

ANNUAL SUMMARY REPORT, 2022
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 2022 through January 2023.

This report describes work undertaken pursuant to the PA's terms and must be submitted via email to the signatory parties of this PA, which include the FTA, WMATA, and the District of Columbia's State Historic Preservation Office (DC SHPO).

The work covered by this PA is divided into three project phases: Project Phase 1 Demolition and new facility construction on the southwest portion of the existing facility; Project Phase 2 Demolition and construction of the northern portion of the new facility; and Project Phase 3 Demolition and construction of the remainder of the new facility. This report reiterates last year's annual report on the work completed during Project Phase 1.

Three milestones comprise the work in Project Phase 1. The first two milestones have been completed as follows:

1. Milestone 1 – 90% Submittal Demo/New Work and Large Tract Application (NTP plus 120 CD), received November 4, 2020. WMATA review of submission November 02, 2020 – December 02, 2020. The Large Tract Review Application was completed and submitted to DC Director of Public Works.
2. Milestone 2 – 100% Demo contract 60% design for new bus maintenance facility (NTP plus 150 CD), received December 20, 2020. WMATA review of submission December 07, 2020 – January 21, 2021. All professional engineers signed, and sealed plans, design, calculations, survey, and environmental studies required to submit a Cost Proposal for the demolition and apply for permits. Including final topographic survey' civil engineering plans and reports; existing utility identification; availability of permanent utilities report; geotechnical borings and reports; environmental reports; identification of hazardous materials and abatement plan; maintenance of traffic during demolition plans and reports; list of applicable permits for demolition, including final technical specifications. The demolition package is complete and available for Design Builder Cost Proposal and WMATA Cost Estimating.

The Archaeological Site Survey required by the PA is scheduled for Project Phase 2, which will begin in 2024 and be completed before the end of 2024. The archaeological work consists of six separate tasks. The annual report for 2021 identified a completion date for this work as April 16, 2024. That competition date is no longer accurate, and a revised completion date has not been determined.

No archaeological work subject to this PA has been initiated or completed during the second year of this agreement beginning January 1, 2021, to January 1, 2022. Phase I survey archaeological work is not due to commence until 2024. At that time project management will have identified the consultant doing the Phase I work.

March – May 2022

On March 31, 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 was 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. Brick and Mortar Foundation, Southwest Corner.

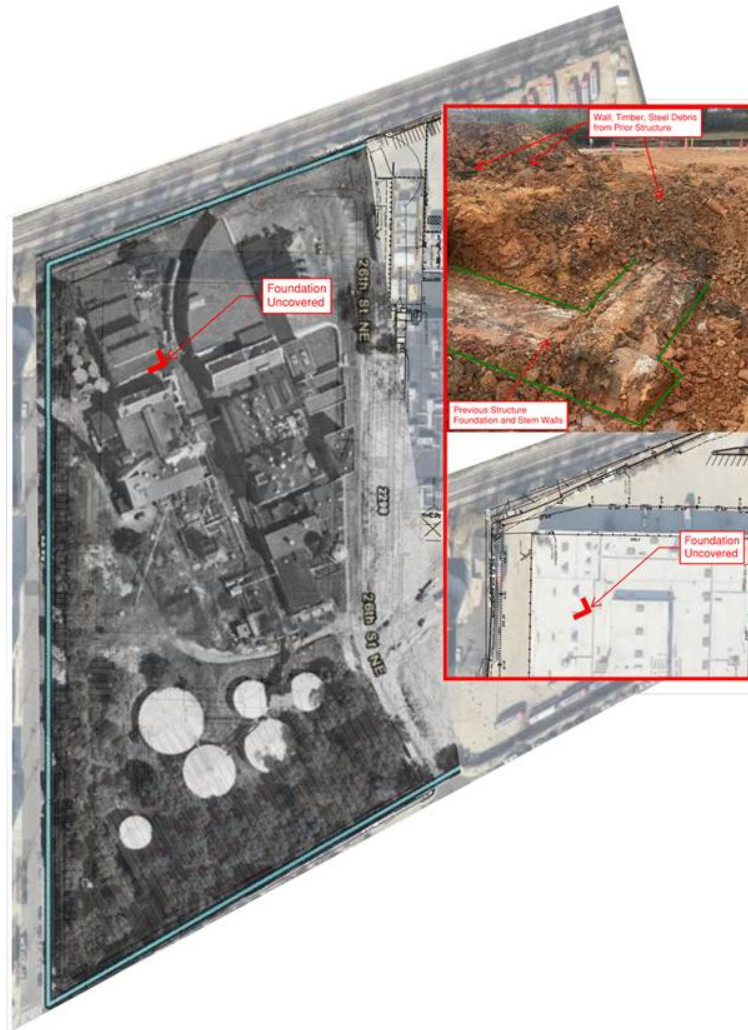


Figure 2. 1951 Aerial Photograph of Site Showing Fleischman Yeast Plant. Inserted Images of Excavation Area, Facing Southwest and Recent Aerial Photograph with Foundation Site Overlay.

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 Trocolli 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.

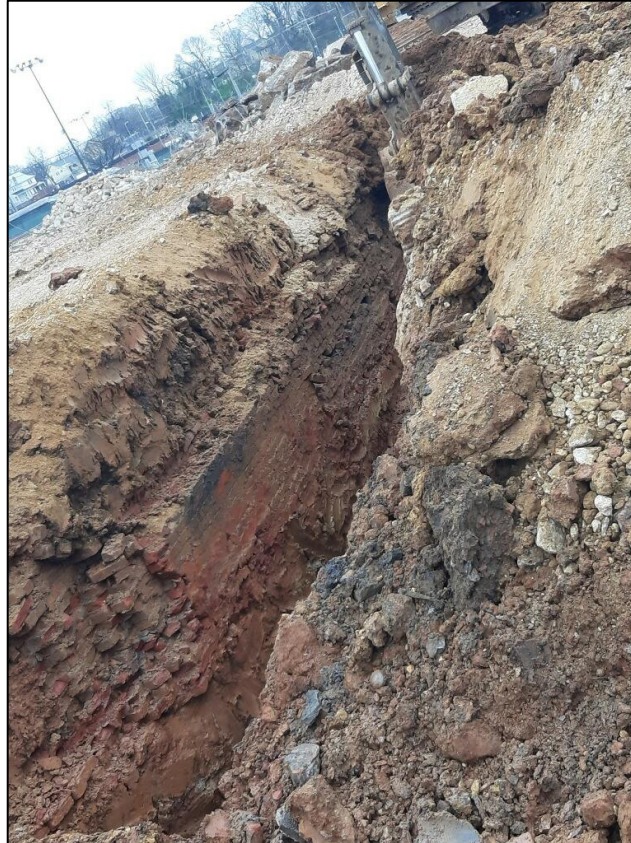


Figure 3. Excavation Trench Showing Brick Foundation Wall, facing Northeast

On April 4, 2022, 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 with 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 prepared and shared 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 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 foundation 1 as consisting of poured concrete foundation block and twisted wrought iron rebar, cast iron piping, and terra cotta sewer piping. Foundation 2 he described as containing two parallel sections of grooved steel floor plates on either side of a foundation block. Brick

flooring was also uncovered and noted as intact brick laid in a square shape and comprised of single layer of thinly mortared molded runner bricks. These features were recorded 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 be added to the plans and drawings of the complex of buildings and features (Figure 4).

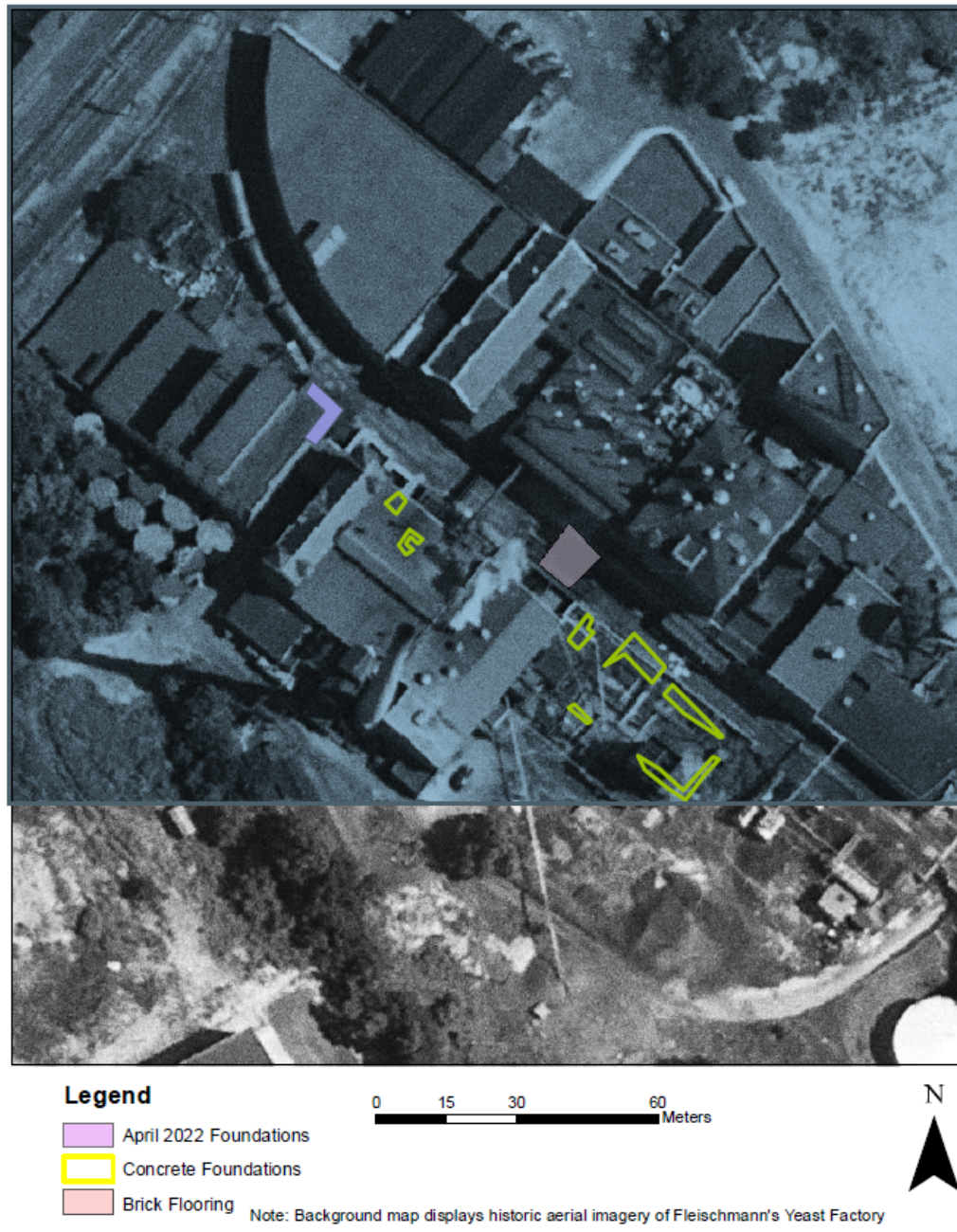


Figure 4. 1951 Aerial Photograph Bladensburg Bus Division Site, Unanticipated Archaeological Discovery Number 2, June 2022.

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 (part of historic Fleischmann's factory foundation) done as part of a Hazmat survey 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 contaminated with 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. Destruction of these features did not take place until all contaminated soils had been removed and the features are recorded.

Based on observations made during the 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 1 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: **51NE061** to the Fleishman factory complex archaeological 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, June 7, 2022).

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. The Archaeologist photo-documented the site. Photo-documentation continued as features were removed. The unanticipated archaeological discovery number 2 feature was removed on June 17, and construction crew captured GPS points and measurements for total depth, as requested.

Foundation 2 flooring and concrete remains and debris from demolition were hauled to an offsite location.

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

The uncovered Stockham pipes appear to have been associated with the power plant for the yeast factory. Based on the archaeologists' previous discussions of the yeast plant's foundations, flooring and construction remnants, the DC SHPO agrees that these pipes are not individually NRHP eligible but this information should be incorporated into the 51NE061 DC Archaeological Site Inventory Form (Figures 5, 6, and 7).

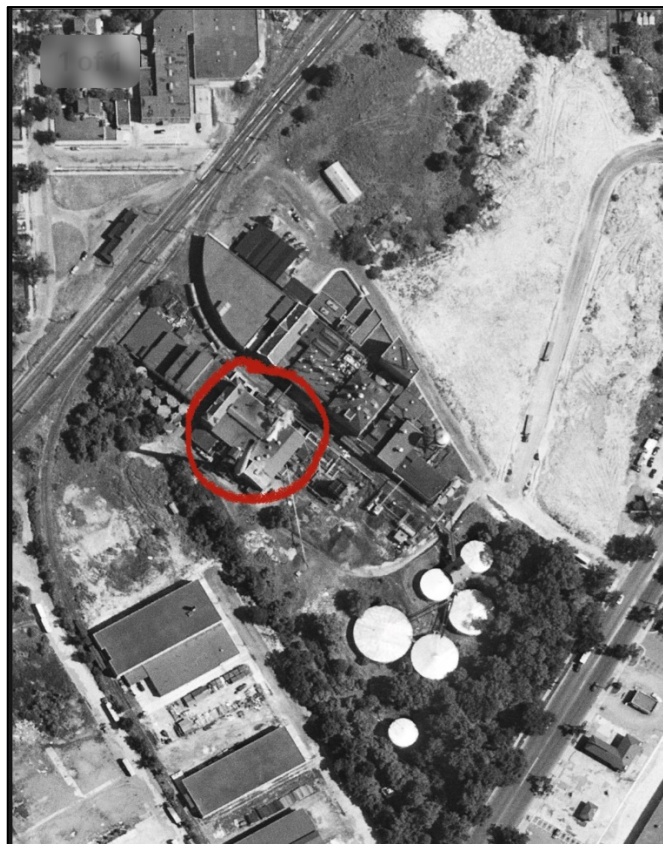


Figure 5. 1951 Aerial Photograph of Bladensburg Site and Approximate Location of Archaeological Discovery No. 3 Stockham Pipes



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



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

An additional unanticipated archaeological discovery happened during construction excavation on July 5, 2022. Archaeologist Matt Lyons from VHB contacted Jeff Winstel, WMATA Architectural Historian, sent 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 Plant or was a component of an older municipal sewer system. Because the sewer hole was flooded, there were concerns that draining it would cause it to collapse.

On July 12, 2022, WMATA contacted archaeologist Dr. Ruth Trocolli about the discovery, providing photographs and a rough location map. Dr. Trocolli indicated that the sewer was likely laid in 1927 and was likely 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 SHPO decision. The site was documented and included in the final site inventory.

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*, including DC HPO Archaeological Report No. 883, Fleischmann's Yeast Plant Foundation Remnants, Archaeological Site Form No. 51NE061.

Conclusion

This archaeological monitoring was completed from May of 2022 to mid-July of 2022. The site boundaries are currently restricted to the extent of the ongoing Bladensburg Bus Garage Phase 1 demolition/construction activities. Archaeologists wrote weekly memos to summarize monitoring activities during 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 intersect with, the Phase I project area. The archaeological monitoring employed two primary methods: visual inspection and documentation of the unanticipated discoveries of architectural remains and archaeological features.

During current demolition and construction efforts sections of intact architectural remains were exposed and archaeological monitors documented these as demolition/construction preceded. It appears 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 Baist Real Estate maps from 1909 indicate the location was the site of the Corby Yeast and Vinegar Plant. The Fleischmann's Yeast Company acquired the facility circa 1919 and expanded the factory footprint southeast to include additional structures. 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 include 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 (51NE061). The facility was recommended ineligible for listing on the NRHP under Criteria A, B, C, and D.

There is 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 15NE061, it is presumed that the state of preservation will be similar and no modifications to the NRHP recommendation of "Not Eligible" for the site is expected.

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. The DC SHPO did concur with the NRHP determination of not eligible.

Summary and Next Steps

The PA for the Bladensburg Bus Division Archaeological Investigation activities for 2022 primarily involved the Phase I Demolition phase of the project. Archaeological monitoring was done from May to mid-July of 2022.

Activities for 2023 will include finalization of the archaeological consultant's Technical Report and DC Archaeology Site Inventory form. In addition, WMATA will work with consulting parties to extend/amend the PA as it will expire in January of 2024.

Further archaeological work will occur as the project moves into Phase 2, as needed.