

**ANNUAL SUMMARY REPORT, 2024**  
**Work Undertaken Pursuant to**  
**Programmatic Agreement Among the Federal Transit Administration, The Washington Metropolitan Area Transit Authority, and the District of Columbia State Historic Preservation Officer Regarding the Bladensburg Bus Division Archaeological Investigation**

According to the Programmatic Agreement (PA) Stipulation IX. Monitoring and Reporting, from the initial execution of this PA until its expiration, the Federal Transit Administration (FTA) in coordination with the Washington Metropolitan Area Transit Authority (WMATA) shall develop an annual summary report. This document represents the required annual report for the third year of this PA covering the period from January 2021 to January 1, 2024.

This report details work undertaken pursuant to the PA's terms and must be submitted via email to the signatory parties of this PA, which are limited to the FTA, WMATA, and the District of Columbia's State Historic Preservation Office (DC SHPO). This report is to be submitted on an annual basis until the PA is terminated. The report may be submitted via email and shall include any scheduling changes proposed, problems encountered, and any disputes and objections received in WMATA and FTA's efforts to carry out the terms of this PA.

The work covered by this PA is divided into three Contract Construction Service phases. Construction Phase I consists of the demolition of the existing maintenance facility, construction of the new maintenance facility, and construction of the new employee entrance. This phase started in September of 2021 and is scheduled to end in July of 2025.

Contract Construction Services Phase 2 is scheduled to begin in August of 2025, and includes demolition of the existing bus fueling facility and operating garages, construction of the new parking structure for WMATA Employees and buses, and construction of the new bus entrance. Contract Phase 2 Construction Services also includes archaeological investigation of the Area of Interest (AOI), which may contain the foundations of Clark Mill's 1862 foundry.

Previous Annual Summary Reports stated that the archaeological work would be completed in April of 2024. This completion date is no longer accurate.

This report indicates that no archeological work identified in this PA has been initiated or completed during, 2024. Phase I survey archaeological work is not due to commence until August 2025. At that time project management will have identified the consultant doing the Phase I work.

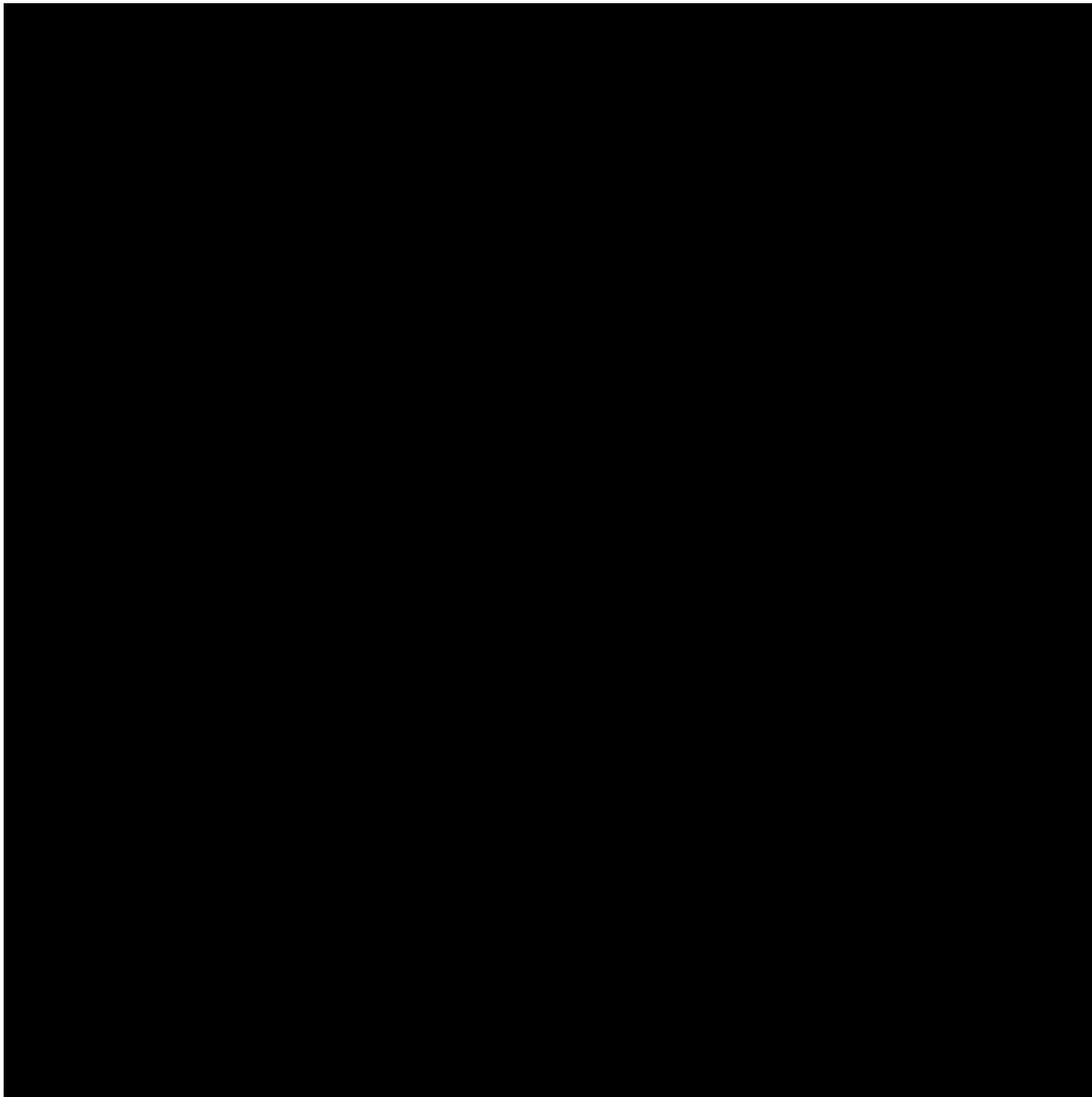
**March – May 2022**

On March 30, 2022, the construction crew at the Bladensburg Bus Division project made an unanticipated discovery of a brick foundation wall. While excavating in the southwest corner of the construction site, outside the previously determined archaeological Area of Interest (AOI) related to the Clark Mills Foundry, the crew uncovered a masonry, red brick foundation wall (Figure 1). The excavation is part of the Phase 1 construction project work. Mr. Kevin Phelps, the Hensel-Phelps Project Superintendent, notified Mr. Shaun Pratt, WMATA's contracted Project Manager, of the discovery. An initial review suggested the wall was consistent with a

structure that would predate the WMATA bus division facilities. Hensel-Phelps provided an overlay image of a 1951 aerial map and photographs of the discovered site (Figure 2).



**Figure 1. Environmental Conditions Northeast of the Foundation, Facing West.**



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Subsurface construction activities in the resource area were stopped, in compliance with the PA, Stipulation VII. Post-Review Discoveries A. Unanticipated Archaeological Discoveries.

WMATA notified Washington, D.C. Historic Preservation Office archaeologists Dr. Ruth Troccoli and Ms. Christine Ames by email on Friday, April 1. WMATA's Architectural Historian spoke with Ms. Ames the same day, after Ms. Ames reviewed the emails between field and supervising consultant archaeologists, and WMATA. Photographs of the uncovered foundation wall (Figure 3) historic maps and aerial photographs of the site were discussed, with Ms. Ames noting that in 1903 the Corby Yeast & Vinegar Company and Standard Butterine facilities were located on the site, prior to the larger Fleischman Yeast Plant shown on the 1919-1921 Baist map.



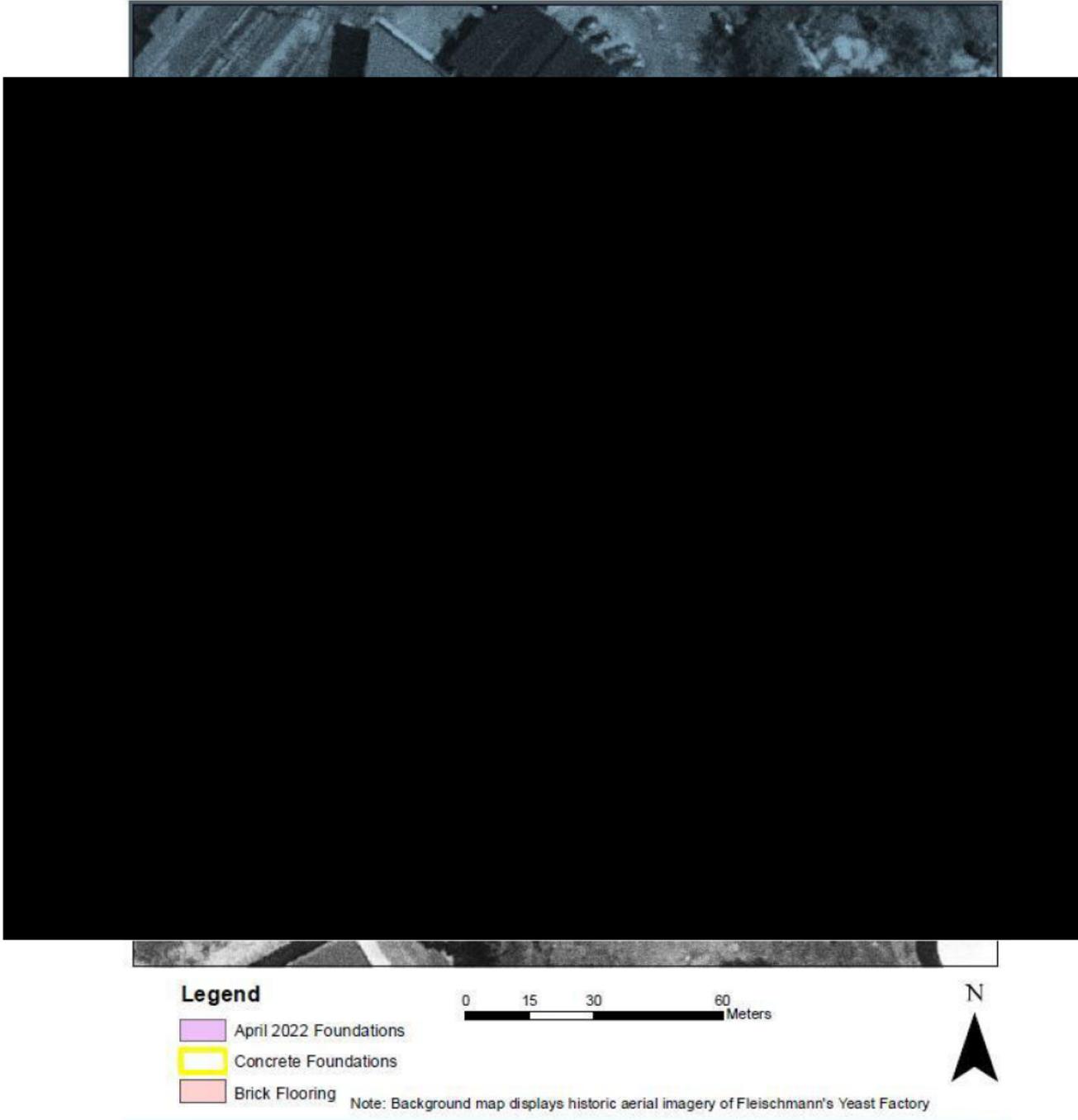
**Figure 3. Excavation Trench Showing Brick Foundation Wall, facing Northeast**

On April 4, 2020, the DC SHPO concurred with the assessment that the foundation was likely part of the yeast factory and advised “the resource should be plotted on the project base map so that it can be used to identify other structures as they are exposed. Once this is mapped, construction work can proceed in this area.” To comply with this request, WMATA directed an archaeologist meeting the Secretary of the Interior professional qualifications for archaeology to monitor the site, (including the surrounding area where further subsurface remains can reasonably be expected to occur), and document activities in a manner consistent with the DC SHPO’s request. A technical memorandum was requested to share with FTA and the DC SHPO. FTA responded by requesting confirmation that WMATA and the DC SHPO determine that the unanticipated discovery of the brick foundation wall is not eligible for listing in the National Register of Historic Places (NRHP). This was confirmed by WMATA and the DC SHPO.

### **June 2022**

On June 1, 2022, Mark Lyons, RPA, a VHB contracted archaeologist was on-site monitoring construction related demolition and excavation activities. He observed previously uncovered resources that appear to be part of the larger yeast plant building complex. He notified WMATA and recorded exposed foundation features and brick flooring with submeter GPS and photographed and hand-sketched the features. Mr. Lyons stated that these underground building segments were part of the Fleischman’s Yeast Plant, based on their general orientation lining up

with the historic aerial photography depicting the factory footprint (Lyons 2022). The DC SHPO requested that these additional newly uncovered resources (the yellow brick roadway and the steel plates/rails on concrete bases) be added to the plans and drawings of the complex of buildings and features (Figure 4).



**Figure 4. 1951 Aerial Photograph Bladensburg Bus Division Site, Unanticipated Archaeological Discovery Number 2, June 2022.**

On June 7, 2022, Dr. Ruth Trocolli conducted a site visit to the Bladensburg Bus Division location, coinciding with the excavation of the soils at Foundation 2 done to assess extent of soils contaminated by oil. Several large brick-lined pit features, approximately 10 x 10 m by 3 - 4 m deep, were exposed. No destruction of the previously identified architectural features occurred, but this excavation exposed additional deep architectural and probable foundation features. The site was photographed only; the area was full of contaminated soils and standing pools of hydrocarbons making GPS recordation impossible. Dr. Trocolli stated that the DC SHPO is not concerned with the preservation of these foundation features and agreed with the VHB archaeologist that they were not NRHP eligible. Two days later the extent of the contaminated soils appeared much larger than expected. Destruction of these features will not take place until all contaminated soils are removed, and the features are recorded.

Based on observations made during the June 2022 site visit, the information submitted on the two sets of building foundations, and the draft DOE form submitted by WMATA, the DC SHPO determined that the two unanticipated archaeological discoveries identified do not meet NRHP eligibility criteria. The building foundations, flooring and metal skid can be removed/demolished once the archaeological consultant has completed the DC SHPO required documentation, as described below.

1. After completion of Phase I construction activities, collect the monitoring documentation memos, e.g., Buildings 1 and 2, and any subsequent finds, into a single construction Phase 1 monitoring technical memorandum with a standalone report number. This report will be independent of the AOI report.

2. Assign DC SHPO Site Number:  deposits.

3. Expand Building 1 DOE document previously submitted to include Building 2, and any additional Fleischman's complex remains. Keep DOE form open until excavation for Phase 1 construction is finished.

4. Treat future Phase 2 construction unanticipated discoveries/monitoring in the same manner. If the archaeological firm doing the AOI archaeological investigations will also be conducting any needed Phase 2 unanticipated discoveries/monitoring, then results of both actions (monitoring and AOI work) can be combined into a single report (Ruth Trocolli email to J. Ashe, 6.7.22).

As of June 13, 2022, the features were still intact. Construction management is awaiting inspection of contaminated soils by DC Office of Energy and Environment (DC DOEE). Inclement weather continued and pits filled with water, preventing acceptable views of the features for photo documentation. On June 16, the DC DOEE conducted a site visit and determined level of contamination acceptable to continue work. Archaeologists photo-documented the site -- GPS recordation was not performed due to soils' high toxicity. Photo-documentation continued as features were removed. The unanticipated archaeological discovery number 2 feature was torn down June 17, and the construction crew captured GPS points and measurements for total depth, as requested. Foundation 2 flooring, concrete remains, and debris from demolition were hauled to an offsite location. (Lillian Ondus, 38883.04 2022).

On Wednesday June 22, 2022, the Bladensburg project construction crew uncovered cast iron pipes at the location of the former Fleischmann's Yeast Plant. The contracted archaeologist, Lillian Ondus, RPA, VHB stated that the pipes are likely associated with the Fleischman's Yeast Plant. A brief Google search for the pipe brand name "Stockham" which is stamped on one of the pipes, revealed that the pipe manufacturer produced in the early to late 20<sup>th</sup> century and was in Birmingham, Alabama (Fair 2021). The company was a very prolific producer of iron pipes, and a variety of valves and fittings.

The uncovered pipes appear to have been associated with the power plant for the yeast factory. Based on previous analysis of the yeast plant's foundations, flooring and construction remnants, the DC SHPO agreed that these pipes are not individually NRHP eligible, but requested the information be incorporated into the [REDACTED] Form (Figures 5, 6, and 7).



**Figure 5. 1951 Aerial Photograph of Bladensburg Site and Approximate Location of Archaeological Discovery No. 3 Stockham Pipes**



**Figure 6. Unanticipated Archaeological Discovery No. 3 Stockham Pipe Remnants**



**Figure 7. Unanticipated Archaeological Discovery No. 3 Stockham Stamp on Pipe Remnant**

## **July 2022**

An additional unanticipated archaeological discovery happened during construction excavation on July 5, 2022. Archaeologist Matt Lyons from VHB contacted Jeff Winstel, WMATA Architectural Historian, sending images and a location map of a double brick lined manhole, measuring approximately 2.5 to 3 feet in diameter. Discussion regarding the manhole centered on whether this structure was associated with the Fleischmann's Yeast Plan or was a component

of an older municipal sewer system. Because the sewer hole was flooded, there was concern that draining it could cause its collapse.

On July 12, 2022, WMATA contacted District Archeologist Dr. Ruth Troccoli at the DC SHPO about the discovery, providing photographs and a rough location map. Dr. Troccoli indicated that the sewer was likely laid in 1927 and was probably a part of an abandoned municipal line. She stated that the double brick manhole was not historically significant and could be demolished. WMATA Architectural Historian notified on-site archaeologist Lillian Ondus about the DC SHPO decision. The site was documented and included in the final site inventory.

## **August 2022**

At the end of August 2022, consulting archaeologists from VHB submitted an archaeological *Monitoring Technical Memorandum of Phase I Construction of the Bladensburg Bus Facility*,

This technical memorandum reported the archaeological monitoring conducted from May of 2022 to mid-July of 2022. The archaeological investigation site boundaries used were those of the ongoing Bladensburg Bus Garage Phase 1 demolition/construction activities. The archaeological monitoring employed two primary methods: visual inspection and documentation of the unanticipated discoveries of architectural remains and archaeological features. Archaeologists wrote weekly memos to summarize monitoring activities during the Phase 1 demolition work. The primary tasks involved background research and field investigations.

Background research included a review of previously recorded surveys and archaeological site data, local and regional histories, and all available cultural resource studies conducted within the immediate area. No previously recorded archaeological surveys or sites exist within or intersects with, the Phase I project area. During demolition and construction efforts sections of intact architectural remains were exposed and archaeological monitors documented these as demolition/construction preceded. It appeared that most of the structure was razed in the 1960's, then capped with fill dirt up to 15 feet in depth covering undemolished foundation remnants.

The Fleischmann's facility and land was purchased by the Washington Metropolitan Area Transit Authority (WMATA) in 1959, and presumably the factory was destroyed, and a bus garage and repair facility were constructed in its place. Construction of the WMATA facility was finalized in 1962.

Observed intact archaeological architectural remains included brick-and-mortar building foundations, poured concrete foundations, brick-and-mortar fuel storage pits, and a brick-and-mortar manhole that may have led to a sewer or liquid outflow channel. All recorded architectural features appear to be related to the Fleishmann's Yeast Factory as they share identical construction methods and materials. In some cases, exposed architectural remnants were visible on 1951 aerial imagery of the factory. When encountered, these architectural remains were photographed and their dimensions recorded with either a Trimble sub-meter unit or total station unit, where applicable.

The factory contained its own power generation facility, identifiable on a 1951 aerial photograph by its large smokestack. It is presumed that coal and oil fuels used to power the generator resulted in the extensive contamination of soils throughout the site observed during construction monitoring efforts. This contamination complicated efforts to record features. Sections of exposed contaminated soils that contained architectural remains were inaccessible. Where detailed features were unable to be recorded in detail, overview photographs were taken.

During the archaeological monitoring three distinct foundation remnants associated with the plant (i.e., flooring, pits, manhole) were uncovered, along with other remnants. As a result of monitoring efforts, the Fleishmann's Yeast Plant was recorded as an archaeological site [REDACTED]. The facility was recommended ineligible for listing on the NRHP under Criteria A, B, C, and D.

The technical memorandum indicates a high likelihood that additional architectural remains related to the Fleischmann's Yeast Factory are present to the north of the recorded site boundary, and planned work for the Bladensburg Bus Garage Phase 2 construction may expose such remains. Given the extent of observed disturbance to Site [REDACTED] of preservation will be similar and no modifications to the NRHP recommendation of "Not Eligible" for the site is expected.

### **September – December 2022**

The VHB technical memorandum and completed archaeological site inventory form were submitted to the DC SHPO Archaeologists for review and comment on August 29, 2022. The DC SHPO Archaeologists responded with review comments on October 23, 2022. General comments included requests for report formatting, expanded explanation of the Determination of Eligibility, more information on the site's features, including a features table, and public reporting. Additional specific requested revisions include inserting citations, correcting figure labeling, and pagination. A total of 24 specific comments on the VHB technical memorandum and site form were made by the DC SHPO, and a revised memorandum and site inventory requested. WMATA coordinated with VHB project manager on development of the revised documents. VHB anticipated completion of the revised drafts by the end of November 2022.

On December 2, 2022, VHB notified the WMATA Architectural Historian the revision to VHB technical memorandum and site inventory form was being finalized and WMATA should receive the new documents by the end of the week. On December 6, 2022, VHB submitted the revised draft documents. WMATA Architectural Historian reviewed the documents, but they did not contain a means of tracking the DC SHPO initial comments nor specify VHB's revisions or comment responses. The WMATA Architectural Historian developed an errata spreadsheet based on the table that the DC SHPO included in their review letter of August 29, 2022, to locate and verify the changes made in the unmarked documents.

On December 9, the WMATA Architectural Historian conveyed to the WMATA Senior Project Manager that the revision was not ready to send to the DC SHPO for review and acceptance, due to typos, incorrect content, comments not addressed, and inability to track comments. WMATA

determined to reach out to VHB and request all comments and requested changes identified in pdf document review comments and excel errata spreadsheet be made to documents by December 16 for submission to the DC SHPO.

On December 15, 2022, VHB sent a second revised document and expanded the errata spreadsheet information. Of the requested revisions to the documents and the 24 individual comments made by the DC SHPO, only 6 remained unresolved. All the “post-it” type comments WMATA made in the pdf version of the report, were resolved. Review comments errata spreadsheet and revised technical memorandum report and DC Site Inventory sheet were sent on Friday December 16, 2022, to WMATA Senior Project Manager for further action. Senior Project Manager sent remaining unsolved comments to consultant Project Manager, Brian McMahon, for resolution by archaeological consultant firm VHB.

### **Summary and Next Steps**

The PA for the Bladensburg Bus Division Archaeological Investigation activities for 2022 primarily involved the Phase I Construction Services demolition phase of the project. Archaeological monitoring was done from May to mid-July of 2022. Weekly reports were provided to WMATA by the consultant archaeological team, and activities were coordinated with the DC SHPO archaeological staff as needed. The FTA was informed of these activities. Activities for 2023 included finalization of the archaeological consultant’s Technical Report and DC Archaeology Site Inventory form. Further archaeological work will be done at the AOI as part of Phase 2 Construction Services, scheduled to begin in August of 2025.