

**Northern Bus Garage  
Memorandum of Agreement  
Annual Report for 2022  
Submitted March 2023**

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## **Overview**

This document provides updated information on the mitigation of the adverse effect of the Northern Bus Garage Replacement project, relevant to the Memorandum of Agreement (MOA), describing activities conducted in 2022. A brief project background is provided along with a discussion of the building's historic significance and integrity. Activities and mitigation status are reviewed in the Summary and Current Status section at the end of this report.

## **Project Background**

The Washington Metropolitan Area Transit Authority (WMATA) is undertaking major reconstruction of its Northern Bus Garage facility, located at 4615 14<sup>th</sup> Street NW in Washington, D.C. The building occupies Squares 2811 and 2015 and has a 5-sided footprint. The property is defined by the north end (formerly a section of Decatur Street), and an east boundary consisting of Iowa and Arkansas Avenues NW. The south boundary is Buchanan Street NW, and the west side elevation is the building façade and fronts 14th Street NW.

The Northern Bus Garage is designated a historic property, despite substantial additions and alterations made to the original 1906 building. The entire building was designated a DC Historic Landmark in 2012 and listed in the National Register of Historic Places (NRHP) as the Capital Traction Company Car Barn the following year (listed May 22, 2013, #13000290). The period of significance for the NRHP listing is 1906 – 1959, the end date marking the conversion of the building from a streetcar facility to a bus garage.

WMATA's proposed replacement of the Northern Bus Garage is funded with federal money from the Federal Transit Administration (FTA), requiring compliance with Section 106 of the

National Historic Preservation Act (Section 106). Section 106 consultation began in Spring of 2019 and involved WMATA, the Federal Transit Authority (FTA), and the District of Columbia State Historic Preservation Office (DC SHPO). Site visits were conducted with WMATA, FTA, and DC SHPO to consult and assess the remaining historic fabric of the facility. WMATA completed a Historic Fabric Analysis report which identifies the extent of historic fabric, discusses options for preservation of historic materials in addition to the 14<sup>th</sup> Street NW façade and identifies areas that have been altered and could be restored. The Historic Fabric Analysis report is available upon request.

Subsequent design has changed the initial concept plans, requiring further consultation with FTA and the DC SHPO. Public outreach has occurred, and FTA and the DC SHPO have received 5 requests from community groups for consulting party status. All these requests were granted. Following public outreach meetings, consulting parties reviewed the property's significance and the undertaking's effects and considered commensurate mitigation for the adverse effects. FTA formally notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect finding in July of 2019 and invited them to participate in continuing consultation. ACHP declined to participate.

A formal Adverse Effect finding was submitted to the DC SHPO and consulting parties and a Memorandum of Agreement (MOA) to resolve adverse effects was executed on December 20, 2021 (Appendix A). The project has commenced with environmental review and hazard mitigation being completed, and demolition proceeding. Construction is slated to begin in summer of 2023.

### **Historic Significance and Integrity**

The Northern Bus Garage was constructed in 1906 as the Capital Traction Company car barn and became operational in 1907. The building was designed in the Italian Villa Revival style by the prominent architectural firm of Wood, Donn, and Deming. In 1926, the Capital Traction Company car barn began its dual role as a streetcar and bus garage facility with an addition built on the east side of the building for bus storage. Many interior alterations were made in 1959 when the building was converted to a bus garage. Correspondence associated with the 1983 expansion of the facility states the 14<sup>th</sup> Street NW façade of the building contains the most historic integrity (Valge 1985, 1). WMATA's demolition and reconstruction of major areas of the garage included additions on the north and south ends and adding roof parking. The resulting building has a footprint that completely covers 2 city squares.

As previously stated, the Northern Bus Garage is a designated DC Historic Landmark (2012) and was listed in the NRHP in 2013. Prior to these designations, the 1998 NRHP Multiple Property Document (MPD) *Resource Streetcar and Bus Resources of Washington, D.C., 1862-1962* identified the Northern Bus Garage as eligible for NRHP listing. The building is significant for association with a broad series of events (NRHP Criterion A), creating the District of Columbia's northern suburb development. The building is also significant for architecture as an important example of the Italian Renaissance Revival style in Washington, D.C. (NRHP Criterion C). The work of noted architects Wood, Donn, and Deming, the building was designed to attract passengers to the developing residential areas. The high aesthetic standards for streetcar barn

design promoted the neighborhood and the individual streetcar line. Streetcar lines were very competitive prior to the era of consolidation (Buell 2013, 2).

The ability of a property to convey its historic significance is determined by the property's level of historic integrity. The seven aspects of historic integrity are design, location, setting, workmanship, feeling, association and materials. The Northern Bus Garage has a high level of integrity of location, setting, feeling, and association. The building has not been moved, and its general setting remains intact, although the 13 ft. high wall surrounding the east, north and south elevations does substantially diminish the visual relationship between the building and its setting. This wall is not considered part of the nominated or designated property. The retention of most of the original high style façade with large vehicle openings to the street and building's original form and shed-like appearance convey integrity of feeling and association with 19<sup>th</sup> – 20<sup>th</sup> century streetcar barns in Washington, D.C., as required by the registration requirements for the Streetcar Barn property type in the 1998 MPD (Tracerics #64500948 2013, 8).

### **Historic Fabric Analysis and Effects of Undertaking**

WMATA acquired the 1906 Capital Traction Company car barn in 1966. The historic record indicates that several renovations were done to the building prior to the WMATA acquisition of the facility. The building was constructed to store, maintain and repair streetcars. Alterations over the years included construction of a basement (1926) and eastern addition, (since removed). A mid-century document shows a blind wall where an open streetcar entrance was previously located.

In 1983 WMATA built a wall around the facility to help lessen impacts to residences, and in 1985 conducted major renovations of the interior but did not “adversely impact the exterior of the 14<sup>th</sup> Street façade” (Resource Application, Inc, 1985, 3-33). Substantial renovations were done to the building in the 1980s and early 1990s. The renovations in the Northern Bus Garage covering almost the entirety of Squares 2811 and 2815 and including a one-story open parking deck to the north and east of the original car barn. At the north end of the building a new bus entrance and ramp down to the basement was constructed, and an elevator tower was added. This work was completed in 1992. The original 1906 building footprint is retained inside the current, much larger building but this historic fabric contains many alterations.

The National Historic Preservation Act, Protection of Historic Properties 36 CFR Part 800 identifies criteria for adverse effects. The first criterion is “Physical destruction of or damage to all or part of the property” and the second is “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilize, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines” (Assessment of Adverse Effects, 36 CFR Part 800.5 ). The proposed undertaking meets both criteria. Therefore, FTA has determined, and the DC SHPO has concurred, that the project will result in adverse effects to historic property. While minimization measures are being pursued in order to retain and restore historic fabric, the avoidance of effects to this project is not feasible or prudent. Internal bus circulation requirements and new technologies, such as developing an electric bus fleet, could

not be accommodated while preserving the interior walls that represent the east interior and exterior walls of the 1906 car barn.

### **Public Outreach and Comment**

During Section 106 initiation of the project, consulting parties invited to participate included the Uptown Main Street, the Sixteenth Street Neighborhood Association, the Northern Busbarn Neighbors, and Advisory Neighborhood Commissions (ANCs) 4C20 and 4C03. Consulting party meetings were held in March 11, May 28, and July 29 of 2021. These meetings provided an overview of the project, solicited historic preservation concerns, reviewed concepts for reconstruction and rehabilitation, and provided consulting parties opportunities to comment on potential mitigation. Based on community input, WMATA and FTA, in coordination with the DC SHPO, developed mitigation measures for the consulting parties additional review and comment. A memorandum providing a comprehensive overview of the mitigation measures and implementation schedule was provided to the consulting parties by FTA on November 29, 2021, informing them of the final selection of the mitigation measure to be incorporated into the final Memorandum of Agreement. Additionally, WMATA developed a Community Engagement Plan that included public meetings to provide information and solicit comments. Meetings were held virtually on October 13, November 2, 10, and 17 of 2021.

### **Minimization and Mitigation**

Mitigation is to be commensurate to the degree and nature of the adverse effect. The adverse effect of the undertaking is the demolition of most of the building. Although the significance of the building is mostly conveyed by the façade, the MPD states that one of the registration requirements is retention of the original form or a shed-like appearance. Evidently, the brick wrap-around barrier wall along with the addition and alterations dating from the late 1980s and early 1990s did not negate a sense of the building's original form or shed-like appearance. The proposed new construction will have a sense of a shed-like structure, but the undertaking will substantially change the building.

Following the July 29, 2021, meeting, and review of the meeting minutes, WMATA, in coordination with FTA and the DC SHPO, assessed the feasibility of the mitigation to address the adverse effect. These signatory parties determined that several should be included in the MOA. However, one proposed mitigation action was not accepted -- a request for the construction company to set aside architectural materials from the current facility that could be collected by the community as items of memorabilia. Although WMATA understands this would be of interest to community members, this mitigation was determined to be inconsistent with WMATA practice and would present safety concerns. An email was sent to consulting parties on November 29, 2021, summarizing the following accepted mitigation.

The minimization includes the documentation of historic fabric and restoration of elements of the 14 Street NW façade. The purpose of documentation of historic fabric is to identify historic fabric that remains after all the renovation work done from 1983 to 1992. As mentioned, the listing of the building in the NRHP was after the renovation work and includes the entire building, except for the perimeter wall (Buell 2012, 1). Although the nomination provides good

documentation of the changes made to the building, it doesn't explicitly identify remaining historic fabric. The Historic Fabric Analysis has the purpose of identifying and documenting historic fabric beyond the façade and guiding design development for the new construction.

While some of the historic fabric will be lost due to the Northern Bus Garage Replacement project, the project presents further minimization of adverse effects by restoring parts of the 14<sup>th</sup> Street NW façade. The Historic Fabric Analysis identified changes made to the façade fenestration and additions added in the 1983 – 1992 period. The final plans for the project are to retain some original windows, removing the 1980s stair tower, restoring the northwest corner of original building, exposing historic arched windows, replacing the windows in the 14<sup>th</sup> Street NW façade, restoring all bricked-in openings in the façade, cleaning and repointing brick and cast stone masonry, and reconstruction of the chimney.

Mitigation will also include historic interpretation. Trolley tracks or rails will be installed in the sidewalk connecting the street to the original trolley car entrance on the 14<sup>th</sup> Street NW façade. Interpretive Wayside Exhibit panels will be installed outside the building, and inside the building's community room. The exhibit panels will highlight the history of the building, the community and development of mass transit systems in Washington, D.C. Also included will be exhibits on African American History in the area and associated themes. Consulting parties and local community members will have input on the design and text of these exhibits (Appendix A: Memorandum of Agreement, Attachment 6: Interpretive Signage Exhibits ).

On November 29, 2021, WMATA sent an email memorandum to all consulting parties informing them of the final decisions on the mitigation measures that will be completed and providing them with a final draft of the MOA, prior to obtaining required signatures and full execution of the MOA. The consulting parties were thanked for their participation in the Section 106 process and asked to submit any questions or requests for additional information. No additional correspondence was received from any of the consulting parties.

The MOA was fully executed on December 20, 2021. A copy was filed with the Advisory Council on Historic Preservation and copies were sent to all consulting parties on December 21, 2021. No further comments were received from consulting parties.

## **Summary and Current Status**

The 1906 Capital Traction Car Barn was designed as a showpiece for a traction car line competing with other streetcar lines in Washington D.C. during the late 19<sup>th</sup> through early 20<sup>th</sup> century period. The building's ownership and function changed over time, eventually becoming a major motorbus storage and repair facility known as the WMATA Northern Bus Garage. Although alterations began in 1926, it was the late 1980s and early 1990s expansion and alterations of the building that resulted in the greatest change to the building. The façade along 14<sup>th</sup> Street NW however retains most of the building's historic fabric and character. In 2012 and 2013 the Northern Bus Garage was designated a DC Historic Landmark and listed in the NRHP.

Stipulations included in the MOA are listed under the following subheadings:

- Implementation of Design Plans
- Installation of Replica Streetcar Tracks
- Interpretive Signage Exhibits.

The status of these commitments are discussed below:

### **Implementation of Design Plans**

Overview of Commitment: Design plans were determined through a process of robust consultation and public outreach. These plans include new construction that incorporates projecting and receding elements to decrease the monolithic nature of the new structure along Arkansas and Iowa avenues. Specific cladding material and visual patterning are incorporated into the elevations to “break down the scale” of the new building. Restoration work is based on the *Identification of Historic Fabric Report* and prioritize historic fabric dating from the NRHP documented Period of Significance, 1906 – 1959. Work includes, but is not limited to, replacing previous renovations with more historically appropriate replacement elements, and preserving and restoring historic sections of the north and south walls and the original smokestack.

Status: To date, only demolition activities have occurred. Demolition has been conducted in a manner necessary to preserve the historic façade, as shown in the design plans. Construction is scheduled to commence in 2023.

### **Installation of Replica Streetcar Tracks**

Overview of Commitment: Streetcar tracks will be installed in the sidewalk where the original tracks would guide streetcars into and out of the car barn along 14<sup>th</sup> Street NW. The District Department of Transportation’s Public Space Committee will need to approve the track installation beyond WMATA owned space and into the sidewalk. Final plans for the track installation are pending the committee’s review and decision. The final tracks will be ADA compliant and be fully installed within one week of issuance of the building’s occupancy permit.

Status: This past October (2022), construction workers uncovered original streetcar tracks encased in concrete flooring of the bus garage. These tracks were extracted and salvaged for use as the streetcar track interpretive sidewalk placement, rather than using replica tracks, if feasible. Dates for permits or approvals for the track design and installation are to be determined.

### **Interpretive Signage Exhibits**

Overview of Commitment: Interpretive signage exhibits will consist of one (1) to three (3) exterior interpretive signage exhibits and up to five (5) interior interpretive signage exhibits for the building’s community room. The exhibits will be developed in consultation with the DC SHPO and the MOA consulting parties. These exhibits will explain the historical and architectural characteristics and significance of the Northern Bus Garage, and broader historical themes such as the area’s African American history, commercial development, and social history.

Status: No action has been taken on the interpretive signage exhibits. Dates for commencing interpretive signage exhibits project are yet to be determined.

## **Bibliography**

Assessment of Adverse Effects, 36 CFR Part 800.5 Available at <https://www.govregs.com/regulations/36/800.5>, Accessed March 11, 2020.

Buell, Catherine, Chair, District of Columbia Historic Preservation Review Board. *Historic Landmark Designation Case No. 01-05, Capital Traction Company Car Barn (Decatur Street Car Barn)*, 2012.

Resource Applications, Inc., *Washington Metropolitan Area Transit Authority Property Acquisition for Northern Garage and Decatur Street Closure Environmental Assessment*, March 1985.

Valge, Ado, WMATA Acting Director of Engineering & Architecture, WMATA. Correspondence to Carol B. Thompson, District of Columbia Historic Preservation Officer, November 15, 1985.

Traceries, EHT, National Register of Historic Places, Streetcar and Bus Resources of Washington, D.C., Multiple Property Listing, Washington, D.C., #64500948

## **Appendix**

Appendix A: Northern Bus Garage Reconstruction Memorandum of Agreement

Appendix A:

Northern Bus Garage Reconstruction  
Memorandum of Agreement



**MEMORANDUM OF AGREEMENT  
AMONG  
THE FEDERAL TRANSIT ADMINISTRATION,  
THE DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER  
AND  
THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
REGARDING  
THE NORTHERN BUS GARAGE RENOVATION PROJECT IN  
WASHINGTON, DC**

**WHEREAS**, the Federal Transit Administration (FTA) plans to provide financial assistance to the Washington Metropolitan Area Transit Authority (WMATA) for the proposed renovation of the Northern Bus Garage, historically known as the Capital Traction Company Car Barn, which is listed on the National Register of Historic Places (NRHP; NR# 13000290, May 22, 2013) (Undertaking) and located at 4701 14<sup>th</sup> Street, NW; and

**WHEREAS**, the Northern Bus Garage Renovation Project (Project) consists of the stabilization, restoration, and preservation of the portions of the Northern Bus Garage along 14<sup>th</sup> Street, NW, including the administration offices and tower, and historic walls on the north and south ends of the building; the demolition of the remaining portions of the historic building and later, non-historic additions; and replacement of the demolished portions with a new building that will be connected to the preserved historic building; and

**WHEREAS**, FTA has consulted with the District of Columbia State Historic Preservation Officer (DC SHPO) regarding the Undertaking in accordance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108); and

**WHEREAS**, FTA in consultation with the DC SHPO has determined the Undertaking's Area of Potential Effects (APE), as defined in 36 CFR § 800.16(d), as including the entirety of the Northern Bus Garage footprint, and approximately one block of residential or commercial structures along (clockwise starting north) Decatur Street NW, Iowa Avenue NW, Arkansas Avenue NW, Buchanan Street NW, and 14<sup>th</sup> Street NW, and viewsheds from the intersections of Crittenden Street NW and 15<sup>th</sup> Street NW facing east, Decatur Street NW, and 15<sup>th</sup> Street NW facing east, as depicted in Attachment 1; and

**WHEREAS**, FTA and DC SHPO have applied the criteria of adverse effect pursuant to 36 CFR § 800.5 and determined that the Undertaking will have an adverse effect on the Northern Bus Garage because it will result in the destruction of part of the historic building; and

**WHEREAS**, WMATA, as a recipient of Federal assistance for the Project, is a consulting party in the Section 106 process pursuant to 36 CFR § 800.2(c)(4) with a responsibility for implementing the terms of this Memorandum of Agreement (MOA) and is invited to sign this MOA as an invited signatory pursuant to 36 CFR § 800.6(c)(2); and

**WHEREAS**, FTA and DC SHPO invited Uptown Main Street, the Sixteenth Street Neighborhood Association, the Northern Busbarn Neighbors, DC Advisory Neighborhood Commission (ANC) 4C02 and ANC 4C03 to be consulting parties pursuant to 36 CFR § 800.2(c)(5), and consulted with them regarding the effects of the Undertaking on historic properties; and

**WHEREAS**, in accordance with 36 CFR § 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation, and the ACHP declined to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii);

**NOW, THEREFORE**, FTA, the DC SHPO, and WMATA (henceforth referred to as the Signatories) agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the Undertaking on historic properties.

## **STIPULATIONS**

FTA and WMATA shall ensure that the following measures are implemented.

### **I. IMPLEMENTATION OF DESIGN PLANS**

WMATA will construct the Project according to the design plans included in Attachments 2, 3, and 4. These design plans were determined to be the preferred design through robust Section 106 consultation and public outreach to ensure the following items are met:

- A. New construction illustrated in Attachment 2 will be compatible with the historic Northern Bus Garage; will incorporate projecting and receding elements to decrease the monolithic nature of the new structure along Arkansas and Iowa avenues; and use cladding material and visual patterning to further “break down the scale” of the new building, especially near building entrances and garage doors.
- B. Restoration work will be informed by the *Identification of Historic Fabric Report* included in Attachment 3 and implemented in accordance with the plans and narrative scope of work included in Attachment 4 to ensure that historic fabric from the 1906 to 1959 NRHP Period of Significance will be preserved, and the historic portions of the Northern Bus Garage will remain prominent features of the overall Northern Bus Complex. Restoration work includes, but is not limited to, preserving and repairing existing historic fabric, restoring elevation elements that have been replaced with inappropriate elements, replacing inappropriate 1980s windows with historically appropriate replacement windows, and preserving and restoring historic sections of the north and south walls and the original smokestack. As part of its on-going review for DC building permits, the DC SHPO may require minor revisions to the plans in Attachment 4.

## **II. INSTALLATION OF REPLICA STREETCAR TRACKS**

To illustrate and highlight the Northern Bus Garage's original function as a streetcar car barn, WMATA shall install replica streetcar tracks in the area where streetcars used to enter and/or exit from the building along 14<sup>th</sup> Street, NW, as shown in Attachment 5. If the District Department of Transportation's (DDOT) Public Space Committee does not approve streetcar tracks extending through public space to 14<sup>th</sup> Street, NW, WMATA will provide information to document the Public Space Committee's decision and may revise the plans in Attachment 5 to limit the streetcar tracks to WMATA-owned property. Regardless of their extent, the tracks shall be ADA compliant and avoid tripping hazards. The replica streetcar tracks will be installed as part of building construction project and will be fully installed within one week of issuance of the building occupancy permit.

## **III. INTERPRETIVE SIGNAGE EXHIBITS**

- A. In consultation with the DC SHPO and consulting parties, WMATA shall develop and install one (1) to three (3) exterior interpretive signage exhibits and up to five (5) interior interpretive signage exhibits for the building's community room as described in Attachment 6. The exterior interpretive signage exhibits shall focus on the historical and architectural characteristics that qualify the Northern Bus Garage for listing in the NRHP and explain the replica streetcar tracks described in Stipulation II above. The interior community room exhibits may focus on broader historical themes that relate to the role the Northern Bus Garage played in the development of the surrounding neighborhood and community, including, but not limited to, topics such as African-American history, commercial development, and social history.
- B. In developing topics and materials for the interior interpretive signage exhibits, WMATA shall solicit initial input from consulting parties and DC SHPO. WMATA will reach out to additional groups or individuals who are knowledgeable about community history as appropriate in developing the content for the exhibits, as described in Attachment 6.
- C. WMATA, in consultation with DC SHPO and FTA, will determine which topics will be pursued further, based on input received through outreach described in Stipulation III.B. and Attachment 6, and decide how many exhibits will ultimately be installed.
- D. WMATA shall provide full color digital drafts of all exterior interpretive signage exhibits and interior interpretive signage exhibits to the consulting parties and DC SHPO for review and comment in accordance with Attachment 6.
- E. Once the content, design, and location are approved by DC SHPO in writing, WMATA shall prepare and install the signage in the approved locations within 30 days of issuance of the building occupancy permit.

## **IV. REVISIONS TO THE PROJECT**

If WMATA refines the design of the Project in a manner that may result in additional or new effects on historic properties, WMATA will notify FTA and the DC SHPO of such changes. Before WMATA takes any Project action that may result in additional or new effects on historic

properties, WMATA, FTA, and DC SHPO will consult to determine the appropriate course of action.

## **V. UNANTICIPATED DISCOVERIES**

### **A. Archaeological Resources and Human Remains**

1. In the event that a previously unidentified archaeological resource and/or suspected human remains are discovered during ground disturbance activities, all construction work involving subsurface disturbance will be halted in the area of the resource and in the surrounding area where further subsurface remains can reasonably be expected to occur.
2. WMATA shall notify the DC SHPO's District Archaeologist in writing via email and by telephone immediately.
3. The DC SHPO's District Archaeologist shall conduct a site visit within two working days (48 hours), if possible.
4. DC SHPO will contact the Metropolitan Police Department (MPD) and the DC Office of the Chief Medical Examiner (OCME) if suspected human remains are present per OCME protocols under DC Statute DC ST S 5-1406.
5. WMATA, FTA, and DC SHPO will consult to determine whether the resource is eligible for listing in the NRHP, and if so, whether adverse effects can be avoided or minimized.
6. If the resource is determined NRHP-eligible and adverse effects cannot be avoided, WMATA will propose a Treatment Plan to mitigate adverse effects. Upon concurrence by DC SHPO and FTA on the effects and Treatment Plan, WMATA will carry out the Treatment Plan.
7. Documentation, evaluation, and execution of the Treatment Plan will be undertaken by archaeology professionals meeting the requirements of Stipulation VI, comply with District guidelines for archaeology, and be conducted according to an archaeological work plan approved by the DC SHPO.

### **B. Architectural and Historic Built Environment Resources**

1. If, in the course of implementing the Project, unforeseen and potentially adverse effects occur to above-ground historic properties within the APE, WMATA shall immediately halt all construction work within fifty (50) feet of the unforeseen effect and take all reasonable measures to avoid or minimize further unforeseen effects. WMATA shall notify FTA and DC SHPO of the issue as soon as practicable, but no later than 3 days following the unforeseen effect.

2. WMATA shall ensure that an architectural historian or historic architect meeting the requirements of Stipulation VI investigates the work site and the historic property within seven (7) days. Following the investigation, WMATA shall forward to FTA and DC SHPO an Assessment of Effects Report to the historic property and proposed Treatment Plan to resolve any adverse effects on historic properties. Upon agreement with the Effects Report and Treatment Plan by DC SHPO and FTA, WMATA will carry out the Treatment Plan.
3. At the conclusion of this consultation, WMATA will provide all parties that participated in the discovery consultation a written summary of the consultation and its resolution. This summary may be transmitted to the participants via e-mail.

## **VI. PROFESSIONAL QUALIFICATIONS**

WMATA shall ensure that all historic preservation and archaeological work performed by WMATA or on its behalf pursuant to this MOA shall be accomplished by or under the direct supervision of a person or persons who meet(s) or exceed(s) the pertinent qualifications in the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-9) in those areas in which the qualifications are applicable for the specific work performed.

## **VII. MONITORING AND REPORTING**

Each year following the execution of this MOA until it expires, is fulfilled, or is terminated, WMATA shall provide the signatories a summary report detailing work undertaken pursuant to the MOA. Such report shall include a summary and update on work being carried out in accordance with relevant stipulations, any scheduling changes proposed, any problems encountered, any disputes or objections received, and related topics. WMATA shall provide the annual report to the Signatories on or before the date of execution of the MOA.

## **VIII. DISPUTE RESOLUTION**

Should any Signatory object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FTA shall notify the other Signatories and consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

- A. Forward all documentation relevant to the dispute, including FTA's proposed resolution, to the ACHP. The ACHP shall provide FTA with its advice on the resolution of the objection within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FTA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a copy of this written response. FTA will then proceed accordingly.
- B. If the ACHP does not provide its advice regarding the dispute within the 30-day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a decision, FTA shall prepare a written response that takes into account any

timely comments regarding the dispute from the Signatories and provide the Signatories and the ACHP with a copy of such written response.

- C. FTA and WMATA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remains unchanged.

## **IX. AMENDMENTS**

This MOA may be amended when such an amendment is agreed to in writing by all Signatories. The amendment will be effective on the date a copy signed by all Signatories parties is filed with the ACHP. Revisions to any Appendix to this MOA determined to be non-substantive by the Signatories will not require an amendment to the MOA but must be agreed to in writing by the Signatories.

## **X. TERMINATION**

If any Signatory determines that the terms of this MOA will not or cannot be carried out, that party shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation IX, above. If within 30 days, or another timeframe agreed to by all Signatories, agreement on an amendment cannot be reached, any Signatory may terminate the MOA upon written notification to other Signatories.

If the MOA is terminated, and prior to work continuing on the Undertaking, FTA must either: (a) execute another MOA pursuant to 36 CFR § 800.6; or (b) request, take into account, and respond to the comments of the ACHP pursuant to 36 CFR § 800.7. FTA shall notify the signatories as to the course of action it will pursue.

## **XI. GENERAL PROVISIONS**

### **A. Counterparts; Electronic Signature**

This MOA may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This MOA may be signed electronically.

### **B. Distribution of MOA**

Within one (1) week of the last signature on this MOA, FTA shall provide each Signatory and consulting party with one high quality, legible, full color, electronic copy of the fully-executed MOA and all of its attachments integrated into a single document. Internet links will not be used as a means to provide copies of attachments since links to web-based information often change. If the electronic copy is too large to send by e-mail, WMATA shall provide a copy of this MOA as described above, on a flash drive, compact disc, or other suitable, electronic means.

## **XII. DURATION**

This MOA will expire if its terms are not carried out within ten (10) years from the date of execution, or when FTA determines that all stipulations have been satisfactorily fulfilled.


WMATA shall notify FTA when the project is completed and there are no further opportunities for unanticipated discoveries as described in Stipulation V above. Prior to expiration, FTA may consult with the Signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation IX.

Execution of this MOA and implementation of its terms evidence that FTA has taken into account the effects of the Undertaking on historic properties and afforded the ACHP an opportunity to comment.

**SIGNATURE PAGE  
MEMORANDUM OF AGREEMENT  
REGARDING  
THE NORTHERN BUS GARAGE RENOVATION PROJECT  
WASHINGTON, DC**

**SIGNATORY**

FEDERAL TRANSIT ADMINISTRATION

*Teresa "Terry" Garcia-Crews*  


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Date: 2021.12.20

Terry Garcia-Crews  
Regional Administrator, Region III



**SIGNATURE PAGE  
MEMORANDUM OF AGREEMENT  
REGARDING  
THE NORTHERN BUS GARAGE RENOVATION PROJECT  
WASHINGTON, DC**

**SIGNATORY**

DISTRICT OF COLUMBIA STATE HISTORIC PRESERVATION OFFICER

By:  \_\_\_\_\_

Date: 12/15/2021

David Maloney  
District of Columbia State Historic Preservation Officer

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**SIGNATURE PAGE  
MEMORANDUM OF AGREEMENT  
REGARDING  
THE NORTHERN BUS GARAGE RENOVATION PROJECT  
WASHINGTON, DC**

**INVITED SIGNATORY**

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

By: Andrew B. Off Date: 12 10 2021  
Executive Vice President, Capital Project Delivery

Andrew Off  
E013349 WMATA  
Digitally signed by Andrew  
Off E013349 WMATA  
Date: 2021.12.10 09:57:04

## **LIST OF ATTACHMENTS**

Attachment 1: Area of Potential Effects

Attachment 2: Building Elevations and Perspective Views (available upon request)

Attachment 3: WMATA Northern Bus Garage: Identification of Historic Fabric Report  
(available upon request)

Attachment 4: Restoration Narrative Scope of Work, Elevations and Plans

Attachment 5: Plans for Replica Streetcar Track Installation

Attachment 6: Interpretive Signage Exhibits

**ATTACHMENT 1  
AREA OF POTENTIAL EFFECTS  
NORTHERN BUS GARAGE RENOVATION PROJECT  
MEMORANDUM OF AGREEMENT**



**Area of Potential Effects** —————

**ATTACHMENT 2**  
**BUILDING ELEVATIONS AND PERSPECTIVE VIEWS**  
**NORTHERN BUS GARAGE RENOVATION PROJECT**  
**MEMORANDUM OF AGREEMENT**  
**(Available upon request)**

**ATTACHMENT 3**  
**IDENTIFICATION OF HISTORIC FABRIC REPORT**  
**NORTHERN BUS GARAGE RENOVATION PROJECT**  
**MEMORANDUM OF AGREEMENT**  
**(Available upon request)**

**ATTACHMENT 4**  
**RESTORATION NARRATIVE SCOPE OF WORK, ELEVATIONS AND PLANS**  
**NORTHERN BUS GARAGE RENOVATION PROJECT**  
**MEMORANDUM OF AGREEMENT**

**Restoration Narrative Scope of Work**

The restoration scope for the WMATA Northern Bus Garage will include the restoration of the 14<sup>th</sup> Street elevation; a 36'8" portion of the original south elevation, including the chimney; and a 28' 7" portion of the original north elevation. The restoration will include the removal of non-original alterations, including the c. 1987-1992 Administration Building stair tower, the 1970s angled brick wall in the original streetcar entry, two non-original pedestrian doors in the 14<sup>th</sup> Street elevation (northern door c. 1970, southern door c. 1987-1992), and the removal of non-original brick window infills. The elevations will be cleaned, repaired, and repointed where needed. The 14<sup>th</sup> Street NW elevation will be supported by temporary supports during excavation and construction of the new facility. The south portion of the elevation that will be retained will be catalogued, dismantled, and reassembled prior to restoration as its foundations are in conflict with the new bus drive aisle.

The elevation restoration includes the installation of new aluminum wrapped wood core IGU windows and exterior Administration Building doors to match the historic windows and doors as closely as is possible. Historic images, such as photographs and available plans, were used as source material for the design of new doors and windows. The historic symmetrical design of the doors will be retained for the new doors, in keeping with the historic character of the building. The two extant original wood windows on the 14<sup>th</sup> Street NW elevation will be restored and reinstalled in their existing locations. A historic round wood window currently located at the east elevation will be salvaged, restored, and installed in an opening in the 14<sup>th</sup> Street NW elevation where this same type of window was originally located, but the window was removed and bricked in at some point.

A survey completed in February of 2020 determined that overall, the brick masonry is in good condition. There are limited areas of step cracking, bio growth, staining, incompatible repointing, and previous alterations. All historic fabric will be cleaned in a manner consistent with the Secretary of the Interior's Guidelines for Rehabilitation: cleaning soiled masonry surfaces with the gentlest method possible. Non-original brick or mortar will be removed. Non-original and deteriorated mortar will be removed and replaced with an approved matching mortar as noted above. Non-original brick will be replaced with historic brick salvaged from the site and mortar analysis will be undertaken to determine an acceptable mortar for repairs. In order to retain as much historic masonry in situ as possible, small brick cracks or mechanical damage will be repaired rather than replaced. These repairs are ONLY for minor cracks and holes from anchors drilled in the face of the brick will be repaired with a patching mortar in compliance with the Secretary of the Interior's Guidelines for Rehabilitation.

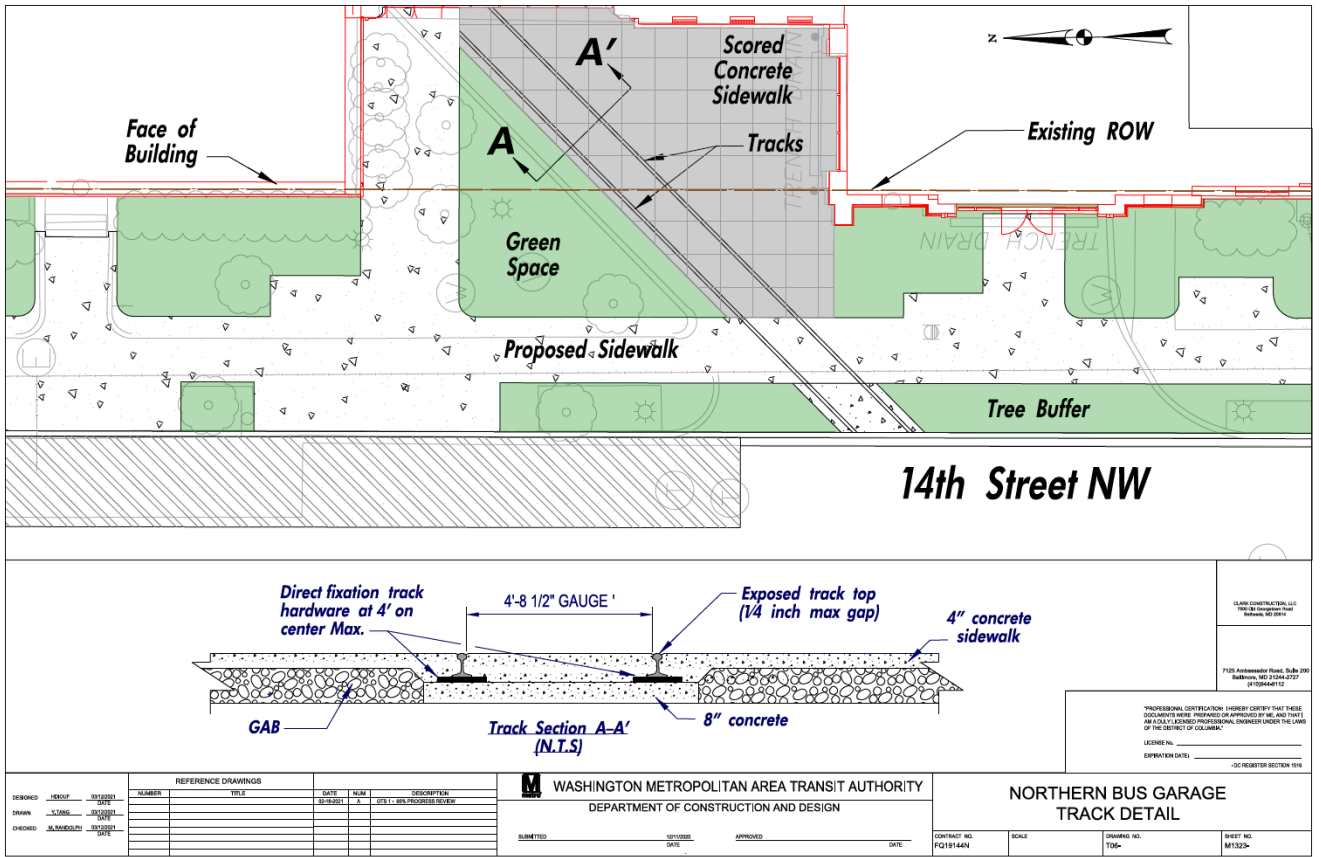
The limestone and granite portions of the elevation are in a more distressed condition than the brick and will require more repair and, in select locations all noted on the drawings, replacement to match historic. Small areas of stone damage will be repaired with custom matched mortar repairs or dutchman. Only in a few limited instances will replacement to match historic be required. All limestone and granite will be cleaned in a manner consistent with the Secretary of the Interior's Guidelines for Rehabilitation: cleaning soiled masonry surfaces with the gentlest method possible. As detailed in contract documents, the non-historic parapet flashing currently installed in some locations on 14<sup>th</sup> Street will be removed to expose the historic limestone beneath. Small areas of stone damage will be repaired with custom matched mortar repairs or dutchman. Only in a few limited instances will replacement to match historic be required.

The pebble dash stucco at the cornice of the Administration Building and Tower will be cleaned in a manner consistent with the Secretary of the Interior's Guidelines for Rehabilitation: cleaning soiled masonry surfaces with the gentlest method possible. Repairs are identified in the contract documents where cracking and de-laminating has occurred. The painted wood trim in the cornice will be cleaned, repaired, and repainted.

The restoration will include the replacement of the non-original Administration Building and Tower slate and metal roofs with historically appropriate slate and metal roofing. The roofs and underlayment require full replacement based on poor condition. New gutters and downspouts to match the historic will be installed.



**ATTACHMENT 5  
 REPLICA STREETCAR TRACK INSTALLATION  
 NORTHERN BUS GARAGE RENOVATION PROJECT  
 MEMORANDUM OF AGREEMENT**



DESIGNED	HECKLIF	SP13021	NUMBER	TITLE	DATE	NUM	DESCRIPTION
DRAWN	V. TANG	SP13021					
CHECKED	J. RAMOS/BJ	SP13021					

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
 DEPARTMENT OF CONSTRUCTION AND DESIGN

**NORTHERN BUS GARAGE  
 TRACK DETAIL**

CONTRACT NO. FQ19144N    SCALE    DRAWING NO. T06-    SHEET NO. M1325-

**ATTACHMENT 6**  
**INTERPRETIVE SIGNAGE EXHIBITS**  
**NORTHERN BUS GARAGE RENOVATION PROJECT**  
**MEMORANDUM OF AGREEMENT**

To help mitigate the adverse effects associated with the renovation of the Northern Bus Garage, WMATA will develop and install interpretive signage exhibits as described below. This Scope of Work is organized into four sections: Background, Goals of the Exhibits, Tasks, and Deliverables.

**Background:**

WMATA plans to renovate the Northern Bus Garage, which is listed in the National Register of Historic Places (NRHP; NR# 13000290 listed April 5, 2013) and as a DC Historic Landmark (September 27, 2012) as the Capital Traction Company Decatur Street Car Barn. The renovation effort will remove portions of the historic fabric of the car barn, which will result in an adverse effect.

As part of mitigation efforts for the adverse effect, WMATA will be providing interpretive signage exhibits as explained below. Exterior signage shall focus on the historical and architectural characteristics (the building's history, architecture, and use) that qualify the building for listing in the NRHP. Interior exhibits will provide additional details about the Northern Bus Garage and related topics such as the role the garage played in the development of the surrounding neighborhood and community.

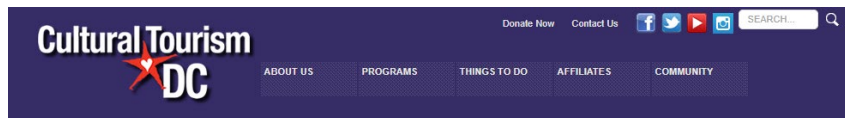
**Goal of the Exhibits:**

These interpretive signage exhibits will explain the historical and architectural characteristics that qualify the Northern Bus Garage for listing in the NRHP and connect the community and others to the significance of the Northern Bus Garage, especially the restored portions of the 1906 building along 14<sup>th</sup> Street, NW, by explaining the role the facility played in the development of transportation in Washington, D.C., and the surrounding neighborhood. Broader topics related to commercial development, social history, African American history, and other themes associated with the facility and the community will also be addressed in the community room exhibits to provide relevant information from a wider variety of perspectives. All exhibits will be designed to be compatible with their historic setting, both exterior and interior, and will not cause any damage to historic fabric.

**Specific Tasks:**

One to three exterior interpretive signage exhibits will be developed to explain the historical and architectural significance of the Northern Bus Garage. Text will be based upon the NRHP nomination for the Capital Traction Company Car Barn, the NRHP Multiple Property Documentation for Streetcar and Bus Resources of Washington, DC 1862-1962, and related research. One exhibit will be used to explain the replica streetcar tracks that will be installed in front of the Northern Bus Garage along 14<sup>th</sup> Street, NW. Proposed signage locations will be

identified through consultation with the DC SHPO. The primary location of exterior exhibits will be adjacent to the restored portions of the building on 14<sup>th</sup> Street, NW, but additional exhibits may also be installed adjacent to and/or on newly constructed portions of the Northern Bus Garage to provide additional interpretive opportunities and to enliven and break down the scale of the large new building. The appearance of the exterior exhibits, especially those along 14<sup>th</sup> Street, NW and within or adjacent to public space, will be based upon existing interpretive signage exhibits within the District of Columbia (e.g., the Neighborhood Heritage Trails installed by Cultural Tourism DC and/or the Kalorama Citizens Association signage – see examples below) to provide consistency throughout the city and make it easier for users to recognize the as interpretive signage exhibits. Any interpretive signage exhibits that may be attached to the newly constructed portions of the Northern Bus Garage may be designed with greater flexibility.



OTHER ▶ OTHER ▶ Neighborhood Heritage Trails

Passport DC Draft Neighborhood Heritage Trails

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Old Pages



A visitor reads a sign at the Downtown Heritage Trail. The Cultural Tourism DC Heritage Trails connect cosmopolitan DC with local neighborhood culture and history.



QTY: 1 (24"x42") EXTERIOR GRAPHIC FOR PEDESTAL

SCALE: 3/4"=1'-0"

MATERIAL: EXTERIOR GRADE CHPL GRAPHIC FOR SURFACE MOUNT ON PEDESTAL

Up to five interior interpretive signage exhibits will be installed in the 1600 sq. ft. community room which, for reference, has a finished wall height of 13 ft. 8 in. The interior exhibits shall focus on broader historical themes that relate to the development of the Northern Bus Garage and the surrounding neighborhood and community, including African American History and related topics. The content will be determined in consultation with the DC SHPO and the consulting parties; the final number of exhibits will be determined in consultation with FTA and DC SHPO. The appearance of the interior signs should relate to that of the exterior signage exhibits, but more flexibility can be applied to the design of the interior exhibits provided they do not damage any historic interior fabric. For example, three-dimensional artifacts, audio/visual samples, personal memorabilia, and other creative methods of interpretation may be considered for incorporation into the designs.

**Deliverables:**

1. In accordance the Section 106 Memorandum of Agreement (MOA) the contractor hired by WMATA will solicit initial input from DC SHPO and the consulting parties regarding the topics they would like to have included in the interpretive signage exhibits. As appropriate to fully develop the topics, the contractor will conduct additional outreach to individuals or groups that are knowledgeable about community history.
2. Based upon the feedback provided in Deliverable 1 above, the contractor will research historical themes using primary and secondary sources. The contractor will conduct a minimum of three oral history interviews with relevant community members and people historically associated with the Northern Bus Garage facility. Oral histories shall be transcribed, and transcriptions shall be provided to consulting parties upon request.
3. The contractor will develop draft text and graphics for interpretive signage exhibits, along with recommendations for the locations, size, and related details in keeping with the existing interpretive signage examples cited above.
4. Full color drafts of all interpretive signage exhibits will be provided in digital format to the consulting parties and DC SHPO for review and comment.
5. The contractor shall submit digital versions of the full color drafts and all consulting party comments to the DC SHPO for final review. The contractor will consult further with the DC SHPO to finalize all aspects of the interpretive signage exhibits including but not limited to text, images, location, size, and design. Once approved by DC SHPO in writing, the contractor shall prepare final plans and a cost estimate for fabrication and installation of all interpretive signage exhibits.
6. WMATA shall fabricate and install all the interpretive signage exhibits within 30 days of issuance of the building occupancy permit, in accordance with the Section 106 MOA.