

## **Appendix E: Agency Correspondence for Environmental Assessment**



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124  
215-656-7100  
215-656-7260 (fax)

APR 14 2011

Ms. Elizabeth Cole  
Maryland Historical Trust/MDP  
Office of Preservation Services  
100 Community Place  
Crownsville, Maryland 21032-2023

Re: **Section 106 Concurrence**  
**WMATA Southern Avenue Bus Garage Replacement**  
**Prince George's County, Maryland**


Dear Ms. Cole:

The Washington Metropolitan Area Transit Authority (WMATA), in cooperation with the Federal Transit Administration (FTA), is preparing to undertake a federal-aid project: to construct a new bus operation and maintenance facility in Prince George's County, Maryland. Two alternative sites are currently being considered, as well as rebuilding and expanding the facility at the existing site. As part of this undertaking, WMATA and FTA have made an effort to identify historic properties that could be affected by the proposed action and to fully assess those effects.

WMATA retained AECOM, Inc. to assist them with the technical aspects of the Section 106 process. AECOM prepared a Project Review Form which includes a project description, Area of Potential Effect, and analyzes the project's effects, and is enclosed with this letter. FTA has reviewed this information and is providing the Maryland Historical Trust/MDP (MHT) an opportunity to comment on these determinations of eligibility of and findings of effect on these properties pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.

FTA requests that MHT review this material with attachments, and providing you agree with the determinations of eligibility and findings of effect contained herein, provide your written concurrence to Letitia A. Thompson, Regional Administrator. If you have any further questions, please contact Ms. Melissa Barlow by telephone at (202) 219-3565 or by email at [melissa.barlow@dot.gov](mailto:melissa.barlow@dot.gov).

Sincerely,

  
Letitia A. Thompson  
Regional Administrator

Enclosures



# PROJECT REVIEW FORM

Request for Comments from the Maryland Historical Trust/  
MDSHPO on State and Federal Undertakings

MHT USE ONLY	
Date Received:	Log Number:

Submit hard copy of form and all attachments to:

**Section A: General Project Information** Beth Cole, MHT, 100 Community Place, Crownsville, MD 21032

Print Form

Project Name  County

This is a new submittal **OR** This is additional information related Project Log Number:

## Section B: Primary Contact Information

Contact Name  Company/Agency

Mailing Address

City  State  Zip

Email  Phone Number  Ext.

## Section C: Description of Undertaking

**Location - Attach a map, preferably a section of a USGS quad, showing the location and boundaries of the project**

Address  City/Vicinity

List all federal and state agencies / programs (funding, permits, licenses) involved in this project (e.g. Bond Bill Loan of 2009, Chapter #; Transportation Enhancement Grant; HUD/CDBG; MDE/COE permit; etc.).	Agency Type	Agency/Program/Permit Name	Project/Permit/Tracking Number (if applicable)
	<input type="text" value="Federal"/>	Federal Transit Administration (FTA)	
	<input type="text" value="State"/>	Washington Metropolitan Area Transit Authority	
	<input type="text"/>		
	<input type="text"/>		

**Proposed Work - Attach project description, scope of work, site plans / drawings**

This project includes (check all applicable):  **New Construction**  **Demolition**  **Remodeling/Rehabilitation**

This project involves:  **State or Federal Rehabilitation Tax Credits**  
 **Properties subject to an easement held by MHT, MET, or another entity**

## Section D: Identification of Historic Properties

This project involves:  **Properties designated as historic by a local government, listed in the National Register, or included in Maryland Inventory of Historic Properties**

Property/District Name

The subject property  **has**  **has not** been the subject of previous archeological, architectural, or historical investigations.

Please describe

**Attachments**  **Map**  **Project Description/Scope of Work**  **Site Plans/Drawings**

**Photographs** - Attach prints or digital photographs showing the project site including images of **all** buildings and structures, preferably keyed to a site plan

**Conditions** - Attach a brief description of past and present conditions of the project area (wooded, mined, developed, agricultural uses, etc) including construction dates of buildings, if known.

**MHT Determination** MHT Reviewer: \_\_\_\_\_ Date: \_\_\_\_\_

There are **NO HISTORIC PROPERTIES** in the area of potential effect  The project will have **NO ADVERSE EFFECT WITH CONDITIONS**

The project will have **NO EFFECT** on historic properties  **MHT REQUESTS ADDITIONAL INFORMATION**

The project will have **NO ADVERSE EFFECT** on historic properties  The project will have **ADVERSE EFFECTS** on historic properties

### ***Project Description***

The Washington Metropolitan Area Transit Authority (WMATA) is considering the replacement of the existing Southern Avenue Bus Garage, located at the intersection of Southern Avenue and Marlboro Pike, in the area of Prince George's County, Maryland. The replacement of the Southern Avenue Bus Garage will enable the continuation and improvement of bus service to communities throughout the southern portion of Prince George's County, Maryland, and the District of Columbia by accommodating modern Metrobuses and providing for recent and future increases in system capacity. This action would further the vision and existing plans adopted by WMATA by supporting Metrobus ridership growth and network expansion. The project would be funded, in part, by a grant from the Federal Transit Administration (FTA).

### **Program Requirements**

The new facility would have the capacity to accommodate a fleet of up to 250 Metrobuses, including up to 20 articulated buses. In addition to parking and storage facilities for the Metrobuses, other program requirements in the new facility include the following:

- Maintenance and administrative building;
- Employee parking;
- Service lane facility where fueling, washing and fare box collections are conducted;
- Compressed natural gas (CNG) fueling facility;
- Perimeter and other landscaping;
- Security fencing or other security measures; and
- Storm water management measures.

### **Existing Facility**

The existing facility is approximately 5.9 acres in size and is located at the intersection of Southern Avenue and Marlboro Pike in Prince George's County, Maryland (See Figure 4). The garage was built in 1922, and owned by a private bus company for nearly half a century. In 1973, WMATA acquired the facility through its purchase of multiple private bus companies operating in the Washington metropolitan area. In 2000, WMATA refurbished the facility.

The existing facility includes a single maintenance building that extends from Southern Avenue to Boones Hill Road. Asphalt-paved employee parking and bus storage are also located on site. The maintenance building contains fueling, fare box collection and washing facilities on the eastern end, as well as the maintenance bays, offices, and a bus operators' lounge. The westernmost portion of the building, adjacent to Southern Avenue, is unoccupied. Boones Hill Road is used as an entrance and exit for all Metrobuses. An emergency entrance/exit is provided at the end of Pear Street.

### **Proposed Alternatives**

Three alternatives for the replacement of the Southern Avenue Bus Garage have been identified. WMATA is considering two private sector developer proposals to develop a new bus operations and maintenance facility at two alternative site locations, as well as a third option of rebuilding the facilities at the existing site. The three alternative locations under consideration are described below. See Figure 1 for a location map and proposed boundaries of the three alternatives.

### ***Alternative A (Rena Road)***

Alternative A is approximately 36 acres in size, located southwest of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The site is currently heavily-wooded and undeveloped (Figure 2).

***Alternative B (Westphalia Road)***

Alternative B is approximately 52.5 acres in size, located east of the intersection of Suitland Parkway and the Capital Beltway (I-95/I-495). The site consists of a 100,000 square-foot shop and warehouse space, a 50,000 square-foot two-story office space, a two-lane access road, and 295 parking spaces. The building was constructed between 1980 and 1988 (Figure 3).

***Alternative C (Existing Facility/Southern Avenue)***

Alternative C would rebuild the existing facilities at Southern Avenue on approximately 8.5 acres, expanding the existing facility by about 2.5 acres (Figure 4). This alternative would require the acquisition of some adjacent commercial and residential property.

***Maryland Historical Trust Research***

Background research was conducted at the Maryland Historical Trust (MHT) to determine previously-identified historic architectural and archaeological resources. A vehicular and pedestrian site visit was conducted by a qualified archaeologist and architectural historian to determine a possible Area of Potential Effects (APE). The preliminary findings are discussed below.

*Historic Architectural Resources*

***Alternative A***

A review of files held by MHT found that no National Register-listed or -eligible resource is located within the project boundaries. However, one National Register-eligible resource, the Morningside Historic District is located adjacent to and west of the project boundaries. The Morningside Historic District was determined eligible for listing in the National Register on September 14, 2000<sup>1</sup>. The western limit of the APE for the project is immediately adjacent to this historic district (See Figure 2).

***Alternative B***

A review of files held by MHT found that there is no National Register-listed or -eligible resource within or adjacent to the project boundaries.

***Alternative C***

Several historic architectural resources were previously identified in May 2009 as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment*, but none was found to be eligible for listing in the National Register of Historic Places<sup>2</sup>.(MHT Project Log Number 200901347)

*Archaeological Resources*

***Alternative A***

The APE for archaeological resources is limited to the area to be directly impacted by construction activities. Field views determined that the APE is currently a wooded area. The majority of the area is located on an upland terrace at the confluence of Henson Creek and an unnamed tributary. The terrace soils are well-drained and are associated with the Sassafras, Grosstown, and Hoghole-Grosstown Complexes. Field views identified no major disturbances within the APE. Based on the condition and location of the APE as well as the soils present, prehistoric potential is considered to be high. Historic

---

<sup>1</sup> Darsie, Julie 2000 "Morningside National Register Nomination, January 2000. KCI Technologies, Inc., Hunt Valley, Maryland

<sup>2</sup> WMATA 2009 *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment*, On file at the Maryland Historical Trust, Crownsville, MD

aerials and USGS maps indicate no previous structures located within the APE, hence, the potential for historic archaeological resources is considered low. No previously-identified archaeological sites are located within the APE and no previous archaeological surveys have been conducted within the APE.

*Previously-Identified Archaeological Resources outside of the Project APE*

Two archaeological sites have been recorded with MHT within one mile of the proposed APE. They are:

- Belle Chance Site (18PR447)
- Belle Chance Outlying Structures Site (18PR448)

*Previous Cultural Resource Surveys Near the APE on File at MHT*

Child, Colby Allan Jr. and Christine Heidenrich

2004 Phase I Archeological Investigations for the Proposed Andrews Air Force Base Safety Zone Tree Control Project Prince George's County, Maryland. Typescript. Report PR-307 Final, on file, MHT, Crownsville, MD.

Evans, June

1980 Preliminary Archeological Reconnaissance of Henson Creek Relief and Replacement Sewers, Branches I and J (Contracts 77CT3056A and 77CT3072A), Prince George's County, Maryland. Typescript. Report PR-15, on file, MHT, Crownsville, MD.

Goodwin, James, Jeanne A. Ward, Jason L. Tyler, and Katherine D. Birmingham

2008 A Phase I Archaeological Investigation of the Washington Post (Jemel's Post) Property Prince George's County, Maryland. Typescript. Report PR-506, on file, MHT, Crownsville, MD.

Jones, Lynn, Katherine Farnham and Bryan Corle

2002 Phase IA Survey of Property Along the Suitland Parkway North of Andrews Air Force Base, Prince George's County, Maryland. Typescript. Report PR-287, on file, MHT, Crownsville, MD.

***Alternative B***

The APE for archaeological resources is limited to the area to be directly impacted by construction activities. Field views determined that the APE contains a modern vacant shop facility. The building and parking lots are surrounded by both landscaped and wooded areas. The majority of the APE is located on an upland landform. A small portion along the western edge of the APE is located within the floodplain of Cabin Creek. The APE from Westphalia Road south to the back of the facility parking lot is mapped as urban soils. This area was likely graded during construction of the facility and its associated access roads, parking lot, and drainage features. Poorly drained, frequently flooded Potobac-Issue Complex floodplain soils run along the western edge of the APE along Cabin Creek. Well-drained upland soils exist within the southern half of the APE stretching from the facility parking lot south to the southern edge of the APE.

The northern half of the APE has suffered disturbances due to the construction of the shop facility and contains a low potential for intact prehistoric resources. However, the southern half of the APE contains relatively undisturbed, well-drained upland soils overlooking Cabin Creek, and therefore, has a high potential for prehistoric resources. Historic aerials and United States Geological Survey (USGS) maps indicate no previous structures located within the APE, hence, the potential for historic archaeological resources is also considered low. No previously-identified archaeological sites are located within the APE and no previous archaeological surveys have been conducted within the APE. Historic aerials also show

that the area was mined for gravel which would reduce significantly the potential for intact archaeological resources in some portions of the APE.

Previously-Identified Archaeological Resources

Eighteen archaeological sites have been recorded with MHT within one mile of the proposed APE. They are:

- Smith Farm O Moore Farmhouse Site (18PR763)
- Smith Farm BB Site (18PR764)
- Smith Farm CC Site (18PR765)
- Smith Farm MM Tayman Farmhouse Site (18PR766)
- Smith Farm MM South Barn Site (18PR767)
- Smith Farm WW Site (18PR769)
- Smith Farm YY Site (18PR770)
- Smith Farm MM Outbuilding Site (18PR772)
- A-S1 Site (18PR843)
- A-S2 Site (18PR844)
- A-S3 Site (18PR845)
- A-S4 Site (18PR846)
- A-S5 Site (18PR847)
- D-S1 Site (18PR848)
- Westphalia Road Site (18PR866)
- Case #3 Site (18PR902)
- Case #4 Site (18PR903)
- Ryon Site (18PR934)

Previous Cultural Resource Surveys Near the APE on File at MHT

Barrett, Thomas

2005 Phase I Archaeological Survey of the Westphalia United Methodist Church Property in Prince George's County, Maryland. Typescript. Report PR-350 Final, on file, MHT, Crownsville, MD.

Patton, Justin S., Amy Barnes, Craig Tuminaro and Carey O'Reilly

2005 Phase I Archaeological Survey and Architectural History Assessment of the Smith Farm Property Prince George's County, Maryland. Typescript. Report PR-365, on file, MHT, Crownsville, MD.

Ward, Jeanne A., and Jason L. Tyler

2007 A Phase I Archaeological Investigation of the Westphalia Road Property Prince George's County, Maryland. Typescript. Report PR-474, on file, MHT, Crownsville, MD.

Alternative C

Alternative C was previously evaluated as part of the Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment (WMATA 2009). The report found that there was no previously-identified archaeological site (prehistoric or historic) within the APE. In addition, an evaluation of topographic mapping and previous geotechnical borings provided in the WMATA (2009) report concluded that the APE has a low potential for prehistoric archaeological resources and did not warrant a field investigation. As the APE has not changed since WMATA's 2009 survey, there appears to be little potential for archaeological resources to be present and no further archaeological information is included in this initiation package.

## ***APE Description***

### ***Historic Architectural Resources***

#### ***Alternative A (Rena Road)***

As a result of an existing vegetative buffer of mature trees over 85 feet wide, the APE for historic architectural resources is confined to the Limits of Disturbance (LOD) on the north and south sides of the project area. On the east side, the APE follows the LOD line, which is flanked by a modern apartment complex, built between 1963 and 1980. The west side of the project APE abuts the eastern boundary of the National Register-eligible Morningside Historic District. The buildings in this section of the historic district date between 1955 (Morningside Elementary School) and the late 20<sup>th</sup> century (Benjamin D. Foulis Academy, Morningside Municipal Building) (Figure 2; Plates 1-5). It is anticipated that a 65-foot wide vegetative buffer of mature trees will be retained along the west side of the parcel; therefore, there is no potential for visual impacts and the APE has been confined to the LOD. The design of the project on this site is unknown at this time, but it is anticipated that access to the site will be either from the north or from the east, away from the Morningside Historic District.

#### ***Alternative B (Westphalia Road)***

As a result of an existing vegetative buffer of mature trees over 75 feet wide on the east, south, and southwest sides of the project area, the APE for historic architectural resources is confined to the LOD. On the west, the APE extends to include the adjacent property at 8705 Westphalia Road (Plates 6-9). Properties to the north and northwest are modern and are excluded from the APE (See Figure 3).

#### ***Alternative C (Existing Facility/Southern Avenue)***

Alternative C was previously evaluated in May 2009 as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment*. The APE for that evaluation included the block bound by Southern Avenue, Marlboro Pike, Boones Hill Road, and Quinn Street (WMATA 2009: 3-53). MHT reviewed the report and concurred with WMATA's findings that no historic properties would be affected by the undertaking (Personal Communication, Tim Tamburrino to Vanessa Zeoli November 12, 2010). Since the project area has already been evaluated and the project scope remains the same, a new APE was not established (Plate 10).

## ***Previously-Unidentified Structures 50 years old or older***

In order to identify whether any historic architectural resources over 50 years of age were present in the project area, an architectural historian conducted a vehicular and pedestrian survey of the project vicinity. The site visit was supplemented by a review of historic aerial photographs. Below are the findings for each of the alternatives.

#### ***Alternative A (Rena Road)***

There is no previously-unidentified historic architectural resource over 50 years of age in the APE.

#### ***Alternative B (Westphalia Road)***

One building, the late 20<sup>th</sup> century shop building, is located within the LOD/APE. One building over 50 years of age is located to the immediate west of the LOD, and within the western limit of the APE. The dwelling at 8705 Westphalia Road is a 1½-story bungalow constructed circa 1940 (Plate 9).



***Alternative C (Existing Facility/Southern Avenue)***

All the historic architectural resources within the APE were previously identified and evaluated as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment* and determined to be ineligible for listing in the National Register by MHT (WMATA 2009).

***Preliminary Determination of Effect***

***Alternative A (Rena Road)***

As no potentially eligible resources exist within the current LOD or APE, no direct effects to historic properties are anticipated at the Rena Road location. Any potential indirect (visual) effects to the Morningside Historic District will be avoided by maintaining an approximately 65-foot wide vegetative buffer of mature trees between the district and any new construction. Recommendation: No effect on historic structures.

A field view identified apparently undisturbed landforms (e.g. upland terraces, stream confluences) and physical characteristics (low slope, well-drained soils, etc.) at this location typically associated with positive prehistoric archaeological site potential. Historic map and aerial photograph research identified no historic structures at this location and historic archaeological site potential is considered to be low. Recommendation: No known sites within APE, moderate potential for prehistoric sites, low potential for historic archaeological sites.

***Alternative B (Westphalia Road)***

As no potentially eligible resources exist within the current LOD, no direct effects to historic properties are anticipated at the Westphalia Road location. Construction at this location may present indirect impacts to a single potentially eligible resource within the APE, the dwelling at 8705 Westphalia Road (ca. 1940). Recommendation: No effect on historic structures.

A field view of the Westphalia Road location identified extensive ground disturbance in the northern half of the APE indicating low potential for intact archaeological resources. Conversely, in the south, relatively intact well drained upland areas were identified overlooking Cabin Creek indicating some potential for intact prehistoric archaeological resources. Historic map and aerial photograph research identified no historic structures at this location and historic archaeological site potential is considered to be low. Recommendation: No known sites within APE, low potential in northern sector, low to moderate potential in Cabin Creek area, low potential for historic archaeological sites.

***Alternative C (Existing Facility/Southern Avenue)***

All the historic architectural resources within the APE were previously identified and evaluated as part of the *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment* and determined to be ineligible for listing in the National Register by MHT (WMATA 2009). Recommendation: No effect on historic structures.

An evaluation of topographic mapping and previous geotechnical borings provided in the WMATA (2009) report concluded that the APE has low a potential for prehistoric archaeological resources and did not warrant a field investigation. As the APE has not changed since WMATA's 2009 survey, there appears to be little potential for archaeological resources to be present and no further archaeological information is included in this initiation package. Recommendation: No known sites within APE, low potential for archaeological resources.

***Sources***

Darsie, Julie

2000 "Morningside National Register Nomination, January 2000. KCI Technologies, Inc., Hunt Valley, Maryland.

United States Geological Survey (USGS)

1982 Anacostia, MD, 7.5-minute quadrangle map. United States Geological Survey, Reston, Virginia.

1993 Upper Marlboro, MD, 7.5-minute quadrangle map. United States Geological Survey, Reston, Virginia.

Historic Aerials website:

<http://www.historicaerials.com> accessed 20 December 2010.

WMATA

2009 *Replacement of the Southern Avenue Bus Garage, Prince George's County, Environmental Assessment*, On file at the Maryland Historical Trust, Crownsville, MD.

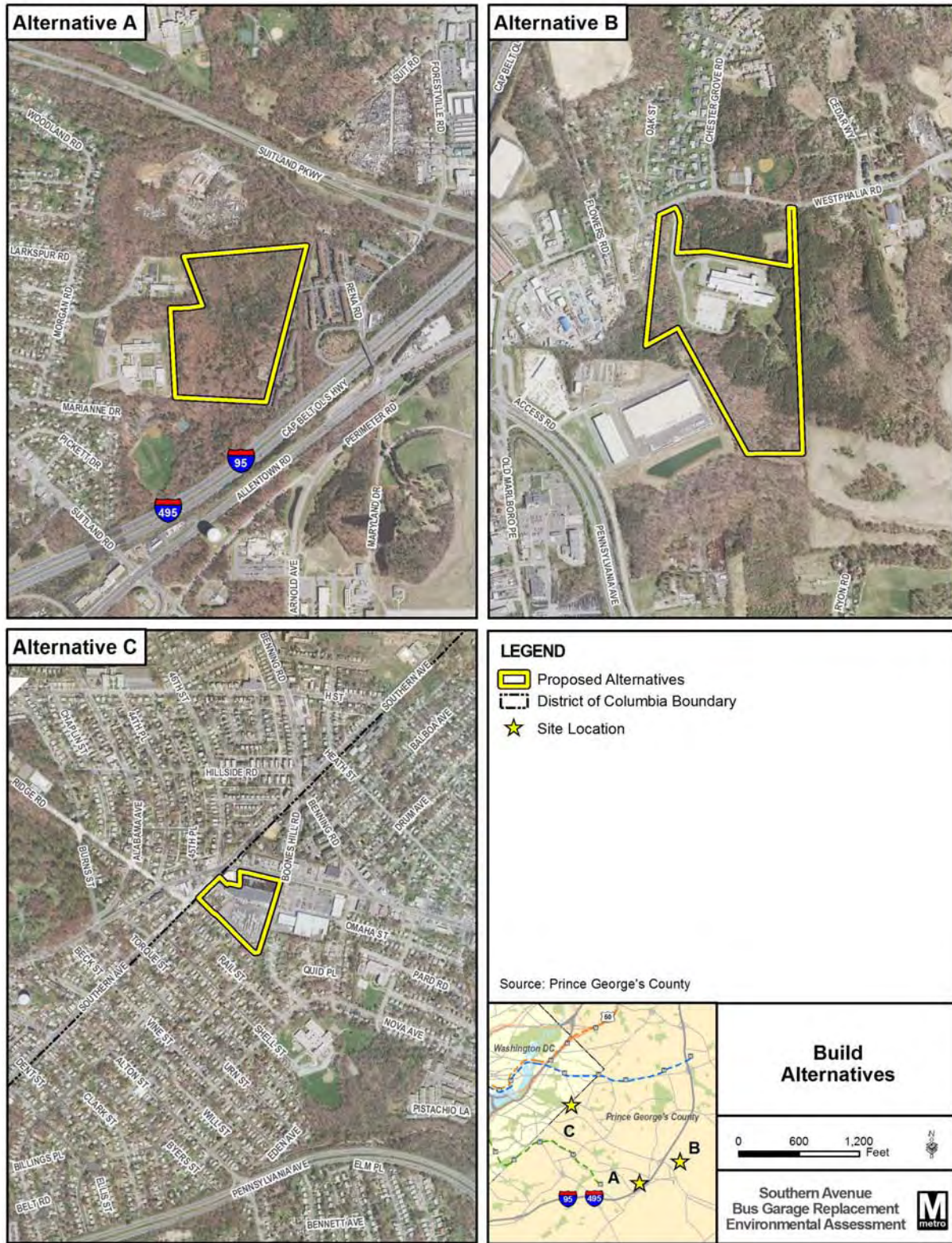
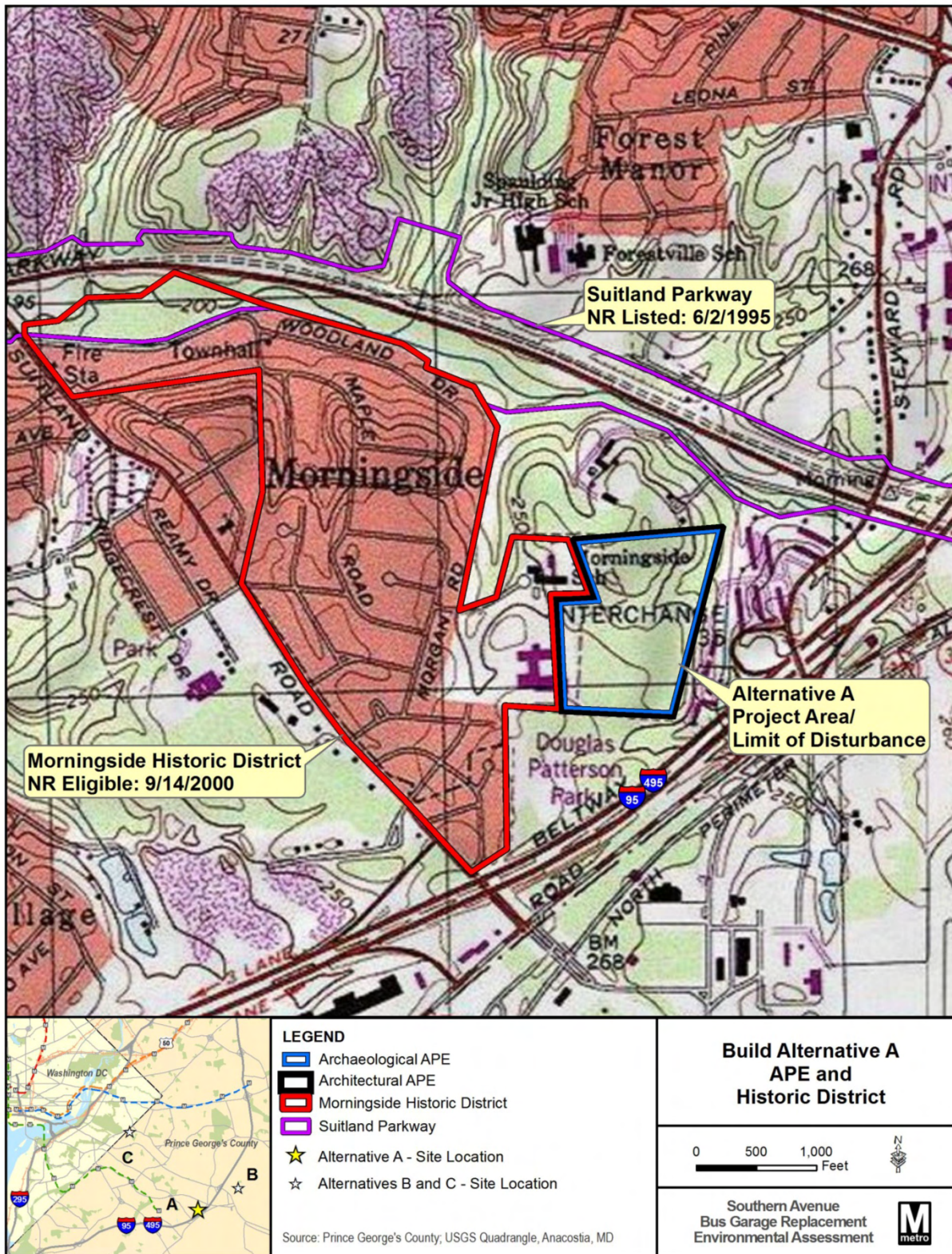
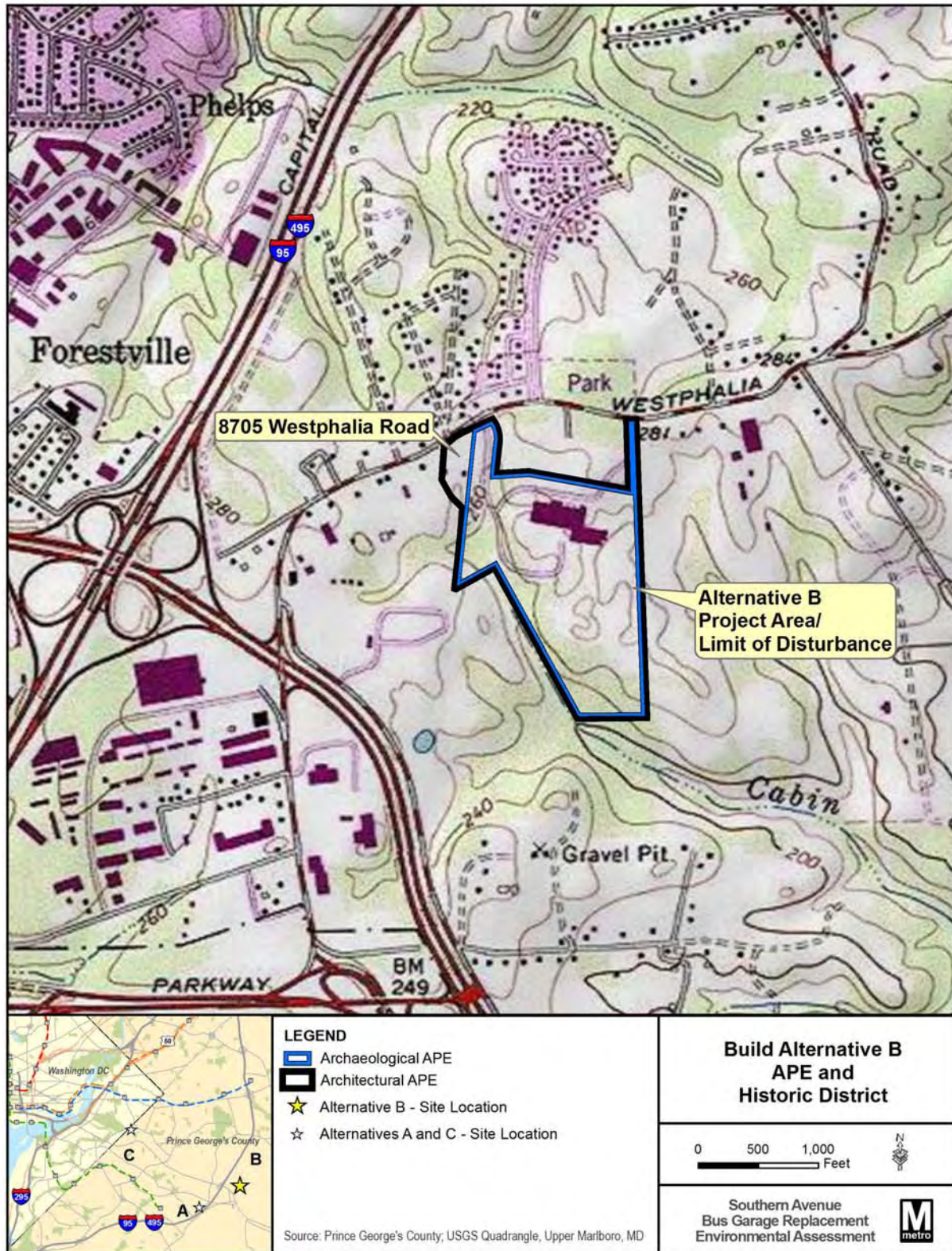


Figure 1: Southern Avenue Bus Garage Replacement Alternatives



**Figure 2:** Alternative A,  
 USGS Quadrangle, Anacostia, MD 1982. Map Courtesy of MHT/GIS



**Figure 3:** Alternative B (Westphalia Road),  
 USGS Quadrangle, Upper Marlboro, MD 1993. Map Courtesy of MHT/GIS



**Figure 4:** Existing Southern Avenue Bus Garage and Alternative C, the proposed expansion and rebuilding of the existing facilities.



**Plate 1:** Alternative A project site, view north showing Morningside district on the west and late-twentieth century apartment complex on east, both outside the architectural APE (USGS Aerial Photograph, Bing Maps 2010).



**Plate 2:** Alternative A, Morningside Elementary School, built 1955 (USGS Aerial Photograph, Bing Maps 2010).



**Plate 3:** Alternative A, Benjamin D. Foulis Academy, circa 1970 (USGS Aerial Photograph, Bing Maps 2010).



**Plate 4:** Alternative A, Morningside Municipal Building, built 1978 (USGS Aerial Photograph, Bing Maps 2010).





**Plate 5:** Alternative A, Late-twentieth century apartment complex located east of project area (USGS Aerial Photograph, Bing Maps 2010).



**Plate 6:** Alternative B project site, view north showing project site, 8705 Westphalia Road on the west, and late-twentieth century dwellings on the north (USGS Aerial Photograph, Bing Maps 2010).



**Plate 7:** Alternative B, showing detail of project area, 8705 Westphalia Road (west), and dwellings on the north (USGS Aerial Photograph, Bing Maps 2010).



**Plate 8:** Alternative B, project site showing shop constructed in the 1980s



**Plate 9:** Alternative B, 1½ story bungalow (ca. 1940) at 8705 Westphalia Road, west of project site and within architectural APE



**Plate 10:** Alternative C

# REGION III

## CONTROL CORRESPONDENCE:

DATE: 5-2-11

DUE DATE: 6-2-11

CONTROL NUMBER: 11-113

SENDER: Beth Cole

STATE: DC GRANTEE: WMATA PROJECT #: \_\_\_\_\_

SUBJECT: WMATA Southern Ave Bus Garage  
Replacement Prince George  
Section 106 Review

### ASSIGNED TO:

- REGIONAL ADMINISTRATOR       DEPUTY REGIONAL ADMINISTRATOR
- DIRECTOR OF PPD       REP \_\_\_\_\_       COMMUNITY PLANNER MD
- DIRECTOR OF OPM       TPS \_\_\_\_\_      ENGINEER \_\_\_\_\_
- REGIONAL COUNSEL       REGIONAL CIVIL RIGHTS OFFICER       ARRA Rep \_\_\_\_\_
- ADMINISTRATIVE ASSISTANT       PROJECT MANAGEMENT ASSISTANT

### COMMENTS:

COMPLETION DATE: \_\_\_\_\_



Maryland Department of Planning  
Maryland Historical Trust

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

Richard Eberhart Hall  
Secretary

Matthew J. Power  
Deputy Secretary

April 26, 2011

Letitia A. Thompson  
U.S. Department of Transportation  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124

Re: WMATA Southern Avenue Bus Garage Replacement  
Prince George's County, Maryland  
Section 106 Review

Dear Ms. Thompson,

Thank you for providing the Maryland Historical Trust (Trust), a division of the Maryland Department of Planning, with information regarding the above-referenced project. We are writing in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Maryland Historical Trust Act of 1985, as amended.

As noted in your correspondence, the purpose of the project is to construct a new bus operation and maintenance facility in Prince George's County, Maryland. The three alternatives under consideration include: 1) Constructing a new facility on Rena Road (Alternative A); 2) Constructing a new facility on Westphalia Road (Alternative B); and 3) Replacing the existing facility at its current location on Southern Avenue (Alternative C). Based on our review of the submitted information, we offer the following initial comments and request additional information in order to conclude our review of the undertaking.

**Alternative A:** We concur that there are no historic architectural resources located within the APE for Alternative A. Therefore, this alternative will have no effect in historic structures.

For archeology, we agree that the project area has a high potential for containing prehistoric archeological resources that have not yet been identified, based on the area's environmental setting. Thus, we believe that a Phase I archeological survey of the proposed project area is warranted in order to identify and evaluate any archeological resources that may be impacted by the project. The survey should be performed by a qualified professional archeologist, and conducted in accordance with the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). A copy of the draft survey report should be submitted to the Trust for review. Based upon the survey results, we will be able to determine whether or not the project will affect significant archeological resources and make appropriate recommendations regarding measures to avoid, reduce, or mitigate any effects. To obtain a copy of the Trust's consultants' directory and archeology guidelines, please visit our website at [www.marylandhistoricaltrust.net](http://www.marylandhistoricaltrust.net). We will be happy to provide further guidance and assistance regarding the archeological survey, if desired.

**Alternative B:** Your correspondence notes that Alternative B contains a "potentially eligible resource within the APE." However, no investigations were conducted to determine if this property located at 8705 Westphalia Road is eligible for listing in the National Register. Since this building appears to retain marginal material integrity, please prepare a Short Form DOE to evaluate the property's National Register eligibility. The survey documentation must be prepared in accordance with the Trust's *Standards and Guidelines for Architectural and Historical Investigations in Maryland* by a qualified cultural resource professional. Please refer to the Trust's *General Guidelines for Compliance-Generated Determinations of Eligibility (DOE)* for additional guidance. These guidelines, along with electronic database forms, can be



Letitia A. Thompson  
WMATA Southern Avenue Bus Garage Replacement  
April 26, 2011  
Page 2 of 2

accessed at the Trust's website at <http://mht.maryland.gov>. Once the National Register eligibility of 8705 Westphalia Road has been officially assessed, the Trust will be able to comment on the effects of Alternative B.

For archeology, we concur that the Alternative B project area has a low potential for containing National Register eligible archeological resources, given prior disturbances from gravel mining actions. Thus, we believe that archeological investigations are not warranted for this alternative.

**Alternative C:** The Trust previously reviewed and commented on the proposed replacement of the Southern Avenue Bus Garage at its current location (Alternative C). In June 2009, the Trust determined that Alternative C would have no effect on historic properties. This determination remains valid. Archeological investigations are not warranted for Alternative C. In our 2009 response we requested an electronic copy of the Determination of Eligibility (DOE) Database containing the survey documentation prepared as part of the National Register evaluation of the historic built environment. The submittal of this database is required to comply with our *Standards and Guidelines*. The Trust needs this information in order to accession the survey documentation into our archives. To date, the Trust has not received this database. Please forward a copy to our office at your earliest convenience.

We look forward to working with your agency to successfully complete the preservation requirements for the proposed undertaking. If you have questions or require any assistance, please contact Tim Tamburrino (for the historic built environment) at [ttamburrino@mdp.state.md.us](mailto:ttamburrino@mdp.state.md.us) \ 410-514-7637 or me (for archeology) at [bcole@mdp.state.md.us](mailto:bcole@mdp.state.md.us) \ 410-514-7631. Thank you for providing us this opportunity to comment.

Sincerely,



Beth Cole  
Administrator, Project Review & Compliance

EJC/TJT  
201101488



May 23, 2011

Ms. Elizabeth Cole  
Maryland Historical Trust  
Office of Preservation Services  
100 Community Place  
Crownsville, Maryland 21032-2023

Re: Southern Avenue Bus Garage Replacement  
Prince George's County, Maryland  
Phase I Archaeological Survey, Rena Road Site (Alternative A)

Dear Ms. Cole,

WMATA, in cooperation with the Federal Transit Administration (FTA), is preparing to undertake a Federal grant project to construct a new bus operations and maintenance facility in Prince George's County, Maryland. As part of this project's evaluation, FTA submitted project information to the Maryland Historical Trust (MHT) in a letter dated April 14, 2011. In the April 26<sup>th</sup> response, MHT concurred that a Phase I Archaeological Survey was warranted for the potential Rena Road location (identified as Alternative A).

In response, WMATA is submitting a report entitled "A Phase I Archaeological Survey of the Andrews Federal Campus Property, Prince George's County, Maryland, Preliminary Plan #4-10012", dated May 2011, and prepared by Applied Archaeology and History Associates, Inc. (Tyler and Ward 2011). The report presents the results of a Phase I Archaeological survey of the entire 71-acre proposed industrial park known as the Andrews Federal Campus Property located south of the Suitland Parkway and west of the intersection of Forestville Road and Suitland Parkway. The proposed 36-acre parcel that comprises Alternative A falls completely within the 71-acre study area documented in that report. A map that shows the relationship of the planned industrial park and the potential WMATA bus garage facility (Alternative A) and the referenced Phase I Archaeological survey is also enclosed.

The Phase I Archaeological Survey excavated 581 shovel test pits (STPs) across the 71-acres but did not identify any archaeological sites or resources. This thorough testing included the 36-acre parcel identified as Alternative A. That report concluded that, due to the negative findings, no further archaeological investigation is necessary. WMATA requests MHT's concurrence with this finding, and that no additional investigation of Alternative A is required.

Sincerely,

Jim Ashe

Manager, Environmental Planning and Compliance

**Washington  
Metropolitan Area  
Transit Authority**

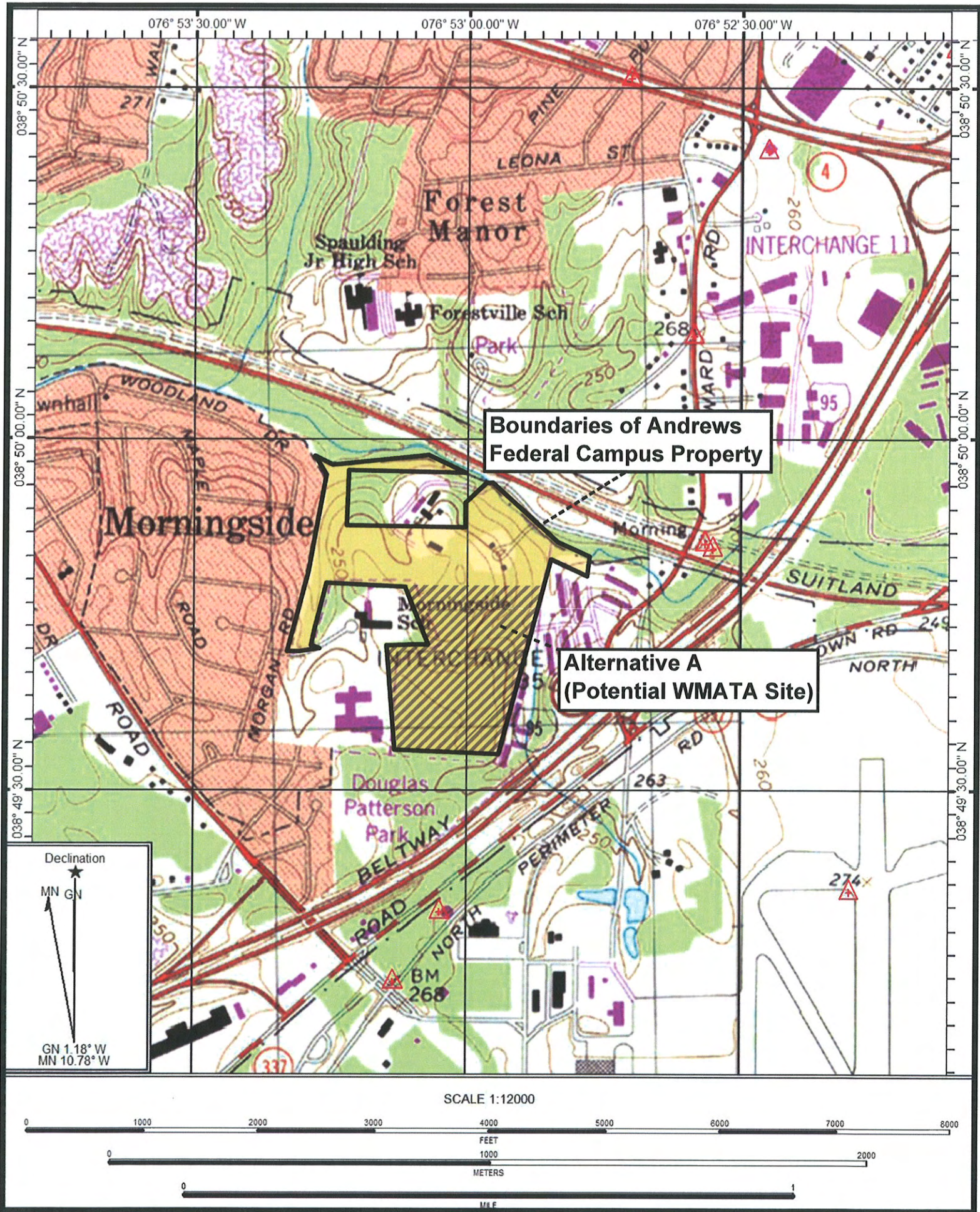
600 Fifth Street, NW  
Washington, D.C. 20001  
202/962-1234



ENCLOSURES:

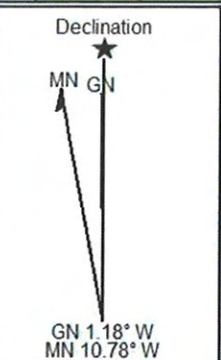
1. Relationship of Alternative A to Andrews Federal Campus Property Map (Shown on 1982 Anacostia, MD USGS Quadrangle)
2. Phase I Archaeological Survey of the Andrews Federal Campus Property, Prince George's County, Maryland, Preliminary Plan #4-10012, May 2011.

# Relationship of Alternative A to Andrews Federal Campus Property (1982 Anacostia, Maryland USGS 7.5-Minute Quadrangle)

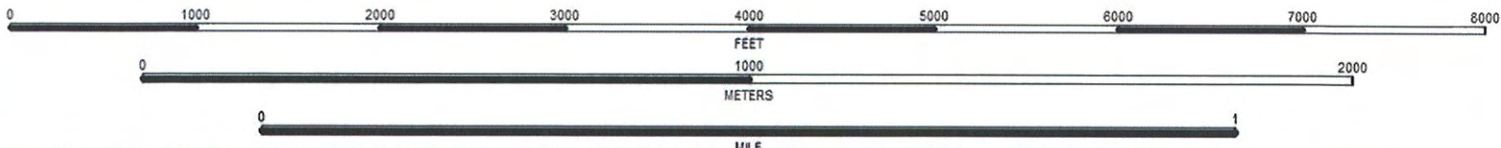


**Boundaries of Andrews  
Federal Campus Property**

**Alternative A  
(Potential WMATA Site)**



SCALE 1:12000





May 18, 2011

Ms. Melissa Barlow  
Washington Metropolitan Office  
Federal Transit Administration  
1990 K Street NW, Suite 500  
Washington, DC 20026

Re: Southern Avenue Bus Garage Replacement  
Determination of Eligibility – 8705 Westphalia Road, Upper Marlboro, MD

Dear Ms. Barlow,

Enclosed with this letter is a Determination of Eligibility (DOE) short form for the property located at 8705 Westphalia Road, Upper Marlboro, MD, as requested by the Maryland Department of Planning, Maryland Historical Trust (MHT letter dated April 26, 2011 to FTA).

Please contact me at (202) 962-1745 if you have any questions.

Sincerely,

Jim Ashe  
Environmental Coordinator

Enclosures

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, D.C. 20001  
202/962-1234

**MARYLAND HISTORICAL TRUST  
SHORT FORM FOR INELIGIBLE PROPERTIES**

Property Name: W P Donaldson & Son Inc  
 Address: 8705 Westphalia Road  
 City: Upper Marlboro Zip Code: 20774 County: Prince Georges  
 USGS Quadrangle(s): Upper Marlboro  
 Tax Map Parcel Number(s): 0102 Tax Map Number: 0090-00C1  
 Project: Southern Avenue Bus Garage Replacement Agency: Washington Metropolitan Area Transit Auth  
 Agency Prepared By: AECOM  
 Preparer's Name: Alan Tabachnick Date Prepared: 5/13/2011  
 Preparer's Eligibility Recommendation:  Eligibility not recommended  
*Complete if the property is a non-contributing resource to a NR district/property:*  
 Name of the District/Property: \_\_\_\_\_  
 Inventory Number: \_\_\_\_\_ Eligible: \_\_\_\_\_ yes Listed: \_\_\_\_\_ yes

Description of Property and Justification: *(Please attach map and photo)*

This property consists of a single one story frame dwelling with a hipped roof and a rectangular plan. The house is three bays wide and two rooms deep, and is 840 sq feet in size. The residence has a front hipped roof porch supported by modern wooden columns. There is a modern wooden balustrade enclosing the front porch. The front elevation has a central door flanked by paired, modern, one over one double hung replacement windows. The side facades have three symmetrically placed windows, all one over one, double hung. The roof is clad in composition shingles. There is a hipped roof modern dormer attached to the main façade, clad in vinyl siding. The building appears to rest on a concrete block foundation.

This building was built in 1941, one of a number of houses from this era constructed on the south side of Westphalia Road. Over the past 50 years, this location has shifted from residential to industrial uses. Currently, this building is owned by W.P. Donaldson & Son, Inc. and serves as the company office. The company is a concrete and asphalt contracting firm. The property is now surrounded by large modern storage sheds, truck storage, and raw material storage at the front and rear of the parcel.

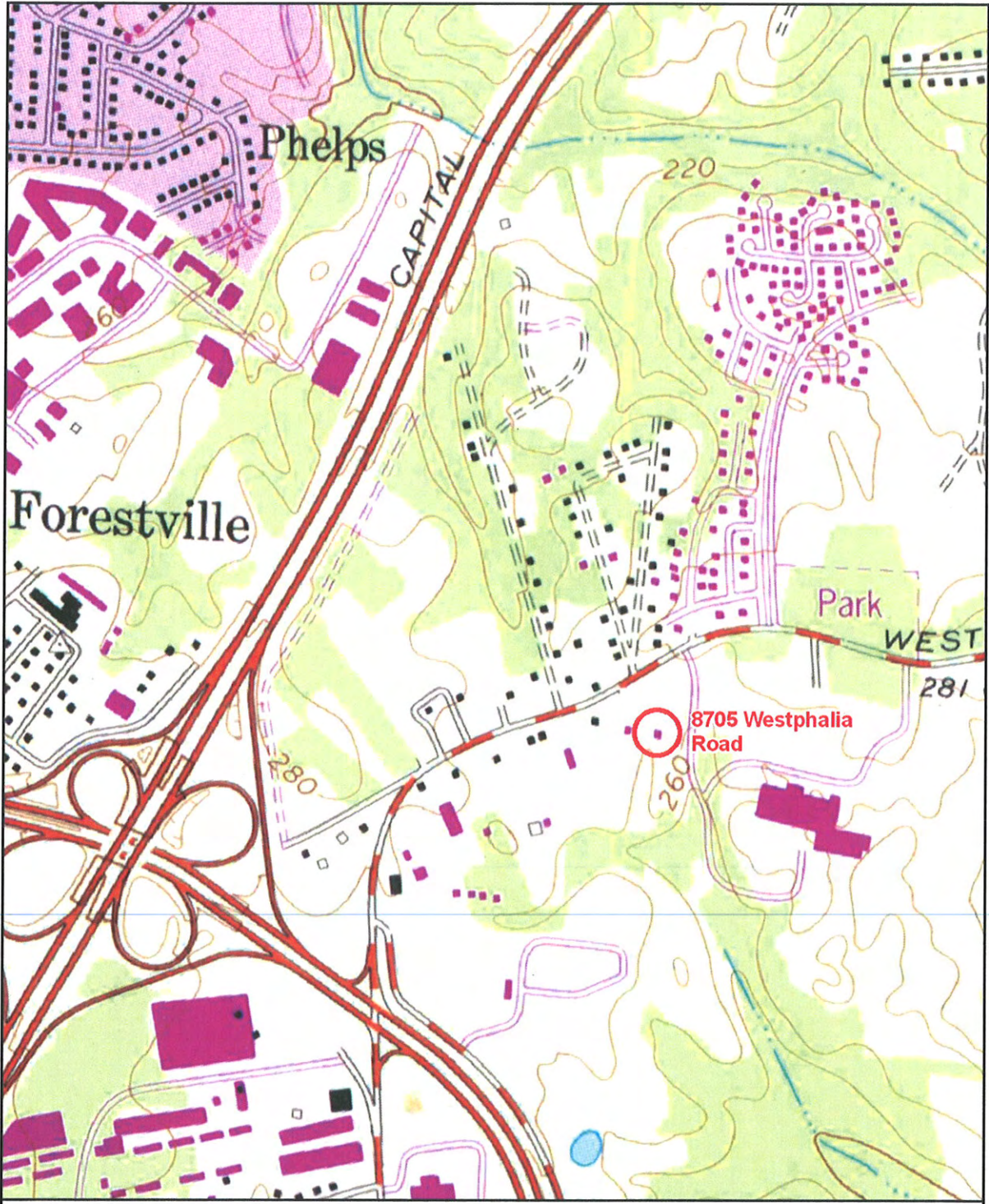
This building does not appear to meet National Register Criterion A as it does not contribute to any significant patterns in American history. It is a 20th century residence converted into an office facility. The building does not appear to meet National Register Criterion B as it is not associated with a significant individual. It does not meet National Register Criterion C as it does not possess architectural significance. It is an altered example of a bungalow, with windows replaced, a porch added, and the dormer enclosed and reclud. Finally, no information has been obtained to suggest that this resource would be significant under Criterion D for its information potential. No archaeological testing was undertaken on this property. The building has lost integrity and is not eligible.

**MARYLAND HISTORICAL TRUST REVIEW**

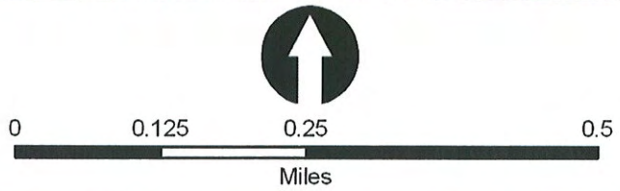
Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

**MHT Comments:**

Reviewer, Office of Preservation Services	Date
Reviewer, National Register Program	Date



8705 Westphalia Road  
(USGS rev. 1993)



**PHOTOGRAPHS**

**8705 WESTPHALIA ROAD, UPPER MARLBORO,  
PRINCE GEORGE'S COUNTY, MARYLAND**



**Photograph 1: View of 8705 Westphalia Road, looking south at main elevation. Note modern porch and balustrade, as well as heavily altered dormer. The residence has been converted into offices for the business in this location.**



**Photograph 2: View of 8705 Westphalia Road, looking southeast from Westphalia Road. Note the modern large metal equipment storage building on the right side of the image. Note also the construction equipment in the foreground.**



Maryland Department of Planning  
Maryland Historical Trust

Martin O'Malley  
Governor

Anthony G. Brown  
Lt. Governor

Richard Eberhart Hall  
Secretary

Matthew J. Power  
Deputy Secretary

July 6, 2011

Mr. Jim Ashe  
Manager, Environmental Planning and Compliance  
WMATA  
600 Fifth St.  
Washington, D.C. 20001

Re: WMATA Southern Avenue Bus Garage Replacement  
Prince George's County, Maryland  
Section 106 Review - FTA

Dear Mr. Ashe:

Thank you for your recent letters which provided the Maryland Historical Trust (Trust), Maryland's State Historic Preservation Office, with additional information regarding the above-referenced project. WMATA's submittals include the results of Phase I archeological survey conducted of the proposed Rena Road/Alternative A site as well as a Determination of Eligibility (DOE) Form prepared for the building at 8705 Westphalia Road within the proposed Alternative B site. We are writing in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, to offer our comments as part of ongoing Section 106 consultation for this undertaking.

**Archeology:** Trust staff reviewed the following report included with your letter: *Final Report – A Phase I Archaeological Survey of the Andrews Federal Campus property, Prince George's County, Maryland, Preliminary Plan #4-10012* (Tyler and Ward 2011). The report presents detailed documentation on the goals, methods, results, and recommendations of Phase I archeological survey conducted of the 71 acre Andrews Federal Campus property, which includes WMATA's proposed Rena Road/Alternative A site location. The report was produced to fulfill the requirements of the Prince George's County Planning Board and meets the Trust's *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). The survey did not identify any archeological resources on the property, including WMATA's Alternative A location. Thus, we agree that further archeological investigations are not warranted for the Alternative A site.

**Historic Built Environment:** Trust staff reviewed the DOE form prepared for the building located at 8705 Westphalia Road within the Area of Potential Effects (APE) for Alternative B. We concur that the property is not eligible for listing in the National Register of Historic Places. Therefore, there are no historic standing structures within the APE for Alternative B.

**Assessment of Effects:** Based on the results of the current investigations, as well as the findings from our previous reviews in June 2009 and April 2011, the three proposed alternatives (Alternatives A, B and C) will have no effect on historic properties, including archeological resources.

**Information Required to Conclude Consultation:** In order to comply with the Trust's *Guidelines and Resources for Compliance-Generated Determinations of Eligibility*, we must receive electronic copies of the DOE Databases containing the inventory forms prepared by WMATA's consultants. We previously requested this information in our June 2009 and April 2011 letters. We are unable to accession the DOE forms into our inventory without the electronic databases. We must receive databases containing DOE forms for the following resources:



Jim Ashe  
WMATA Southern Avenue Bus Garage Replacement  
July 6, 2011  
Page 2 of 2

- 8705 Westphalia Road
- WMATA Southern Avenue Annex, 4421 Southern Avenue
- Free Gospel Deliverance Temple, 4429 Southern Avenue
- Green Hill Plaza, 4703 Marlboro Pike
- 4270 Pear Street
- 4415 Southern Avenue
- 4405 Southern Avenue
- 4403 Southern Avenue
- White Corner Restaurant, 4401 Southern Avenue
- 4208 Quinn Street

If you have questions or require any assistance, please contact Tim Tamburrino (for the historic built environment) at [ttamburrino@mdp.state.md.us](mailto:ttamburrino@mdp.state.md.us) \ 410-514-7637 or me (for archeology) at [bcole@mdp.state.md.us](mailto:bcole@mdp.state.md.us) \ 410-514-7631.  
Thank you for providing us this opportunity to comment.

Sincerely,



Beth Cole  
Administrator, Project Review & Compliance

EJC/TJT  
201102116/201102169

cc: Letitia A. Thompson (FTA)