



# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

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*Secretary of Natural Resources*

2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick  
*Director*

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May 16, 2011

Letitia A. Thompson  
Federal Transit Administration, Region III  
1760 Market Street, Suite 500  
Philadelphia, PA 19103-4124

Re: WMATA Metro Transit Police Department, District II and Training Facility – Finding of Effects  
Springfield, Fairfax County, Virginia  
DHR File No. 2011-0064

Dear Ms. Thompson,

On April 18, 2011, the Virginia Department of Historic Resources (DHR) received information regarding the above-referenced project for our review and comment pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended. We understand that the proposed project may be receiving federal funding through the Federal Transit Administration (FTA).

DHR understands that the Washington Metropolitan Transit Authority (WMATA), in coordination with Fairfax County, proposes to construct a new Metro Transit Police Department (MTPD) District II substation and training facility located on vacant WMATA property adjacent to the Franconia-Springfield Metrorail Station in Springfield, Virginia. The proposed facility will occupy four acres and include the following: firearms training range; classrooms; offices; administrative; bike storage; weapons cleaning and storage rooms; locker rooms; and surface parking for up to 180 vehicles.

We concur that no historic properties will be affected by the proposed project. Should you have any additional questions, please contact me at (804) 367-2323, ext. 106, or via email at [andrea.kampinen@dhr.virginia.gov](mailto:andrea.kampinen@dhr.virginia.gov).

Sincerely,

A handwritten signature in cursive script that reads "Andrea Kampinen".

Andrea Kampinen, Architectural Historian  
Office of Review and Compliance

Cc: Melissa Barlow, FTA; Katie Grasty, FTA; Jim Ashe, WMATA; Alan Hachey, AECOM; Ellie Irons, DEQ

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

APR 14 2011

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)

Ms. Andrea Kampinen, Architectural Historian  
Office of Review and Compliance  
Virginia Department of Historic Resources  
2801 Kensington Ave  
Richmond, VA 23221

Re: **Section 106 Concurrence**  
**WMATA Metro Transit Police Department (MTPD) District II Station and Training Facility**  
**Springfield, Fairfax County, Virginia**  
DHR File No. 2011-0064

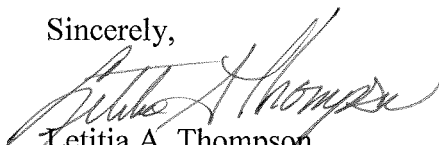
Dear Ms. Kampinen:

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 police station and training facility for the Metro Transit Police Department (MTPD). 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 Application 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 Virginia Department of Historic Resources (VDHR) 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 VDHR review this application 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

Cc: Melissa Barlow, FTA-DC Metro Office  
Katie Grasty, FTA Office of Planning and Environment  
Jim Ashe, Washington Metropolitan Area Transit Authority

# ***Project Review Application Form***

This application must be completed for all projects that will be federally funded, licensed, or permitted, or that are subject to state review. Please allow 30 days from receipt for the review of a project. All information must be completed before review of a project can begin and incomplete forms will be returned for completion.

## **I. GENERAL PROJECT INFORMATION**

1. Has this project been previously reviewed by DHR? YES ☐ NO ☒ DHR File # \_\_\_\_\_  
WMATA Metro Transit Police Department (MTPD) District II Substation and
2. Project Name Training Facility
3. Project Location Springfield Fairfax  
City Town County
4. Specify Federal and State agencies involved in project (providing funding, assistance, license or permit). Refer to the list of agencies and abbreviations in the instructions.

Lead Federal Agency Federal Transit Administration (FTA)

Other Federal Agency \_\_\_\_\_

State Agency Washington Metropolitan Area Transit Authority (WMATA)

### **5. Lead Agency Contact Information**

Contact Person Melissa Barlow

Mailing Address 1990 K Street, NW, Suite 510, Washington, DC 20006

Phone Number (202) 219-3565 Fax Number (202) 219-3546

Email Address melissa.barlow@dot.gov

### **6. Applicant Contact Information**

Contact Person Jim Ashe

Mailing Address 600 5<sup>th</sup> Street, NW, Washington, DC 20001

Phone Number (202) 962-1745 Fax Number \_\_\_\_\_

Email Address jashe@wmata.com

## **II. PROJECT LOCATION AND DESCRIPTION**

7. USGS Quadrangle Name Annandale, VA
8. Number of acres included in the project 4 acres (including parking)

### **MAIL COMPLETED FORM AND ATTACHMENTS TO:**

Virginia Department of Historic Resources  
Attention: Project Review  
2801 Kensington Avenue, Richmond, VA 23221  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

9. Have any architectural or archaeological surveys of the area been conducted?

YES ☐  
NO ☒

If yes, list author, title, and date of report here. Indicate if a copy is on file at DHR.

10. Are any structures 50 years old or older within or adjacent to the project area?

YES ☒  
NO ☐

If yes, give date(s) of construction and provide photographs.

1953 Railroad spur of the Richmond, Fredericksburg and Potomac Railroad constructed for the 1953  
GSA Warehouses (also built 1953), located approximately 550-feet south of project area.

11. Does the project involve the rehabilitation, alteration, removal, or demolition of any structure, building, designed site (e.g. park, cemetery), or district that is 50 years or older? If yes, this must be explained fully in the project description.

YES ☐  
NO ☒

12. Does the project involve any ground disturbance (e.g. excavating for footings, installing sewer or water lines or utilities, grading roads, etc.)? If yes, this must be explained fully in the project description.

YES ☒  
NO ☐

13. DESCRIPTION: Attach a complete description of the project. Refer to the instructions for the required information.

To the best of my knowledge, I have accurately described the proposed project and its likely impacts.

\_\_\_\_\_  
Signature of Applicant/Agent

\_\_\_\_\_  
Date

**The following information must be attached to this form:**

- ☒ Completed DHR Archives search
- ☒ USGS map with APE shown
- ☒ Complete project description
- ☒ Any required photographs and plans

\_\_\_\_\_  
No historic properties affected \_\_\_\_\_ No adverse effect  
\_\_\_\_\_  
Additional information is needed in order to complete our review.  
\_\_\_\_\_  
We have previously reviewed this project. A copy of our correspondence is attached.

Comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Phone number \_\_\_\_\_ DHR File # \_\_\_\_\_

*This Space For Department Of Historic Resources Use Only*

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## 9. *Previous Architectural and Archaeological Surveys*

Background research was conducted at VDHR to determine previously identified archaeological and historic architectural 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). See **Attachment 1: Project Location and Cultural Resources**, **Attachment 2: Area of Potential Effect (APE)**, **Attachment 3: Site Photographs**, and **Attachment 4: Concept Design**. The preliminary findings are discussed below.

### Historic Architectural Resources

#### Area of Potential Effects

As shown in Attachment 2, the APE for the police facility extends north from the site across the Franconia-Springfield Parkway to include the Archstone Springfield Apartments fronting the roadway that are visible from the project site. The proposed police facility would include a 4-storey building. The APE extends south to include the property immediately south of the project area that contains a collection of 4-story apartment buildings accessible from Metropolitan Center Drive. A deteriorated and overgrown railroad spur of the Richmond, Fredericksburg and Potomac Railroad is located between the project site and the apartment buildings. This resource is discussed below in #10 of the Project Review Form. The APE on the east and west sides were confined to the project area because of the wooded nature of the project site and vicinity and the lack of above-ground resources.

A review of files held by VDHR found that there are no National Register listed or eligible resources within or adjacent to the project site. The nearest known resource, Oak Grove (029-0142) was located ½-mile north of the project area at the southeast corner of Franconia Road and Frontier Drive, but was destroyed sometime within the last twenty years (USGS 1988; 2002).

### Archaeological Resources

#### Area of Potential Effects

The Area of Potential Effects (APE) for archaeological resources is limited to the area to be directly impacted by construction activities. Research and field views determined that the APE has suffered at least two separate disturbance events that have significantly altered the landform. The APE served as a staging area during construction of the Franconia-Springfield Parkway and Frontier Drive Interchange in the mid 1990s and was disturbed again between 2003 and 2010 during the construction of a stormwater management pond and a sanitary sewer line. Since the landform has been significantly disturbed the APE is considered to have a low potential for intact prehistoric resources. Historic aeriels and 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 performed within the APE.

#### Previously Identified Archaeological Resources

Four archaeological sites have been recorded with VDHR within 3/4 mile of the proposed corridor and facilities. They are:

- Kiss and Ride Site (44FX0549)
- Broders Family Cemetery (44FX1165)
- Beulah Street Site #2 (44FX2007)
- Oak Grove Site (44FX2145)

None of the recorded sites listed above has been evaluated for NRHP or VLR eligibility.

### Previous Cultural Resource Surveys Near the APE on File at VDHR

Leedecker, Charles H, Cheryl A. Holt, Teresa E. Ossim, and Susan A. Lebo

1983 *Archaeological Investigation of the H-1 Route of the Franconia-Springfield Metrorail Line, Fairfax County, Virginia*. Report FX-73 on file, DHR, Richmond, VA.

Jolley, Robert L.

1987 *A Phase I Archaeological Survey of a Portion of Route 617, Fairfax County, Virginia.* Report FX-105 on file, DHR, Richmond, VA.

Parsons Brinckerhoff

1987 *Historic Resources Investigation for the Interstate 95 HOV Lanes Extension Project, Fairfax and Prince William County, Virginia.* Report FX-107 on file, DHR, Richmond, VA.

Koski-Karell, Daniel and Louis Ortiz

1987 *Phase I Cultural Resources Reconnaissance Survey for the Interstate 95 HOV Lanes Project, Fairfax and Prince William County, Virginia.* Report FX-158 on file, DHR, Richmond, VA.

Koski-Karell, Daniel

1988 *Phase II Cultural Resources Evaluation Investigation for the Interstate 95 HOV Lanes Project, Fairfax and Prince William County, Virginia.* Report FX-177 on file, DHR, Richmond, VA.

Cheek, Charles D.

1993 *Phase IA Historical and Archaeological Survey for the I-95/I-395/I-495 Interchange Improvement, Springfield and Fairfax Counties, Virginia.* Report FX-245 on file, DHR, Richmond, VA.

Gardner, William M., Tammy Bryant, and Gwen J. Hurst

1999 *Phase I Investigations of the 25-Acre Laurel Creek Property, Fairfax County, Virginia.* Report FX-335 on file, DHR, Richmond, VA.

Hudson, Jarod and John Mullen

2007 *Phase I Archaeological Investigations of the I-95/395 HOV/Bus/Hot Lanes Project, Arlington, Fairfax, Prince William, and Stafford Counties, Virginia.* Report PW-316 on file, DHR, Richmond, VA.

Hudson, Jarod

2008 *Addendum to the Phase I Archaeological Investigations of the I-95/395 HOV/Bus/Hot Lanes Project, Arlington, Fairfax, Prince William, and Stafford Counties, Virginia.* Report PW-321 on file, DHR, Richmond, VA.

Mullen, John and Boyd Sipe

2008 *Phase I Archaeological Investigations of the Areas of Potential Effect for the I-495 Hot Lanes Springfield Interchange Phase VIII Project, Fairfax County, Virginia.* Report FX-494 on file, DHR, Richmond, VA.

#### **10. Structures 50 years old or older**

An architectural historian conducted a vehicular and pedestrian survey of the project vicinity to identify whether any historic architectural resources over 50 years of age were present. The site visit was supplemented by a review of historic aerials to identify whether any historic architectural resources over 50 years of age were present in the project area. One structure over 50 years of age is located within the APE for architecture. Approximately 350-feet south of the project site is a deteriorated railroad spur of the Richmond, Fredericksburg and Potomac Railroad constructed in 1953 for nearby GSA Warehouses (Department of the Army 2007; 3). The spur falls within the APE, but because of a visual buffer created by the 4-story, Springfield Crossing apartments, the GSA Warehouses were not included in the APE. Also in the APE, but less than 50 years of age is the Archstone Springfield Apartments constructed in 1998 and located on the north side of Franconia-Springfield Parkway and the Springfield Crossing apartments constructed in 2001 and located on the south side of the project area.

#### **13. Project Description**

The project area is bounded by the Franconia-Springfield Parkway to the north, Joseph Alexander Road to the east, and Long Branch to the south. Major roads and highways located within the study area are: Franconia-Springfield Parkway; Frontier Drive; Spring Mall Road; Metropolitan Center Drive; Joseph Alexander Road; Loisdale Road; and I-95. The WMATA Blue Line and CSX rail tracks are located on the southeast section of the study area and the Joseph Alexander Transportation Center (Franconia-Springfield Station) is located on the eastern portion of the study area. The area on the north side of Franconia-Springfield Parkway is comprised of multi-family residential and a large regional retail center (Springfield Mall). The area south of the proposed facility is comprised of multi-family residential, a hotel, a private school, and industrial land use including the GSA Parr Warehouse.

WMATA is proposing the construction of a new Metro Transit Police Department (MTPD) District II substation and training facility located on vacant WMATA property adjacent to the Franconia-Springfield Metrorail Station in Springfield, Virginia (**Attachment 3**, Plates 1 through 6). See **Attachment 4** for the project concept design.

### **Program Requirements**

The proposed four acre facility will include the following elements:

- Firearms training range;
- Classrooms;
- Offices;
- Administrative;
- Bike Storage;
- Weapons cleaning and storage rooms;
- Locker rooms; and
- Surface parking for up to 185 vehicles

**Nature and Extent of Previous Disturbances:** Historical aerial photographs from 1994 indicate that the entire project APE served as a staging area during the construction of portions of the Franconia-Springfield Parkway and Frontier Drive Interchange in the mid 1990s (USGS Aerial Photo 1994). These aerials show heavy grading activities across the project APE. Contour maps indicate that the entire project APE landscape was modified again between 2003 and 2010 during the construction of stormwater management pond near the southeastern corner of the APE and a sanitary sewer line along the southern edge of the APE (Fairfax County Virginia Website). The contour maps indicate a complete reforming of the landscape between 2003 and 2010 with a difference in elevation of over 1.0-ft in some portions of the project area.

### **Preliminary Determination of Effect**

No listed or eligible historic resources are present in the project APE. One potentially eligible resource, a railroad spur constructed in 1953 to service the GSA Warehouses, lies within the area of indirect (visual) effects but is shielded from view by the 4-story, Springfield Crossing Apartments. With respect to archaeological resources, evidence of comprehensive disturbance first in the 1990s and then again between 2003 and 2010 indicates low potential for intact historic or prehistoric archaeological deposits.

### **Sources**

Fairfax County, Virginia. <http://www.fairfaxcounty.gov/gisapps/pdfViewer/>.

United States Department of the Army

2007 Report to Congress: Adaptive Re-use Study for GSA Warehouse Area, Springfield, VA. April 15, 2007.  
Washington, D.C. U.S. Department of the Army.

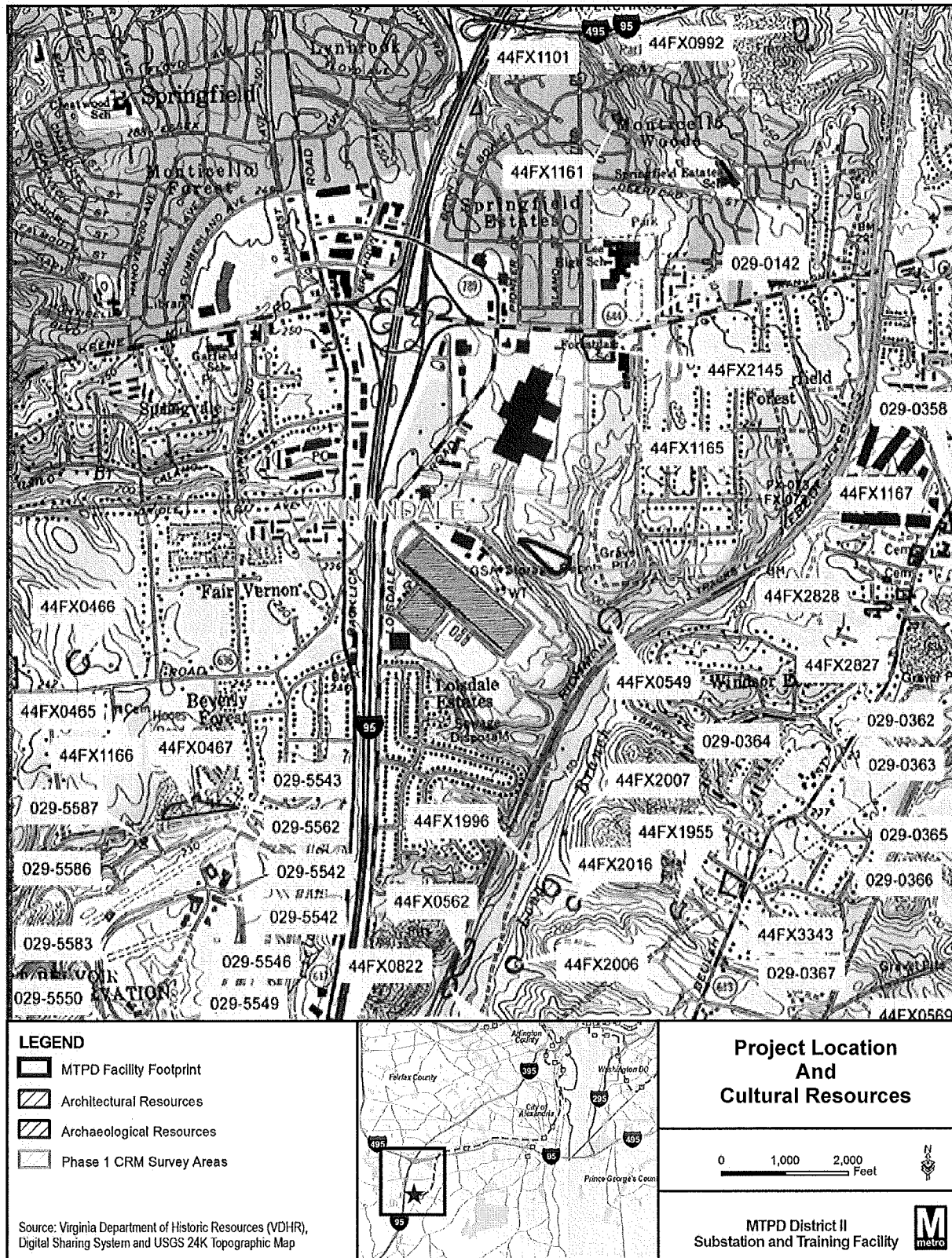
United States Geological Survey (USGS)

1988 Aerial Photograph. Available on Google Earth.

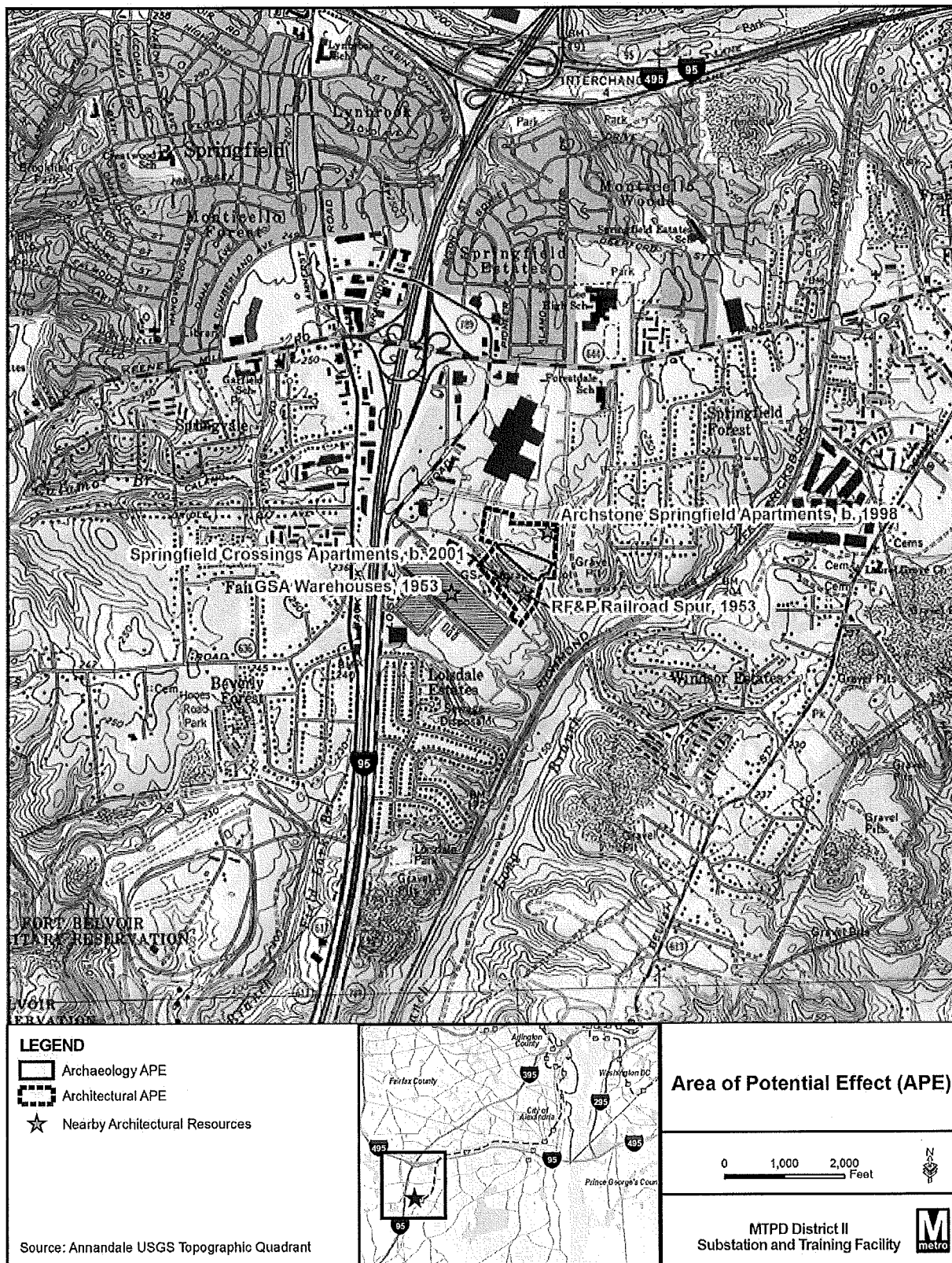
1994 Aerial Photograph. Available on Google Earth.

2002 Aerial Photograph. Available on Google Earth.

Attachment 1: Project Location and Cultural Resources



Attachment 2: Area of Potential Effect (APE)



**Attachment 3**  
**Site Photographs**

**Plate 1: Project site, view west showing walking path and Franconia-Springfield Parkway.**



**Plate 2: Project site, view south. Springfield Crossing Apartments (b. 2001) shown in background.**



**Plate 3: View north from project area showing Archstone Springfield Apartments (b. 1998) and the Franconia-Springfield Parkway.**



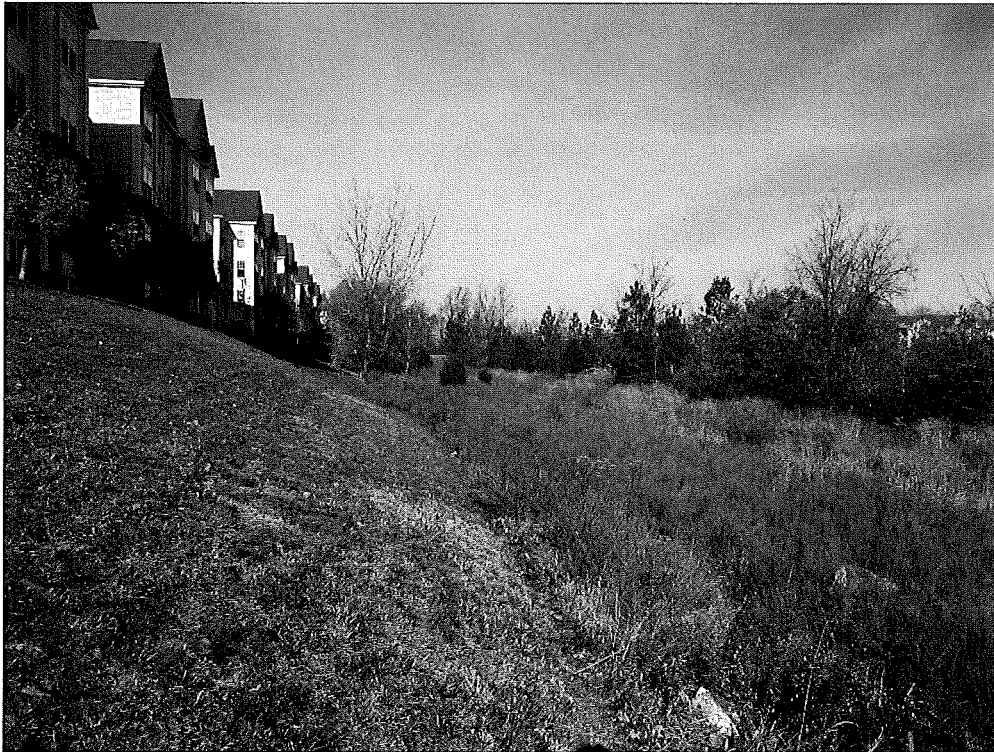
**Plate 4: Project area from northeastern corner of site.**



**Plate 5: Richmond, Fredericksburg and Potomac Railroad spur. View north from railroad spur towards project area.**



**Plate 6: Railroad spur corridor and Springfield Crossing apartments, view west.**

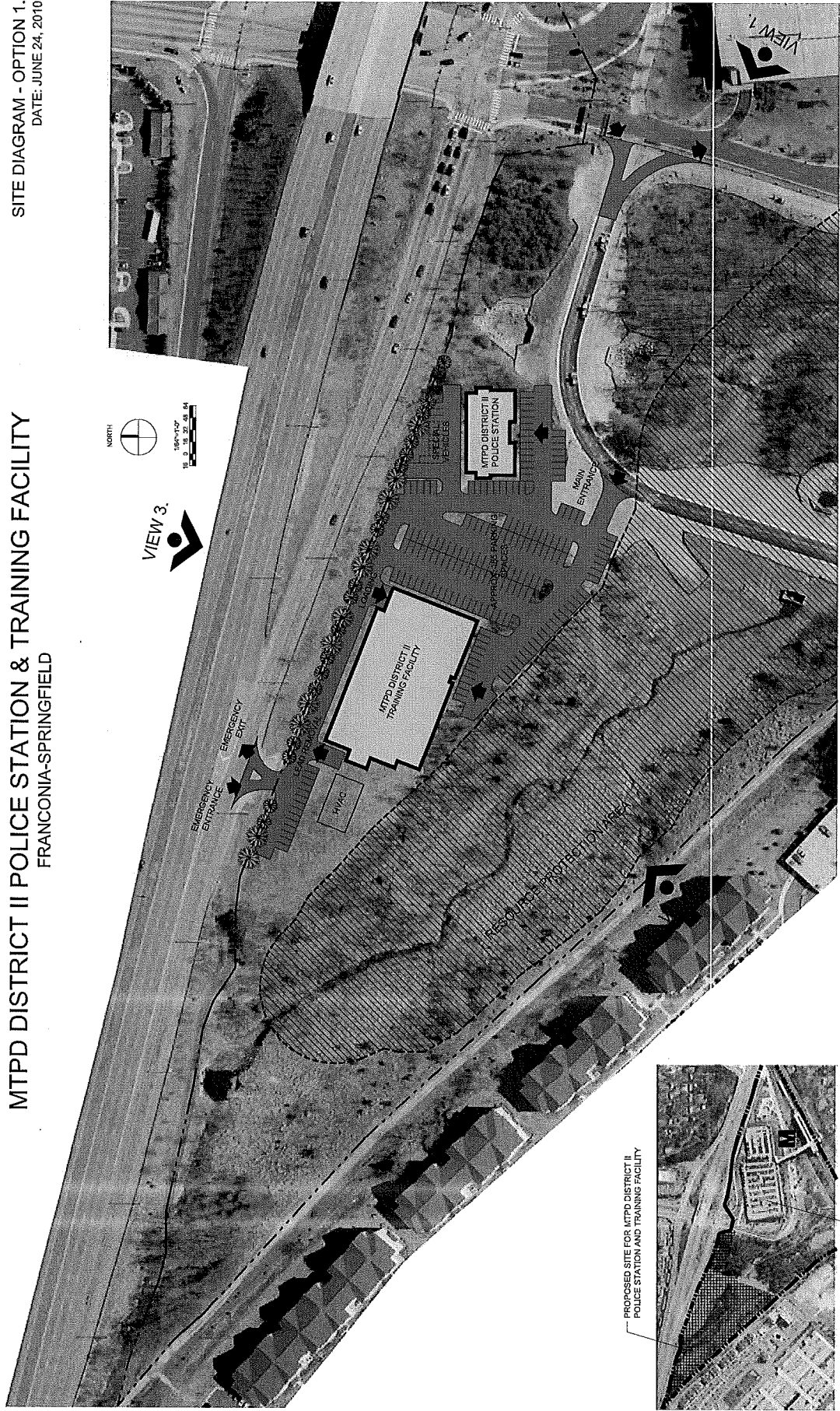


**Attachment 4**

**Concept Design**

# MTPD DISTRICT II POLICE STATION & TRAINING FACILITY FRANCONIA-SPRINGFIELD

SITE DIAGRAM - OPTION 1.  
DATE: JUNE 24, 2010



PROPOSED SITE FOR MTPD DISTRICT II  
POLICE STATION AND TRAINING FACILITY

EXISTING PARKING GARAGE AT  
FRANCONIA-SPRINGFIELD STATION

VICINITY MAP  
NOT TO SCALE