

APPENDIX E: CULTURAL RESOURCES SECTION 106 INITIATION PACKAGE AND MARYLAND HISTORIC TRUST RESPONSE

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

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Ms. Elizabeth Cole
Administrator
Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

JUN 20 2014

**Re: Section 106 Process Initiation, Landover and New Carrollton Yards Project
Prince George's County, Maryland**

Dear Ms. Cole:

The Washington Metropolitan Area Transit Authority (WMATA) as the proponent, with the Federal Transit Administration (FTA) as the lead Federal agency, is preparing to undertake a Federally-funded project to develop a new maintenance yard near the Landover Metrorail Station and to modify the existing New Carrollton Yard, both of which are located in Prince George's County, Maryland. As a Federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and the associated implementing regulations, 36 CFR Part 800. This letter serves as the official notification from FTA of the initiation of the Section 106 process.

Attached to this letter is the project review form (see **Attachment 1**) and continuation sheets (see **Attachments 2 and 3**) for each yard location. Due to the fact that the Landover Yard and New Carrollton Yard sites are not contiguous, separate continuation sheets have been prepared for each location. FTA considers the work at the two yards to be part of a singular undertaking because changes at each of the yards will affect operations at each of the respective yards.

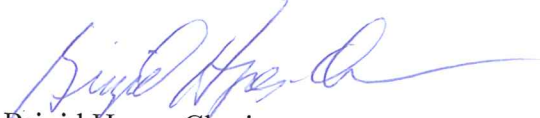
At the Landover Yard, WMATA would construct a new rail yard, parking garage, and support facilities for its Car Track and Equipment Maintenance division and the Office of Track and Structures. The project site is located north and adjacent to the Landover Metrorail Station. The improvements at the New Carrollton Yard would provide additional railcar storage capacity and ancillary facilities. **Attachment 2** and **Attachment 3** contain a complete project description and concept design.

No previously identified historic resources are located within the proposed area of potential effect (APE) at either site. Therefore, no further investigation of above-ground resources is recommended. At the Landover Yard site, FTA anticipates that a Phase I archaeological survey of the APE will be necessary. The survey would include close-interval shovel test pit excavations within the wooded section of the APE for archaeology. No additional archaeological survey is recommended at the New Carrollton Yard site. No archaeological testing will be performed until the Maryland Historic Trust provides confirmation of the survey requirement.

Re: Section 106 Initiation, Landover and New Carrollton Yards Project

Should you have any further questions regarding this undertaking, please contact Ms. Melissa Barlow, Community Planner, or Mr. Daniel Koenig, Environmental Protection Specialist, at melissa.barlow@dot.gov or daniel.koenig@dot.gov, respectively.

Sincerely,



Brigid Hynes-Cherin
Regional Administrator

Attachment 1: Maryland Historical Trust Project Review Form

Attachment 2: Landover Yard Continuation Sheets

Attachment 3: New Carrollton Yard Continuation Sheets

cc: Mr. Jim Ashe, WMATA

NEW CARROLLTON YARD***Project Description***

The Federal Transit Administration (FTA), as the lead federal agency, and the Washington Metropolitan Transit Authority (WMATA), as the project sponsor, are preparing an Environmental Assessment (EA) for the proposed Landover and New Carrollton Yards Project, part of WMATA's Metrorail system in Prince George's County. This continuation sheet contains additional information for the New Carrollton Yard ("the rail yard") section of the proposed undertaking. See **Figure 1** for a project location map. The EA is being prepared in compliance with the National Environmental Policy Act (NEPA) and other applicable federal and state laws, including the National Historic Preservation Act.

WMATA plans to increase rail car storage and maintenance capacity on the Metrorail system. The expansion of New Carrollton Yard is part of WMATA's larger system strategy.

Proposed Improvements, New Carrollton

The existing rail yard is approximately 25 acres in size and is located at 4440 Garden City Drive in Landover, Maryland. The project would expand capacity at New Carrollton Yard through the construction of an additional 128 rail car storage spaces and support facilities. Existing storage tracks used for maintenance-of-way (MOW) equipment would also be lengthened as part of the project. The existing Service and Inspection (S&I) and Yard Control Tower functions would remain unchanged.

The following facilities would be constructed within and adjacent to the existing rail yard if the project is implemented:

- Sixteen storage tracks accommodating 128 rail cars:
 - Nine storage tracks accommodating 72 rail cars in the northwestern corner of the yard (referred to as the "northwest storage tracks");
 - Seven storage tracks accommodating 56 rail cars in the northeastern corner of the yard (referred to as the "northeast storage tracks");
 - Lead tracks for the storage areas;
- One contractor storage track with access road in the southeastern corner of the yard;
- Relocation of a universal track crossover 75 feet north from the existing location to accommodate the proposed contractor storage track (new location is adjacent to and east of the existing Traction Power Substation);
- Extension of five existing storage tracks in the northeastern corner of the yard;
- Reconfigured and expanded proposed employee surface parking in the north and east section of the yard;
- New operations platform and a pedestrian bridge (connecting to the employee parking lot via an elevator/stair tower) serving the northwest storage tracks;
- Relocation of the existing control tower from the center of the yard to the top of the elevator/stair tower at the location of the pedestrian bridge. The relocated tower would be approximately 40 feet high; and

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- New operations building for the northeast storage tracks.

The project would acquire property from Amtrak and the Maryland State Highway Administration (SHA) to accommodate the rail yard expansion. New storage tracks would be constructed within the existing rail yard as well as on the Amtrak and SHA properties.

The deck of the proposed pedestrian bridge will be approximately 17 feet above the existing tracks in the rail yard. A roof over the pedestrian bridge will take the height of the top of the bridge to 29 feet above the tracks. The height of the stair and elevator tower that leads to the pedestrian bridge, including the new control tower, will be approximately 36 feet above the ground surface within the rail yard. The tower will not extend above the height of the proposed new operations building at the new northwest storage yard, which will be 20 feet above the ground surface at its location near the SHA salt barn and existing Amtrak tracks.

Existing Facility, New Carrollton Yard

The existing rail yard was constructed in the 1970s and expanded in 2004 with new service and inspection facilities. The rail yard includes extensive electrified railroad tracks to convey rail cars for storage and maintenance. Support buildings include a gatehouse, administration building, small yard tower and car wash building, all of which are from the original construction period. Additional maintenance and equipment buildings date from the 1990s and 2000s. The rail yard is bound by the Amtrak right-of-way to the west, Cobb Road to the north, Garden City Drive to the east, and parking for New Carrollton station to the south.

Proposed APE, New Carrollton Yard

A vehicular and pedestrian site visit was conducted in February 2014 by a qualified cultural resource professional to determine the proposed Area of Potential Effects (APE) for the project. The preliminary findings are discussed below.

Under the Code of Federal Regulations, 36CFR Part 800.16(d), the APE is defined as the area in which properties eligible for listing on the National Register of Historic Places (NR) may be affected by an undertaking. These potential effects include activities that may cause direct effects (such as destruction of the property) and/or indirect effects (such as visual, audible, and atmospheric changes which affect the character and setting of the property). The APE may include areas that are outside the limits of the undertaking. Separate APEs were determined for archaeological and historic architectural resources (National Park Service 2014).

APE for Archaeological Resources

The proposed APE for archaeological resources (below-ground historic properties) is shown in **Figure 3**. The proposed APE for archaeology is inclusive of all areas where new structures and facilities are proposed, based on project design plans presented in **Figure 2**.

The proposed APE for archaeological resources is defined by the Limits of Disturbance (LOD) for the project, which includes the sites of proposed activities that would impact the land surface or subsurface. Proposed activities within the project LOD include:

- Rail car storage tracks;
- Contractor storage track and access road;
- Relocation of universal track crossover;
- Extension of MOW storage tracks;
- Reconfigured employee surface parking;
- Operations building for the northwest storage tracks and related pedestrian bridge and stair/elevator/control tower;
- Operations building for the northeast storage tracks.

APE for Historic Architectural Resources

The APE for historic architectural resources (above-ground historic properties) can be more expansive than the archaeological APE, including properties outside the LOD that may be affected by visual or audible changes to the environment as a result of the project.

The proposed APE for historic architectural resources encompasses the rail yard property as well as portions of adjacent properties that are in the immediate viewshed of the proposed work (**Figure 3**). The APE considers the local topography, vegetation, and man-made structures that obscure the proposed work from the view. Where there are not topographic, structural or other significant barriers, the APE extends 100 meters from the LOD.

Existing obstructions include the I-495/I-95 highway and associated noise walls to the north and the elevated Amtrak rail line to the west. Additionally, the grade of the rail yard and surrounding area varies considerably. **Photos 1** through **18** illustrate the conditions in and around the APE; photo locations are presented on **Figure 4**.

Maryland Historical Trust Research, New Carrollton Yard

In addition to the site visit, background research was conducted at the Maryland Historical Trust (MHT) to determine previously identified historic architectural and archaeological resources.

Archaeological Resources

The APE has been subject to a previous archaeological survey, performed by Dr. William Gardner in 1978 for the original construction of WMATA's rail transit routes in Prince George's County. That survey not only failed to report any archaeological resources in the current APE, but noted that:

For the most part the [New Carrollton] Metro line runs between the B&O railroad and the Pennsylvania railroad lines. For this reason, along most of this line the impacted areas are those that have already been disturbed by the two previously mentioned railroad lines (Gardner 1976:6-7).

The report continues:

Beaverdam Creek itself has been disturbed. In many places, the course of the creek has been channeled into culverts and from the New Carrollton to Landover stations, is disturbed from original railroad construction and present grading efforts by Metro (Gardner 1976:7).

The APE for archaeology is situated on what had once been the headwaters of Beaverdam Branch, discussed in greater detail below.

Historic Architectural Resources

No historic architectural resource listed or eligible for listing on the NR or the Maryland Inventory of Historic Properties (MIHP) is present within the proposed APE. The New Carrollton Metrorail Station is located approximately 800 feet south of the rail yard. New Carrollton Station was completed in 1978 and does not meet the basic age criterion for inclusion in the NR. The New Carrollton Yard facilities were also initially built at that time. Consequently, neither the station nor the rail yard has been previously surveyed, and no survey is recommended at this stage of the EA process.

Historic Map and Aerial Photographic Research, New Carrollton Yard

Historic maps and aerial photographs were reviewed to determine whether any significant or potentially significant cultural activities or structures may have either taken place or stood within or immediately adjacent to the proposed APE for either archaeological or historic architectural resources. The results of that analysis are shown in **Figures 5 through 11**.

19th Century

Three mid- to late 19th-century maps were overlaid on current geographic information system (GIS) maps of the project study area and consulted for the presence of historic structures or other activities in or around the APEs: the 1866 Martenet map of Prince George's County, the 1873 Gray et al. topographical atlas map, and the 1886 United States Geological Survey (USGS) 15 minute quadrangle for Marlboro East Washington, DC (**Figures 5, 6, 7**)¹.

The Baltimore and Potomac Railroad, present in the 1886 map, is the only structure depicted in the APE. Differences in the relative spatial location of buildings outside the APE appear among these three cartographic representations, but the three maps are consistent in showing the focus of human settlement in the area around Lanham, over a quarter-mile from the APE.

Mid-20th Century

One historic map and two historic photographs were reviewed for the period spanning the second and third quarters of the 20th century: the 1938 7.5 minute topographic quadrangle for USGS

¹ Due to issues of precision of the 1866 Martenet and 1873 Grat *et al.* maps, broad circles were employed on Figures 5 and 6 to indicate the approximate location of the project.

Marlboro (**Figure 8**) and two aerial photographs, one each from the late 1950s (**Figure 9**) and early 1960s (**Figure 10**).

The 1938 topographic map is the first to depict a branch of Beaverdam Branch in the APE, and while it does not appear to have supported wetlands as extensive as are shown elsewhere along its course, the stream floodplain within the APE was probably wet and not well drained. More than half of the APE is today classified as either Urban land or Russett-Christiana-Urban land soils, so original soil conditions are difficult to determine (USDA-NRCS 2014).

Suburban development is visible in the aerial photograph, encroaching in the vicinity of the APE by 1957, but no development is apparent within the limits of the APE (**Figure 9**). By 1963 however, new highways were being constructed to the south and east of the APE (**Figure 10**). By 1963 the southern end of the APE has been in-filled, probably to construct the parking lot observed in this area in the later 20th-century photograph, described below.

Late 20th Century

By 1980, the large majority of the APE was developed. The New Carrollton Station was opened nearby in 1978. A maintenance facility, tail tracks, and parking area were also in place at the southern end of the APE by that time (**Figure 11**). Development, in the form of new roads (e.g., Route 950, Garden City Drive, Cobb Road, etc.), parking lots, and office buildings, had also encroached on the formerly open land surrounding the APE to the east and south.

Preliminary Determination of Effect, New Carrollton Yard

There is no previously identified historic resources within the APE or immediate project vicinity. The Amtrak line, on the alignment of the former Baltimore and Potomac Railroad, has not been evaluated for National Register eligibility within the project area. Buildings and structures within the New Carrollton Yard date from the 1970s through the present day, including buildings built since 2000. Much of the yard is below grade relative to land to the north and west. Buildings in the surrounding area largely consist of the New Carrollton Station (Amtrak/WMATA), parking structures, SHA maintenance facilities (salt barns), and commercial/office properties built since the 1970s.

The view of New Carrollton Yard from a residential area with buildings over 50 years of age located northeast of I-95 is shielded from view by noise walls associated with I-495/I-95. The view of New Carrollton Yard from apartments dating from the 1960s and later along 85th Street is shielded by the Amtrak embankment.

Some of the improvements are proposed within the Amtrak right-of-way; however those improvements (filling an unused low-lying area, installing new storage tracks, and construction of the new Operations Building) would not disturb the rail-related features in the area. For above-ground resources, the project is unlikely to affect National Register listed or eligible historic resources.

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The APE had been subject to an archaeological survey prior to construction of the existing rail yard. The area was assessed at the time to have low potential for archaeological resources. Subsequent development of the APE and surrounding region through in-filling, utility installation, grading and construction serves to strengthen the conclusions of that previous evaluation. Consequently, the APE exhibits extremely low potential for archaeological resources due to the substantial ground disturbance activities associated with construction of the yard and buildings. No intact archaeological resources are anticipated in the APE.

Historic map and aerial photograph research identified only the former Baltimore & Potomac Railroad (now Amtrak) line within the APE for historic architecture, and historic archaeological site potential is considered to be low. The current assessment considers the presence of any significant archaeological deposits within the APE for below-ground resources to be highly unlikely.

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Sources

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1976 An Archaeological Survey of the Washington Metropolitan Area Transit Authority's Rockville, Glenmont, New Carrollton and Addison Routes in Maryland. Report on file, Maryland Historical Trust, Crownsville, MD.

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1978 A Phase I Archaeological Survey of 12 Miles of Proposed Water Main in Prince George's County, Maryland, Parallel to Interstate 495. Report on file, Maryland Historical Trust, Crownsville, MD.

Gray, Ormando W., S.J. Martenet and H.F. Walling

1873 Topographical atlas of Maryland: counties of Anne Arundel and Prince George. S. J. Martenet, Baltimore.

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1963 Aerial photograph. <http://www.historicaerials.com>

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McNett, Charles

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National Park Service

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<http://www.nps.gov/nr/publications/bulletins/boundaries/bound1.htm>

(accessed 31 January, 2014)

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Papson, Ryun

2007 A Phase I Archaeological Survey of the Proposed Mount Calvary Church Cell Tower Site
Located at 5120 Whitfield Chapel Road in Lanham, Prince George's County, Maryland.
Report on file, Maryland Historical Trust, Crownsville, MD.

United States Department of Agriculture-Natural Resources Conservation Service

2014 Gridded Soil Survey Geographic. <http://datagateway.nrcs.usda.gov/> (accessed 25 January 2014).

United States Geological Society (USGS)

1886 Upper Marlboro-East Washington, DC, 15 minute topographic quadrangle.

1938 Upper Marlboro, Maryland, 7.5 minute topographic quadrangle.

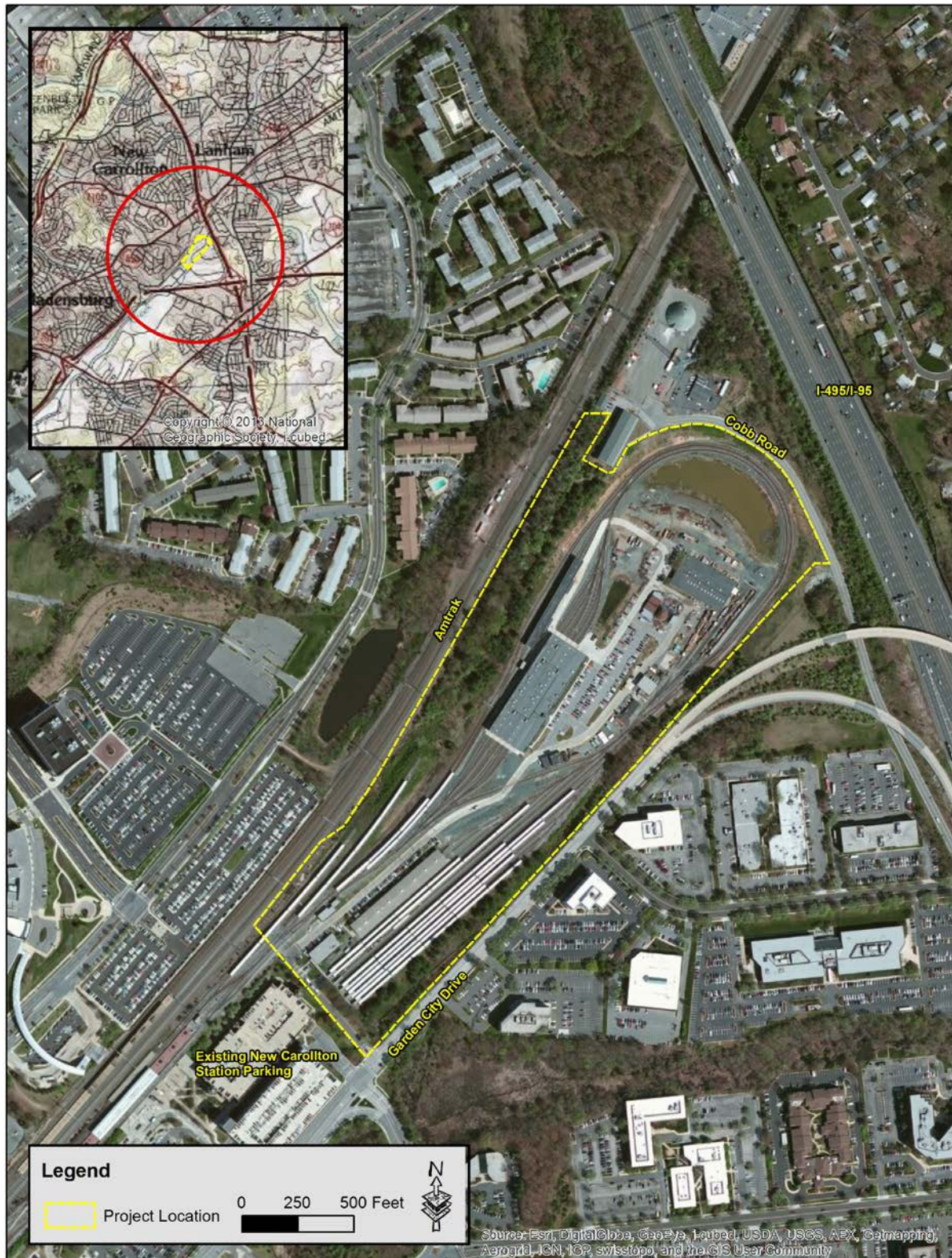


Figure 1. Project Location, New Carrollton Yard



Figure 2. Proposed Improvements, New Carrollton Yard

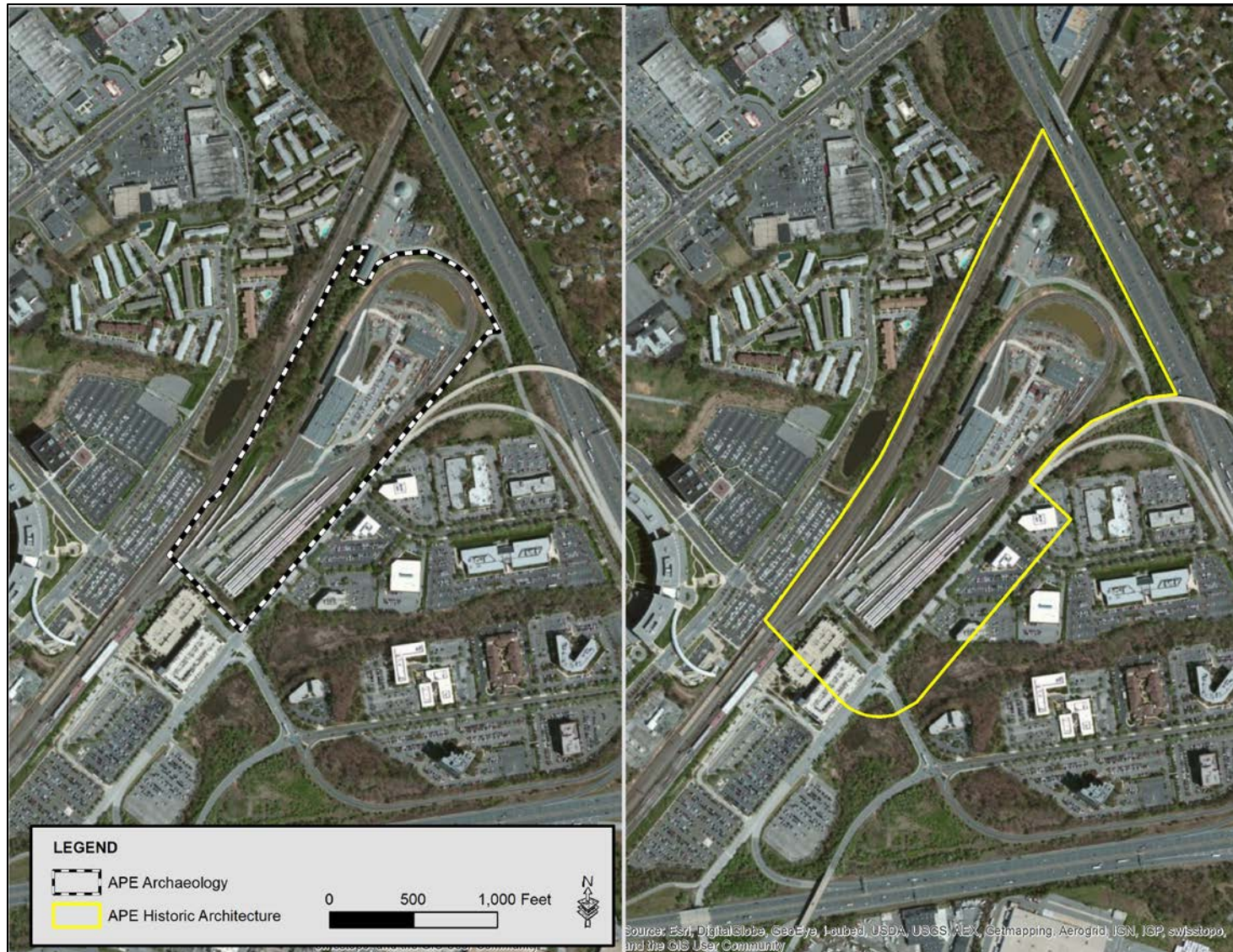


Figure 3. Proposed APEs, New Carrollton Yard

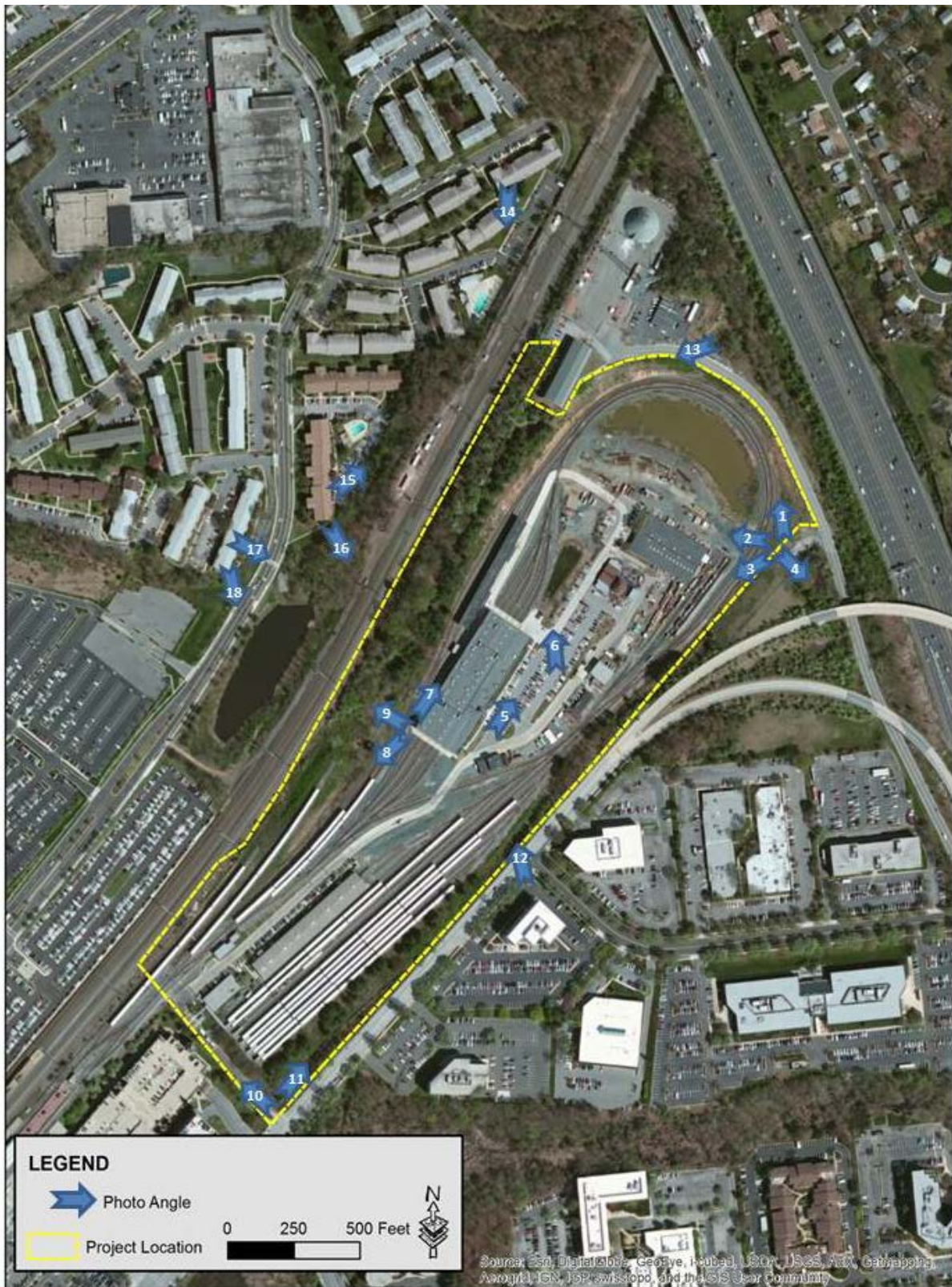


Figure 4. Photo Angles, New Carrollton Yard



Photo 1. New Carrollton Yard, view north. The fence marks the edge of WMATA property, and the noisewalls for I-495/I-95 are visible beyond.



Photo 2. New Carrollton Yard, view northwest. The new parking lot, operations building for the northeast storage tracks, and stair/elevator/control tower would be located on this gravel area. The building on the embankment in the background is a SHA salt barn, outside the LOD but within the APE. The new operations building for the northwest storage tracks will be located to the left (southwest) of the saltbarn, on the embankment.



Photo 3. New Carrollton Yard, view southwest. The new northeast storage tracks and related operations building and parking lot would be located on this gravel area.



Photo 4. New Carrollton Yard, view southeast showing the location of proposed northeast storage tracks, as well as changes in topography at the site.

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Photo 5. New Carrollton Yard, view northeast toward the location of the proposed northeast storage tracks and operations building.



Photo 6. New Carrollton Yard, view northwest. The car wash building visible at left is within the APE but will not be disturbed as part of the project; The SHA salt barns visible in the background are outside the LOD but within the APE. The proposed northwest storage tracks and related operations building would replace the evergreen trees near the large salt barn.



Photo 7. New Carrollton Yard, view northeast. The car wash building is visible at right. The wall of the repair shop, constructed circa 2004, is at the extreme right.



Photo 8. New Carrollton Yard, view southwest. The valley will be infilled and tracks will be laid to connect these tracks to the proposed northwest track storage area.



Photo 9. New Carrollton Yard, view northwest. The elevated Amtrak line is visible beyond the trees. New tracks of the north storage area would be level with the existing tracks in the immediate foreground.



Photo 10. New Carrollton Yard, view northwest. This driveway is at the edge of the APE; the area to the right is in the APE, and the area to the left, with the parking structures, is outside of the APE. The proposed contractor storage track area is to the immediate right of the photographer.

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Photo 11. New Carrollton Yard, view northeast. This is the proposed location of the proposed contractor storage track and related access road and retaining wall. Garden City Drive is visible at the far right.



Photo 12. New Carrollton Yard, view northwest from Garden City Drive. The 1970s yard tower and 2004 repair shop constructed circa 2004 are in the background. The control tower will be removed.

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Photo 13. New Carrollton Yard, view west from Cobb Road. A SHA salt barn is visible in the background.



Photo 14. Adjacent apartment complex, view southwest toward project study area. Construction at the complex began in the early 1960s. The Amtrak line embankment at left obstructs the view of the New Carrollton Yard.

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Photo 15. Adjacent 1960s apartment complex, view northeast toward project study area. The Amtrak line embankment at right obstructs the view of the New Carrollton Yard.



Photo 16. Adjacent apartment complex, view southwest toward the project study area. The Amtrak line embankment is at left, obstructing the view of the New Carrollton Yard.

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Photo 17. View southeast from apartment complex, across 85th Avenue, toward the project study area. The Amtrak line embankment obstructs the view of the New Carrollton Yard.



Photo 18. View southwest from apartment complex, across 85th Avenue, toward the project study area. The Amtrak line embankment obstructs the view of the New Carrollton Yard.



Figure 5. 1866 Martenet Map of Prince George's County, New Carrollton Yard



Figure 6. 1873 Gray et al. Topographical Atlas Map, New Carrollton Yard

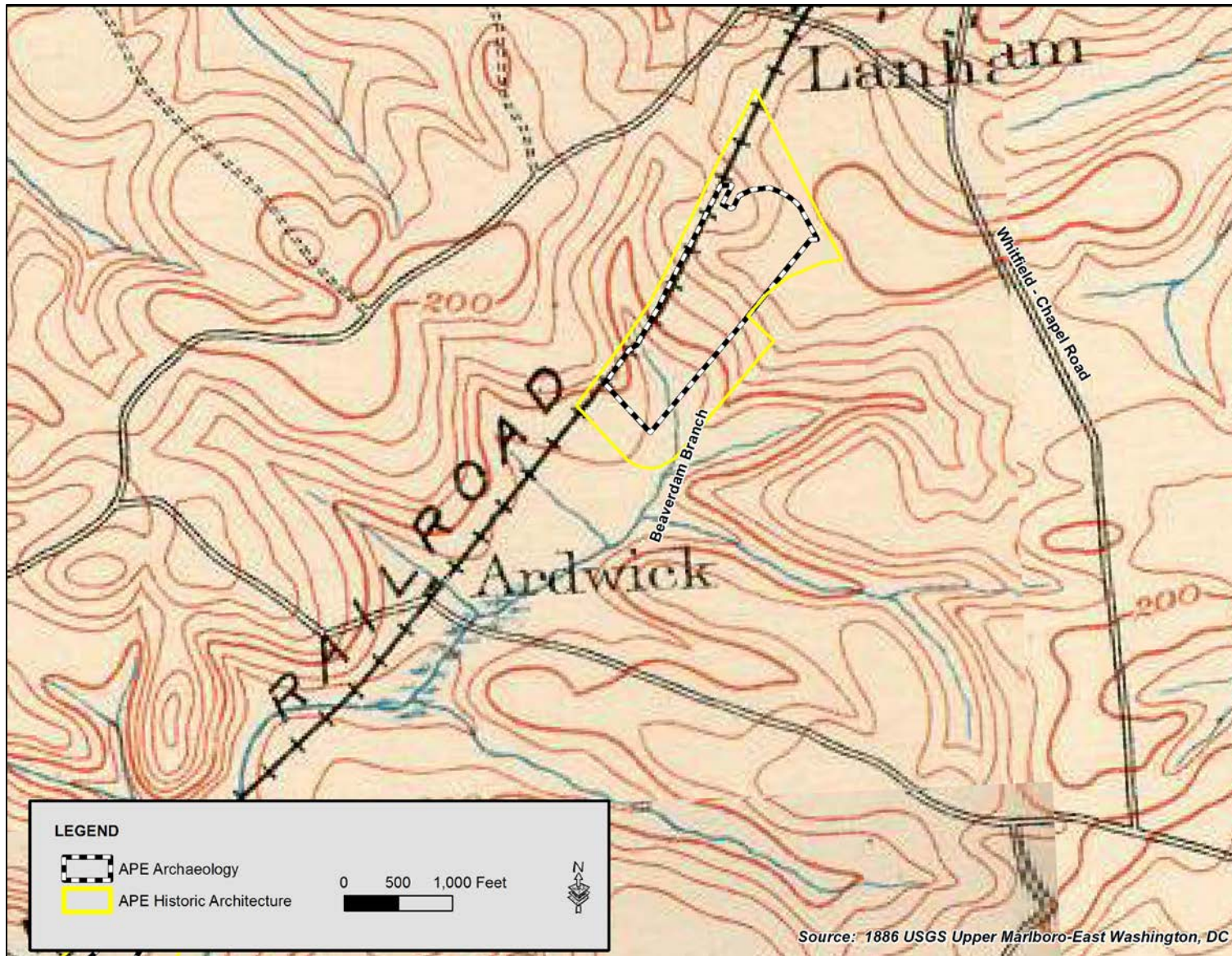


Figure 7. 1886 USGS 15 minute Topographic Quadrangle for Marlboro-East Washington, New Carrollton Yard

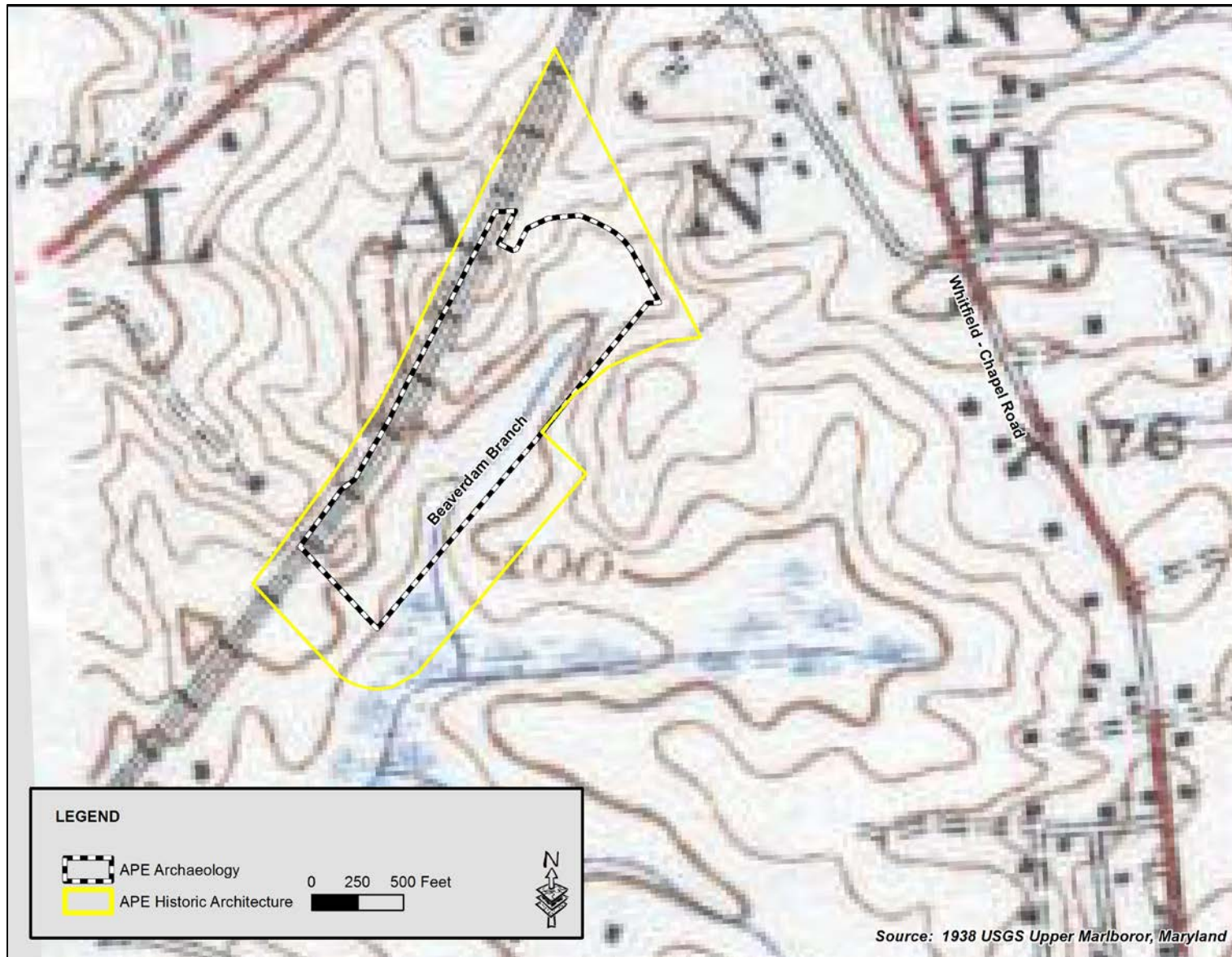


Figure 8. 1938 USGS 7.5 Minute Topographic Quadrangle for Marlboro, New Carrollton Yard

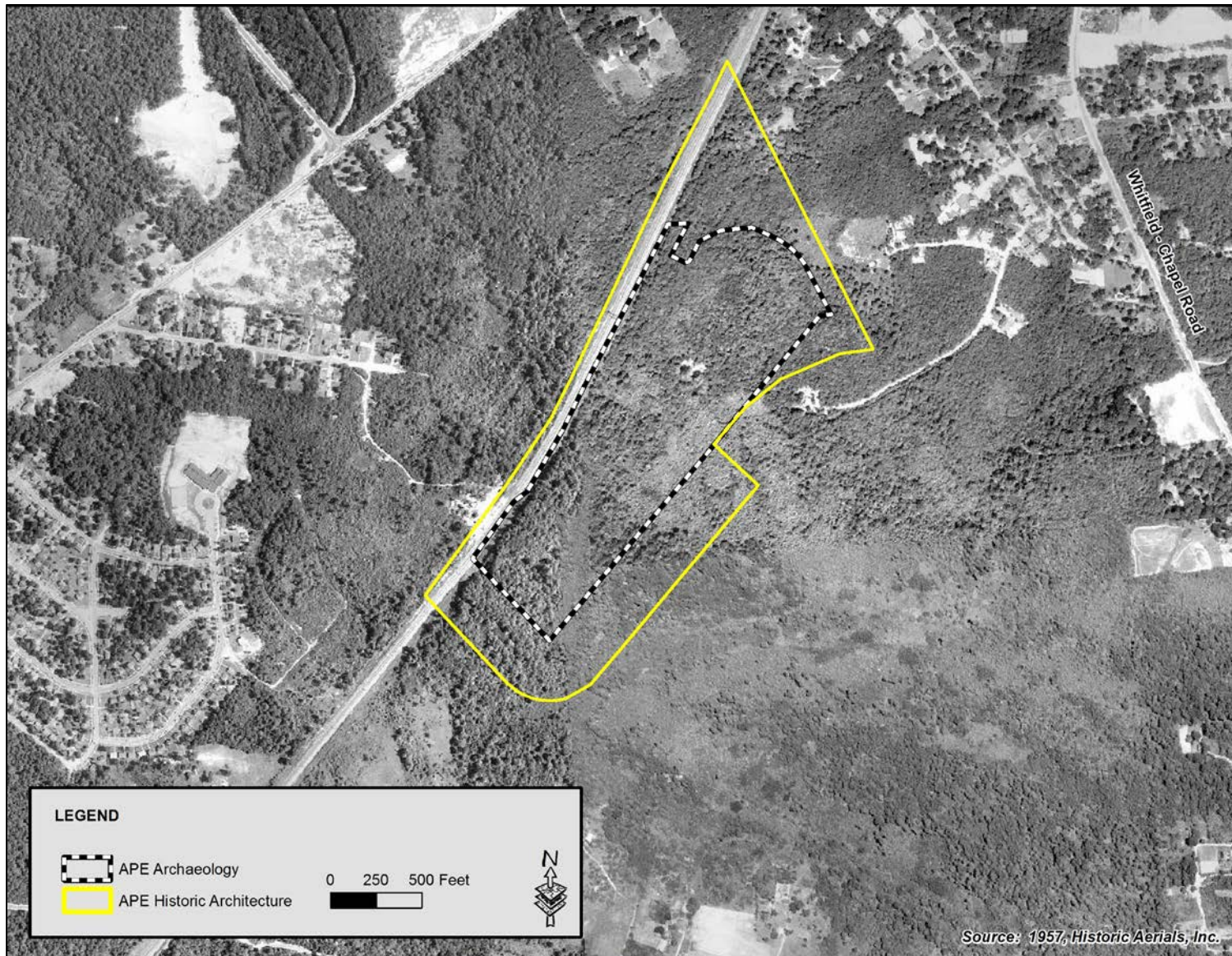


Figure 9. 1957 Aerial Photograph, New Carrollton Yard

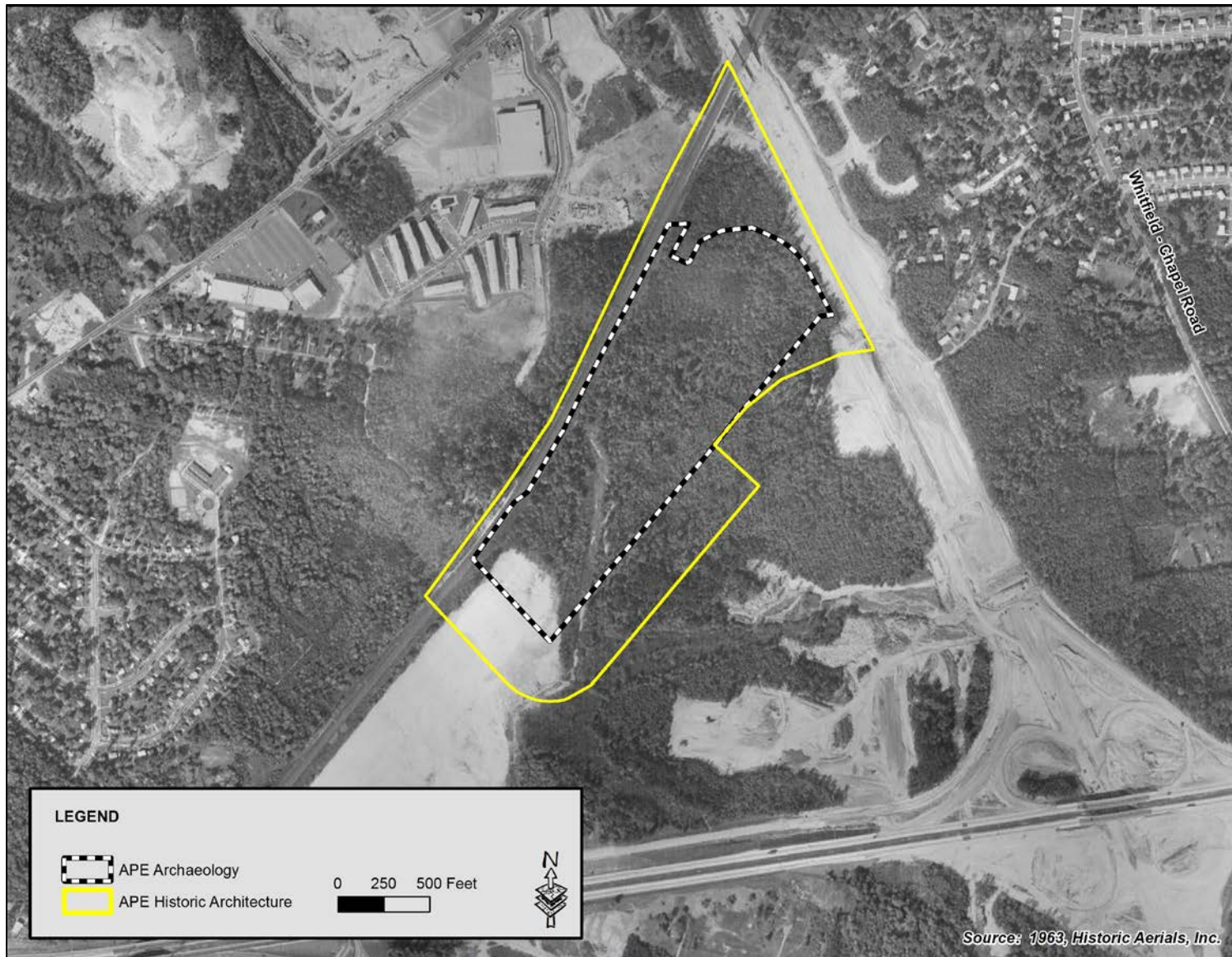


Figure 10. 1963 Aerial Photograph, New Carrollton Yard

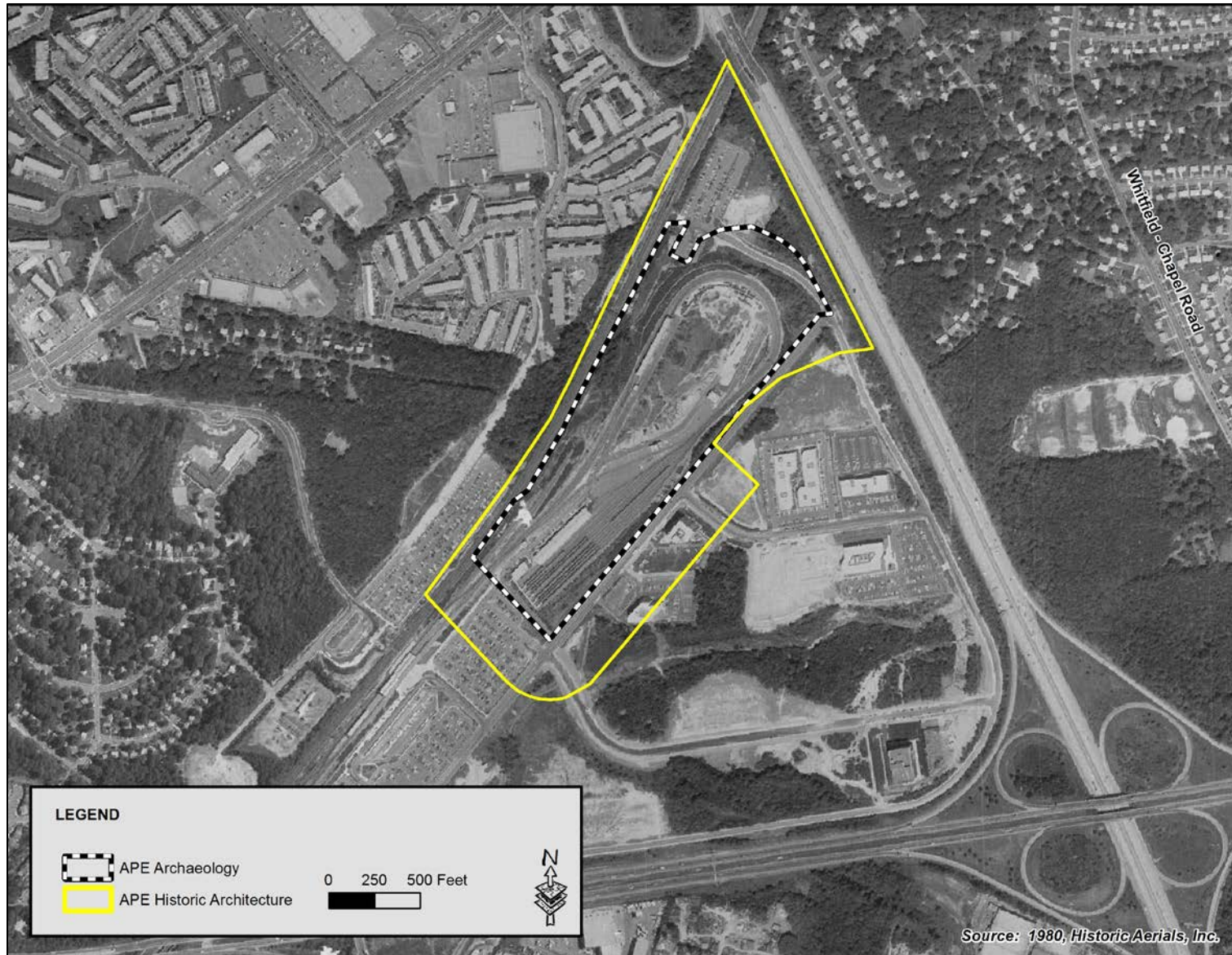


Figure 11. 1980 Aerial Photograph, New Carrollton Yard

LANDOVER YARD***Project Description***

The Federal Transit Administration (FTA), as the lead federal agency, and the Washington Metropolitan Transit Authority (WMATA), as the project owner, are preparing an Environmental Assessment (EA) for the proposed Landover and New Carrollton Yards Project, part of WMATA's Metrorail system in Prince George's County. This continuation sheet contains additional information for the Landover Yard section of the proposed undertaking. See **Figure 1** for a project location map. The EA is being prepared in compliance with the National Environmental Policy Act (NEPA) and other applicable federal and state laws, including the National Historic Preservation Act.

Proposed Improvements, Landover Yard

The Landover site, currently owned by WMATA, is approximately 22 acres in size and is located at 3000 Pennsy Drive in Hyattsville, Maryland. Currently, the site is undeveloped, except for the southern tract, which contains one of the surface Park & Ride lots serving the Landover Metrorail Station. The project would construct a new rail yard, parking garage, and support facilities for WMATA's Car Track and Equipment Maintenance (CTEM) division and the Office of Track and Structures (TRST). Existing CTEM and TRST facilities would be moved from their current location at WMATA's New Carrollton Yard to the proposed Landover rail yard. Track maintenance and "hi-rail" vehicles of various sizes and function would be stored in and operate from the rail yard. No Metrorail revenue vehicles would be stored at Landover.

The new parking garage would replace all Metrorail Station surface Park & Ride spaces removed for the project. The ground floor of the new parking garage would provide equipment storage areas and service vehicle parking for the yard. The upper four decks would provide parking for Metrorail customers. The following facilities would be constructed at Landover if the project is implemented:

- By-pass track around the southern portion of the rail yard;
- Lead track for the rail yard;
- New CTEM building and eight storage tracks;
- New TRST building and five storage tracks;
- Five-level parking and storage facility, consisting of a 650-space Park & Ride garage on four levels and an equipment storage facility on the ground level, in the southern portion of the proposed yard, serving both CTEM/TRST functions and Metrorail passengers accessing the Landover Station;
- Employee surface parking lot and delivery area in the southern portion of the proposed yard;
- New universal track crossover on the Metrorail revenue tracks; and
- Two storm water management areas at the northern end of the rail yard.

No property acquisition would be necessary for the project, as the rail yard would be built on land owned by WMATA.

A total of 6,800 feet of track storage is proposed. Each storage track for the new facilities is approximately 620 feet long. The top deck of the proposed parking area is 53 feet above ground surface, with the top of the elevator machine room atop the stair tower reaching a maximum 67 feet above grade.

Existing Facility, Landover Metrorail Station

The existing Landover Metrorail Station was opened to the public in 1978 and operates primarily as a commuter station on the Orange Line, with parking for over 1,800 vehicles. The facility includes extensive surface parking, a station platform and power traction building (**Photos 1 and 2**; see **Figure 3** for the location and direction of each photograph). The commuter station is bounded by the Amtrak right-of-way to the north and west, Pennsy Drive to the south and east, and undeveloped woodlots to the southwest and northeast.

Beaverdam Branch flows in an incised channel along the southeastern border of the property, with an abandoned rail spur paralleling the creek to the south (**Photos 3 and 4**). Woods bordering the stream screen Landover Station from the light industrial development on the east side of Pennsy Drive adjacent to the Station (**Photos 5 and 6**). Mature woods mark the limits of the viewshed to the southwest; trees and the high berm carrying Amtrak on the Northeast Corridor limit the viewshed to the north and west (**Photos 7**).

Proposed APE, Landover Yard

A site reconnaissance was conducted in April 2014 by a qualified cultural resource professional to determine a proposed Area of Potential Effects (APE) for the project. The preliminary findings are discussed below.

Under the Code of Federal Regulations, 36CFR Part 800.16(d), the APE is defined as the area in which properties eligible for listing on the National Register of Historic Places (NR) may be affected by an undertaking. These include activities that may cause direct effects (such as destruction of the property) and/or indirect effects (such as visual, audible, and atmospheric changes which affect the character and setting of the property). The APE may include properties that are outside the limits of the undertaking (National Park Service 2014).

APE for Archaeological Resources

The proposed APE for archaeological resources (below-ground historic properties, i.e., archaeological sites) is shown in **Figure 4**. The proposed APE for archaeology is inclusive of all areas where new structures and facilities are proposed, based on project design plans presented in **Figure 2**. The proposed APE for archaeological resources is defined by the Limits of Disturbance (LOD) for the project, which includes each of the ten activities that would impact the land surface or subsurface, as described in the bullet points above.

APE for Historic Architectural Resources

The APE for historic architectural resources (above-ground historic properties) can be more expansive than the archaeological APE, to include properties outside the LOD that may be affected by visual or audible changes to the environment as a result of the project. The proposed

APE for historic architectural resources encompasses the Landover Metrorail Station as well as adjacent properties that are in the immediate viewshed of the proposed work (**Figure 4**). The APE considers the local topography, vegetation, and man-made structures that obscure the proposed work from the view of surrounding properties. Where there are not topographic, structural or other significant barriers, the APE extends 100 meters from the LOD. While the project activities may be visible from the rear yards of a small hillside portion of the mid-20th-century neighborhood to the northwest of the site, the significant physical barriers created by the Amtrak line and U.S. Route 50 and associated noise walls essentially eliminate the likelihood that the proposed project would alter the characteristics of any historic properties that may be present on the northwest side of these structures.

Existing obstructions include the elevated Amtrak rail line to the north and west and mature woods to the south.

Maryland Historical Trust Research, Landover Yard

In addition to the site visit, background research was conducted at the Maryland Historical Trust (MHT) to catalog previously identified historic architectural and archaeological resources.

Archaeological Resources

The APE has been subject to a previous archaeological survey, performed by Dr. William Gardner in 1978 for the original construction of the WMATA's rail transit routes in Prince George's County. That survey not only failed to report any archaeological resources in the current APE, but noted that:

For the most part the [New Carrollton] Metro line runs between the B&O railroad and the Pennsylvania railroad lines. For this reason, along most of this line the impacted areas are those that have already been disturbed by the two previously mentioned railroad lines (Gardner 1976:6-7).

The report continues:

Beaverdam Creek itself has been disturbed. In many places, the course of the creek has been channeled into culverts and from the New Carrollton to Landover stations, is disturbed from original railroad construction and present grading efforts by Metro (Gardner 1976:7).

Historic Architectural Resources

No historic architectural resource listed or eligible for listing on the NR or the Maryland Inventory of Historic Properties (MIHP) is present within the proposed APE. The Landover Metrorail Station is located within the proposed APE for Historic Architecture, but it was completed in 1978 and does not meet the basic age criterion for inclusion in the NR; it does not appear to have exceptional significance required for NR eligibility for properties less than 50 years of age.

The Baltimore and Potomac Railroad, now Amtrak's Northeast Corridor, was completed in the 1870s. Based upon an examination of aerial photographs, Beaverdam Branch was channelized between 1957 and 1964; the railroad spur adjacent to the channelized Beaverdam Branch was also built during this period. None of these structures have been evaluated for NR eligibility. All other structures within the APE were built after 1964 and do not meet the age criterion for inclusion in the NR.

Historic Map and Aerial Photographic Research, Landover Yard

Historic maps and aerial photographs were reviewed to determine whether any significant or potentially significant cultural activities or structures may have either taken place or stood within or immediately adjacent to the proposed APE. The results of that analysis are shown in **Figures 5 through 11**.

19th Century

Three mid- to late 19th-century maps were brought into GIS and consulted for the presence of historic structures or other activities in or around the APE: the 1866 Martenet map of Prince George's County, the 1873 Gray et al. atlas map, and the 1886 United States Geological Survey (USGS) 15 minute quadrangle for Marlboro – East Washington, DC (**Figures 5, 6, 7**)¹.

The presence of the Baltimore and Potomac Railroad in 1886 is the only structure depicted in or adjacent to the APE during the late 19th century. Scattered structures are found to the east and south, concentrating at the intersection of Landover Road and the Baltimore and Potomac Railroad, well outside the APE.

Mid-20th Century

Two historic maps and two historic aerial photographs were reviewed for the period spanning approximately the second and third quarters of the 20th century: the 1921 USGS Patuxent and the 1945 USGS Washington East quadrangles (**Figure 8**) and two aerial photographs, one each from the late 1950s (**Figure 9**) and early 1960s (**Figure 10**).

The 1921 topographic map is the first to depict structures standing in the APE, with one building standing along the rail line within the APE for archaeology and at least one other building standing proximate to the rail line in the APE for historic architecture. By 1945, the structure standing within the APE for archaeology is no longer present; additional buildings stand within the APE for historic architecture, in the area that now serves as parking for the Landover Metrorail Station.

By 1957 suburban development is present to the north of the APE, but no new development is present within the limits of the APE; the buildings depicted on the 1945 USGS quadrangle are still present within the APE for historic architecture (**Figure 9**). By 1964 however, significant changes are apparent within and adjacent to the south and east of the APE (**Figure 10**). Most

¹ Due to issues of precision of the 1866 Martenet and 1873 Gray et al. maps, broad circles were employed on Figures 5 and 6 to indicate the approximate location of the project.

notably, Beaverdam Branch has been straightened in an artificial channel and the rail spur located adjacent to the stream in the APE is present. The land southeast of Pennsy Drive has also been prepared for the industrial development that now stands within the APE.

Late 20th Century

By 1980, the APE had taken most of its current configuration (**Figure 11**). The Landover Metrorail Station opened in 1978, but the northernmost parking lot had yet to be installed. A portion of that parking lot was still wooded in 1980. The industrial buildings that border Pennsy Drive were all built by 1980.

Preliminary Determination of Effect, Landover Yard

There is no previously identified historic resource within the APE or immediate project vicinity. The Amtrak line, on the alignment of the former Baltimore and Potomac Railroad, has not been evaluated for NR eligibility within the project area. Buildings and structures within the Landover Station property date from the 1970s through the present day, except for the abandoned railroad spur and Beaverdam Creek channel, which were built between 1957 and 1964. Much of the yard is below grade relative to land to the north and west. Buildings in the immediate area, to the south and east, largely consist of large, one- and two-story industrial buildings built sometime between 1964 and 1980.

The view of the mid-20th-century neighborhood west of U.S. Route 50 from either the existing Landover Metrorail Station or the adjacent project site is obscured by the highway and associated noise walls, as well as numerous mature trees. The lower grade of the yard site, where the proposed new parking garage and other buildings would be located, would minimize the potential for intrusions in the viewshed.

The proposed limit of work on the project's west side is the Metrorail Orange Line revenue tracks; there would be no physical encroachment into the Amtrak (former Baltimore & Potomac Railroad) right-of-way. Similarly, all work would avoid physical intrusions on the Beaverdam Creek channel, as well as the abandoned railroad siding; a wooded buffer would remain between these features and the new construction in the yard. For above-ground resources, the project is unlikely to affect National Register listed or eligible historic resources.

Although the APE had been subject to an archaeological survey prior to construction of the existing Metrorail system (Gardner 1976), no systematic archaeological testing has been conducted within the APE for archaeology. The wooded portion of the APE appears to be undisturbed, excepting for the fact that Beaverdam Creek was channelized sometime between 1957 and 1964. The current stream bank is not a natural landform, but all available data suggest that the adjacent wooded upland within the APE is intact. Given the topographic setting of the APE- a well-drained upland adjacent to perennial water- the APE for archaeology is believed to exhibit high sensitivity for prehistoric archaeological resources. Map data also suggest that at least one structure stood in this area between 1921 and 1945 and, consequently, the APE exhibits a high potential for historic archeological deposits.

ATTACHMENT 2

Maryland Historical Trust Project Review Form (Continuation Sheet)

May 2014

WMATA Landover and New Carrollton Yards Project

Prince George's County, Maryland

FTA anticipates that a Phase I archaeological survey of the APE will be necessary, subject to MHT review and approval, in accordance with the Section 106 consultation process. FTA anticipates that the survey will include close-interval shovel test pit excavations within the wooded section of the APE for archaeology. No archaeological testing will be performed until MHT provides written confirmation of the survey requirement.

ATTACHMENT 2

Maryland Historical Trust Project Review Form (Continuation Sheet)
WMATA Landover and New Carrollton Yards Project
Prince George's County, Maryland

May 2014

Sources

Gardner, William M.

1976 An Archaeological Survey of the Washington Metropolitan Area Transit Authority's Rockville, Glenmont, New Carrollton and Addison Routes in Maryland. Report on file, Maryland Historical Trust, Crownsville, MD.

Gray, Orlando W., S.J. Martenet and H.F. Walling

1873 Topographical atlas of Maryland: counties of Anne Arundel and Prince George. S. J. Martenet, Baltimore.

Historic Aerials, Inc.

1957 Aerial photograph. <http://www.historicaerials.com>

1963 Aerial photograph. <http://www.historicaerials.com>

1980 Aerial photograph. <http://www.historicaerials.com>

Martenet, Simon J.

1866 Prince George's. S.J. Martenet, Baltimore.

National Park Service

2014 Defining Boundaries for National Register Properties.

<http://www.nps.gov/nr/publications/bulletins/boundaries/bound1.htm>

(accessed 31 January, 2014)

United States Geological Society (USGS)

1886 Upper Marlboro-East Washington, DC, 15 minute topographic quadrangle.

1938 Upper Marlboro, Maryland, 7.5 minute topographic quadrangle

1921 Patuxent, MD-DC, 7.5 minute topographic quadrangle

1945 Washington East DC-MD, 7.5 minute topographic quadrangle

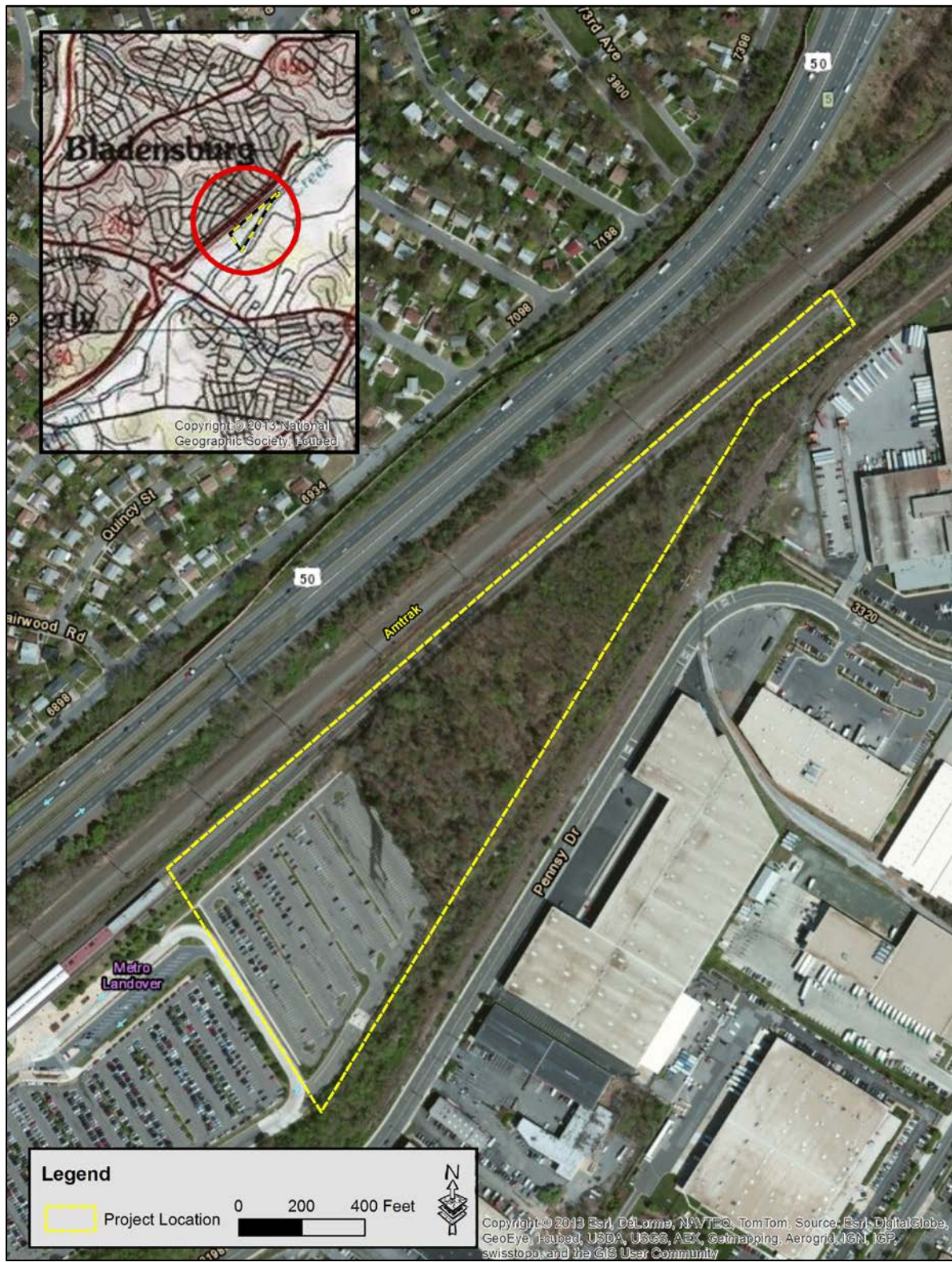
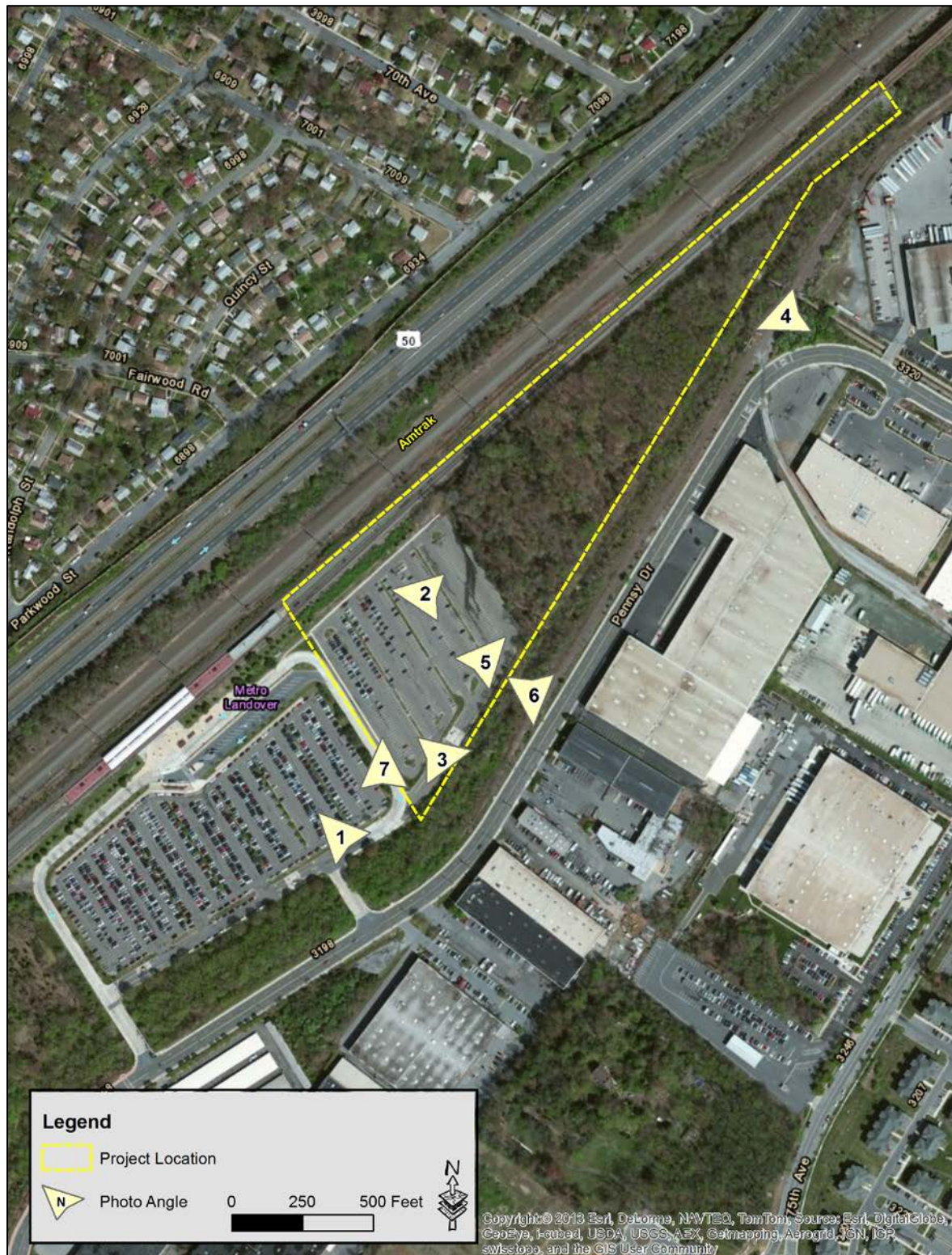


Figure 1. Project Location, Landover Yard



Figure 2. Proposed Improvements, Landover Yard



Figure

3. Photo Angle, Landover Yard

ATTACHMENT 2

Maryland Historical Trust Project Review Form (Continuation Sheet)
WMATA Landover and New Carrollton Yards Project
Prince George's County, Maryland

May 2014



Photo 1. Landover Station platform, view northwest from perimeter road entrance.



Photo 2. Landover Station, power traction facility, view west. Note high berm for rail corridor.



Photo 3. Beaverdam Creek along the southeastern limits of the APE.
Note steep, even cut bank bordering channelized stream.



Photo 4. Abandoned rail spur paralleling south bank of Beaverdam Creek.



Photo 5. Wooded area forming northern end of APE. Similar conditions are found at the southern end of the APE.



Photo 6. Industrial development along Pennsy Drive opposite Landover Station.



Photo 7. Landover Station, view north. Proposed parking garage would be located in this existing lot.

ATTACHMENT 2

Maryland Historical Trust Project Review Form (Continuation Sheet)
WMATA Landover and New Carrollton Yards Project
Prince George's County, Maryland

May 2014



Figure 4. Proposed APEs, Landover Yard

ATTACHMENT 2

Maryland Historical Trust Project Review Form (Continuation Sheet)

WMATA Landover and New Carrollton Yards Project

Prince George's County, Maryland

May 2014

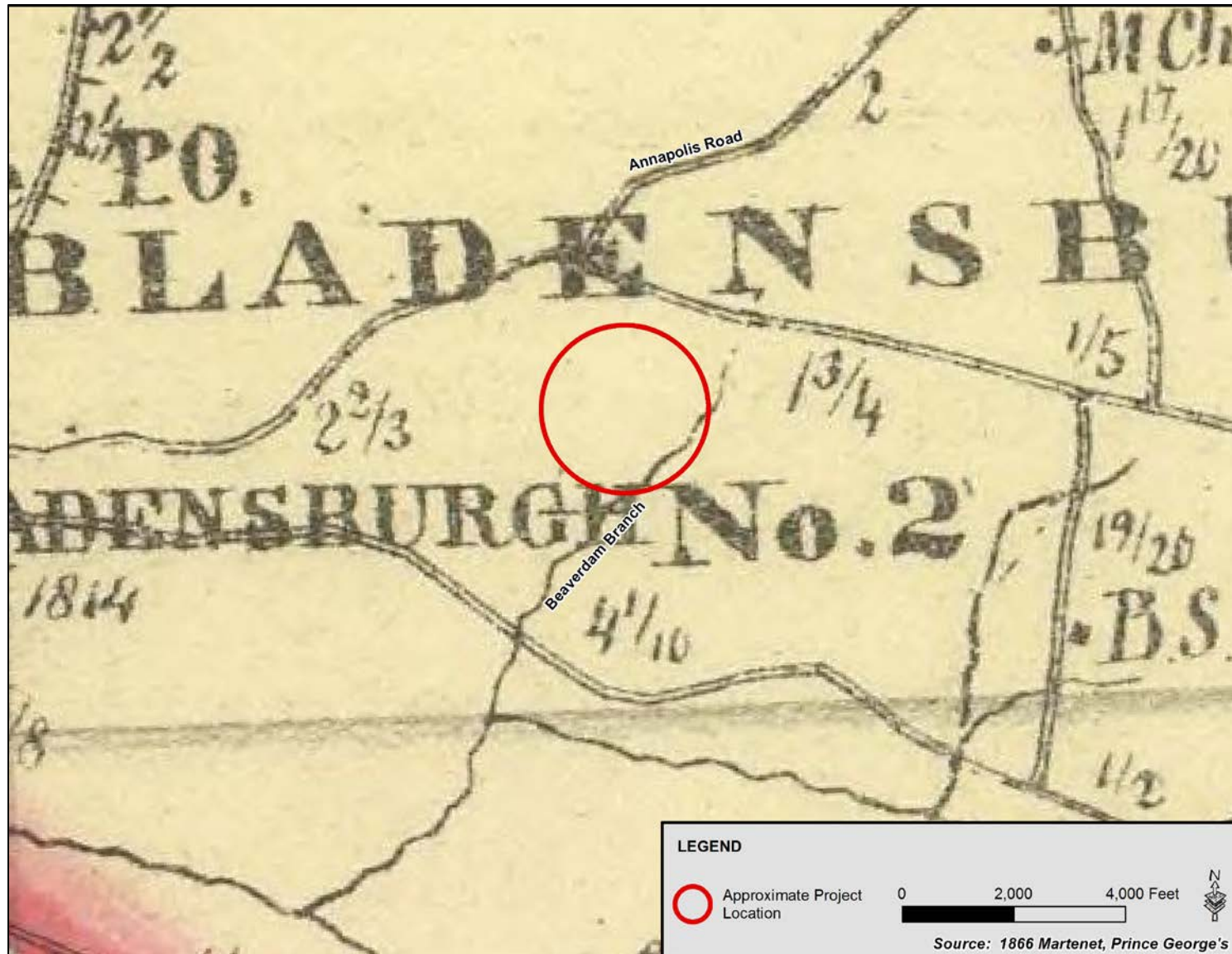


Figure 5. 1866 Martenet Map of Prince George's County, Landover Yard

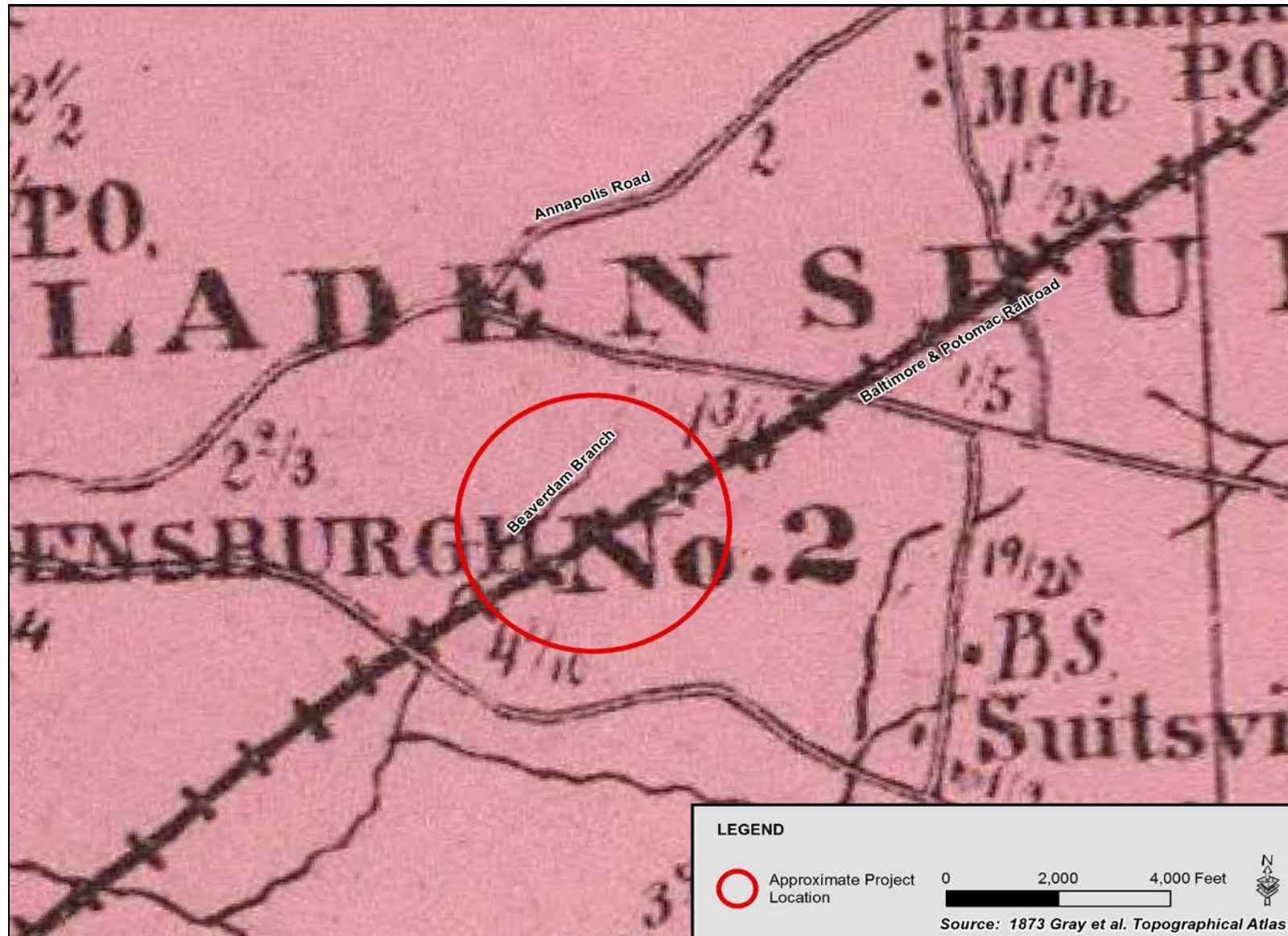


Figure 6. 1873 Gray et al. Topographical Atlas Map, Landover Yard

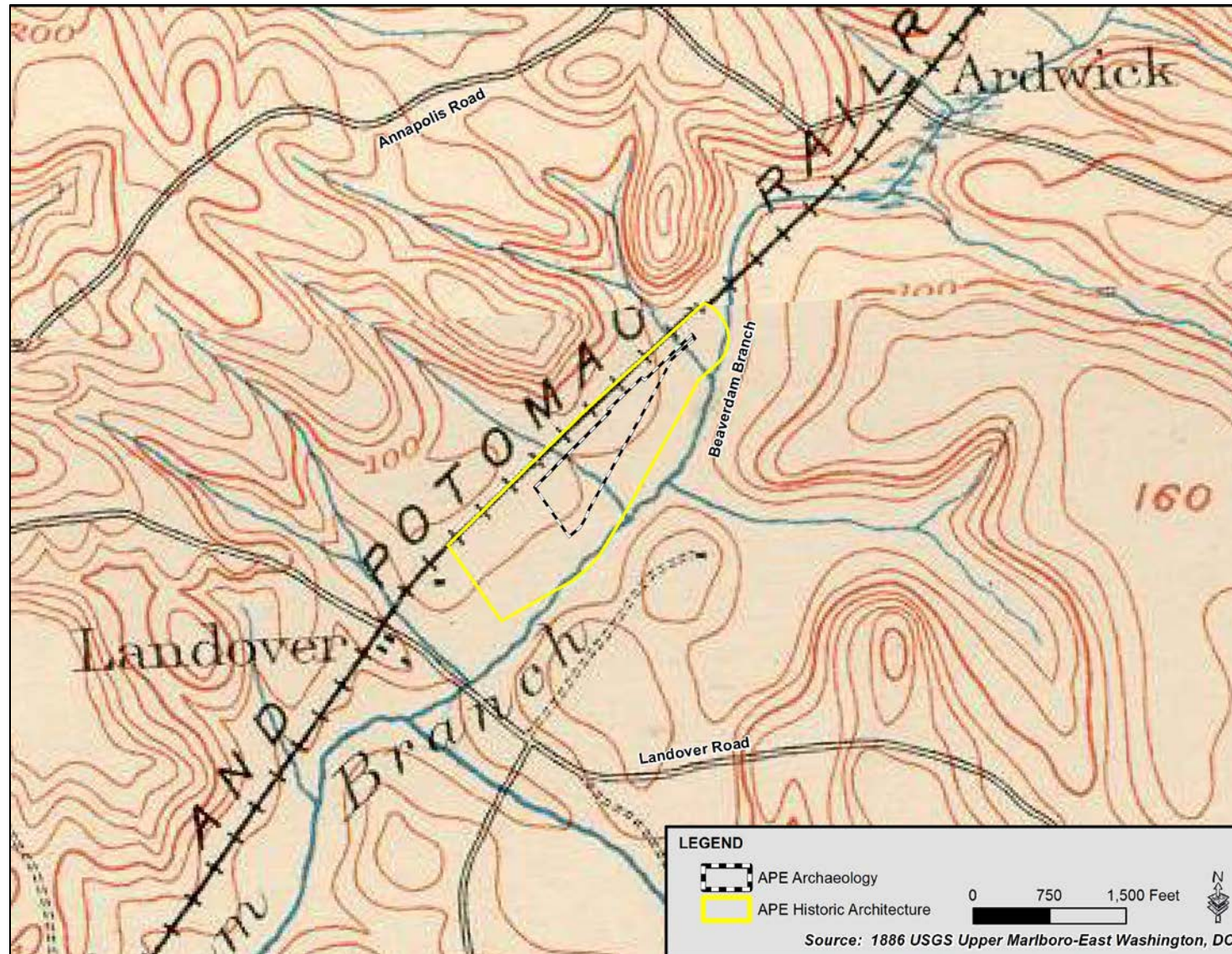


Figure 7. 1886 USGS Topographic Quadrangle for Marlboro-East Washington, Landover Yard

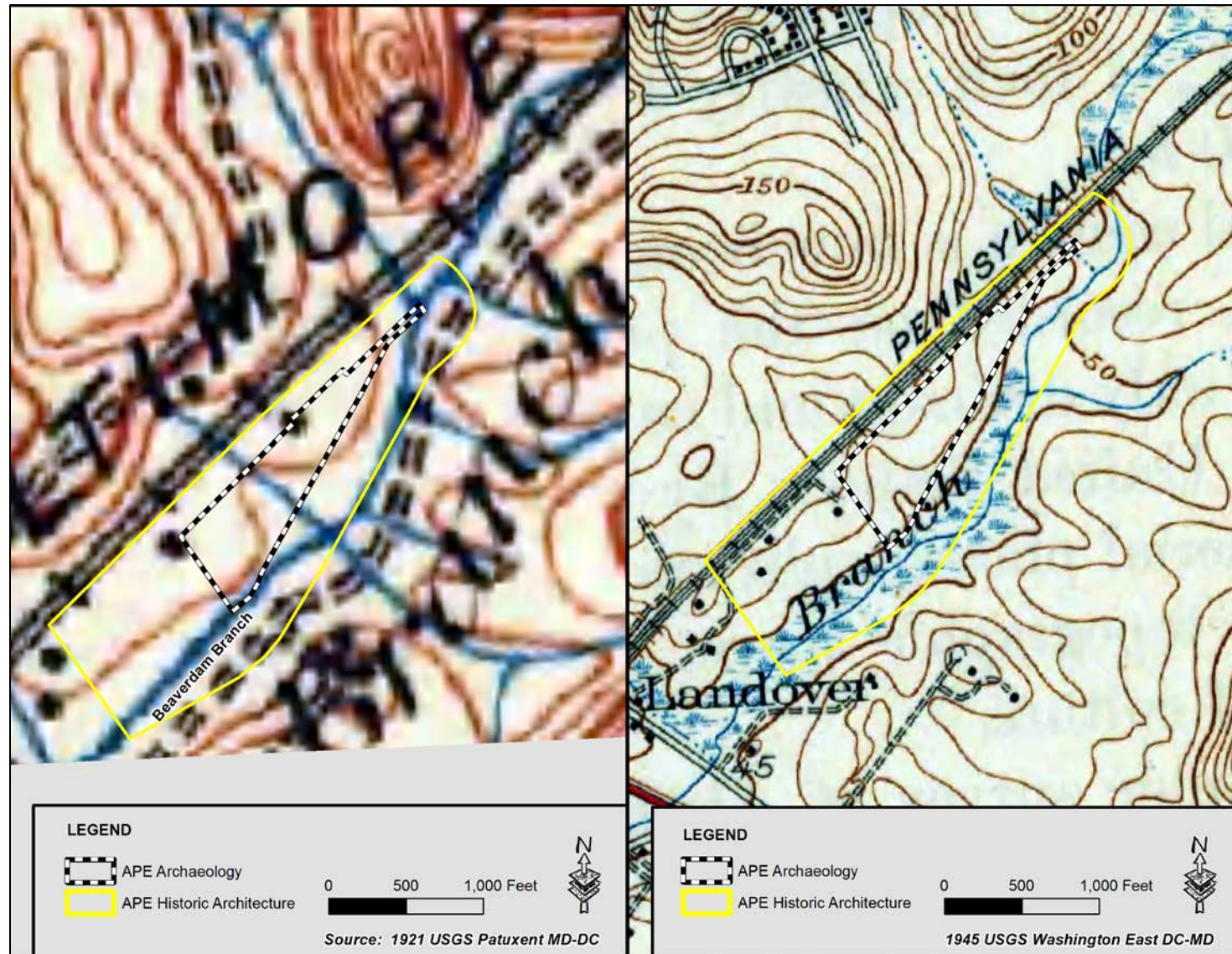


Figure 8. 1921 and 1945 USGS Topographic Quadrangles for Patuxent MD-DC and Washington East DC-MD, Landover Yard

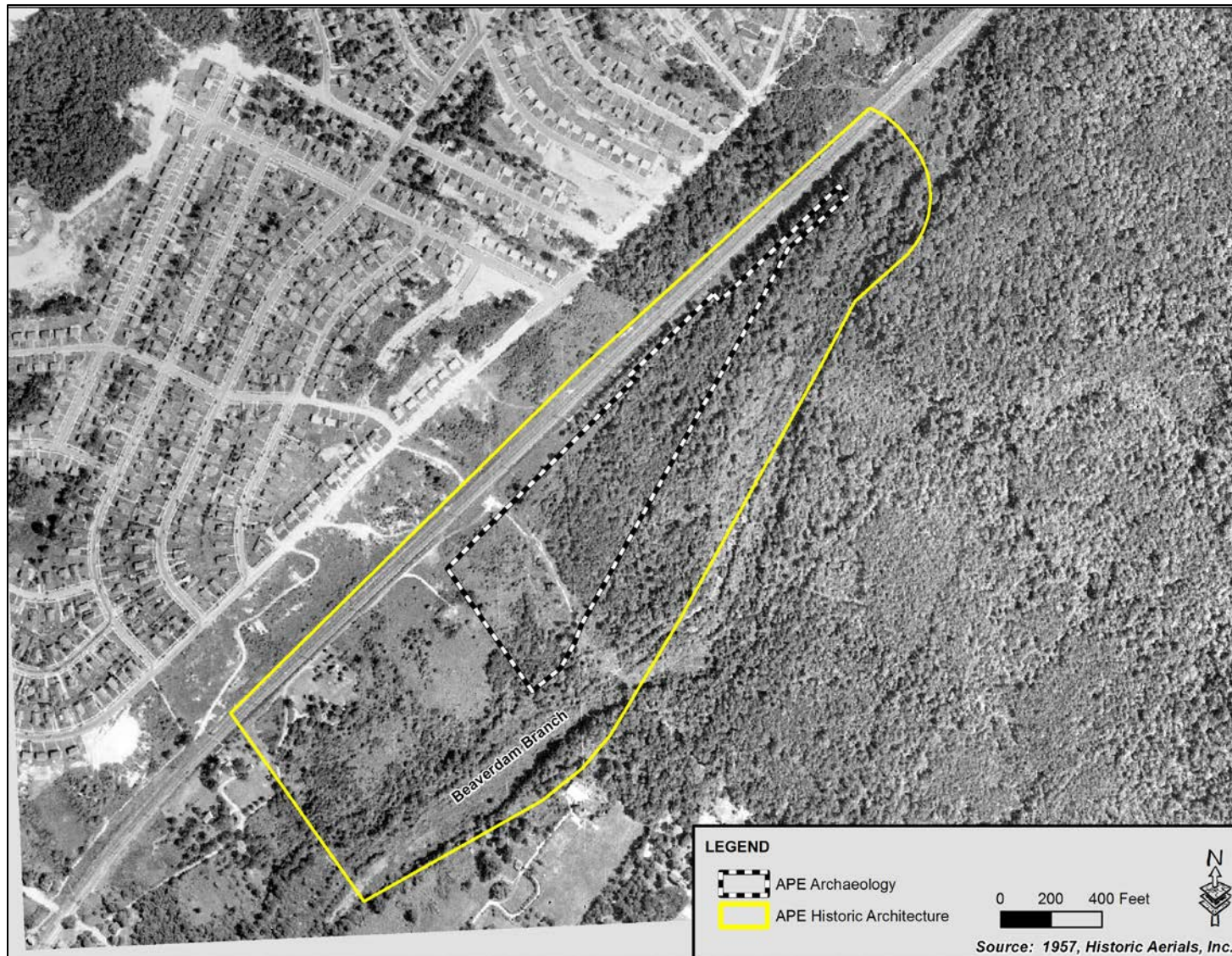


Figure 9. 1957 Aerial Photograph, Landover Yard



Figure 10. 1964 Aerial Photograph, Landover Yard

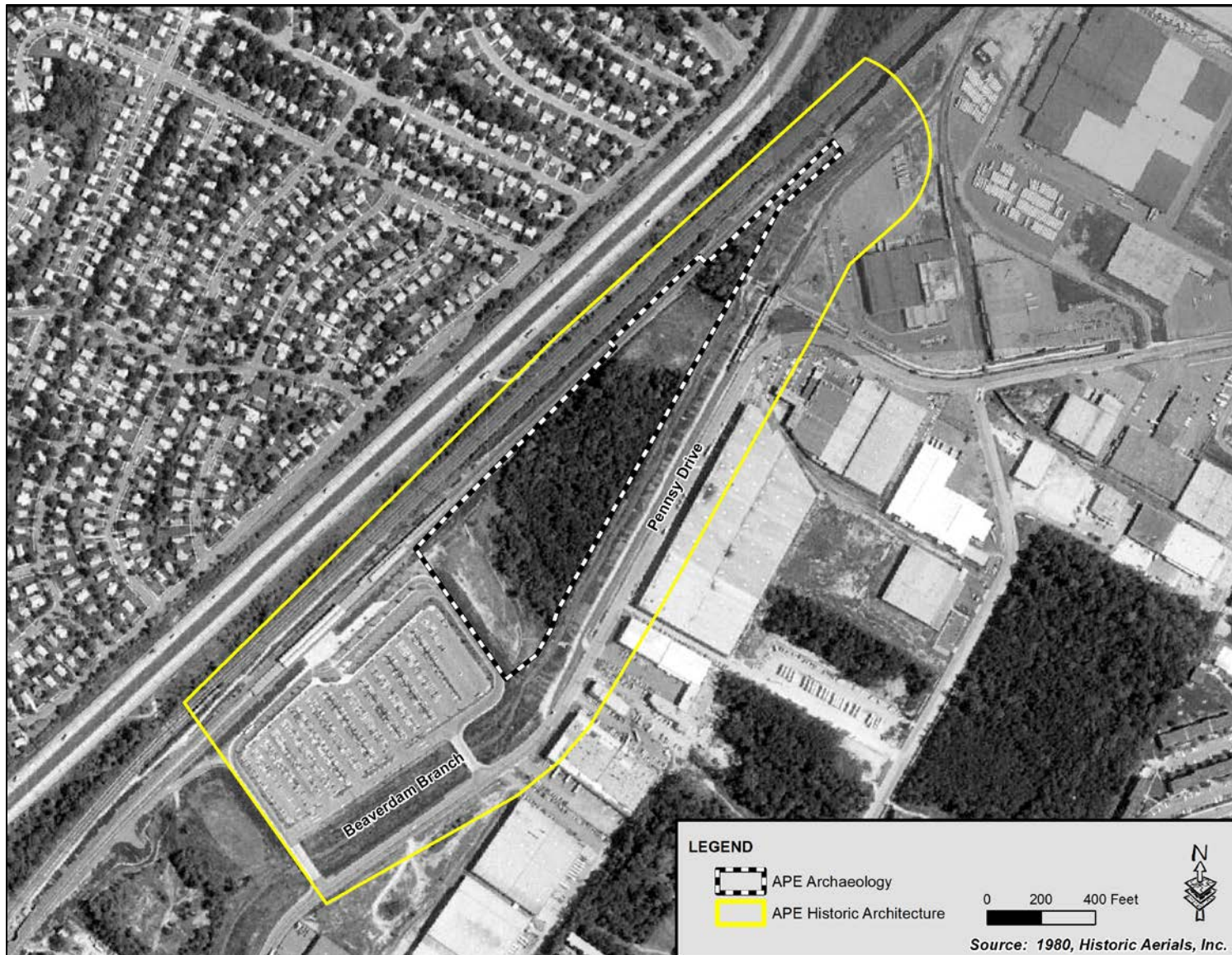


Figure 11. 1980 Aerial Photograph, Landover Yard



PROJECT REVIEW FORM

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

MHT USE ONLY

Date Received:

Log Number:

Project Name Landover and New Carrollton Yards Project

County Prince George's

Primary Contact:

Contact Name Daniel Koenig

Company/Agency Federal Transit Administration

Mailing Address 1990 K Street NW, Suite 510

City Washington

State District of Columbia

Zip 20006-1178

Email daniel.koenig@dot.gov

Phone Number +1 (202) 219-3528

Ext.

Project Location:

Address 3000 Pennsy Drive, Hyattsville, MD 20785 and 4280 Garden City Drive, Landover

City/Vicinity Hyattsville & Lanham

Coordinates (if known): Latitude 38.952

Longitude -76.866

Waterway Beaverdam Creek

Project Description:

List federal and state sources of funding, permits, or other assistance (e.g. Bond Bill Loan of 2013, Chapter #; HUD/CDBG; MDE/COE permit; etc.).	Agency Type	Agency/Program/Permit Name	Project/Permit/Tracking Number (if applicable)
	☐ Federal	Federal Transit Administration	Source of project funding
	☐ Federal	USACE- Baltimore District	Section 401/404 "Joint Permit"

This project includes (check all applicable):

☒ New Construction ☐ Demolition ☒ Remodeling/Rehabilitation

☐ State or Federal Rehabilitation Tax Credits

☒ Excavation/Ground Disturbance

☐ Shoreline/Waterways/Wetlands

Other\Additional Description:

Known Historic Properties:

This project involves properties (check all applicable): ☐ Listed in the National Register ☐ Subject to an easement held by MHT

☐ Included in the Maryland Inventory of Historic Properties ☐ Designated historic by a local government

☒ Previously subject to archeological investigations

Property\District\Report Name

Gardner, W.1976 An Archaeological Survey of the Washington Metropolitan Area Transit Authority

Attachments:

All attachments are required. Incomplete submittals may result in delays or be returned without comment.

☒ Aerial photograph or USGS Quad Map section with location and boundaries of project clearly marked.

☒ Project Description, Scope of Work, Site Plan, and/or Construction Drawings.

☒ Photographs (print or digital) showing the project site including images of all buildings and structures.

☒ Description of past and present land uses in project area (wooded, mined, developed, agricultural uses, etc).

MHT Determination:

☐ 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

☐ The project will have **ADVERSE EFFECTS** on historic properties

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

☐ **MHT REQUESTS ADDITIONAL INFORMATION**

MHT Reviewer:

Date:

Submit printed copy of form and all attachments by mail to: Beth Cole, MHT, 100 Community Place, Crownsville, MD 21032



Maryland Department of Planning
Maryland Historical Trust

Sustainable_____Attainable

July 29, 2014

Ms. Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124

RE: Landover and New Carrollton Yards Project
Prince George's County, Maryland
Section 106 Review - FTA

Dear Ms. Hynes-Cherin:

Thank you for initiating consultation with the Maryland Historical Trust (Trust) regarding the above-referenced project.

We understand that the Federal Transit Administration (FTA) and the Washington Metropolitan Area Transit Authority (WMATA) propose to develop a new maintenance yard near the Landover Metrorail Station and modify the existing New Carrollton Yard. The undertaking encompasses work at both yards as part of a single project. We have reviewed the submitted project materials and we are writing to provide our comments in accordance with Section 106 of the National Historic Preservation Act, as amended.

Historic Built Environment: Based upon your project submittal and a review of our inventory records, we agree that there are no historic structures within the area of potential effects for this undertaking.

Archeology: Trust staff reviewed the assessment of archeological potential provided with your submittal. For the New Carrollton Yard, we agree that the project area is unlikely to contain archeological resources given the extent of prior ground disturbances. Thus, archeological investigations are not warranted for this portion of the undertaking.

For the Landover Yard, the extent of prior disturbance within the wooded sections of the project area remains undocumented. Given the area's environmental setting, the assessment concludes that the Landover Yard has a good potential for the presence of archeological resources, particularly dating from prehistoric periods. We agree that a Phase I archeological survey of Landover Yard project area is advisable 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. Please keep us informed regarding the schedule for completing the archeological survey.

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Richard Eberhart Hall, AICP, Secretary
Amanda Stakem Conn, Esq., Deputy Secretary

Ms. Brigid Hynes-Cherin
Landover and New Carrollton Yards Project
July 29, 2014
Page 2

Assessment of Effects: Once FTA and WMATA have completed the identification of archeological resources within the Landover Yard portion of the project area, all parties will be able to make an informed assessment of effects for the undertaking as a whole. We await receipt of a copy of the report on the Phase I archeological survey for review, when available. We look forward to working with FTA and WMATA to successfully conclude the Section 106 review of this undertaking upon completion of the archeological survey.

If you have questions or require further assistance, please contact Tim Tamburrino (for the Historic Built Environment) at 410-514-7637 or tim.tamburrino@maryland.gov or me (for archeology) at 410-514-7631 or beth.cole@maryland.gov. Thank you for providing us this opportunity to comment.

Sincerely,



Beth Cole
Administrator, Project Review & Compliance

EJC/TJT
201403345

cc: Jim Ashe (WMATA)
Dan Koenig (FTA)
