

Appendix 7-A: Historic Reconnaissance Reports

December 5, 2013

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

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

Dear Ms. Scott,

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

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

Introduction/Project Description

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

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

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

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

Fourteen potential new stations have been identified, namely:

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

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

Historic Architectural Background Research

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

Reconnaissance Survey Methodology

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

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

Results and Recommendations

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

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

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

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

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

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

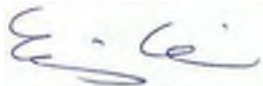
ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
32	Railroad Avenue (S. 7th Street) at Kaighns Avenue/Farr & Bailey Manufacturing Co. (later Congoleum Nairn Co.) Linoleum Plant	Camden City	Camden	No style/ Manufacturing facility	Ca. 1900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

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

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

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

Sincerely,



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

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

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

Appendix A: Tables

Table 2: Previously Identified Historic Properties – Demolished

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

Table 3: Previously Identified Historic Properties – Extant

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

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

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

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

Table 4: Inventory of Newly Identified Aboveground Resources

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

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

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

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

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

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

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

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

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

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

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

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

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

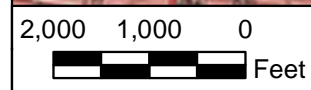
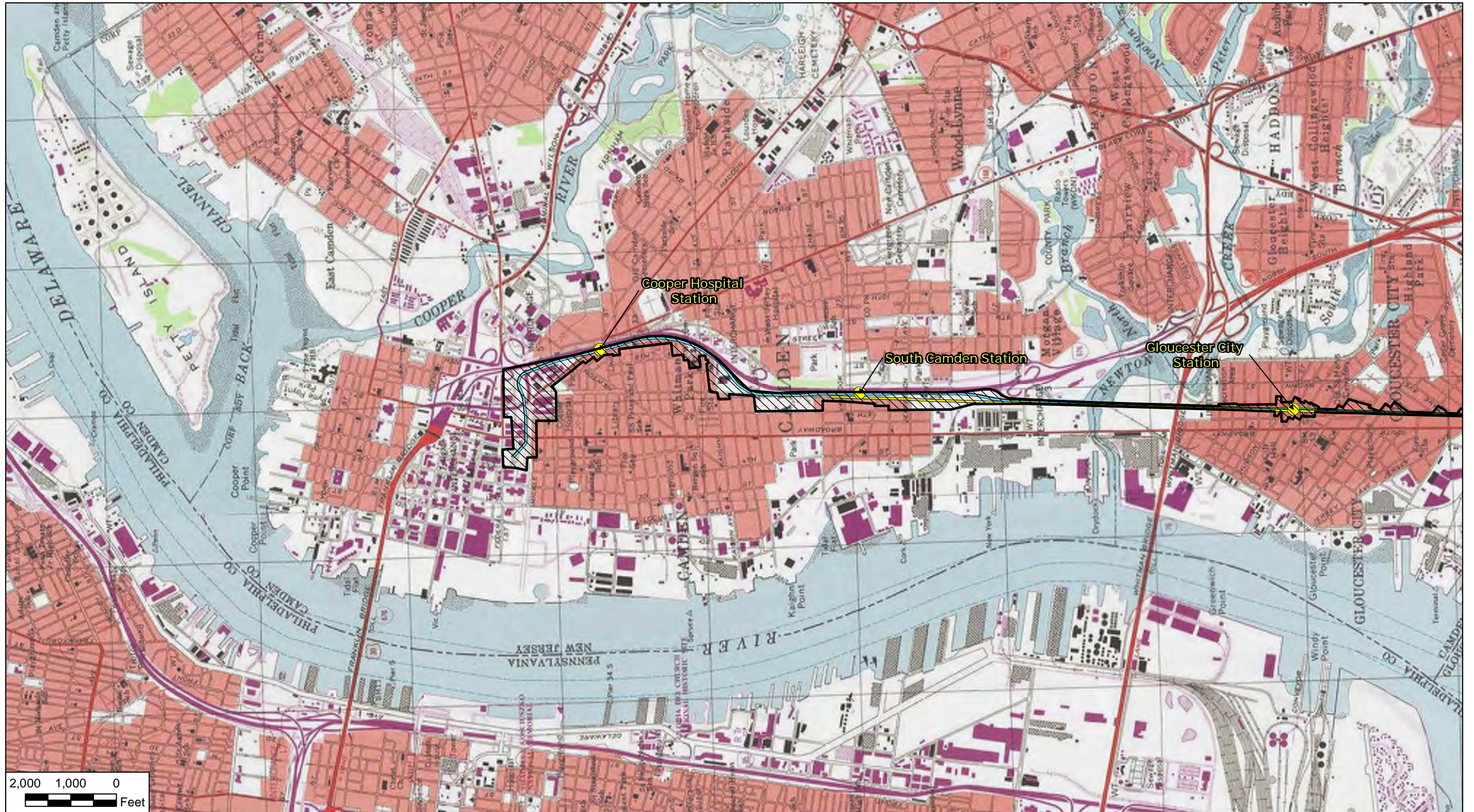
ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Construction Date	Exterior Material	Alterations	Recommendation	Project Alignment/ Facility	Map Sheet (Figure 2)	ADM Photograph No.
163 (previous survey No. 0821-3)	1018-1020 Broadway	Westville Borough	Gloucester	Folk Victorian/Duplex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




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

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

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

Appendix B: Figures



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

Light Rail Transit Alternative




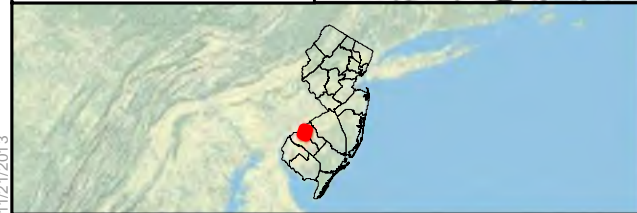
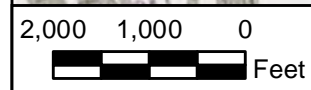
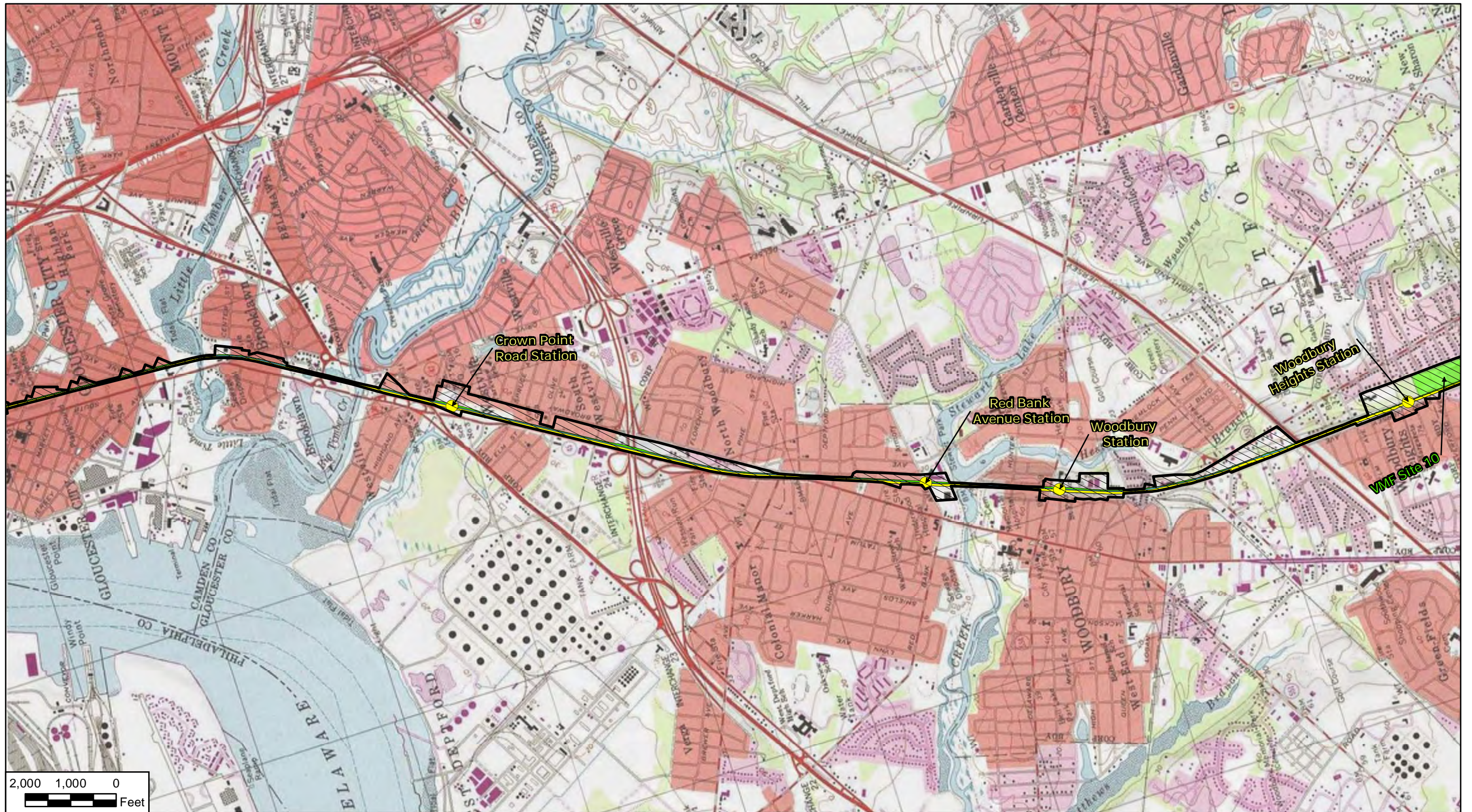



-  Conrail Alignment
-  GCL Track 1 Alignment
-  GCL Track 2 Alignment

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



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

Light Rail Transit Alternative




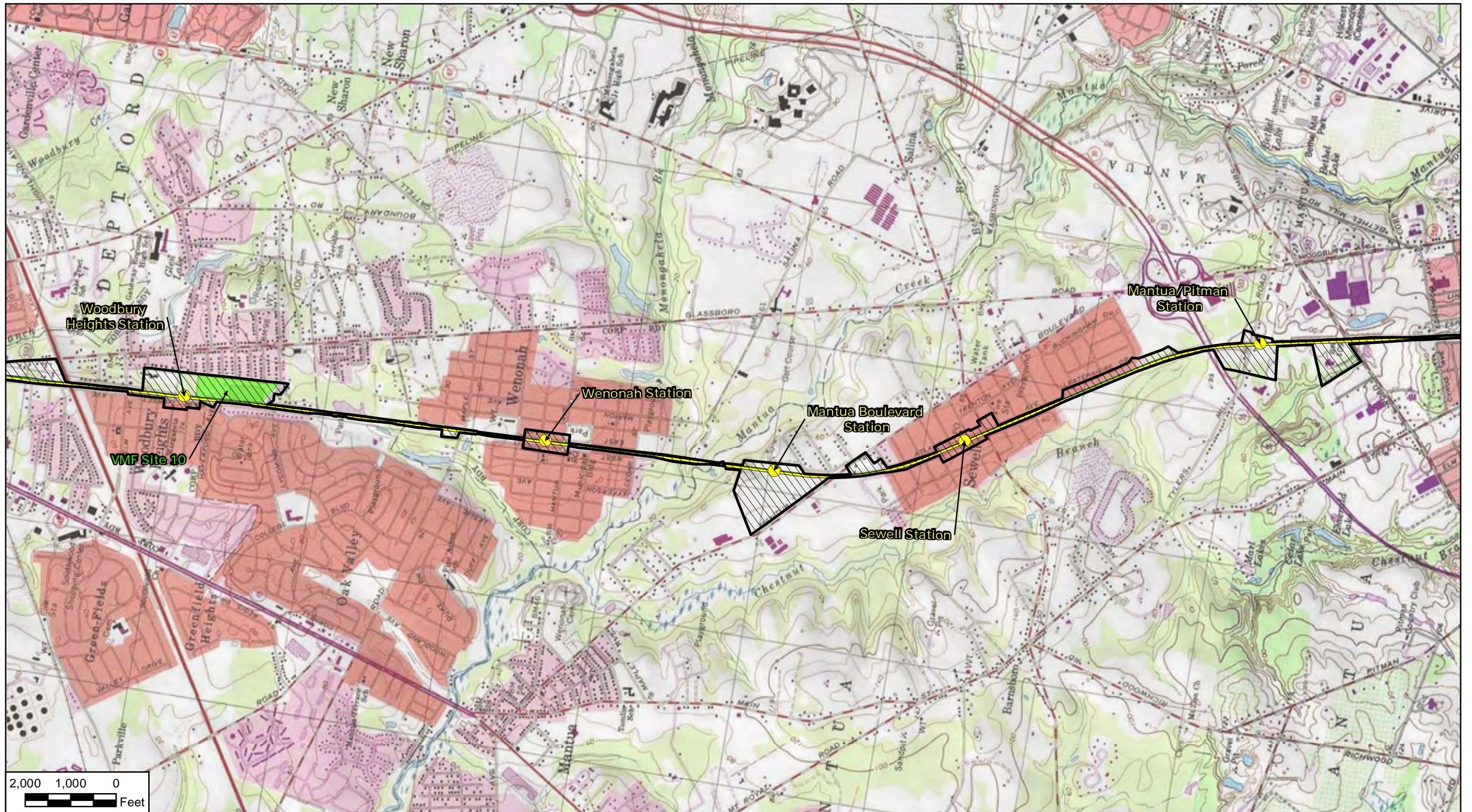
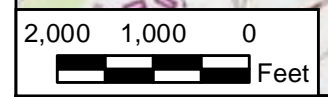
-  Conrail Alignment
-  GCL Track 1 Alignment
-  GCL Track 2 Alignment

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



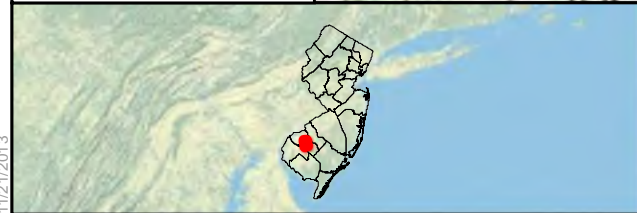
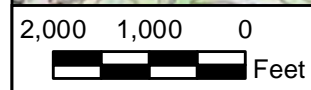
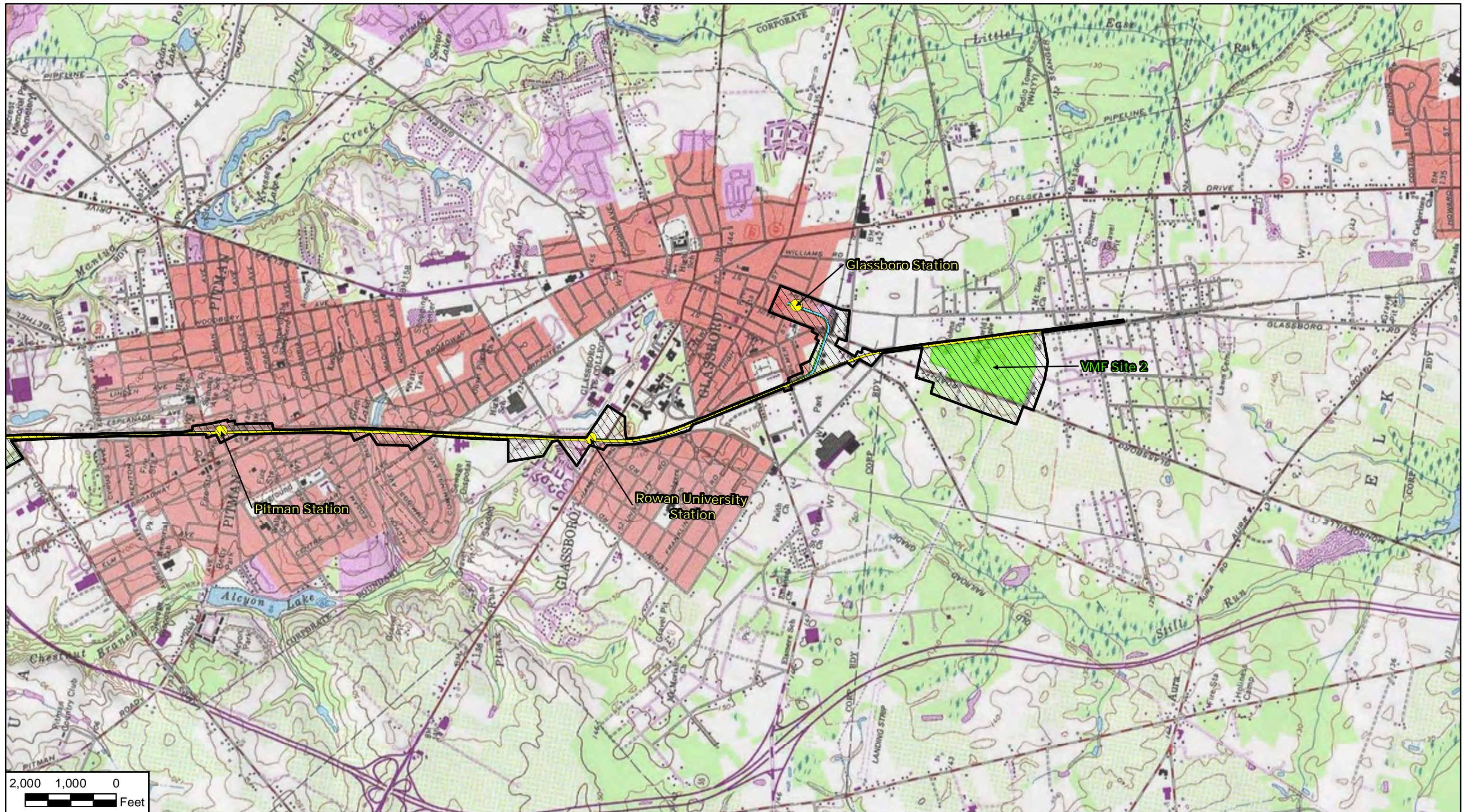
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- Area of Potential Effects (APE)
- Potential VMF Site Locations
- GCL Facilities

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

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



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

Light Rail Transit Alternative








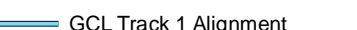
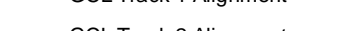
-  Conrail Alignment
-  GCL Track 1 Alignment
-  GCL Track 2 Alignment





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



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

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

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

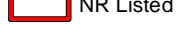

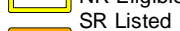
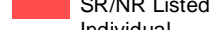
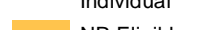
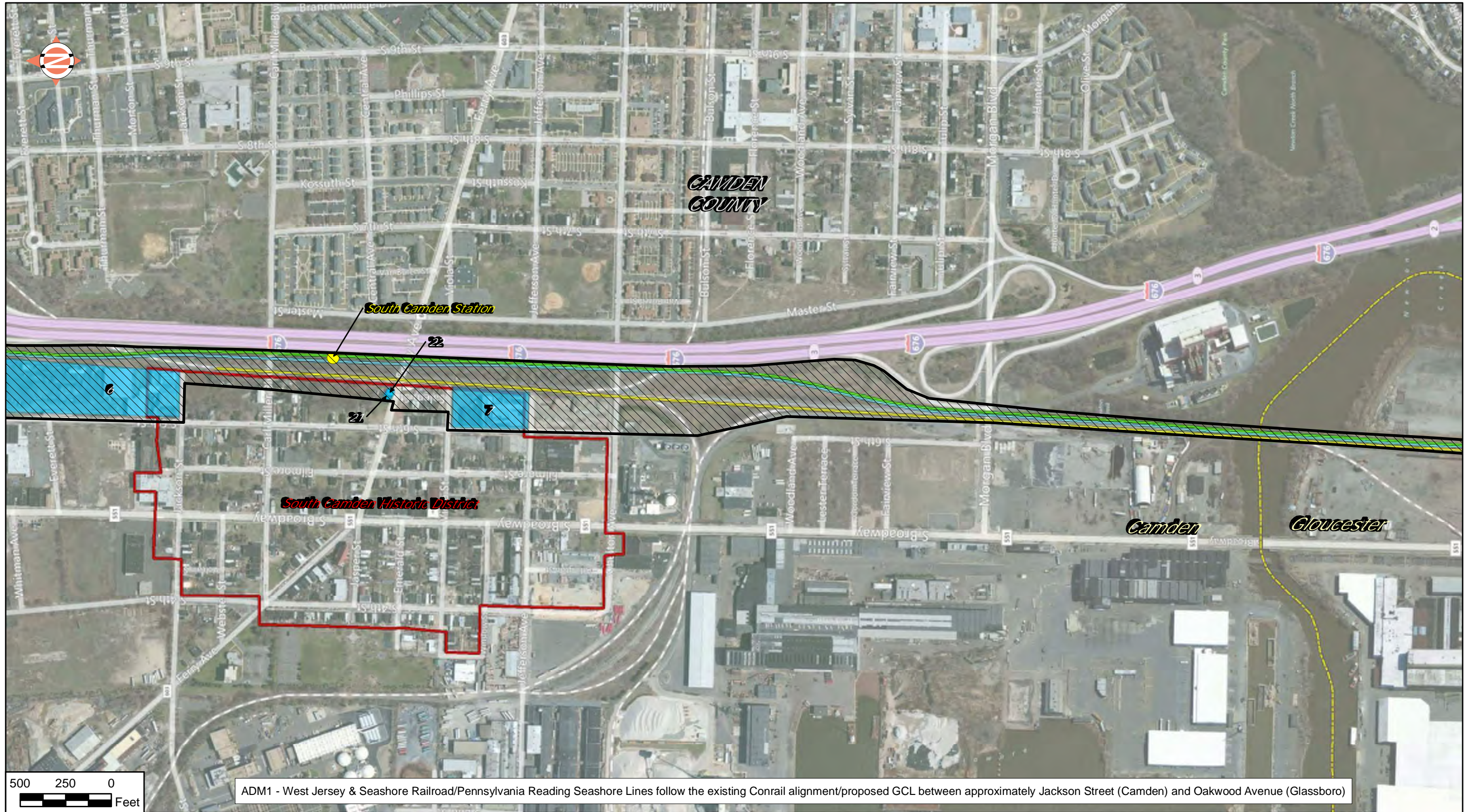




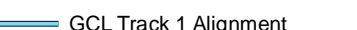
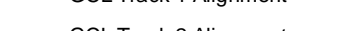
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



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

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

- Newly Identified Resources**
-  Intensive Survey Form
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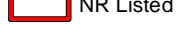

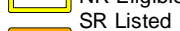
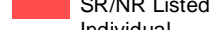
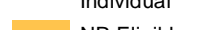
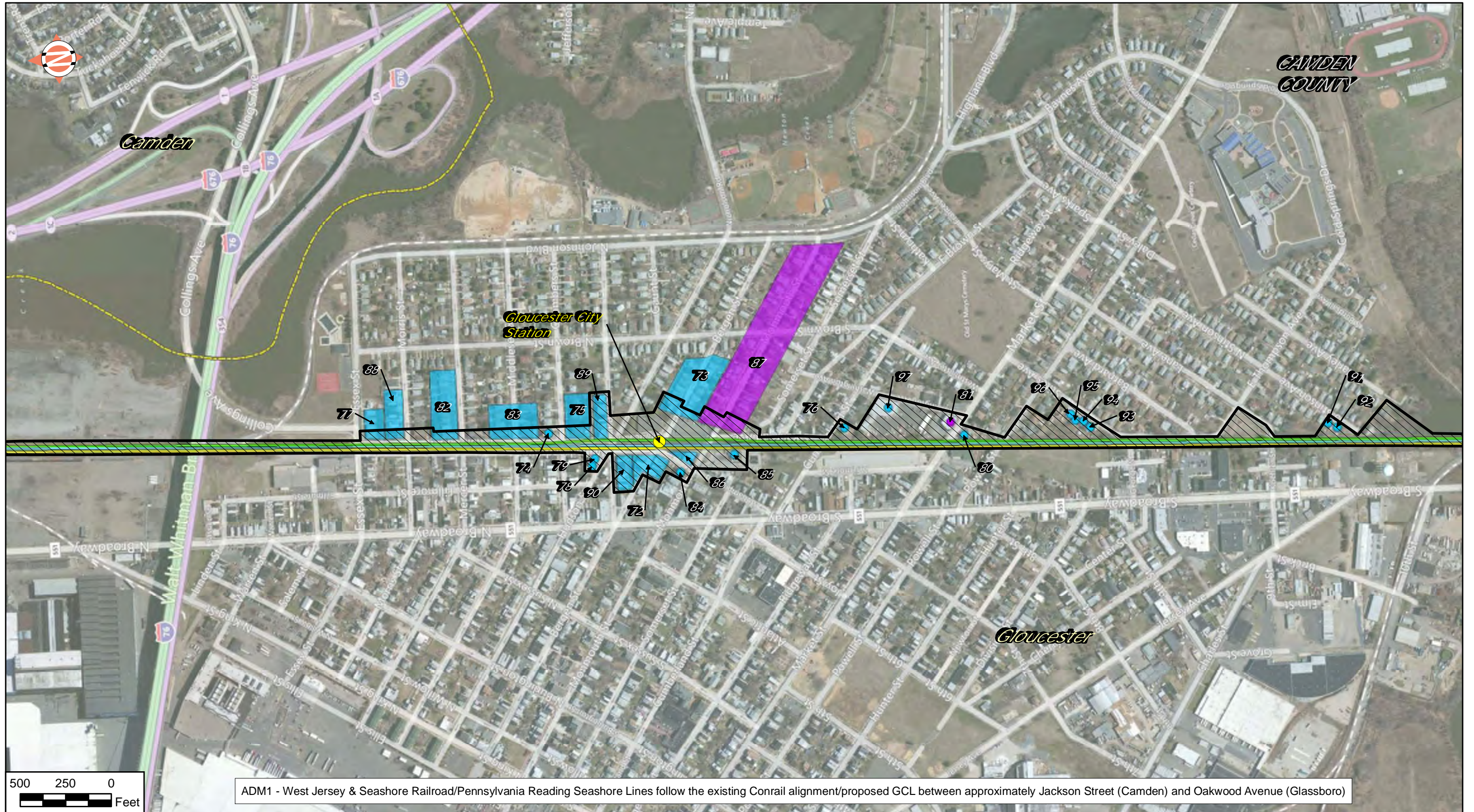
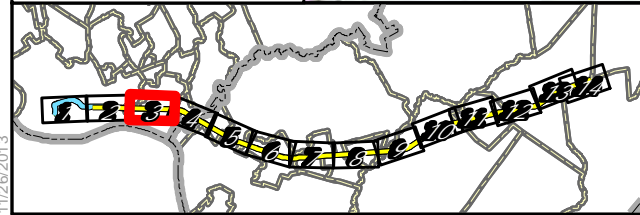
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 -  NR Eligible/SR Listed
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 -  SR/NR Listed - Individual
 -  NR Eligible - Individual

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

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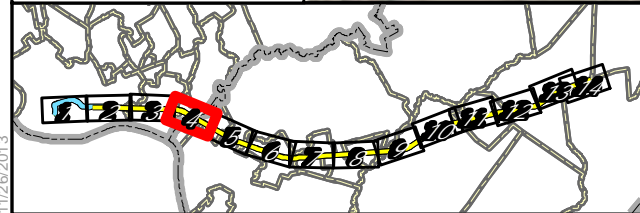
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Area of Potential Effects (APE) and Resource Location Map
Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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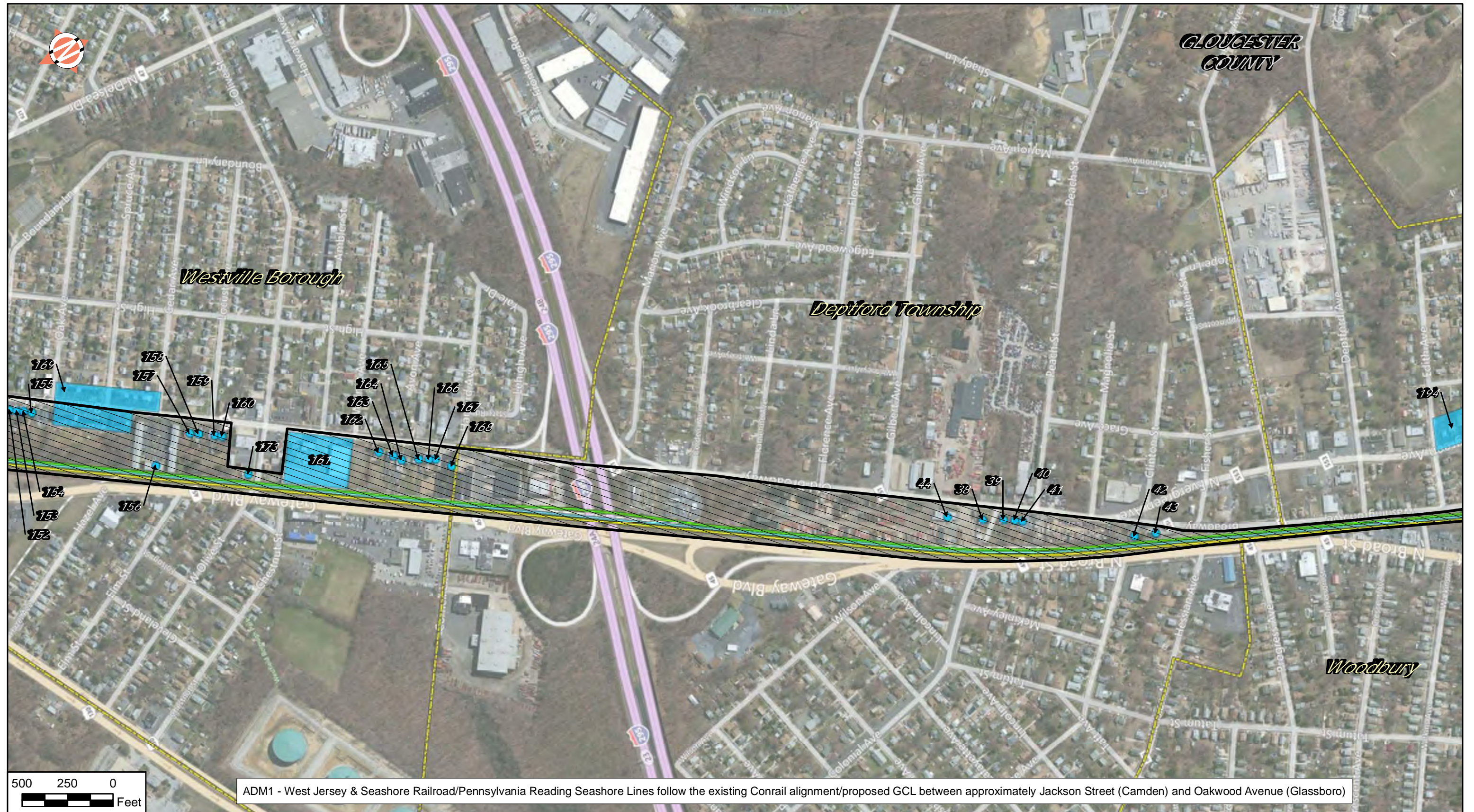
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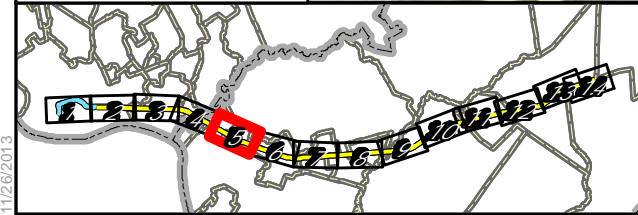
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Figure 2
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Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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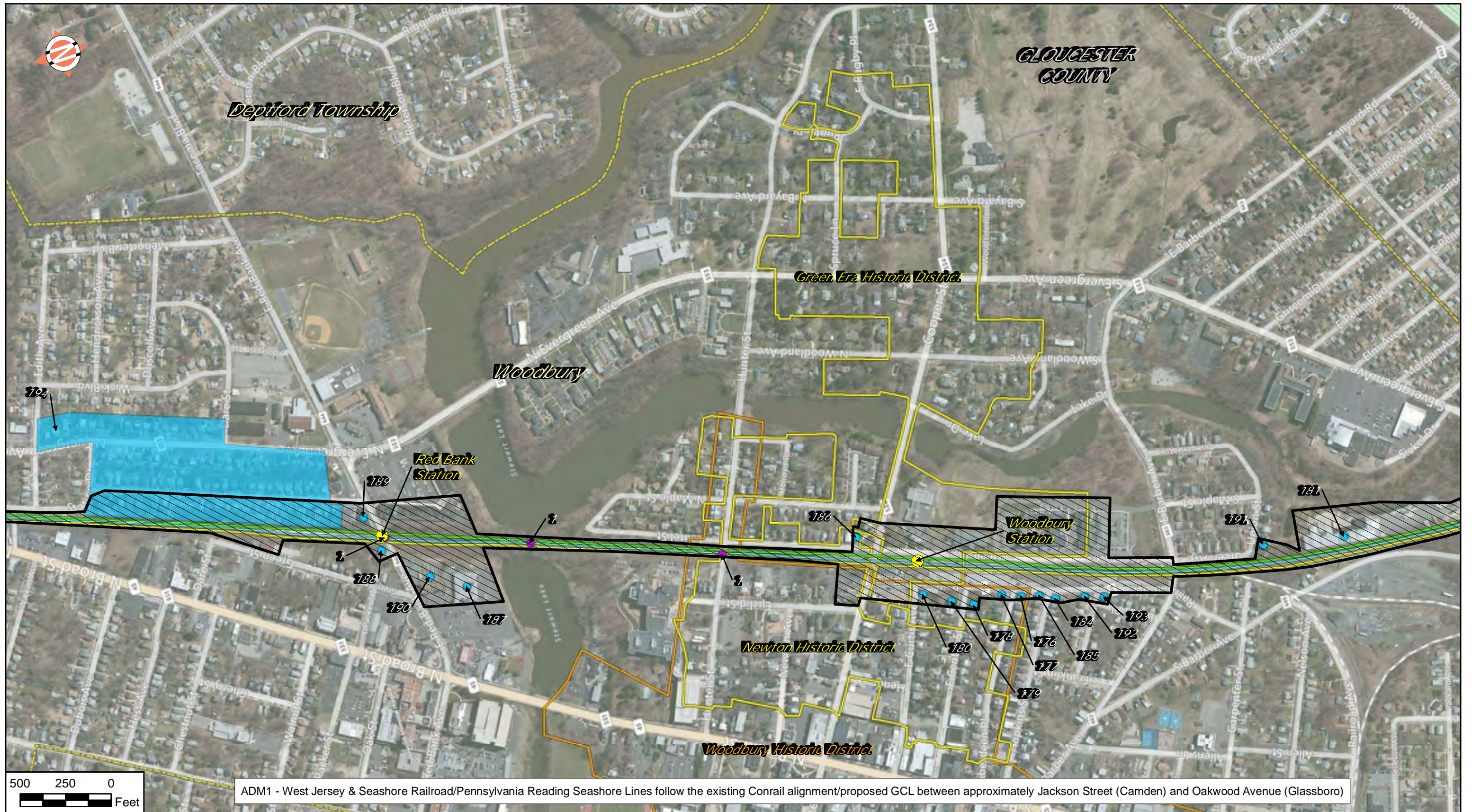
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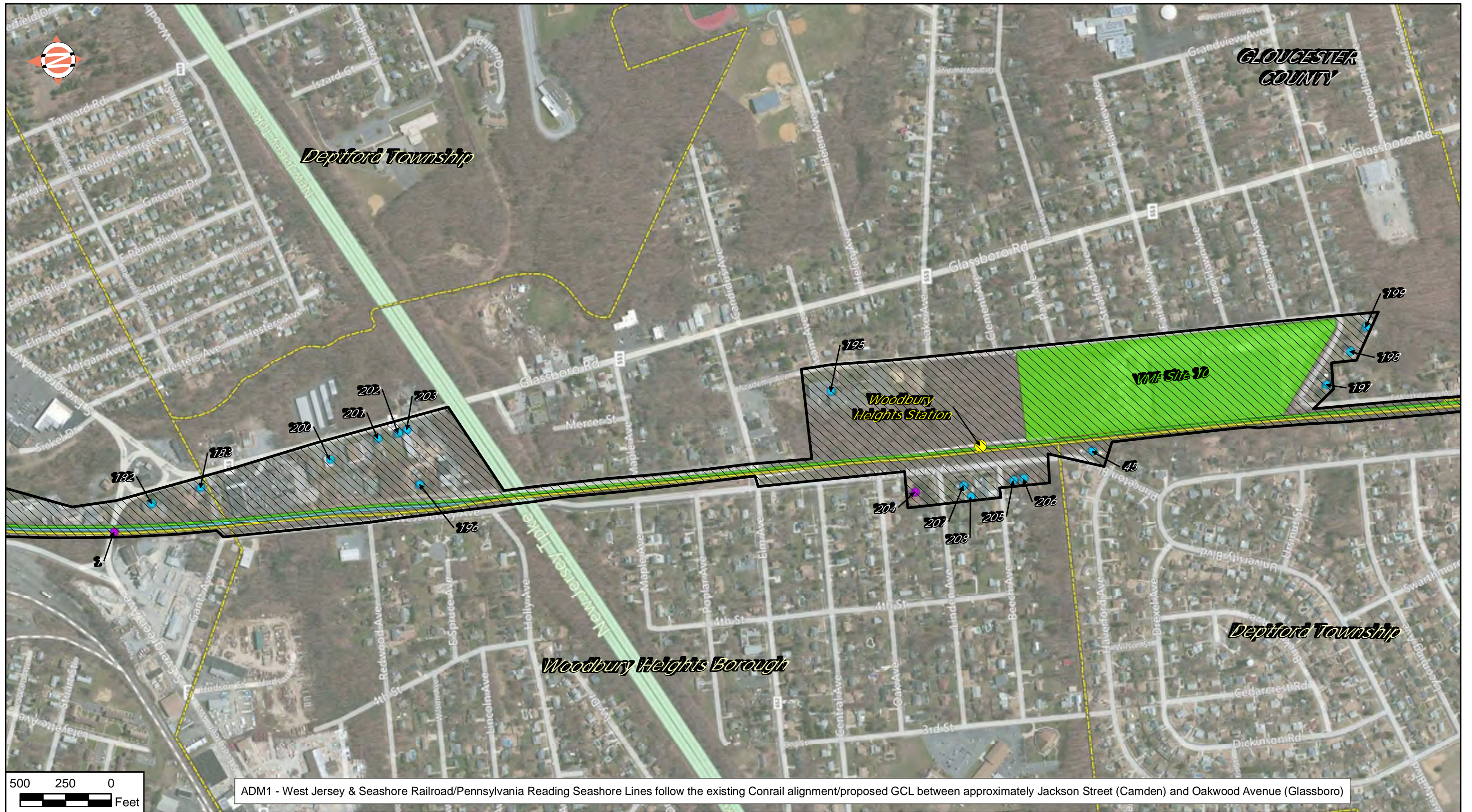
Figure 2
Area of Potential Effects (APE)
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Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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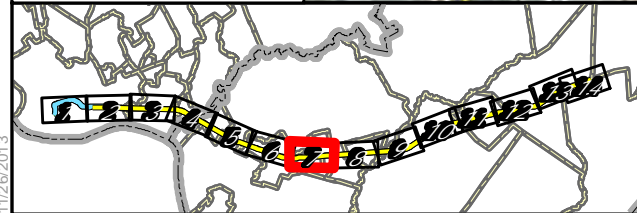
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Figure 2
Area of Potential Effects (APE)
and Resource Location Map
Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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ADM1 - West Jersey & Seashore Railroad/Pennsylvania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

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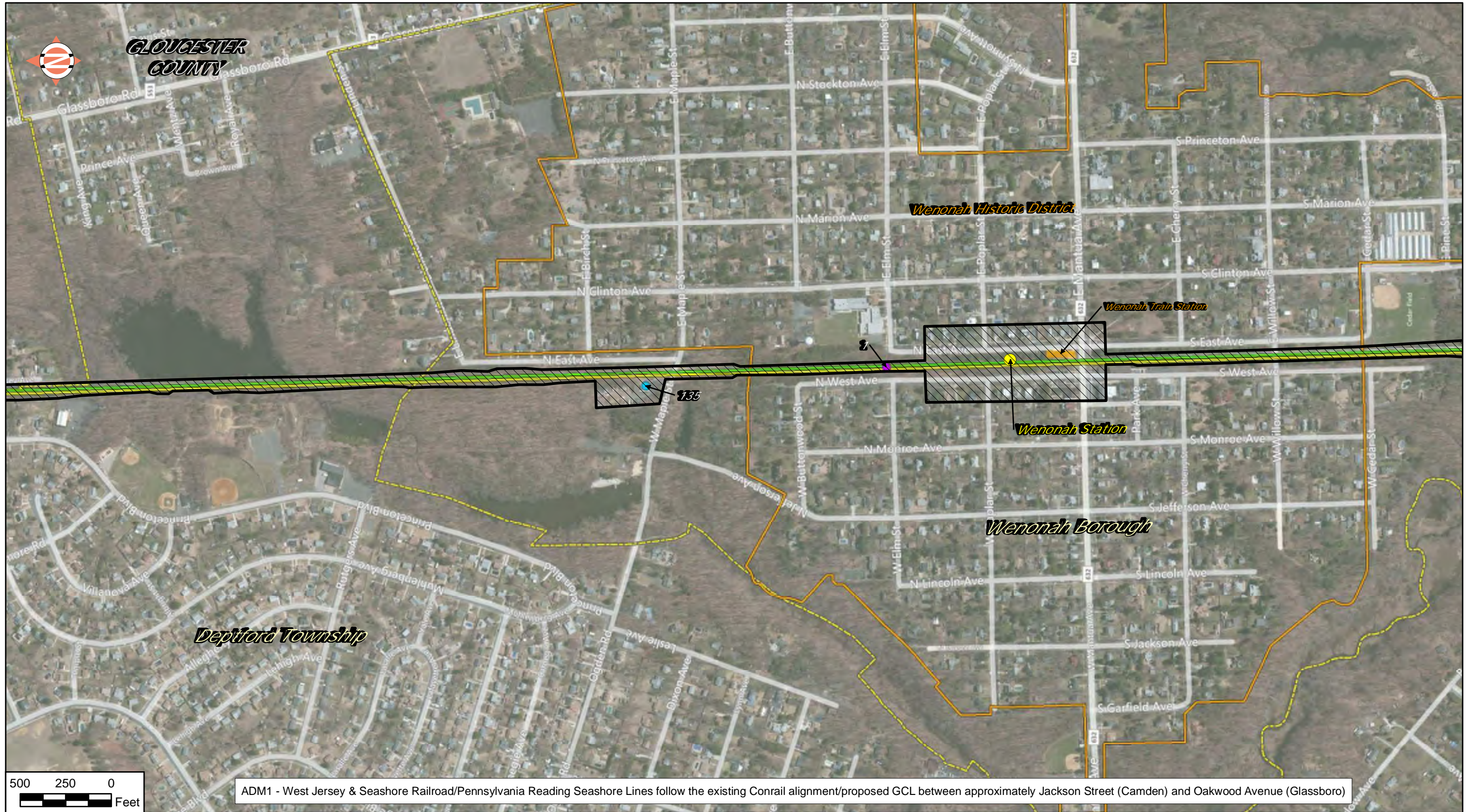
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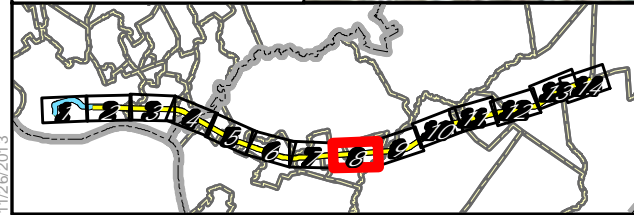
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- Previously Identified Resources**
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 - NR Eligible
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Figure 2
Area of Potential Effects (APE)
and Resource Location Map
Glassboro-Camden Line Light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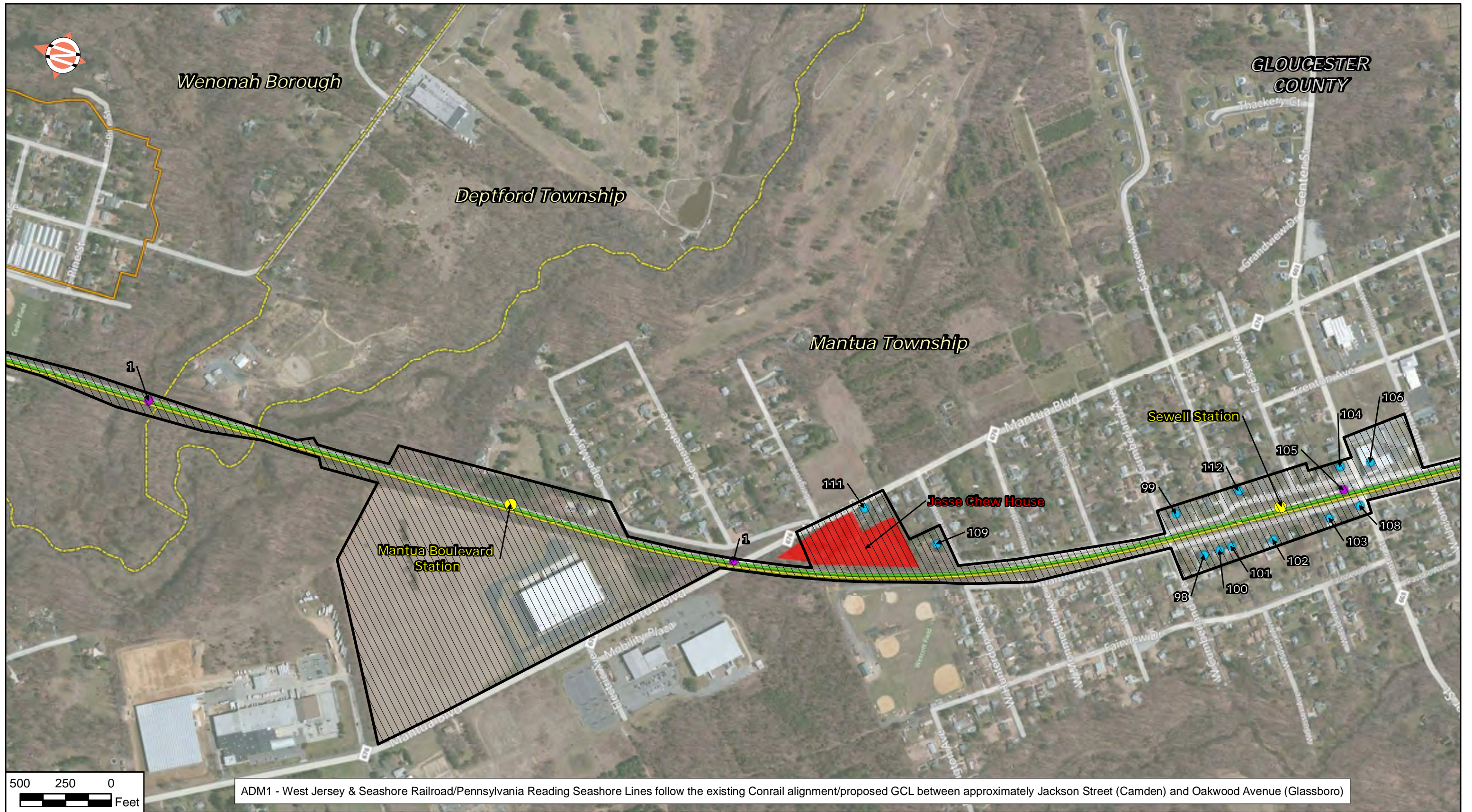


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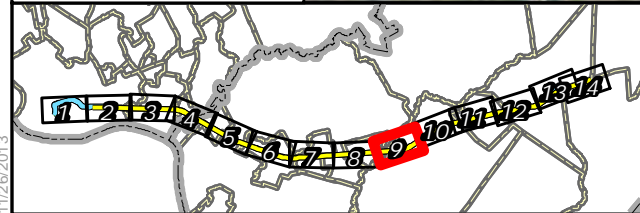
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Figure 2
Area of Potential Effects (APE)
and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
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ADM1 - West Jersey & Seashore Railroad/Pennsylvania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

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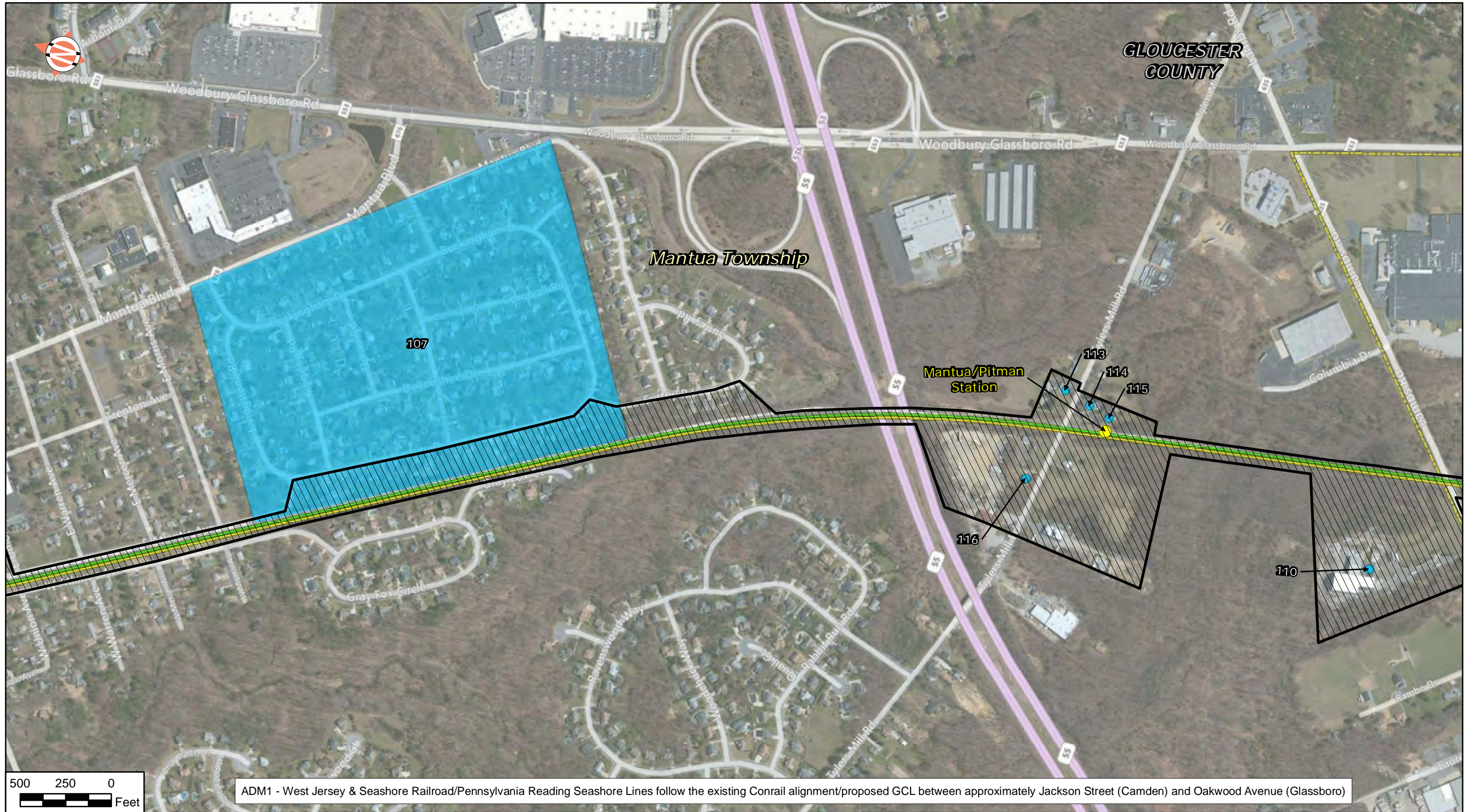
- Area of Potential Effects (APE)
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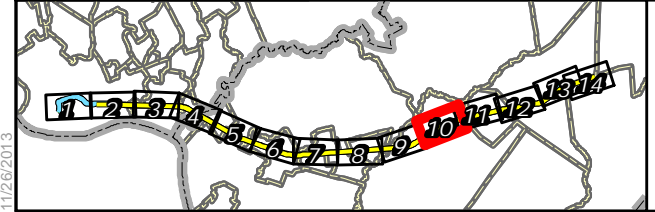
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Figure 2
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Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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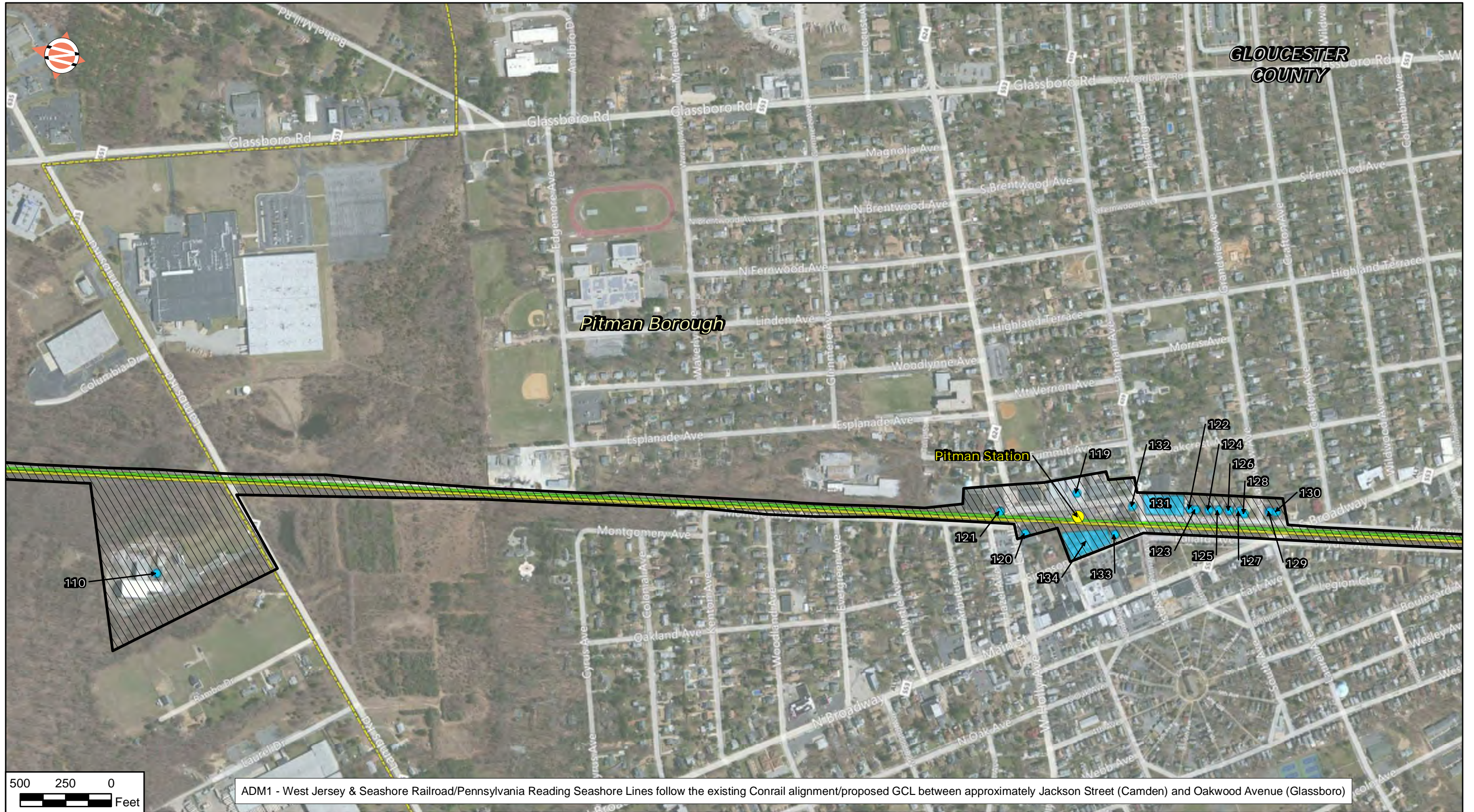
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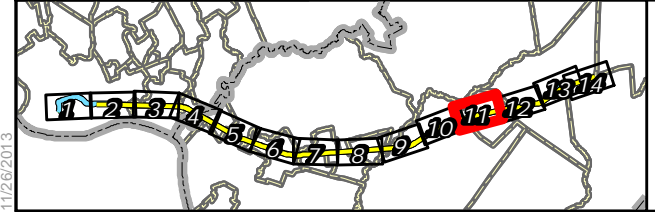
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Figure 2
Area of Potential Effects (APE) and Resource Location Map
Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
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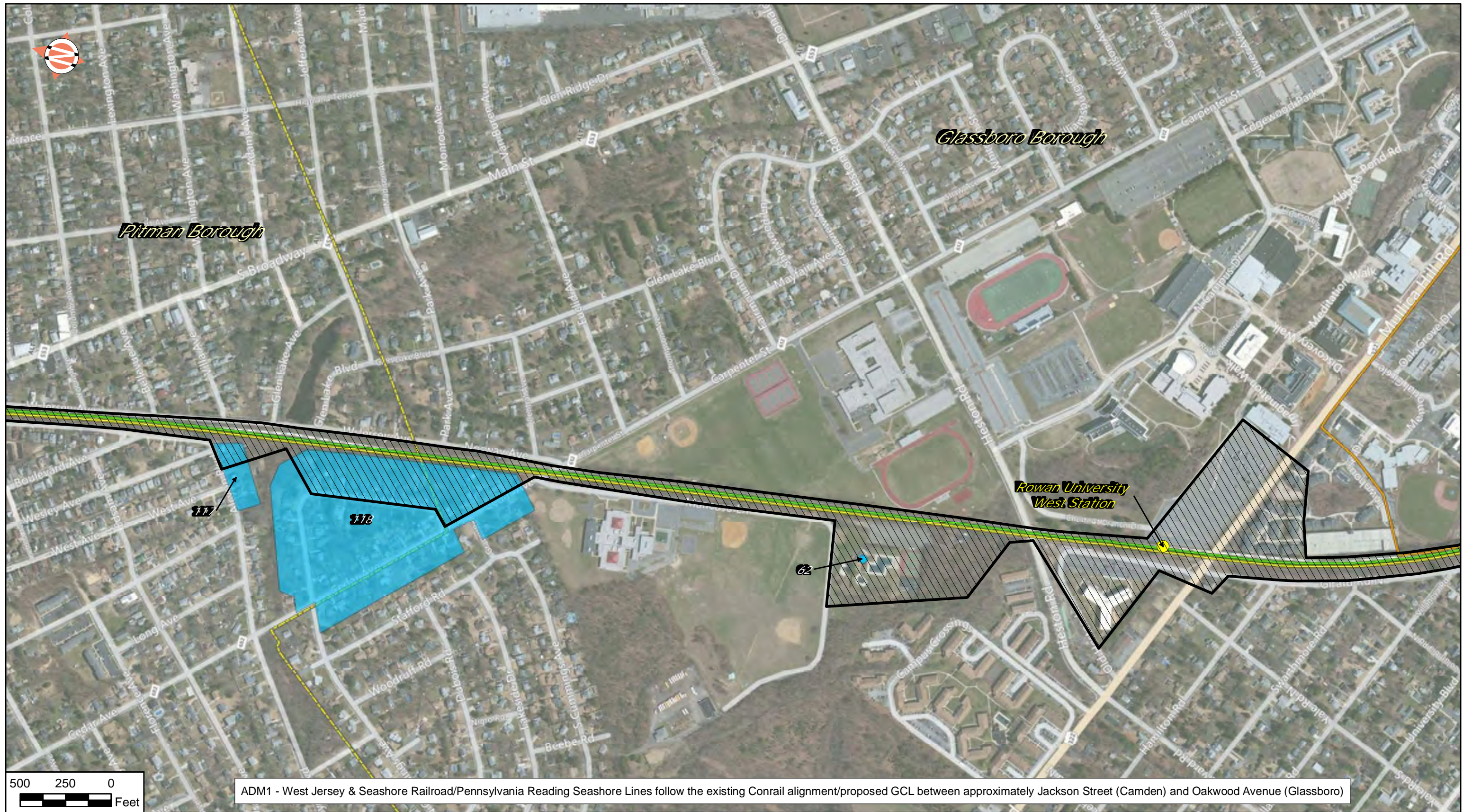
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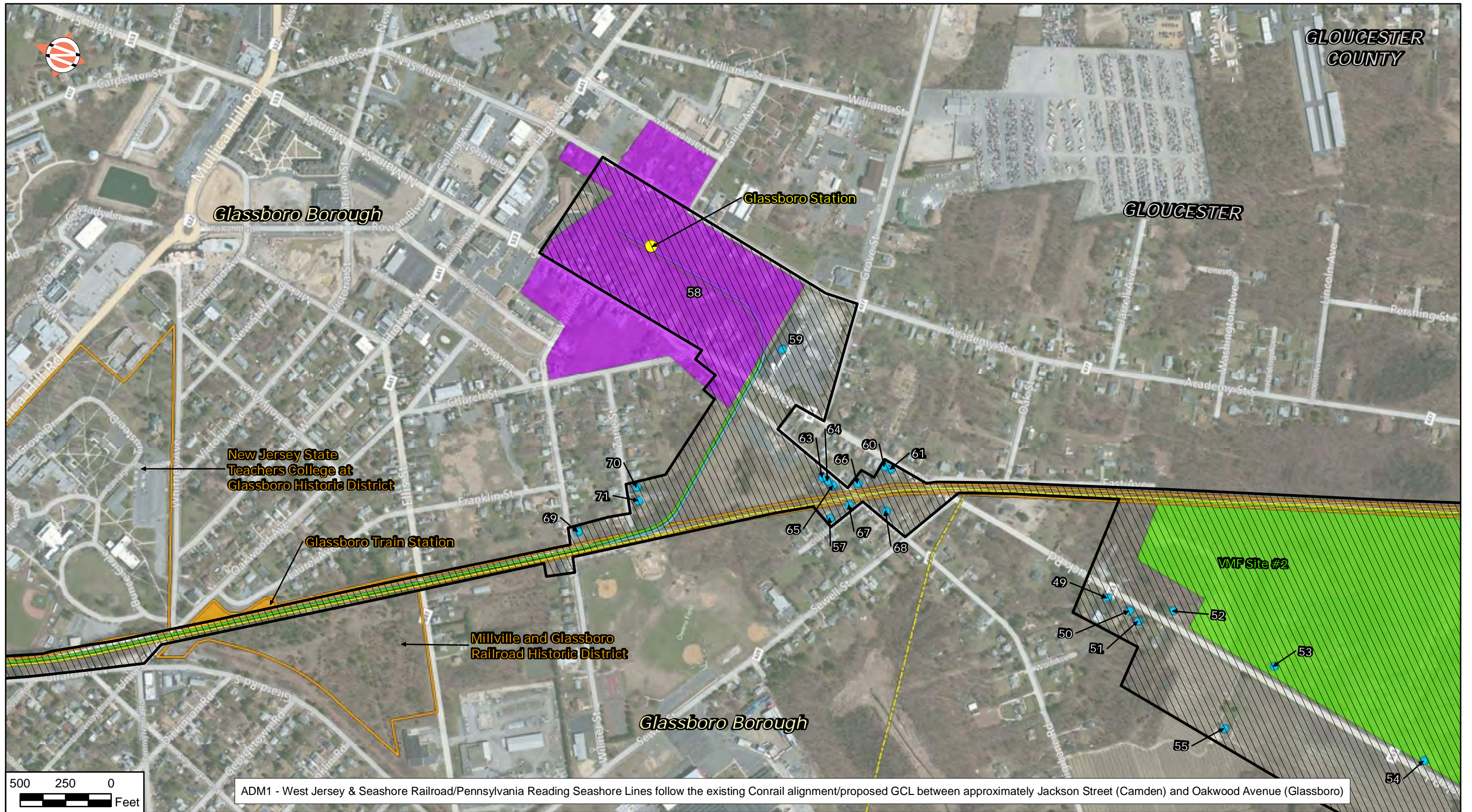
Figure 2
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Glassboro-Camden Line Light Rail Project
Camden and Gloucester Counties, New Jersey
Page 11 of 14



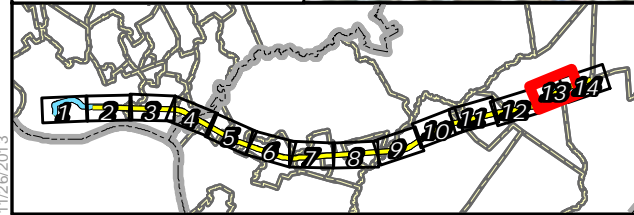
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 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Page 12 of 14

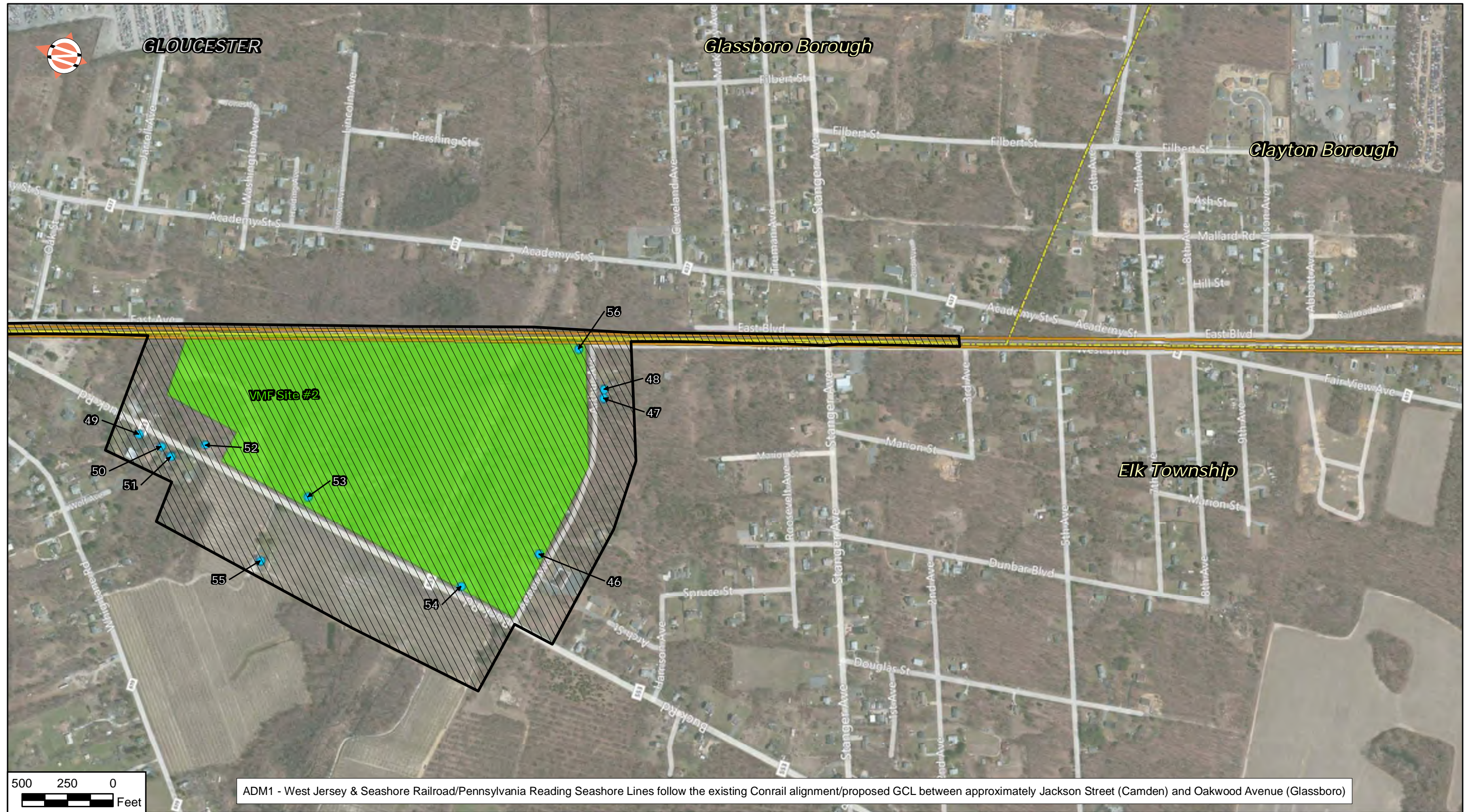


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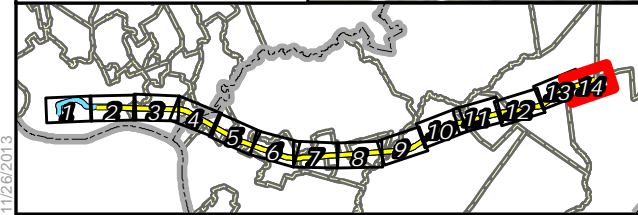


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Glassboro-Camden Line Light Rail Project
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Figure 2
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Appendix C: Photographs



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



Photograph 26: 111 Browning Lane, Brooklawn Borough.



Photograph 27: 1 Railroad Lane, Brooklawn Borough.



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



Photograph 45: 817 Chestnut Street, Camden City.



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



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



Photograph 74: 801 Sycamore Street, Camden City.



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



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



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



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



Photograph 79: 1180 Broadway, Deptford Township.



Photograph 80: 1184 Broadway, Deptford Township.



Photograph 81: 1190 Broadway, Deptford Township.



Photograph 82: 1198 Broadway, Deptford Township.



Photograph 83: 1240 Broadway, Deptford Township.



Photograph 84: 1250 Broadway, Deptford Township.



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



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



Photograph 87: 511 Arthur Avenue, Elk Township.



Photograph 88: 566 Arthur Avenue, Elk Township.



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



Photograph 90: 116 Buck Road, Elk Township.



Photograph 91: 118 Buck Road, Elk Township.



Photograph 92: 120 Buck Road, Elk Township.



Photograph 93: 121 Buck Road, Elk Township.



Photograph 94: 129 Buck Road, Elk Township.



Photograph 95: 151 Buck Road, Elk Township.



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



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



Photograph 98: 5 Glassboro Avenue, Glassboro Borough.



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



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



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



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



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



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



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



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



Photograph 107: 109 Union Street, Glassboro Borough.



Photograph 108: 111 Union Street, Glassboro Borough.



Photograph 109: 113 Union Street, Glassboro Borough.



Photograph 110: 118 Union Street, Glassboro Borough.



Photograph 111: 121 Union Street, Glassboro Borough.



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



Photograph 113: 144 Wilmer Street, Glassboro Borough.



Photograph 114: 32 Zane Street, Glassboro Borough.



Photograph 115: 34 Zane Street, Glassboro Borough.



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



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



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



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



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



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



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



Photograph 123: 804 Cumberland Street, Gloucester City.



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



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



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



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



Photograph 128: 800 Market Street, Gloucester City.



Photograph 129: 800 Market Street, Gloucester City.



Photograph 130: 811 Market Street, Gloucester City.



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



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



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



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



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



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



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



Photograph 138: Monmouth Street Commercial Row, Gloucester City.



Photograph 139: Monmouth Street Commercial Row, Gloucester City.



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



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



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



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



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



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



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



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



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



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



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



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



Photograph 152: 101 Washington Avenue, Gloucester City.



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. 6th 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. 6th 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. 6th 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

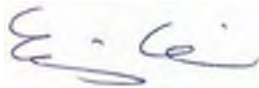
The remaining 63 resources are recommended not eligible for listing in the NR due to lack of architectural significance and/or integrity. Please see the enclosed inventory (Appendix A: Table 3) and associated mapping (Appendix B) and photographs (Appendix C) for more detailed information on all of the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

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.
Camden City											
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
Deptford Township											
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
Glassboro Borough											
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
Gloucester City											
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
Mantua Township											
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
Woodbury City											
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

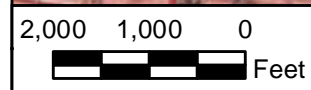
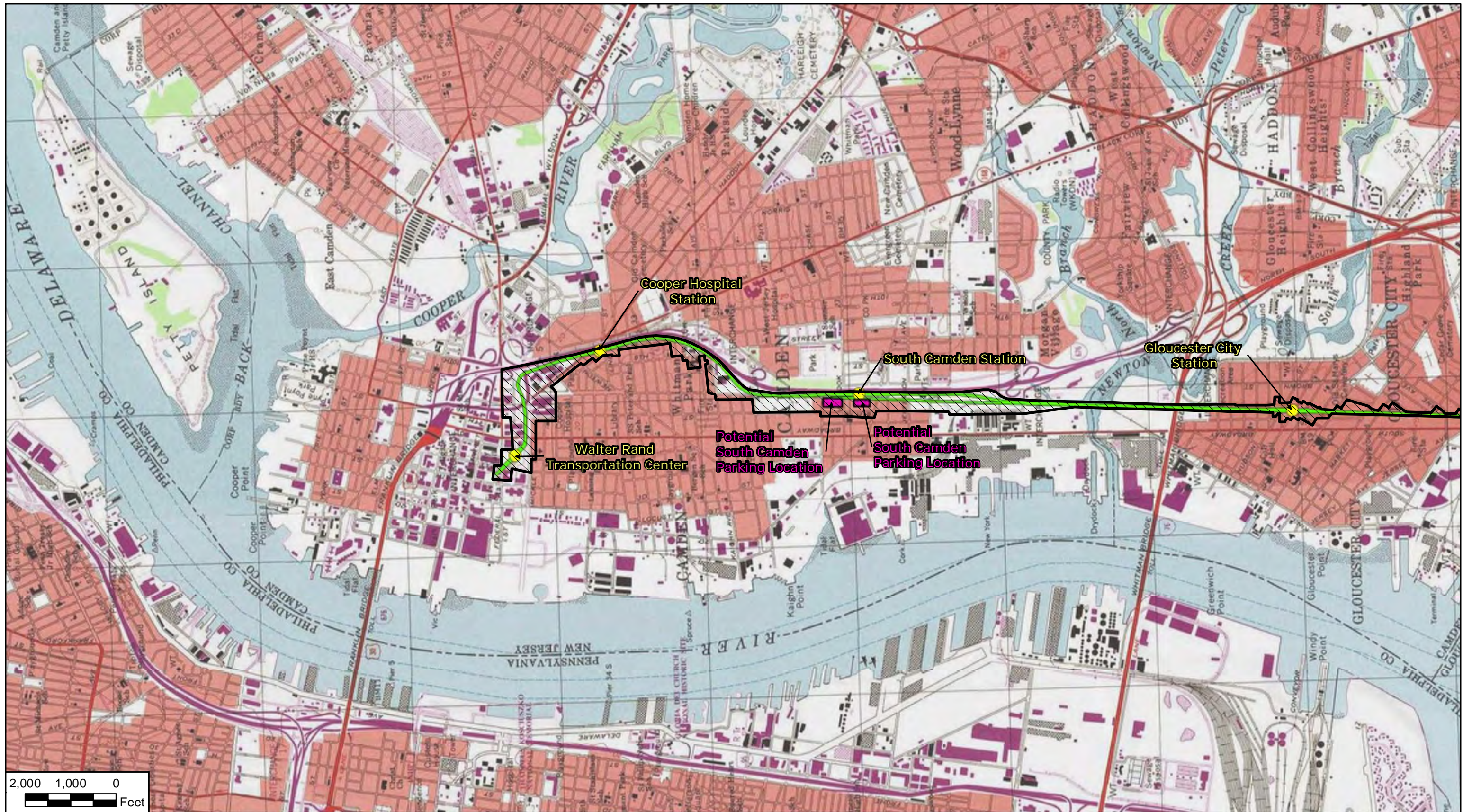
1. Trish Bensinger, University of Delaware Center for Historic Architecture & Engineering, National Register Nomination Form for Woodbury Multiple Resource Area (MRA), August 1984.

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

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

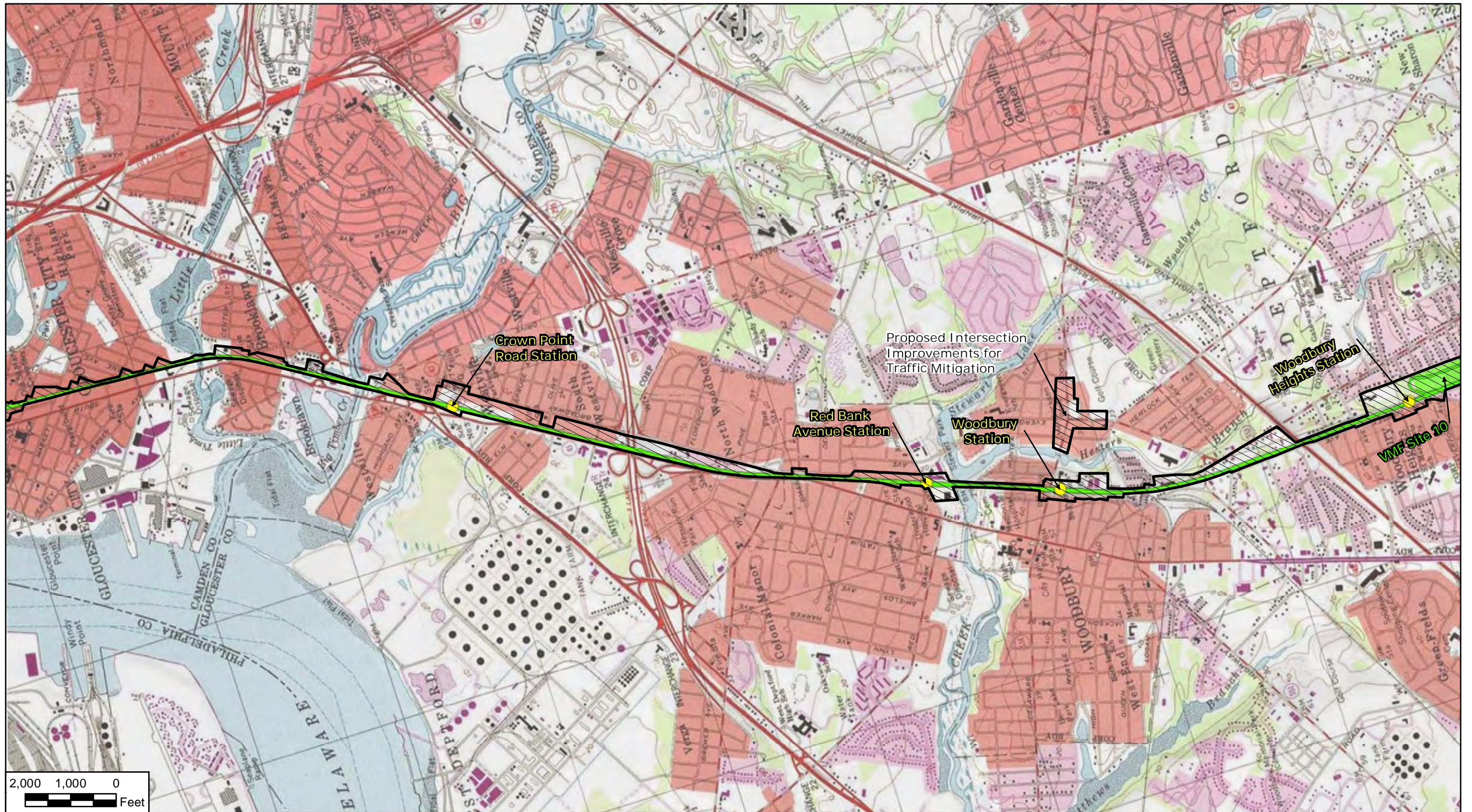


Figure 1 - Addendum 01 (February 2014)
 Project Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 2 of 4

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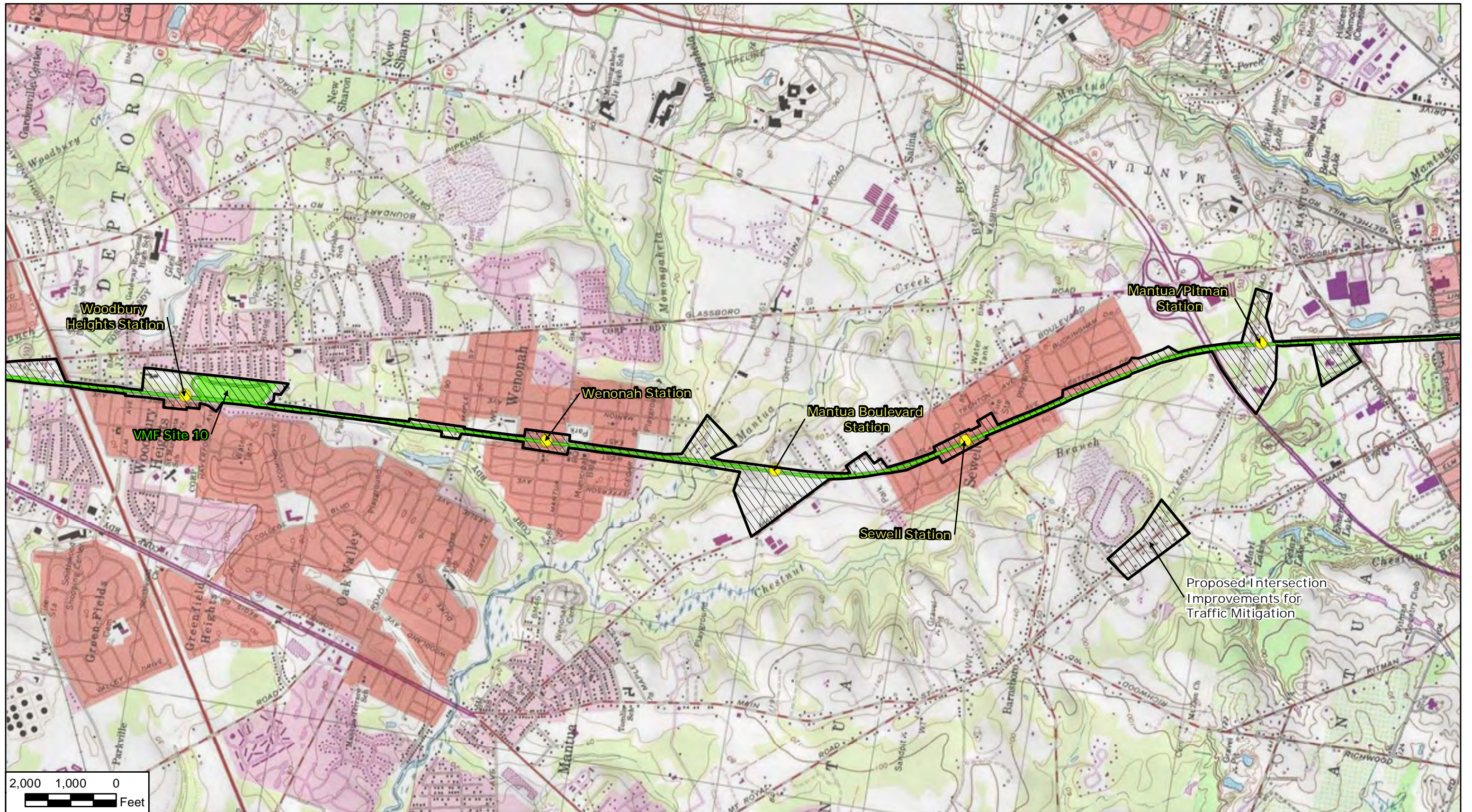
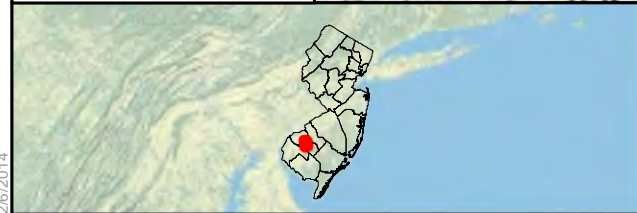
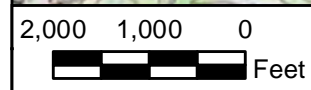
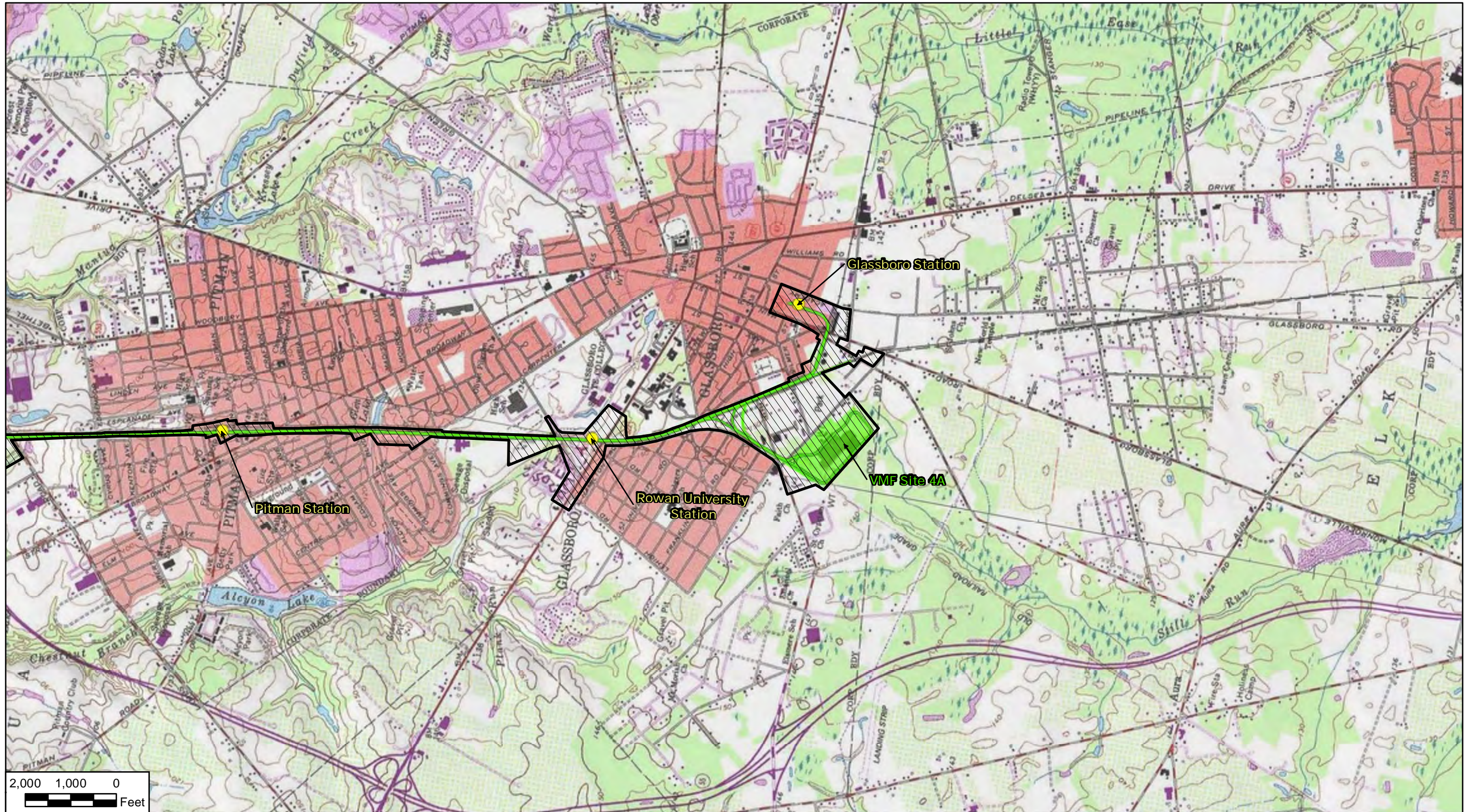


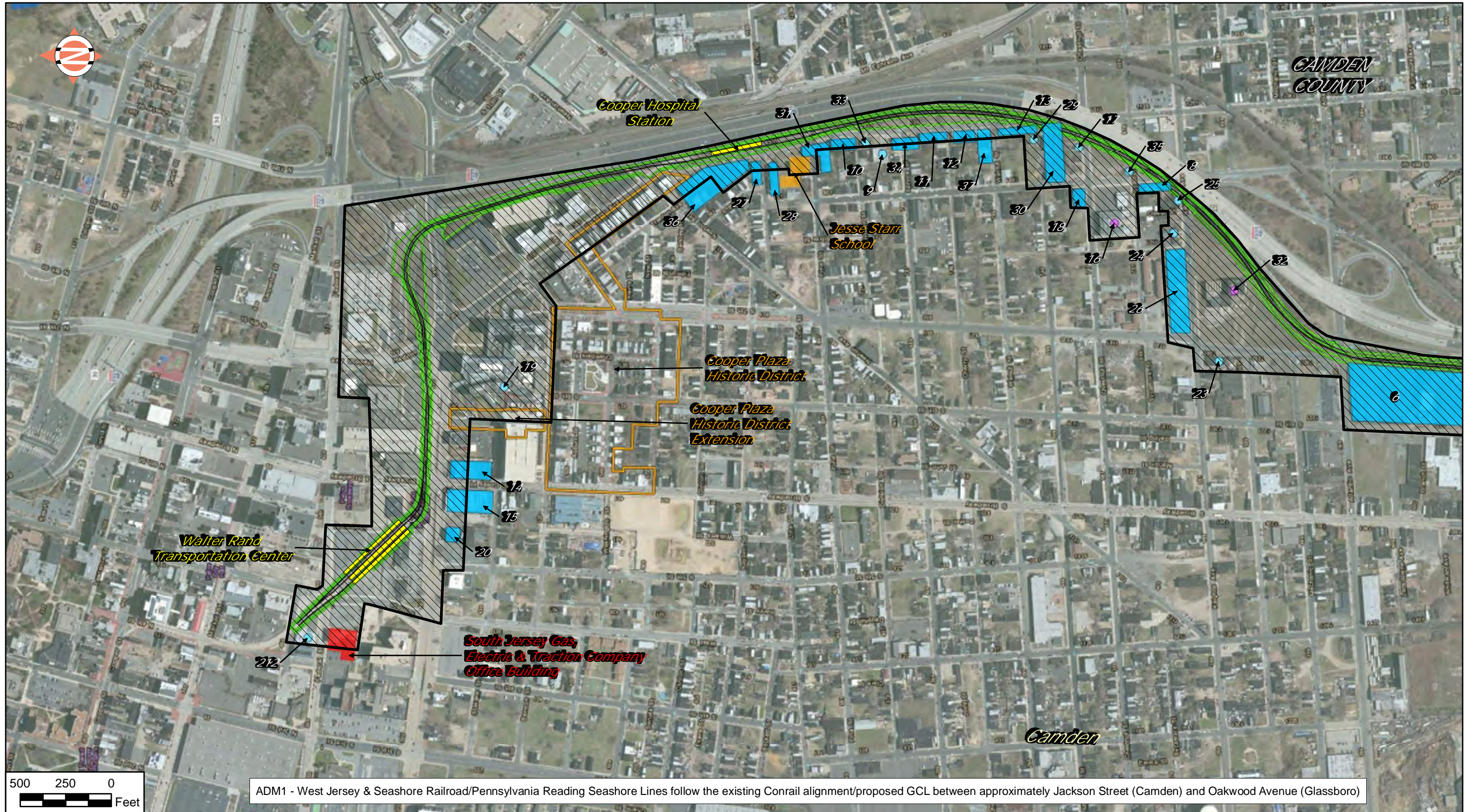
Figure 1 - Addendum 01 (February 2014)
 Project Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 3 of 4

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- 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



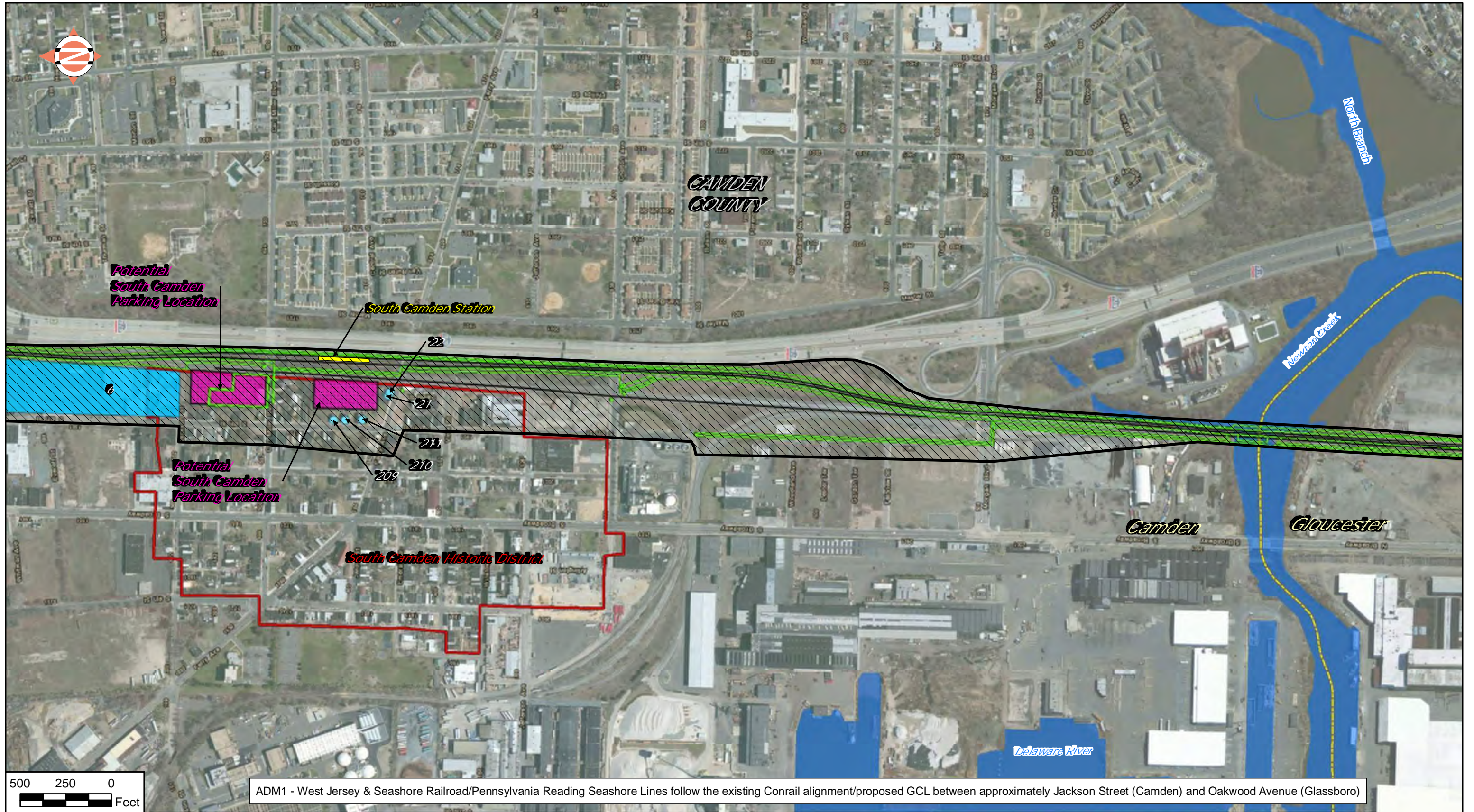
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



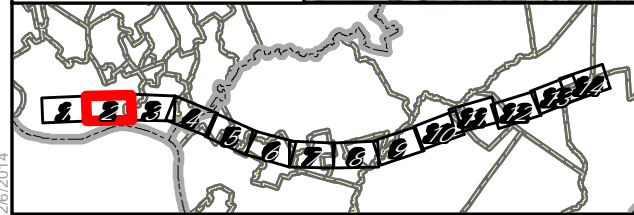
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Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 1 of 14

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



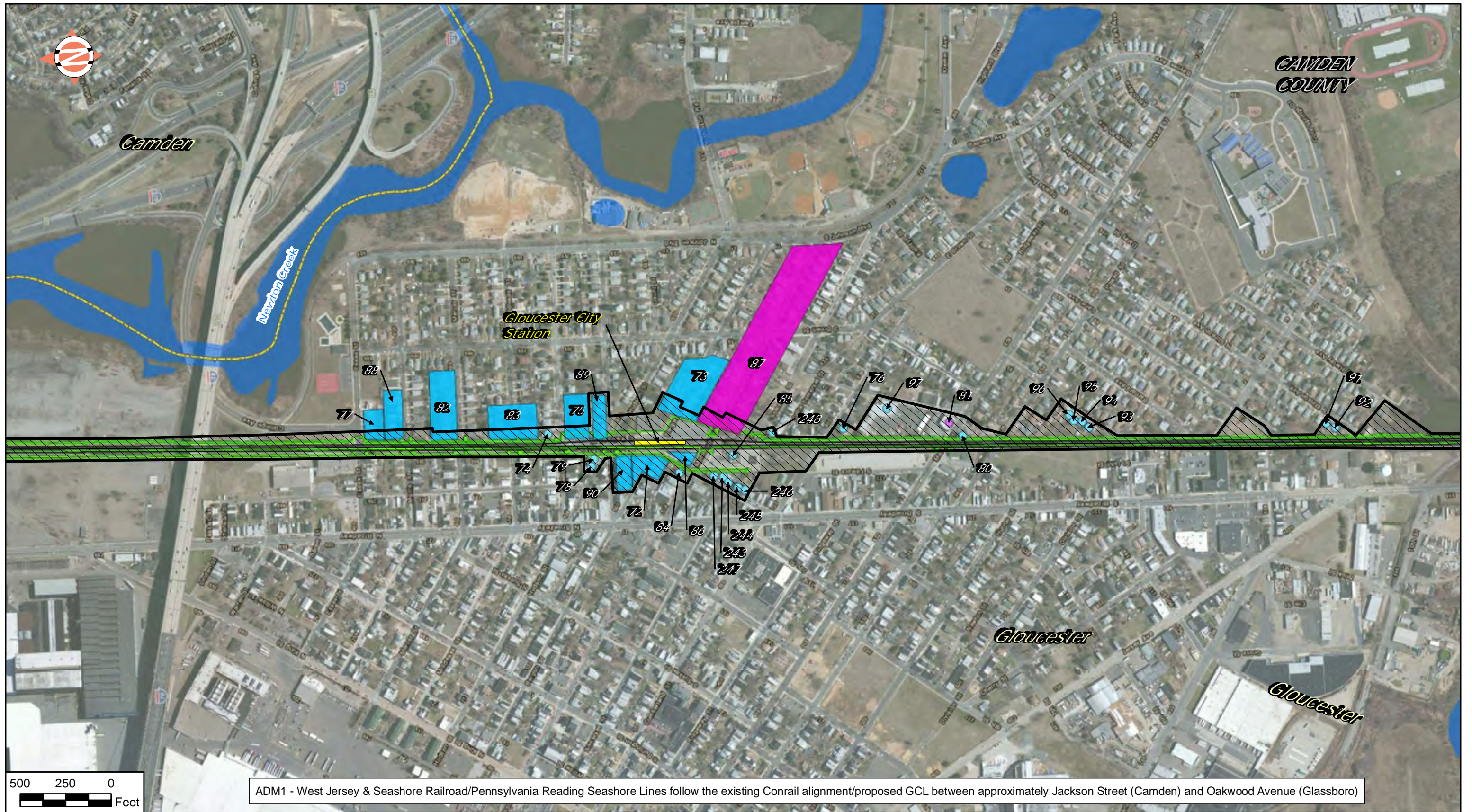
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Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 2 of 14

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

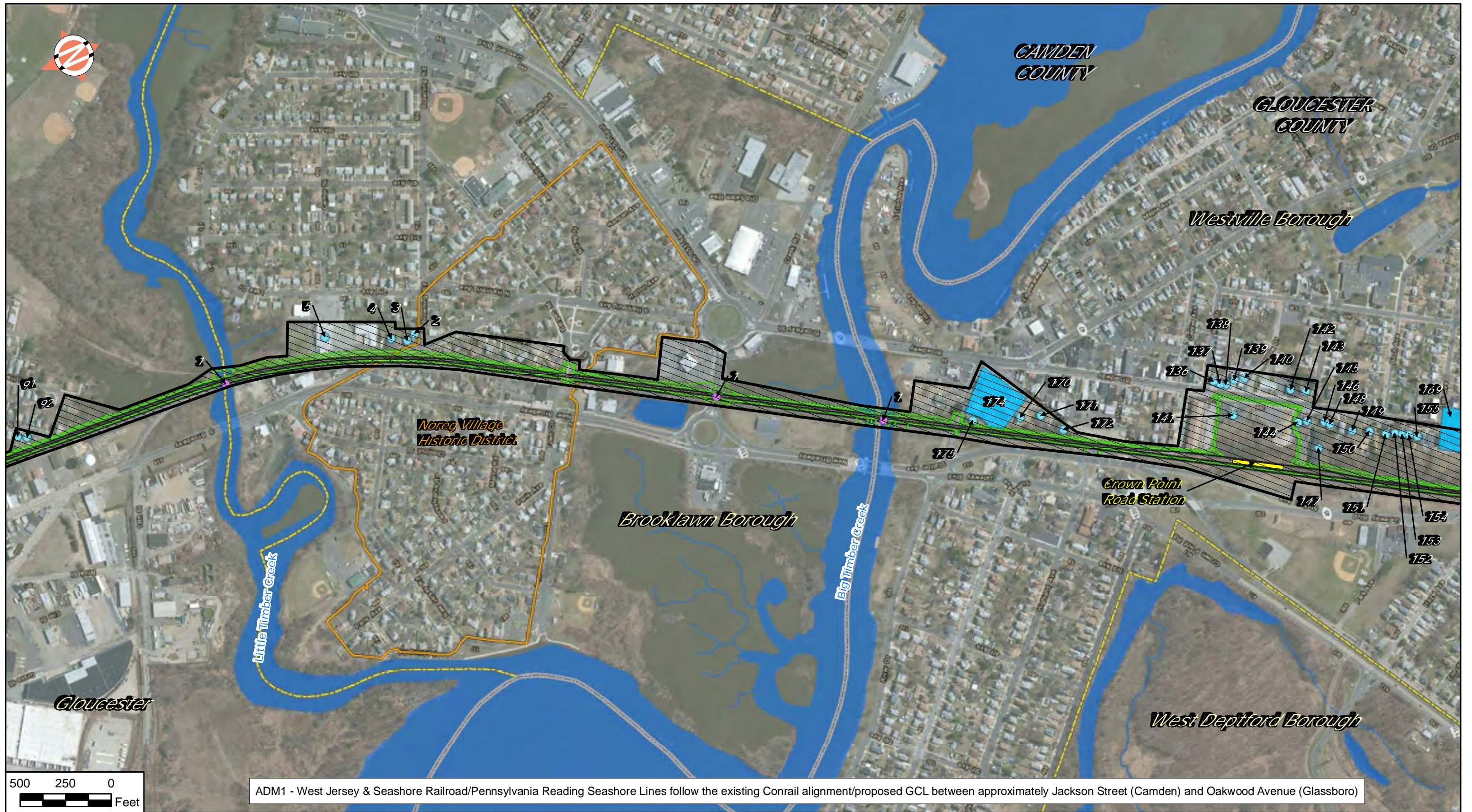


Area of Potential Effects (APE) GCL Facilities	GCL Limits of Disturbance Potential South Camden Parking Locations Potential VMF Site Locations	Newly Identified Resources Intensive Survey Form Not Eligible Intensive Survey Form Not Eligible	Previously Identified Resources NR Listed NR Eligible/SR Listed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

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



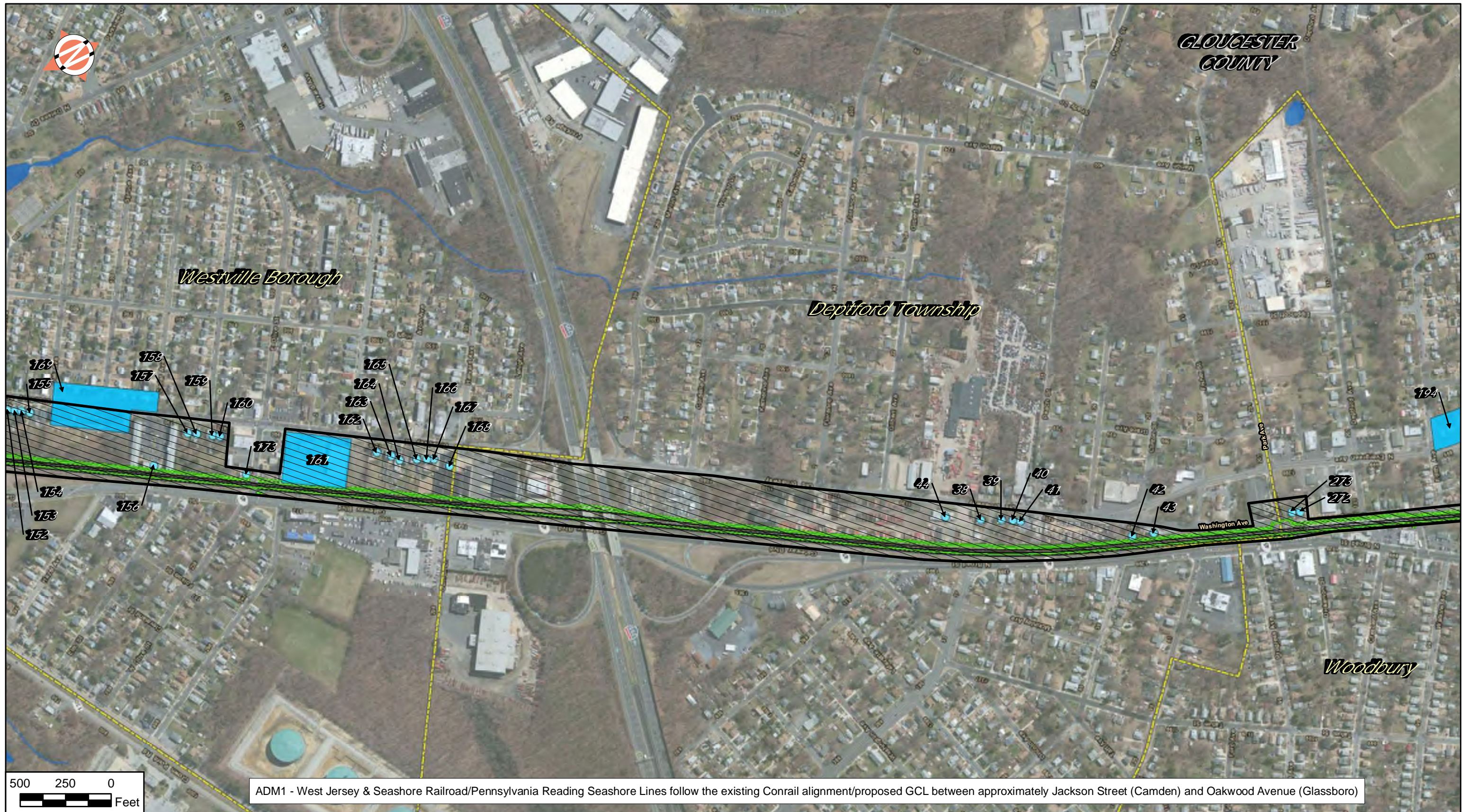
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



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



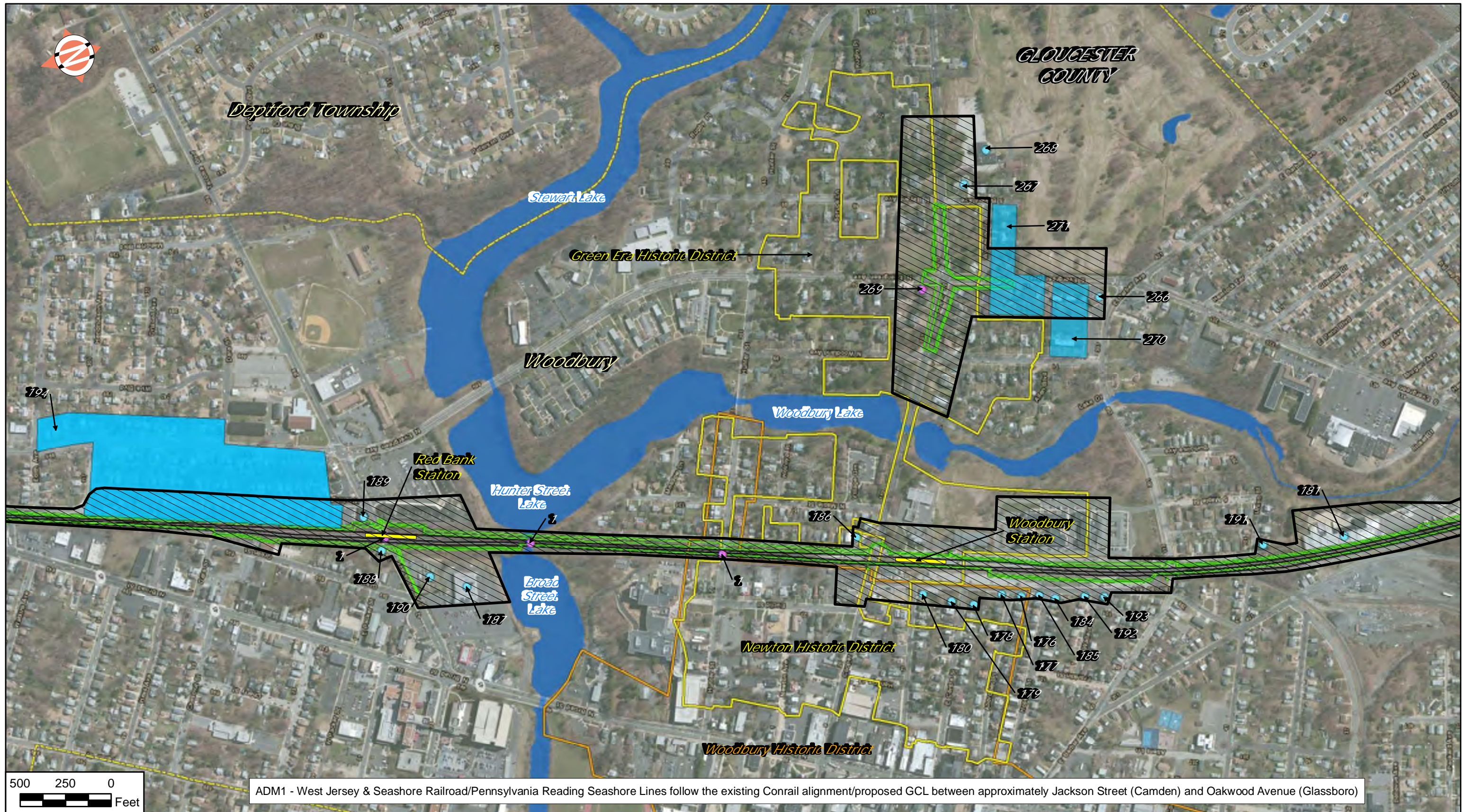
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Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 5 of 14

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

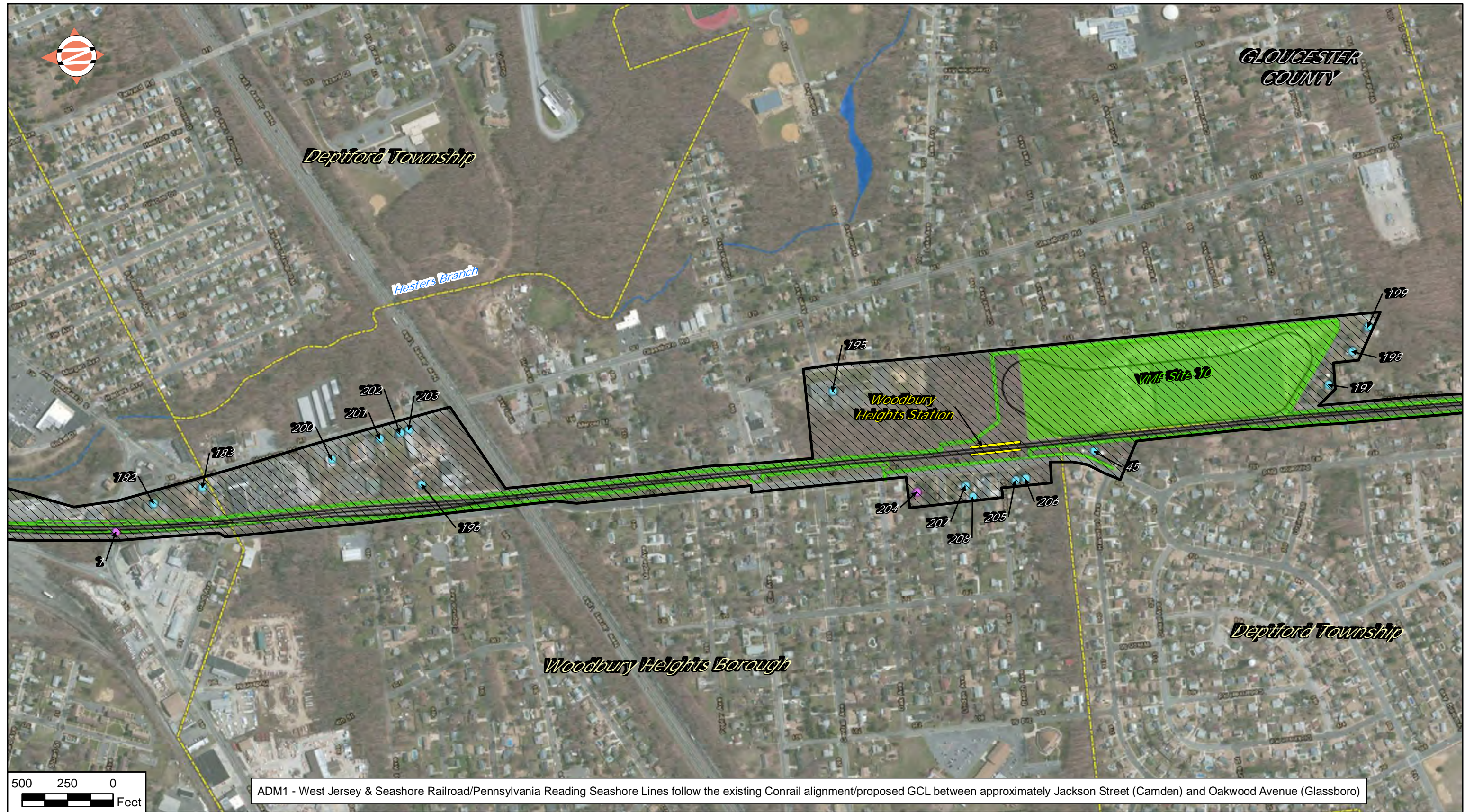


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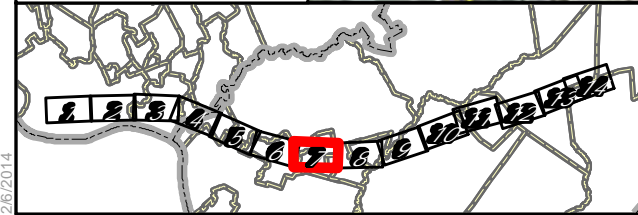
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Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 6 of 14

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



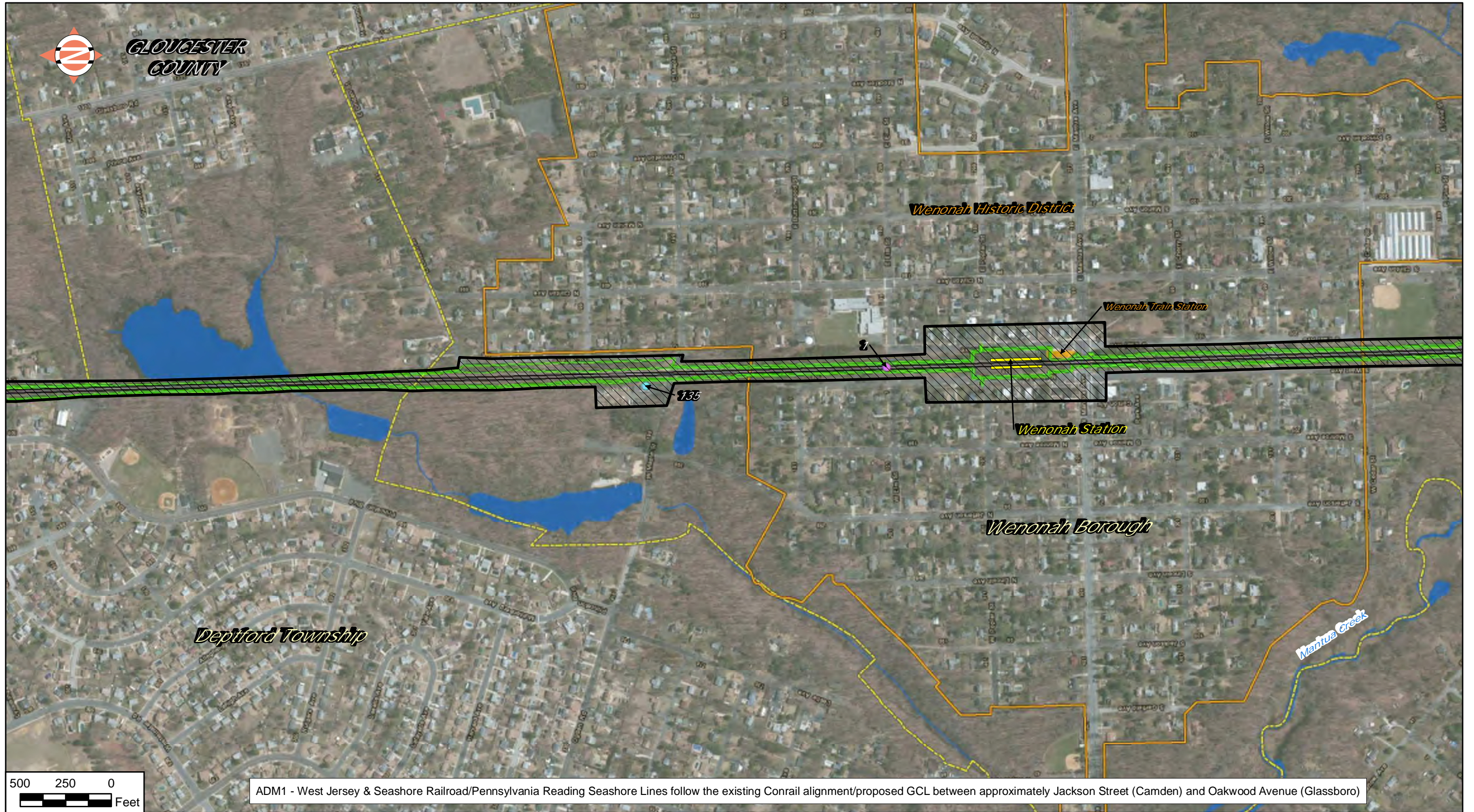
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Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 7 of 14

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

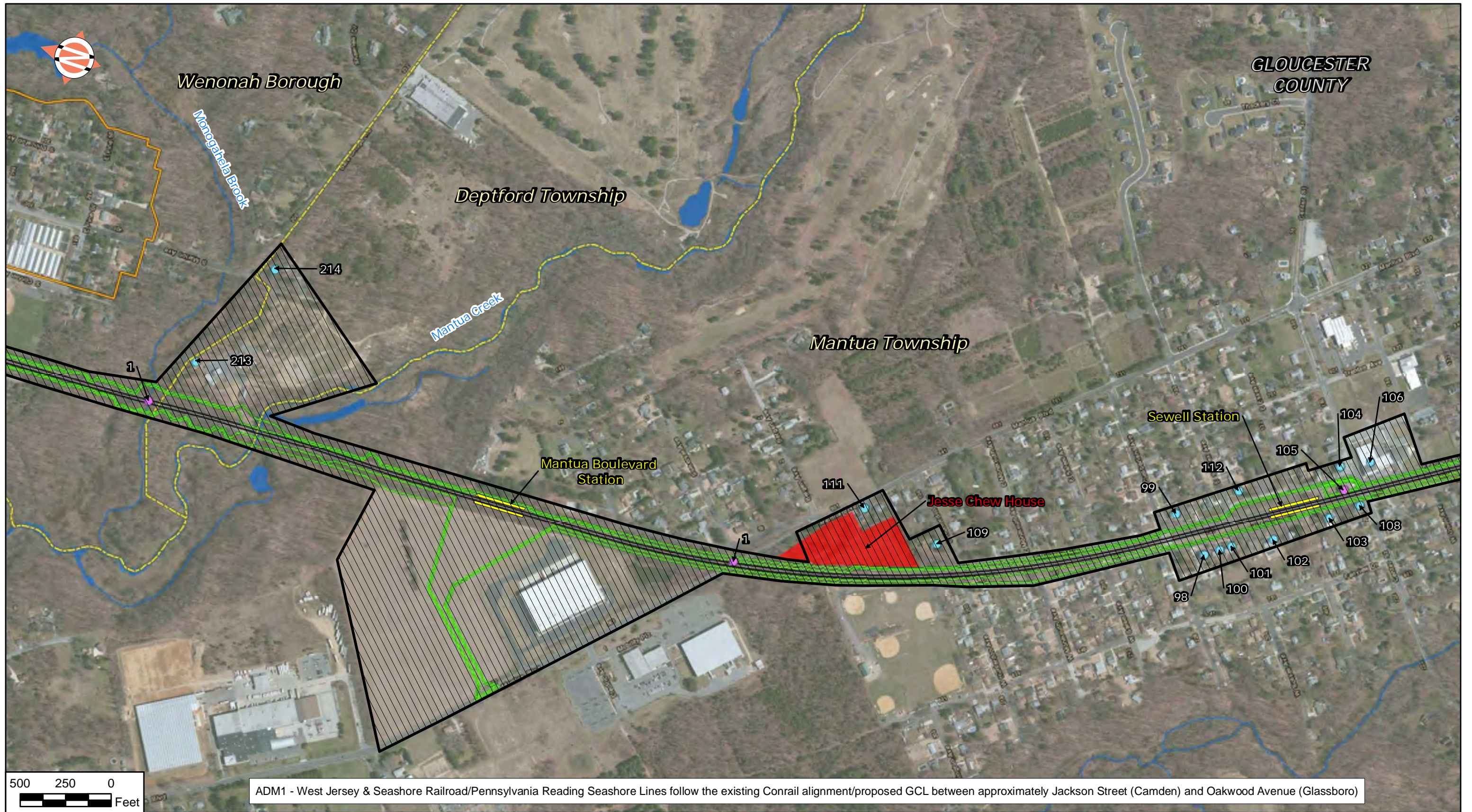


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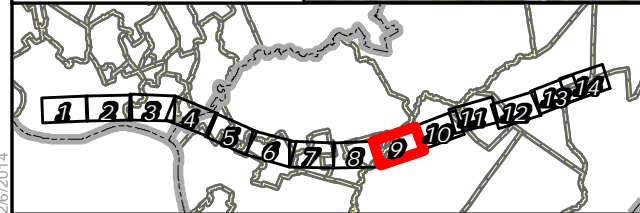
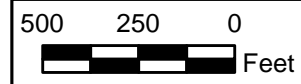
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Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 8 of 14

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)

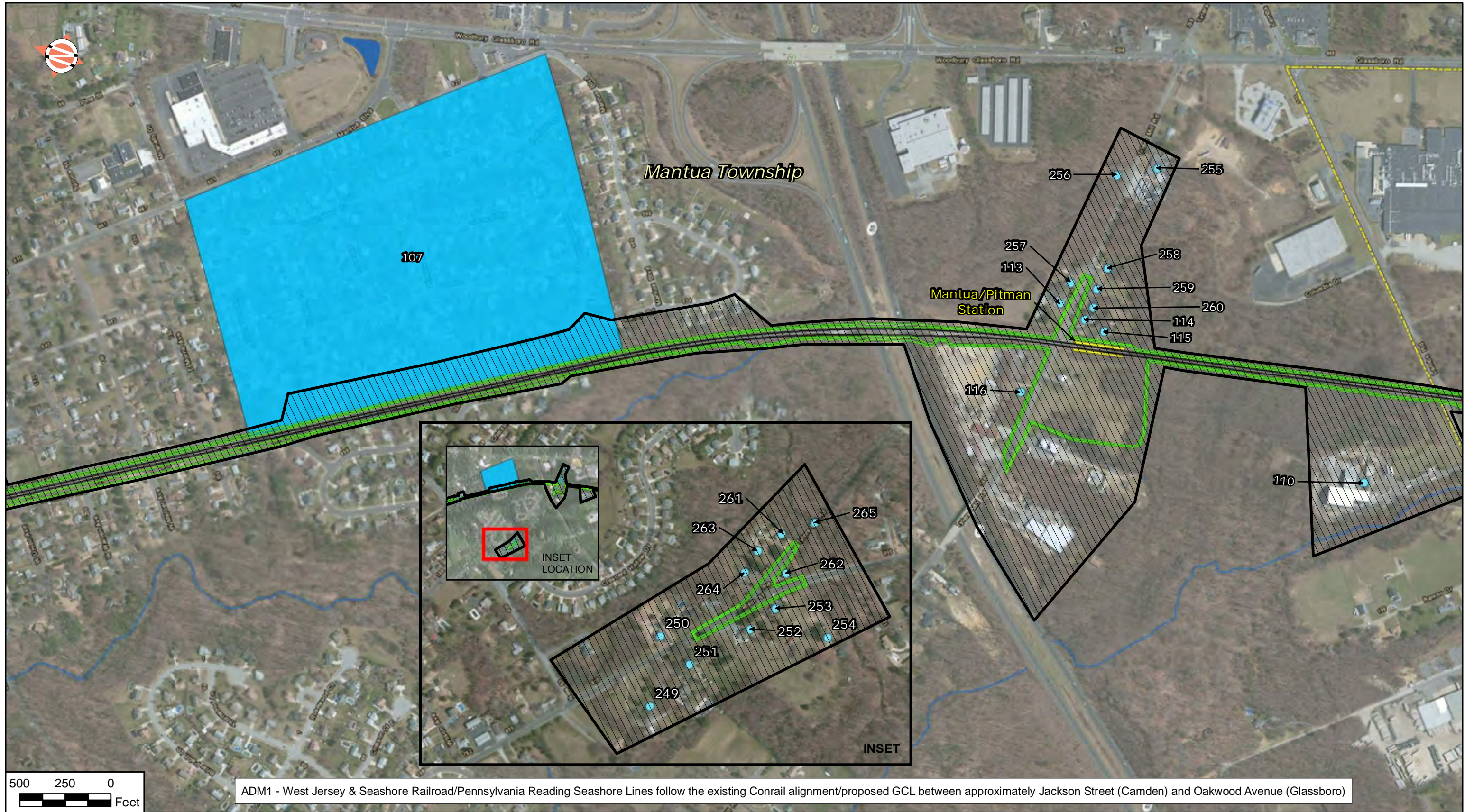


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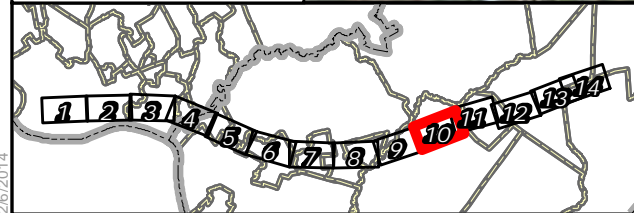
Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 9 of 14

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

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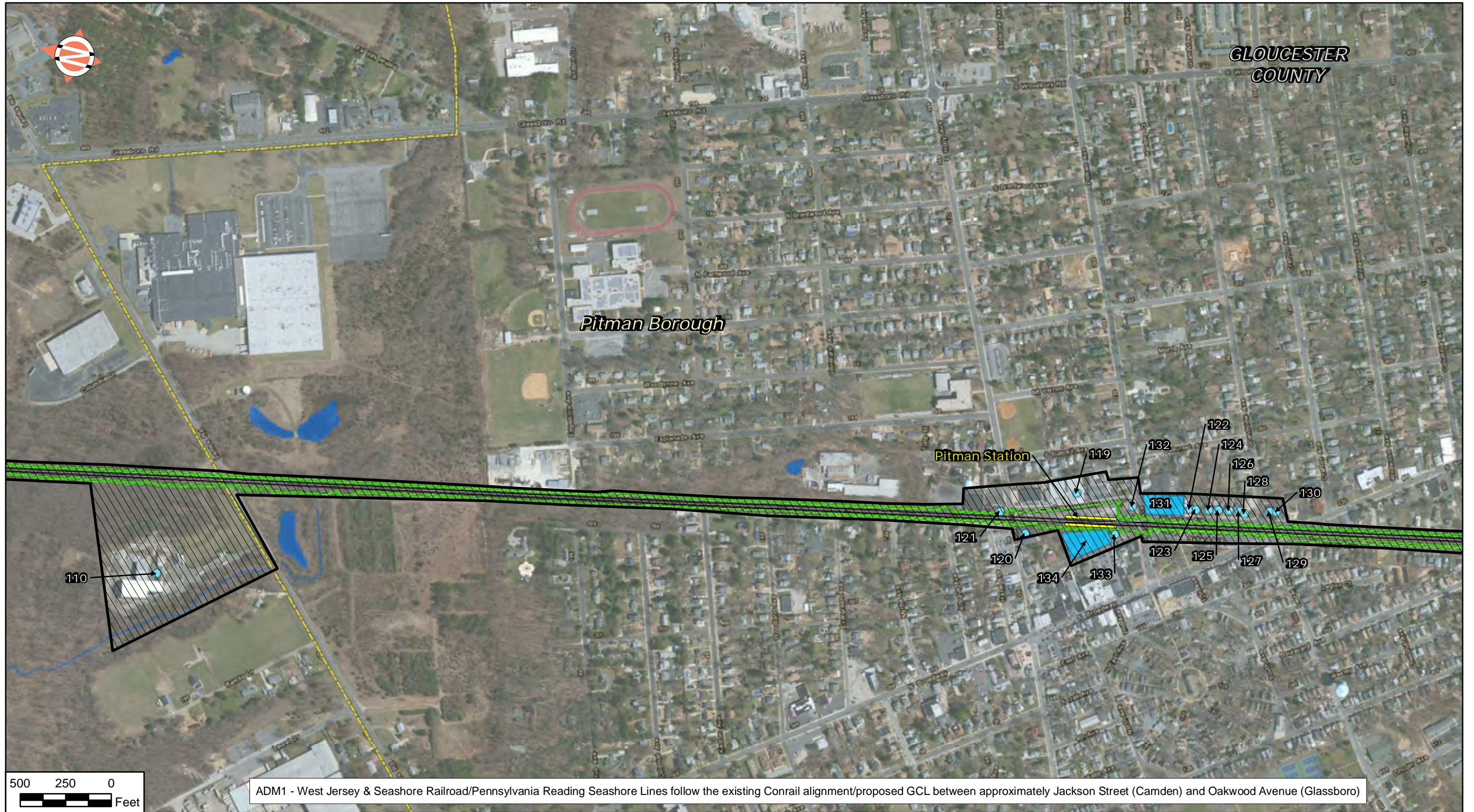


ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)

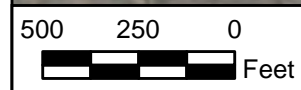


<ul style="list-style-type: none"> Area of Potential Effects (APE) GCL Facilities 	<ul style="list-style-type: none"> GCL Limits of Disturbance Potential South Camden Parking Locations Potential VMF Site Locations 	<p>Newly Identified Resources</p> <ul style="list-style-type: none"> Intensive Survey Form Not Eligible Intensive Survey Form Not Eligible 	<p>Previously Identified Resources</p> <ul style="list-style-type: none"> NR Listed NR Eligible/SR Listed NR Eligible SR/NR Listed - Individual NR Eligible - Individual
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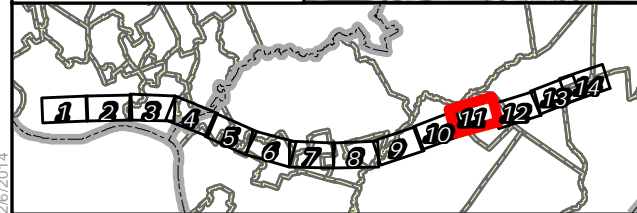
Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 10 of 14



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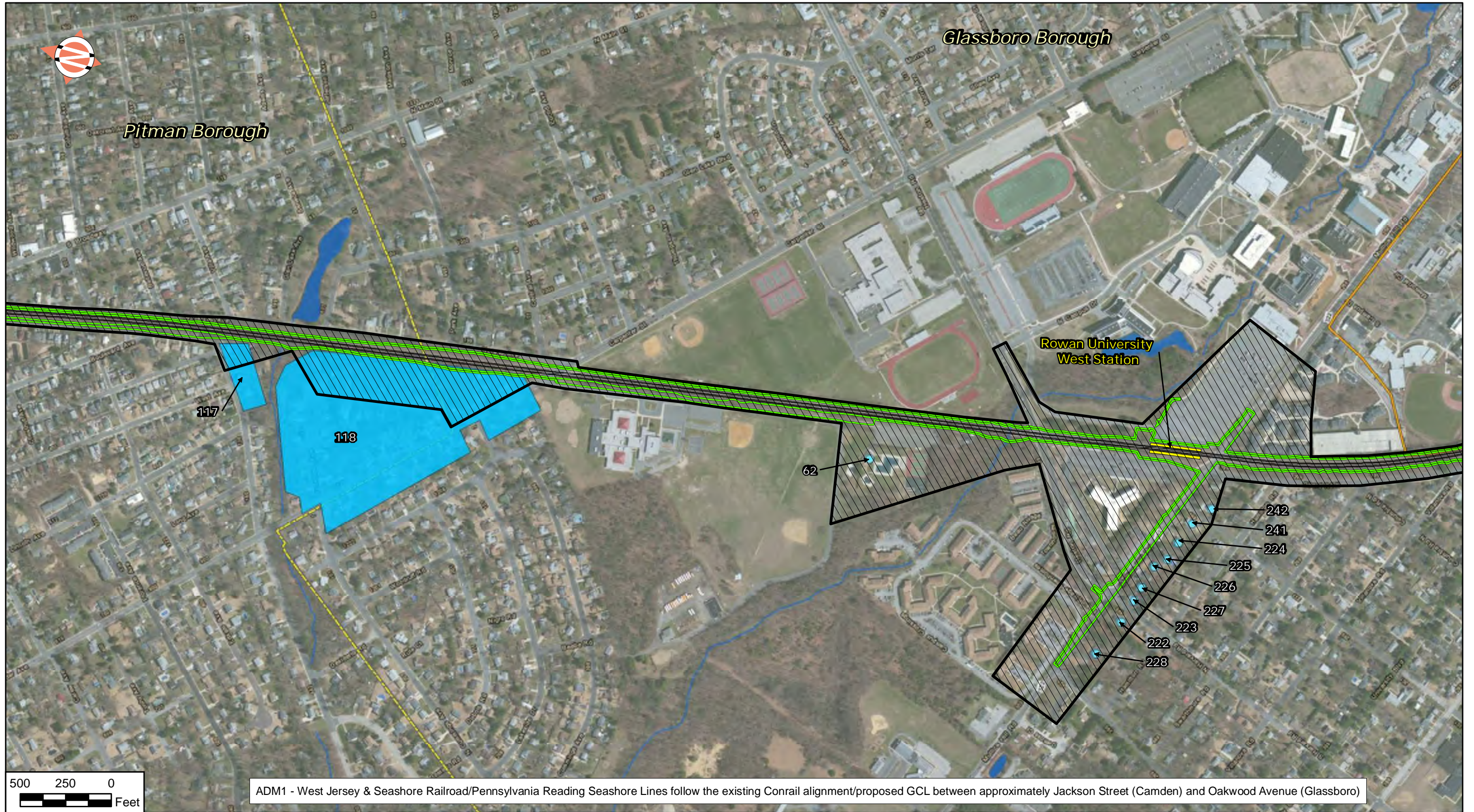
ADM1 - West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines follow the existing Conrail alignment/proposed GCL between approximately Jackson Street (Camden) and Oakwood Avenue (Glassboro)



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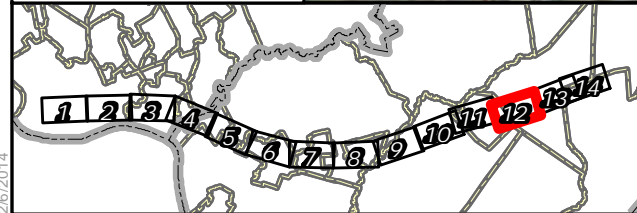
Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 11 of 14

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



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

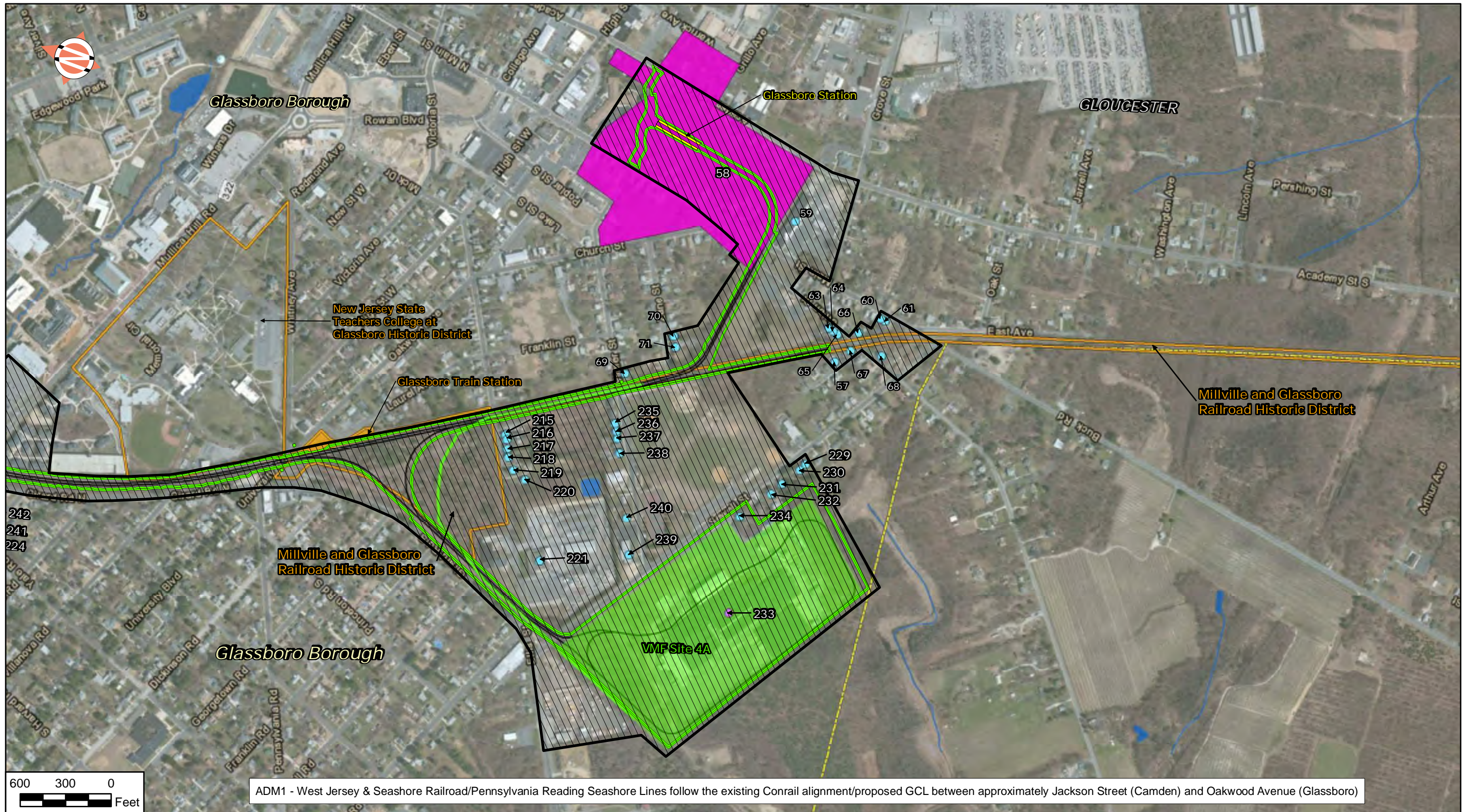
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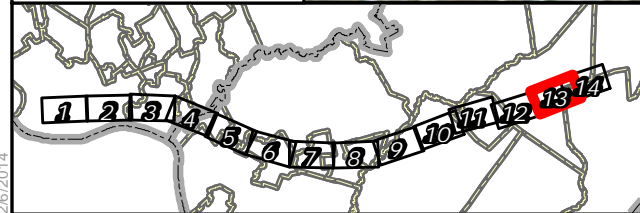
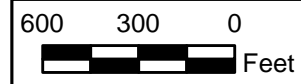
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Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 12 of 14

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)

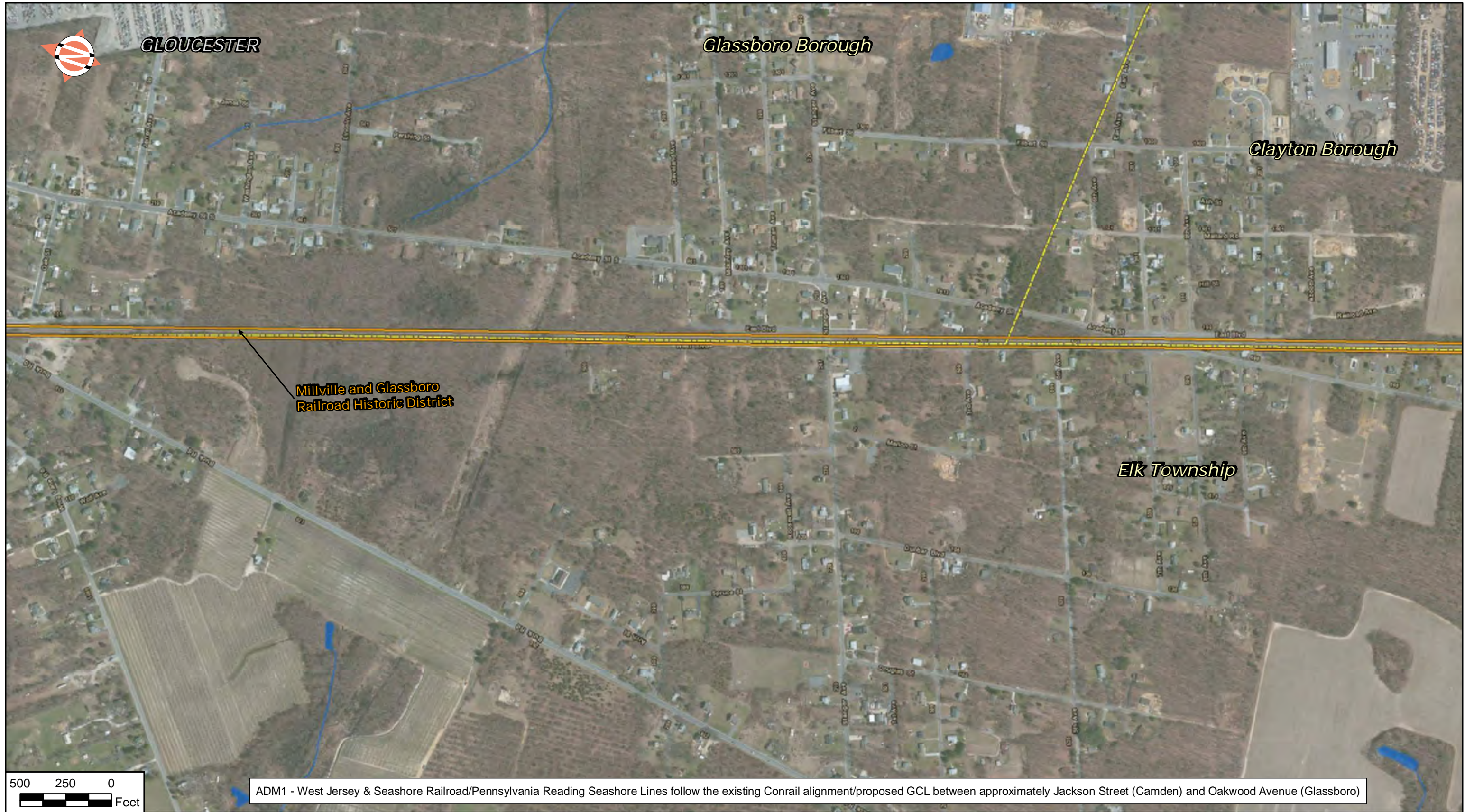


Area of Potential Effects (APE)	Potential South Camden Parking Locations	GCL Limits of Disturbance	Newly Identified Resources	Previously Identified Resources
GCL Facilities	Potential VMF Site Locations	Intensive Survey Form	Not Eligible	NR Listed
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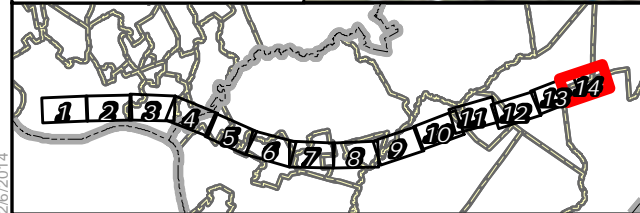
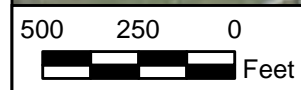
Figure 2 - Addendum 01 (February 2014)
 Area of Potential Effects (APE)
 and Resource Location Map
 Glassboro-Camden Line Light Rail Project
 Camden and Gloucester Counties, New Jersey
 Sheet 13 of 14

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

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



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Figure 2 - 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.

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.

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

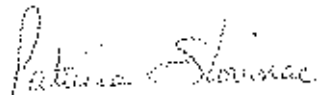
ADM Survey No.	Address/Property Name	Municipality	County	Style/Type	Date	Map Sheet (Figure 2)	ADM Photograph No.
285	583 West Jersey Avenue	Woodbury Heights Borough	Gloucester	Colonial Revival influence/Hipped roof dwelling	Ca. 1935	7	12
291	452 Oak Avenue	Woodbury Heights Borough	Gloucester	Queen Anne 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.

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.
Multiple Municipalities											
1	West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines (predecessor West Jersey Railroad)	Camden City to Glassboro Borough	Camden & Gloucester	No style/Railroad	Ca. 1853-1863	N/A	Stations altered; some ancillary & small-scale features demolished/replaced	Intensive survey form. Associated resources may include extant stations, railroad & associated highway bridges, grade crossings, & other small-scale features.	Light Rail Transit Alternative; all proposed stations	2-13	22-25
Brooklawn Borough											
2	111 Browning Lane	Brooklawn Borough	Camden	Modern/Ranch dwelling	Ca. 1964	Brick veneer, vinyl	Some windows & door replaced; vinyl siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	4	26
3	1 Railroad Lane	Brooklawn Borough	Camden	Tudor Revival influence (vernacular)/Rowhouse	Ca. 1925	Stucco, brick	Windows & door replaced; side deck addition	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	4	27
4	3-5 Railroad Lane	Brooklawn Borough	Camden	National/Hipped-roof duplex	Ca. 1920	Aluminum, wood shingles	Windows & doors replaced; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	4	28
5	11 Railroad Lane/American Legion Post 72	Brooklawn Borough	Camden	No style/Social club	Ca. 1960	Stucco, concrete masonry units, faux stone	Doors replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	4	29
Camden City											
6	1500 S. 6th Street/Camden Iron & Metal	Camden City	Camden	No style/Industrial (scrap iron yard)	Ca. 1920-1940	Brick	All that remains from the pre-1965 era are two small brick office buildings	Not eligible (lacks integrity)	Light Rail Transit Alternative	1-2	30-31
7	S. 6th St. Streetscape - E. Side, Viola St. to Jefferson St.	Camden City	Camden	No style/Industrial (former paper works & cold storage facility)	Ca. 1915	Brick, stucco	Doors replaced; windows boarded	Not eligible (lacks integrity)	Light Rail Transit Alternative	2	32
8	S. 8th St. Streetscape - Kaighns Ave. to Sycamore St.	Camden City	Camden	Queen Anne influence (vernacular); no style/Rowhouses	Ca. 1880	Brick, stucco	Windows & doors replaced; cornices covered; stucco; 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

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.
24	753 Kaighns Avenue/St. Bartholomew Roman Catholic Church	Camden City	Camden	Spanish Eclectic influence (vernacular)/Church	1947	Brick	None	Determined eligible by SHPO opinion dated 11/10/2016	Light Rail Transit Alternative	1	53
25	773-779 Kaighns Avenue	Camden City	Camden	Queen Anne influence (vernacular)/Commercial & residential row	Ca. 1890-1910	Brick, aluminum	Rowhouses at east end altered for commercial use; aluminum in 2nd-story shop façade	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	54
26	Kaighns Ave. Streetscape - Maurice St. to Railroad Ave.	Camden City	Camden	Italianate & Queen Anne influence (vernacular); no style/Commercial & residential row; church	Ca. 1880-1935	Brick, stucco, vinyl, faux stone	Windows & doors replaced/ filled; fenestration altered; stucco, faux stone, & siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	55-59
27	Line St. Rowhouses - N. Side, W. of S. 9th St	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1890	Brick, stucco	Windows & door replaced; porches altered/removed	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	60
28	Line St. Rowhouses - S. Side, W. of S. 9th St	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Brick, stucco	Windows & door replaced; entrances altered; stucco	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	61-62
29	817 Mt. Vernon Street	Camden City	Camden	No style/Rowhouse	Ca. 1890	Aluminum, stucco, asphalt	Siding; door replaced; side addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	63
30	Mt. Vernon St. Streetscape - S. Side, 8th St. to 9th St.	Camden City	Camden	Italianate & Queen Anne influence (vernacular); no style/Rowhouses & garage	Ca. 1880 (rowhouses); Ca. 1920 (garage)	Vinyl, aluminum, faux stone, brick, asphalt	Windows & doors replaced or boarded; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	64-66
31	Pine St. Rowhouses - W. of S. 9th St.	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Brick, stucco, faux stone	Windows & doors replaced; entrances altered; siding	Not eligible (lacks significance & integrity)	Light Rail Transit Alternative	1	67-68
32	Railroad Avenue (S. 7th Street) at Kaighns Avenue/Farr & Bailey Manufacturing Co. (later Congoleum Nairn Co.) Linoleum Plant	Camden City	Camden	No style/Manufacturing facility	Ca. 1900 (extant drying racks & machine shop)	Brick, concrete, cinder block	Many associated buildings demolished	Intensive survey form	Light Rail Transit Alternative	1	69-70
33	836-838 Ramona Gonzalez Street	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880	Stucco	Windows & doors replaced; stucco	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	71
34	Spruce St. Rowhouses - W. of S. 9th St.	Camden City	Camden	Italianate influence (vernacular)/Rowhouses	Ca. 1880-1900	Brick, stucco, faux stone	Windows & doors replaced; entrances altered; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	72-73
35	801 Sycamore Street	Camden City	Camden	No style/Garage	Ca. 1935	Brick	Doors removed/replaced	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	74
36	Trenton Ave. Rowhouses - W. of S. 9th St.	Camden City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1890	Brick, faux stone, vinyl	Windows & doors replaced; entrances altered; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	75-76
37	Walnut St. Rowhouses - N. Side, W. of S. 9th St.	Camden City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1890-1900	Brick, stucco	Windows & doors replaced; porches altered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	1	77-78

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.
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
Deptford Township											
38	1180 Broadway	Deptford Township	Gloucester	National/Front gable dwelling	Ca. 1900	Asbestos	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	79
39	1184 Broadway	Deptford Township	Gloucester	Queen Anne/Hipped-roof dwelling with cross gables	Ca. 1890	Vinyl	Windows & doors replaced; fenestration modified; siding; additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	80
40	1190 Broadway	Deptford Township	Gloucester	National/Front gable dwelling	Ca. 1900	Vinyl	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	81
41	1198 Broadway	Deptford Township	Gloucester	National/Front gable dwelling	Ca. 1900	Vinyl, asphalt	Some windows replaced; siding; additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	82
42	1240 Broadway	Deptford Township	Gloucester	National/Center hall dwelling	Ca. 1950	Vinyl	Windows & door replaced; siding; front & side additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	83
43	1250 Broadway	Deptford Township	Gloucester	No style/Auto service station (currently Max Kitchen showroom)	Ca. 1950	Stucco	Windows & door replaced; side additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	5	84
44	Broadway - W. Side, S. of Gilbert Avenue/Cornell & Co., Inc.	Deptford Township	Gloucester	No style/Commercial (crane rental & storage yard)	Ca. 1955	Brick	Windows replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	5	85
45	Princeton Boulevard/Municipal Pumping Station No. 1	Deptford Township	Gloucester	No style/Municipal pumping station	Ca. 1950	Concrete block, metal	Unknown	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	7	86

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.
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
Elk Township											
46	511 Arthur Avenue	Elk Township	Gloucester	Modern (vernacular)/ Ranch-dwelling	Ca. 1960	Stucco, vinyl	Windows & door-replaced; siding	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	87
47	566 Arthur Avenue	Elk Township	Gloucester	National/Center hall-dwelling	Ca. 1920	Vinyl	Windows & door-replaced; siding; rear & side additions	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	88
48	Arthur Avenue — E. of 566 & W. of West Blvd.	Elk Township	Gloucester	Tudor Revival- (vernacular)/Cross-gable-dwelling	Ca. 1920	Stucco	Windows & door-replaced; stucco; porch-modified; small rear-addition	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	89
49	116 Buck Road	Elk Township	Gloucester	National/Side-gable dwelling	Ca. 1900	Vinyl	Windows & door-replaced; siding; rear & side additions	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	90
50	118 Buck Road	Elk Township	Gloucester	National/Side-gable dwelling	Ca. 1900	Asbestos	Siding; front porch-addition; rear & side-additions	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	91
51	120 Buck Road	Elk Township	Gloucester	Second Empire- (vernacular)/Simple mansard-roof dwelling	Ca. 1880	Vinyl	Windows & door-replaced; fenestration-altered; siding; small rear-addition	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	92
52	121 Buck Road	Elk Township	Gloucester	Modern (vernacular)/ Ranch-dwelling	Ca. 1955	Vinyl	Windows & door-replaced; siding; addition	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	93
53	129 Buck Road	Elk Township	Gloucester	Colonial Revival/Side-gambrel dwelling	Ca. 1920	Asbestos	Windows & door-replaced; porch altered	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	94
54	151 Buck Road	Elk Township	Gloucester	National/Center hall-dwelling	Ca. 1930	Vinyl	Windows & door-replaced; siding; front-porch addition	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	95
55	Buck Road — Across from 129	Elk Township	Gloucester	National/I-house (property contains orchards currently & historically; however, no other buildings remain extant)	Ca. 1880	Vinyl	Windows & door-replaced; siding; rear-additions (2)	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	96
56	West Boulevard — W. Side, N. of Arthur Avenue	Elk Township	Gloucester	National/Center hall-dwelling	Ca. 1920	Aluminum	Windows & door-missing/ damaged; siding; rear addition	Not eligible (lacks architectural-significance & integrity)	VMF Site 2	14	97

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.
Glassboro Borough											
57	5 Glassboro Avenue	Glassboro Borough	Gloucester	National/Front gable dwelling	Ca. 1920	Aluminum	Windows replaced; siding; small rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	98
58	Glassworks Residential District/South Glassboro	Glassboro Borough	Gloucester	Italianate, Second Empire, Queen Anne, & Colonial Revival influence (vernacular); Folk Victorian; National/ Primarily residential grouping (detached dwellings; 2 churches)	Ca. 1870-1900	Vinyl, aluminum, asbestos, stucco, brick, brick veneer	Windows & doors replaced; siding; additions; entrances/porches altered	Intensive survey form	Light Rail Transit Alternative; Glassboro Station	13	99-102
59	142 S. Main Street/South Jersey Gas	Glassboro Borough	Gloucester	No style/Commercial (office building)	Ca. 1964	Brick, aluminum	Windows replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	103
60	221 S. Main Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Aluminum	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	104
61	223 S. Main Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Vinyl	Windows & door replaced; siding; small rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	105
62	11 Ruth H. Mancuso Lane/Brookside Swim & Tennis Club	Glassboro Borough	Gloucester	No style/Recreational clubhouse	Ca. 1960	Vinyl, brick	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	12	106
63	109 Union Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Vinyl	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	107
64	111 Union Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Vinyl, wood shingles	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	108
65	113 Union Street	Glassboro Borough	Gloucester	National/I-house	Ca. 1900	Aluminum	Windows & door replaced; siding; addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	109
66	118 Union Street	Glassboro Borough	Gloucester	National/I-house (with rear addition)	Ca. 1900	Vinyl, plywood	Windows & door replaced; siding; rear addition; porch modified	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	110
67	121 Union Street	Glassboro Borough	Gloucester	National/I-house (with rear additions)	Ca. 1900	Aluminum	Windows & door replaced; siding; rear additions	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	111
68	128-130 Union Street	Glassboro Borough	Gloucester	National/Gable front & wing duplex	Ca. 1900	Wood clapboard	Windows replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	13	112
69	144 Wilmer Street	Glassboro Borough	Gloucester	National/Side gable dwelling	Ca. 1900	Vinyl, asbestos, wood shingles	Windows & door replaced; siding; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	113

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.
70	32 Zane Street	Glassboro Borough	Gloucester	Queen Anne (vernacular)/ Gable ell dwelling	Ca. 1890	Vinyl	Windows & door replaced; siding; addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	114
71	34 Zane Street	Glassboro Borough	Gloucester	National/I-house (with rear addition)	Ca. 1900	Aluminum, brick vener	Fenestration altered; siding; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	13	115
215	406 Ellis Street	Glassboro Borough	Gloucester	National/Gable front and wing dwelling	Ca. 1900	Vinyl, stone vener, 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 vener	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 vener	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
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 vener	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

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.
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
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

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.
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
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
Gloucester City											

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.
72	Bergen St. Rowhouses - W. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1905-1910	Brick, vinyl	Windows & doors replaced; porches altered; cornices covered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	116-117
73	Bergen St. Streetscape - Railroad Ave. to Brown St.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	118-119
74	801-803 Chambers Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Duplex	Ca. 1900	Brick, vinyl	Windows & doors replaced; siding; cornices covered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	120
75 (previous survey No. 10 - Gloucester City Survey 2006)	Chambers St. Streetscape - S. Side, E. of Railroad Ave.	Gloucester City	Camden	Tudor Revival (vernacular)/Duplexes (3)	Ca. 1910	Stucco	Windows & doors replaced	Not eligible (lacks architectural significance). Previously recommended not eligible (no SHPO opinion).	Light Rail Transit Alternative	3	121-122
76	804 Cumberland Street	Gloucester City	Camden	National/Side gable dwelling	Ca. 1910	Aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	123
77	Essex St. Streetscape - S. Side, E. of Railroad Ave.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	124-125
78	503-505 Hudson Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1910	Brick, vinyl, asphalt	Windows & doors replaced; porches altered; cornices covered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	126
79	507-509 Hudson Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1910	Brick, vinyl, asphalt	Windows & doors replaced; porches altered; cornices covered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	127
80 (previous survey No. 19 [for 812 Market Street] - Gloucester City Survey 2006)	800 Market Street	Gloucester City	Camden	Mission (vernacular)/Commercial (formerly Gallagher Bros., Inc.; currently S.F. Pedrick Construction Co.)	Ca. 1925	Stucco	Windows & doors replaced; two secondary entrances filled in; rear porch modified	Not eligible (lacks architectural significance & integrity). Previously recommended not eligible (no SHPO opinion).	Light Rail Transit Alternative	3	128-129
81 (previous survey No. 20 - Gloucester City Survey 2006)	811 Market Street	Gloucester City	Camden	Art Deco/Commercial (former office/shop associated with J.R. Quigley & Co. lumber yard; currently Lighthouse Baptist Church)	1929	Brick	Doors & commercial windows replaced in first story of façade; many windows replaced in side & rear elevations	Intensive survey form. Previously recommended eligible under Criterion C (no SHPO opinion).	Light Rail Transit Alternative	3	130
82	Mercer St. Streetscape - N. Side, E. of Railroad Ave.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum, wood shingles	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	131-132

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.
83	Middlesex St. Streetscape - E. of Railroad Ave.	Gloucester City	Camden	National/Bungalows	Ca. 1920	Vinyl, aluminum, faux stone	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	133-134
84	537-539 Monmouth Street	Gloucester City	Camden	Queen Anne influence (vernacular)/Duplex	Ca. 1910	Brick, aluminum, wood	Windows & doors replaced; siding; porches altered; addition	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	135
85 (previous survey No. 15 - Gloucester City Survey 2006)	701 Monmouth Street/Gloucester City Train Station	Gloucester City	Camden	Queen Anne/Railroad passenger station	1887	Brick, vinyl	Additions; siding; windows replaced	Not individually eligible (lacks integrity); evaluate as part of the West Jersey & Seashore Railroad/ Pennsylvania Reading Seashore Lines (ADM No. 1). Previously recommended not individually eligible (no SHPO opinion).	Gloucester City Station	3	136-137
86	Monmouth St. Commercial Row - N. Side W. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Commercial row	Ca. 1910	Brick, aluminum, vinyl	Windows & doors replaced; storefronts altered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	138-139
87	Monmouth St. Streetscape - Railroad Ave. to Johnson Blvd.	Gloucester City	Camden	Queen Anne & Colonial Revival (vernacular)/ Hipped-roof duplexes with cross gables & cross gable dwellings	Ca. 1905-1915	Brick, vinyl, aluminum, asbestos, asphalt	Windows & doors replaced; porches altered; siding	Intensive survey form	Gloucester City Station	3	140-142
88	Morris St. Streetscape - N. Side, E. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Duplexes	Ca. 1900	Brick, vinyl, aluminum	Windows & doors replaced; porches altered; siding; cornices covered	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	143
89 (previous survey No. 11 - Gloucester City Survey 2006)	Paul St. Rowhouses - N. Side E. of Railroad Ave.	Gloucester City	Camden	Colonial Revival influence (vernacular)/Rowhouses	Ca. 1900	Brick	Windows & doors replaced; cornices covered	Not eligible (lacks architectural significance & integrity). Previously recommended not eligible (no SHPO opinion).	Gloucester City Station	3	144
90	Paul St. Rowhouses - S. Side W. of Railroad Ave.	Gloucester City	Camden	Queen Anne influence (vernacular)/Rowhouses	Ca. 1905	Brick, vinyl, aluminum	Windows & doors replaced; cornices covered; siding; porches altered	Not eligible (lacks architectural significance & integrity)	Gloucester City Station	3	145
91	14 S. Stinson Avenue	Gloucester City	Camden	National/Bungalow	Ca. 1920	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	146
92	16 S. Stinson Avenue	Gloucester City	Camden	National/Center hall dwelling	Ca. 1920	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	147
93	1 S. Stites Avenue	Gloucester City	Camden	National/Front gable dwelling	Ca. 1920	Vinyl	Door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	148
94	3 S. Stites Avenue	Gloucester City	Camden	National/Bungalow	Ca. 1920	Wood paneling; asphalt	Siding	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	3	149

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.
95	5 S. Stites Avenue	Gloucester City	Camden	National/Hipped-roof dwelling	Ca. 1920	Stucco, vinyl, wood shingles	Windows & door replaced; siding & stucco; rear addition	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	150
96	7 S. Stites Avenue	Gloucester City	Camden	National/Bungalow	Ca. 1920	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity)	Light Rail Transit Alternative	3	151
97	101 Washington Avenue	Gloucester City	Camden	No style/Industrial (former site of J.R. Quigley & Co. lumber yard, but no pre-1950 buildings remain extant on this parcel)	Ca. 1950	Cinder block, stucco	Doors replaced	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	3	152
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
Mantua Township											
98 (previous survey No. 0810-75)	731 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	National/Side gable dwelling	Ca. 1955	Vinyl	Windows & doors replaced; additions; siding	Not eligible (lacks architectural significance & integrity). The previously surveyed Sewell District, which was recommended potentially eligible (no SHPO opinion), included this property; however, the proposed district lacks cohesion & integrity.	Sewell Station	9	153
99 (previous survey No. 0810-75)	740 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Colonial Revival/Side gambrel dwelling	Ca. 1910	Aluminum	Windows replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	154
100 (previous survey No. 0810-75)	741 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Aluminum	Windows replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	155

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.
101 (previous survey No. 0810-75)	751 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/Ranch dwelling (with dormer addition)	Ca. 1955	Vinyl	Windows & door replaced; siding; dormer addition; converted garage	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	156
102 (previous survey No. 0810-75)	763 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Colonial Revival influence (vernacular)/Cape Cod dwelling	Ca. 1960	Vinyl	Windows & door replaced; siding; patio addition	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	157
103 (previous survey No. 0810-75)	771-773 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	Folk Victorian/Hipped-roof duplex	Ca. 1890	Aluminum	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	158
104 (previous survey No. 0810-75)	780 W. Atlantic Avenue	Mantua Township (Sewell)	Gloucester	No style/Store with apartments above	Ca. 1900	Aluminum	Windows & doors replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	9	159
105 (previous survey No. 0810-75)	W. Atlantic Avenue/Sewell Train Station	Mantua Township (Sewell)	Gloucester	Stick/Railroad passenger station	Ca. 1880	Wood	Windows & doors boarded	Intensive survey form; evaluate individually & as part of the West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines (ADM No. 1). See previous note regarding Sewell District.	Sewell Station	9	160
106 (previous survey No. 0810-75)	Buckingham Village	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/Ranch dwellings	Ca. 1964-1966	Vinyl, aluminum, brick veneer, faux stone	Most windows & doors replaced; siding; several additions	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Light Rail Transit Alternative	9	161-162
107 (previous survey No. 0810-75)	195 Center Street	Mantua Township (Sewell)	Gloucester	No style/Commercial row	Ca. 1925-1950	Stucco, vinyl	Windows & doors replaced; siding; storefront altered	Not eligible (lacks architectural significance & integrity). See previous note regarding Sewell District.	Sewell Station	10	163
108 (previous survey No. 0810-75)	200-202 Center Street	Mantua Township (Sewell)	Gloucester	Colonial Revival influence (vernacular)/Duplex	Ca. 1900	Aluminum	Windows replaced; siding	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Sewell Station	9	164
109 (previous survey No. 0810-75)	Hunterdon Avenue - SW End	Mantua Township (Sewell)	Gloucester	Craftsman (vernacular)/Bungalow	Ca. 1920	Wood shingles	Dormer addition; rear addition	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Light Rail Transit Alternative	9	165
110	408 Lambs Road	Mantua Township	Gloucester	No style/Industrial (currently Omni Recycling/ Gloucester County Recycling & Recovery)	Ca. 1955	Corrugated metal	Additions	Not eligible (lacks architectural significance)	Light Rail Transit Alternative	11	166
111 (previous survey No. 0810-75)	621 Mantua Boulevard	Mantua Township (Sewell)	Gloucester	National/Front gable dwelling	Ca. 1920	Concrete block	Windows & doors replaced	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Light Rail Transit Alternative	9	167

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.
112 (previous survey No. 0810-75)	191 E. Sussex Avenue	Mantua Township (Sewell)	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Vinyl	Doors replaced; siding	Not eligible (lacks architectural significance). See previous note regarding Sewell District.	Sewell Station	9	168
113 (previous survey No. 0810-37)	355 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1930	Vinyl	Windows & doors replaced; siding; additions	Not eligible (lacks architectural significance & integrity). Previously surveyed as part of the Tyler Mill Road Streetscape, which was recommended not eligible (no SHPO opinion).	Mantua/Pitman Station	10	169
114 (previous survey No. 0810-37)	364 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Asbestos	Windows & door replaced; siding; porch replaced	Not eligible (lacks architectural significance & integrity). See previous note regarding Tyler Mill Road Streetscape.	Mantua/Pitman Station	10	170
115 (previous survey No. 0810-37)	368 Tylers Mill Road	Mantua Township	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Tyler Mill Road Streetscape.	Mantua/Pitman Station	10	171
116 (previous survey No. 0810-37)	Tylers Mill Road - N. Side, W. of Railroad	Mantua Township	Gloucester	Modern (vernacular)/Ranch dwelling	Ca. 1955	Vinyl	Windows & door replaced; siding	Not eligible (lacks architectural significance & integrity). See previous note regarding Tyler Mill Road Streetscape.	Mantua/Pitman Station	10	172
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
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

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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