue, Woodbury Heights Borough.



**Photograph 271:** 560 Chestnut Avenue, Woodbury Heights Borough.



**Photograph 272:** 561 Chestnut Avenue, Woodbury Heights Borough.



**Photograph 273:** 562 Chestnut Avenue, Woodbury Heights Borough.



**Photograph 274:** 319 Glassboro Road, Woodbury Heights Borough.



**Photograph 275:** 347 Glassboro Road, Woodbury Heights Borough.



**Photograph 276:** 355 Glassboro Road, Woodbury Heights Borough.



**Photograph 277:** 363 Glassboro Road, Woodbury Heights Borough.



**Photograph 278:** 791 W. Jersey Avenue, Woodbury Heights Borough.



**Photograph 279:** 871 W. Jersey Avenue, Woodbury Heights Borough.



**Photograph 280:** 883 W. Jersey Avenue, Woodbury Heights Borough.





**Photograph 281:** W. Jersey Avenue (between 791 and 871), Woodbury Heights Borough.



**Photograph 282:** 450 Linden Avenue, Woodbury Heights Borough.

February 7, 2014

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, Addendum 1 (to report dated December 5, 2013)  
Glassboro-Camden Line Light Rail Project, Camden and Gloucester Counties, New Jersey

Dear Ms. Scott:

This addendum was completed to reflect revisions that were made to the proposed Glassboro-Camden Line Light Rail Project (GCL) after the submission of the historic architectural reconnaissance survey letter report dated December 5, 2013. Revisions to the Phase IA Archaeological Survey Report dated November 15, 2013, are being addressed in a separate addendum. The historic architectural Area of Potential Effects (APE) was revised to reflect the following changes, generally described from north to south:

- 1) Overall refinement of the Limits of Disturbance (LOD) along the GCL corridor. The LOD for both permanent and temporary (construction-related) impacts was further developed since early December 2013. The current LOD is shown in the enclosed Figure 2 (Appendix B). The architectural APE was revised to reflect the current LOD. In some areas, APE expansion resulted in additional resource survey and documentation (as described in further detail below); however, in many locations, the APE revisions were minor and inconsequential due to an absence of resources age 50 years or older. Please see the corresponding figures in the report dated December 5, 2013, for a comparison of the original and revised APE.
- 2) Proposed addition of a third track and platform at Walter Rand Transportation Center (WRTC) at the northern terminus of the GCL corridor. The APE was expanded slightly at this location (Appendix B: Figure 2, Map Sheet 1), and two additional resources were identified: A.D. Marble & Company (ADM) Survey No. 212; and the South Jersey Gas, Electric & Traction Company Office Building, which is listed in the National Register of Historic Places (NR) and the State Register of Historic Places (SR).
- 3) Proposed addition of a parking facility in Camden City. Two locations are currently under evaluation for development of a 200-car surface parking lot near the proposed South Camden Station (Appendix B: Figure 2, Map Sheet 2). One location option for the proposed parking lot is north of Van Hook Street/Carl Miller Boulevard and south of Jackson Street, immediately west of the proposed GCL alignment. The other location option is north of Ferry Avenue and south of Van Hook Street/Carl Miller Boulevard, immediately west of the proposed GCL alignment. It is anticipated that only one parking location would be selected if warranted by anticipated parking demand. Both proposed locations are within the NR boundary of the NR/SR-listed South Camden Historic District. The APE was expanded in this area, and three additional resources

were identified: ADM Survey Nos. 209 to 211. All three resources are located on S. 6<sup>th</sup> Street, outside of the revised historic district boundary proposed in 2008.

- 4) Relocation of a below-ground gas pipeline from south of Chelton Avenue in Camden City to south of Somerset Street in Gloucester City. The pipeline will be primarily constructed within public rights-of-way (S. 6<sup>th</sup> Street and West Railroad Avenue); however, there is a potential for private property impacts south of Monmouth Street in Gloucester City. The APE was expanded to reflect the proposed pipeline alignment and potential impact areas (Appendix B: Figure 2, Map Sheets 2 and 3), and five additional resources were identified: ADM Survey Nos. 243 to 247.
- 5) Proposed roadway construction along S. Railroad Avenue approximately between Monmouth Street and Somerset Street in Gloucester City. The APE was expanded in this area (Appendix B: Figure 2, Map Sheet 3), and one additional resource was identified: ADM Survey No. 248.
- 6) Proposed adjustments to the roadway and sidewalk profiles (within the existing street right-of-way) at the intersection of Washington and Park avenues in Woodbury City. The APE was expanded slightly at the intersection to reflect this change (Appendix B: Figure 2, Map Sheet 5), and two additional resources were identified: ADM Survey Nos. 272 and 273.
- 7) Proposed off-corridor intersection widening for traffic mitigation at Cooper and Evergreen avenues in Woodbury City. The revised APE in this area (Appendix B: Figure 2, Map Sheet 6) falls partly within the boundary of the SR-listed/NR-eligible Green Era Historic District; however, six additional resources were identified: ADM Survey Nos. 266 to 271.
- 8) Potential construction access and construction-related activities at the GCL crossing of Monongahela Brook in Deptford Township. The APE was expanded (Appendix B: Figure 2, Map Sheet 9) to include two properties that could be affected by these activities: ADM Survey Nos. 213 and 214.
- 9) Proposed roadway widening along Tylers Mill Road, immediately east and west of the GCL corridor in Mantua Township. The APE was expanded in this area (Appendix B: Figure 2, Map Sheet 10), and six additional resources were identified: ADM Survey Nos. 255 to 260.
- 10) Proposed off-corridor intersection widening for traffic mitigation at Main Street and Tylers Mill Road in Mantua Township. The APE was expanded in this area (Appendix B: Figure 2, Map Sheet 10), and 11 additional resources were identified: ADM Survey Nos. 249 to 254 and 261 to 265.
- 11) Proposed roadway widening along Mullica Hill Road/S.R. 0322 east and west of the GCL corridor in Glassboro Borough. The APE was expanded in this area (Appendix B: Figure 2, Map Sheet 12), and nine additional resources were identified: ADM Survey Nos. 222 to 228, 241, and 242.
- 12) Proposed addition of Vehicle Maintenance Facility (VMF) Site 4A on Sewell Street in Glassboro Borough, along with an associated connecting track that would occupy a triangular lot between Ellis Street and Girard Road. The APE was expanded in this area (Appendix B: Figure 2, Map Sheet 13), and 19 additional resources were identified: ADM Survey Nos. 215 to 221 and 229 to 240.
- 13) Removal of VMF Site 2 on Buck Road in Elk Township. As a result of the removal of this facility from the project, 11 resources identified in the GCL report dated December 5, 2013, have been removed from the APE: ADM Survey Nos. 46 to 56.

This addendum also serves to correct an error in the December 5, 2013 report. One surveyed resource, ADM Survey No. 7 (S. 6<sup>th</sup> Street Streetscape – E. Side, Viola Street to Jefferson Street), which was recommended not eligible in the December report, was previously identified as a contributing feature to the South Camden Historic District (listed in the NR and SR in 1990). ADM Survey No. 7 has been removed from the revised mapping (Appendix B: Figure 2, Map Sheet 2). In addition, Table 4 (Appendix

A, page A-5 in the December report) has been revised to omit the resource, and the revised page is included in Appendix A of this addendum.

The following documentation is enclosed:

- Inventory of 65 additional aboveground resources within the revised APE (ADM Survey Nos. 209 to 273; Appendix A: Table 3);
- Revised Table 4 (page A-5) from the December 5, 2013 report, showing the omission of ADM Survey No. 7;
- Figure 1, showing the revised APE and facilities (Appendix B);
- Figure 2, showing the revised APE, facilities, LOD, and resource locations (Appendix B); and
- Photographs of 65 additional aboveground resources within the revised APE (ADM Survey Nos. 209 to 273; Appendix C).

The addendum was completed by A.D. Marble & Company 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 A.D. Marble & Company architectural historians meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural History.

#### **Historic Architectural Background Research**

A.D. Marble & Company architectural historians examined the paper files and Geographic Information System (GIS) database of the New Jersey Historic Preservation Office (NJ HPO) to identify resources listed in or determined eligible for listing in the NR and the SR, as well as previously identified but unevaluated resources within the revised APE. The New Jersey Historic Bridge Survey, prepared by the NJ Department of Transportation and A.G. Lichtenstein & Associates, Inc., in 1995 (updated in 2001), was also reviewed. Previous local survey numbers are listed alongside A.D. Marble & Company survey numbers in the attached inventory table where applicable (Appendix A: Table 3). A.D. Marble & Company architectural historians also consulted historic Sanborn Fire Insurance Maps from the 1880s to 1949 and aerial photography from the 1930s to 1960s for property information and approximate construction dates.

#### **Reconnaissance Survey Methodology**

In December 2013 and January 2014, Elizabeth Amisson of A.D. Marble & Company conducted a windshield survey of the project area to define the revised APE for historic architecture and completed a historic architectural reconnaissance survey of all properties within the revised APE. The APE takes into account all potential impact types associated with the aforementioned project revisions: direct; indirect (including visual); and cumulative impacts. The goals of the reconnaissance survey were: 1) to confirm the presence and integrity of previously identified historic resources 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 age 50 years or older due to the projected Environmental Impact Statement (EIS) completion scheduled for 2015.

### Results and Recommendations

As a result of the removal of VMF Site 2 (Buck Road, Elk Township, Gloucester County) from the GCL project, 11 resources have been removed from the historic architectural APE as presented in the December 5, 2013 letter report (Table 1 below).

**Table 1: Aboveground Resources Removed from the Revised APE (as of February 7, 2014)**

ADM Survey No.	Address/Property Name	Municipality	County	Map Sheet (Figure 2 in 12/5/13 report)	ADM Photograph No. (in 12/5/13 report)
46	511 Arthur Avenue	Elk Township	Gloucester	14	87
47	566 Arthur Avenue	Elk Township	Gloucester	14	88
48	Arthur Avenue - E. of 566 and W. of West Boulevard	Elk Township	Gloucester	14	89
49	116 Buck Road	Elk Township	Gloucester	14	90
50	118 Buck Road	Elk Township	Gloucester	14	91
51	120 Buck Road	Elk Township	Gloucester	14	92
52	121 Buck Road	Elk Township	Gloucester	14	93
53	129 Buck Road	Elk Township	Gloucester	14	94
54	151 Buck Road	Elk Township	Gloucester	14	95
55	Buck Road - Across from 129 Buck Road	Elk Township	Gloucester	14	96
56	West Boulevard - W. Side, N. of Arthur Avenue	Elk Township	Gloucester	14	97

NJ HPO records revealed four previously identified historic properties (NR-listed or eligible) located within the revised APE:

- South Jersey Gas, Electric & Traction Company Building (Camden City, Camden County) was listed in the NR in 2005 and the SR in 2004. This property was not identified in the GCL historic architectural reconnaissance survey report dated December 5, 2013, because it was located outside of the APE at that date; the APE has since been expanded to account for the proposed addition of a third track and platform at WRTC (Appendix B: Figure 2, Map Sheet 1).
- South Camden Historic District (Camden City, Camden County) was listed in the NR and SR in 1990. This district was identified in the GCL report dated December 5, 2013. The expanded portion of the APE near South Camden Station for two potential parking lot location options is within the NR boundary of the South Camden Historic District (Appendix B: Figure 2, Map Sheet 2).
- Millville and Glassboro Railroad Historic District (Glassboro Borough, Gloucester County to Millville City, Cumberland County) was determined eligible for listing in the NR in 2002. This district was also identified in the GCL report dated December 5, 2013. The expanded portion of the APE near proposed VMF Site 4A includes a wye area within the NR boundary of the district that was historically occupied by several railroad-related features, including a branch line and

siding track, a waiting shed, freight house, freight platform, electrical substation, and several storage sheds. Railroad tracks and a small wood frame and metal-clad storage shed remain extant in this area (Appendix B: Figure 2, Map Sheet 13).

- Green Era Historic District (Woodbury City, Gloucester County) was listed in the SR and determined eligible for the NR as part of the Woodbury Multiple Resource Area in 1988. This district was identified in the GCL report dated December 5, 2013. The revised APE associated with proposed intersection widening at Cooper and Evergreen avenues falls partially within the district boundary (Appendix B: Figure 2, Map Sheet 6).

A.D. Marble & Company identified a total of 65 additional architectural resources constructed in 1965 or earlier within the revised APE (see Appendix A: Table 3 for a detailed inventory of all 65 resources). A review of historic maps and aerials, combined with field observations, confirmed the remaining buildings in the revised APE were erected after 1965. Of the 65 resources inventoried as part of the reconnaissance survey addendum:

- One resource was previously determined not eligible for listing in the NR in 1995 as part of the New Jersey Historic Bridge Survey: ADM Survey No. 265 (Tylers Mill Road Bridge over Chestnut Branch, Mantua Township; Structure No. 0805102).
- 17 resources were previously surveyed at the county level but had no determinations of NR eligibility: ADM Survey Nos. 222 to 228, 241, 242, 255 to 260, 272, and 273.
- 47 resources were newly documented (not previously surveyed).

Of the 65 architectural resources documented in this submittal, two are recommended potentially eligible for listing in the NR (see Table 2 below and Appendix A: Table 3):

- ADM Survey No. 233 (Owens Illinois Glass Company Plant No. 8, 70 Sewell Street, Glassboro Borough) is located at the site of the proposed VMF Site 4A. This facility opened in 1918 and operated as a glass bottle plant until 1929. Preparation of an intensive-level survey form for this resource is recommended to determine its NR eligibility.
- ADM Survey No. 269 (7 N. Evergreen Avenue, Woodbury City). This *circa*-1910, Colonial Revival style dwelling is located within the boundary of the SR-listed/NR-eligible Green Era Historic District (Woodbury Multiple Resource Area); however, the property is not included in the NR inventory for the district. Preparation of an intensive-level survey form is recommended for this resource to determine its contributing status to the district.

**Table 2: Additional Aboveground Resources Recommended Potentially Eligible for Listing in the NR by A.D. Marble & Company (Intensive-Level Survey Form Recommended)**

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
233	70 Sewell Street/Owens Illinois Glass Company (former Owens Bottle Company) Plant No. 8	Glassboro Borough	Gloucester	No style/ Industrial (glass factory)	1918	13	31-33

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
269	7 N. Evergreen Avenue	Woodbury City	Gloucester	Colonial Revival/Side gable dwelling	Ca. 1910	6	73

The remaining 63 resources are recommended not eligible for listing in the NR due to lack of architectural significance and/or integrity. Please see the enclosed inventory (Appendix A: Table 3) and associated mapping (Appendix B) and photographs (Appendix C) for more detailed information on all of the surveyed resources within the revised APE.

We request the NJ HPO's concurrence on the results and recommendations presented in this letter report addendum. A.D. Marble & Company will prepare intensive-level survey forms for the two properties requiring additional investigation and will submit the forms to the NJ HPO 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.

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](mailto:eamisson@admarble.com).

Sincerely,

**A.D. Marble & Company**



Elizabeth Amisson  
Senior Architectural Historian

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 3: Inventory of Additional Aboveground Resources Documented in Addendum 01 (February 7, 2014)											
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.
<b>Camden City</b>											
209	1738 S. 6th Street	Camden City	Camden	Italianate influence (vernacular)/Rowhouse	Ca. 1880	Brick, stucco	Windows and door replaced; stucco; rear addition	Not eligible (lacks architectural significance and integrity). Confirm NR boundary of South Camden Historic District - this property is outside the revised boundary proposed in 2008.	South Camden Parking Facility	2	1
210	1744 S. 6th Street	Camden City	Camden	Italianate influence (vernacular)/Rowhouse	Ca. 1880	Stucco	Door replaced; stucco; rear addition	Not eligible (lacks architectural significance and integrity). Confirm NR boundary of South Camden Historic District - this property is outside the revised boundary proposed in 2008.	South Camden Parking Facility	2	2
211	1754-1756 S. 6th Street	Camden City	Camden	Queen Anne influence (vernacular)/Rowhouses (duplex)	Ca. 1900	Brick	Windows and doors replaced; porches modified	Not eligible (lacks architectural significance and integrity). Confirm NR boundary of South Camden Historic District - this property is outside the revised boundary proposed in 2008.	South Camden Parking Facility	2	3
212	415 Federal Street	Camden City	Camden	Modern (vernacular)/ Office building	Ca. 1960	Brick	Windows replaced	Not eligible (lacks architectural significance)	Track and Platform Expansion at WRTC	1	4
<b>Deptford Township</b>											
213	204 Bark Bridge Road	Deptford Township	Gloucester	No style/Residential and agricultural complex	Ca. 1955	Log, stucco, vertical wood plank	Windows and doors replaced; side and rear additions; secondary buildings altered	Not eligible (lacks architectural significance and integrity)	Light Rail Transit Alternative	9	5-9
214	205 Bark Bridge Road	Deptford Township	Gloucester	National/Hall and parlor dwelling	Ca. 1925	Vinyl	Windows replaced; siding; porch modified; rear addition; dormer addition	Not eligible (lacks architectural significance and integrity)	Light Rail Transit Alternative	9	10-11
<b>Glassboro Borough</b>											
215	406 Ellis Street	Glassboro Borough	Gloucester	National/Gable front and wing dwelling	Ca. 1900	Vinyl, stone veneer, stucco	Windows replaced; siding; fenestration modified; porch modified; rear addition	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	12
216	408 Ellis Street	Glassboro Borough	Gloucester	National/Gable front and wing dwelling	Ca. 1900	Vinyl, stone veneer	Windows replaced; siding; fenestration modified; porch modified; rear addition	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	13
217	410 Ellis Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Vinyl, stone veneer	Windows replaced; siding; fenestration modified; porch modified; side and rear additions	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	14
218	412 Ellis Street	Glassboro Borough	Gloucester	National/Side gable dwelling	Ca. 1900	Vinyl	Windows and door replaced; siding; porch modified; rear addition	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	15

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.
219	418 Ellis Street	Glassboro Borough	Gloucester	National/Front gable dwelling	Ca. 1910	Vinyl	Windows replaced; siding; porch modified; front and side additions	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	16
220	420 Ellis Street	Glassboro Borough	Gloucester	Colonial Revival influence (vernacular)/Four square dwelling	Ca. 1950	Wood clapboard	Porch modified	Not eligible (lacks architectural significance)	VMF Site 4A	13	17
221	428 Ellis Street/Atlantic City Electric	Glassboro Borough	Gloucester	International (vernacular)/Commercial (office building)	Ca. 1955	Brick	Front and rear additions	Not eligible (lacks architectural significance)	VMF Site 4A	13	18-19
222 (Previous Survey No. 0806-31)	401 Harvard Road N.	Glassboro Borough	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Aluminum	Doors replaced; front deck addition	Not eligible (lacks architectural significance). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	20
223 (Previous Survey No. 0806-31)	402 Harvard Road N.	Glassboro Borough	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Aluminum, brick veneer	Side porch addition	Not eligible (lacks architectural significance). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	21
224 (Previous Survey No. 0806-31)	302 Mullica Hill Road	Glassboro Borough	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1960	Brick veneer, stucco	Several windows replaced	Not eligible (lacks architectural significance). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	22
225 (Previous Survey No. 0806-31)	306 Mullica Hill Road	Glassboro Borough	Gloucester	Neoelectic/Front gable dwelling	Ca. 1964	Vinyl	Windows and doors replaced; siding; additions (it is unclear if the extant dwelling has had extensive additions or was entirely rebuilt since the mid-1960s).	Not eligible (lacks architectural significance and integrity). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	23
226 (Previous Survey No. 0806-31)	308 Mullica Hill Road	Glassboro Borough	Gloucester	Neocolonial/Side gable dwelling	Ca. 1955	Vinyl, faux stone	Windows and doors replaced; siding	Not eligible (lacks architectural significance and integrity). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	24
227 (Previous Survey No. 0806-31)	312 Mullica Hill Road	Glassboro Borough	Gloucester	Neocolonial/Side gable dwelling	Ca. 1960	Aluminum, brick veneer	Windows and door replaced	Not eligible (lacks architectural significance). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	25

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.
228 (Previous Survey No. 0806-31)	410 Mullica Hill Road	Glassboro Borough	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Brick	Windows and doors replaced	Not eligible (lacks architectural significance). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	26
229	42 Sewell Street	Glassboro Borough	Gloucester	National/I-house (with rear and dormer additions)	Ca. 1900	Aluminum, brick veneer	Windows replaced; siding; front porch addition; dormer addition; rear additions (2)	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	27
230	44 Sewell Street	Glassboro Borough	Gloucester	National/Front gable dwelling (with additions)	Ca. 1920	Vinyl	Windows replaced; siding; porch modified; second-story addition	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	28
231	54 Sewell Street	Glassboro Borough	Gloucester	Queen Anne influence (vernacular)/Gable front and wing dwelling	Ca. 1900	Vinyl	Windows replaced; siding; porch modified	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	29
232	56 Sewell Street	Glassboro Borough	Gloucester	Queen Anne influence (vernacular)/Gable front and wing dwelling	Ca. 1900	Aluminum	Windows replaced; siding; porch modified; small rear addition	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	30
233	70 Sewell Street/Owens Illinois Glass Company (former Owens Bottle Company) Plant No. 8	Glassboro Borough	Gloucester	No style/Industrial (glass factory)	1918	Brick	Windows and doors replaced; 2 small post-1965 additions	Intensive-level survey form	VMF Site 4A	13	31-33
234	72 Sewell Street	Glassboro Borough	Gloucester	Queen Anne influence (vernacular)/Pyramidal roof dwelling with cross gable	Ca. 1910	Vinyl	Windows replaced; siding; porch modified; small rear addition	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	34
235	213 Wilmer Street	Glassboro Borough	Gloucester	Queen Anne influence (vernacular)/Pyramidal roof dwelling with cross gables	Ca. 1910	Vinyl	Windows and door replaced; siding; porch modified	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	35
236	215 Wilmer Street	Glassboro Borough	Gloucester	Colonial Revival influence (vernacular)/Pyramidal roof dwelling with dormers	Ca. 1910	Vinyl	Windows and door replaced; siding; porch modified	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	36
237	217 Wilmer Street	Glassboro Borough	Gloucester	Queen Anne influence (vernacular)/Pyramidal roof dwelling with cross gables	Ca. 1910	Aluminum	Windows replaced; siding; porch modified	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	37
238	221 Wilmer Street	Glassboro Borough	Gloucester	Queen Anne influence (vernacular)/Pyramidal roof dwelling with cross gables	Ca. 1910	Vinyl	Windows replaced; siding; porch modified; small rear addition	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	38
239	275 Wilmer Street/Glassboro Memorial Post (VFW Post 679)	Glassboro Borough	Gloucester	No style/Recreational clubhouse	Ca. 1960	Brick, vinyl, stucco, stone veneer	Windows and doors replaced; siding	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	39
240	305 Wilmer Street	Glassboro Borough	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1964	Vinyl, brick veneer	Windows replaced; siding; porch modified	Not eligible (lacks architectural significance and integrity)	VMF Site 4A	13	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.
241 (Previous Survey No. 0806-31)	401 Yale Road N.	Glassboro Borough	Gloucester	Modern (vernacular)/Split level dwelling	Ca. 1955	Aluminum	Doors and several windows replaced	Not eligible (lacks architectural significance). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	41
242 (Previous Survey No. 0806-31)	402 Yale Road N.	Glassboro Borough	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1960	Stucco, aluminum	Windows and doors replaced; stucco; porch modified	Not eligible (lacks architectural significance and integrity). Previously surveyed as part of the Chestnut Ridge Estates district, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Mullica Hill Road/S.R. 0322	12	42
<b>Gloucester City</b>											
243	12 Champion Road	Gloucester City	Camden	No style/Commercial (Ocheske Electric Company, Inc.)	Ca. 1950	Stucco	Windows and doors replaced	Not eligible (lacks architectural significance)	Gas Pipeline Relocation	3	43
244	16 Champion Road	Gloucester City	Camden	Italianate influence (vernacular)/Rowhouse	Ca. 1880	Vinyl	Windows and doors replaced; siding; porch modified; rear addition	Not eligible (lacks architectural significance and integrity)	Gas Pipeline Relocation	3	44
245	22 Champion Road	Gloucester City	Camden	No style/Rowhouse	Ca. 1880	Vinyl	Windows and doors replaced; siding; porch modified; rear addition	Not eligible (lacks architectural significance and integrity)	Gas Pipeline Relocation	3	45
246	26 Champion Road	Gloucester City	Camden	Queen Anne influence (vernacular)/Cross gable dwelling	Ca. 1900	Asbestos	Windows and door replaced; siding; side addition	Not eligible (lacks architectural significance and integrity)	Gas Pipeline Relocation	3	46
247	600 Monmouth Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Cross gable dwelling	Ca. 1900	Vinyl, asphalt shingles	Windows and doors replaced; siding; front and side additions	Not eligible (lacks architectural significance and integrity)	Gas Pipeline Relocation	3	47
248	28-30 S. Railroad Avenue	Gloucester City	Camden	No style/Rowhouse (duplex)	Ca. 1910	Vinyl	Windows and doors replaced; siding	Not eligible (lacks architectural significance and integrity)	Roadway Adjustments on S. Railroad Avenue	3	48
<b>Mantua Township</b>											
249	816 Main Street	Mantua Township	Gloucester	National/Center hall dwelling	Ca. 1925	Vinyl	Windows and doors replaced; siding; side additions	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	49
250	825 Main Street	Mantua Township	Gloucester	Modern (vernacular)/Minimal Traditional dwelling	Ca. 1955	Brick veneer, vinyl, stucco	Windows and door replaced; siding; rear addition	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	50
251	832 Main Street	Mantua Township	Gloucester	Colonial Revival (vernacular)/Four square dwelling	Ca. 1920	Aluminum	Siding; large rear addition	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	51
252	844 Main Street	Mantua Township	Gloucester	Colonial Revival/Side gable dwelling (with extensive additions)	Ca. 1945 (core); Ca. 2000 (additions)	Brick, vinyl	Windows replaced; large side addition and attached garage addition	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	52-53
253	856 Main Street	Mantua Township	Gloucester	Colonial Revival/Side gable dwelling	Ca. 1920	Stone	None	Not eligible (lacks architectural significance)	Intersection Widening at Main Street and Tylers Mill Road	10	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.
254	860 Main Street	Mantua Township	Gloucester	National/Side gable dwellings (2)	Ca. 1910; Ca. 1925	Asphalt, vinyl	Siding; additions (both dwellings)	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	55-56
255 (Previous Survey No. 0810-37)	328 Tylers Mill Road	Mantua Township	Gloucester	No style/Commercial office and warehouse (Plant Service Corporation)	Ca. 1960	Cinder block, brick veneer	Doors replaced	Not eligible (lacks architectural significance). Previously surveyed as part of the Tylers Mill Road Streetscape, which was recommended not eligible (no SHPO opinion).	Roadway Widening on Tylers Mill Road	10	57
256 (Previous Survey No. 0810-37)	331 Tylers Mill Road	Mantua Township	Gloucester	National/Front gable dwelling	Ca. 1945	Stucco, wood clapboard	Windows and doors replaced; stucco; porch modified; dormer addition	Not eligible (lacks architectural significance and integrity). See previous note regarding Tylers Mill Road Streetscape.	Roadway Widening on Tylers Mill Road	10	58
257 (Previous Survey No. 0810-37)	347 Tylers Mill Road	Mantua Township	Gloucester	National/Side gable dwelling	Ca. 1945	Vinyl	Windows and doors replaced; siding; side additions	Not eligible (lacks architectural significance and integrity). See previous note regarding Tylers Mill Road Streetscape.	Roadway Widening on Tylers Mill Road	10	59
258 (Previous Survey No. 0810-37)	352 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1955	Vinyl	Windows and doors replaced; siding; porch modified	Not eligible (lacks architectural significance and integrity). See previous note regarding Tylers Mill Road Streetscape.	Roadway Widening on Tylers Mill Road	10	60
259 (Previous Survey No. 0810-37)	356 Tylers Mill Road	Mantua Township	Gloucester	National/Side gable dwelling	Ca. 1930	Wood shingles	Windows replaced; front porch modified; rear porch addition	Not eligible (lacks architectural significance and integrity). See previous note regarding Tylers Mill Road Streetscape.	Roadway Widening on Tylers Mill Road	10	61
260 (Previous Survey No. 0810-37)	360 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/Minimal Traditional dwelling	Ca. 1955	Wood clapboard	Windows replaced; entry porch modified; fenestration modified; rear addition	Not eligible (lacks architectural significance and integrity). See previous note regarding Tylers Mill Road Streetscape.	Roadway Widening on Tylers Mill Road	10	62
261	493 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/Split level dwelling	Ca. 1964	Aluminum, brick veneer	Windows and doors replaced	Not eligible (lacks architectural significance)	Intersection Widening at Main Street and Tylers Mill Road	10	63
262	494 Tylers Mill Road	Mantua Township	Gloucester	Second Empire influence (vernacular)/Center hall dwelling	Ca. 1880	Vinyl	Door replaced; siding; porch modified; small rear addition	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	64
263	495 Tylers Mill Road	Mantua Township	Gloucester	National/Gable ell dwelling	Ca. 1900	Aluminum	Siding; additions	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	65
264	499 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/ Ranch dwelling	Ca. 1960	Vinyl	Windows and doors replaced; siding	Not eligible (lacks architectural significance and integrity)	Intersection Widening at Main Street and Tylers Mill Road	10	66

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.
265 (NJ Historic Bridge Survey Structure No. 0805102)	Tylers Mill Road Bridge over Chestnut Branch	Mantua Township	Gloucester	Single-span reinforced concrete barrel arch bridge	1926	Concrete	Unknown	Not eligible (lacks architectural/engineering significance). Previously recommended not eligible in the 1995 NJ Historic Bridge Survey. SHPO concurred in a letter dated June 30, 1995.	Intersection Widening at Main Street and Tylers Mill Road	10	67-68
<b>Woodbury City</b>											
266	330 E. Barber Avenue/Woodbury Seventh-Day Adventist Church	Woodbury City	Gloucester	Modern/Contemporary church building (Woodbury Seventh-Day Adventist Church)	Ca. 1960	Brick	Doors replaced; wheelchair ramp addition	Not eligible (lacks architectural significance)	Intersection Widening at Cooper and Evergreen Avenues	6	69
267	10 S. Bayard Avenue	Woodbury City	Gloucester	Modern/Minimal Traditional dwelling	Ca. 1955	Brick, stone veneer	Windows	Not eligible (lacks architectural significance)	Intersection Widening at Cooper and Evergreen Avenues	6	70
268	467 Cooper Street/Woodbury Country Club	Woodbury City	Gloucester	Neoclectic/Neo-Tudor commercial building (currently vacant; formerly Alexander's Restaurant & Lounge; originally Woodbury Country Club)	1897 (with multiple additions dating from the early-late 20th century)	Stucco, decorative half-timbering	Extensive additions; stucco and half-timbering; windows and doors are boarded (not visible)	Not eligible (lacks architectural significance and integrity). According to the Woodbury MRA National Register nomination form, this property was excluded from the Green Era Historic District boundary as a result of "the complete alteration of the original clubhouse (an eighteenth century farmhouse)."1 Historic Sanborn maps and aerial imagery support this statement.	Intersection Widening at Cooper and Evergreen Avenues	6	71-72
269	7 N. Evergreen Avenue	Woodbury City	Gloucester	Colonial Revival/Side gable dwelling	Ca. 1910	Stone, aluminum	Siding	Intensive survey form. The property is within the boundary of the SR-listed/NR-eligible Green Era Historic District (Woodbury Multiple Resource Area [MRA]); however, it is not included in the district inventory. Intensive documentation is recommended to determine its contributing status.	Intersection Widening at Cooper and Evergreen Avenues	6	73
270	S. Evergreen Ave. and S. Woodland Ave. Rowhouses	Woodbury City	Gloucester	Colonial Revival influence (vernacular)/Rowhouses	Ca. 1950 (57-73 Evergreen Ave. and 66-82 Woodland Ave.)	Brick	Windows replaced; some doors replaced	Not eligible (lacks architectural significance)	Intersection Widening at Cooper and Evergreen Avenues	6	74-75
271	S. Evergreen Ave. and Woodside Pl. Grouping	Woodbury City	Gloucester	Colonial Revival/Side gable, side gambrel, and pyramidal roof dwellings	Ca. 1910 (49 S. Evergreen Ave.); Ca. 1925 (25-41 S. Evergreen Ave., 419-427 Woodside Pl., and 31 S. Bayard Ave.)	Wood shingles, wood clapboard, stucco	Some windows replaced, several small side additions	Not eligible (lacks architectural significance). Although this grouping represents a collection of relatively intact Colonial Revival dwellings, it is recommended not eligible due to the very small size of the grouping and its proximity to a larger collection of high-style Colonial Revival dwellings within the SR-listed/NR-eligible Green Era Historic District (Woodbury MRA).	Intersection Widening at Cooper and Evergreen Avenues	6	76-81

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.
272 (Previous Survey No. 0822-184)	1032 Washington Avenue	Woodbury City	Gloucester	National/Front gable dwelling	Ca. 1900	Vinyl	Windows and door replaced; siding; front, side, and rear additions	Not eligible (lacks architectural significance and integrity). The previously surveyed North District, which was recommended potentially eligible (no SHPO opinion), included this resources; however, the proposed district lacks cohesion and integrity.	Roadway/Sidewalk Adjustments at Washington and Park Avenues	5	82
273 (Previous Survey No. 0822-184)	1036 Washington Avenue	Woodbury City	Gloucester	National/Front gable dwelling	Ca. 1900	Vinyl	Windows and door replaced; siding; porch modified; front, side, and rear additions	Not eligible (lacks architectural significance and integrity). The previously surveyed North District, which was recommended potentially eligible (no SHPO opinion), included this resources; however, the proposed district lacks cohesion and integrity.	Roadway/Sidewalk Adjustments at Washington and Park Avenues	5	83

1. Trish Bensinger, University of Delaware Center for Historic Architecture & Engineering, National Register Nomination Form for Woodbury Multiple Resource Area (MRA), August 1984.

**Table 4: Inventory of Newly Identified Aboveground Resources (December 5, 2013)**

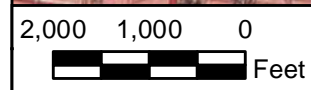
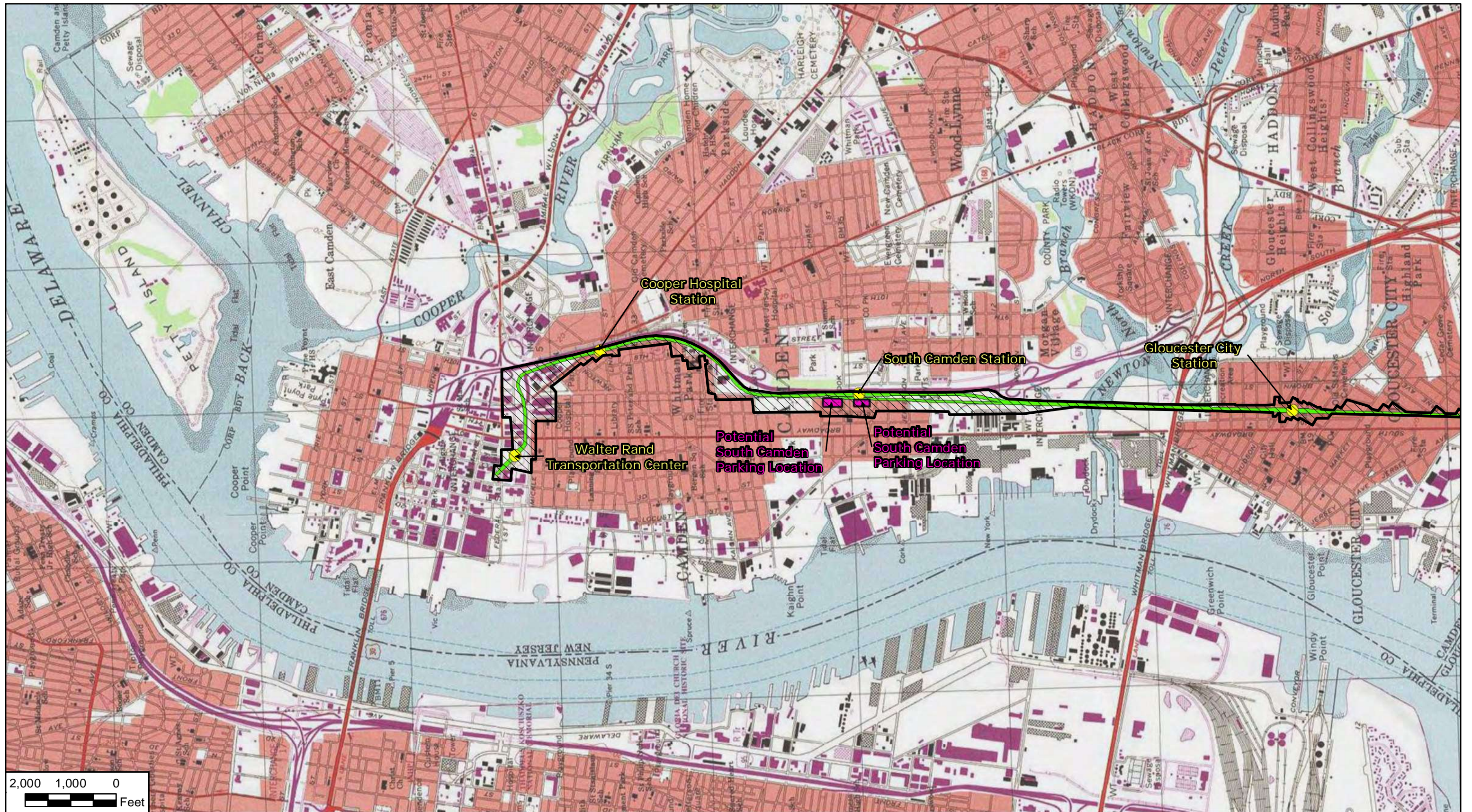
ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/Facility	Map Sheet (Figure 2)	ADM Photograph No.
<b>Multiple Municipalities</b>											
1	West Jersey & Seashore Railroad/ Pennsylvania Reading Seashore 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
<b>Brooklawn Borough</b>											
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
<b>Camden City</b>											
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	<del>S. 6th St. Streetscape - E. Side, Viola St. to Jefferson St.</del>	Camden City	Camden	<del>No style/Industrial (former paper works &amp; cold storage facility)</del>	Ca. 1915	Brick, stucco	<del>Doors replaced; windows boarded</del>	<del>Not eligible (lacks integrity)</del>	<del>Light Rail Transit Alternative</del>	<del>2</del>	<del>32</del>
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



*Appendix B*

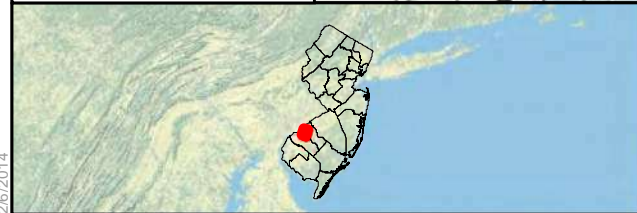
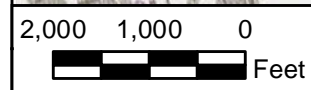
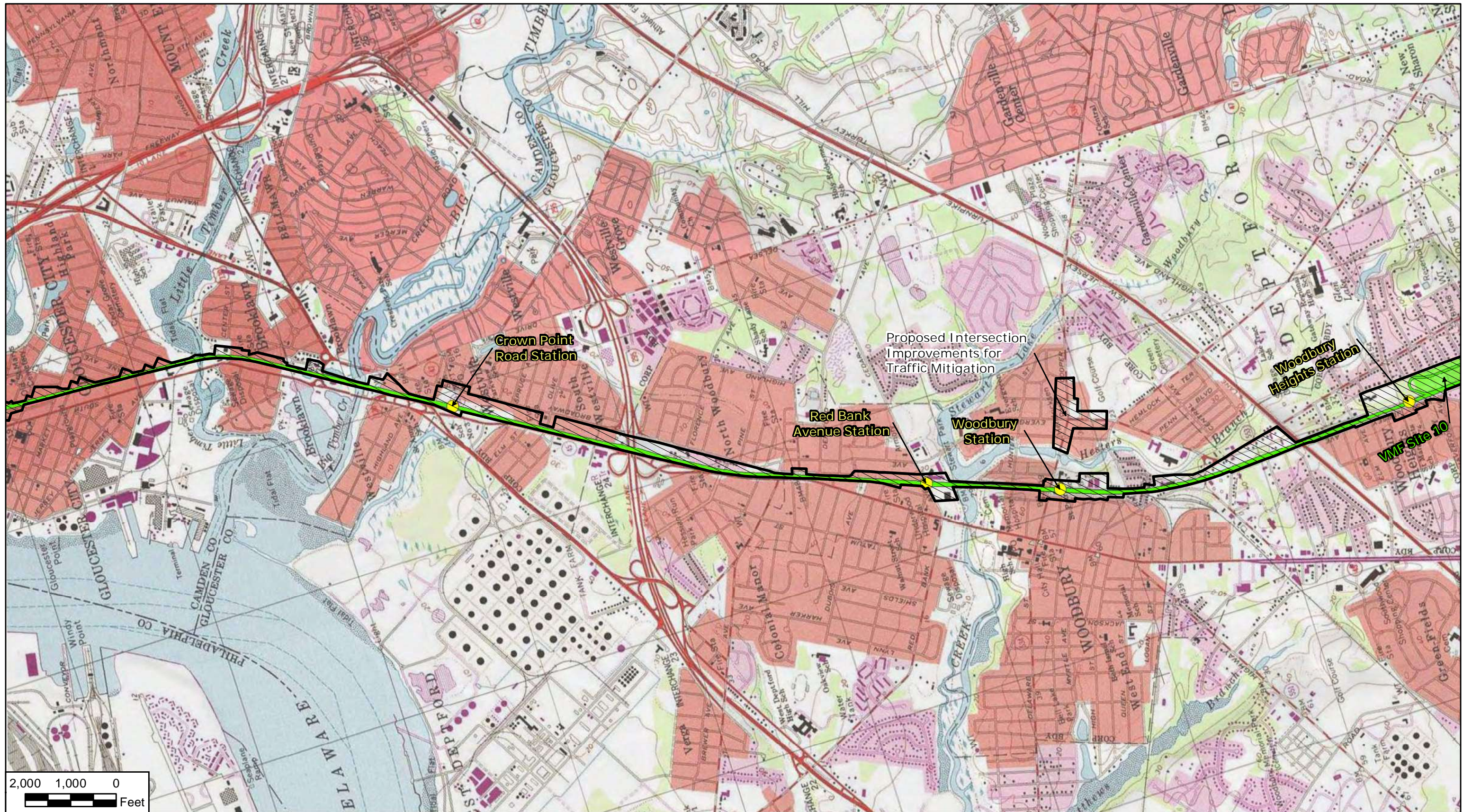
---

**Figures**



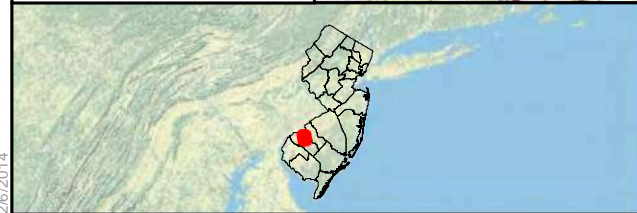
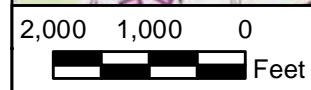
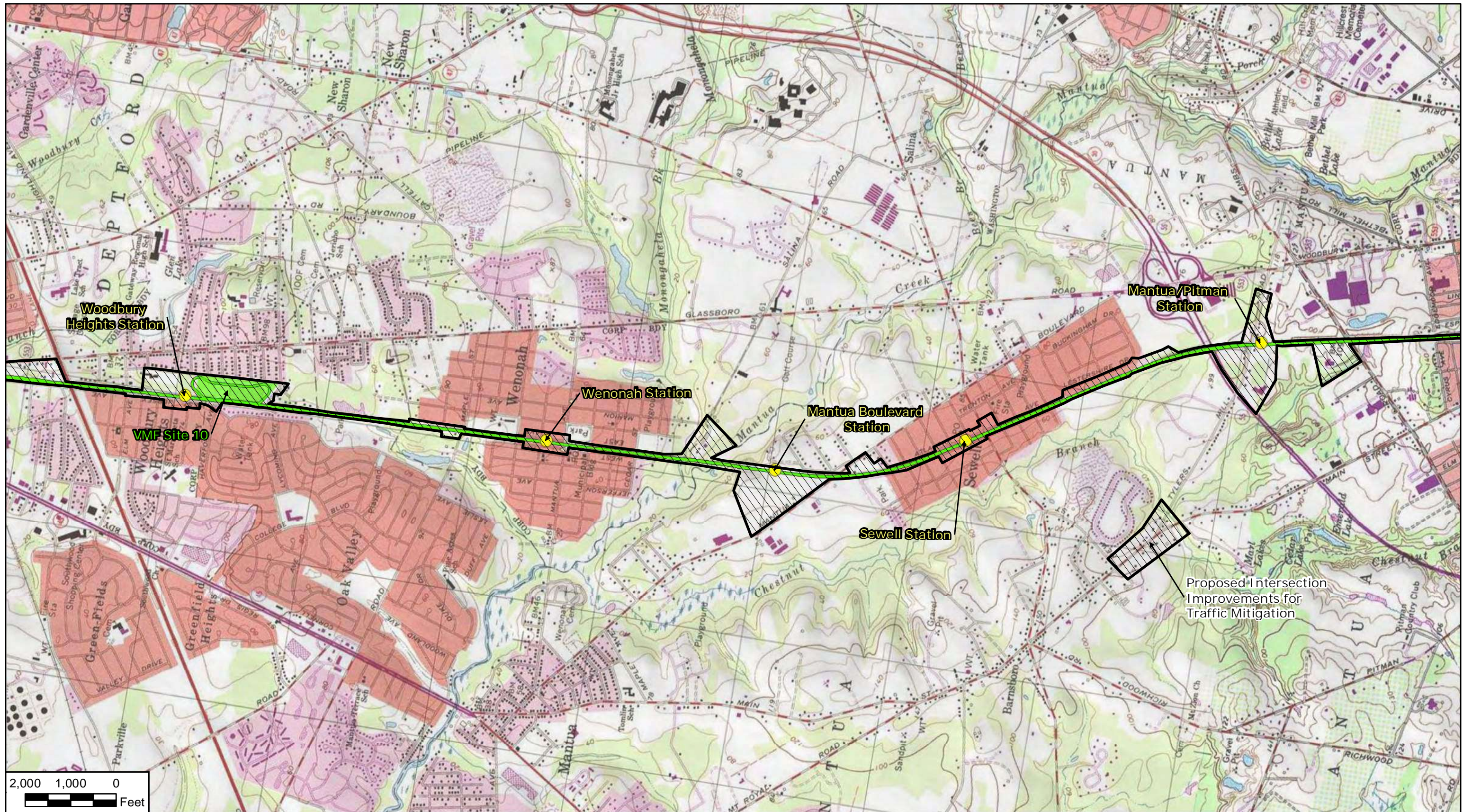
- Area of Potential Effects (APE)
- Potential South Camden Parking Locations
- Potential VMF Site Locations
- GCL Facilities
- GCL Baseline

Figure 1 - Addendum 01 (February 2014)  
 Project Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 1 of 4



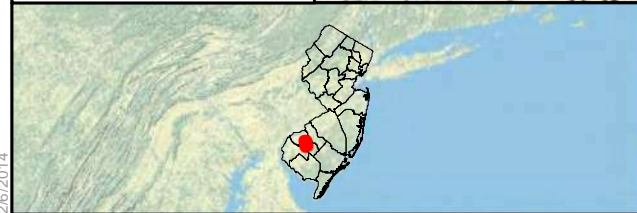
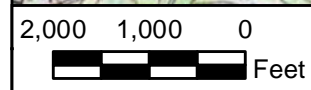
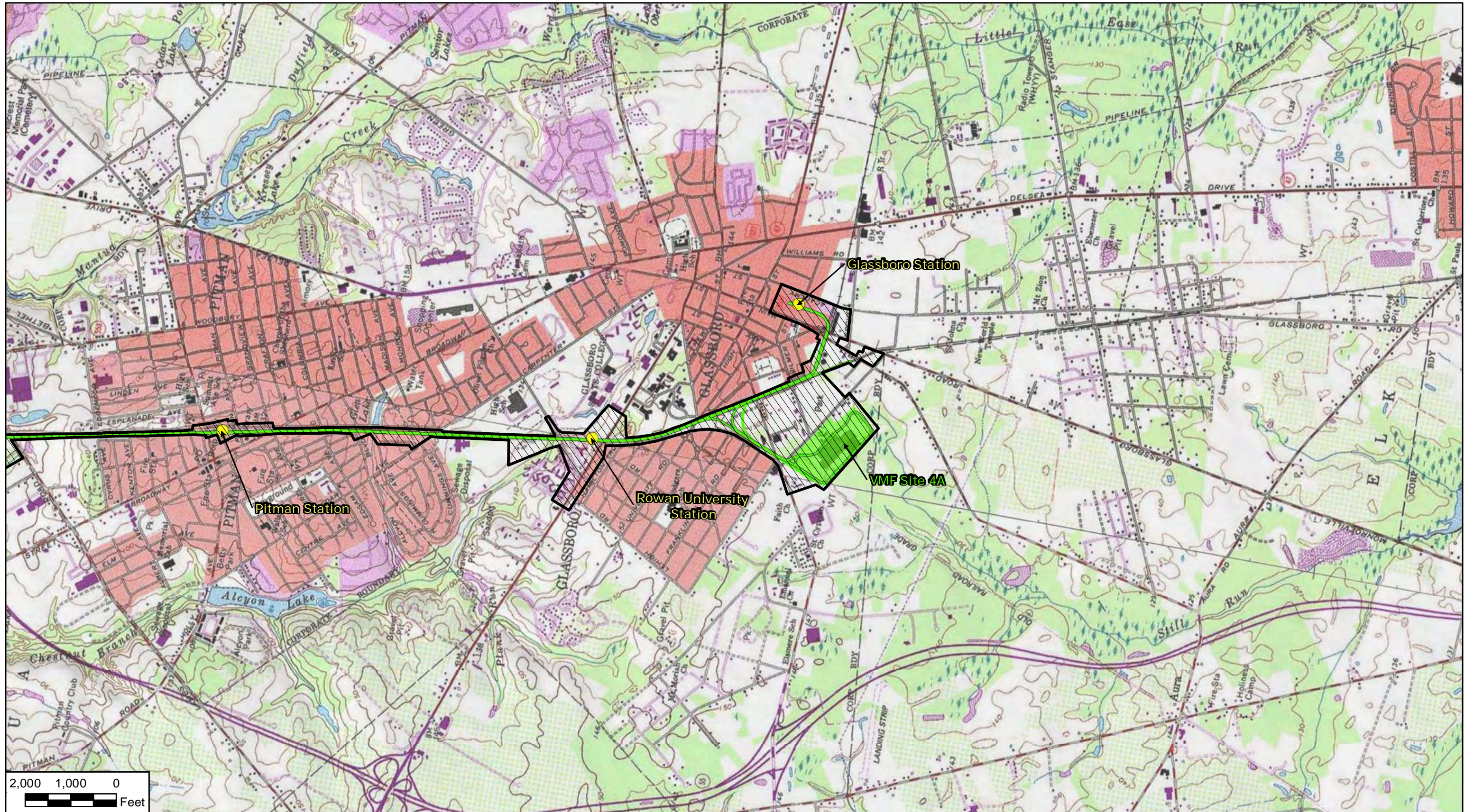
- Area of Potential Effects (APE)
- Potential South Camden Parking Locations
- Potential VMF Site Locations
- GCL Facilities
- GCL Baseline

Figure 1 - Addendum 01 (February 2014)  
 Project Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 2 of 4



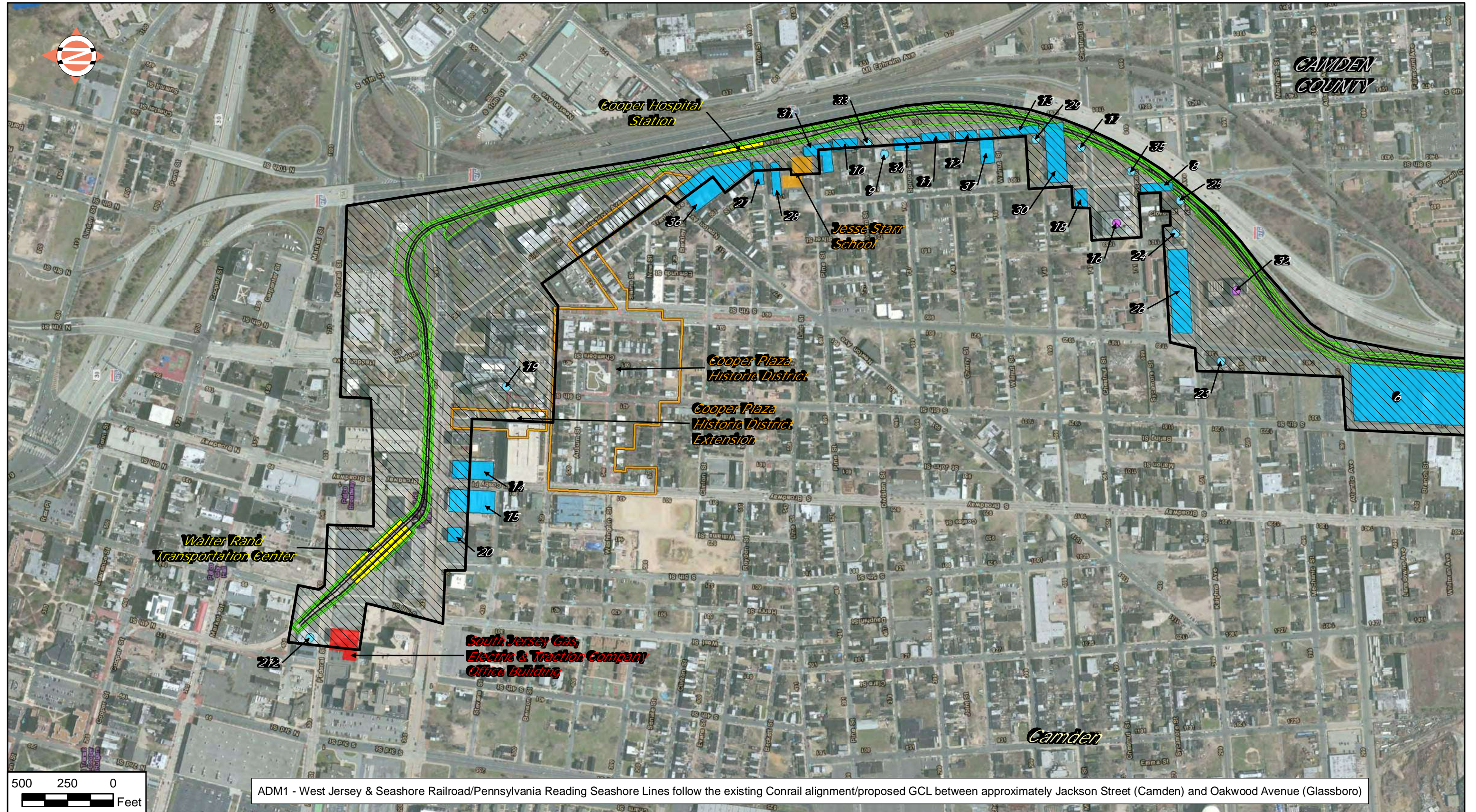
- Area of Potential Effects (APE)
- Potential South Camden Parking Locations
- Potential VMF Site Locations
- GCL Facilities
- GCL Baseline

Figure 1 - Addendum 01 (February 2014)  
 Project Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 3 of 4

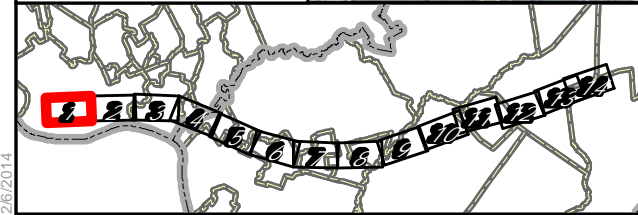


- Area of Potential Effects (APE)
- Potential South Camden Parking Locations
- Potential VMF Site Locations
- GCL Facilities
- GCL Baseline

Figure 1 - Addendum 01 (February 2014)  
 Project Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 4 of 4



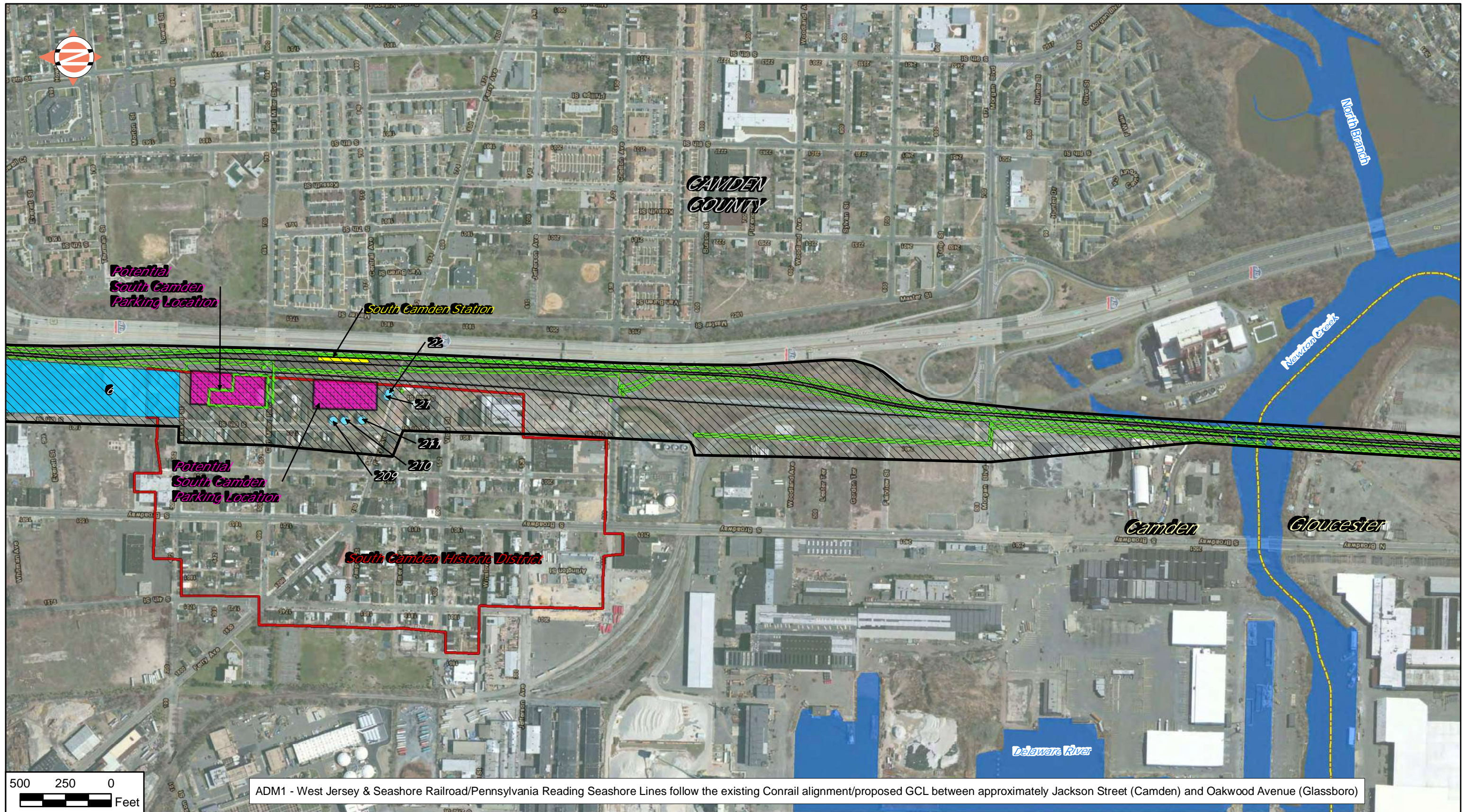
P:\GIS\Projects\1383\MXD\Alignment\_Jan2014\_A\Addendum\Historic\Fig02\HResources.mxd 2/6/2014



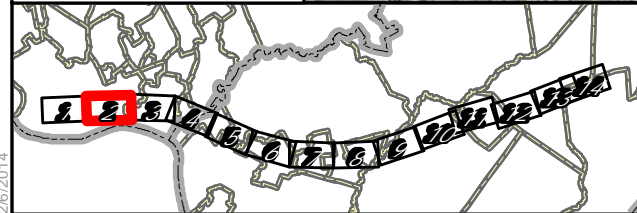
<ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul>	<p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
---	---	---

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 1 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)



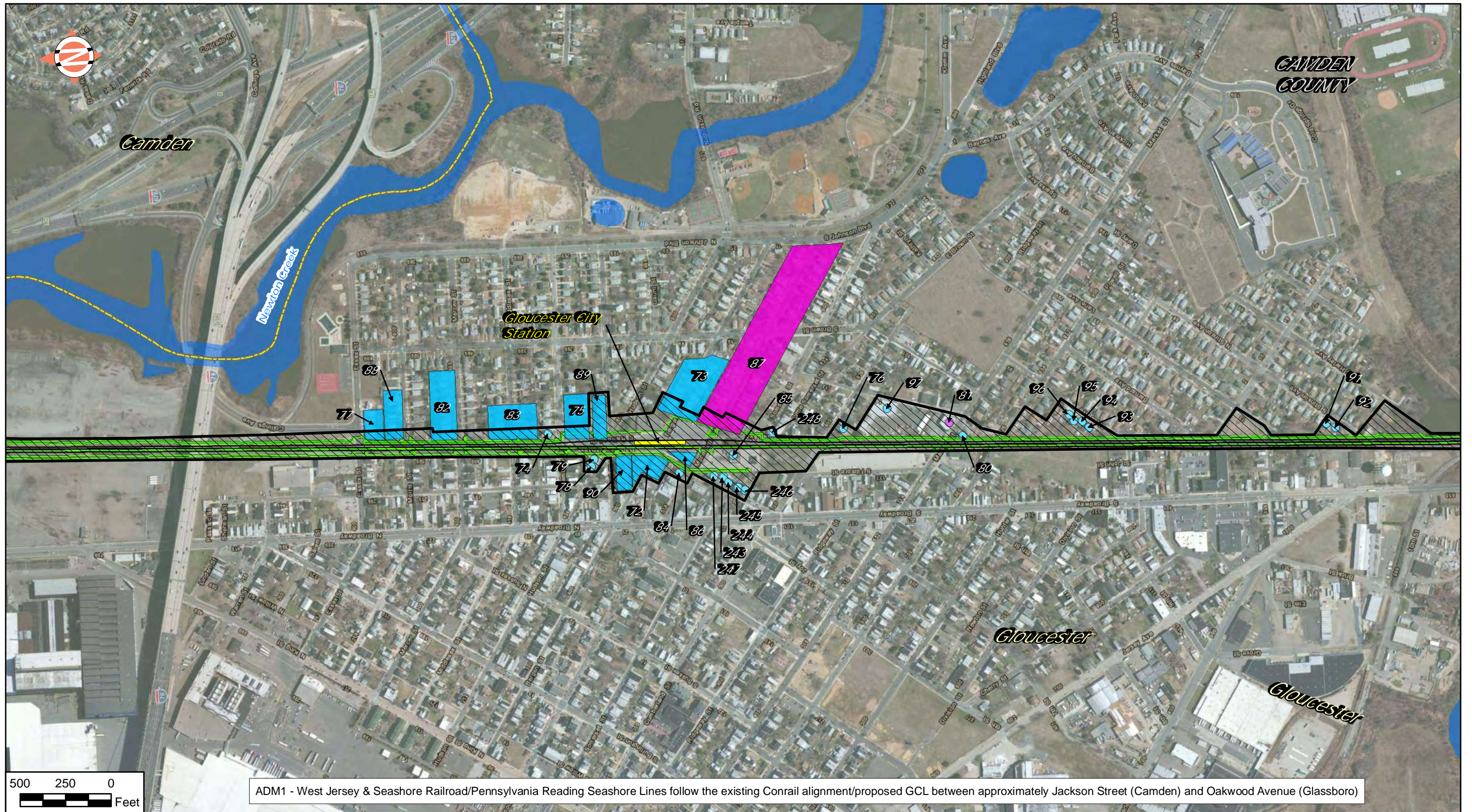
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



- |   |  |   |   |
|---|--|---|---|
| <ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> </ul> | <ul style="list-style-type: none"> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul> | <p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul> | <p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible - Individual</li> <li> NR Eligible</li> </ul> |
|---|--|---|---|

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 2 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)



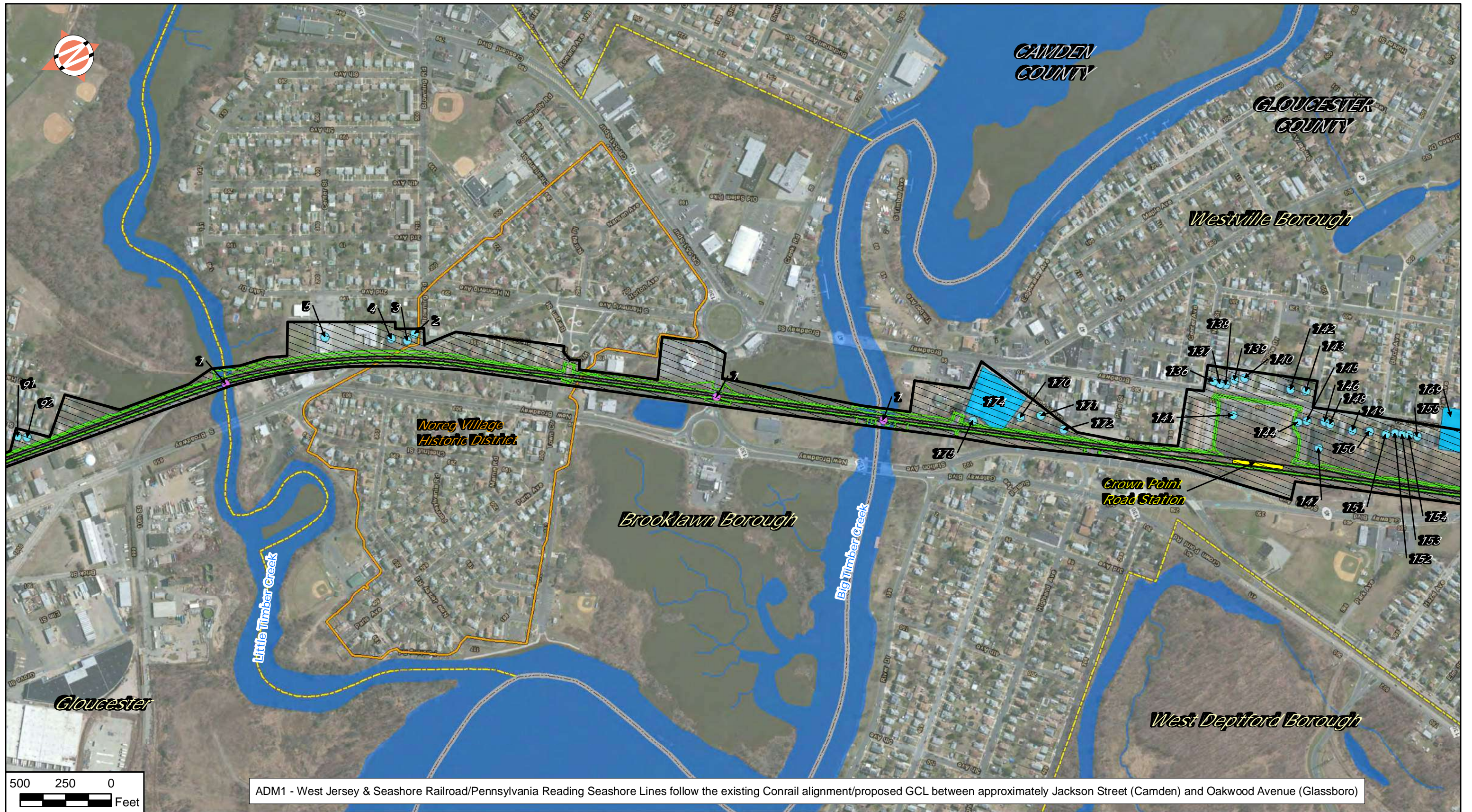
P:\GIS\Projects\1383\MXD\Alignmen\_Lan2014\_Addendum\Historic\Fig02HRResources.mxd 2/6/2014

<p>  Area of Potential Effects (APE)   GCL Facilities         </p>	<p>  Potential South Camden Parking Locations   Potential VMF Site Locations         </p>	<p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
--	---	---	---

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 3 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)





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)

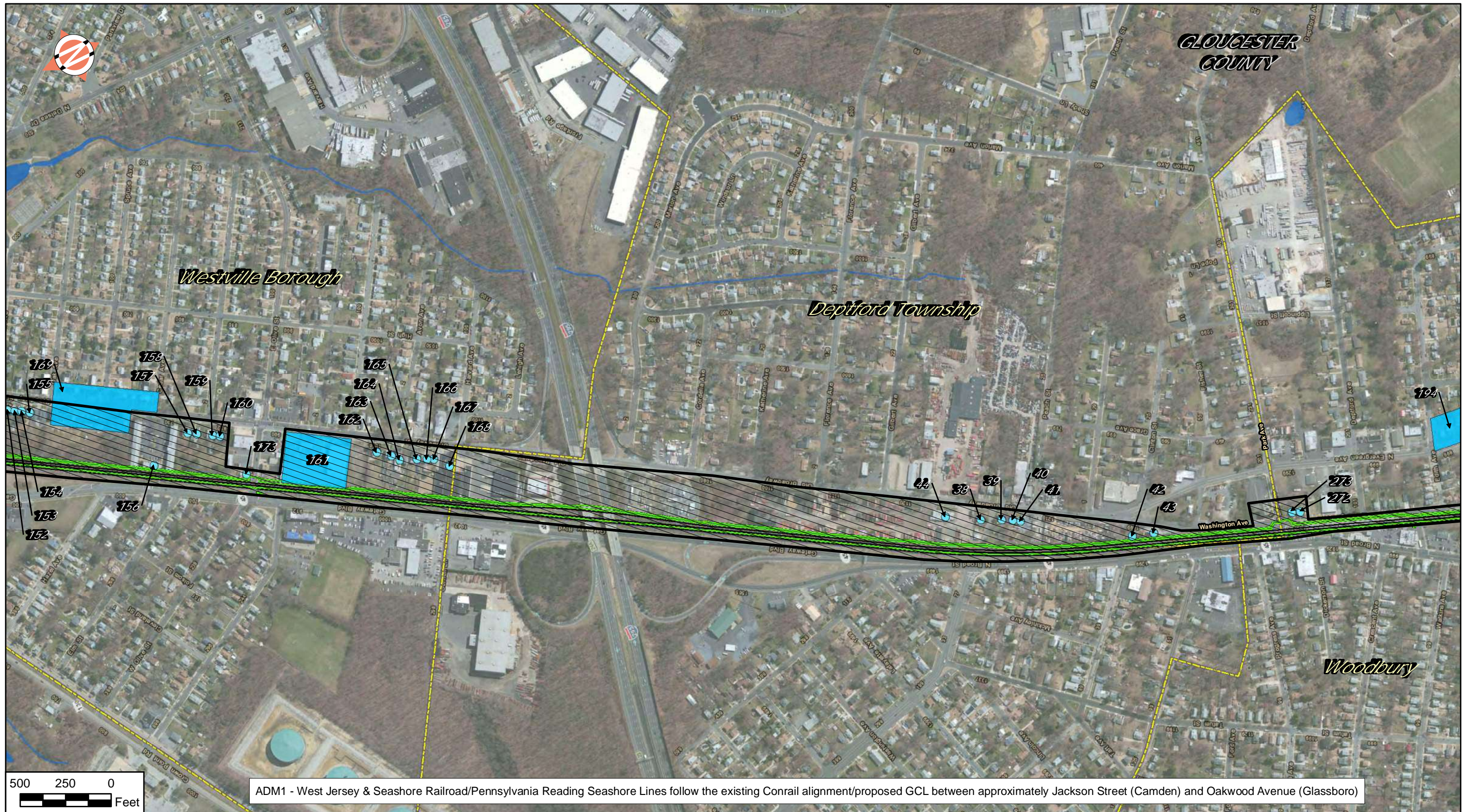
P:\GIS\Projects\1383\MXD\Alignmen\_LJan2014\_Addendum\Historic\Fig02\HResources.mxd 2/6/2014



<ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul>	<p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
---	---	---

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 4 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)

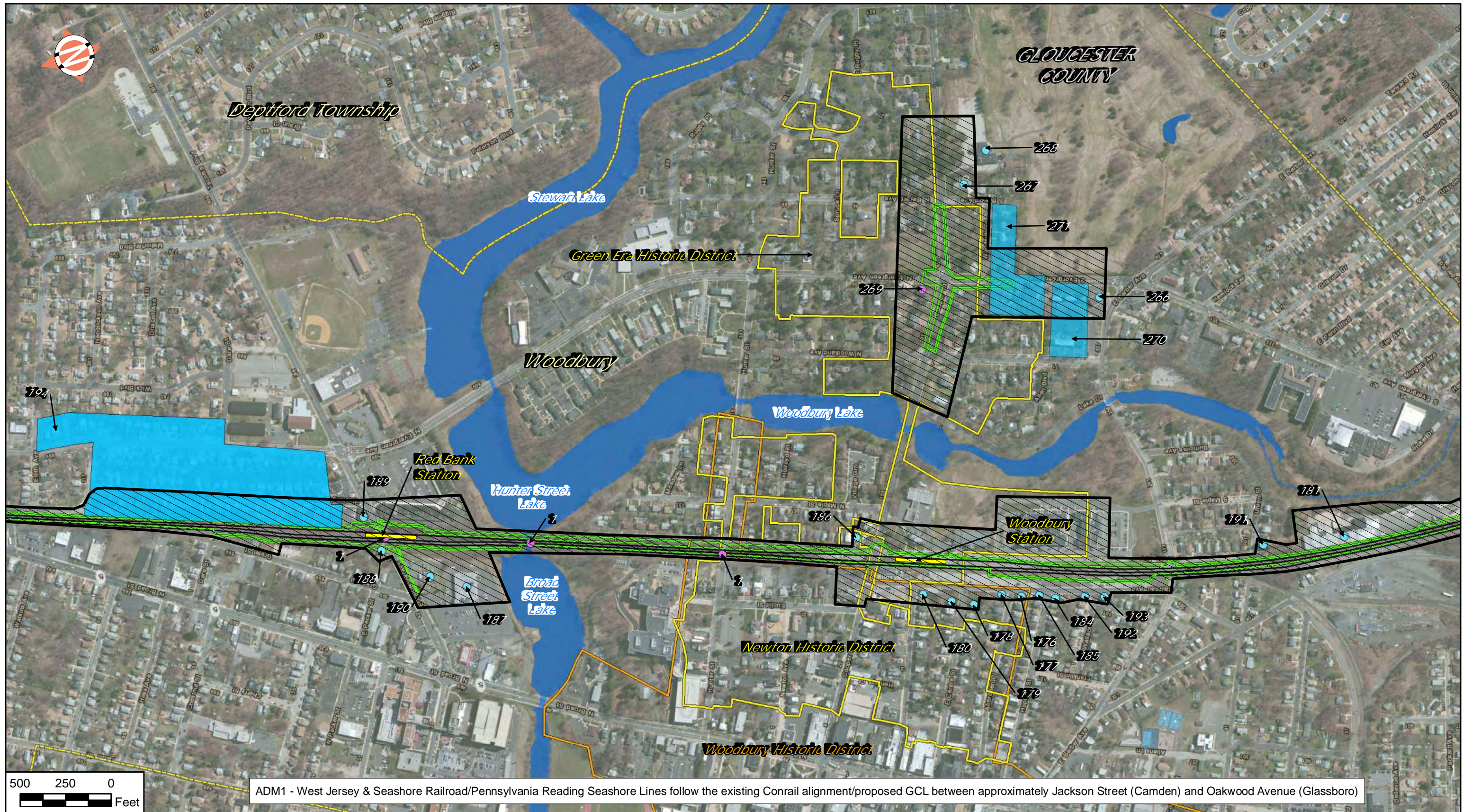


P:\GIS\Projects\1383\MXD\Alignment\_Jan2014\_Addendum\Historic\Fig02HRResources.mxd 2/6/2014

<ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> </ul>	<ul style="list-style-type: none"> <li> Potential VMF Site Locations</li> </ul>	<b>Newly Identified Resources</b> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<b>Previously Identified Resources</b> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
---	---	--	--

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 5 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)

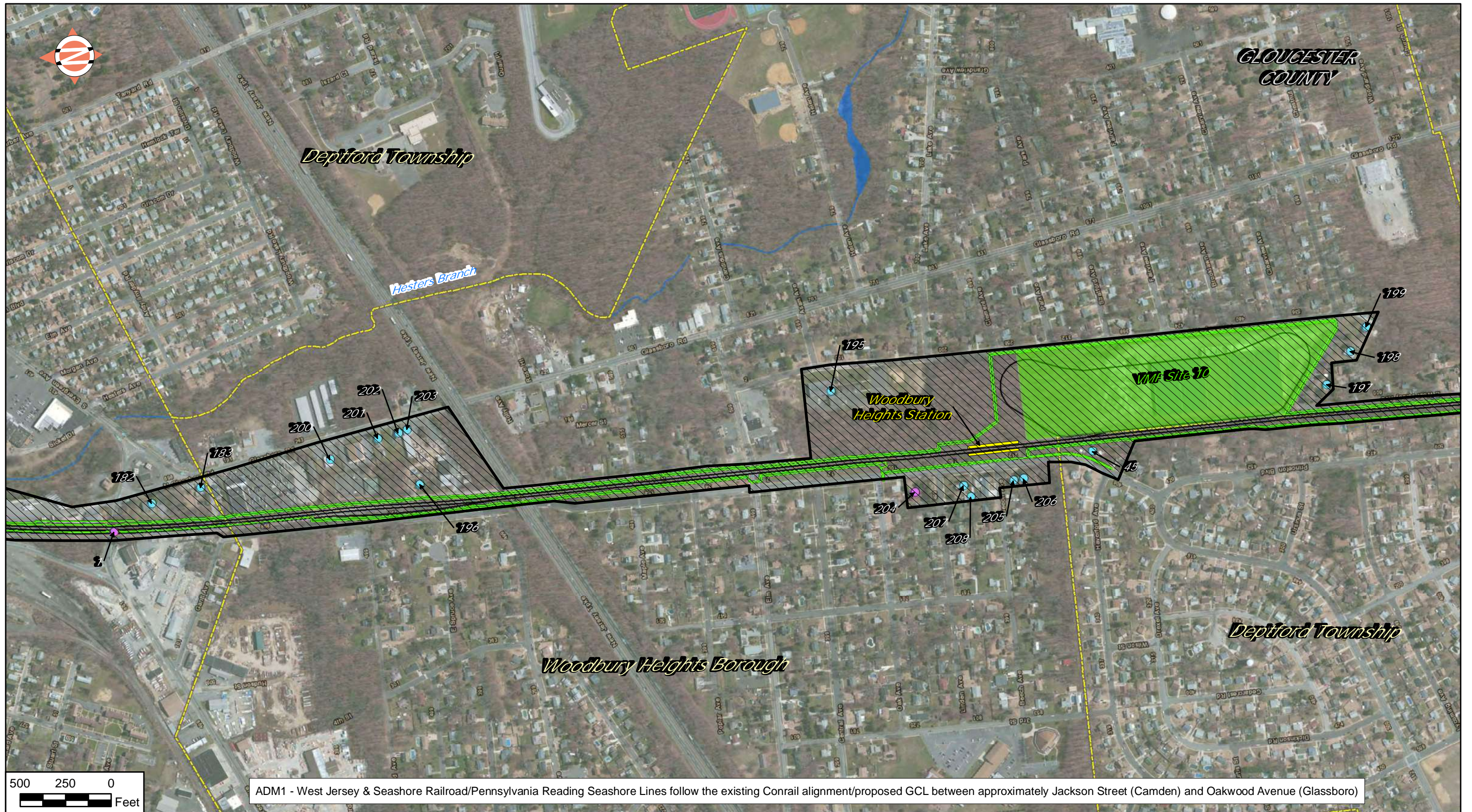


P:\GIS\Projects\1383\MXD\Alignment\_Jan2014\_Addendum\Historic\Fig02\HResources.mxd 2/6/2014

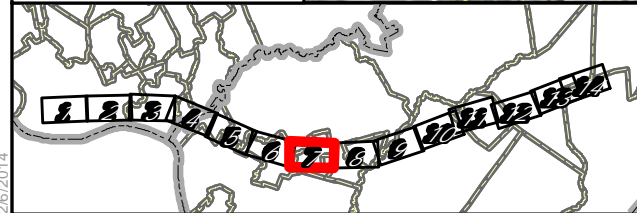
<p>  Area of Potential Effects (APE)   GCL Facilities         </p>	<p>  Potential VMF Site Locations   Potential South Camden Parking Locations         </p>	<p><b>GCL Limits of Disturbance</b></p>	<p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
--	---	---	---	---

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 6 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)



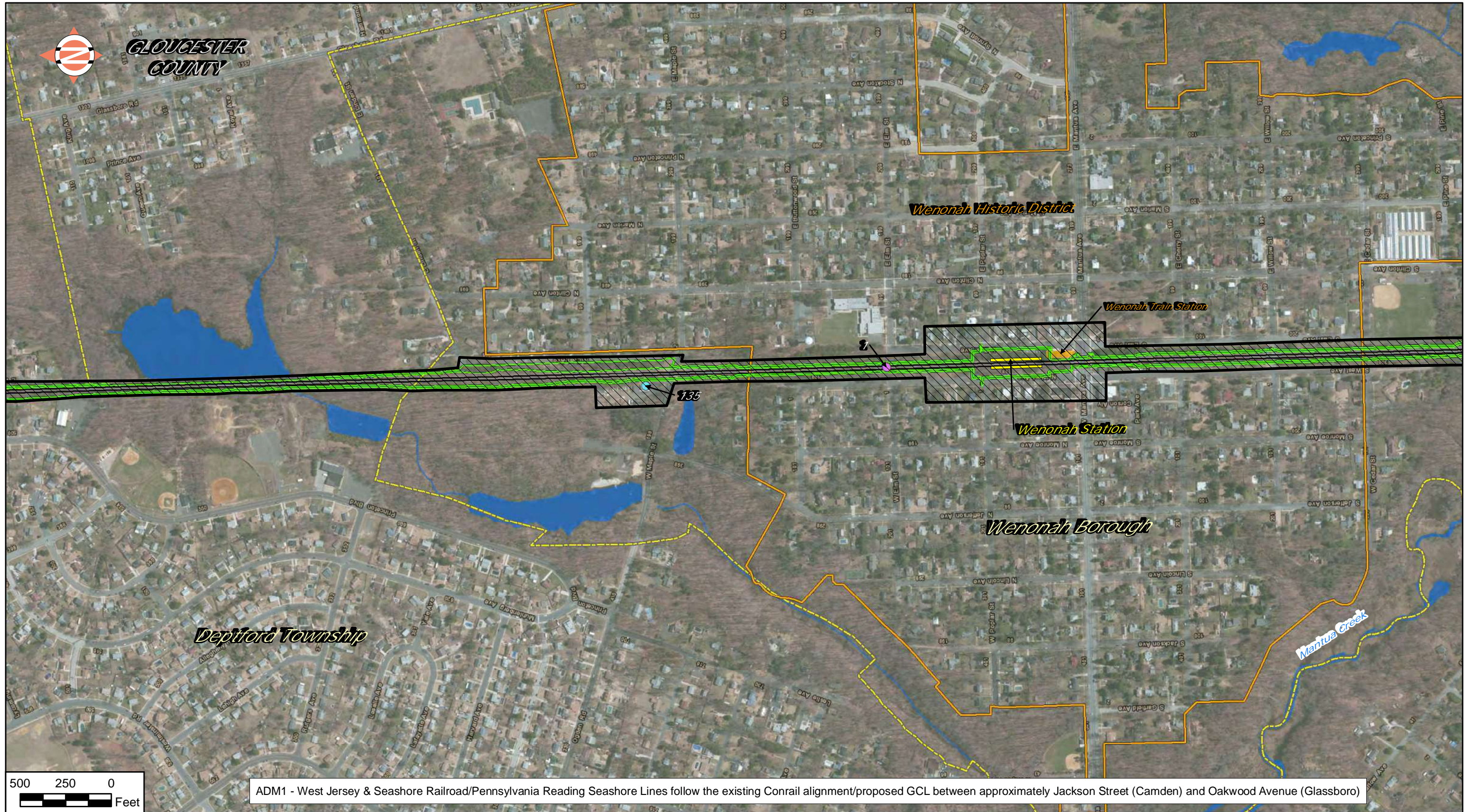
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



- |   |  |   |   |
|---|--|---|---|
| <ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> </ul> | <ul style="list-style-type: none"> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul> | <p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul> | <p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul> |
|---|--|---|---|

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 7 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)

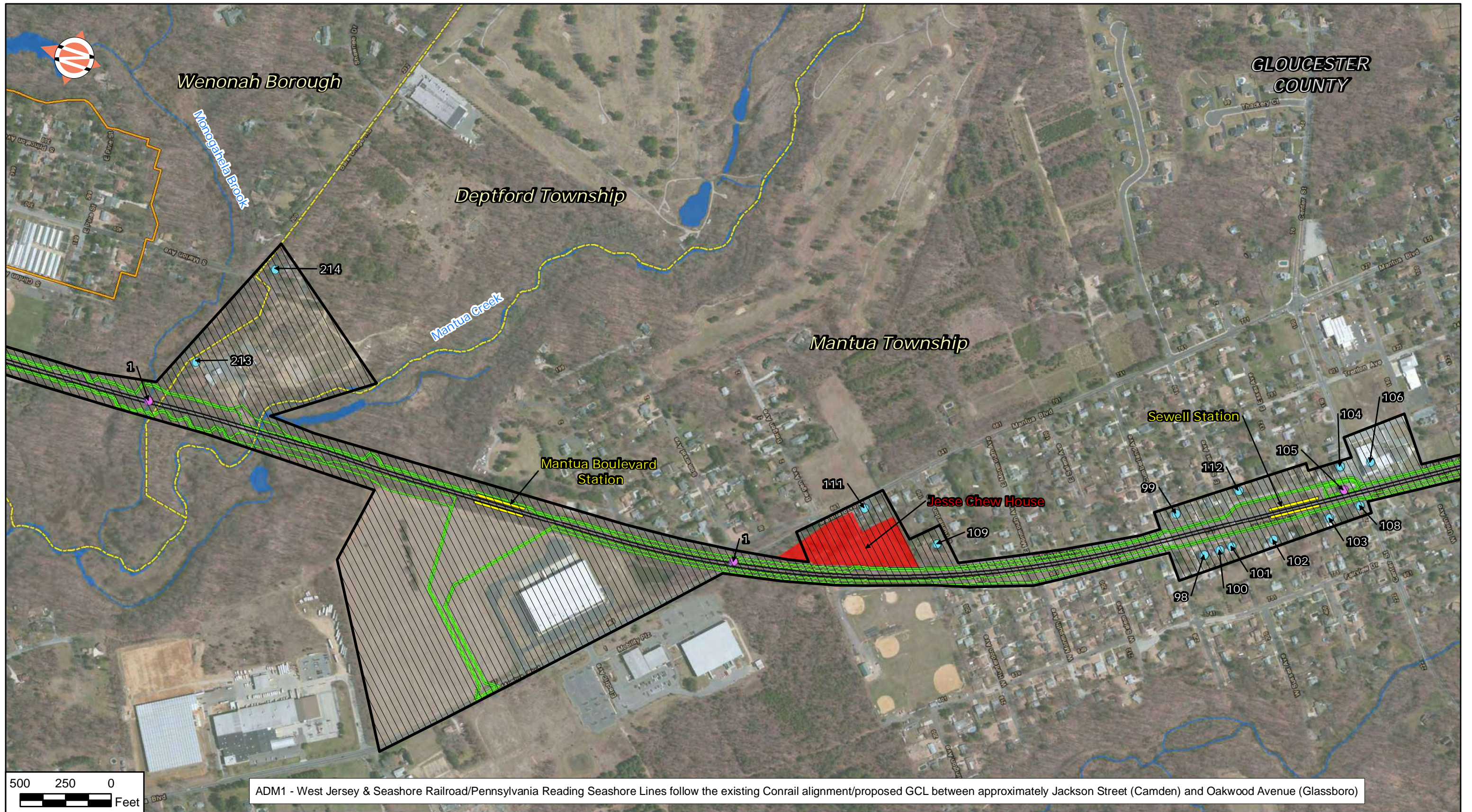


P:\GIS\Projects\1383\MXD\Alignment\_LJan2014\_Addendum\Historic\Fig02HRResources.mxd 2/6/2014

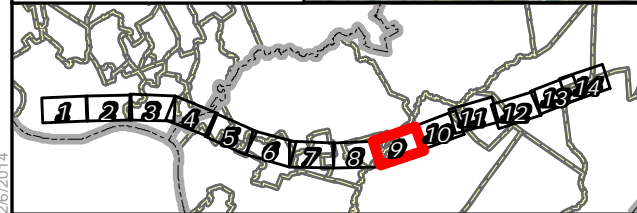
Area of Potential Effects (APE) GCL Facilities	GCL Limits of Disturbance Potential South Camden Parking Locations Potential VMF Site Locations	<b>Newly Identified Resources</b> Intensive Survey Form Not Eligible Intensive Survey Form Not Eligible	<b>Previously Identified Resources</b> NR Listed NR Eligible/SR Listed NR Eligible SR/NR Listed - Individual NR Eligible - Individual
---	---	---	--

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 8 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)



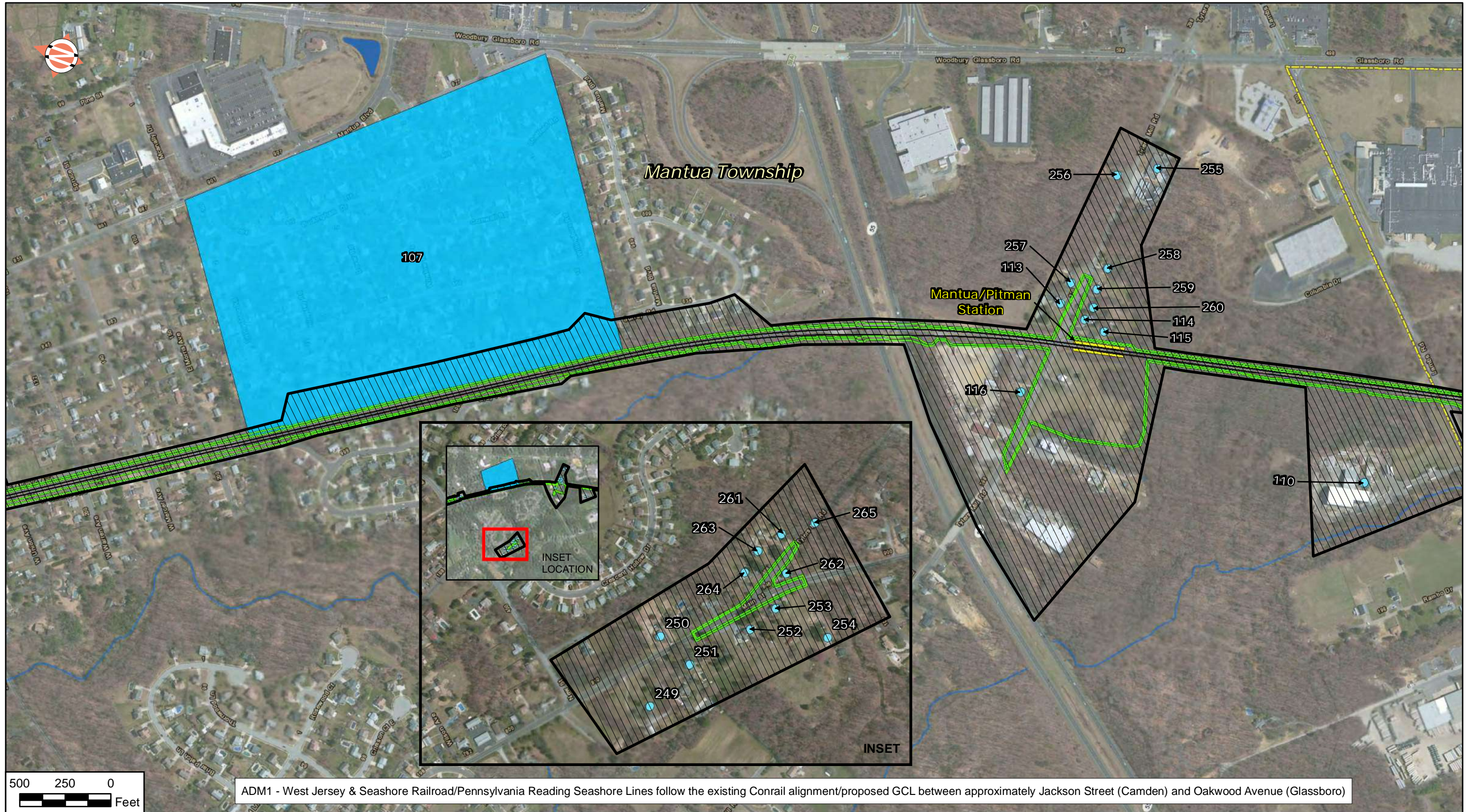
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



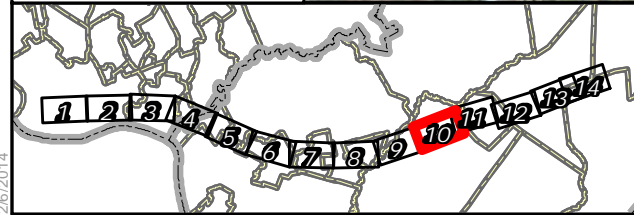
- |   |  |   |   |
|---|--|---|---|
| <ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> </ul> | <ul style="list-style-type: none"> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul> | <p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul> | <p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul> |
|---|--|---|---|

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 9 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)

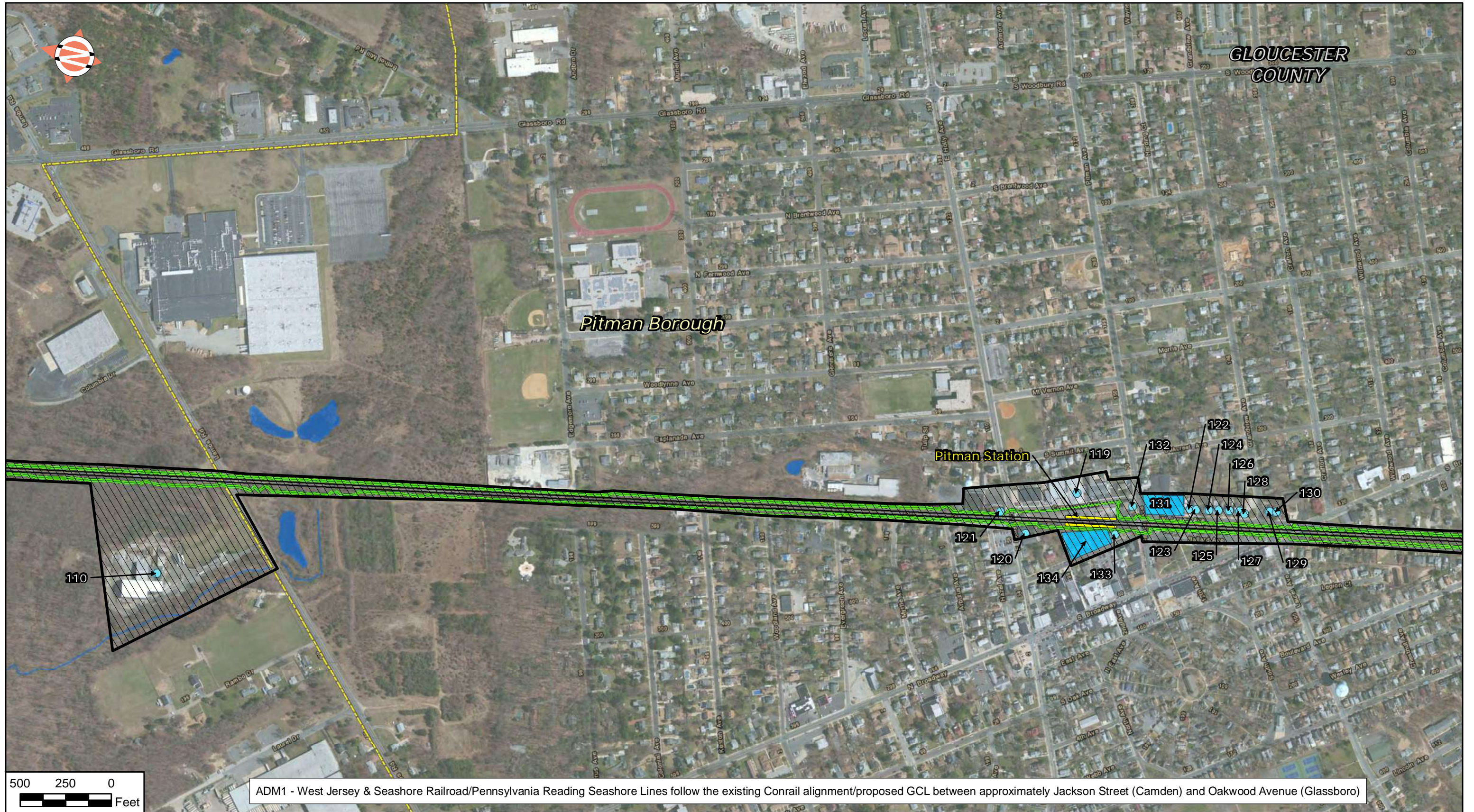


P:\GIS\Projects\1383\MXD\Alignmen\_Lan2014\_Addendum\Historic\Fig02\HResources\_Page 10.mxd 2/6/2014

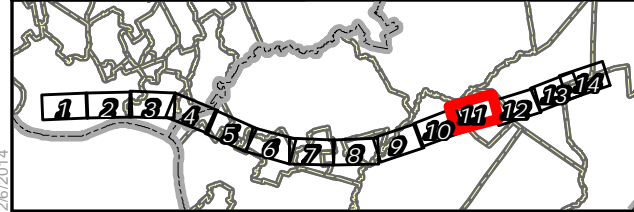
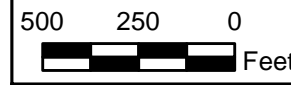


<ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> </ul>	<ul style="list-style-type: none"> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul>	<p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
---	--	---	---

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 10 of 14



P:\GIS\Projects\1383\MXD\Alignment\_LJan2014\_Addendum\Historic\Fig02HRResources.mxd 2/6/2014



- Area of Potential Effects (APE)
- GCL Facilities

- GCL Limits of Disturbance
- Potential South Camden Parking Locations
- Potential VMF Site Locations

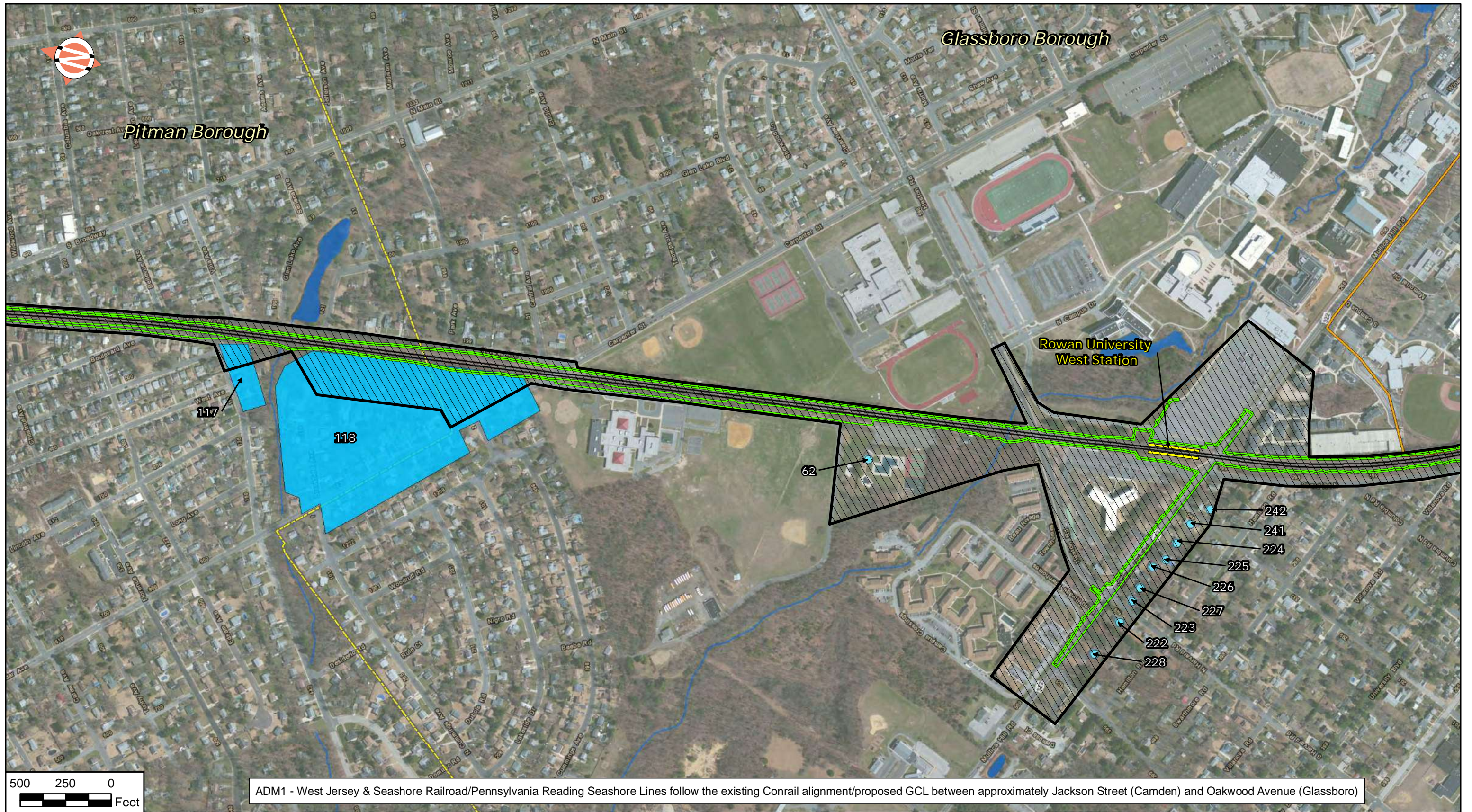
- Newly Identified Resources**
- Intensive Survey Form
  - Not Eligible
  - Intensive Survey Form
  - Not Eligible

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

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 11 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)



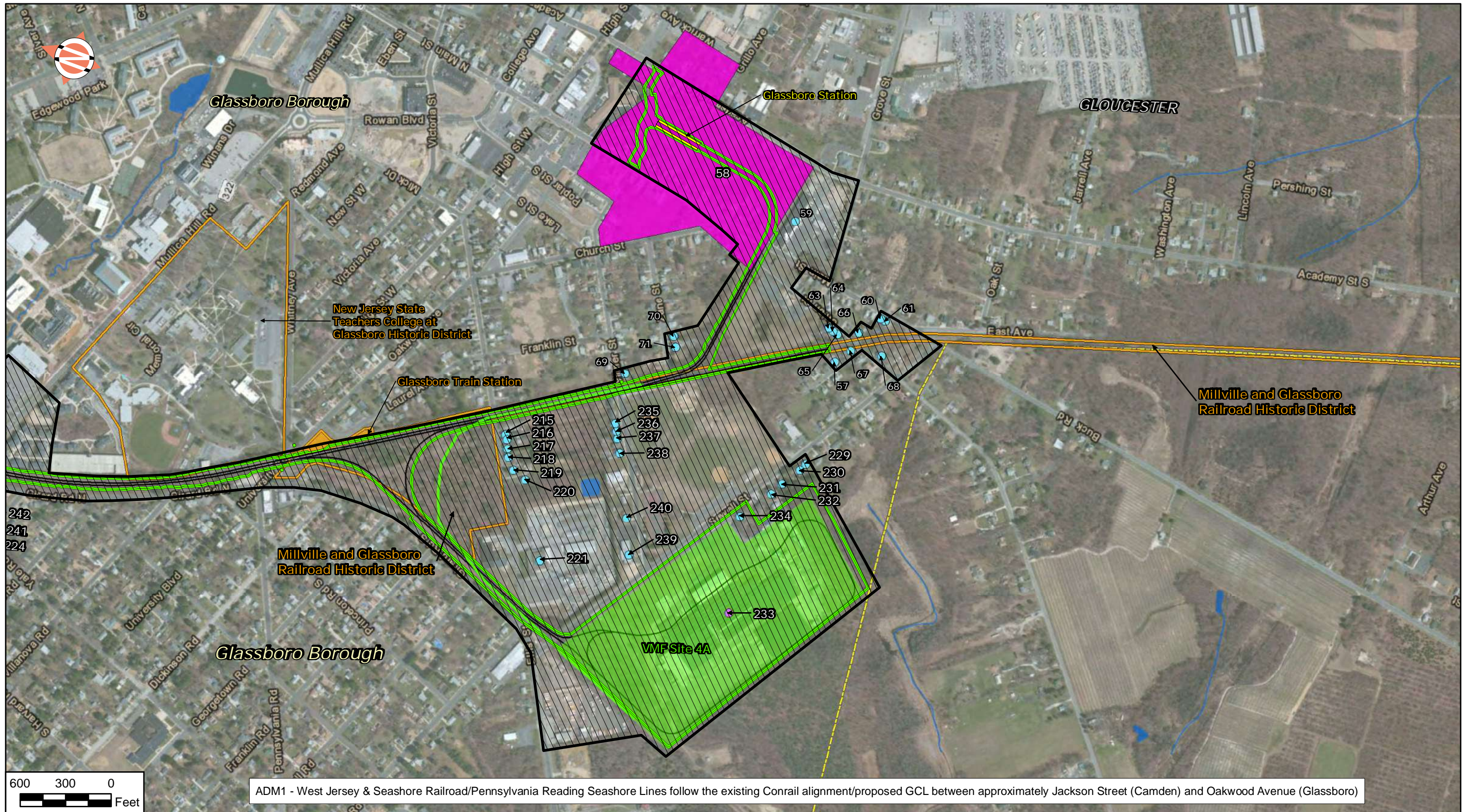


P:\GIS\Projects\1383\MXD\Alignment\_Jan2014\_Addendum\Historic\Fig02HRResources.mxd  
2/6/2014

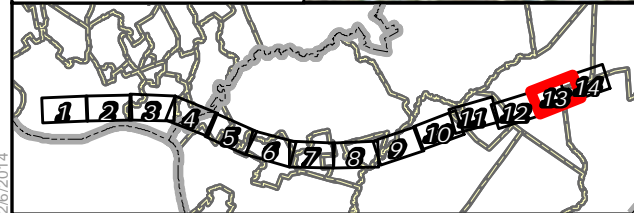
<p> Area of Potential Effects (APE)</p> <p> GCL Facilities</p>	<p> Potential South Camden Parking Locations</p> <p> Potential VMF Site Locations</p>	<p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
--	---	---	---

Figure 2 - Addendum 01 (February 2014)  
Area of Potential Effects (APE)  
and Resource Location Map  
Glassboro-Camden Line Light Rail Project  
Camden and Gloucester Counties, New Jersey  
Sheet 12 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)



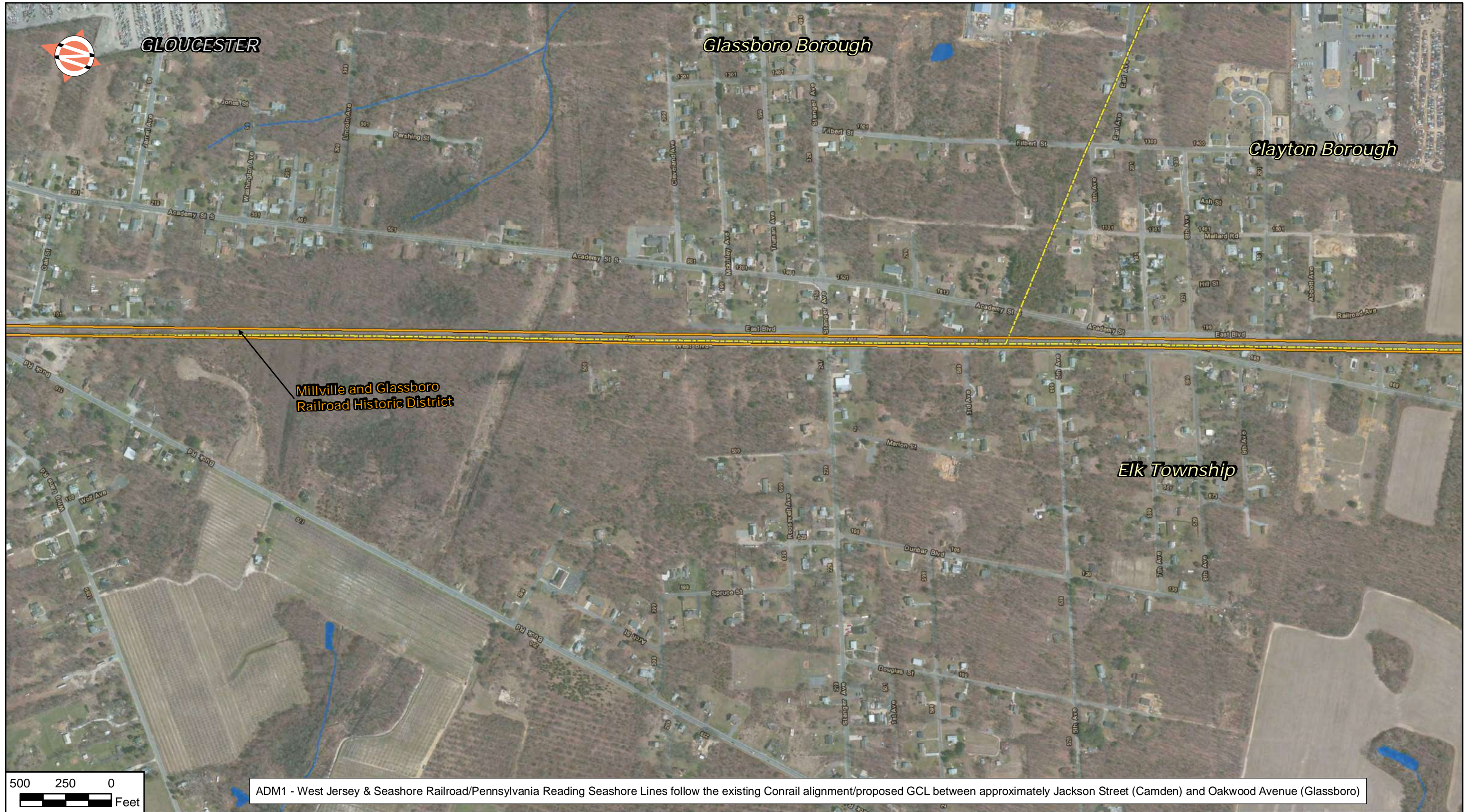
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



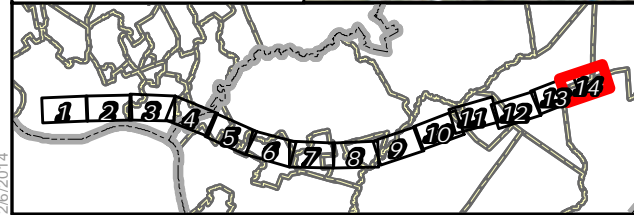
- |   |  |   |   |
|---|--|---|---|
| <ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> </ul> | <ul style="list-style-type: none"> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul> | <p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul> | <p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul> |
|---|--|---|---|

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 13 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)



P:\GIS\Projects\1383\MXD\Alignment\_LJan2014\_Addendum\Historic\Fig02\HRResources.mxd 2/6/2014



<ul style="list-style-type: none"> <li> Area of Potential Effects (APE)</li> <li> GCL Facilities</li> </ul>	<ul style="list-style-type: none"> <li> GCL Limits of Disturbance</li> <li> Potential South Camden Parking Locations</li> <li> Potential VMF Site Locations</li> </ul>	<p><b>Newly Identified Resources</b></p> <ul style="list-style-type: none"> <li> Intensive Survey Form</li> <li> Not Eligible</li> <li> Intensive Survey Form</li> <li> Not Eligible</li> </ul>	<p><b>Previously Identified Resources</b></p> <ul style="list-style-type: none"> <li> NR Listed</li> <li> NR Eligible/SR Listed</li> <li> NR Eligible</li> <li> SR/NR Listed - Individual</li> <li> NR Eligible - Individual</li> </ul>
---	--	---	---

Figure 2 - Addendum 01 (February 2014)  
 Area of Potential Effects (APE)  
 and Resource Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey  
 Sheet 14 of 14

Map Source: I-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)

*Appendix C*

---

**Photographs**



**Photograph 1:** 1738 S. 6th Street, Camden City.



**Photograph 2:** 1744 S. 6th Street, Camden City.



**Photograph 3:** 1754-1756 S. 6th Street, Camden City.



**Photograph 4:** 415 Federal Street, Camden City.



**Photograph 5:** 204 Bark Bridge Road, Deptford Township. View showing the primary dwelling.



**Photograph 6:** 204 Bark Bridge Road, Deptford Township. View showing a secondary dwelling (possibly a former storage facility).



**Photograph 7:** 204 Bark Bridge Road, Deptford Township. View showing a garage/workshop.



**Photograph 8:** 204 Bark Bridge Road, Deptford Township. View showing a secondary dwelling.



**Photograph 9:** 204 Bark Bridge Road, Deptford Township. View showing animal shelters.



**Photograph 10:** 205 Bark Bridge Road, Deptford Township. Overview showing the primary dwelling (at left), secondary dwelling (center), and shed (at right).



**Photograph 11:** 205 Bark Bridge Road, Deptford Township. View showing the primary dwelling.



**Photograph 12:** 406 Ellis Street, Glassboro Borough.



**Photograph 13:** 408 Ellis Street, Glassboro Borough.



**Photograph 14:** 410 Ellis Street, Glassboro Borough.



**Photograph 15:** 412 Ellis Street, Glassboro Borough.



**Photograph 16:** 418 Ellis Street, Glassboro Borough.





**Photograph 17:** 420 Ellis Street, Glassboro Borough.



**Photograph 18:** 428 Ellis Street (Atlantic City Electric), Glassboro Borough.



**Photograph 19:** 428 Ellis Street (Atlantic City Electric), Glassboro Borough.



**Photograph 20:** 401 Harvard Road N., Glassboro Borough.



**Photograph 21:** 402 Harvard Road N., Glassboro Borough.



**Photograph 22:** 302 Mullica Hill Road, Glassboro Borough.



**Photograph 23:** 306 Mullica Hill Road, Glassboro Borough. Aerial photographs of the early- to mid-1960s show a building at this location; however, it is unclear if the extant dwelling has had extensive additions or was entirely rebuilt.



**Photograph 24:** 308 Mullica Hill Road, Glassboro Borough.



**Photograph 25:** 312 Mullica Hill Road, Glassboro Borough.



**Photograph 26:** 410 Mullica Hill Road, Glassboro Borough.



**Photograph 27:** 42 Sewell Street, Glassboro Borough.



**Photograph 28:** 44 Sewell Street, Glassboro Borough.



**Photograph 29:** 54 Sewell Street, Glassboro Borough.



**Photograph 30:** 56 Sewell Street, Glassboro Borough.



**Photograph 31:** 70 Sewell Street (Owens Illinois Glass Company/ former Owens Bottle Company) Plant No. 8, Glassboro Borough. View looking southwest from Sewell Street.



**Photograph 32:** 70 Sewell Street (Owens Illinois Glass Company/ former Owens Bottle Company) Plant No. 8, Glassboro Borough. View looking south from Sewell Street.



**Photograph 33:** 70 Sewell Street (Owens Illinois Glass Company/ former Owens Bottle Company) Plant No. 8, Glassboro Borough. View looking southeast from Sewell Street.



**Photograph 34:** 72 Sewell Street, Glassboro Borough.



**Photograph 35:** 213 Wilmer Street, Glassboro Borough.



**Photograph 36:** 215 Wilmer Street, Glassboro Borough.



**Photograph 37:** 217 Wilmer Street, Glassboro Borough.



**Photograph 38:** 221 Wilmer Street, Glassboro Borough.



**Photograph 39:** 275 Wilmer Street (Glassboro Memorial Post/VFW Post 679), Glassboro Borough.



**Photograph 40:** 305 Wilmer Street, Glassboro Borough.



**Photograph 41:** 401 Yale Road N., Glassboro Borough.



**Photograph 42:** 402 Yale Road N., Glassboro Borough.



**Photograph 43:** 12 Champion Road, Gloucester City.



**Photograph 44:** 16 Champion Road, Gloucester City.



**Photograph 45:** 22 Champion Road, Gloucester City.



**Photograph 46:** 26 Champion Road, Gloucester City.



**Photograph 47:** 600 Monmouth Street, Gloucester City.



**Photograph 48:** 28-30 S. Railroad Avenue, Gloucester City.





**Photograph 49:** 816 Main Street, Mantua Township.



**Photograph 50:** 825 Main Street, Mantua Township.



**Photograph 51:** 832 Main Street, Mantua Township.



**Photograph 52:** 844 Main Street, Mantua Township. Overview showing extensive *circa*-2000 additions.



**Photograph 53:** 844 Main Street, Mantua Township. Detail of original dwelling facade (left) and *circa*-2000 addition.



**Photograph 54:** 856 Main Street, Mantua Township.



**Photograph 55:** 860 Main Street, Mantua Township. View showing *circa*-1910 dwelling.



**Photograph 56:** 860 Main Street, Mantua Township. View showing *circa*-1925 dwelling.



**Photograph 57:** 328 Tylers Mill Road, Mantua Township.



**Photograph 58:** 331 Tylers Mill Road, Mantua Township.



**Photograph 59:** 347 Tylers Mill Road, Mantua Township.



**Photograph 60:** 352 Tylers Mill Road, Mantua Township.



**Photograph 61:** 356 Tylers Mill Road, Mantua Township.



**Photograph 62:** 360 Tylers Mill Road, Mantua Township.



**Photograph 63:** 493 Tylers Mill Road, Mantua Township.



**Photograph 64:** 494 Tylers Mill Road, Mantua Township.



**Photograph 65:** 495 Tylers Mill Road, Mantua Township.



**Photograph 66:** 499 Tylers Mill Road, Mantua Township.



**Photograph 67:** Tylers Mill Road Bridge over Chestnut Branch (Structure No. 0805102), Mantua Township. View showing the south elevation. The 1926 bridge was previously surveyed and determined not eligible in 1995.



**Photograph 68:** Tylers Mill Road Bridge over Chestnut Branch (Structure No. 0805102), Mantua Township. View showing the south elevation. The 1926 bridge was previously surveyed and determined not eligible in 1995.



**Photograph 69:** 330 E. Barber Avenue (Woodbury Seventh-Day Adventist Church), Woodbury City.



**Photograph 70:** 10 S. Bayard Avenue, Woodbury City.



**Photograph 71:** 467 Cooper Street (former Woodbury Country Club), Woodbury City. The Woodbury Country Club was founded in 1897, using an 18th-century farmhouse as the clubhouse. The clubhouse has been completely engulfed with additions and there are no other extant buildings from the late 19th to mid-20th centuries.



**Photograph 72:** 467 Cooper Street (former Woodbury Country Club), Woodbury City. The Woodbury Country Club was founded in 1897, using an 18th-century farmhouse as the clubhouse. The clubhouse has been completely engulfed with additions and there are no other extant buildings from the late 19th to mid-20th centuries.



**Photograph 73:** 7 N. Evergreen Avenue, Woodbury City. This property is located within the boundary of the NR-eligible/SR-listed Green Era Historic District; however, it is not included in the district inventory. Additional investigation is recommended to determine its contributing status to the district.



**Photograph 74:** S. Evergreen Avenue and S. Woodland Avenue Rowhouses, Woodbury City. Representative view of 57-73 S. Evergreen Avenue.



**Photograph 75:** S. Evergreen Avenue and S. Woodland Avenue Rowhouses, Woodbury City. Representative view of 67 S. Evergreen Avenue.



**Photograph 76:** S. Evergreen Avenue and Woodside Place Grouping, Woodbury City. Representative view of 49 S. Evergreen Avenue.



**Photograph 77:** S. Evergreen Avenue and Woodside Place Grouping, Woodbury City. Representative view of 41 S. Evergreen Avenue.



**Photograph 78:** S. Evergreen Avenue and Woodside Place Grouping, Woodbury City. Representative view of 37 S. Evergreen Avenue.



**Photograph 79:** S. Evergreen Avenue and Woodside Place Grouping, Woodbury City. Representative view of 31 S. Evergreen Avenue.



**Photograph 80:** S. Evergreen Avenue and Woodside Place Grouping, Woodbury City. Representative view of 25 S. Evergreen Avenue.





**Photograph 81:** S. Evergreen Avenue and Woodside Place Grouping, Woodbury City. Representative view of 30 S. Evergreen Avenue.



**Photograph 82:** 1032 Washington Avenue, Woodbury City.



**Photograph 83:** 1036 Washington Avenue, Woodbury City.

# A.D. MARBLE

environmental·cultural·engineering

May 16, 2018

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

RE: Historic Architectural Reconnaissance Survey Report, Addendum 2 (to report dated December 5, 2013 and first addendum dated February 7, 2014)  
Glassboro-Camden Line Light Rail Project, Camden and Gloucester Counties, New Jersey

Dear Ms. Alvarez:

This second addendum was completed to reflect revisions that were made to the proposed Glassboro-Camden Line Light Rail Project (GCL) after the submission of the historic architectural reconnaissance survey letter report dated December 5, 2013, and the first addendum dated February 7, 2014. A second addendum to the Phase IA Archaeological Survey Report dated November 15, 2013, and first addendum to the archaeological report dated February 7, 2014, are being addressed in a separate document. The historic architectural Area of Potential Effects (APE) was slightly revised to reflect the following changes, generally described from north to south:

- 1) Proposed relocation of the Woodbury Heights Station. The APE was expanded at this location, and 12 additional resources were identified: ADM Survey Nos. 280 to 291.
- 2) Proposed relocation of the Mantua/Pitman Station. The APE was expanded at this location, and two additional resources were identified: ADM Survey Nos. 294 and 295. In addition, the APE in the area of the previous station location was slightly reduced. As a result, two resources identified in the GCL addendum dated February 7, 2014, have been removed from the APE: ADM Survey Nos. 255 and 256.
- 3) No additional changes were made to the APE, as most of the Limits of Disturbance (LOD) modifications are minor, and are covered by the APE as refined for the first addendum (February 2014). The changes to the LOD are shown in the enclosed Figure 2 (Appendix B).

This addendum also serves to update the background research, including the National Register of Historic Places (NR)/New Jersey Register of Historic Placed (SR) status of one previously identified resource presented in the December 5, 2013 report and February 7, 2014 first addendum. One surveyed resource, ADM Survey No. 24 (Bartholomew Roman Catholic Church/753 Kaighns Avenue), which was recommended not eligible in the previous letter reports, was determined eligible for the NR and SR by a New Jersey Historic Preservation Office (NJ HPO) opinion dated November 10, 2016. Table 4 has been revised to reflect the current determination, and the revised table is included in Appendix A of this addendum. In addition, this addendum addresses those resources within the APE that have reached 50 years in age since the original report and first addendum, for which 1965 was used as the cut-off date. The cut-off date used for this second addendum is 1968, as the planned submittal of the Environmental Impact Statement (EIS) is 2018.

---

*An Employee Owned Company*

The following documentation is enclosed:

- Inventory of 26 additional aboveground resources within the revised APE (ADM Survey Nos. 274 to 299; Appendix A: Table 3);
- Revised Table 4, including resources from the December 5, 2013 report and February 7, 2014 addendum, showing resources removed by the first addendum (black strike-out) and this second addendum (red strike-out);
- Figure 1, showing the revised APE and facilities (Appendix B);
- Figure 2, showing the revised APE, facilities, revisions to the LOD, and resource locations (Appendix B); and
- Photographs of 26 additional aboveground resources within the revised APE (ADM Survey Nos. 274 to 299; Appendix C).

The addendum was completed by A.D. Marble 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 A.D. Marble architectural historians meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural History.

### **Historic Architectural Background Research**

A.D. Marble architectural historians examined the paper files and Geographic Information System (GIS) database of the NJ HPO to determine if any of the previously identified resources had been listed in or determined eligible for listing in the NR and the SR since the 2013 survey report and 2014 addendum, as well as previously identified but unevaluated resources within the revised APE. The New Jersey Historic Bridge Survey, prepared by the New Jersey Department of Transportation (NJDOT) and A.G. Lichtenstein & Associates, Inc., in 1995 (updated in 2001), was also reviewed. A.D. Marble architectural historians also consulted historic Sanborn Fire Insurance Maps from the 1880s to 1949 and historic aerial photography from the 1930s to 1970s for property information and approximate construction dates.

### **Reconnaissance Survey Methodology**

In December 2013 and January 2014, Elizabeth Amisson of A.D. Marble conducted a windshield survey of the project area to define the revised APE for historic architecture and completed a historic architectural reconnaissance survey of all properties within the revised APE. Russell Stevenson of A.D. Marble conducted additional reconnaissance within the revised APE of those resources that were constructed between the original cut-off date of 1965 and the new cut-off date of 1968. The APE takes into account all potential impact types associated with the aforementioned project revisions: direct, indirect (including visual), and cumulative impacts. The goals of the reconnaissance survey were: 1) to identify any additional resources within the APE that were constructed in 1968 or earlier; and 2) to identify resources potentially eligible for listing in the NR and SR that may be affected by the proposed project. As previously noted, 1968 was used as the cut-off date for identification of resources age 50 years or older due to the projected EIS completion scheduled for 2018.

## Results and Recommendations

As a result of the relocation of the Mantua/Pitman station, two resources have been removed from the refined historic architectural APE as presented in the February 7, 2014 first addendum (Table 1 below; Appendix B: Figure 2, Map Sheet 10); no resources identified as part of the original reconnaissance survey were impacted. The relocation of the Woodbury Heights and Mantua-Pitman stations also resulted in an extension of the APE in the areas where the stations have been relocated (Appendix B: Figure 2, Map Sheets 7, 10, and 11).

**Table 1. Aboveground Resources Removed from the Revised APE (as of April 13, 2018).**

ADM Survey No.	Address/Property Name	Municipality	County	Map Sheet (Figure 2 in 2/7/2014 report)	ADM Photograph No. (in 12/5/2013 or 2/7/2014 report)
255	328 Tylers Mill Road	Mantua Township	Gloucester	10	57 (2014)
256	331 Tylers Mill Road	Mantua Township	Gloucester	10	58 (2014)

NJ HPO records revealed six previously identified historic properties (NR-listed or eligible) located within the revised APE:

- South Jersey Gas, Electric & Traction Company Building (Camden City, Camden County) was listed in the NR in 2005 and the SR in 2004. This property was not identified in the GCL historic architectural reconnaissance survey report dated December 5, 2013, because it was located outside of the APE at that date; the APE has since been expanded to account for the proposed addition of a third track and platform at the Walter Rand Transportation Center (WRTC; Appendix B: Figure 2, Map Sheet 1).
- South Camden Historic District (Camden City, Camden County) was listed in the NR and SR in 1990. This district was identified in the GCL report dated December 5, 2013. The expanded portion of the APE near South Camden Station for two potential parking lot location options is within the NR boundary of the South Camden Historic District (Appendix B: Figure 2, Map Sheet 2).
- Saint Bartholomew Roman Catholic Church (Camden City, Camden County) was determined eligible for the NR and SR on November 10, 2016. This property was identified in the GCL historic architectural reconnaissance survey report dated December 5, 2013, and was subsequently determined eligible for the NR and SR. The property is in the vicinity of the proposed track alternative following the west side of I-676 in Camden City (Appendix B: Figure 2, Map Sheet 1).
- The New York Shipbuilding Company Historic District (Camden City, Camden County) was determined eligible for the NR and SR on March 30, 2015, as part of a compliance project. This property was not identified in the GCL historic architectural reconnaissance survey report dated December 5, 2013 or the first addendum dated February 7, 2014, because a determination of eligibility had not yet been completed, and there are no buildings associated with the historic district within the APE of the project (Appendix B: Figure 2, Map Sheets 2 and 3).
- Millville and Glassboro Railroad Historic District (Glassboro Borough, Gloucester County to Millville City, Cumberland County) was determined eligible for listing in the NR in 2002. This district was also identified in the GCL report dated December 5, 2013. The expanded portion of

the APE near the proposed Vehicle Maintenance Facility (VMF) Site 4A includes a wye area within the NR boundary of the district that was historically occupied by several railroad-related features, including a branch line and siding track, a waiting shed, freight house, freight platform, electrical substation, and several storage sheds. Railroad tracks and a small wood frame and metal-clad storage shed remain extant in this area (Appendix B: Figure 2, Map Sheet 13).

- Green Era Historic District (Woodbury City, Gloucester County) was listed in the SR and determined eligible for the NR as part of the Woodbury Multiple Resource Area in 1988. This district was identified in the GCL report dated December 5, 2013. The revised APE associated with proposed intersection widening at Cooper and Evergreen avenues falls partially within the district boundary (Appendix B: Figure 2, Map Sheet 6).

A.D. Marble identified a total of 26 additional architectural resources that were constructed in 1968 or earlier within the revised APE (see Appendix A: Table 3 for a detailed inventory of all 26 resources). A review of historic maps and aerials, combined with field observations, confirmed the remaining buildings in the revised APE were erected after 1968. None of the 26 resources inventoried as part of the reconnaissance survey second addendum were previously surveyed.

Of the 26 architectural resources documented in this submittal, four are recommended potentially eligible for listing in the NR (see Table 2 below and Appendix A: Table 3):

- ADM Survey No. 284 (575 West Jersey Avenue, Woodbury Heights Borough) is located at the site of the proposed Woodbury Heights Station. This dwelling was constructed ca. 1935 with influences of the Colonial Revival style. Preparation of an intensive-level survey form for this resource is recommended to determine its NR eligibility.
- ADM Survey No. 285 (583 West Jersey Avenue, Woodbury Heights Borough) is located at the site of the proposed Woodbury Heights Station. This dwelling was constructed ca. 1935 with influences of the Colonial Revival style. Preparation of an intensive-level survey form for this resource is recommended to determine its NR eligibility.
- ADM Survey No. 291 (452 Oak Avenue, Woodbury Heights Borough) is located at the site of the proposed Woodbury Heights Station. This dwelling was constructed ca. 1920 with influences of the Queen Anne style. Preparation of an intensive-level survey form for this resource is recommended to determine its NR eligibility.
- ADM Survey No. 295 (400 North Woodbury Road, Mantua Township) is located at the site of the proposed Mantua-Pitman Station. This building was constructed ca. 1960, and remained in operation as an industrial site (Sony CD Plant) until 2011. Preparation of an intensive-level survey form for this resource is recommended to determine its NR eligibility.

**Table 2. Additional Aboveground Resources Recommended Potentially Eligible for Listing in the NR by A.D. Marble (Intensive-Level Survey Form Recommended).**

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
284	575 West Jersey Avenue	Woodbury Heights Borough	Gloucester	Colonial Revival influence/Hipped roof dwelling	Ca. 1935	7	11

ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
285	583 West Jersey Avenue	Woodbury Heights Borough	Gloucester	Colonial Revival influence/Hipped roof dwelling	Ca. 1935	7	12
291	452 Oak Avenue	Woodbury Heights Borough	Gloucester	Queen Anne influence/Hipped roof dwelling	Ca. 1920	7	18
295	Sony CD Plant/400 N. Woodbury Rd.	Mantua Township	Gloucester	No style/Industrial	Ca. 1960	11	22-23

The remaining 22 resources are recommended not eligible for listing in the NR due to lack of architectural significance and/or integrity. Please see the enclosed inventory (Appendix A: Table 3) and associated mapping (Appendix B) and photographs (Appendix C) for more detailed information on all of the surveyed resources within the revised APE identified as part of this second addendum.

We request the NJ HPO's concurrence on the results and recommendations presented in this second letter report addendum. A.D. Marble will prepare intensive-level survey forms for the four properties requiring additional investigation, as well as the 19 properties recommended for intensive-level survey in the reconnaissance survey (December 5, 2013) and first addendum (February 7, 2014), and will submit the forms to the NJ HPO for review and concurrence. Historic properties may be affected by the proposed project; therefore, a determination of effects analysis will be completed following the intensive-level survey and evaluation phase.

If you have any questions or need additional information, please contact me by telephone at (717) 971-1905 or email at [pslovinac@admarble.com](mailto:pslovinac@admarble.com).

Sincerely,  
**A.D. Marble**



Patricia Slovinac  
Senior Architectural Historian

Enclosures

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

Cc: Michael Howard, DRPA  
John Manzoni, STV Incorporated  
Cade Hobbick, STV Incorporated  
Linda Mosch, New Jersey TRANSIT

## **Appendix A: Tables**

---

**Table 3: Inventory of Additional Aboveground Resources Documented in Addendum 02 (April 13, 2018)**

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.
274	749-751 Kaighn Avenue	Camden City	Camden	No style/Duplex	Ca. 1968	Brick	Windows and doors replaced	Not eligible (lacks architectural significance). Outside of NR boundary (original [1990] and proposed revised [2008]) of South Camden Historic District.	Light Rail Transit Alternative	1	1
275	800 Morris Street	Gloucester City	Camden	National (modernized)/Bungalow	Ca. 1920 (Second Floor ca. 2003)	Vinyl	Windows and door replaced; siding; second story addition/new roof (ca. 2005); modern porch	Not eligible (lacks architectural significance and integrity)	Light Rail Transit Alternative	3	2
276	800 Mercer Street	Gloucester City	Camden	National (modernized)/Bungalow	Ca. 1920 (Second Floor ca. 2003)	Brick, vinyl	Windows and doors replaced; siding; porch modified (posts and balustrade); second floor addition/new roof (ca. 2003)	Not eligible (lacks architectural significance and integrity)	Light Rail Transit Alternative	3	3
277	27 S. Stinson Avenue	Gloucester City	Gloucester	National/Center hall dwelling	Ca. 1940	Brick, vinyl	Windows and doors replaced; siding; roofing; rear addition (ca. 1960)	Not eligible (lacks architectural significance and integrity)	Light Rail Transit Alternative	3	4
278	Brooklawn Diner & Restaurant/297 Crescent Boulevard	Brooklawn Borough	Camden	Modern/Commercial (restaurant)	Ca. 1966	Vinyl, stone, metal, stucco	Windows and doors replaced; siding; rear addition (ca. 1990); side addition (ca. 2000)	Not eligible (lacks architectural significance and integrity)	Light Rail Transit Alternative	4	5
279	Preferred Automotive/380 Barlow Avenue	Woodbury Heights Borough	Gloucester	No style/Commercial (auto shop)	Ca. 1966	Brick, concrete block	Windows and doors replaced; original loading docks removed; infilled openings	Not eligible (lacks architectural significance and integrity)	Light Rail Transit Alternative	7	6
280	560 Barlow Avenue	Woodbury Heights Borough	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1964	Brick, vinyl	Windows and doors replaced; rear addition (ca. 2003)	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	7
281	576 Barlow Avenue	Woodbury Heights Borough	Gloucester	Modern (vernacular)	Ca. 1966	Brick, vinyl	Windows and doors replaced; siding; second floor addition (ca. 1980)	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	8



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.
282	Dot's Ice Cream/505 Elm Avenue	Woodbury Heights Borough	Gloucester	No style/Commercial (restaurant)	Ca. 1960	Stucco	Windows and doors replaced; original parapet partially removed/partially infilled; new metal awnings	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	9
283	Borough of Woodbury Heights/500 Elm Avenue	Woodbury Heights Borough	Gloucester	No style/Offices	Ca. 1966	Concrete block, plywood	Windows and doors replaced; some new siding; roofing	Not eligible (lacks architectural significance)	Woodbury Heights Station	7	10
284	575 West Jersey Avenue	Woodbury Heights Borough	Gloucester	Colonial Revival influence/Hipped-roof dwelling	Ca. 1935	Vinyl	Windows replaced; siding; porch partially enclosed	Intensive-level survey form recommended	Woodbury Heights Station	7	11
285	583 West Jersey Avenue	Woodbury Heights Borough	Gloucester	Colonial Revival influence/Hipped-roof dwelling	Ca. 1935	Vinyl	Windows replaced; siding; roofing	Intensive-level survey form recommended	Woodbury Heights Station	7	12
286	455 Elm Avenue	Woodbury Heights Borough	Gloucester	Modern (vernacular)/Side gable dwelling	Ca. 1945	Stucco, aluminum	Windows and doors replaced; second story addition; stone veneer; stucco; modern porch; faux shutters	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	13
287	643 West Jersey Avenue	Woodbury Heights Borough	Gloucester	Modern (vernacular)/Minimal traditional dwelling	Ca. 1955	Brick, aluminum	Windows and doors replaced; garage enclosed; roofing; some siding	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	14
288	715 West Jersey Avenue	Woodbury Heights Borough	Gloucester	Modern (vernacular)/Hipped-roof dwelling	Ca. 1955	Vinyl	Windows and doors replaced; breezeway enclosed; siding; roofing	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	15
289	465 Oak Avenue	Woodbury Heights Borough	Gloucester	No style/Cape Cod	Ca. 1935	Vinyl	Windows and doors replaced; siding; roofing; rear addition (ca. 2003); faux shutters	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	16
290	459 Oak Avenue	Woodbury Heights Borough	Gloucester	No style/Cape Cod	Ca. 1940	Aluminum	Windows replaced; siding; roofing; faux shutters; rear addition (ca. 2000)	Not eligible (lacks architectural significance and integrity)	Woodbury Heights Station	7	17

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.
291	452 Oak Avenue	Woodbury Heights Borough	Gloucester	Queen Anne influence/Hipped-roof dwelling	Ca. 1920	Vinyl	Windows replaced; small rear addition (ca. 1980); roofing; skylight; solar panels	Intensive-level survey form recommended	Woodbury Heights Station	7	18
292	761 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1960	Vinyl	Windows and door replaced; siding; roofing; faux shutters; rear addition (ca. 2003)	Not eligible (lacks architectural significance and integrity)	Sewell Station	9	19
293	765 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	No style/Side gable dwelling	Ca. 1967	Vinyl, brick	Windows and doors replaced; siding; roofing; faux shutters; rear porch addition (ca. 2005)	Not eligible (lacks architectural significance and integrity)	Sewell Station	9	20
294	360 Columbia Drive	Mantua Township	Gloucester	No style/Industrial (steel plant)	Ca. 1967	Concrete block, stucco, stone veneer	Office addition (ca. 2016)	Not eligible (lacks architectural significance)	Mantua-Pitman Station	10	21
295	Sony CD Plant/400 N. Woodbury Road	Mantua Township	Gloucester	No style/Industrial	Ca. 1960	Brick, stucco, aluminum	West addition (ca. 1965); warehouse addition (ca. 1968); east addition (ca. 1980)	Intensive-level survey form recommended	Mantua-Pitman Station	11	22-23
296	George's Autobody/ 75 Commerce Avenue (orig. ca. 1976; addn. ca. 1981?)	Pitman Borough	Gloucester	No style/Commercial (auto shop)	Ca. 1965	Concrete block, brick	Gabled side addition (ca. 1975); flat roof side/rear addition (ca. 1985); door replaced	Not eligible (lacks architectural significance)	Pitman Station	11	24
297	Crossing at Glassboro/ 515 Mullica Hill Road	Glassboro Borough	Gloucester	No style/Apartments	Ca. 1967-1972	Brick, vinyl	Windows and doors replaced	Not eligible (only three of the ten buildings were constructed by 1968; does not meet Criteria Consideration G)	Roadway Widening on Mullica Hill Road/S.R. 0322	12	25-26
298	Rowan University Grounds & Landscape/431 Ellis Street	Glassboro Borough	Gloucester	No Style/Offices and equipment storage	Ca. 1967	Vinyl, concrete block	Windows replaced; siding	Not eligible (lacks architectural significance)	Maintenance Facility	13	27
299	J&L Food Specialties/225 Wilmer Street	Glassboro Borough	Gloucester	No Style/Grocery store	Ca. 1967	Concrete block, brick	Windows and doors replaced; rear addition (ca. 1990); modern metal awnings over main entrance doors	Not eligible (lacks architectural significance and integrity).	Maintenance Facility	13	28

**Table 4: Inventory of Newly Identified Aboveground Resources (December 5, 2013 and February 7, 2014)**

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.
<b>Multiple Municipalities</b>											
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
<b>Brooklawn Borough</b>											
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
<b>Camden City</b>											
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; façades 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

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.
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
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