

## 7.0 Cultural Resources

### 7.1 Introduction

The Federal Transit Administration (FTA), in cooperation with Washington Metropolitan Area Transit Authority (WMATA) and Arlington County and Fairfax County, is preparing a combined Alternatives Analysis/Environmental Assessment (AA/EA) in accordance with FTA guidance for the Section 5309 Small Starts Criteria, the National Environmental Policy Act (NEPA) of 1969, as amended, and Section 106 of the National Historic Preservation Act (36 CFR Part 800), as amended, for the Columbia Pike Transit Initiative. The current phase of the Columbia Pike Transit Initiative includes alternatives analysis, environmental documentation and conceptual engineering to support proposed transit improvements extending approximately five miles along Columbia Pike between the Baileys Crossroads/Skyline area in Fairfax County and Pentagon City in Arlington County, Virginia.

This document presents the results of preliminary cultural resource investigations associated with the Columbia Pike Transit Initiative (CPTI). The Technical Memorandum, an appendix to the AA/EA, presents the project description, the existing conditions for both architectural and archaeological resources, and the potential project impacts to known and potentially significant cultural resources.

### 7.2 Project Description

The proposed project will provide improved transit along Columbia Pike, generally between the Baileys Crossroads/Skyline area in Fairfax County and Pentagon City Arlington County, Virginia. Four alternatives are proposed and include a No Build Alternative, two Transportation Systems Management Alternatives (TSM), and a Streetcar Build Alternative,

All the alternatives generally share the same alignment and deviations are concentrated at the west and east ends. Generally, the shared alignment extends north from Skyline in Fairfax County to Baileys Crossroads along Jefferson Street and then continues east-northeast along Columbia Pike in Arlington County to the Navy Annex Building. It then turns southeast and continues to the east along Army Navy Drive, South Hayes Street and 12<sup>th</sup> Street South to South Eads Street in Pentagon City. In addition to the project corridor, accompanying facilities are being proposed and include approximately seven transit stops, one operations and maintenance facility, four traction power substations (TPSS), one transit center, one construction staging and equipment storage area, as well as tracks and catenary lines servicing the streetcars.

#### 7.2.1 Project Alternatives

##### No Build Alternative

The following projects are assumed to occur under the No Build Alternative:

- **Arlington County Columbia Pike Multimodal Project** - the project consists of standard cross-sections for the Columbia Pike roadway, sidewalk widening and streetscape improvements.
- **Arlington County Super Stops Program** - There are four stops currently under construction (Eastbound and Westbound stops near Dinwiddie Street, Eastbound stop at Walter Reed Drive, and Westbound stop at Penrose Square near Barton Street). In addition, the program will implement Super Stops along the full extent of Columbia Pike (from Jefferson Street to Joyce Street) that would be able to serve both bus and streetcar modes. The locations and specifications of the Super Stops would be consistent with and meet the needs of the Columbia Pike Transit Initiative's plans for high-capacity limited-stop transit service along the corridor. The Pentagon City and Fairfax County portions of the Columbia Pike Transit Initiative corridor are not included in the Super Stops program.
- **Various roadway projects** - The No Build Alternative also includes the realignment of Buchanan Street at Columbia Pike, redesign of the Washington Boulevard Interchange, and the extension of 12th Street South between Fern Street and Eads Street.

##### Transportation Systems Management (TSM) Alternatives

- **TSM 1 Alternative** - consists of operational improvements to bus service and improvements to stops within the existing right-of-way (ROW). Storage and maintenance facility needs for additional vehicles would be accommodated within existing bus facilities.
- **TSM 2 Alternative** - includes additional facilities, consisting of improved transit stops in Pentagon City and Fairfax County (see description of Streetcar Build Alternative stop specifications below) and the proposed Jefferson Street Transit Center. Storage and maintenance facility needs for additional vehicles would be accommodated within existing bus facilities.

##### Streetcar Build Alternative

The Streetcar Build Alternative has three design options for the Alternative's terminus at Skyline:

- **Jefferson Street Transit Center**- near Route 7 at the proposed Transit Center
- **Skyline Central Plaza** - along the private street in the center of Skyline
- **Skyline Route 7** - along the frontage of the Skyline City development near the Target store

Elements of the Streetcar Alternative are described below, including the facility assumptions used in this analysis.

**Guideway:** Most of the guideway is in-street along existing public streets; however, some segments of the alignment would utilize private streets or portions of parcels along streets.

- **Pentagon City** - No changes are proposed to curb lines to accommodate the streetcar.
- **Columbia Pike** - Roadway design uses the proposed Multimodal Project curb lines (implementation assumed under No Build).
- **Jefferson Street** - No changes are proposed to curb lines to accommodate the streetcar between Columbia Pike and Goodwin House. However, minor roadway realignment along Jefferson Street near the proposed transit center and Route 7 is proposed under the Jefferson Street Transit Center Design Option and the Skyline Central Plaza Design Option.
- **Skyline Central Plaza and Route 7 Terminus Design Options** - Segments of the guideway would use private streets or portions of private land parcels adjacent to public streets.

**Stops:** There are 18 stops on the main line terminating on Jefferson Street at Route 7 and one additional stop in the design options that terminate across Route 7 in the Skyline development. Streetcar stops along Columbia Pike are assumed to be implemented in the No Build Alternative as part of the Super Stops program.

- **Curbside stops** - Typical stops are 12 feet wide by 120 feet long with a 6-foot sidewalk along the sides and back. Stop designs have been modified (e.g., narrower or shorter platforms) in locations where existing structures, such as buildings and retaining walls, would be adversely affected by typical facility designs. Further facility design will address locations where driveway access would be adversely impacted.
- **Median stops** - Those stops within public streets would not require additional ROW.

**Operations and Maintenance Facility:** The proposed facility site is in Pentagon City on land parcels between Eads Street, Army Navy Drive and 12th Street.

**Jefferson Street Transit Center:** The proposed transit transfer center would consolidate bus operations in Baileys Crossroads in a facility located at the intersection of Route 7 and Jefferson Street adjacent to the proposed streetcar stop.

**Traction Power Substations (TPSS):** The Streetcar Build Alternative would need four TPSS spread out along its length. Five potential locations have been identified. The facility is designed as a single enclosure that includes substation, train control and communications equipment. The dimensions are 40 feet by 110 feet (1,400 sq. ft. in area).

**Construction Staging and Equipment Storage:** A proposed site has been identified for long-term equipment storage in addition to temporary construction needs. Current discussions have explored a site on Columbia Pike across from the Navy Annex that would be subject to implementation of a separate project and possibly acquired as part of land swap related to the other project.

**Structural Improvements to Four Mile Run Bridge:** In addition to the proposed features described above, it is anticipated that structural improvements to the Four Mile Run Bridge will be required as part of the Streetcar Build Alternative.

### 7.2.2 Concurrent Studies within the Project Area

As stated above, station locations previously proposed along Columbia Pike as part of the Columbia Pike Initiative project are now being built as part of Arlington County's Columbia Pike Super Stops Project. Four of the proposed stations have already been found to meet the criteria for a Programmatic Categorical Exclusion (PCE) based on an agreement approved by the Federal Highway Administration (FHWA) on December 29, 2004. All remaining stops to be built by the Super Stops program will also be evaluated through that program, and it is expected that they will all qualify for the same PCE.

Additionally, Columbia Pike between the Fairfax County Line and the easternmost exchange with South Washington Boulevard (VA-27) was previously surveyed as part of the Columbia Pike Multimodal Streets Improvement Project (VDHR File No. 2010-2030). The area of potential effects (APE) for that project measured approximately 3.8 miles long and encompassed approximately 36.85 acres. Despite substantial 20th-century development, several areas were assessed to have moderate to high potential for intact prehistoric or historic archaeological materials. Since proposed project activities were limited to minor grading for street resurfacing and sidewalk replacement as well as limited deep excavation for utility relocation, proposed project activities were considered to have little potential for impacting "significant *in situ* archaeological resources" (EAC/A 2011: 75); no additional archaeological testing was recommended unless final project plans required expansion of more than five feet beyond existing sidewalks.

The Columbia Pike Multimodal Street Improvements Project also conducted a reconnaissance survey of historic architectural resources within the project area. The consultant found 48 previously recorded historic architectural resources and identified an additional 55 historic architectural resources over 50 years of age within the project Area of Potential Effects (APE). Based on the limited activities associated with the project, the consultant recommended a finding of no adverse effect to historic architectural resources within the project APE.

On August 26, 2011, the Virginia Department of Historic Resources (VDHR) concurred with the "no adverse effect" findings for both archaeological and historic architectural resources within the APE for the Columbia Pike Multimodal Street Improvements project (Holma 2011).

## 7.3 Regulatory Framework

This Cultural Resources overview of the existing conditions notes all previously surveyed and evaluated historic architectural and archeological resources. Architectural resources are defined as above-ground buildings, structures, districts, or objects. Archaeological resources are defined as below-ground

resources, and can be either prehistoric (related to Native American occupations) or historic period sites.

The information presented below is based upon previously surveyed, documented, and evaluated cultural resources as recorded at the VDHR as well as records held by the Arlington County Historic Preservation Program, the City of Alexandria Historic Preservation Office, and the Fairfax County History Commission. This technical memorandum is not a formal Section 106 submission. A formal Section 106 consultation request was submitted by the FTA to VDHR on November 14, 2011, and full Section 106 documentation will be undertaken as part of that consultation.

### 7.3.1 Federal Government

According to federal guidelines, all resources over 50 years of age within a potential project's APE must be identified as part of the Section 106 process. This process is laid out in the National Historic Preservation Act (NHPA) of 1966, as amended. Once those resources have been identified, their potential significance must be evaluated according to National Register of Historic Places (NRHP) standards. There are four criteria of significance that must be assessed:

- Criterion A - Association with an important historic event or pattern of events;
- Criterion B - Association with a Significant Individual;
- Criterion C - Architectural or Engineering merit; and
- Criterion D - Information potential.

For a resource to be considered "significant" or "historic", it must be determined eligible for listing on, or listed on, the NRHP.

### 7.3.2 Commonwealth of Virginia

In addition to the federal recognition of significance, the State of Virginia also has the Virginia Landmarks Register. This register was established in 1966 and is managed by the Department of Historic Resources. It is the state's official list of properties important to Virginia's history. The same criteria for evaluating significance are used for both the state and national registers. In the discussions that follow, resources that have been determined to be significant meet either one or more of the National Register criteria noted above, and this recommendation has been approved either by the NRHP or the VDHR.

### 7.3.3 Arlington County

Arlington County has a designated body that is interested in proposed projects and their potential impacts on significant cultural resources. The Historical Affairs and Landmark Review Board (HALRB) is a 15-member board created under the Zoning Ordinance in 1976. The HALRB is housed within Arlington County's Department of Community Planning, Housing, & Development. The citizen board members are appointed by the Arlington County Board and are responsible to:

- Review plans for exterior alteration, demolition, and new construction in locally designated Arlington Historic Districts through a Certificate of Appropriateness (CoA) process;
- Comment on proposals and issues affecting local and national historic resources located in Arlington County;
- Advise the County Board on historic preservation matters; and
- Coordinate with community groups, neighborhood associations, and other County departments and boards on projects in which historic preservation issues are present.

The Arlington County Historic Preservation Program recently completed Phase 1 of a Historic Resources Inventory (HRI) that was published in June 2011. The inventory is a planning tool designed specifically to assist property owners and the County in determining Arlington's most valuable historic resources and how best to address preservation goals and development options. Resources listed in the HRI are organized according to six ranking categories:

1. Essential
2. Important
3. Notable
4. Minor
5. Altered/Not Historic
6. Demolished

While the resources included in the list are currently not subject to local review, some are listed on or have been determined eligible for the NRHP and afforded some level of protection at the federal level. For the current project, if any of the project alternatives cross through or are immediately adjacent to any locally designated or recognized resources or National Register eligible or listed resources, the Arlington County HALRB should be consulted during the process.

### 7.3.4 Fairfax County

Fairfax County also has a designated body that strives to protect significant cultural resources from project impacts. An Architectural Review Board (ARB) is administered by the staff of the County's Department of Planning and Zoning (DPZ) and reviews projects that have the potential to impact buildings within the Historic District Overlay areas. The ARB requires submission of an ARB Application for Review if a project has the potential to affect a building within a Historic District Overlay.

The County has established 13 Historic District Overlays and adopted a set of design guidelines for each to ensure the retention of the integrity and historic character of the historic district. The County also has a History Commission that was established by the Board of County Supervisors and is responsible for various history-related activities for the County of Fairfax. One responsibility is to maintain and add to the Inventory of Historic Sites, a list of notable historic properties that, unlike the Historic District Overlays, are not subject to County regulations. For the current project, if any of the project alternatives cross through or are immediately adjacent to any locally

designated or recognized resources or National Register eligible or listed resources, Fairfax County should be consulted during the process.

## 7.4 Historic Architectural Resources

The project area, located in Arlington County and Fairfax County, is characterized by a mix of building types, ages, and functions. The project area in both counties can largely be characterized by apartment buildings, shopping complexes, commercial buildings, and industrial buildings dating to the early and mid-20<sup>th</sup> century. The majority of buildings have undergone varying levels of alteration within the last 30 years that have compromised their architectural integrity.

### 7.4.1 Methodology

The methodology used during the assessment of architectural resources within the study area included the following steps. First, an Area of Potential Effects (APE) was defined. Second, background research was undertaken at local and state repositories. Third, a reconnaissance survey was undertaken to identify any resources over 50 years of age within the project's APE that could potentially be impacted by the proposed project. The APE was further refined following the reconnaissance survey to reflect findings in the field. The results of the assessment are presented below. It should be noted that this current document is not a formal Section 106 submission.

### 7.4.2 Area of Potential Effects

The APE for architecture is the area within which the proposed undertaking could reasonably be expected to have a physical or visual effect on historic properties (Figure 7-1). Based on a windshield survey of the corridor and a review of the conceptual engineering, the proposed APE includes:

- All buildings fronting the proposed alignment;
- Any buildings expected to be visible from the proposed alignment (e.g., buildings fronting on intersecting streets from which the proposed alignment would likely be visible); and
- Any buildings/properties that have the potential to be physically or visually affected by a proposed facility, such as a transit stop, maintenance facility, transit center, or traction power substation (TPSS).

Any substantive changes to the location of the proposed alignment or facilities would require a reassessment of the proposed APE.

### 7.4.3 Background Research

Background research and file searches were undertaken at the VDHR office. In addition, the National Register of Historic Places, the National Historic Landmark list, and the Historic American Building Survey/Historic American Engineering Record on-line repositories were accessed. Research was also conducted to determine if any locally listed landmarks regulated by the Arlington County and Fairfax County local governments existed within the

potential APE for architecture. The results of the background research and files searches are provided below.

#### Previously Identified Historic Architectural Resources

**Virginia Department of Historic Resources (VDHR):** Background research was conducted at the VDHR to locate previously documented architectural resources (e.g., historic buildings, districts, structures, and objects) within the APE. Review of the files held in the VDHR archives determined that there are:

- Two (2) NRHP-listed historic districts (000-0024 and 000-8823); one (1) NRHP-listed object (000-0022); and one (1) NRHP-listed themed multiple property district (MPDF) (000-8825);
- Four (4) NRHP-eligible historic districts (000-0042, 000-7818, 053-0276, and 000-9419), and one (1) NRHP-eligible building (000-3371);
- Eight (8) resources that contribute to one of the NRHP-listed or eligible historic districts listed above;
- Thirty-four (34) resources that are potentially NRHP-eligible as individual resources or contributing resources as part of a district; and
- Four (4) resources that are not eligible for listing in the NRHP; and
- Fifty-one (51) resources were either previously unidentified or surveyed, but not evaluated for eligibility for listing in the NRHP.

**Arlington County:** Arlington County's Office of Neighborhood Program, Historic Preservation program records no local historic districts in the project area. The Phase I Historic Resources Inventory, published in June 2011, identified 28 individual resources, which are listed in Table 7-1.

Figure 7-1: Proposed APE for Archaeology and Architecture (ESRI 2011)



**Table 7-1: Resources within the APE identified in Arlington County’s HRI**

Name	Address
<b>Essential</b>	
Arlington Village	
Barcroft Apartments	
Arlington Theater (Arlington Cinema and Draft House)	2901-2911 Columbia Pike
Arlington Village Shopping Center	2500-2530 Columbia Pike
<b>Important</b>	
Frederick Courts	5104 Columbia Pike
Magnolia Gardens	880 South Frederick Street
Oakland Apartments	3710 Columbia Pike
Quebec Apartments	4010-4032 Columbia Pike
Charles Building	3008-3014 Columbia Pike
Elkins Building	2801-2811 Columbia Pike
	2338-2344 Columbia Pike
	2406-2408 Columbia Pike
	2626-2628 Columbia Pike
	2630-2634 Columbia Pike
	4601 Columbia Pike
	2624 Columbia Pike
Barcroft Shopping Center	4700-4714 Columbia Pike
<b>Notable</b>	
Greenbrier Apartments	841-871 South Greenbrier St.
Old Dominion Bank	2900 Columbia Pike
Barcroft Shopping Center	4801-4821 Columbia Pike
Columbia Pike Shopping Center	5001-5037 Columbia Pike
Fillmore Gardens Shopping Center	2601-2707 Columbia Pike
Westmont Shopping Center	3233 Columbia Pike
<b>Minor</b>	
U.S. Post Office (Ski Chalet)	2704 Columbia Pike
	2915-2919 Columbia Pike
<b>Altered/Not Historic</b>	
Arlington Hardware	2920 Columbia Pike
	4611 Columbia Pike
	3003 Columbia Pike

**Fairfax County:** No Historic District Overlays are located in the project area. The Fairfax County Inventory of Historic Sites records one resource in the project area:

- Southwest No. 6 Boundary Marker of the original District of Columbia

## 7.4.4 Historic Architectural Survey

### Previously Unidentified Historic Architectural Resources

After a review of the documentary evidence, a qualified architectural historian visited the project area on August 3, 2010. Through a walkover and automobile survey of a wide area surrounding the project site, the APE was established and photographs were taken of the project site and all historic buildings 50 years of age or older within the APE. The reconnaissance-level historic architectural survey identified 12 additional historic architectural resources, which are listed in **Table 7-2**.

**Table 7-2: Previously Unidentified Historic Architectural Resources in the APE**

Name	Address	City	Date	Description
Holy Cross Romanian Church	5150 Leesburg Pike	Falls Church	c. 1900	Frame church
Golden Gate Apartments	3529 Leesburg Pike	Falls Church	c. 1961	Apartment complex
Grandview Apartments	3404 Carlin Springs Road	Falls Church	c. 1961	Apartment building
	912 S. Randolph St	Arlington	c. 1950	Colonial Revival house
	908 S. Randolph St.	Arlington	c. 1950	Bungalow house
	3716 9th Street South	Arlington	c. 1935	Tudor Revival house
	3704 9th Street South	Arlington	c. 1935	Colonial Revival house
	3700 9th Street South	Arlington	c. 1945	Bungalow house
	921 S. Oak St	Arlington	c. 1935	Colonial Revival house
James at River House	1111 Army Navy Dr.	Arlington	1957	Apartment building
	1201 S. Fern St.	Arlington	1953	Commercial/retail
BMW of Arlington	1200 S. Eads St.	Arlington	1956	Commercial/auto showroom

The Reconnaissance Level Historic Architectural Survey identified and evaluated every resource over 50 years of age within the APE that has the potential to be affected by the proposed project. Based upon preliminary background studies and a preliminary site visit, the APE contains approximately 106 historic architectural resources that are 50 years of age or older. The results of the survey are listed in **Table 7-3** and include:

- Two (2) NRHP-listed historic districts (000-0024 and 000-8823); one (1) NRHP-listed object (000-0022); and one (1) NRHP-listed themed multiple property district (MPDF) (000-8825);
- Four (4) NRHP-eligible historic districts (000-0042, 000-7818, 053-0276, and 000-9419), and one (1) NRHP-eligible building (000-3371);
- Eight (8) resources that contribute to one of the NRHP-listed or eligible historic districts listed above;
- Thirteen (13) resources that are potentially NRHP-eligible as individual resources, as historic districts, or as contributing resources as part of a historic district; and
- Seventy-six (76) resources not eligible for listing in the NRHP.

### 7.4.5 Summary and Recommendations

A total of 106 historic architectural resources over 50 years of age are located within the APE. Four NRHP-listed resources and five NRHP-eligible resources are located within the APE for the Columbia Pike Transit Initiative. As the result of this preliminary survey and evaluation, four resources were recommended as potentially individually eligible for listing in the NRHP, one district was recommended potentially eligible for listing in the NRHP, and eight individual resources were recommended as potentially contributing resources to a district. One NRHP-listed resource, the Boundary Marker Southwest #6 of the Boundary Markers of the original District of Columbia MPDF (DC) will be directly affected by the proposed project. Below is a description of effects by alternative.

#### No Build Alternative

Improvements proposed for this alternative consist of roadway improvements that include realignment of Buchanan Street at Columbia Pike, redesign of the Washington Boulevard Interchange, and the extension of 12th Street South between Fern Street and Eads Street.

While the proposed roadway improvements at Buchanan Street and Columbia Pike will occur adjacent to the NRHP-eligible Barcroft Historic District and Barcroft Apartments Historic District, the improvements will not alter the characteristics that make these districts eligible for listing in the NRHP.

There are no NRHP-listed or eligible historic architectural resources in the vicinity of the Washington Boulevard Interchange or the proposed 12<sup>th</sup> Street extension, so there is no potential for effects related to these improvements.

The potential realignment of Columbia Pike is assumed to occur under the No Build Alternative, contingent upon a land swap arrangement between the DOD and Arlington County. It is not expected that the realignment of Columbia Pike would have an adverse effect on historic architectural resources.

Therefore, the No Build Alternative will have no direct or indirect effects on historical architectural resources.

#### TSM 1 Alternative

The TSM1 Alternative consists of enhanced bus service and does not include physical improvements within the project corridor. Should the land swap with DOD occur and Columbia Pike is realigned, the TSM 1 Alternative would follow the realignment; however, there would be no adverse effects on historic architectural resources as a result of this alternative operating along the realignment. Therefore, the TSM1 Alternative would have no direct or indirect effects on historic architectural resources.

#### TSM 2 Alternative

Proposed improvements associated with the TSM2 Alternative include construction of seven transit stops and the Jefferson Street Transit Center. There are no NRHP-listed or eligible historic architectural resources in the vicinity of the proposed transit center. Two transit stops are proposed on S. Joyce Street, located approximately 335 feet south of Arlington National Cemetery; however, the improvements would not alter the characteristics that make the cemetery eligible for listing in the NRHP, and, as a result, the improvements would not have an adverse effect on the cemetery. Should the land swap with DOD occur and Columbia Pike is realigned, the TSM 2 Alternative would follow the realignment; however, there would be no adverse effects on historic architectural resources as a result of this alternative operating along the realignment. Therefore, the TSM2 Alternative would have no direct or indirect effects on historical architectural resources.

#### Streetcar Build Alternative

Improvements proposed for the Streetcar Build Alternative include approximately seven transit stops, one operations and maintenance facility, four traction power substations (TPSS), the Jefferson Street Transit Center, one construction staging and equipment storage area, as well as tracks and catenary lines servicing the streetcars. In addition, structural improvements are proposed to the Columbia Pike Bridge (Bridge #1008).

Two transit stops are proposed on S. Joyce Street, located approximately 335 feet south of Arlington National Cemetery; however, the improvements would not alter the characteristics that make the cemetery eligible for listing in the NRHP, and, as a result, the improvements would not have an adverse effect on the cemetery.

The proposed construction staging and equipment storage area would be located in the parking lot approximately 100 feet south of the NRHP-eligible Navy Annex building. The staging area would not include construction of buildings or structures and the parking lot would largely remain unchanged. As physical improvements here would be limited, the characteristics that make the Navy Annex eligible would not be altered. As a result, the improvements would have no adverse effect on the Navy Annex.

Roadway improvements associated with the construction of the streetcar tracks would occur throughout the project corridor. One NRHP-listed resource, the Boundary Marker Southwest #6 of the Boundary Markers of the original District of Columbia MPDF, is located within a median on Jefferson Street,

approximately 615 feet south of its intersection with Columbia Pike. Re-grading proposed for this section of Jefferson Street would require temporary removal of the median and the boundary marker, resulting in a potential direct adverse effect on the boundary marker. Should the land swap with DOD occur and Columbia Pike is realigned, the Streetcar Build Alternative would follow the realignment; however, there would be no adverse effects on historic architectural resources as a result of this alternative operating along the realignment.

Structural improvements to the Four Mile Run Bridge would be required as part of the Streetcar Build Alternative, however, since the bridge is recommended not eligible, the Streetcar Build Alternative would have no adverse effect on the bridge.

No other improvements associated with the Streetcar Build Alternative would cause effects to historic architectural resources.



Table 7-3: Historic Architectural Resources in the APE

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
1	**	Holy Cross Romanian Church	5150 Leesburg Pike	Falls Church	c. 1900	Frame church	Previously unidentified	Potentially eligible	None
2	**	Golden Gate Apartments	3529 Leesburg Pike	Falls Church	c. 1961	Apartment complex	Previously unidentified	Not eligible	None
3	000-0022	Boundary Markers of the original District of Columbia MPD (DC) - Boundary Marker SW6	S. Jefferson St.	Falls Church	c. 1790; Moved 1965	stone boundary marker	NRHP Listed: 1-28-1991 VLR Listed: 8-21-1990	NRHP Listed: 1-28-1991 VLR Listed: 8-21-1990	Streetcar Build Alternative
4	**	Grandview Apartments	3404 Carlin Springs Road	Falls Church	c. 1961	apartment building	Previously unidentified	Not eligible	None
5	000-1115	Greenbrier Gardens	871-877 S. Greenbrier St.	Arlington	1949	garden apartments	Not individually eligible; Contributes to the Garden Apartments in Arlington Virginia MPDF (000-8825) (2003)	Not individually eligible; Contributes to the Garden Apartments of Arlington County Virginia MPDF (000-8825) (2003)	None
6	000-4541	Food Mart	5511 Columbia Pike	Arlington	c. 1955	commercial/gas station	Not individually eligible	Not eligible	None
7	000-4539	Arlington Auto	5200 Columbia Pike	Arlington	c. 1955	commercial/gas station	Potentially individually eligible	Not eligible	None
8	000-1117	Magnolia Gardens	880 S. Frederick St.	Arlington	1948	garden apartments	Not individually eligible; Contributes to the Garden Apartments in Arlington Virginia MPDF (000-8825) (2003)	Not individually eligible; Contributes to the Garden Apartments of Arlington County Virginia MPDF (000-8825) (2003)	None
9	000-4538	Frederick Courts	5104 Columbia Pike	Arlington	1947-1948	Colonial Revival garden apartment complex	Contributes to the Garden Apartments in Arlington Virginia MPDF (000-8825) (2003)	Not individually eligible; Contributes to the Garden Apartments of Arlington County Virginia MPDF (000-8825) (2003)	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
10	000-4537	Infinity Apartments	4990 Columbia Pike; 955 S. Columbus St.	Arlington	c. 1955	apartment building	Potentially eligible through the Arlington County Garden Apartments MPDF (000-8825)	Potentially eligible through the Garden Apartments of Arlington County Virginia MPDF (000-8825)	None
11	000-4536	Columbia Pike Plaza	5001-5037 Columbia Pike	Arlington	1959	commercial shopping center	Not individually eligible	Not eligible	None
12	000-7818-0001	Barcroft Shopping Center	4901 Columbia Pike	Arlington	1950	commercial strip	Not individually eligible	Not eligible	None
13	053-0276	Washington & Old Dominion Railroad Regional Park (W&OD Trail)	Crosses Columbia Pike at Four Mile Run	Arlington	c.1855	Former railroad converted to recreational trail	Eligible: 2-4-1999	Eligible	None
14	000-2266	Columbia Pike Bridge (Bridge #1008)	Route 244/Columbia Pike Bridge	Arlington	1941; altered 1958	concrete bridge	Potentially individually eligible	Not eligible	None
15	000-7818	Barcroft Historic District		Arlington	c.1892	Garden apartment complex	Eligible: 7-12-2001	Eligible	None
16	000-9419-0024, 000-9419-0025, 000-9419-0026, 000-9419-0027, 000-9419-0047, 000-9419-0048, 000-9419-0050, 000-9419-0053, 000-9419-0054, 000-9419-0055	Barcroft Apartments Historic District	4200-4600 Columbia Pike; 1130 S. George Mason Dr.	Arlington	c. 1940	garden apartments complex	Eligible: 12-13-2007	Eligible	None
17	000-9697	Atlatcatl	4701 Columbia Pike	Arlington	1919	commercial restaurant - altered	Not eligible	Not eligible	None
18	000-9419-0058	Barcroft Shopping Center	4700-4714 Columbia Pike	Arlington	c. 1940	brick commercial strip	Contributes to the Barcroft Apartments Historic District (000-9419) (2007)	Contributes to the Barcroft Apartments Historic District (000-9419) (2007)	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
19	000-4534	Tire Store	4615 Columbia Pike	Arlington	c. 1950	commercial/gas station	Not eligible	Not eligible	None
20	000-9696	Latino Market	4611 Columbia Pike	Arlington	1955	commercial	Not Eligible	Not eligible	None
21	000-9695	Auto Plus	4601 Columbia Pike	Arlington	1951	gas station	Not Eligible	Not eligible	None
22	000-4532	Food Star	950 S. George Mason Dr.	Arlington	1959	commercial shopping center	Not Eligible	Not eligible	None
23	000-4531	Wachovia Bank	951 S. George Mason Dr.	Arlington	c.1961	International style commercial	Not currently individually eligible - reevaluate	Potentially eligible	None
24	000-4529		4103-4111 Columbia Pike	Arlington	c. 1950	commercial strip	Not eligible	Not eligible	None
25	**		912 S. Randolph St	Arlington	c.1950	Colonial Revival house	Previously unidentified	Not eligible	None
26	000-4528	Quebec Apartments	4010-4032 Columbia Pike	Arlington	c. 1955	garden apartment complex	Potentially eligible through the Garden Apartments of Arlington County Virginia MPDF (000-8825)	Potentially contributing resource to the Garden Apartments of Arlington County Virginia MPDF (000-8825)	None
27	**		908 S. Randolph St.	Arlington	c.1950	bungalow house	Previously unidentified	Not eligible	None
28	000-4527	Westmont Gardens	3860 Columbia Pike	Arlington	c. 1955	garden apartment complex	Not eligible	Not eligible	None
29	000-4526	Oakland Apartment	3710 Columbia Pike	Arlington	1954-1956	garden apartment complex	Potentially eligible through the Garden Apartments of Arlington County Virginia MPDF (000-8825)	Potentially contributing resource to the Garden Apartments of Arlington County Virginia MPDF (000-8825)	None
30	**		3716 9th Street South	Arlington	c.1935	Tudor Revival house	Previously unidentified	Not eligible	None
31	**		3704 9th Street South	Arlington	c.1935	Colonial Revival house	Previously unidentified	Not eligible	None
32	**		3700 9th Street South	Arlington	c. 1945	Bungalow house	Previously unidentified	Not eligible	None
33	000-4522		3621 Columbia Pike	Arlington	c. 1960	commercial building	Not individually eligible	Not eligible	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
34	000-4521	The Broiler	3601 Columbia Pike	Arlington	c. 1930	commercial/ auto shop	Potentially individually eligible	Not eligible	None
35	000-4523	El Pollo	3612 Columbia Pike	Arlington	c. 1949	commercial building	Not individually eligible	Not eligible	None
36	000-2123		919 S Monroe Street	Arlington	1940	Moderne concrete house	Potentially individually eligible; Recommend review of Alcovia Heights	Not eligible	None
37	000-2117		918 S Monroe Street	Arlington	1921	Craftsman house	Not individually eligible; Recommend review of Alcovia Heights	Not eligible	None
38	000-4520		3533 Columbia Pike	Arlington	c. 1960	commercial building	Not individually eligible	Not eligible	None
39	000-2219	Arlington Presbyterian Church	3507 Columbia Pike	Arlington	1930	stone church	Not individually eligible; recommend review of Alcovia Heights	Not eligible	None
40	000-4519	Rosenthal Auto Dealership	3400 Columbia Pike	Arlington	c. 1955	commercial/ auto showroom	Not individually eligible	Not eligible	None
41	000-2207	Westmont Shopping Center	3233-3263 Columbia Pike	Arlington	1940	altered commercial building; brick covered with dry-vit	Not individually eligible	Not eligible	None
42	000-4518		3217-3219 Columbia Pike	Arlington	c.1945; c. 1960	commercial building	Not individually eligible	Not eligible	None
43	000-4517		3215 Columbia Pike	Arlington	c. 1955	commercial	Not individually eligible	Not eligible	None
44	000-4516		3213 Columbia Pike	Arlington	c. 1955	commercial	Not individually eligible	Not eligible	None
45	000-4515	Good Fortune/Hair Cuttery	3209-3211 Columbia Pike	Arlington	c.1945; c. 1960	commercial duplex	Not individually eligible	Not eligible	None
46	000-4514	Kabobs Inn	3205-3207 Columbia Pike	Arlington	c. 1945	commercial duplex	Not individually eligible	Not eligible	None
47	000-4513	Bambi's Grocery	3201-3203 Columbia Pike	Arlington	c. 1945	commercial complex	Not individually eligible	Not eligible	None
48	000-4512		3111 Columbia Pike	Arlington	c.1945; 1960; 1980	commercial/ restaurant	Not individually eligible	Not eligible	None
49	000-4213	Sun Trust Bank	3108 Columbia Pike	Arlington	1961	commercial and office	Not currently eligible - reevaluate	Not eligible	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
50	000-4511	Verizon	3102 Columbia Pike	Arlington	c. 1949	commercial	Not individually eligible	Not eligible	None
51	000-4510	Mancini de Paris	3045 Columbia Pike	Arlington	c. 1960	commercial/offices	Not individually eligible	Not eligible	None
52	000-2205, 000-9418	The Charles Building	3008-3014 Columbia Pike	Arlington	1937	commercial building	Not individually eligible; Still contributes to the Walter Reed Commercial Historic District (000-9418)	Not eligible	None
53	000-2218	7-11	3003-3007 Columbia Pike	Arlington	1938	altered commercial building	Not individually eligible	Not eligible	None
54	000-9418-001		2921-2927 Columbia Pike	Arlington	c. 1955	commercial strip	Surveyed, not evaluated (1997); Columbia Pike/ South Walter Reed Drive Com. HD (000-9418) recommended not eligible (2009)	Not eligible	None
55	000-2216, 000-9418-0002		2915-2919 Columbia Pike	Arlington	1936	commercial strip	Not individually eligible; still contributing to the Walter Reed Commercial Historic District (000-9418)	Not Eligible	None
56	000-2214, 000-9418-0003	Arlington Cinema	2901-2911 Columbia Pike	Arlington	1939	theatre and commercial buildings	Individually eligible; still contributing to the Walter Reed Commercial Historic District (000-9418)	Not eligible	None
57	000-2201, 000-9418-0012	Old Dominion Bank	2900 Columbia Pike	Arlington	1900	Medit. Revival corner bank	Not individually eligible; still contributing to the Walter Reed Commercial Historic District (000-9418)	Potentially individually eligible	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
58	000-2199, 000-9418-0004	Elkins Building	2801-2811 Columbia Pike	Arlington	c. 1950	Moderne commercial building	Individually eligible; should be contributing to Penrose HD (000-8823); still contributing to the Walter Reed Commercial Historic District (000-9418)	Not eligible	None
59	000-2197	Arlington Post Office (Ski Chalet)	2704 Columbia Pike	Arlington	c. 1935	commercial building	Not individually eligible; still contributing to the Walter Reed Commercial Historic District (000-9418)	Not eligible	None
60	000-9418	Columbia Pike/ South Walter Reed Drive Commercial Historic District	Intersection of Columbia Pike and S. Walter Reed Dr.	Arlington	1900-1954	commercial district	Considered eligible district (000-9418); recommend expansion of boundary	Not eligible	None
61	000-9418-016		2630-2634 Columbia Pike	Arlington	c. 1955	commercial strip	Not individually eligible; still contributing to the Walter Reed Commercial Historic District (000-9418)	Not eligible	None
62	000-2212, 000-9418-0007		2626-2628 Columbia Pike	Arlington	c. 1955	commercial strip	Not individually eligible; still contributing to the Walter Reed Commercial Historic District (000-9418)	Not eligible	None
63	000-2210, 000-9418-0006	Arlington Animal Hospital	2624 Columbia Pike	Arlington	c. 1936	Colonial Revival commercial building	Not individually eligible; still contributing to the Walter Reed Commercial Historic District (000-9418)	Not eligible	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
64	000-4508		1012 S. Cleveland St.	Arlington	c. 1940	Colonial Revival house	Not individually eligible; may contribute to Arlington Village HD (000-0024)	Not eligible	None
65	000-2195, 000-8823-0508	Fillmore Shopping Center	2601-2705 Columbia Pike	Arlington	1948-1951	commercial strip	Contributes to Penrose HD (000-8823); still contributing to the Walter Reed Commercial Historic District (000-9418)	Not eligible; Not within boundaries of Penrose HD, therefore, is not a contributing resource	None
66	000-0024	Arlington Village Historic District		Arlington	Post-1939	Residential district	NR Listed: 4-11-2003 VLR Listed: 12-4-2002	NRHP Listed: 4-11-2003 VLR Listed: 12-4-2002	None
67	000-2132; 000-0024-0005	Arlington Village Center	2500-2530 Columbia Pike	Arlington	1939	commercial strip	Contributes to NRHP listed Arlington Village HD (000-0024); May contribute to the Walter Reed Commercial Historic District (000-9418)	Contributing resource in the Arlington Village HD (000-0024)	None
68	000-4507		2406-2408 Columbia Pike	Arlington	c. 1955	commercial strip	Not individually eligible; potential commercial district	Not eligible	None
69	000-4506		2338-2344 Columbia Pike	Arlington	c. 1950	commercial strip	Not individually eligible; potential commercial district	Not eligible	None
70	000-4505		2330 Columbia Pike	Arlington	c. 1950	commercial building	Not individually eligible; potential commercial district	Not eligible	None
71	000-4504	Citgo Gas Station	2324 Columbia Pike	Arlington	c. 1950	gas station	Not individually eligible; Non-contributing to potential commercial district	Not eligible	None
72	***	Commercial Historic District	South side of Columbia Pike between S. Wayne St. and S. Barton St.	Arlington	c. 1940-1960	Commercial district	Potentially eligible district	Not eligible	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
73	000-8823	Penrose Historic District		Arlington	c.1948	residential	VLR Listed: 12-3-2003 NRHP Listed: 11-15-2004	VLR Listed: 12-3-2003 NRHP Listed: 11-15-2004	None
74	000-8823-0480	Trinity Episcopal Church	2217 Columbia Pike	Arlington	1957	church	Still contributing to the Penrose Historic District (000-8823)	Non-contributing to Penrose HD (see nomination 000-8823); Not eligible	None
75	000-8823-0479	Samaritan House	2207 Columbia Pike	Arlington	c. 1930	bungalow house	Still contributing to the Penrose Historic District (000-8823)	Contributing to the Penrose HD (000-8823)	None
76	000-8823-0478		912 S Veitch St.	Arlington	c. 1939	Colonial Revival house	Still contributing to the Penrose Historic District (000-8823)	Contributing to the Penrose HD (000-8823)	None
77	000-4502	Key Apartments	2112 Columbia Pike	Arlington	c. 1960	apartment building	Not individually eligible	Not eligible	None
78	000-4501	Dorchester Tower	2001 Columbia Pike	Arlington	post-1960	apartment building	Not individually eligible	Not eligible	None
79	000-4500	Dorchester Apartments	1900 Columbia Pike (office)	Arlington	c. 1955	apartment building	Potentially eligible through Arlington Co. Garden Apts. MPDF (000-8825)	Potentially contributing resource to the Garden Apartments of Arlington County Virginia MPDF (000-8825)	None
80	000-4499	Wellington	1850 Columbia Pike	Arlington	c. 1960	apartment building	Not individually eligible	Not Eligible	None
81	000-0512		1833 Columbia Pike	Arlington	c. 1920	Craftsman house	Not Eligible	Not eligible	None
82	000-1668		1829 Columbia Pike	Arlington	c. 1925	Craftsman house	Not individually eligible	Not eligible	None
83	000-0511		1827 Columbia Pike	Arlington	c. 1915	gable front frame house	Not Eligible	Not eligible	None
84	000-1647		1001 S. Rolfe St.	Arlington	c. 1925	Craftsman house	Not individually eligible; May contribute to potential Arlington View HD	Not eligible	None
85	000-1663		1806 Columbia Pike	Arlington	c. 1935	Colonial Revival house	Not eligible; May contribute to potential Arlington View HD	Not eligible	None



ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
86	000-5001		1802 Columbia Pike	Arlington	c. 1935	Colonial Revival house	Not eligible; May contribute to potential Arlington View HD	Not eligible	None
87	000-1661		1726 Columbia Pike	Arlington	c. 1920	Craftsman house	Not eligible; May contribute to potential Arlington View HD	Not eligible	None
88	000-1666		1724 Columbia Pike	Arlington	c. 1930	Colonial Revival house	Not eligible; May contribute to potential Arlington View HD	Not eligible	None
89	***	Arlington View Historic District	South side of Columbia Pike at S. Rolfe St. and S. Quinn St	Arlington	c. 1920-1940	Residential district	Potentially eligible	Not eligible	None
90	000-2267	Washington Blvd Bridge; Bridge #1024	Washington Blvd over Columbia Pike	Arlington	1944	bridge	Not eligible	Not eligible	None
91	000-4495		919-921 S. Orme St.	Arlington	c. 1940	Colonial Revival duplex	Not individually eligible; May contribute to potential Foxcroft Heights HD	Not eligible; potentially contributing to the potential Foxcroft Heights district	None
92	000-1702		921 S. Ode St.	Arlington	1935	Colonial Revival	Not individually eligible; May contribute to potential Foxcroft Heights HD	Not eligible; potentially contributing to the potential Foxcroft Heights district	None
93	000-4492	A-One Auto Clinic	1515 Columbia Pike	Arlington	c. 1945	Commercial/gas station	Not individually eligible; May contribute to potential Foxcroft Heights HD	Not eligible; potentially contributing to the potential Foxcroft Heights district	None
94	000-4491		1501-1509 Columbia Pike	Arlington	c. 1945	commercial/restaurant	Not individually eligible; May contribute to potential Foxcroft Heights HD	Not eligible; potentially contributing to the potential Foxcroft Heights district	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
95	**		921 S. Oak St	Arlington	c.1935	Colonial Revival house	Previously unidentified	Not eligible; potentially contributing to the potential Foxcroft Heights district	None
96	000-1677		920 S. Oak St.	Arlington	1935	Colonial Revival house	Not individually eligible; May contribute to potential Foxcroft Heights HD	Not eligible; potentially contributing to the potential Foxcroft Heights district	None
97	000-4219		Columbia Pike at Oak St.	Arlington	c. 1945	commercial/restaurant	Not individually eligible; Not contributing to potential Foxcroft Heights HD	Not eligible; Not contributing to potential Foxcroft Heights HD	None
98	***	Foxcroft Heights Historic District	N. side of Columbia Pike at S. Orme, S. Ode, and S. Oak Sts	Arlington	c. 1935-1945	Residential district	Potentially eligible	Potentially eligible	
99	000-0046	VA State Police Area Office/VDOT	1440 Columbia Pike	Arlington	c. 1920	Spanish Revival brick bldg	Not Eligible	Potentially individually eligible	None
100	000-3371	Navy Annex	Columbia Pike and Southgate Rd.	Arlington	1943	government bldg	NRHP Eligible	NRHP Eligible	None
101	000-0042	Arlington National Cemetery	Southgate Rd.	Arlington	Arlington House: 1802 ; Cemetery 1860s to present	cemetery	Eligible as NHL (1986); NRHP Eligible: 1991	Eligible as NHL (1986); NRHP Eligible: 1991	None
102	**	James at River House	1111 Army Navy Dr.	Arlington	1957	Apartment building	Previously unidentified	Not eligible	None
103	**		1201 S. Fern St.	Arlington	1953	Commercial/retail	Previously unidentified	Not eligible	None
104	**	BMW of Arlington	1200 S. Eads St.	Arlington	1956	Commercial/a uto showroom	Previously unidentified	Not eligible	None

ID #	VDHR DSS #	Name	Address	City	Date	Description	NRHP Status/Previous Recommendation	CPTI 2011 Recommendation	Effected Resources by Alternative
105	029-5470	Washington , Arlington, and Falls Church Electric Railway Co. Trolley Line		Arlington	Early 1900s	Trolley line; may no longer be extant	Surveyed, not evaluated	Not eligible	None
106	000-8825	Garden Apartments, Apartment Houses, and Apartment Complexes in Arlington County Virginia: 1934-1954	various locations	Arlington	1934- 1954	garden apartments	VLR: 12-11-2002 NRHP: 5-22-2003	VLR: 12-11-2002 NRHP: 5-22-2003	None
<p>NRHP = National Register of Historic Places  VLR = Virginia Landmarks Register  NHL = National Historic Landmark  ** = Previously unidentified; surveyed and evaluated by the Columbia Pike Transit Initiative  ***= Identified in the Reconnaissance Survey for Architectural Resources for the Multimodal Project, but was not assigned a DSS number</p>									

## 7.4.6 Conclusion

In conclusion, the Streetcar Build Alternative would have a potential direct adverse effect on the NRHP-listed Boundary Marker Southwest #6. The No Build Alternative, the TSM1 Alternative and the TSM2 Alternative would have no direct or indirect effects on NRHP-listed or eligible historic properties.

Once FTA, with assumed concurrence with State Historic Preservation Office, has made a determination of effect of the project on historic architectural resources, minimization and mitigation measures would be discussed and agreed upon by the project sponsor and VHDR. Typical minimization and mitigation measures for effects on cultural resources include the following:

Should the Streetcar Build Alternative be chosen as the Preferred Alternative and final engineering includes potential direct adverse impacts to Boundary Marker SW6, it is recommended that VDHR be consulted on a mitigation program that may include:

- Conditions assessment;
- Protection, stabilization, and temporary relocation and storage plan
- Preservation plan consisting of conservation, maintenance, and repair of historic fabric
- Returning the boundary marker and historic signage to the median post-construction.

If engineering associated with the alternatives changes, a re-evaluation of effects to historic architectural resources in the project area would be required.

## 7.5 Archaeological Resources

The potential for significant archaeological resources within the project study area was assessed through a number of methods, including background research, file review, and a field view. No invasive archaeological investigations have been conducted to date. It should be noted that the project, as described in Section 2.0, has a number of components and integrates activities being undertaken by other parties. The archaeological potential in the areas where work either is currently being undertaken by others, or is planned to be undertaken by others, is specifically not included in the following discussions as they are not part of this project. If a known or potential site is located in one of these areas it will be noted as part of the text, but no further work is recommended as part of this project. This section includes a discussion of the Area of Potential Effects (APE), background research undertaken, and an analysis of known and potential sites. This section concludes with a summary and recommendations. It should be noted that this current document is not a formal Section 106 submission.

### 7.5.1 Area of Potential Effects

The recommended APE for archaeological resources includes all areas subject to subsurface impacts from the project (Figure 7-1). Because only conceptual

engineering is available at the current time, the proposed APE for archaeology has been developed to be sufficient to encompass any areas of potential direct impact that might be required for the current undertaking. Such areas include but are not limited to permanent and temporary right-of-ways and easements, construction staging areas and materials storage areas, as well as the locations of all proposed improvement options (e.g., maintenance facilities, traction power substation (TPSS) locations, signage, transit stations, etc.) (Figure 7-2 and Figure 7-3). As engineering plans mature, the extent of the APE for archaeology will be modified to eliminate those areas where no subsurface disturbance is anticipated.

The proposed APE for archaeology currently consists of a 15-meter buffer on both sides of the centerline of proposed trackage as well as the footprint of construction for all proposed TPSS locations and other proposed improvements.

### 7.5.2 Background Research

Background research included an examination of archaeological site files and reports on file at VDHR in Richmond, published histories, manuscript maps and online maps at the Library of Congress in Washington, DC. Three categories of evidence are discussed below:

1. Registered sites on file at VDHR - documented sites for which archaeological site forms are on file;
2. Cultural resources surveys - surveys conducted for projects in the vicinity of the APE; and
3. Potential archaeological resources - sites and former structures for which forms are not on file. They were identified through examination of reports from cultural resources surveys in the vicinity of the APE, through examination of historic maps and assessment of topographic features typically associated with prehistoric site locations (e.g., uplands adjacent to floodplains, proximity to surface water, etc.).

A pedestrian field view was undertaken across the project corridor, specifically focusing on areas that appeared to have the potential for buried cultural materials. The results of the field view supplemented the information gathered during the literature search. For the most part, though, the heavily built-up nature of the area is such that few resources are likely to be visible on the surface. Information on possible prior impacts to potential resources was also gathered.

### 7.5.3 Virginia Department of Historic Resources - Registered Archaeological Sites

A thorough examination of archaeological site files was undertaken at the VDHR office in Richmond, Virginia. Research in the VDHR files identified one archaeological site within the APE, and another five sites within 1/4 mile of the APE (Table 7-4).

None of the recorded sites have been assessed for NRHP or VLR eligibility. None of the above sites, except for the Alexandria Canal (44AX0028), are in the immediate vicinity of the APE. The Canal is within the APE, as its former route crosses the APE near the intersection of South Eads Street and 12th Street South.

The Alexandria Canal operated from 1843 to 1886. It connected the B & O Canal in Georgetown with tidewater in Alexandria and was approximately 7.2 miles long. It was level for most of its length, dropping 38 feet in four lift locks near its southern end. The canal allowed northbound traffic to avoid rapid flow on the Potomac. It carried principally coal southbound, and ice, marine products, manufactured goods, and groceries northbound.

The canal was more substantial in its construction than many similar structures. The canal prism was 50-60 feet wide at the top, and 28 feet wide at the base. The sloping walls were stone, mortared with hydraulic cement.

Figure 7-2: APE, Western Portion (ESRI 2011)

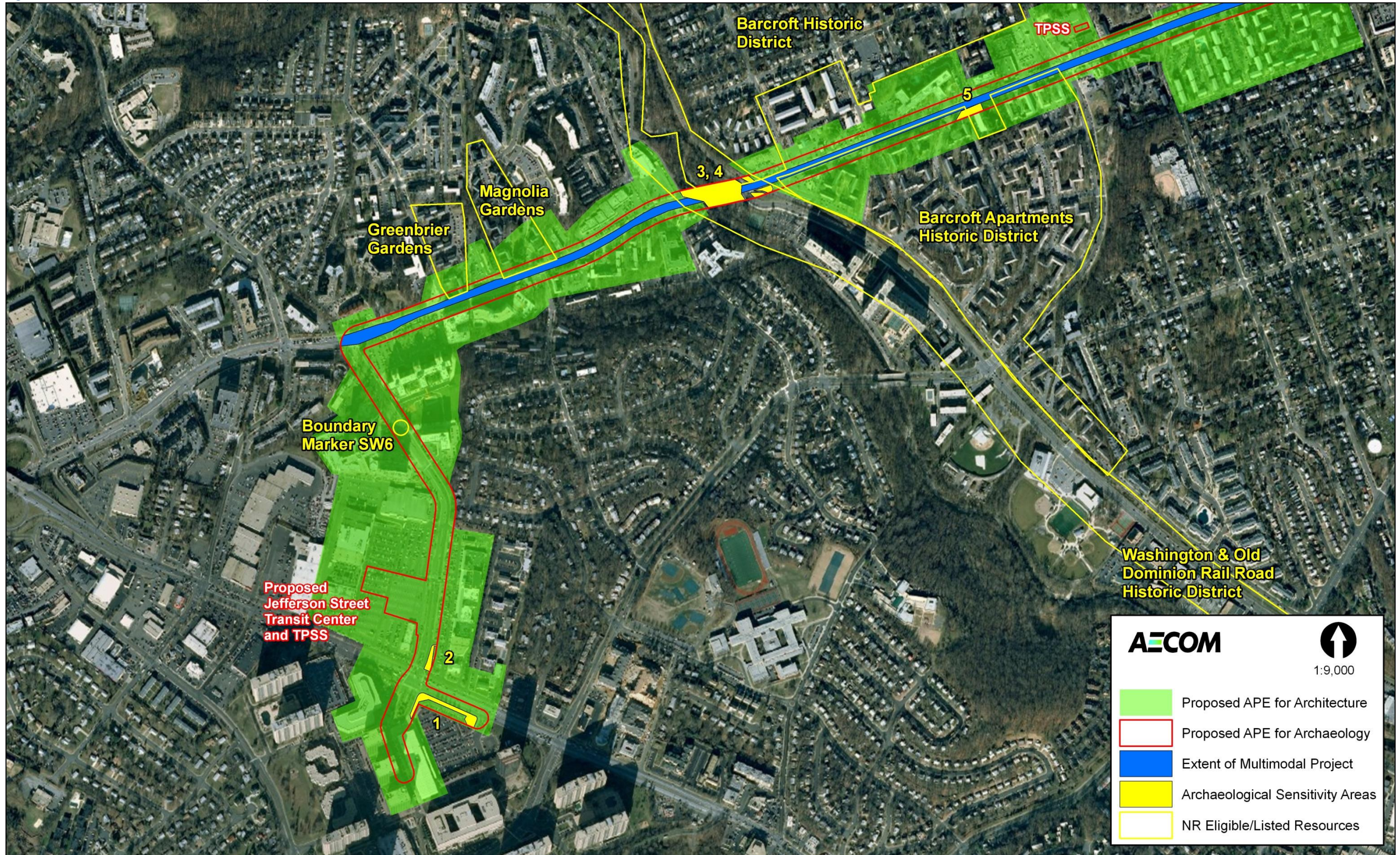


Figure 7-3: APE, Eastern Portion (ESRI 2011)

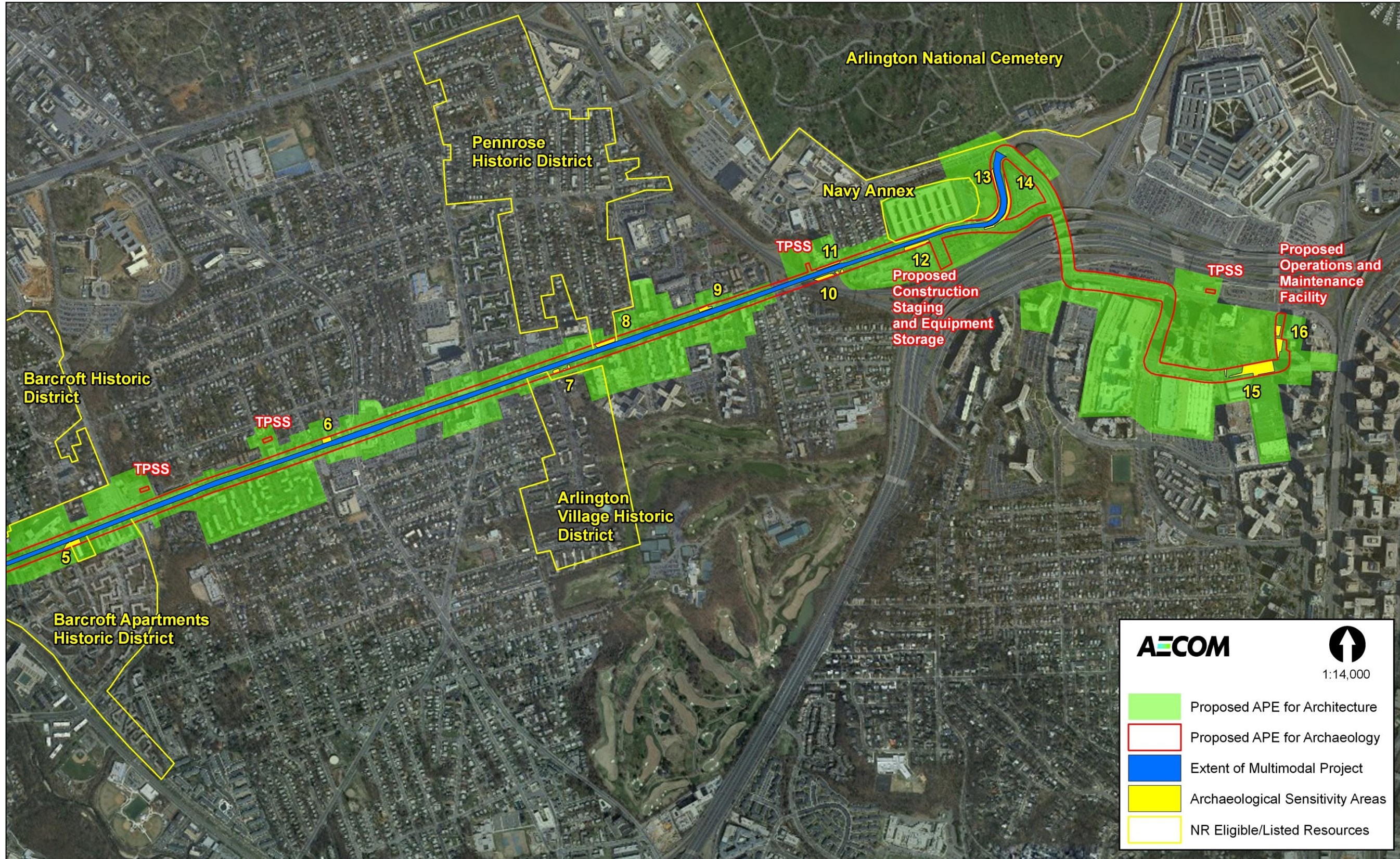


Table 7-4: Registered Archaeological Sites in the Vicinity of the APE

Trinomial	Name	NRHP and VLR Eligibility Status	Location Relative to the APE
44AR0019	Foxcroft Heights	Not assessed	Outside
44AR0037	Jackson City	Not assessed	Outside
44AX0028	Alexandria Canal	Not assessed	Intersects the APE near the intersection of South Eads Street and 12 <sup>th</sup> Street South in Pentagon City
44AX0032	NA	Not assessed	Outside
44AX0121	4419 Seminary Road	Not assessed	Outside
44FX1370	Dowden Terrace Cemetery	Not assessed	Outside

### 7.5.4 Potential Sites and Cultural Resources Surveys

Numerous cultural resource surveys and environmental assessments have been conducted in the general vicinity of the APE (Adams et al 1993; Bromberg and Crowell 1989; DMJM 1991; Embrey et al 2005; Gardner and Schmidt 1997; GOI 1999; Higgins et al 1993; Hutson 2008; Jirikowick et al 2004; KCF 1986; KFS 1992; Millis et al 1998; PMC 1989; RGA 2004; Seifert 1992; Simmons and Kassner 1991; Tracerics 1992; ACoE 2002). A single cultural resources survey has been conducted in the APE to date as part of the Columbia Pike Multimodal Street Improvements Project (VDHR File No. 2010-2030) (EAC/A 2011). That study concluded that despite evidence for substantial twentieth-century development, several areas still possessed moderate to high potential for intact prehistoric or historic archaeological materials. Since proposed project activities were limited to minor grading for street resurfacing and sidewalk replacement as well as limited deep excavation for utility relocation, proposed project activities were considered to have little potential for impacting “significant in situ archaeological resources” (EAC/A 2011: 75); no additional archaeological testing was recommended unless final project plans required expansion of more than five feet beyond existing sidewalks. No subsurface testing was conducted as part of the Section 106 review process for the Columbia Pike Multimodal Street Improvements Project and no archaeological sites were identified.

The majority of the proposed project corridor has been subjected to significant 20<sup>th</sup> century commercial, residential and industrial development and attendant ground disturbance. However, as part of the Columbia Pike Transit Initiative Project, sixteen (16) areas of moderate to high archaeological sensitivity (Table 7-5, Figures 7-2 and 7-3) have been identified to date based on several criteria:

- Areas that appear to be testable open ground not currently occupied by standing structures, sidewalks, paved parking areas, etc.;
- Areas proximate to historically documented structures identified through historic map research; and/or
- Areas proximate to physiographic features and landforms typically associated with prehistoric site locations (e.g., stream confluences, upland terraces, etc.).

### 7.5.5 Summary and Recommendations

Archaeological research, including site file research, examination of cultural resources reports, historical map research, and field examination of the APE was conducted for the Columbia Pike Transit Initiative Project. The purpose of the research was to determine whether known archaeological resources are potentially present within the APE for the project, and to assess areas within the archaeological APE that appear to retain archaeological potential.

One archaeological site, registered with the VDHR, the Alexandria Canal (44AX0028) crosses the APE for the project. This resource is not visible on the surface in the vicinity of the APE, but may survive below the surface. Further survey will likely be required to determine the canal’s location and degree of integrity.

Cultural resources reports and historic maps were examined to determine whether additional, unregistered archaeological resources might be present within the APE. A total of 16 archaeologically sensitive areas were identified in the APE. Additionally, it is recognized that the current Columbia Pike ROW has the potential to contain buried deposits associated with its original construction (c.1810) and subsequent operation.

Once VDHR has made a determination of effect of the project on archaeological resources, minimization and mitigation measures would be discussed and agreed upon by the project sponsor and VHDR. Typical minimization and mitigation measures for effects on archaeological resources include the following:

Should final engineering indicate potential direct impacts to the previously identified areas of archaeological sensitivity, a program that may include additional background research, sensitivity analysis, limited subsurface testing, geomorphological testing and construction monitoring developed in consultation with the VDHR is recommended to identify intact archaeological resources that may exist within the project corridor and evaluate their potential eligibility for inclusion in the National Register of Historic Places (NRHP) or the Virginia Landmarks Register (VLR). In addition, the one registered archaeological site, the Alexandria Canal (44AX0028), is not visible on the surface and would likely require further survey to determine the canal’s location and degree of integrity.



**Table 7-5: Areas of Archaeological Sensitivity**

Area #	Location	Description
1	Grassy areas on the south side of Leesburg Pike between South Jefferson Street and South George Mason Drive	Undeveloped at-grade grassy area previously occupied by several middle 20 <sup>th</sup> century buildings (USGS 1945; NETR Online 2010). The presence of a retaining wall at the western end of this area indicates some potential for significant disturbance at that location; however some at-grade surfaces exist between the retaining wall and Leesburg Pike.
2	Northeast corner of the intersection of South Jefferson Street and Leesburg Pike.	Undeveloped grassy area at the approximate location of a middle 20 <sup>th</sup> century building/residence (USGS 1945; NETR Online 2010).
3	On Columbia Pike at the Four Mile Run Bridge between South Arlington Mill Drive and South Four Mile Run Drive.	Map research indicates there may be historic 19 <sup>th</sup> century archaeological deposits at this location associated with Arlington Station, the Washington and Ohio Railroad and the “Sarah Dvdhon” residence (Hopkins 1879). Intermittent paving and excessive slopes (>15%) may reduce the testable area at this location considerably.
4	The Four Mile Run floodplain below the Columbia Pike Bridge	Deeply buried deposits may exist within the Four Mile Run floodplain.
5	South side of Columbia Pike between its intersections with South Thomas and South Taylor Streets.	Grassy yard areas at the approximate location of the 19 <sup>th</sup> century “Wm Mack” residence (Hopkins 1879).
6	North side of Columbia Pike between South Monroe Street on the west and South Lincoln Street on the east.	Grassy yard area adjacent to the Arlington Presbyterian Church. Research indicates that the church was chartered in 1908, the original building was destroyed by fire in 1924 and rebuilding began in 1930 (APC). Intact early 20 <sup>th</sup> century deposits associated with the original church building may be present at this location.
7	South side of Columbia Pike between South Barton Street and South Adams Street.	Historic mapping (USGS 1945) indicates several structures at this location suggesting that intact early-middle 20 <sup>th</sup> century archaeological deposits may be present.
8	North side of Columbia Pike between South Wayne Street on the west and South Veitch Street on the east.	Grassy yard area around Trinity Episcopal Church; research indicates that the church was built at this location in 1903 (TEC); intact early 20 <sup>th</sup> century deposits associated with the church may be present at this location.
9	North side of Columbia Pike west of South Scott Street.	Yard area surrounding St. John’s Baptist Church, former site of the Arlington Episcopal Church (c. 1878).
10	South side of Columbia Pike west of South Orme Street.	Approximate former location of the late 19 <sup>th</sup> century “Rich. <sup>d</sup> Johnson” residence (Hopkins 1879).
11	North side of Columbia Pike west of South Orme Street.	Yard area south of the Sheraton National Hotel; former site of Arlington Chapel.
12	South side of Columbia Pike east of South Oak Street.	Approximate former site of the late 19 <sup>th</sup> century “J.R. Johnson” residence and “N.S. Wright” residence and store (Hopkins 1879).
13	West side of Columbia Pike east of the Air Force Memorial.	Approximate former location of the Columbia Pike “Toll Gate” and late 19 <sup>th</sup> century “H.S. Johnson” residence (Hopkins 1879).
14	East side of Columbia Pike east of the Air Force Memorial.	Approximate former location of the Columbia Pike “Toll Gate”, the late 19 <sup>th</sup> century “H.S. Johnson” store and “B.S. Sh.” (Blacksmith shop?) (Hopkins 1879).
15	West side of South Eads Street west of 12 <sup>th</sup> Street South.	Approximate former location of the Chesapeake and Ohio Canal/Alexandria Canal (44AX0028) (c.1833 - c. 1886) (Hopkins 1979; USGS 1885; CoA).
16	East side of South Eads Street north of 12 <sup>th</sup> Street South.	Approximate former location of the Potomac Brick Works (Hopkins 1879).

## 7.6 References Cited

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