

Technical Memorandum Update

Appendix 5

Cultural Resources

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Cultural Resources

A review of cultural resources was undertaken for this updated Documented Categorical Exclusion (DCE) for the Section B of the Crystal City Potomac Yard Transitway. The updated information relies on the previous study undertaken as part of the 2006 DCE for the entire 5-mile stretch between the Braddock Road Metro Station and Pentagon/Pentagon City; a review of recent archaeological studies related to private development within the study area; and correspondence between the Virginia Department of Historic Resources (VDHR) and the City of Alexandria from 2008.

The 2006 Cultural Resources Technical Memorandum identified one previously documented historic district in Section B - the Town of Potomac Historic District. The Town of Potomac Historic District is located to the west of the planned alignment and intersects the Area of Potential Effect (APE) in one location, at East Custis Avenue. The analysis at that time, which still holds true today, found that the historic district is screened from the existing US Route 1 and proposed transitway by modern buildings along the west side of US Route 1. Hence, there are no expected effects on any elements that make the Town of Potomac District significant. (See attached CD, Cultural Resources Technical Memorandum, October 2006).

Additionally, the October 2006 technical memorandum reviewed the potential for impacts to archaeological resources. Within Section B, no registered archaeological resources were identified. However, several potential archaeological resources were noted, as listed in Table 1.

Table 1: Potential Archaeological Resources in the Vicinity of Section B

Name	Type	Dates	Source
Washington and Alexandria Turnpike	Transportation	1808	Walker and Harper 1989
St. Asaph's Junction Station	Transportation	c1890-1957	Walker and Harper 1989
Alexandria and Washington Railroad	Transportation	1854-1906	Walker and Harper 1989
Alexandria Canal, 44-Ax-28	Transportation	1845-1886	Walker and Harper 1989
Washington & Ohio Junction Railroad Station	Transportation	1877-1950s	Walker and Harper 1989
George Hyde House	Residential	19 th C.	Walker and Harper 1989

Source: AECOM 2006

It was concluded in the 2006 study that it was unlikely that resources associated with the Washington and Alexandria Turnpike survive within the APE. The St. Asaph's Junction Railroad Station is not within the APE. The Alexandria and Washington Railroad alignment and the Washington and Ohio Junction Railroad Station were likely within the APE. It is unlikely that resources associated with the railroad alignment survive, but it is possible that remains associated with the station exist within the APE in the area of the East Glebe Road station stop. In addition, it is possible that canal remains are located within the APE on the east side of US Route 1 at the location of the proposed East Custis Road station stop.

Since the 2006 DCE, the City of Alexandria has had additional archaeological work conducted in the vicinity of Section B for planned private development. This study, the *Resource Management Plan for the Potomac Yard Property, Landbays E, G, H, I, J, K, L, and M, City of Alexandria, Virginia*, prepared by

Thunderbird Archeology in April 2008, documented the area between Braddock Road and approximately Four Mile Run, generally along US Route 1 and the properties to the east of US Route 1, referred to Potomac Yard Landbays E, G, H, I, J, K, L, and M. Section B of the transitway generally falls within Landbays G, H, I, J and K. The report indicates that disturbance and grading have occurred along Section B of the proposed transitway along US Route 1 in Alexandria adjacent to Potomac Yard.

Correspondence between VDHR and the City of Alexandria in December 2008 indicates that the only concern that VDHR had from the previous documentation for the Crystal City Potomac Yard Transitway was a glass factory that was located at the intersection of First and Fayette Streets, outside of Section B. This correspondence is provided as Attachment 1 to this appendix.

In December 2010, the Project Team corresponded with VDHR to confirm that there would be no adverse effect on cultural resources as a result of the proposed exclusive transitway and stations specifically as it relates to Section B. VDHR confirmed that there would be no adverse effect on historic resources as a result of the proposed improvements. This confirmation is attached.

Attachments

Attachment 1: City Project Determination Request to VHDR 12/16/2010

Attachment 2: VDHR Response dated 12/21/2010

Attachment 1: City Project Determination Request to VHDR

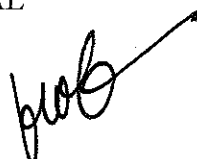
12/16/2010

City of Alexandria, Virginia

MEMORANDUM

DATE: December 16, 2010

TO: JIM MASLANKA, TRANSPORTATION AND ENVIRONMENTAL SERVICES

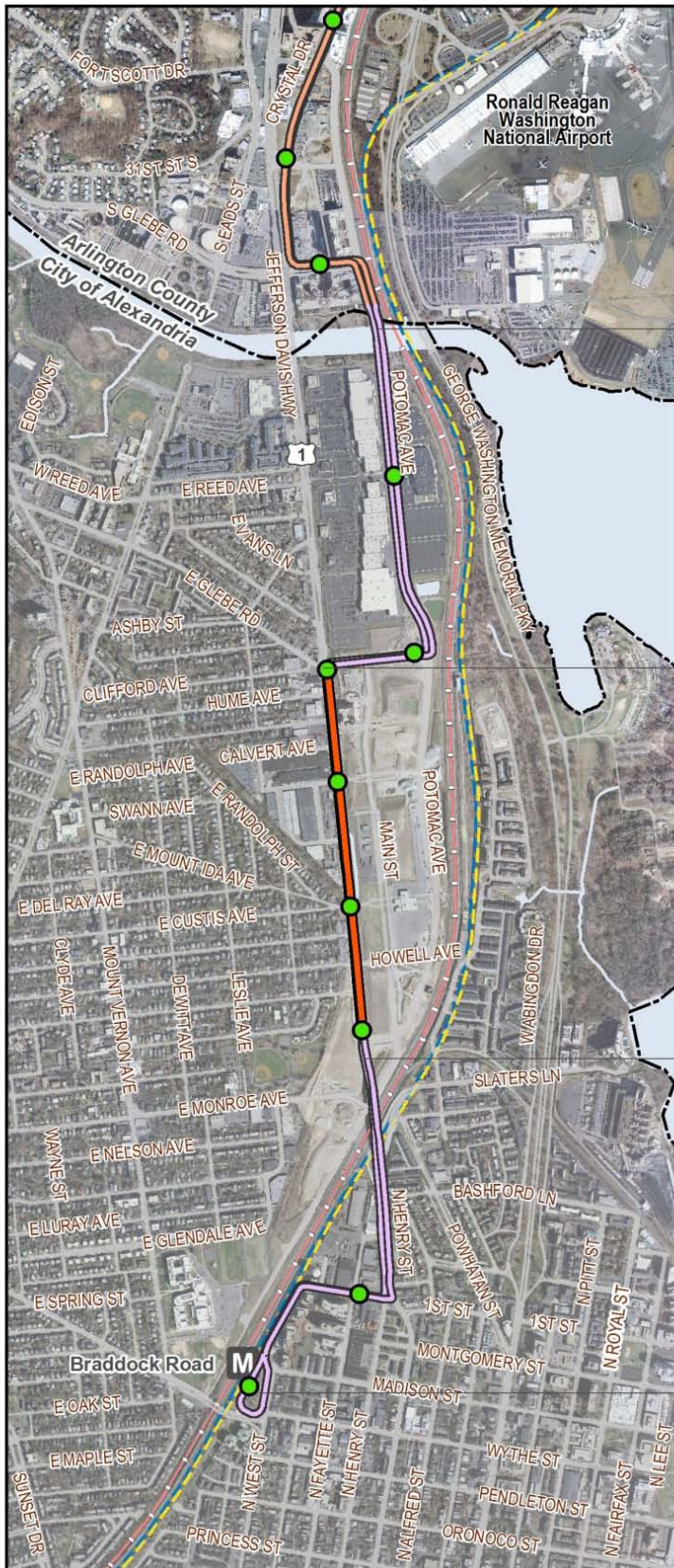
FROM: FRANCINE BROMBERG, PRESERVATION ARCHAEOLOGIST 

SUBJECT: ARCHAEOLOGICAL ASSESSMENT FOR, SECTION B,
ALEXANDRIA ROUTE 1 BUS TRANSITWAY

This project calls for the construction of Section B of the Bus Transitway between the north end of the Monroe Avenue Bridge and the intersection of East Glebe Road and Route 1, as shown in the attached figure. The Transitway Section B includes dedicated bus lanes, drainage structures, medians, bus shelters, signal modifications, and amenities, such as trash receptacles, lighting and benches. The project will be constructed within the existing northbound lanes of Route 1. The existing northbound lanes become a median area as part of the City project to reconfigure the transportation right-of-way to accommodate all travel lanes.

An archaeological assessment of this area was previously conducted in 2008 by Thunderbird Archaeology as part of the *Resource Management Plan for the Potomac Yard Property, Landbays E, G, H, I, J, K, L, and M, City of Alexandria, Virginia* to comply with the City of Alexandria's Archaeological Protection Code. The report indicates that disturbance and grading have occurred along Section B of the Alexandria Route 1 Bus Transitway corridor adjacent to Potomac Yard.

Based on the conclusions of the 2008 report, previous correspondence between the City of Alexandria and the Virginia Department of Historic Resources (VDHR) (included as a separate attachment), and the extent of proposed work described above, there is low potential for this project to adversely effect significant archaeological resources. No archaeological work is recommended.



Arlington Portion

Section C

Section B

Section A

Crystal City/Potomac Yard Transit Improvement Project Section B

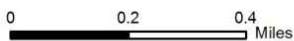
Legend

Proposed Alignment

- Dedicated Lanes for Transit - Section B
- Dedicated Lanes for Transit
- Transit Vehicles in Mixed Traffic
- Proposed Station Stop

Other Features

- Metrorail Station
- Metrorail Blue Line
- Metrorail Yellow Line
- CSX Railway
- Section B: Tiger Grant Project



Attachment 2: SHPO Correspondence 12/21/2010

Hachey, Alan

Subject: FW: Determination of Effect--Alexandria Rte. 1 Bus Transitway, Section B

Jlm--
Here's the e-mail from Marc Holma concurring that there is no adverse effect on cultural resources.
Regards,
Fran

NOTE: OUR MAIN OFFICE AND MUSEUM NUMBER HAS CHANGED TO 703-746-4399.

Francine Bromberg
Alexandria Archaeology
105 N. Union Street
Alexandria, VA 22314

Office Phone: 703-746-4399
Direct Line: 703-746-4721
FAX: 703-838-6491

----- Forwarded by Francine Bromberg/Alex on 12/21/2010 03:09 PM -----

From: "Holma, Marc (DHR)" <Marc.Holma@dhr.virginia.gov>
To: <Francine.Bromberg@alexandriava.gov>
Date: 12/21/2010 03:07 PM
Subject: RE: Determination of Effect--Alexandria Rte. 1 Bus Transitway, Section B

Dear Ms Bromberg:

I have reviewed our file for this project to include the cultural resource survey information for Section B. We concur that No Historic Properties Will Be Affected in Section B due to this undertaking.

Sincerely,

Marc Holma

*Marc E. Holma, Architectural Historian
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221
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fax: (804) 367-2391
web: www.dhr.virginia.gov*

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From: Francine.Bromberg@alexandriava.gov [<mailto:Francine.Bromberg@alexandriava.gov>]

Sent: Thursday, December 16, 2010 2:44 PM

To: Holma, Marc (DHR)

Cc: Jim.Maslanka@alexandriava.gov; Jason Mumford; Alan Hachey; Susan Anderson; Tabachnick, Alan; Jim Ashe; John Dittmeier; Harris, Preeti; Pamela.Cressey@alexandriava.gov

Subject: Determination of Effect--Alexandria Rte. 1 Bus Transitway, Section B

Dear Marc:

As you know, the City of Alexandria and Arlington County are implementing a bus transitway in the Route 1 corridor. As with the Arlington portion of the corridor (recently reviewed by VDHR), the City is preparing a Documented Categorical Exclusion for a portion of the corridor (Section B) in Alexandria that is being funded through a TIGER grant.

The City is requesting from VDHR an effects determination for Section B of the Crystal City-Potomac Yard Transitway. The attached request includes a memorandum that summarizes the City of Alexandria's archaeological findings relative to the proposed project and includes a map illustrating the project location.

In addition, a second attachment includes our previous correspondence relating to the project. In 2006 your office reviewed a Documented Categorical Exclusion for the overall 5-mile transit corridor project. Subsequent to that, in 2008, the City provided archeological assessments to VDHR. At that time, VDHR confirmed the City's conclusion that there would be no adverse effects to cultural resources in the portion of the project—denoted Section B in the attached memo—that we are currently documenting. Section B does not include the glass factory property that was the subject our concern in the previous e-mails.

The City is requesting correspondence from VDHR that re-states the previous conclusions, but in the context of the current project.

Thank you for your prompt attention to this project, and please contact me if you have any questions.

Sincerely,

Fran

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