

Requesting a Project Review from the Department of Historic Resources

The Department of Historic Resources (DHR) is Virginia's State Historic Preservation Office (SHPO). Section 106 of the National Historic Preservation Act of 1966, as amended, requires federal agencies to consult with the SHPO and others who may have knowledge of historic properties in identifying known historic properties which may be affected by a federal undertaking, and in determining the need for further survey efforts to identify previously unrecorded historic properties. Information on Section 106 and the text of the Section 106 regulations are available on the web site of the Advisory Council on Historic Preservation (www.achp.gov).

THIS APPLICATION MUST BE COMPLETED FOR ALL FEDERAL UNDERTAKINGS AND SUBMITTED TO THE VIRGINIA DEPARTMENT OF HISTORIC RESOURCES FOR REVIEW. A federal undertaking is defined in the Section 106 regulations as "a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; those requiring a Federal permit, license or approval; and those subject to State or local regulation administered pursuant to a delegation or approval by a Federal agency." **This form may also be used to obtain the comments of DHR as part of a state review process.** Please provide a completed form even in cases where project information is included in a separate document, such as an Environmental Impact Report. Environmental documents may be submitted as attachments to the form if they provide an important part of the project description.

A program specific review application form for cell tower projects is available on DHR's website along with several other attachments to the project review application relating to the rehabilitation and demolition of historic structures which are intended to streamline the process.

Before You Complete the Project Review Application Form

1. Determine if your project constitutes an undertaking that has the potential to impact historic properties, assuming such historic properties were present (for the definition of an undertaking, go to the Section 106 Regulations, Definitions section, 36 CFR 800.16, on the web at www.achp.gov/regs.html).
2. Determine the Area(s) of Potential Effect (APE) for the project. For the purposes of Section 106, the area of potential effect (APE) is defined as the entire geographical area in which changes may occur to historic properties if any are present. The APE for archaeological resources may be different than for architectural resources. The viewshed of historic properties often extends well beyond their boundaries and is often an important contributing element to their historic significance. Therefore, projects which alter the landscape drastically - large scale subdivisions, highway construction - or those which insert a large, intrusive structure into the landscape - cell towers, water towers - must take into account the surrounding viewshed when determining the APE. A field inspection of the project area will help to establish the APE. Establishing the APE is the responsibility of the federal agency in consultation with DHR. When acting on the behalf of a federal agency, the APE that is presented to DHR must be the APE that is approved by that agency. The boundaries of the APE should be clearly described and indicated on a U.S.G.S. quad map (original or clear copy). If there are two different APEs - one where ground disturbance is going to occur and one where viewshed is the only concern, for instance, these should be clearly indicated.
3. Gather information to identify the historic properties within or adjacent to the APE that may be affected by your project. Information on recorded historic properties is available in the DHR Archives, and this information **must** be collected prior to submitting project review application. The Archives are open to the public, and the only charges for use are 15 cents per page for copies. If it is not possible to visit the DHR Archives, the archivist will provide information on recorded properties for a fee (telephone the Archives at 804-367-2323, extension 125 for more information). Please be aware that survey in Virginia is far from

complete, and the absence of historic resources in DHR records does not necessarily mean that no historic properties are present. Information that should be considered in the identification process may also be available in other repositories, such as county planning offices and historical societies. On-site inspections are an essential component of the identification process. Photographs of the subject property and any nearby properties that may be over 50 years old should be provided with your project review application. Please attach the available information on recorded historic properties within the APE and documentation resulting from field inspection to the project review application form. If no historic properties are recorded in the APE, and if no potentially historic properties were observed during field inspection, note this on the application form.

4. Following the identification process, you should complete the project review application form in its entirety by referring to the following instructions. Attach or enclose the required additional information, and submit your application packet to DHR. The Department of Historic Resources will respond to your request within 30 days.

How to Complete the Project Review Application Form

I. GENERAL PROJECT INFORMATION

1. Indicate if the project, or any part thereof, has been previously reviewed by DHR and if so, insert the file number. If we know that a project has been previously reviewed, we can often avoid asking for duplicate information.
- 2-3. Complete this section in its entirety providing the name and location (independent city or town and county) of the project. If your project involves work on a specific building, please include the street address of the building.
4. Refer to the attached list of agencies and their abbreviations and indicate the abbreviation(s) for the federal and/or state agencies involved in the project (permitting, licensing, funding, etc.). If more than one agency is involved, one must be designated the lead agency for Section 106 compliance. If the appropriate agency is not included on the list, please write the full agency name in the space provided.
- 5-6. It is important that complete mailing addresses be provided for both the lead federal or state agency contact and the applicant.

II. PROJECT LOCATION AND DESCRIPTION

7. Indicate the name of the USGS quadrangle on which your project area is located. An original or clear photocopy of the 7.5 minute USGS topographic quadrangle, or a **clearly labeled** portion thereof, showing the exact boundaries of the project location, and the project's Area(s) of Potential Effect (APE) **must** be attached to this application. Do **not** reduce or enlarge the map. Topographic maps may be downloaded free of charge from Topozone© (www.topozone.com).
8. Indicate the acreage of the project area.
9. Indicate if an architectural or archaeological survey has been conducted as part of the identification process or in a different context by consulting DHR's Archives. Indicate the author, title, and date of the report and if a copy of it is on file at DHR. If a survey has been completed and a copy is not on file, a copy should be included with the application materials.
10. During the identification stage of the Section 106 process you should determine the presence/absence of structures 50 years old or older. Indicate if the Archives search revealed any historic properties in the APE and if the site inspection revealed any properties over 50 years of age within or adjacent to the project area which may or may not be recorded at DHR. The date of construction for structures is often indicated in county or

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Virginia Department of Historic Resources
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state tax records. Photographs of all structures over 50 years of age must be included with the application materials.

- 11-12. These questions are designed to help DHR determine if your project needs to be reviewed by an architectural historian or an archaeologist or both. If the answer to either of these questions is *yes*, a complete explanation is required in the Description.
13. Description. Attach a detailed description of the project area and the proposed undertaking, making sure to include the following information:
 - a) Description of the existing land use. Include photographs of the project area.
 - b) Description of any recent modifications to the landscape. [Note: If the existing landscape appears to be markedly different from that shown on the attached quad map, please include information to that effect explaining what changes have occurred since the map was last updated.]
 - c) For projects involving the rehabilitation, alteration, or demolition of a structure over 50 years of age, a detailed description of the extent of the proposed alterations, along with photographs, architectural and engineering drawings, project specifications, and maps will be required.
 - d) Detailed project description that includes the precise location of all construction, destruction, and other proposed disturbance, the horizontal and vertical dimensions of all above and below ground construction, and the nature and extent of any previous disturbances – i.e. it is in a plowed field or disturbed VDOT right-of-way – within the APE.

Please Note: A complete project review application consists not only of the fully completed form, but also a completed Archives search, a USGS topographic map with the APE marked, a detailed project description, and all required photographs and project plans. A checklist is provided at the end of the application. Accurate and complete information will help in obtaining a timely response. If all required materials are not submitted, you will receive notification that your application is incomplete and the 30-day review period will not begin until all necessary materials are received.

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**COMMONLY USED FEDERAL AND STATE AGENCIES
AND ABBREVIATIONS**

Federal Agencies

Advisory Council on Historic Preservation	ACHP
Department of the Interior, Bureau of Land Management	BLM
Central Intelligence Agency	CIA
Department of Defense, Army Corps of Engineers	COE
Drug Enforcement Administration	DEA
Department of Defense	DOD
Department of Defense, Army	Army
Department of Defense, Navy	Navy
Department of Defense, Marines	Marines
Department of Defense, Air Force	Air Force
Department of the Interior	DOI
Department of Justice	DOJ
Department of Labor	DOL
Defense Security Service	DSS
Department of Education	ED
Department of Commerce, Economic Development Administration	EDA
Environmental Protection Agency	EPA
Department of Transportation, Federal Aviation Administration	FAA
Federal Bureau of Investigation	FBI
Federal Communications Commission	FCC
Federal Deposit Insurance Corporation	FDIC
Federal Emergency Management Agency	FEMA
Department of Energy, Federal Energy Regulatory Commission	FERC
Federal Highway Administration	FHWA
Federal Railroad Administration	FRA
Department of Transportation, Federal Transit Administration	FTA
Department of Housing and Urban Development	HUD
General Services Administration	GSA
Department of Health and Human Services	HHS
Interstate Commerce Commission	ICC
Library of Congress	LC
Metropolitan Washington Airports Authority	MWAA
National Aeronautics and Space Administration	NASA
National Capital Planning Commission	NCPC
National Endowment for the Humanities	NEH
National Imagery and Mapping Center	NIMA
Nuclear Regulatory Commission	NRC
Department of Commerce, National Oceanic and Atmospheric Administration	NOAA
Department of the Interior, National Park Service	NPS
Department of Agriculture, Natural Resources Conservation Service	NRCS

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Comptroller of the Currency	OCC
Department of the Interior, Office of Surface Mining	OSM
Department of Agriculture, Rural Development	RD
Rural Utilities Service	RUS
Small Business Administration	SBA
Smithsonian Institute	SI
Surface Transportation Board	STB
Technology Administration	TA
Tennessee Valley Authority	TVA
United States Coast Guard	USCG
United States Department of Agriculture	USDA
United States Department of Commerce	USDOC
United States Department of Energy	USDOE
Department of Agriculture, Forest Service	USFS
Department of the Interior, Fish and Wildlife Service	USFWS
United States Geological Survey	USGS
United States Postal Service	USPS
Department of Veterans Affairs	VA

State Agencies

Christopher Newport University	CNU
Central Virginia Community College	CVCC
College of William and Mary	CWM
Department of Criminal Justice Services	DCJS
Department of Conservation and Recreation	DCR
Department of Environmental Quality	DEQ
Department of Game and Inland Fisheries	DGIF
Department of General Services	DGS
Department of Housing and Community Development	DHCD
Department of Historic Resources	DHR
Department of Juvenile Justice	DJJ
Department of Mental Health, Mental Retardation and Substance Abuse Services	DMHMRSAS
Department of Mines, Minerals and Energy	DMME
Department of Motor Vehicles	DMV
Department of Accounts	DOA
Department of Corrections	DOC
Department of Education	DOE
Department of Forestry	DOF
Department of Veterans Affairs	DVA
Frontier Culture Museum of Virginia	FCM
Germanna Community College	GCC
Gunston Hall	GH
George Mason University	GMU
James Madison University	JMU

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John Tyler Community College	JTCC
Jamestown-Yorktown Foundation	JYF
Medical College of Virginia	MCV
North Carolina Department of Transportation	NCDOT
Norfolk State University	NSU
Old Dominion University	ODU
Piedmont Virginia Community College	PVCC
Radford University	RU
State Corporation Commission	SCC
Science Museum of Virginia	SMV
Tidewater Community College	TCC
Thomas Nelson Community College	TNCC
University of Mary Washington	UMW
University of Virginia	UVA
Virginia Community College System	VCCS
Virginia Commonwealth University	VCU
Department of Agriculture and Consumer Services	VDACS
Department of Health	VDH
Department of Transportation	VDOT
Virginia Employment Commission	VEC
Virginia Institute of Marine Science	VIMS
Virginia Museum of Fine Arts	VMFA
Virginia Military Institute	VMI
Virginia Museum of Natural History	VMNH
Virginia Outdoors Foundation	VOF
Virginia Port Authority	VPA
Virginia Polytechnic Institute and State University	VPISU
Virginia Resources Authority	VRA
Virginia School for the Deaf and Blind	VSDB
Library of Virginia	VSLA
Department of State Police	VSP
Virginia State University	VSU
Virginia Western Community College	VWCC
Wytheville Community College	WCC
West Virginia Department of Transportation	WVDOT

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Project Review Application Form

This application must be completed for all projects that will be federally funded, licensed, or permitted, or that are subject to state review. Please allow 30 days from receipt for the review of a project. All information must be completed before review of a project can begin and incomplete forms will be returned for completion.

I. GENERAL PROJECT INFORMATION

1. Has this project been previously reviewed by DHR? YES ___ NO X DHR File # _____

2. Project Name Crystal City/Potomac Yard Transit Improvements Project

3. Project Location Alexandria Arlington
City Town County

4. Specify Federal and State agencies involved in project (providing funding, assistance, license or permit). Refer to the list of agencies and abbreviations in the instructions.

Lead Federal Agency FTA

Other Federal Agency _____

State Agency _____

5. Lead Agency Contact Information

Contact Person Deborah Burns

Mailing Address FTA Washington DC Metro Office, 1990 K Street NW, Suite 510, Wash., D.C.

Phone Number 202-219-3565 Fax Number _____

Email Address Deborah.Burns@fta.dot.gov

6. Applicant Contact Information

Contact Person Wendy Jia

Mailing Address Washington Metropolitan Area Transit Authority, 600 Fifth St., NW, 6th Floor, Wash. DC 20001

Phone Number 202-962-6474 Fax Number _____

Email Address wjia@wmata.com

II. PROJECT LOCATION AND DESCRIPTION

7. USGS Quadrangle Name Alexandria

8. Number of acres included in the project See attached text

9. Have any architectural or archaeological surveys of the area been conducted? YES X
NO

If yes, list author, title, and date of report here. Indicate if a copy is on file at DHR.
See attached list with full itemization of previous studies in and around this study corridor. No detailed survey has been undertaken for this current study.

10. Are any structures 50 years old or older within or adjacent to the project area? YES X
NO

If yes, give date(s) of construction and provide photographs.
See attached sheets with photographs of structures over 50 years old adjacent to project area.

11. Does the project involve the rehabilitation, alteration, removal, or demolition of any structure, building, designed site (e.g. park, cemetery), or district that is 50 years or older? If yes, this must be explained fully in the project description. YES
NO X

12. Does the project involve any ground disturbance (e.g. excavating for footings, installing sewer or water lines or utilities, grading roads, etc.)? If yes, this must be explained fully in the project description. YES X
NO

13. DESCRIPTION: Attach a complete description of the project. Refer to the instructions for the required information.

To the best of my knowledge, I have accurately described the proposed project and its likely impacts.

Signature of Applicant/Agent

Date

The following information must be attached to this form:

- X Completed DHR Archives search
- X USGS map with APE shown
- X Complete project description
- X Any required photographs and plans

____ No historic properties affected ____ No adverse effect
____ Additional information is needed in order to complete our review.
____ We have previously reviewed this project. A copy of our correspondence is attached.
Comments: _____

Signature _____ Date _____
Phone number _____ DHR File # _____
<i>This Space For Department Of Historic Resources Use Only</i>

8. Project Acreage

The project extends from the City of Alexandria and Braddock's Road Metro Station to the Pentagon, in Arlington County. Table 8-1 below depicts the details of the acreage of the project.

Table 8-1: Estimates of Alignment Length and Area of Construction

	Length of Alignment, feet (Miles)	Area of Construction, sq. ft. (Acres)	
		Alignment	Stops ⁴
Mixed Traffic¹	13,460 (2.549)	n/a	6,690 (0.154)
Exclusive Lanes (Total)	15,090 (2.858)	n/a	-
New construction for busway ²	7,810 (1.479)	203,060 (4.662)	55,100 (1.264) ⁵
New construction by others ³	730 (0.138)	17,520 (0.402)	--
Operation along existing lanes ³	6,550 (1.241)	-	--

¹ - Portions of street network do not exist today and will be constructed by others. See Figure 13-1.

² - New two-way busways are assumed to be 26 feet wide.

³ - Assumes two 12-foot lanes dedicated for exclusive transit use.

⁴ - Station stops in Alexandria south of the Monroe Avenue Bridge are assumed to be 45 feet by 8 feet; other station stops are assumed to be 75 feet by 10 feet on average.

⁵ - Assumes 12-foot continuous strip for stops, left turn pockets, and median area along Segment B.

9. Previous Architectural and Archaeological Surveys in the General Study Area

A reconnaissance level survey has been undertaken as part of this current project. This survey has entailed background research, file search at the DHR and at the City of Alexandria, and a field view. All of the eligible or listed historic architectural resources that were identified through the file searches were plotted on project mapping. A broader study area was researched in order to provide a thorough context for the evaluation of resources within the project's narrower Area of Potential Effect (APE). All survey forms for the previously surveyed resources within the APE were copied and obtained.

For archaeological resources, all reports and sites that were within the general project vicinity were accessed and reviewed at the DHR and the City of Alexandria. The information gathered from the larger study area provided an excellent context for the evaluation of potential archaeological resources within the narrower project archaeological APE, only those locations where construction would occur. The reports gathered as part of this background research phase have all been noted below. A field view of the project area was undertaken and areas that appeared to possess some archaeological potential were noted. A Phase IA Survey was recommended.

Coordination with Alexandria Archaeology on September 27, 2006 resulted in a commitment to monitor construction activities for potential archaeological resources in six project locations within the City of Alexandria.

Documents and Reports on File at Alexandria Archaeology

Adams, Robert M.

1995 Report on Trench Monitoring for GSA Warehouse at Potomac Technology Park. Letter Report on file, Alexandria Archaeology, Alexandria, VA.

1996a The Archaeological Investigation of the Former Preston Plantation and Alexandria Canal at Potomac Yard, Alexandria, Virginia. Report on file, Alexandria Archaeology, Alexandria, VA.

1996b Report on R, F & P Potomac Yard-Track Relocation Project. Letter Report on file, Alexandria Archaeology, Alexandria, VA.

Alexandria Archaeology

1994 Comment on Potomac Technology Park, Site Plan #94-021, East of Intersection of J.D. Highway and Fannon Street, December 12, 1994. Manuscript on File, Alexandria Archaeology, Alexandria, VA.

2006a Alexandria Archaeology Comments, Monroe Street Bridge, Potomac Yard, DSP2005-00037, March 29, 2006. Manuscript on File, Alexandria Archaeology, Alexandria, VA.

2006b Alexandria Archaeology Comments, Potomac Yard Park, DSP2006-00013, April 21, 2006. Manuscript on File, Alexandria Archaeology, Alexandria, VA.

2006c Alexandria Archaeology Comments, Potomac Yard, Landbay H and I, DSP2004-00048, June 9, 2006. Manuscript on File, Alexandria Archaeology, Alexandria, VA.

Cheek, Charles D.

2002 R, F & P Track Relocation Project, Potomac Yards, Alexandria, Virginia: Preliminary Observations. Manuscript on file, Alexandria Archaeology, Alexandria, VA.

Cheek, Charles D., and Dana B. Heck

1996 Archaeological Observations at the Townes at Slater's Village, Alexandria, Virginia. Report on file, Alexandria Archaeology, Alexandria, VA.

Walker, Mark, and Marilyn Harper

1989 Potomac Yard: Inventory of Cultural Resources. Report on file, Alexandria Archaeology, Alexandria, VA.

Documents and Reports on File with VDHR

Bromberg, Francine W., and Elizabeth Crowell

1989 Phase I and II Archaeological Investigations of the West Entrance Road, Washington National Airport, Arlington County, Virginia. Report AR-10 on file, DHR, Richmond, VA.

General Services Administration

1987 Master Development Plan and Environmental Assessment, Pentagon Complex and Adjacent Areas, Arlington County, Virginia. Report AR-8 on file, DHR, Richmond, VA.

Gluckman, Stephen J.

1973 An Archaeological Survey of Fourmile Run, Alexandria and Arlington County, Virginia. Report AX-46 on file, DHR, Richmond, VA.

Greenhorn & O'Mara, Inc.

1999 Archaeology of the Abingdon Plantation Site (44AR18), Ronald Reagan Washington National Airport, Arlington County, Virginia. Report AR-46 on file, DHR, Richmond, VA.

Higgins, Thomas F. III, Donald W. Linebaugh, Scott M. Hudlow, and Anna L. Gray

1993 A Phase I Cultural Resource survey of the Proposed Traffic Management System Building Associated with the I-395 Project, Arlington County, Virginia. Report AR-34 on file, DHR, Richmond, VA.

Israel, Stephen S.

- 1981 Cultural Resources Reconnaissance of the Richmond, Fredericksburg and Potomac Railroad's Leased Fairchild Property... Report AR-2 on file, DHR, Richmond, VA.

KFS Historic Preservation Group

- 1992 Phase I Archaeological Survey, BRAC Project Areas, Fort Myer, Arlington County, Virginia. Report AR-31 on file, DHR, Richmond, VA.

Parsons Engineering Science

- 2002 Archaeological Investigations of the Robert Portner Brewing Company Site (44AX0196), Alexandria, VA. Report AX-85 on file, DHR, Richmond, VA.

Parsons Management Consultants

- 1989 Historic and Archaeological Survey Report, Washington National Airport. Report AR-8 on file, DHR, Richmond, VA.

Seifert, Donna J.

- 1992 Phase IA Archaeological Assessment for the Consolidation of the Naval Systems Commands, Alexandria and Arlington County, Virginia. Report AR-31 on file, DHR, Richmond, VA.

Sherman, Susan

- n.d. Planning for the Survey of Historical Resources in Arlington County: A Report to the Historic Affairs and Landmark Review Board. Report AR-37 on file, DHR, Richmond, VA.

Simmons, Scott E., and Nancy J. Kassner

- 1991 Intensive Archaeological Investigation of Ramp "EN" at Washington National Airport, Arlington, Virginia. Report AR-13 on file, DHR, Richmond, VA.

Simpson, Kay

- 1992 Phase I Cultural Resource Survey of the Proposed Braddock Road Improvement in the City of Alexandria, Virginia. Report AX-37 on file, DHR, Richmond, VA.

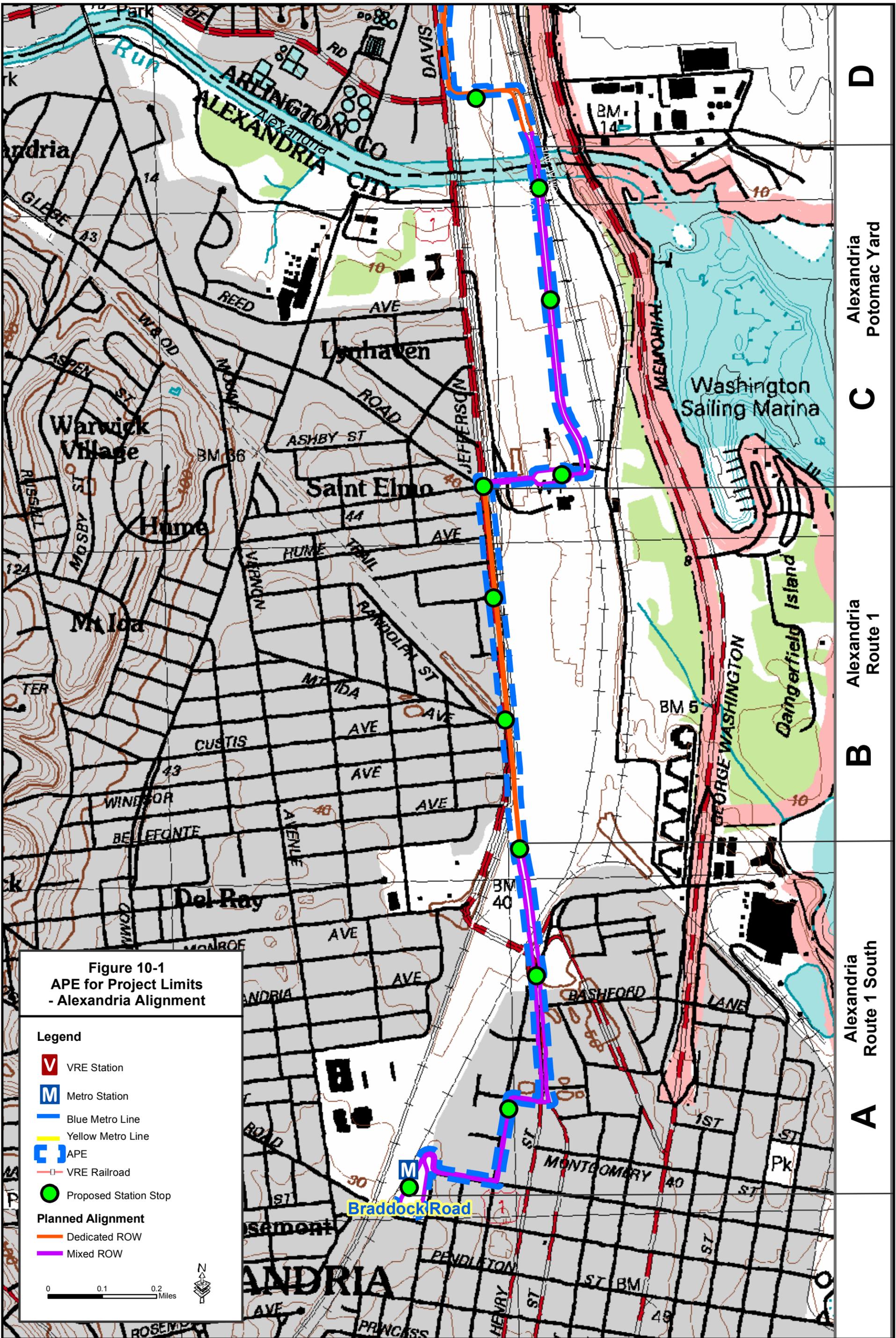
10. Structures 50 years old or older

The project runs primarily down an urban corridor that has been heavily redeveloped during the second half of the 20th century. Much of the northern half of the project crosses through modern Crystal City, from the Pentagon south and then through the former Potomac Yards. The northern half of the former Potomac Yards has been, and is still, being redeveloped as a commercial corridor, with numerous stores, restaurants, and large paved parking areas. The central portion of the project runs primarily along Route 1 which has primarily late 20th century commercial buildings along the west side, and open areas on the east side overlooking the redeveloping Potomac Yards to the east. The southern section of the project crosses over the former Potomac Yards and ties into the existing street network in Alexandria.

Area of Potential Effects – Architectural Resources

An Area of Potential Effects (APE) was defined for architectural resources within the planned project limits (see Figures 10-1 and 10-2). The recommended APE includes all architectural properties within 25 feet of the planned alignment and proposed stations, from Alexandria at the southern terminus, to the Pentagon, in Arlington County, in the north. In Segment B – Alexandria Route 1, the APE is extended beyond 25 feet on the east side of the curb line. In Segment B, the roadway (Route 1) will be widened on the east side to accommodate two traffic lanes, station/stops, and utility relocation. Thus, the APE for this

Segment has been defined as 75 feet on the east side of the existing curblineline. It will remain at 25 feet from the curblineline on the west side of the planned alignment.



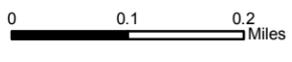
**Figure 10-1
APE for Project Limits
- Alexandria Alignment**

Legend

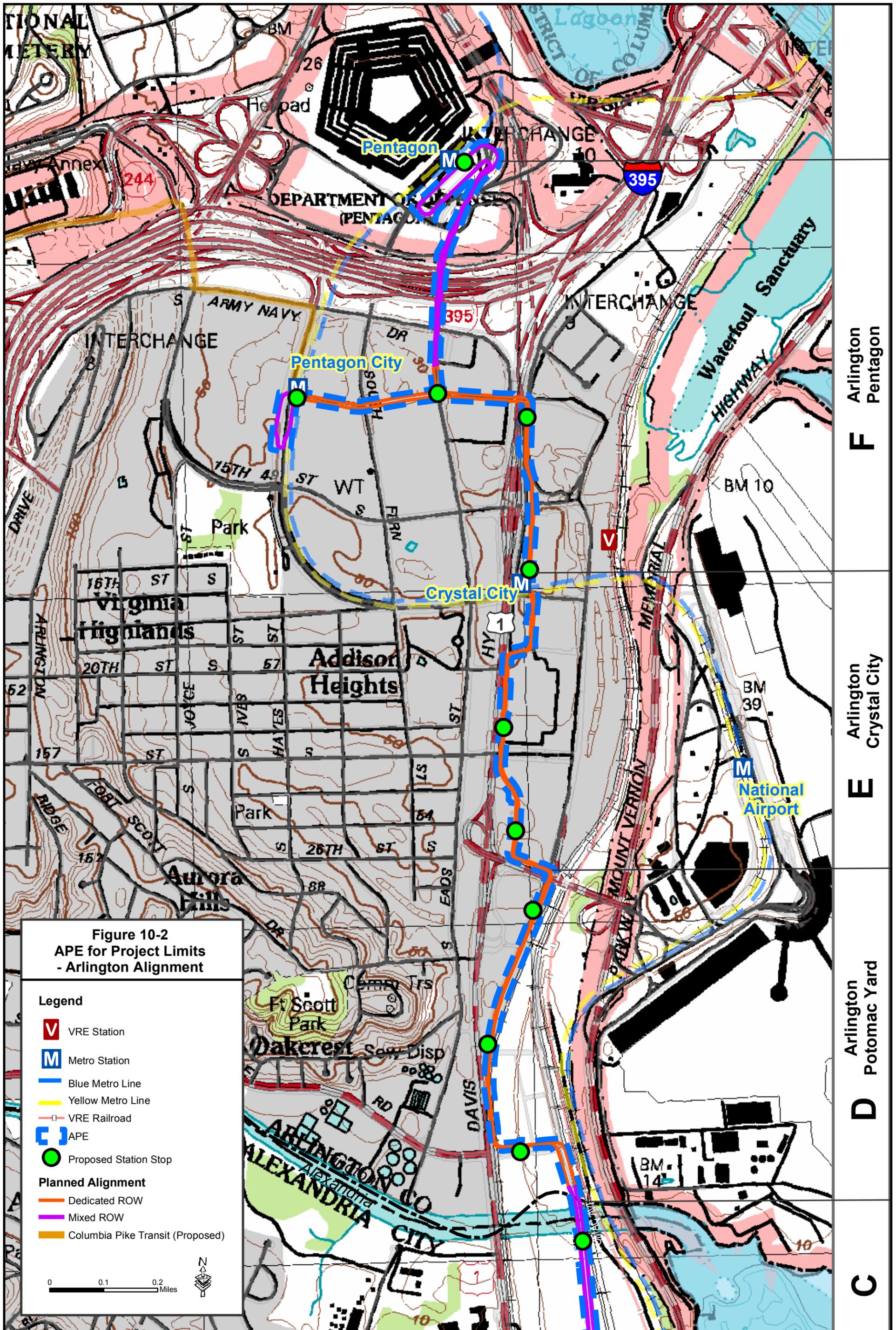
- VRE Station
- Metro Station
- Blue Metro Line
- Yellow Metro Line
- APE
- VRE Railroad
- Proposed Station Stop

Planned Alignment

- Dedicated ROW
- Mixed ROW



D
 Alexandria Potomac Yard
C
 Alexandria Route 1
B
 Alexandria Route 1 South
A



Background research and file searches were undertaken at the DHR. In addition, the National Register of Historic Places, the National Historic Landmark list, the Historic American Building Survey/Historic American Engineering Record on-line repositories were accessed, as was the City of Alexandria.

There are a number of previously surveyed and evaluated historic resources within the project’s APE, as can be seen in Table 10-1. These resources have all had formal determinations of eligibility. Table 10-2 lists the individual resources within the APE that have not been surveyed or evaluated for significance. These resources are presented from south to north, and divided into resources within the City of Alexandria, and resources within Arlington County.

Table 10-1: Previously Documented Architectural Resources in APE

Municipality	Resource Name	Potential Impact
Alexandria	Parker-Gray Historic District – National Register Eligible	Located east and south of the project, within APE– No Impact
Alexandria	Town of Potomac Historic District – Virginia Landmarks Register, National Register Listed	Located west of the project, a small portion of the boundary is in the APE – No changes that could affect significance – No Adverse Impacts
Arlington	The Pentagon – Virginia Landmarks Register, National Register Listed, National Historic Landmark	Located at northern end of project area, within APE – No Impact

Source: Virginia Department of Historic Resources and the National Register of Historic Places

In addition to previously surveyed and evaluated resources, there are a limited number of buildings over 50 years of age within the project’s APE (Table 10-2). Photographs of these resources have also been included below. There were no resources over 50 years of age in the APE within Segments D, E, or F.

Table 10-2: Previously Undocumented Resources Over 50 Years of Age in APE

No.	Property Parcel Number	Property Address	Type	Age	Notes
Segment A – Alexandria Route 1 South					
1	044.04-01-03	1011 Bashford Lane	Residential	1930	Public Housing – Architecturally Significant - Potentially Eligible
2	044.04-10-02	1010 Bashford Lane	Residential	1930	Public Housing – Architecturally Significant - Potentially Eligible
3	054.02-02-02	1022 Vernon Street	Residential	1953	Public Housing – No Architectural Significance – Not Eligible
4	054.02-02-01	1024 Vernon Street	Residential	1953	Public Housing – No Architectural Significance – Not Eligible
5	054.02-01-02	1025 Vernon Street	Residential	1940	Public Housing – No Architectural Significance – Not Eligible
6	054.02-01-01	1027 Vernon Street	Residential	1940	Public Housing – No Architectural Significance – Not Eligible
Segment B – Alexandria Route 1					
7	035.01-10-16	2100 Jefferson Davis Hwy	Commercial	1950	No Architectural Significance - Not Eligible
Segment C – Alexandria Potomac Yard					
8	025.01-01-20	3000 Jefferson Davis Hwy	General Commercial	1940	Altered, Not Eligible
9	016.03-10-28	3014 Jefferson Davis Hwy	Repair Services	1942	No Architectural Significance - Not Eligible
Segment D – Arlington Potomac Yard					
No Resources over 50 Years of Age within APE					
Segment E – Arlington Crystal City					
No Resources over 50 Years of Age within APE					
Segment F – Arlington Pentagon					
No Resources over 50 Years of Age within APE					

Sources: City of Alexandria Department of Real Estate Assessments and Arlington County Department of Real Estate Assessments

Photograph 1: View of 1011 Bashford Lane (054.03-03-05). This structure was built in 1930 and is a good example of early 20th century public housing. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way west of the resource. It is located in Segment A.



Photograph 2: View of 1010 Bashford Lane (054.03-03-50). This structure was built in 1930 and is a good example of early 20th century public housing. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way west of the resource. It is located in Segment A.



Photograph 3: View of 1022, and 1024 Vernon Street (054.02-03,02,01). These rowhouses were built in 1953 and have little architectural character. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way. It is located in Segment A.



Photograph 4: View of 1025 and 1027 Vernon Street (054.02-01-02,01). These rowhouses were built in 1953 and have little architectural character. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way. It is located in Segment A.



Photograph 5: View of 2100 Jefferson Davis Highway (035.01-10-16). This brick commercial building was erected in 1950 and has been heavily altered. The proposed transit improvement near this location would be a bus in dedicated right-of-way constructed as part of the project. It is located in Segment B.



Photograph 6: View of 3000 Jefferson Davis Highway (025.01-01-20). This structure was built in 1940 and is an altered structure that is currently a glass business. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way. It is located in Segment C.



Photograph 7: View of 3014 Jefferson Davis Highway (016.03-10-28). This brick garage structure was built in 1942 and has little architectural significance. The proposed transit improvement near this location would be a bus in dedicated right-of-way constructed as part of the project. (Segment C – Alexandria Potomac Yard)



13. PROJECT DESCRIPTION

The objective of the Crystal City / Potomac Yard (CCPY) Corridor Transit Improvements Project is to improve transit service in the CCPY Corridor. Planned improvements in the CCPY Corridor will provide transit access to new development and redevelopment occurring in Potomac Yard, Crystal City, and Pentagon City.

The project corridor extends from the Braddock Road Metrorail Station in the south to the Pentagon and Pentagon City in the north, a distance of approximately 5 miles. The proposed bus transit improvements will primarily utilize existing right-of-way or right-of-way donated as part of approved development plans. The planned alignment will run along Route 1 through the northern portion of Old Town Alexandria and through Potomac Yard and Crystal City. Adjacent land uses include commercial, residential, and office space. Along the majority of the planned alignment, bus only lanes will be implemented through reconfiguration of existing roadway. No new construction will be required, aside from station stop construction. New roadway will be constructed along Route 1 in Alexandria on right-of-way currently owned by the City and in the Arlington County section of Potomac Yard on right-of-way donated by developers. Figure 13-1 shows the planned alignment and level of exclusive right-of-way.

Project Alignment Improvements

The planned alignment for the CCPY Corridor Transit Improvements Project begins at the Braddock Road Metrorail Station and ends near the Pentagon in Arlington County. The alignment passes through 38 intersections. The planned transit alignment, stops, and location of exclusive right-of-way are shown in Figure 13-1. The planned CCPY Alignment has been separated into six segments that are identified from south to north. The segments are described below:

Segment A - Alexandria Route 1 South

Segment A begins at the Braddock Road Metrorail Station and heads east on Madison Street to North Fayette Street. The planned alignment turns north on Fayette Street and then east on 1st Street before turning north again on North Henry Street and crossing the realigned Monroe Avenue Bridge. The planned alignment in Segment A runs entirely in mixed traffic on existing roadway.

Segment B - Alexandria Route 1

Segment B runs north along Route 1 from the realigned Monroe Avenue Bridge to East Glebe Road. The planned alignment in Segment B runs entirely in exclusive transit lanes to East Glebe Road, where it transitions to mixed traffic.

Segment C - Alexandria Potomac Yard

Segment C travels east on East Glebe Road from Route 1 through the planned Potomac Yard Town Center to Potomac Avenue. It then turns north along Potomac Avenue to the Alexandria/Arlington line. The planned alignment in Segment C runs entirely in mixed traffic.

Segment D - Arlington Potomac Yard

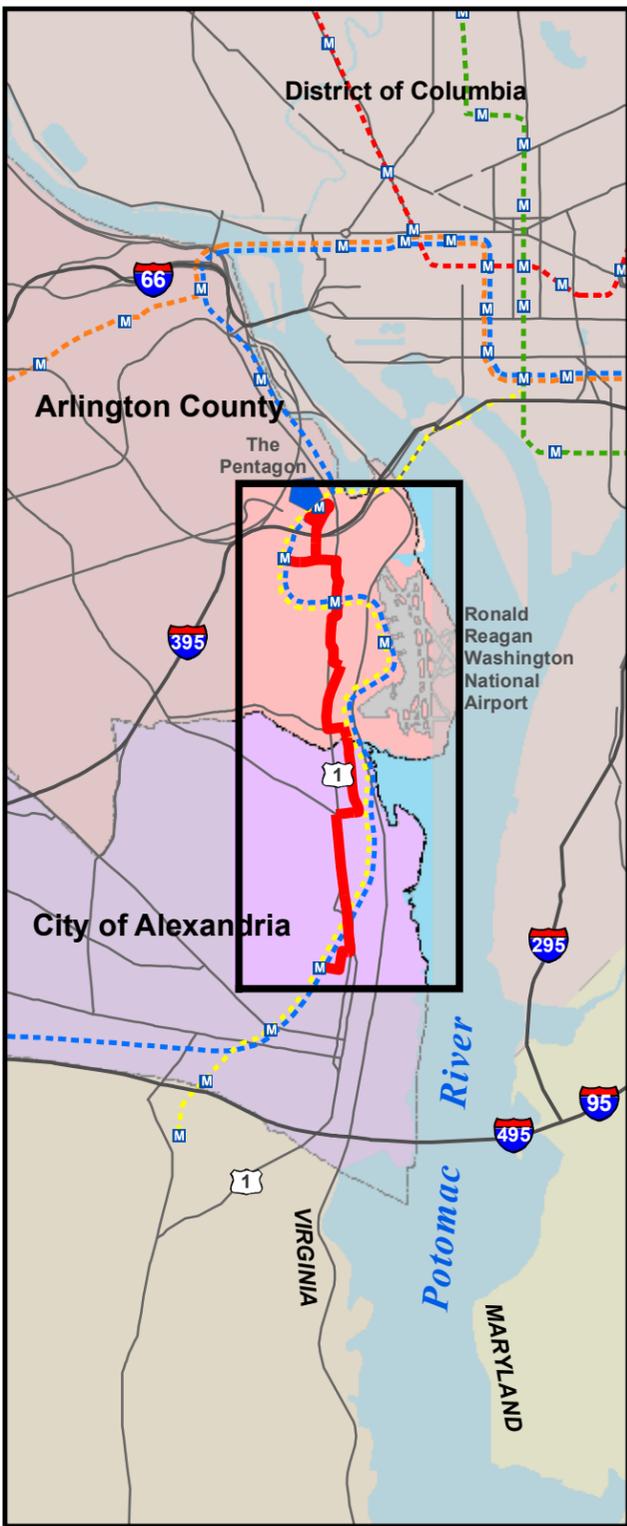
Segment D begins at the Alexandria/Arlington border running in mixed traffic north on Potomac Avenue. It transitions to exclusive lanes as it turns west on South Glebe Road, running on the northern side of the roadway in right-of-way donated as part of the planned development of Potomac Yard. The alignment turns north on Jefferson Davis Highway and merges with South Crystal Drive, running on the east side of the roadway to the intersection of South Crystal Drive and 26th Street South.

Segment E- Arlington Crystal City

Segment E begins at 26th Street South and South Crystal Drive running west before turning north on South Clark Street to 20th Street South. At 20th Street South, the planned alignment turns east and then north on South Bell Street to the Crystal City Metrorail Station at 18th Street South. This segment runs entirely in exclusive curbside lanes on the west side of the roadway when traveling north and on the north side of the roadway when running east or west.

Segment F - Arlington Pentagon

Segment F begins at the Crystal City Metrorail Station and travels north on South Bell/South Clark Street before turning west on 12th Street. At South Eads Street, the alignment splits into two branches serving the Pentagon and Pentagon City. The first branch turns north on South Eads Street to the Pentagon Transit Center. The second branch continues west on 12th Street South to the Pentagon City Metrorail Station. The planned transit improvement will run in exclusive lanes on the west side of the roadway as far as 15th Street South, where it will transition to running in exclusive curbside lanes.



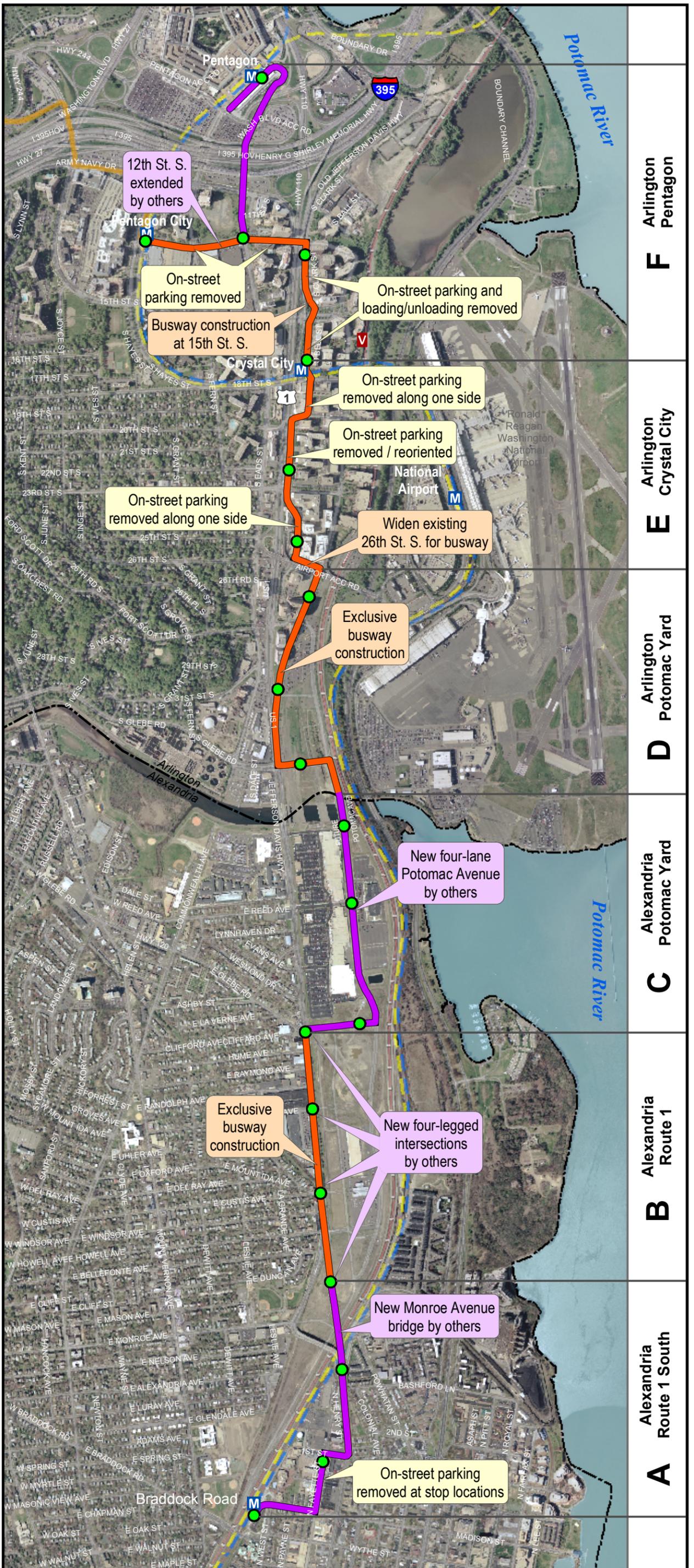
**Figure 13-1
Planned Alignment**

Legend

- VRE Station
 - Metro Station
 - Blue Metro Line
 - Yellow Metro Line
 - VRE Railroad
 - Proposed Station Stop
 - Columbia Pike Transit (Proposed)
- Planned Alignment**
- Mixed Traffic ROW
 - Dedicated ROW
 - Improvement Associated with CC/PY Project
 - Improvement by Others
 - Affected Parking



0 0.3 0.6 Miles



Photographs Illustrating the Project Corridor

The photographs below provide a good illustration of the general setting of the project corridor, from south to north.

Photograph 8: View of multi-family residences at First Street at Henry and Patrick Streets, looking east. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way. The residences are located in Segment A.



Photograph 9: View of modern multifamily residences on Wythe Street near the Braddock Road Metro Station, looking west. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way. The residences are located in Segment A.



Photograph 10: View of modern commercial structures on Route 1 at Monroe Avenue, looking west down Monroe Avenue. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way. The structures are located in Segment A.



Photograph 11: View of the intersection of Custis Avenue and Route 1. The Potomac Historic District is located to the rear of this building. The proposed transit improvement near this location would be a bus in dedicated right-of-way constructed as part of the project on the east side of Route 1. This intersection is located in Segment B.



Photograph 12: View of the intersection of Custis Avenue and Route 1, looking north. The proposed transit improvement near this location would be a bus in dedicated right-of-way constructed as part of the project on the east side of Route 1. The intersection is located in Segment B.



Photograph 13: View of a bus stop at the Potomac Yard Shopping Center on Route 1, looking northeast. Modern commercial buildings are in the background. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way on the east side of Route 1. This bus stop is located in Segment C.



Photograph 14: View of modern multifamily residences on Route 1 across from the Potomac Yard Shopping Center. View looking west from east side of Route 1. The proposed transit improvement near this location would be a bus in mixed traffic on existing right-of-way. These residences are located in Segment C.



Photograph 15: View of construction occurring on Route 1, looking south from west side of Route 1. The proposed transit improvement near this location would be a bus in dedicated right-of-way constructed as part of the project. These residences are located in Segment D.



Photograph 16: View of modern commercial buildings on South 23rd Street at Eads Street, looking northeast. The proposed transit improvement near this location would be a bus in dedicated right-of-way constructed as part of the project. These commercial buildings are located in Segment E.



Photograph 17: View of future exclusive bus right-of-way in front of the EPA Headquarters on Crystal Drive, looking north. The EPA Headquarters are located in Segment E.



Photograph 18: View of the terminus of the old Trolley Line at the Intersection of Route 1 and South 12th Street, looking west. This intersection is located in Segment F.

