SECTION 106 ASSESSMENT OF EFFECTS FOR HISTORIC PROPERTIES

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MTA Maryland

U.S. Department of Transportation
Federal Transit Administration

Section 106 Assessment of Effects for Historic Properties/ Light Rail Alignment Areas Associated with the Purple Line Project, Montgomery and Prince George's Counties, Maryland

Submitted by

Federal Transit Administration

and

Maryland Transit Administration

ABSTRACT

The Purple Line is a proposed 16.2-mile transit line in Montgomery County and Prince George's County, Maryland. Because it could be federally funded or require federal permits, the Purple Line must comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), which requires federal agencies to consider the impacts of their undertakings on historic properties.

Section 106 regulations require that the Federal Transit Administration (FTA) identify historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) within the project's Area of Potential Effects (APE); assess effects to historic properties; avoid, minimize, and/or mitigate any adverse effects; and consult with Maryland's State Historic Preservation Officer, as represented by the Maryland Historical Trust (MHT), and other consulting parties throughout the Section 106 process, as appropriate.

During multiple identification efforts spanning more than 10 years, 23 historic properties listed in or determined eligible for the NRHP have been identified within the Purple Line's APE. These historic properties include buildings, structures, objects, districts, and one archeological site. Project effects to all historic properties were assessed and are documented in this report.

As a result of the effects assessments documentation, the FTA determined that there will be an adverse effect to three historic properties. The project was determined to have no effect to ten properties and no adverse effect to ten properties.

Based on the Section 106 effects assessments, the FTA determined that the proposed project would have an **Adverse Effect** on historic properties.

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INTRODUCTION

The Purple Line is a proposed 16.2-mile transit line along a corridor running from Bethesda in Montgomery County to New Carrollton in Prince George's County, Maryland. It will connect with the Metrorail Red Line stations at Bethesda and Silver Spring, the Green Line at the College Park station, and the Orange Line at the New Carrollton station. Cultural resources investigations for the Purple Line project (Purple Line) (Figure 1) have been ongoing since 2002. These studies have informed project planning efforts. From 2003 to 2007, the project was referred to as the Bi-County Transitway. In 2008, the Maryland Transit Administration (MTA) completed an Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS), which considered impacts to historic properties. A Locally Preferred Alternative (LPA) was selected by the Governor of Maryland in 2009. During development of the FEIS, the LPA was refined. The refined version of the LPA is referred to in the Final Environmental Impact Statement (FEIS) as the Preferred Alternative.

The cultural resources study was developed to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA) (36 CFR 800), Section 101(b)(4) of the National Environmental Policy Act of 1969, Section 1(3) and 2(b) of Executive Order 11593, the Maryland Environmental Policies Act of 1973, and the Maryland Historical Trust (MHT) Act of 1985. The Section 106 assessments that have been performed during the development of this FEIS have considered only historic properties in the Area of Potential Effects (APE) for the Preferred Alternative. The project APE is defined as the geographical area within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist. The APE was developed by MTA and FTA in consultation with the Maryland Historical Trust (MHT), the State Historic Preservation Office (SHPO); correspondence with MHT on this and other Section 106 issues are contained in Appendix G of the FEIS. The APE includes both the Limits of Disturbance (LOD) and the surrounding area where alterations to a historic property's setting and feeling could occur, notably any historic properties within 500 feet on either side of the project rail center line. Although the project has a single APE, the area subjected to archeological investigations coincides with the LOD—the footprint where any subsurface disturbances may occur. Architectural investigations occurred within the entire APE.

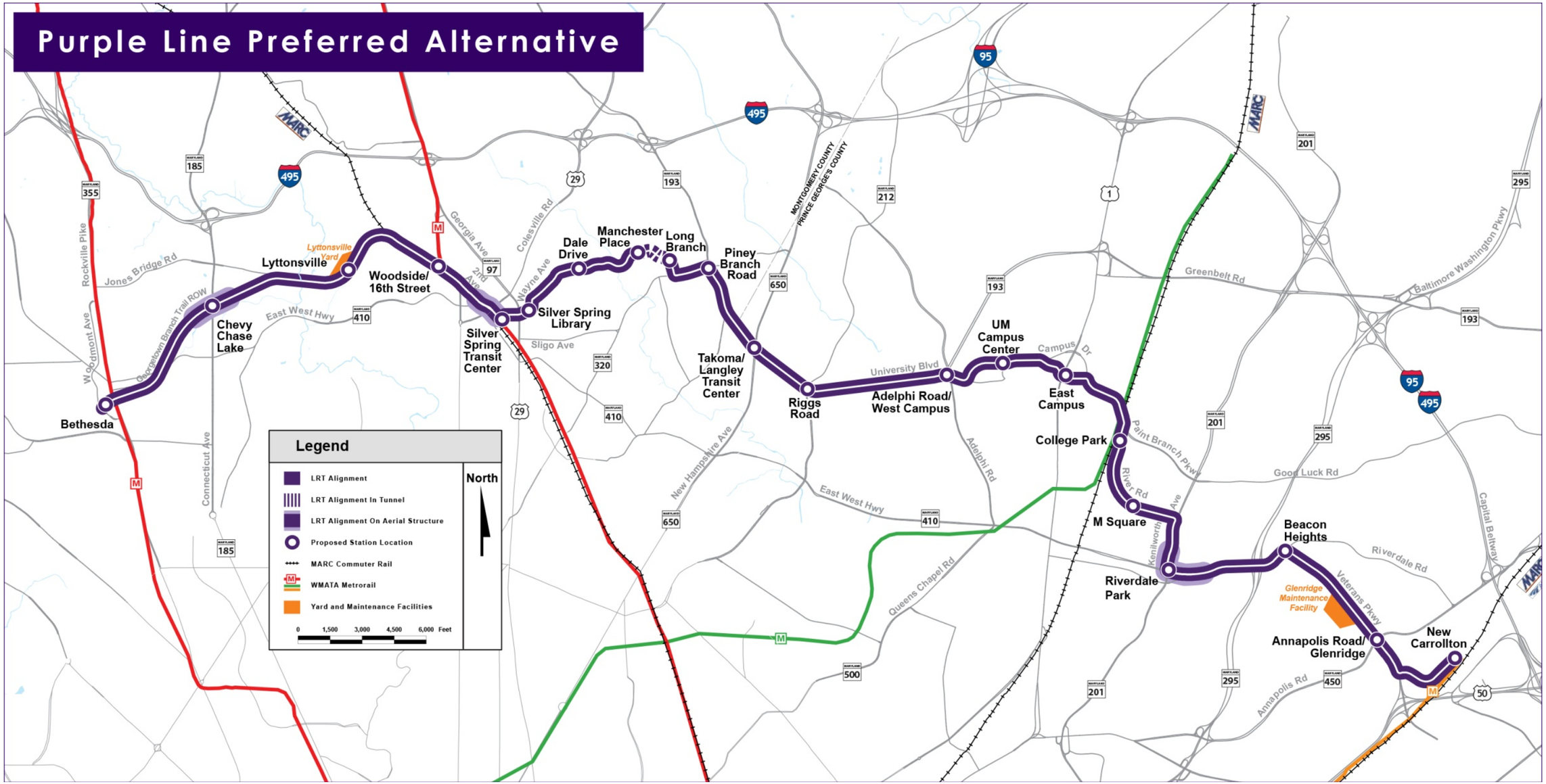
The goals of the assessments were to identify resources over 40 years in age within the project corridor and evaluate their potential for listing in the National Register of Historic Places (NRHP). In general, properties less than 50 years of age are presumed to be ineligible for the National Register, unless they possess exceptional importance. Assessments of properties for potential eligibility focus on properties that are reasonably expected to be 50 years of age or older at the time of construction. Because construction is expected to occur over a period of several years following completion of the environmental review process, the eligibility assessment included all resources 40 years of age or older at the time the identification studies commenced in 2011.

Cultural resources evaluations and assessments within the current project APE, including both reconnaissance and intensive architectural investigations and a Phase I archeological survey, have been completed by MTA and FTA over the past two years. Earlier studies (conducted prior to the release of the AA/DEIS) occurred in the general project area and considered resources within a broader geographic area, which took into account the range of alternatives being considered in the AA/DEIS. FTA has submitted its determinations of eligibility in reports, MHT Determination of Eligibility forms, and MHT Short Forms for Ineligible Properties. FTA and MHT have concurred on all

determinations of eligibility for this project. Correspondence related to this is in Appendix G of the FEIS.

This report provides a summary description of the Preferred Alternative, summarizes the results of the cultural resources studies completed to date, and provides data on the effects, if any, to all historic properties within the APE that are eligible for or are listed in the NRHP. Each discussion is accompanied by a map and a photograph to present contextual data for the effect evaluation. Following a description of individual historic properties, an overall project effect is presented.

Figure 1. Purple Line Preferred Alternative



SECTION 106 LEGAL AND REGULATORY CONTEXT

The Purple Line is subject to compliance with the NHPA (16 USC 470 et seq.) and its implementing regulations (36 CFR 800). Specifically, Section 106 of the NHPA requires that the responsible Federal agency consider the effects of its actions on historic properties, which are properties listed in or determined eligible for listing in the NRHP, and provide the Federal Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

Per Section 106 requirements, the lead Federal agency, in consultation with the SHPO, develops the APE, identifies historic properties (i.e., NRHP-listed and NRHP-eligible) in the APE, and makes determinations of the proposed project's effect on historic properties in the APE. Section 106 regulations require that the lead Federal agency consult with the SHPO and identified parties with an interest in historic properties during planning and development of the proposed project. The ACHP may participate in the consultation or may leave such involvement to the SHPO and other consulting parties. ACHP, if participating, and SHPO are provided an opportunity to comment on the proposed project and its effects on historic properties. They participate in developing a Memorandum of Agreement or Programmatic Agreement to avoid, minimize, or mitigate adverse effects, as applicable. Stipulations in a Memorandum of Agreement or Programmatic Agreement must be implemented.

Area of Potential Effects (APE)

The APE is defined in the Section 106 regulations of the NHPA (36 CFR 800.16(d)) as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

Identification of Historic Properties

Historic properties are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation (36 CFR Part 63) to evaluate a property's historic significance. The Criteria state that the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded, or may be likely to yield, information important in prehistory or history.

Built resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archeological resources.

If a property is determined to possess historic significance, its integrity is evaluated using the following seven aspects of integrity to determine if it conveys historic significance: location, design, setting, materials, workmanship, feeling, and association. If a property is determined to possess historic significance under one or more criteria and retains integrity to convey its significance, the property is determined to be eligible for listing in the NRHP.

Assessment of Effects

Effects assessments are based on the criteria of adverse effect as defined in 36 CFR 800.5 "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

> An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

NRHP bulletins do not address assessments of effects, as the Keeper of the National Register only has authority to determine eligibility and does not participate in evaluating effects; effects evaluations are addressed as part of the Section 106 process. However, crucial information on integrity assessments (used for eligibility determinations) regarding what each aspect of integrity entails and how each

aspect relates to the select National Register criteria for eligibility is included in NRHP guidelines. As described above, retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (NPS 1997) identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

> **Location** is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.
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> **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.
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> Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.
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> **Setting** is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.
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> The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in or determined eligible for listing in the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of features that illustrate its type and/or style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its type or style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than

location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by prior undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

Prior documentation for historic properties was reviewed to determine under which Criteria for Evaluation a property was deemed eligible for the NRHP, which historic characteristics and features of a property qualified it for eligibility, and which areas of integrity were most relevant to the eligibility determination and to what degree the property retains them. This information provides useful insight when applying the criteria for adverse effects and making accurate effects determinations.

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that just because project components may be visible from a historic property, this does not necessarily constitute an adverse effect. Factors considered include proximity of project components, including the transit alignment, stations, and ancillary features, to the historic property; the significance of viewsheds as indicated in prior documentation (including earlier documentation and more recent updates); and the overall importance of integrity of setting to the historic property's determination of eligibility. In most cases, installing the alignment and overhead catenary system proximate to a historic property would not be considered an adverse effect; in some cases, this finding is supported by the history of the area, where streetcars were previously present during the periods of significance of many historic properties. Conversely, direct impacts to historic properties were more likely to result in adverse effect determinations.

During the current assessment of effects, information available for each historic property was reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, was historically significant and contributed to the property's eligibility. Using the same information, a determination was made regarding which aspects of integrity were most critical to a historic property's NRHP eligibility. Of note, over the course of the evaluation, it was determined that many historic properties' integrity of setting has been diminished significantly because their historic surroundings have been altered over time.

To determine project effects, architectural historians conducted site visits to each historic property and reviewed project plans, proposed station designs, and additional documentation. Following guidelines set forth in 36 CFR 800 and supported by information on integrity set forth in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, the following findings were used to assess project effects to historic properties:

- No Effect: Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Historic Properties Affected" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This provision has been used as the basis for making a finding of "No Effect" for individual historic properties within the APE for the Purple Line.

- No Adverse Effect: Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that historic property for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- Adverse Effect: An adverse effect is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

Avoidance Alternatives, Planning To Minimize Effects, and Mitigation

Per 36 CFR 800.6, a finding of adverse effect to historic properties requires that efforts to resolve such effects by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects must be undertaken.

Throughout the course of project planning, significant efforts have been made to avoid and/or minimize adverse effects to historic properties; to date, these efforts have included minimizing property requirements for right-of-way realignments; developing context-sensitive designs; retaining character-defining features of both the built environment and the landscape; and moving stations and ancillary features to avoid demolitions or substantial potential construction impacts to historic buildings, and other minimization and mitigation measures. These efforts have resulted in fewer adverse effect determinations and demolitions.

DESCRIPTION OF PREFERRED ALTERNATIVE AND ABOVE-GROUND RAIL ELEMENTS

The current project studies are focused on the Preferred Alternative. The Preferred Alternative is a 16.2-mile east-west light rail line that would extend from the Bethesda Metro Station to the New Carrollton Metro Station (see Figure 1). The Preferred Alternative would be largely surface-running with one short tunnel section, one aerial section, and several underpasses and overpasses of busy roadways. The Purple Line would operate mainly in dedicated or exclusive lanes, allowing for fast, reliable transit operations.

Geographic Area

The following describes the location and elements of the Purple Line from west to east, including specific details on stations and other visual and audible elements. [See Figure 1 for a geographic reference to this narrative.]

The transitway would begin on the Georgetown Branch right-of-way in Bethesda. The Georgetown Branch right-of-way crosses under Wisconsin Avenue. On either side of the Wisconsin Avenue bridge, buildings have been built above the right-of-way; the Apex building west of Wisconsin Avenue, and the Air Rights building to the east. The western terminus would include a short section of track extending west outside the Apex building for approximately 100 feet. The Bethesda station would be under the Apex building.

The station would connect to elevators serving a new south entrance to the Bethesda Metrorail station. The elevators would continue up to Elm Street. Access also would be provided from Woodmont Plaza to the west, and via a sidewalk from the Capital Crescent Trail. This sidewalk from the elevator lobby area adjacent to the Purple Line station and under the Air Rights building would provide access to the station from the east. The transitway would continue east under both Wisconsin Avenue and the Air Rights building. After emerging from under the Air Rights building, the transitway would continue in the Georgetown Branch right-of-way, crossing under East West Highway and passing through the Columbia Country Club

Continuing along the Georgetown Branch right-of-way, the transitway would cross Connecticut Avenue on a bridge. The Chevy Chase Lake station would be on the east side of Connecticut Avenue, elevated at the level of the bridge with connections to street level provided by stairs and elevators. The transitway would continue east, returning to grade, and then pass under Jones Mill Road. A new bridge, approximately 10-15 feet lower than the existing pedestrian bridge, would carry the transitway across Rock Creek. The Lyttonsville Yard would be located on the north side of the transitway, primarily west of the Lyttonsville Place bridge. The Lyttonsville station would be located east of the bridge. Continuing east in the Georgetown Branch right-of-way to the CSXT right-of-way, the transitway would continue parallel to the CSXT right-of-way on the south side.

It would pass under the bridges at Talbot Avenue, 16th Street, and Spring Street within or adjacent to the CSXT right-of-way, at approximately the same elevation as the CSXT tracks. The Woodside station would be just east of the 16th Street Bridge. East of the Falkland Apartments, the transitway would cross over the CSXT tracks to the north on an aerial structure and enter the SSTC parallel to, but higher than, the existing Metrorail tracks. The SSTC station platform would be located between the SSTC and the existing railroad tracks.

East of the SSTC, the transitway would turn away from the CSXT right-of-way and descend to grade on the south side of Bonifant Street in dedicated lanes. The transitway would cross Georgia Avenue at grade, shifting to the north side of Bonifant Street. Just before reaching Fenton Street, the transitway would turn north to pass through the future Silver Spring Library building, the location of a station, and enter the intersection of Fenton Street and Wayne Avenue. The transitway would continue on Wayne Avenue in mixed-use lanes in the center of the roadway.

The transitway would continue along Wayne Avenue. After crossing Sligo Creek Parkway, it would enter a tunnel from Wayne Avenue east of Manchester Road to avoid the steep grade of Wayne Avenue. The Manchester Place station in the portal of the tunnel would be accessed both at grade from Wayne Avenue or by stairs or elevators from Plymouth Street above. The transitway would emerge from the tunnel on the south side of Arliss Street in dedicated lanes and would continue to the intersection of Piney Branch Road. The Long Branch station would be on the west side of Arliss Street at this intersection.

The transitway would run in the median of Piney Branch Road to the intersection with University Boulevard. Piney Branch Road would be widened to accommodate the two new transit lanes.

The Piney Branch station would be in the median of University Boulevard at this intersection. The transitway would continue south in dedicated lanes in the median of University Boulevard to a station the intersection with New Hampshire Avenue, adjacent to the Takoma/Langley Park Transit Center. On University Boulevard the Preferred Alternative would replace the two center traffic lanes with the transitway.

Continuing along University Boulevard, the Riggs Road station would be in the median of University Boulevard on the west side of the Riggs Road intersection. The transitway would continue on University Boulevard, crossing Adelphi Road at grade to enter the UMD campus. The Adelphi Road/West Campus station would be located here directly across from UMD University College.

The transitway would turn left at Presidential Drive and follow a future extension of Union Drive as shown in the *UMD 2011-2030 Facilities Master Plan* in an area which currently contains parking lots to connect to the existing Union Drive and continue to Campus Drive. The UM Campus Center station would be located near Cole Student Activities Building. The transitway would continue on Campus Drive to Regents Drive. Campus Drive would be rebuilt as a three-lane roadway, with the outside lanes shared by Purple Line vehicles and buses and the center lane as a one-way lane for general traffic. The Preferred Alternative would continue at grade in a new exclusive transitway from Regents Drive, along the parking lots adjacent to the Armory, behind the Visitors Center to Rossborough Lane.

The transitway would cross US 1 at grade on Rossborough Lane, to enter the East Campus development. The East Campus station would be on Rossborough Lane just east of US 1. The transitway would continue east to Paint Branch Parkway in dedicated lanes along the curb and would continue on Paint Branch Parkway in mixed-use lanes. Immediately east of the existing station parking garage, it would turn and enter the College Park—UMD Metro station area and would run adjacent to the Metrorail tracks. The Purple Line College Park Metro station would be located here. After passing behind the proposed parking garage for the currently planned future residential development, the transitway would turn towards River Road.

The Preferred Alternative would parallel the south side of River Road from River Tech Court to Haig Drive. The M Square station would be just west of Haig Drive. The transitway would continue along the

side of River Road, cross over the Northeast Branch, and turn right into the median of Kenilworth Avenue. It would rise on an aerial structure that begins near Quesada Street and would continue over the intersection of Kenilworth Avenue and East West Highway where it would then turn left onto the south side of Riverdale Road. The Riverdale Park station would be on the elevated structure just after the intersection. The transitway would return to grade in dedicated lanes adjacent to Riverdale Road on the south side and would then pass under the Baltimore-Washington Parkway. The existing bridges of the Baltimore-Washington Parkway over Riverdale Road would be lengthened to accommodate the Preferred Alternative. The Beacon Heights station would be just west of the intersection with Veterans Parkway.

The transitway would turn at Veterans Parkway and continue on the south side of the parkway. Along Veterans Parkway, the Glenridge Maintenance Facility would be located at the current site of the Maryland-National Capital Park and Planning Commission (M-NCPPC) Northern Area Maintenance—Glenridge Service Center. The transitway would cross Annapolis Road at grade to arrive at the Annapolis Road station. It would continue along Veterans Parkway and turn left at Ellin Road and travel in the outside lanes of Ellin Road in mixed-traffic operations to arrive at the transitway terminus at the New Carrollton Metro station.

Overhead Contact System

While the light rail tracks are primarily at the ground surface, operation of the rail system relies on a system of overhead contacts. These overhead contacts are the primary visual component for the system. Because of their potential visibility from historic properties, a general description of the system is given here.

Overhead Contact Systems (OCS) utilized on light rail trains comprise a catenary system, a structure and support subsystem, and an electric power feeder system. The catenary system consists of the following components:

- Conductors
- Contact wire, supporting messenger wire and hangers (where used)
- In-span fittings
- Insulators
- Jumpers
- Disconnect switches
- Conductor terminations
- Associated hardware located over the track, from which the vehicle draws power by means of direct physical contact between the pantograph and the contact wire

The structure and support subsystem consists of the following components:

- Foundations
- Poles
- Guys
- Insulator brackets
- Tunnel Attachments
- Support equipment - cantilevers, flexible pull-offs, head-spans and single wire cross-span

Analysis of the Purple Line corridor for purposes of determining which OCS style may be most appropriate to use in specific locations has resulted in identifying six segments, defined by project stationing. Existing and proposed conditions were studied as they relate to urban and suburban context, potential for long alignment tangents where span lengths between OCS poles could be maximized, and the presence of unique project features which could determine the suitability of one OCS style over the other.

The resulting assignment of proposed OCS styles indicates that the Purple Line corridor will likely use an Auto Tension Simple Catenary (ATSC) style OCS for approximately 12.1 miles, and the remaining approximately 4.1 miles will use the Fixed Termination Single Contact Wire (FTSCW). Almost all of the project's OCS will be supported by tapered tube side poles, center poles, and wide flange poles. OCS arrangements will be either cantilevers or head-spans. The Overhead Conductor Rail (OCR) system will be considered for the underpass in Bethesda if the space constraints due to ventilation ducts necessitate a shallow system depth. Figure 2 through Figure 4 show the different types of OCS styles described above.

Figure 2. ATSC with Back-to-Back Cantilevers on Center Tubular OCS Poles in Norfolk, Virginia

Figure 3. FTSCW with Cross Spans, Pull Offs and Bridles on Side OCS poles in San Diego

Figure 4. ATSC-LP with Single Cantilevers on Side OCS Poles in Phoenix

Station Locations

There are 21 stations planned for the Purple Line (Figure 5). The station locations were selected based on connections with exiting transit services, urban design principles including access and safety, public space availability, local plans, ridership catchment areas, engineering feasibility, and environmental and cultural resources studies. Potential station locations were presented to community members and other stakeholders for comments and input. In some cases, stations were moved or shifted in response to comments, but the modifications were generally quite small, shifts of 100 feet or less. The largest shift was the relocation of the Annapolis station from below Annapolis Road to an at-grade location just east of Annapolis Road. The alignment shifts did not result in greater adverse effects to any historic property. Seventeen of the stations would be at street level, three would be on aerial structures, and one would be below grade in a tunnel. The majority of riders would access the stations on foot or transfer from other transit services. Access plans for each station have been developed to enhance pedestrian and transit access. Ramps, stairs, elevators, and escalators would be provided where needed. The project has been designed in compliance with the Americans with Disabilities Act of 1990, as amended.

The stations would be either side or center platforms depending on the site characteristics and space availability. Platforms would be approximately 200 feet long to serve two-car trains. The Purple Line would use a barrier-free proof-of-payment system with off-board fare collection. Stations would include ticket vending machines, weather shelters for passengers, lighting, wayfinding and informational signage, trash receptacles, seating, and security equipment such as emergency telephones and closed circuit television. Landscaping and bike storage would be included where space allows. The size of station shelters and the amount of bike storage facilities would be relative to the projected ridership for each station.

Figure 5. Purple Line Stations

Station	Location	Vertical Location	Platform Type
Bethesda	Georgetown Branch right-of-way and Elm Street, west of Wisconsin Avenue, under Apex Building	Under Building	Center
Chevy Chase Lake	Georgetown Branch ROW at Connecticut Avenue	Aerial	Side
Lyttonsville	Georgetown Branch ROW at Lyttonsville Place	At Grade	Center
Woodside/16th Street	South of CSX ROW at 16th Street	At Grade	Side
Silver Spring Transit Center	Silver Spring Metrorail Station	Aerial	Center
Silver Spring Library	Wayne Avenue and Fenton Street	At Grade	Side
Dale Drive	Wayne Avenue at Dale Drive	At Grade	Center
Manchester Place	Wayne Avenue between Manchester Road and Manchester Place	At Grade	Side
Long Branch	Arliss Street at Piney Branch Road	At Grade	Center
Piney Branch Road	University Boulevard and Piney Branch Road	At Grade	Center
Takoma/Langley Transit Center	University Boulevard and New Hampshire Avenue	At Grade	Center
Riggs Road	University Boulevard and Riggs Road	At Grade	Center
Adelphi/West Campus	Campus Drive and Adelphi Road	At Grade	Center
UM Campus Center	Campus Drive at Cole Field House	At Grade	Side
East Campus	Rossborough Lane at US Route 1	At Grade	Side
College Park	Paint Branch Parkway at River Road	At Grade	Center
M Square	River Road at Haig Drive/ University Research Drive	At Grade	Side
Riverdale Park	Kenilworth Avenue and MD 410	Aerial	Side
Beacon Heights	Riverdale Road at Veterans Parkway	At Grade	Side
Annapolis Road/Glenridge	Veterans Parkway at Annapolis Road	At Grade	Side
New Carrollton	Ellin Road	At Grade	Center

Traction Power Substations

In addition to stations, operation of the light rail requires two additional types of above-ground structures: traction power substations and central instrument houses. The Purple Line's electric traction power system would require an electrical substation approximately every mile. To serve the corridor, 18 traction power substations are proposed along the transitway, as well as one at each yard/maintenance facility. The substation structures would range in size from approximately 15 by 52 feet to 22 by 60 feet. The substations would need to be in an easily accessible location with approximately 10 feet of space between the substation building and the fence for access and for underground electrical facilities. Figure 6 shows a typical substation. MTA will build traction power substations with landscaping or appropriate architectural treatments to be compatible with adjacent land uses in areas of moderate or high visual sensitivity.

Figure 6. Traction Power Substation

Central Instrument House/Signal Bungalow

Fourteen signal bungalows (also called central instrument houses, or CIHs) would be located along the alignment to house communications equipment. The bungalows would be located at track crossover locations and would be approximately 10 feet by 20 feet in size. Figure 7 shows a typical signal bungalow.

Figure 7. Signal Bungalow

SUMMARY OF HISTORIC PROPERTIES WITHIN THE PURPLE LINE APE

The Purple Line cultural resources evaluations included efforts to identify previously identified and/or evaluated properties within the APE and field investigations to identify any previously unidentified resources more than 40 years of age within the corridor. In general, properties less than 50 years of age are presumed to be ineligible for the National Register, unless they possess exceptional importance. Assessments of properties for potential eligibility focus on properties that are reasonably expected to be 50 years of age or older at the time of construction. Because construction is expected to occur over a period of several years following completion of the environmental review process, the eligibility assessment include all resources 40 years of age or older at the time the assessment was performed. Efforts were designed to identify and evaluate all resources within the APE that meet the basic NRHP age threshold.

Results of Investigations

The Purple Line project area has experienced considerable growth over the past few decades. Given its proximity to Washington, DC, and surrounding suburban neighborhoods, the area has been the subject of both formal cultural resources surveys and assessments and targeted preservation research projects on individual properties and historic districts.

A total of 261 previously identified resources were noted within the general Purple Line corridor (PB 2008:2-3). Many surveys completed within the general project area were executed to comply with federal, state, and local preservation legislation. As such, determinations of eligibility have been rendered on the majority of the resources previously identified within the corridor. Most of the historic properties are residential or commercial structures built in the twentieth century, primarily in the years directly before and after World War II during a period of exceptional growth in this region. Given the preponderance of certain residential building styles—such as Minimal Traditional, Ranch, and vernacular buildings with Bungalow, Colonial Revival, and Modern elements—the majority of the previously identified properties along the corridor have been determined to be not eligible for the NRHP.

Thirteen historic properties within the current project APE were previously listed in the NRHP or determined to be eligible for listing in the NRHP prior to the Purple Line identification studies (Figure 8), including twelve built historic properties and one archeological site. As expected, residential properties comprised one of the highest percentage use categories. Both historic districts and individual historic properties are represented within this grouping, as well as multifamily units. Interestingly, transportation-related resources are an equal number of eligible properties in the APE as residential, including properties related to road, rail, and air travel. The presence of such a focus on modes of transportation is indicative of this area as one of the suburbs of Washington, DC and also, interestingly, ties the historic uses of this region to the current undertaking.

Figure 8. Previously Identified Eligible/Listed Historic Properties Within Purple Line APE.

Inventory #	Name	Eligibility/ Criteria	Comments
M: 32-15 PG:65-25	Sligo Creek Parkway	Eligible/A&C	Det. Eligible 10/2000
M: 35-140	Columbia Country Club	Eligible/A&C	Det. Eligible 11/2002; expanded boundary approved 11/6/2012
M: 36-11	Old Silver Spring Post Office	Eligible/A&C	Det. Eligible 1981
M: 36-12	Falkland Apartments	Eligible/A&C	Det. Eligible 8/1999
M: 36-21	Montgomery Blair High School	Eligible/C	Det. Eligible 9/1998
M: 36-30	Talbot Avenue Bridge	Eligible/C	Det. Eligible 4/2001
M: 36-4	Woodside Historic District	Eligible/A&C	Det. Eligible 6/1994
M: 37-16	Metropolitan Branch, Baltimore & Ohio Railroad	Eligible/A&C	Det. Eligible 9/2000
PG:66-37	Calvert Hills Historic District	Listed/A&C	Listed 12/2002
PG:66-4	College Park Airport	Listed/A	Listed 9/1977
PG:66-42	Old Town College Park Historic District	Eligible/A&C	Municipality completing NRHP nomination
PG:69-26	Baltimore-Washington Parkway (Gladys Noon Spellman Pkwy)	Listed/A&C	Listed 5/1991
18PR0263	Fire Site	Eligible/D	Det. Eligible in 1985

Surveys/Investigations and Identified Historic Properties within the APE

Cultural resources investigations related to a fixed guideway transit line in the Purple Line corridor began in the 1990s with the investigations for the Georgetown Branch transitway between Bethesda and Silver Spring. Studies in the full corridor to New Carrollton began in 2002 when the Bi-County Transitway was initiated. Shortly thereafter the project was renamed the Purple Line. The goals of the cultural resources investigations for the Purple Line were to identify any buildings, objects, structures, districts or sites previously listed in or eligible for the NRHP within the project's APE, which was established in consultation with MHT. The significance of each historic property was evaluated in relation to the four NRHP eligibility criteria:

- Criterion A, for their association with events that have made a significant contribution to the broad patterns of our history
- Criterion B, for their association with people significant in our nation's history
- Criterion C, for their embodiment of the distinctive characteristics of a style; and
- Criterion D, for their potential to yield information important in history.

Reports associated with studies completed along this corridor include (in chronological order):

- Archaeological and Historic Structure Identification Survey for the Georgetown Branch Transitway/Trail Study, Montgomery County, Maryland by Daniel Koski-Karell. 1996. Karell Archaeological Services, Washington, D.C. Report prepared for the Maryland Department of Transportation and the Maryland Mass Transit Administration.

- Assessment of National Register Eligibility of the Georgetown Branch of the B&O Railroad and Structures along the Route between Bethesda and Silver Spring. 2002. Maryland Transit Administration, Baltimore.
- Determinations of Eligibility for MTA Purple Line, Bethesda and Silver Spring, Montgomery County, MD. 2002. Maryland Transit Administration, Baltimore.
- Bi-County Transitway Study: Cultural Resources Reconnaissance Survey, Montgomery and Prince George's Counties, Maryland. 2002. Maryland Department of Transportation, State Highway Administration. Baltimore, Maryland.
- *Architectural History Technical Report*. 2008. PB Americas, Baltimore, Maryland.
- *Phase IA Archeological Assessment Survey Technical Report*. 2008. PB Americas, Baltimore, Maryland.
- Phase IB Archeological Survey of Light Rail Alignment Areas Associated with the Purple Line Project, Montgomery and Prince George's Counties, Maryland by Earl Proper, Danae Peckler, Heather Dollins, Sally Stephens, Kerry Gonzalez, and John Stitler. 2012. Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Archeological Resources

Two Phase IA reconnaissance surveys were conducted in this area: one within the general Purple Line study area established in 2002 (A.D. Marble 2005) and a second, more refined Phase IA (Mikolic et al. 2011). (A Phase IA study can be defined as one that involves background research and field reconnaissance in order to make recommendations about areas of archeological sensitivity and potential, without ground disturbing activities). These studies were completed to define areas that warranted further archeological study.

The preliminary survey of the Purple Line study area (then known as the Bi-County Transitway) was completed in 2002 (A. D. Marble 2005). During the survey, twenty-one areas with prehistoric and historic archeological potential were identified. As the 2002 survey included multiple transit alignments, the study identified a number of areas of archeological potential that are no longer included in the current APE as defined by the Preferred Alternative. The cultural resources reconnaissance survey focused primarily on the project area/corridor/region that seemed likely to have retained intact soils. Land that was obviously disturbed with residential, commercial, and industrial developments was excluded from the survey. Areas within 492 feet of a water source with ground slopes of less than 15 percent and areas with moderately to well-drained soils were considered to have prehistoric archeological potential. Historic maps were used to identify the locations of buildings within the project area/corridor/region that were older than 100 years. The areas surrounding these historic buildings were considered to have possible intact historic resources. Linear historic resources, such as rail beds and towpaths, were also observed.

Of the twenty-one areas defined by the 2002 study (1–21), eleven were included in the 2010 Phase IA archeological survey of the Purple Line. Because of the changes to the alignment of the Preferred Alternative, ten areas were no longer part of the APE for the Preferred Alternative. The Area of Archeological Potential (AAP) included Areas 2, 5–8, 13, 15, 16, 18–20. These were renamed with an alpha designation and six additional areas were added for a total of seventeen AAPs (A–Q). The goals of the 2010 survey were:

- Develop an overview of the archeological resources and sensitivity of the Purple Line Corridor;
- Make recommendations for any additional archeological studies;
- Generate an inventory of previously documented/known archeological sites within and in the vicinity of the APE and provide a comprehensive overview of existing information for these sites; and
- Provide a preliminary assessment of the overall regional archeological sensitivity and to identify areas of archeological sensitivity within the APE of the Preferred Alternative alignment.

To complete these goals, the MTA conducted a thorough review of documentary materials such as archeological site files, historic maps, and secondary resources on the history of Montgomery County and Prince George's County. The collected data from these sources was then applied to the development of detailed predictive models to assess the archeological sensitivity of the refined project APE and were included in the 2010 Phase IA survey report (Mikolic et al. 2010). These models were then used to develop specific recommendations for archeological investigation for each AAP.

MTA conducted a Phase IB archeological survey of 16 of the 17 predefined areas of AAP along the Preferred Alternative for Purple Line project in 2011 (Areas A–O, Q). In total, five newly identified archeological sites were recorded, and one previously identified site was evaluated (Figure 9). Four isolated finds were also recorded and collected. Of the five newly identified archeological sites, four were determined to be not eligible for the NRHP. These are sites 18PR1033, 18PR1034, 18PR1035, and 18PR1036.

Previously recorded site 18PR0263 (Fire Site) was investigated as part of this study to determine its potential eligibility as it was located in proximity to a predetermined AAP (Area I). The site has been adversely effected by the construction of both River Road and Haig Drive with the northern half of 18PR0263 being under River Road and the remainder of the site under Haig Drive. Due to the level of disturbance, site 18PR0236 was determined to be not eligible for the NRHP.

Figure 9. Archeological Sites Recorded Within the Purple Line APE.

Inventory #	Name	Eligibility	Comments
18PR0258	ERCO Site	Eligible	Previously Recorded; Portion in APE Not Eligible
18PR0263	Fire Site	Eligible	Det. Eligible in 1985; Portion in APE Destroyed and Det. Not Eligible
18PR1033	n/a	Not Eligible	Purple Line 2011 Survey
18PR1034	n/a	Not Eligible	Purple Line 2011 Survey
18PR1035	n/a	Not Eligible	Purple Line 2011 Survey
18PR1036	n/a	Not Eligible	Purple Line 2011 Survey
18PR1032	Area K Domestic Site	Phase II needed	Purple Line 2011 Survey

The remaining site, 18PR1032, was determined to be potentially eligible for listing in the NRHP based on the Phase I study. Site 18PR1032 is a large historic site identified by an artifact scatter and the presence of associated concrete foundation remains dating from the late-nineteenth century through the early-twentieth century. The site was recommended for Phase II study based on the high artifact density, subsurface integrity , and the potential for intact subsurface features that can provide significant information on the historic development is area of Prince George's County during the Industrial Urban Dominance Period (1870–1930). In addition to eligibility under Criterion D, 18PR1052 was also recommended for additional research under Criterion A as it could offer additional information on urbanization of the Riverdale area.

Architectural Resources

The Purple Line study area was first studied through a background review and a visual reconnaissance to ascertain the potential of the architectural APE to contain previously unidentified resources over 40 years using the rationale described above. A more detailed survey was done in 2008 to augment the results of the reconnaissance. The study was done to accompany the AA/DEIS and provide the framework for subsequent field investigations. At the time of the detailed reconnaissance, a range of alternatives was under consideration for the Purple Line, although all were in the same general corridor and generally included the same station locations. The 2008 reconnaissance report provided a set of project maps and tables showing the previously recorded properties in the Purple Line study area and an illustrated narrative on all properties that had been determined to be eligible or were listed in the NRHP. A preliminary effects assessment was developed to help the team refine the project parameters.

As aforementioned, during the background review, MHT data searches revealed that there are twelve previously identified and evaluated architectural historic properties within the APE that have been listed in or determined eligible for listing in the NRHP. Of these, ten properties were not re-evaluated during subsequent architectural analyses, as it was determined during the course of fieldwork that prior determinations of eligibility associated with these historic properties were adequate. The remaining two properties—Columbia Country Club (M: 35-140) and the Baltimore-Washington Parkway (PG:69-26)—were re-evaluated to confirm the presence of contributing elements within each historic property, evaluate the historic properties' architectural integrity, and confirm the historic property boundaries. An additional property, Engineering Research Corporation (ERCO) (PG:68-22), was also evaluated and determined to be eligible, but its historic property boundaries delineated as part of this evaluation are outside of the APE and it is therefore, not included in the project's historic properties.

Architectural fieldwork and archival research on resources in the Purple Line study area were completed from 2010 through 2012. The MTA conducted additional data collection, archival research, and fieldwork, and then produced MHT Determination of Eligibility (DOE) forms for each historic property. The MTA also evaluated nine previously identified properties that had not been evaluated for NRHP eligibility and/or required an addendum form and 266 previously unidentified properties within the APE (see Appendix B for a full list of evaluated properties). In total, 278 architectural resources were evaluated for the Purple Line study.

The 278 properties are located throughout the Purple Line APE. By far, the majority of the resources recorded during the survey are residential. These include single-family dwellings, as well as multi-family complexes and historic districts. Most of the residential properties date to the first half of the

twentieth century, reflecting the use of this region as a suburb for those employed in Washington, DC. Other property types recorded during the assessments include commercial buildings, ecclesiastic resources, educational buildings, industrial properties, and recreational sites.

Of the 278 recorded properties, 264 were found to be not eligible for the NRHP. The two eligible historic properties that were re-evaluated as part of this study continued to be eligible: Columbia Country Club (M: 35-140) and the Baltimore-Washington Parkway (PG:69-26). Ten historic properties documented and evaluated as part of the Purple Line Section 106 analysis were determined to be eligible for the NRHP: Bethesda-Chevy Chase High School (M: 35-14-14); Preston Place (M: 35-170); Rock Creek Park Montgomery County Survey Area (M: 36-87); First Baptist Church of Silver Spring (M: 36-61); Sligo Adventist Elementary School (M: 37-33); University of Maryland, College Park (PG:66-35); Rossborough Inn (PG:66-2); College Lawn Station Historic District (PG:66-3); M-NCPPC Regional Headquarters (PG:68-101); and Martins Woods (PG:72-68). Therefore, a total of twenty-two built historic properties are present within the APE. Each of these historic properties, which are listed in or eligible for listing in the NRHP, are described in the Assessment of Effects section below.

Historic Properties Summary

During the archeological survey, MTA found two previously recorded and evaluated eligible sites along the project corridor: the ERCO site (18PR0258) and the Fire Site (18PR0263). A re-evaluation of these resources determined that the portions of each site within the project APE are not eligible for the NRHP due to disturbances. Five additional sites were recorded during additional Purple Line survey, but only one of these newly recorded sites, the Area K Domestic Site (18PR1032), was determined to be potentially eligible for the NRHP. Phase II testing has not been completed to date to render a formal eligibility determination on this resource, but the team is assuming eligibility for Section 106 coordination purposes.

A total of twelve built architectural historic or landscape properties along the project corridor were previously recorded and determined to be eligible for, or are listed in, the NRHP. Two of these properties were re-evaluated as part of this project to re-examine the current condition of their established NRHP boundaries: Columbia Country Club (M: 35-140) and the Baltimore-Washington Parkway (PG:69-26). Of the previously unidentified and evaluated architectural, landscape, and archeological resources, ten have been determined to be eligible for the NRHP, and the remaining resources have been determined to be not eligible.

As such, there are a total of twenty-three potentially eligible, eligible or listed historic properties within the Purple Line APE: twenty-two built historic properties and one archeological site. Each of these historic properties will be described and evaluated for project effects in the next section.

ASSESSMENT OF EFFECTS

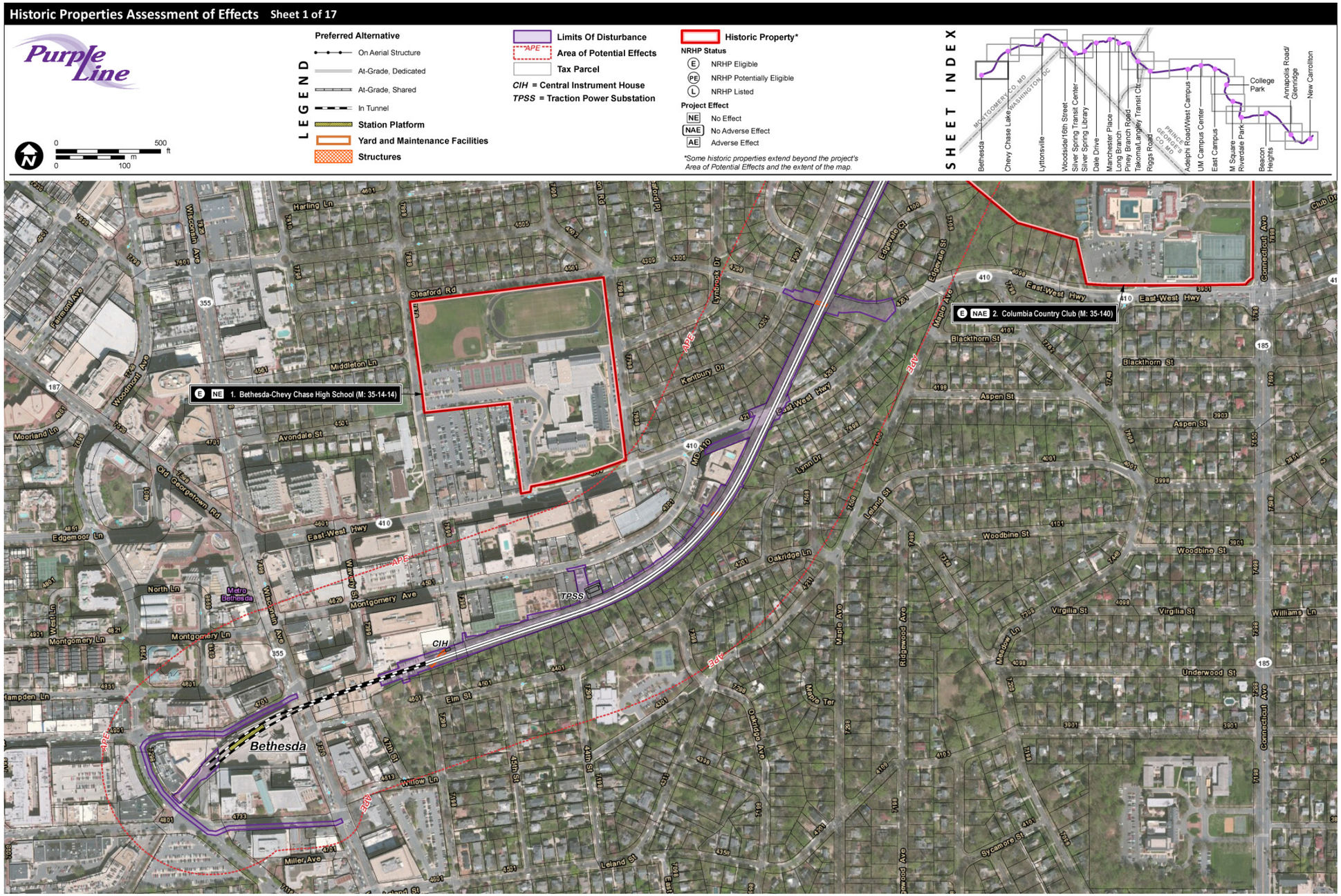
Twenty-three historic properties are located within the Purple Line's APE (Figure 10) (Figure 11). For archeological resources, the area of investigation is limited to the project LOD—the footprint where any subsurface disturbances may occur. The APE includes both the LOD and the surrounding area where alterations to a historic property's setting and feeling could occur. The Purple Line's APE consists of an area of 500 feet on either side of the center line of the transitway. Architectural investigations occurred within this area.

In accordance with 36 CFR 800.5(a), the criteria of adverse effect were applied to the twenty-three historic properties within the project's APE that have been determined to be eligible for or listed in the NRHP. The regulations implementing Section 106 of the NHPA define an effect as an "alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the National Register" [36CFR800.16(i)]. The effect is adverse when the alteration of a qualifying characteristic occurs in a "manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" [36 CFR800.5(a)]. Each of the twenty-three historic properties is briefly described below, followed by an assessment of effects. Historic properties generally are listed west to east along the Purple Line corridor. This section concludes with a summary of an overall project effect on historic properties.

Figure 10. Summary of Eligible/Listed Properties in Purple Line APE

Property (W to E Order)	Inventory No.	Property Name	Eligible or Listed/Criteria	Effect
1	M: 35-14-14	Bethesda-Chevy Chase High School	Eligible/ A&C	No Effect
2	M: 35-140	Columbia Country Club	Eligible/ A&C	No Adverse Effect
3	M: 35-170	Preston Place	Eligible/ A&C	No Adverse Effect
4	M: 36-87	Rock Creek Park Montgomery County Survey Area	Eligible/ A	No Adverse Effect
5	M: 37-16	Metropolitan Branch, Baltimore & Ohio Railroad	Eligible/ A&C	Adverse Effect
6	M: 36-30	Talbot Avenue Bridge	Eligible/ C	Adverse Effect
7	M: 36-4	Woodside Historic District	Eligible/ A&C	No Effect
8	M: 36-12	The Falkland Apartments	Eligible/ A&C	Adverse Effect
9	M: 36-11	Old Silver Spring Post Office	Eligible/ A&C	No Effect
10	M: 36-61	First Baptist Church of Silver Spring	Eligible/ C	No Adverse Effect
11	M: 36-21	Montgomery Blair High School	Eligible/ C	No Adverse Effect
12	M: 32-15; PG:65-25	Sligo Creek Parkway	Eligible/ A&C	No Adverse Effect
13	M: 37-33	Sligo Adventist School	Eligible/ A&C	No Effect
14	PG:66-35	University of Maryland, College Park	Eligible/ A&C	No Adverse Effect
15	PG:66-2	Rossborough Inn	Eligible/ A&C	No Adverse Effect
16	PG:66-42	Old Town College Park Historic District	Eligible/ A&C	No Effect
17	PG:66-4	College Park Airport	Listed/ A	No Adverse Effect
18	PG:66-3	College Lawn Station	Eligible/ A	No Effect
19	PG:66-37	Calvert Hills Historic District	Listed/ A&C	No Effect
20	PG:68-101	M-NCPPC Department of Parks and Recreation Regional Headquarters	Eligible/ C	No Effect
21	PG:69-26	Baltimore-Washington Parkway (Gladys Noon Spellman Parkway)	Listed/ A&C	No Adverse Effect
22	18PR1032	Area K Domestic Site	Phase II Testing Needed/ A&D	No Effect
23	PG:72-68	Martins Woods	Eligible/ C	No Effect

Figure 11. Historic Properties Assessment of Effects



Historic Properties Assessment of Effects Sheet 2 of 17

Purple Line

0 500 ft
0 100 m

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
- Yard and Maintenance Facilities
- Structures

Limits Of Disturbance
APE Area of Potential Effects
Tax Parcel
CIH = Central Instrument House
TPSS = Traction Power Substation

Historic Property*
NRHP Status
- (E) NRHP Eligible
- (PE) NRHP Potentially Eligible
- (L) NRHP Listed

Project Effect
- NE No Effect
- NAE No Adverse Effect
- AE Adverse Effect

*Some historic properties extend beyond the project's Area of Potential Effects and the extent of the map.

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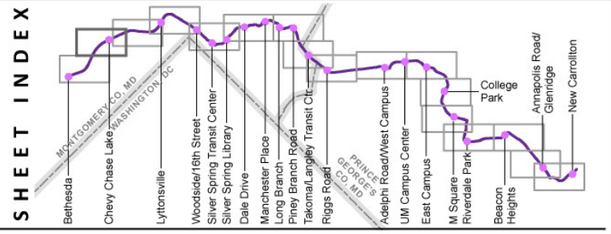

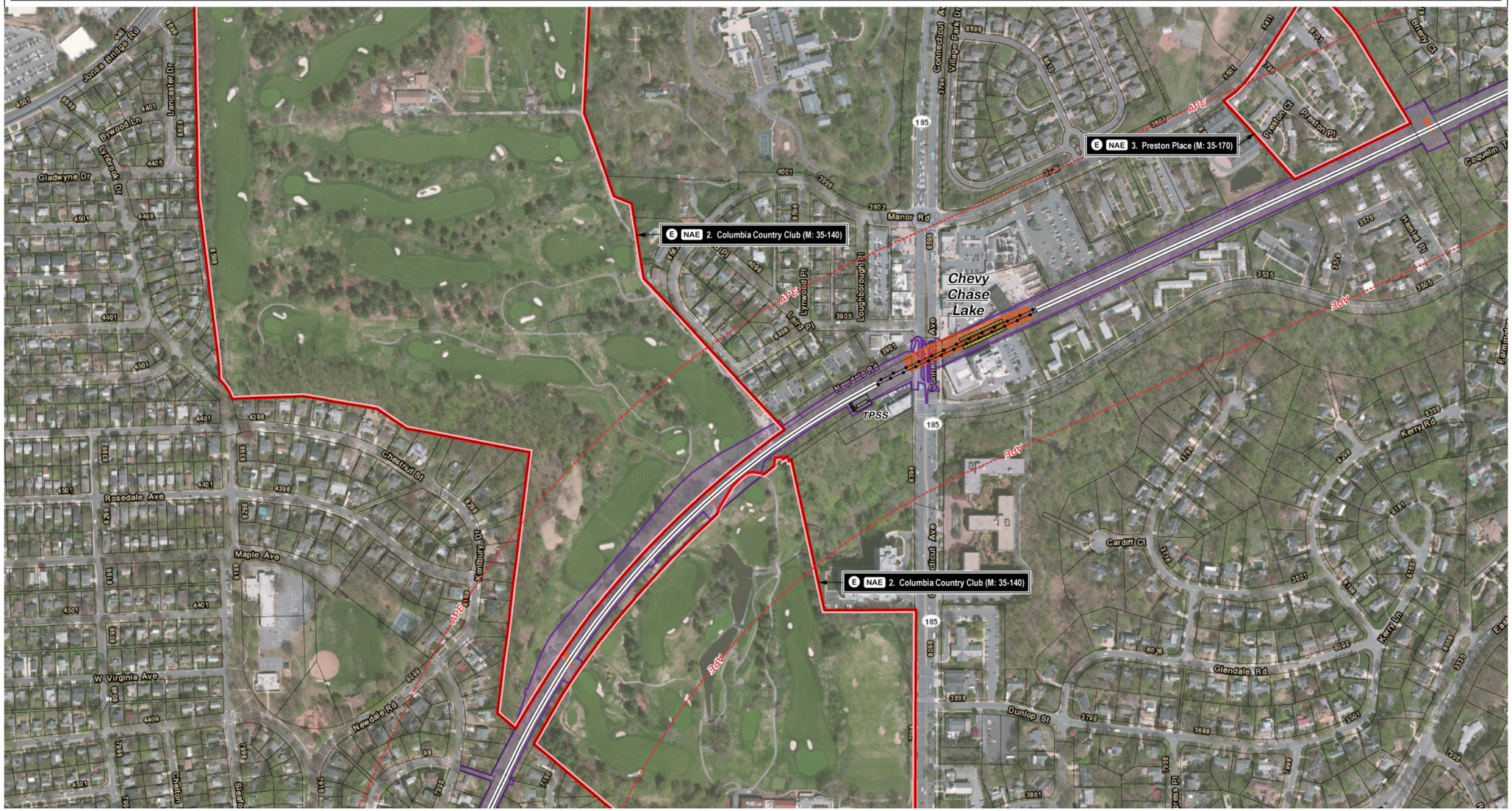

Historic Properties Assessment of Effects Sheet 3 of 17

Purple Line

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
- Yard and Maintenance Facilities
- Structures

Limits Of Disturbance
APE Area of Potential Effects
Tax Parcel
CIH = Central Instrument House
TPSS = Traction Power Substation

Historic Property*
NRHP Status
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- (PE) NRHP Potentially Eligible
- (L) NRHP Listed

Project Effect
- NE No Effect
- NAE No Adverse Effect
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*Some historic properties extend beyond the project's Area of Potential Effects and the extent of the map.

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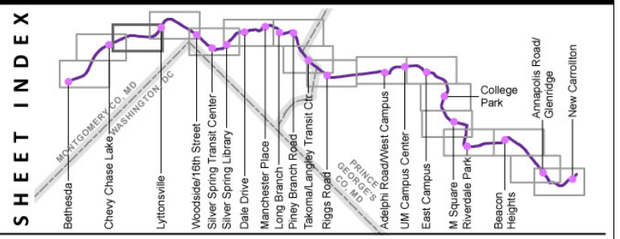

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Purple Line

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
- Yard and Maintenance Facilities
- Structures

Limits Of Disturbance
APE Area of Potential Effects
Tax Parcel
CIH = Central Instrument House
TPSS = Traction Power Substation

Historic Property*

NRHP Status
- E NRHP Eligible
- PE NRHP Potentially Eligible
- L NRHP Listed

Project Effect
- NE No Effect
- NAE No Adverse Effect
- AE Adverse Effect

*Some historic properties extend beyond the project's Area of Potential Effects and the extent of the map.

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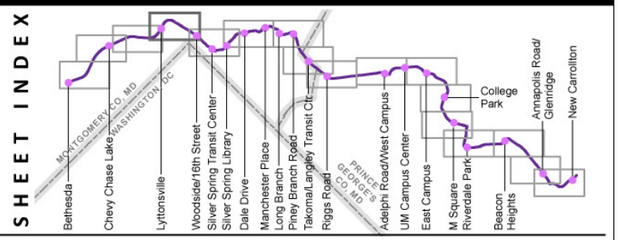

Historic Properties Assessment of Effects Sheet 5 of 17

Purple Line

0 500 ft
0 100 m

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
- Yard and Maintenance Facilities
- Structures

Limits Of Disturbance
APE Area of Potential Effects
Tax Parcel
CIH = Central Instrument House
TPSS = Traction Power Substation

Historic Property*

NRHP Status
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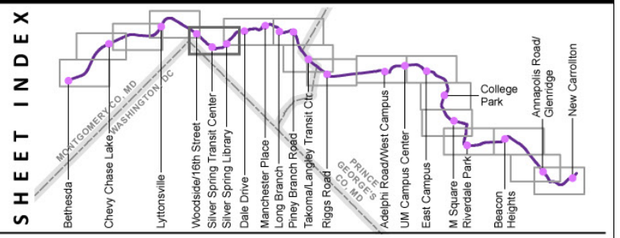

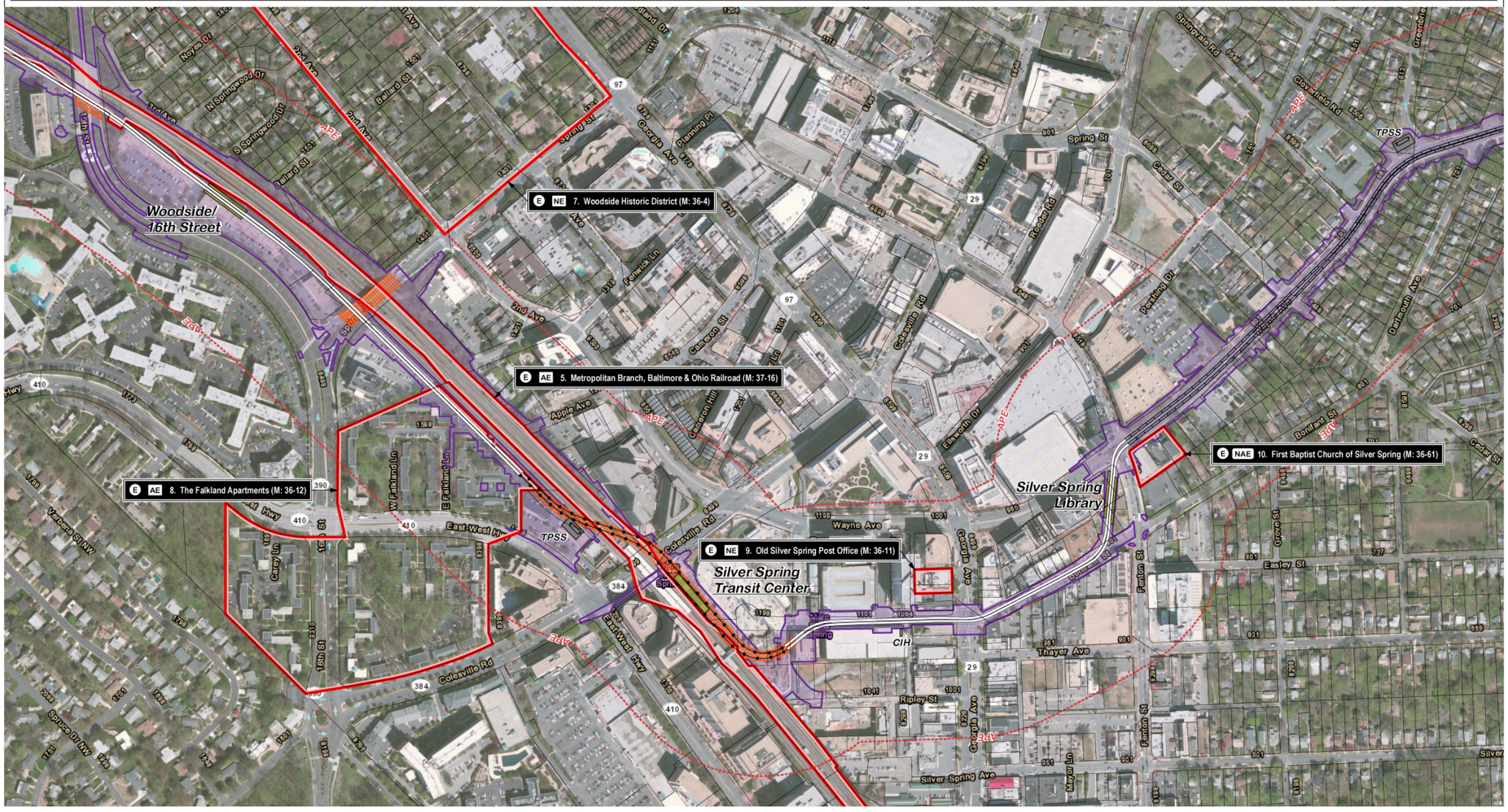

Historic Properties Assessment of Effects Sheet 6 of 17

Purple Line

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
- Yard and Maintenance Facilities
- Structures

Limits Of Disturbance
- APE — Area of Potential Effects
- Tax Parcel

CIH = Central Instrument House
TPSS = Traction Power Substation

Historic Property*

NRHP Status
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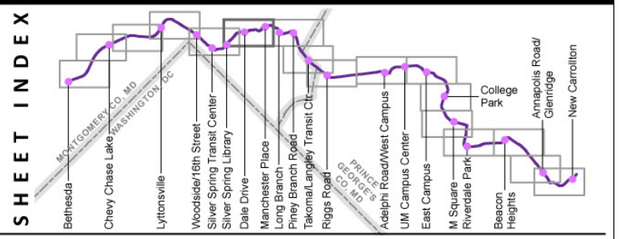

Historic Properties Assessment of Effects Sheet 7 of 17

Purple Line

0 500 ft
0 100 m

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
- Yard and Maintenance Facilities
- Structures

Limits Of Disturbance
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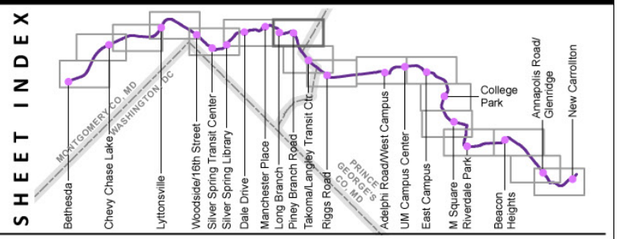

Historic Properties Assessment of Effects Sheet 8 of 17

Purple Line

0 500 ft
0 100 m

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
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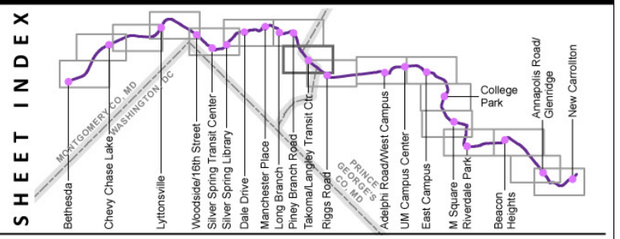

Historic Properties Assessment of Effects Sheet 9 of 17

Purple Line

0 500 ft
0 100 m

LEGEND

Preferred Alternative
- On Aerial Structure
- At-Grade, Dedicated
- At-Grade, Shared
- In Tunnel
- Station Platform
- Yard and Maintenance Facilities
- Structures

Limits Of Disturbance
APE Area of Potential Effects
Tax Parcel
CIH = Central Instrument House
TPSS = Traction Power Substation

Historic Property*

NRHP Status
- (E) NRHP Eligible
- (PE) NRHP Potentially Eligible
- (L) NRHP Listed

Project Effect
- NE No Effect
- NAE No Adverse Effect
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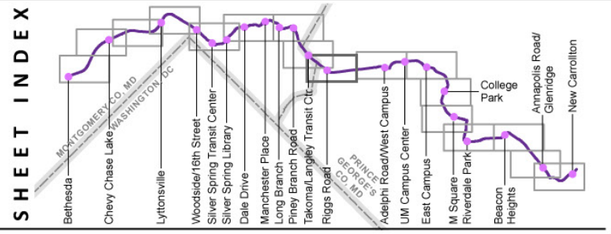

Historic Properties Assessment of Effects Sheet 10 of 17

Purple Line

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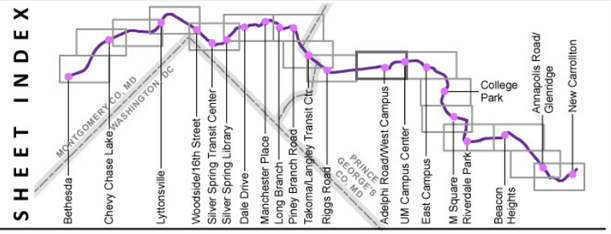

Historic Properties Assessment of Effects Sheet 11 of 17

Purple Line

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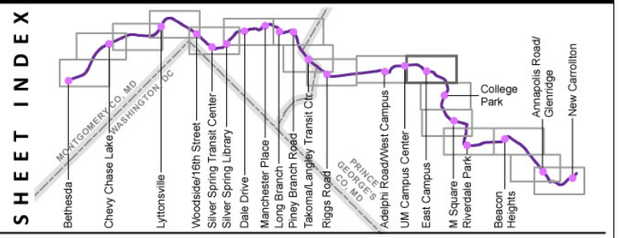

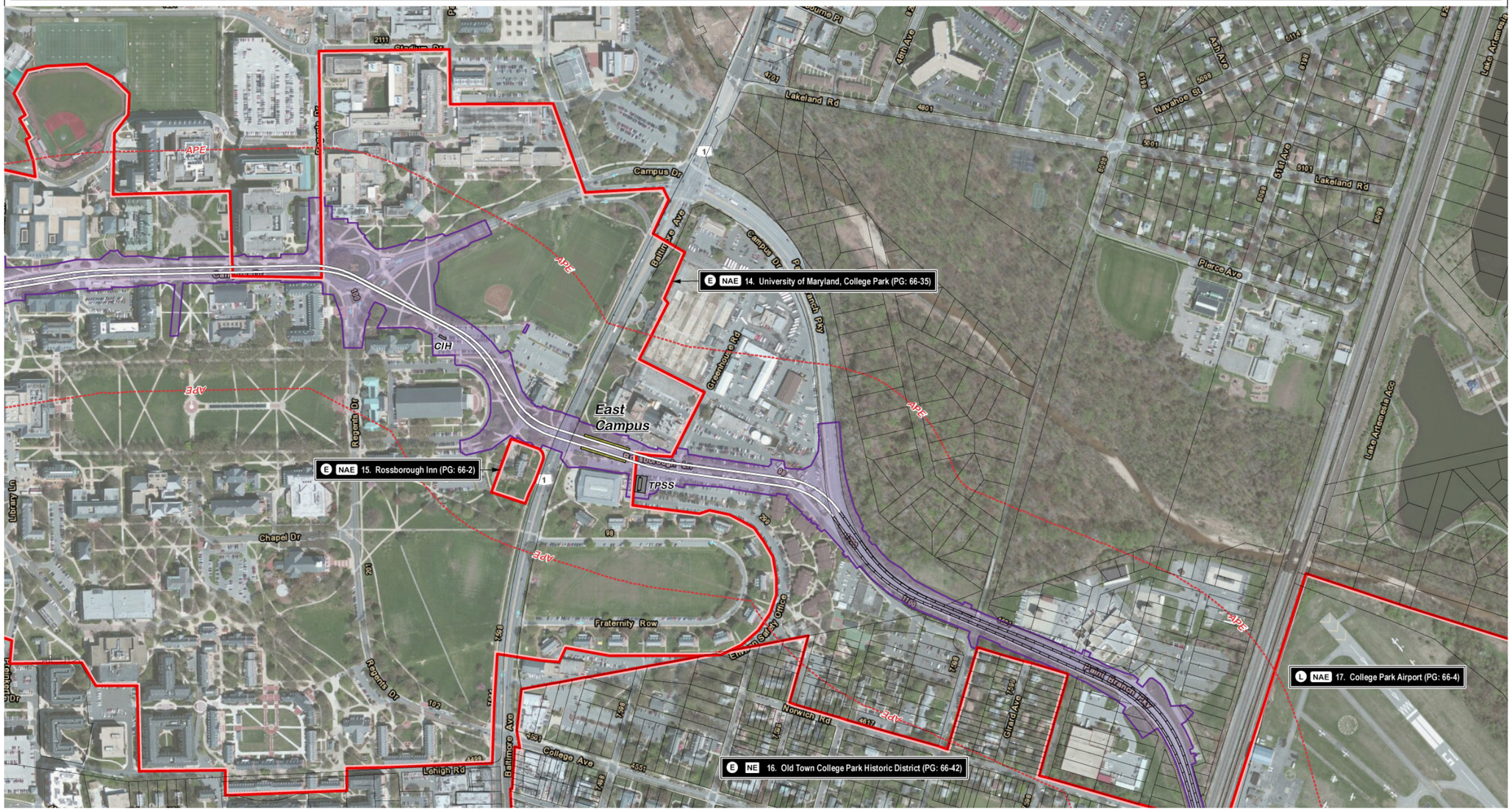

Historic Properties Assessment of Effects Sheet 12 of 17

Purple Line

LEGEND

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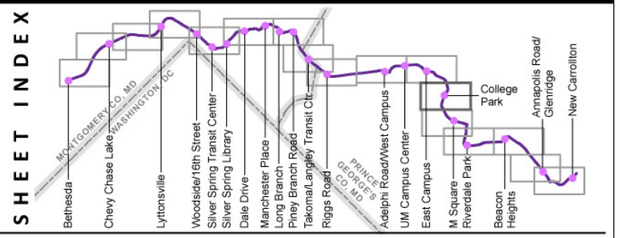

Historic Properties Assessment of Effects Sheet 13 of 17

Purple Line

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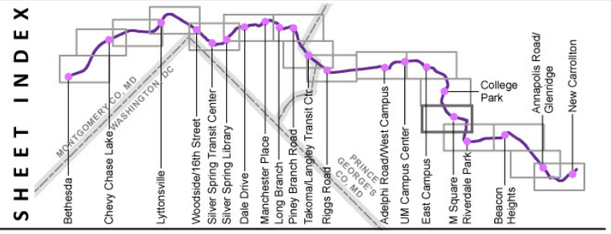

Historic Properties Assessment of Effects Sheet 14 of 17

Purple Line

LEGEND

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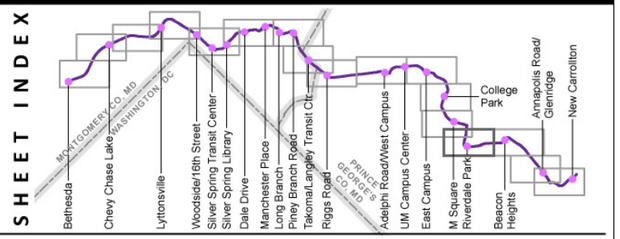

Historic Properties Assessment of Effects Sheet 15 of 17

Purple Line

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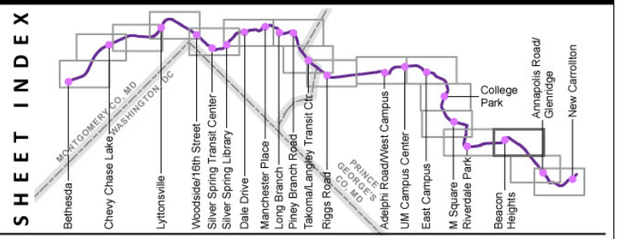

Historic Properties Assessment of Effects Sheet 16 of 17

Purple Line

0 500 ft
0 100 m

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Preferred Alternative
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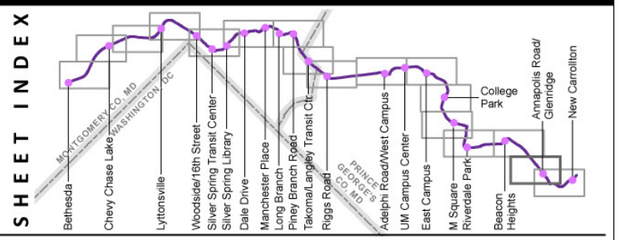

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Purple Line

LEGEND

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- At-Grade, Dedicated
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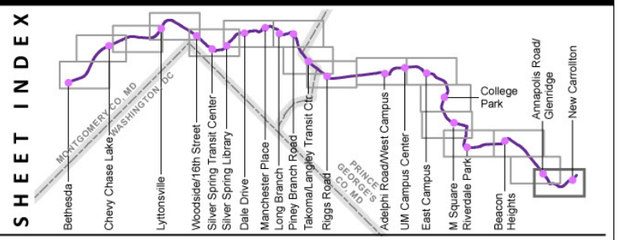


1. Bethesda-Chevy Chase High School (M: 35-14-14)

Bethesda-Chevy Chase High School includes the original circa 1935 school building at 4301 East-West Highway. It is a three-and-a-half story, 25-bay Colonial Revival civic structure with a rectangular plan (Figure 12). Constructed to accommodate an increasing residential population during the intra-war period, the building was designed to emulate numerous civic structures built during the same era, emphasizing the distinctive marriage of colonial heritage and technological advancement seen in other Colonial Revival buildings. A growing student body resulted in the need for a separate administration building in 1952, a major renovation in 1976, and the most recent addition/renovation in 2002. Despite these modifications, the complex has retained a high degree of integrity, and it was determined to be eligible for the NRHP under Criteria A and C for its association with area educational development and its architectural merit.

Figure 12. Bethesda-Chevy Chase High School, Southeast Oblique

The high school complex, including the original structure, additions, and the surrounding landscape, is located approximately 380 feet from the Purple Line LOD (Figure 13). The main building faces south onto East-West Highway, and several large commercial buildings are situated between the school and the proposed Purple Line corridor (Figure 14). The alignment then moves away from the property in a northeast direction. Visibility of the Purple Line would be limited by distance and other above-ground construction elements such as dwellings and utilities. Given its setting, the project would not alter or diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association, and the project would have **No Effect** on this historic property.

Figure 13. Bethesda-Chevy Chase High School Historic Property Boundary

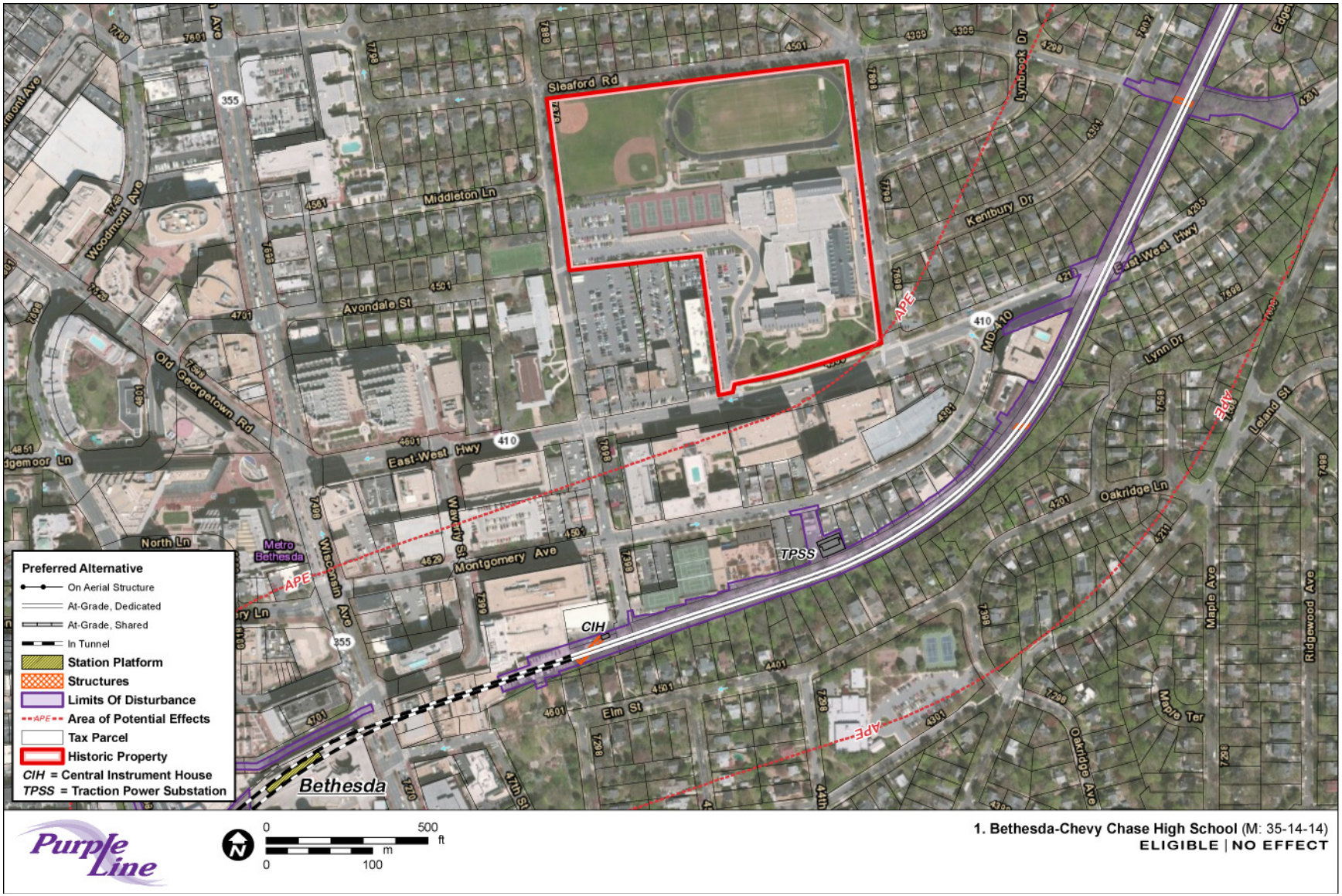
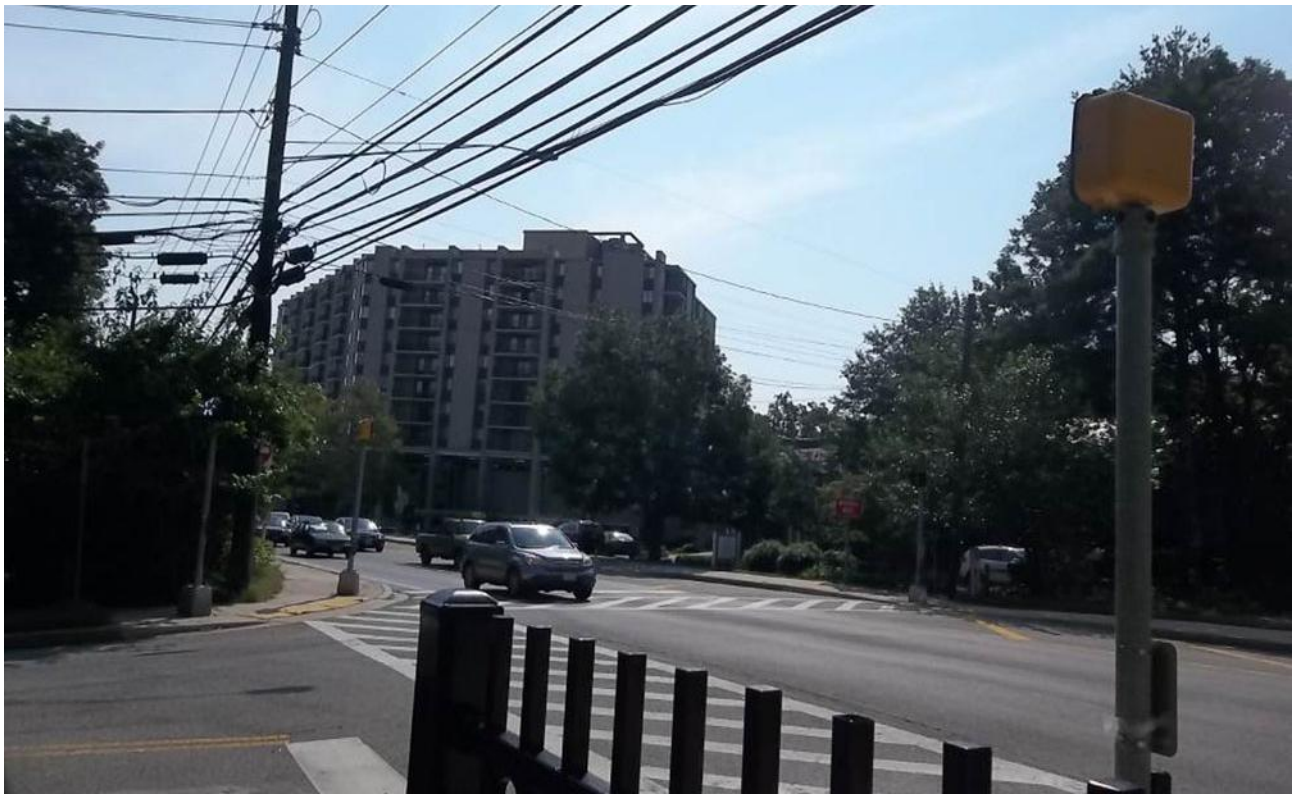


Figure 14. View from Montgomery Blair High School Southeast towards the Georgetown Branch Right-of-Way (Located behind the Large Building in the Background)



2. Columbia Country Club (M: 35-140)

The Columbia Country Club (CCC) is located on two irregular parcels of land separated by the former Georgetown Branch of the Baltimore & Ohio Railroad (now occupied by the Georgetown Branch Interim Trail). The railroad, completed in 1909 as a short freight line running between Silver Spring and Georgetown in Washington, DC, predates the Columbia Country Club (Figure 15 and Figure 16). The Columbia Country Club was designed around the railroad in 1911.

Situated between Connecticut Avenue, East-West Highway, and Jones Bridge Road, the club property contains a substantially altered early-twentieth-century clubhouse, an 18-hole golf course with putting greens and a driving range, tennis courts, an early-twentieth-century garage, a 1960s cart shop, a 2009 tennis shop and refreshment building, a 1970 maintenance shop, a 2005 maintenance garage, a 1970 snack shop, and a pool complex (renovated in the late 2000s).

Designed by noted architect Frederic Pyle, the 1911 club house was crafted in the Spanish Revival/Mission style (Figure 17). The two-and-one-half story building has a hipped roof sheathed in terra-cotta tile with overhanging eaves and exposed rafter tails. In 2009, a large addition was appended to the west elevation. Although the addition was designed to be sympathetic to the building's style, the new space dramatically altered the structure's massing and scale and does not contribute to the property's eligibility. The surrounding golf course, also built in 1911 and reconfigured in 1917, was created by Herbert H. Barker and Walter Harban. Buildings and other landscape features were added to the complex over the past 100 years, most of which have a utilitarian purpose.

Figure 15. Freight Train on Georgetown Branch through Columbia Country Club (Circa 1947)

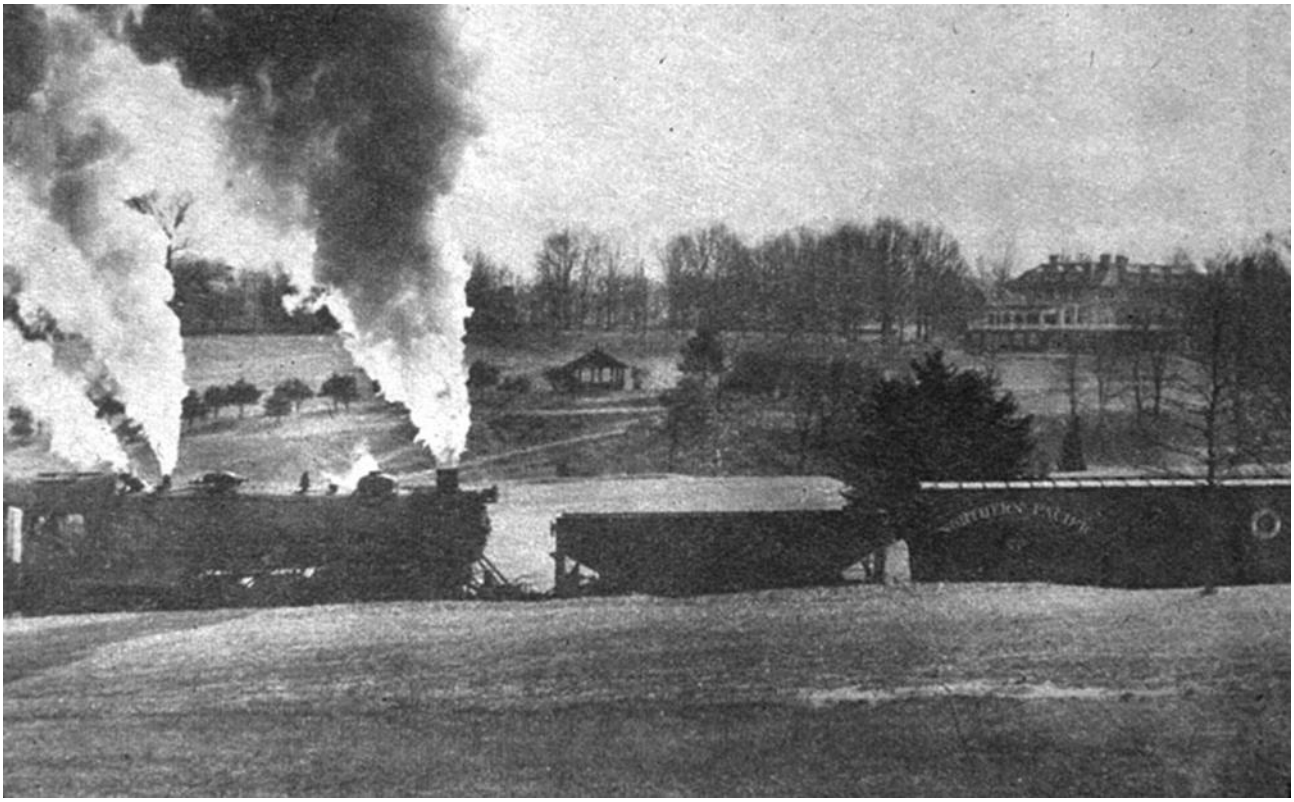


Figure 16. Freight Train on Georgetown Branch through Columbia Country Club (1971)

Figure 17. Main Club House of the Columbia Country Club, Primary Elevation

The CCC was determined to be eligible for the NRHP in 2002 under Criteria A and C. During the re-evaluation of property by the MTA and FTA in 2011, it was found that the facility remains eligible under the same criteria. It was also determined that there have been alterations to the course over the years, including changing some of the greens, fairways, holes, and tees. The analysis revealed that these changes did not detract from the integrity of the course, but instead reflected its adaptation to changes in the sport. While changes have been made to the holes, such as adding back tees, the essential design features remained unchanged. The challenges of each hole remain the same. The exact layout of the holes is not significant, having evolved over the past 90 years; however, the general overall configuration of the course is important. When the CCC was first determined to be eligible for the NRHP, the boundaries included the entire CCC property and extended across the rail corridor running through the center of the property. Additional research determined that the rail line preceded the establishment of the CCC and this east-west swath was never under CCC ownership. As such, the rail line is not a contributing element to the property, and the property boundaries were redrawn to reflect this fact, thus creating a discontiguous boundary (Figure 18). As approved by the MHT in 2012, the NRHP boundaries encompass the current legal boundary, modified to accommodate minor encroachments of three golf holes that are within the former railroad boundary (present in the original hole design).

The Preferred Alternative crosses between the two parcels of the CCC, largely within the existing county right-of-way associated with the former freight railroad corridor. There is a 0.018-acre impact area within the 146-acre historic property boundary. The transitway, its corresponding overhead wire system, and the future extension of the Capital Crescent Trail will be located outside of the CCC historic property boundary, within the county-owned, former railroad right-of-way, which acts to separate the two parcels making up the club's golf course. The former freight railroad corridor, once known as the Georgetown Branch of the B&O Railroad, was previously determined not eligible for the NRHP as it did not retain historic integrity. The main clubhouse is located over 1,000 feet south of the rail corridor, separated from the right-of-way by undulating terrain and areas of dense vegetation (Figure 19).

No stations or other large-scale, above-ground elements are proposed within the boundary of the CCC or within the county-owned right-of-way at the club's frontage. The MTA would construct a temporary access road at the foot of the retaining walls on the north side of the county-owned right-of-way. Upon project completion, the MTA would remove and restore the temporary access road area.

Over the past several years, the project team has worked extensively with the CCC to develop a design plan in this area to avoid changes that would diminish the historic character or current operation of the golf course (Figure 20). In refining the LPA to develop the Preferred Alternative, and in response to club concerns about impacts on views of the golf course from its clubhouse and the need to relocate the greens and tees on the south side of the right-of-way, the MTA agreed to shift the Preferred Alternative alignment to the north within the existing rail corridor. With this northward shift, the alignment is located outside of the Georgetown Branch right-of-way. The club prefers the northward shift, even though it is located partially on club property, because it causes less impact to views from the clubhouse and it avoids impacts to the greens and tees on the south side of the right-of-way. In particular, existing landscaping including mature trees are preserved. As another advantage, this alteration moves the tracks away from Holes 15, 17, and 18—all of which are contributing elements that extend into the existing county-owned right-of-way—thus avoiding any impacts to these historic features (see Figure 18). MTA will continue to coordinate with the CCC on the visual and aesthetic elements of the transitway.

Figure 18. Columbia Country Club Historic Property Boundaries

Note: The boundaries do not include the swath of land surrounding the railroad corridor.

Figure 19. View Looking South from the Rear of the Clubhouse towards the Georgetown Branch Right-of-Way

The rail corridor is noted by the yellow arrow.

Two primary modifications will be made to the non-historic rail corridor in this area: changes to the rail bed and surrounding fencing and alterations to the existing golf cart underpass. Through coordination with the country club and in response to their concerns that the Preferred Alternative construction period be as short as possible within the CCC property, the MTA developed a construction plan with a work area footprint large enough to allow multiple activities to occur simultaneously using larger equipment.

The former Georgetown Branch rail right-of-way includes the Georgetown Branch Interim Trail, bordered by chain link fences. The MTA, in consultation with the country club, developed modifications to include the construction of a terraced retaining wall, installation of a solid parapet noise panel, and placement of approximately 11 catenary poles along the corridor. The retaining wall shifts in and out of the property boundaries, resulting in a 0.018-acre impact area within the 146-acre property. The overall height of the rail corridor will not be extensively modified during this work. The new solid parapet noise panel will be approximately four feet in height; about two feet shorter than the existing six-foot tall metal chain-link fence (Figure 21).

All terracing, temporary construction easements, and any future pedestrian trails will be constructed to the north of the rail tracks, thus placing them on the opposite side of the rail corridor from the main clubhouse and blocking their viewshed from this contributing resource (Figure 22). The terraced area would contain planting areas for suitable landscape materials. Vegetation would visually mask the terraced system and blend the structural elements to appear to be a landscaped embankment from a distance, thus blending the current visual composition of this area. The catenaries will be unobtrusive to the viewshed in the distance.

Figure 20. Proposed Purple Line Modifications in the Columbia Country Club Area

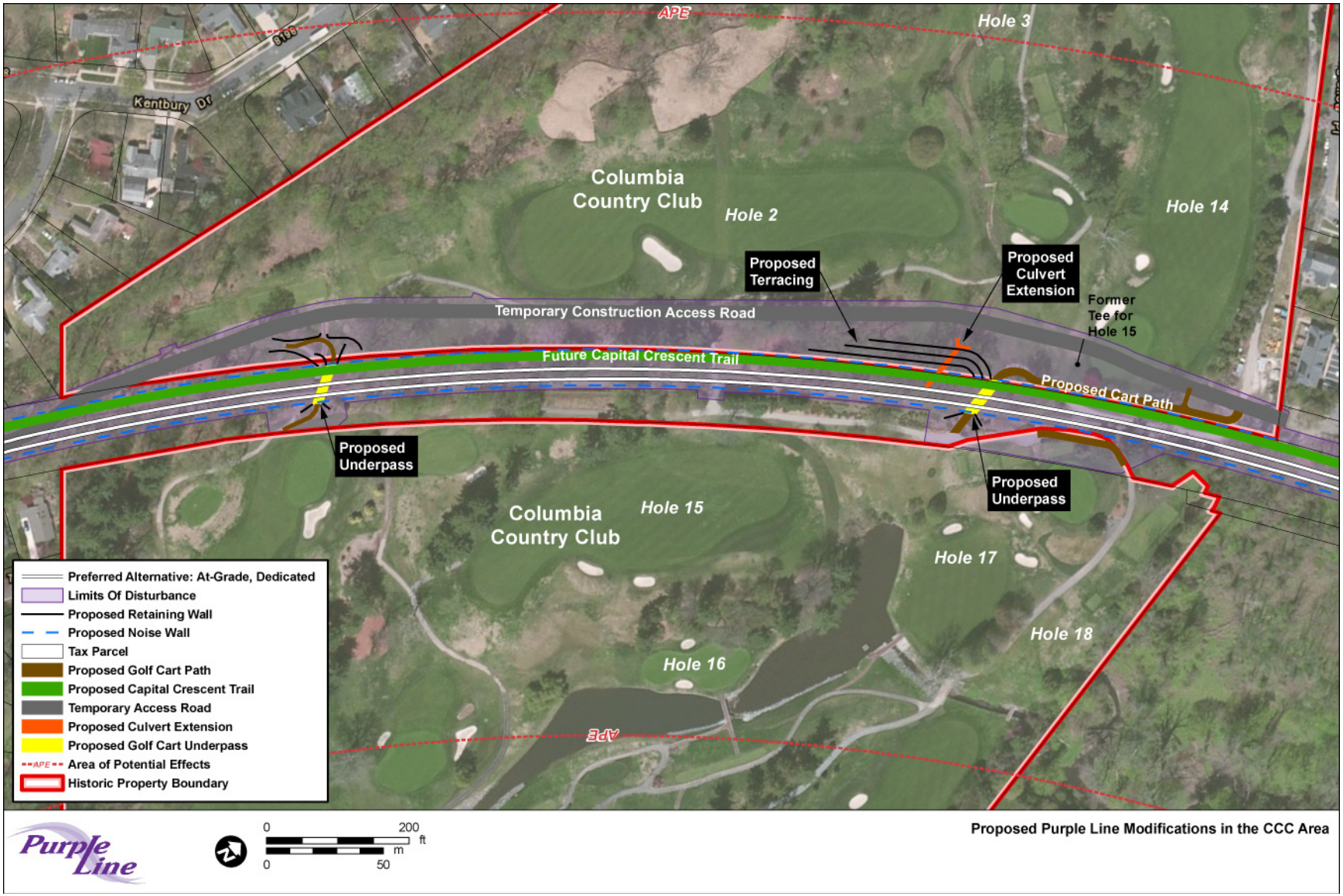


Figure 21. View from the Columbian Country Club Looking Northwest from Hole 17 South of the Tracks, Existing (top) and Proposed (bottom)

Figure 22. Existing (top) and Proposed (bottom) View from the Clubhouse North to the Georgetown Branch Right-of-Way

New parapet wall noted by yellow arrows. Note the modern apartment building within the viewshed to the right.

Two existing underpasses will be reconstructed during this process. Both are narrow channels designed to allow for access to both sides of the course by providing a walkway and cart path under the rail corridor (Figure 23 and Figure 24). In consultation with the CCC, it was determined that these two underpasses should be enlarged to accommodate the use of CCC maintenance vehicles across the CCC property (Figure 25). The reconstructed tunnels will be similar to the existing underpass channels in general orientation. The openings will be enlarged in size and the shape will be converted from a circular form to a rectangular form to provide a greater height allowance through the underpass.

The walls of the underpass and the surrounding parapet system will be formed of poured concrete. The cladding will be determined based on consultation FTA, MTA, the CCC, and MHT. Treatments will be sympathetic to the historic character of the property but not identical to existing materials to differentiate the new construction.

The project will move the transitway and its ancillary facilities away from the existing holes. Through project planning, impacts to Holes 15, 17, and 18—all partially located within the county right-of-way—have been avoided. Construction of the new underpass and retaining wall on the north side of the Preferred Alternative near Hole 14 does require a slight modification to the green (see Figure 20), which is a contributing element to the historic property. However, as noted previously, the significance of the holes lies in their general configuration and not the exact layout, as this has evolved over the years. This change to Hole 14 has been approved by the CCC and the new green's location will be close to the existing location. As such, altering the location of the Hole 14 green will not diminish the characteristics that render this hole a contributing element to the property. The location of the new green will be determined in consultation with the MTA, FTA, CCC, and MHT.

MTA is committed to planning and implementing the project design elements in coordination with the Columbia Country Club and the MHT to achieve a scale, scope, and resulting effect of the Preferred Alternative that is minimized so as not to have an adverse visual effect on the historic property. As a result of these decisions, the project would have **No Adverse Effect** on this historic property.

Figure 23. Existing East Underpass of the Georgetown Branch Right-of-Way, Looking Northwest

Note the existing chain-link fence surrounding the rail tracks.

Figure 24. Existing View Looking Southwest from Hole 14 to Georgetown Branch Right-of-Way

Figure 25. Rendering of New Terracing and Golf Cart Underpass at Hole 14, Looking Southwest

3. Preston Place (M: 35-170)

Preston Place is a multi-family residential property located south of Manor Road. Comprising nine groupings of 67 residential units, the complex was constructed in 1958 to accommodate a situation witnessed in many suburban areas: a continued increase in post-war population within an area that had a diminishing stock of vacant land. The solution was multi-family housing. Preston Place was designed to cater to renters (Figure 26). Although not the only complex in this area created for this market, this set of buildings retains its architectural and historic integrity. Moreover, this design was used as a model for other townhome complexes built elsewhere in the suburbs surrounding Washington, DC. The complex was determined to be eligible for the NRHP under Criteria A and C.

Figure 26. Preston Place Townhomes

The NRHP boundaries for Preston Place include the current tax parcel boundary, which includes all original buildings and the surrounding landscape. The southern boundary for the property is consistent with its original design, as it has historically abutted the rail line along its southern perimeter (Figure 27 and Figure 28). Although a portion of this parcel boundary is contiguous with the Preferred Alternative LOD, a rail corridor had been in existence in this area for over 50 years prior to the construction of these dwellings. As such, while installation of the light rail may alter the setting and feeling of the viewshed through the addition of new elements such as catenaries, construction would not diminish the characteristics that render this property eligible for the NRHP, including its location, design, materials, workmanship, and association. Given this, the project would have **No Adverse Effect** on this historic property.

Figure 27. Preston Place Historic Property Boundary

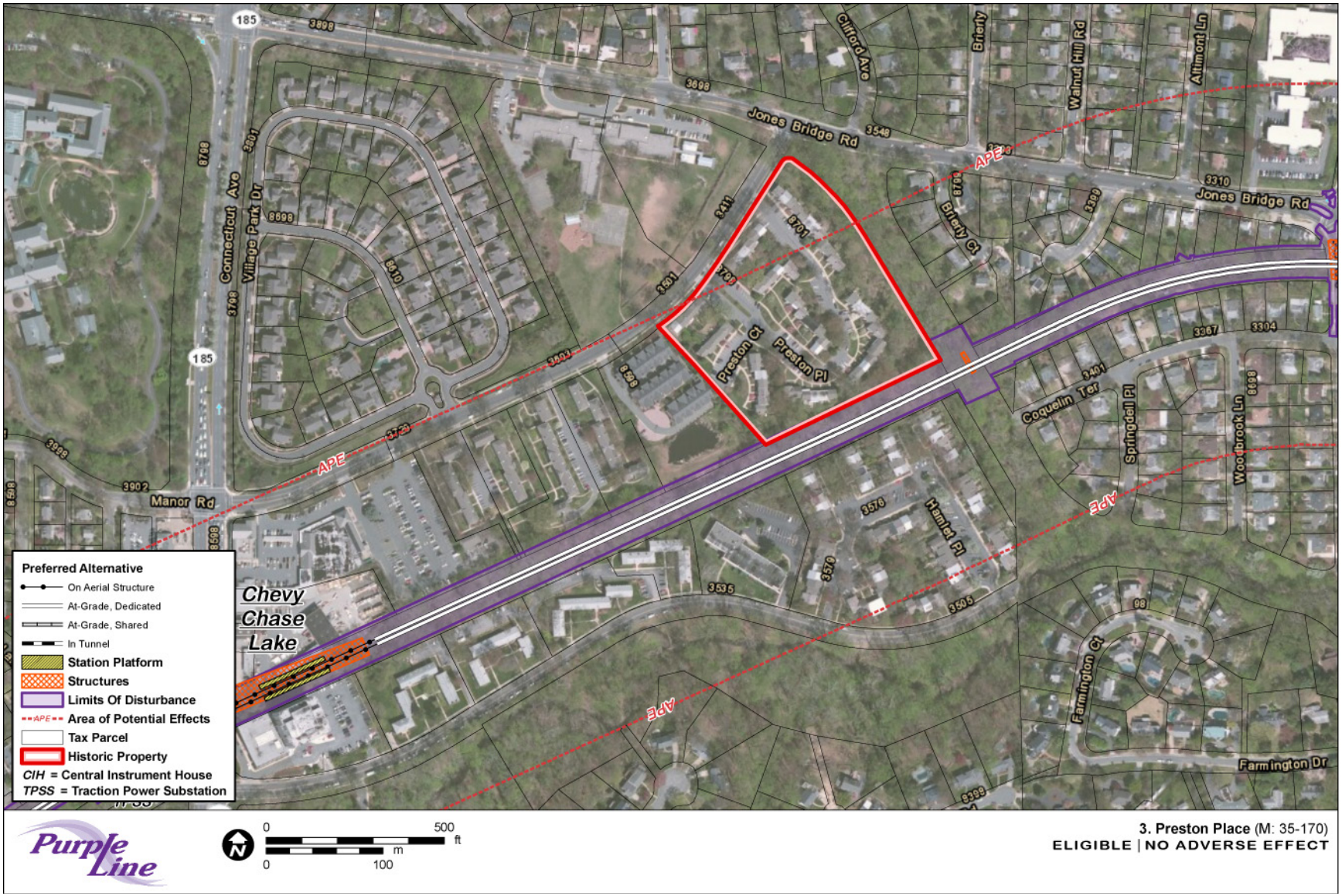


Figure 28. View From the Southeastern Boundary of Preston Place to the Georgetown Branch Right-of-Way

4. Rock Creek Park Montgomery County Survey Area (M: 36-87)

Rock Creek Park encompasses approximately 3,755 acres of land in Montgomery County and follows the main stem of the 33-mile creek. While Rock Creek Park was originally established in Washington, DC, in 1880, it was not until the late 1920s that the park boundaries were extended beyond Washington and into Montgomery County. The extension of the parkland upstream along either side of Rock Creek signified the awareness of government and state officials of the need to protect the watershed and water source that flowed into the park. They feared that if the area was not protected, development in Montgomery County would eventually degrade the quality of water and mar the park's natural beauty. As it is an excellent example of suburban park planning initiatives in Montgomery County, this portion of the park is eligible for the NRHP under Criterion A. Although the park contains three above-ground built features within its boundaries (the former Georgetown Branch of the Baltimore & Ohio Railroad [now a temporary pedestrian/biker trail], the former Baltimore & Ohio Railroad trestle over Rock Creek, and an athletic field), these features do not contribute to the park's eligibility due to numerous changes to each of these three features over the past fifty years (Figure 29 and Figure 30).

Figure 29. Athletic Field Located in the Southeastern Portion of the Rock Creek Park Montgomery County Park Survey Area

Figure 30. Old B&O Railroad Trestle Located Within the Rock Creek Park Montgomery County Park Survey Area Boundaries

The trestle has been greatly modified to support a pedestrian trail.

While most of the land within the APE is in a natural state, elements such as walkways, roads, bridges, and bicycle paths cross the park at many points to allow both pedestrian and vehicular traffic to traverse the park boundaries. Moreover, none of the three above-ground features contribute to the property's eligibility. The Preferred Alternative will be constructed along the now-defunct, noncontributing rail corridor in this area (Figure 31). The Preferred Alternative would be constructed within the old railroad right-of-way and all visual elements will be limited to this previously established transportation corridor (Figure 32 and Figure 33). While the addition of the light rail will introduce new visual elements, namely a set of catenary wires, this alteration will not diminish the park's integrity of location, design, setting, materials, workmanship, feeling or association. The project will have **No Adverse Effect** on this historic property.

Figure 31. Rock Creek Park Montgomery County Park Survey Area Historic Property Boundary

Figure 32. Rendering of the Proposed Transitway and Trail Bridges as they would be seen from Rock Creek Park, Looking North

Figure 33. Rendering of Proposed the Proposed Transitway and trail bridges as they would be seen from Rock Creek Park, Looking South

5. Metropolitan Branch, Baltimore & Ohio Railroad (M: 37-16)

6. Talbot Avenue Bridge (M: 36-30)

Because the Talbot Avenue Bridge is individually eligible for listing in the NRHP, but is also a contributing resource to the Metropolitan Branch, Baltimore & Ohio Railroad (M: 37-16), they will be assessed together. The Metropolitan Branch, Baltimore & Ohio Railroad, runs in a general north-south direction from Washington, DC, north to Point of Rocks, Maryland. Constructed between 1866 and 1873 as a single-line track, the line was built to carry both passengers and goods (Figure 34). Local farmers utilized the line to transport crops to burgeoning markets in both Baltimore and DC, both of which experienced a notable population growth during the years following the Civil War. The line was double-tracked between 1888 and 1928. The two-track line spurred growth along its 40-plus mile-long corridor into the twentieth century. Accompanying the main line were many side tracks, bridges, and other rail-related features. Although some features have been replaced or upgraded since the line was originally built, the new elements have retained the general configuration of the previous components. Thus, the property retains good architectural and historic integrity. Due to its integrity and its association with developing transportation routes in this area, the property was determined to be eligible for the NRHP under Criteria A and C in 2000.

Figure 34. Metropolitan Branch Railroad, from Talbot Avenue, Looking North

The Talbot Avenue Bridge, built to cross over the Metropolitan Branch, was constructed in 1918. This three-span, single lane plate and rolled girder bridge contains many of its original structural elements (Figure 35). The deck was replaced in 1986, but the remaining struts, piers, and other elements have not been modified since it was installed almost 100 years ago. The bridge, including its superstructure and abutment elements, was determined to be eligible for the NRHP as an individual property in 2001 as an excellent example of a plate and rolled girder bridge. It is also a contributing element to the NRHP-eligible Metropolitan Branch.

Figure 35. Talbot Avenue Bridge Spanning the Metropolitan Branch Railroad, North Elevation

The Preferred Alternative would be located adjacent to the existing Metropolitan Branch from Kansas Avenue in Lyttonsville to downtown Silver Spring, when the routes diverge. The majority of the contributing elements related to the Metropolitan Branch would not be modified (Figure 36). The rail corridor would retain the same width, and the configuration of the light rail generally is consistent with historic rail patterns in this area. However, the Talbot Avenue Bridge would be removed and a new structure will be built in its place (Figure 37 through Figure 39). Removal of the entire historic bridge structure would have an **Adverse Effect** on the Talbot Avenue Bridge.

Although most of the Metropolitan Branch, Baltimore & Ohio Railroad would remain unchanged, the removal and replacement of the Talbot Avenue Bridge, a contributing element to the historic property, would alter the property and diminish its integrity of design, setting, materials, workmanship, feeling, and association. The location would not change, but a notable visual element would be removed from the historic railroad corridor. This element is representative of the technological improvements in both materials and structural advances that occurred along the track in the first quarter of the twentieth century. Because of the proposed removal of a contributing element, the project would have an **Adverse Effect** on the Metropolitan Branch, Baltimore & Ohio Railroad.

Figure 36. Metropolitan Branch, Baltimore & Ohio Railroad Historic Property Boundary

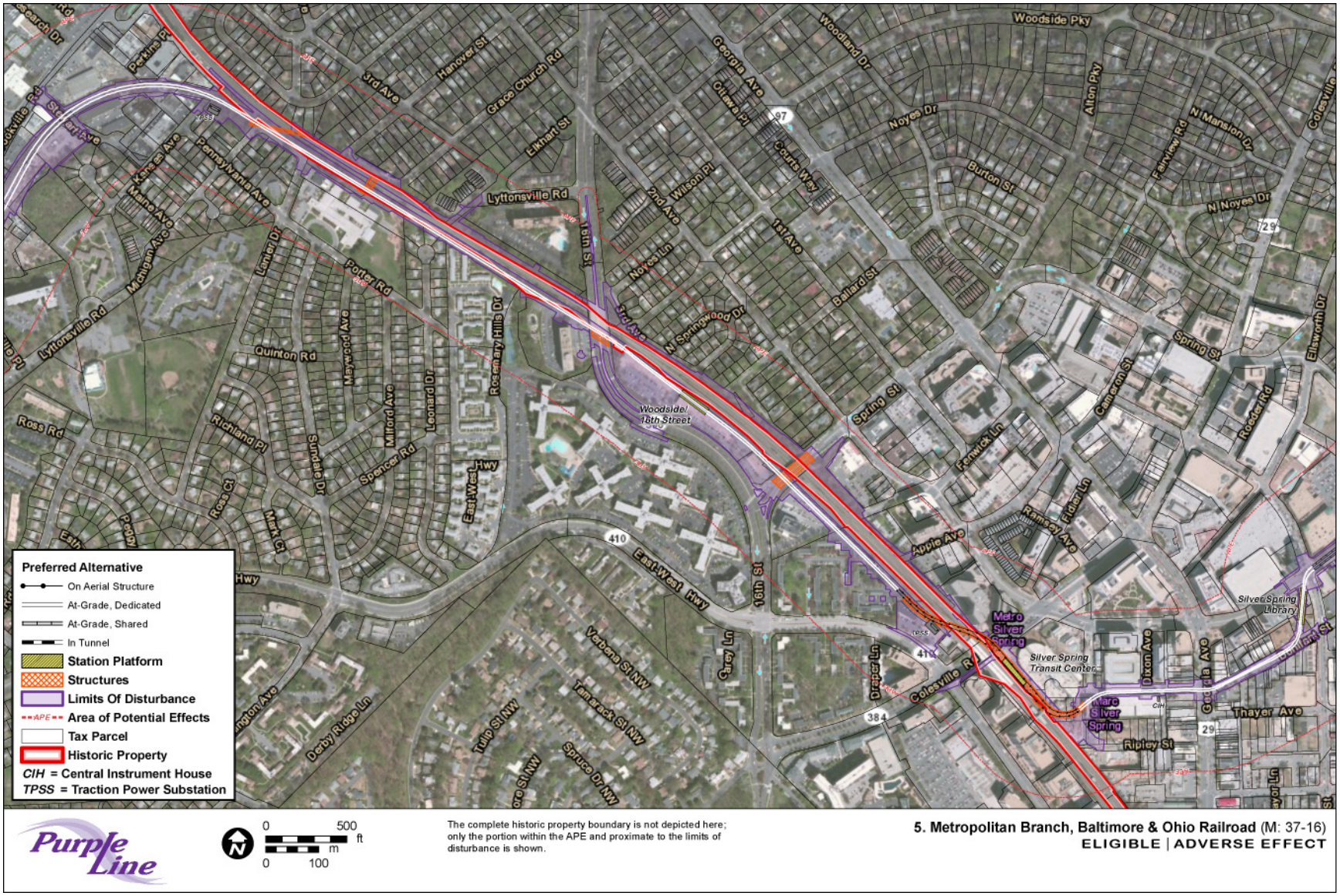
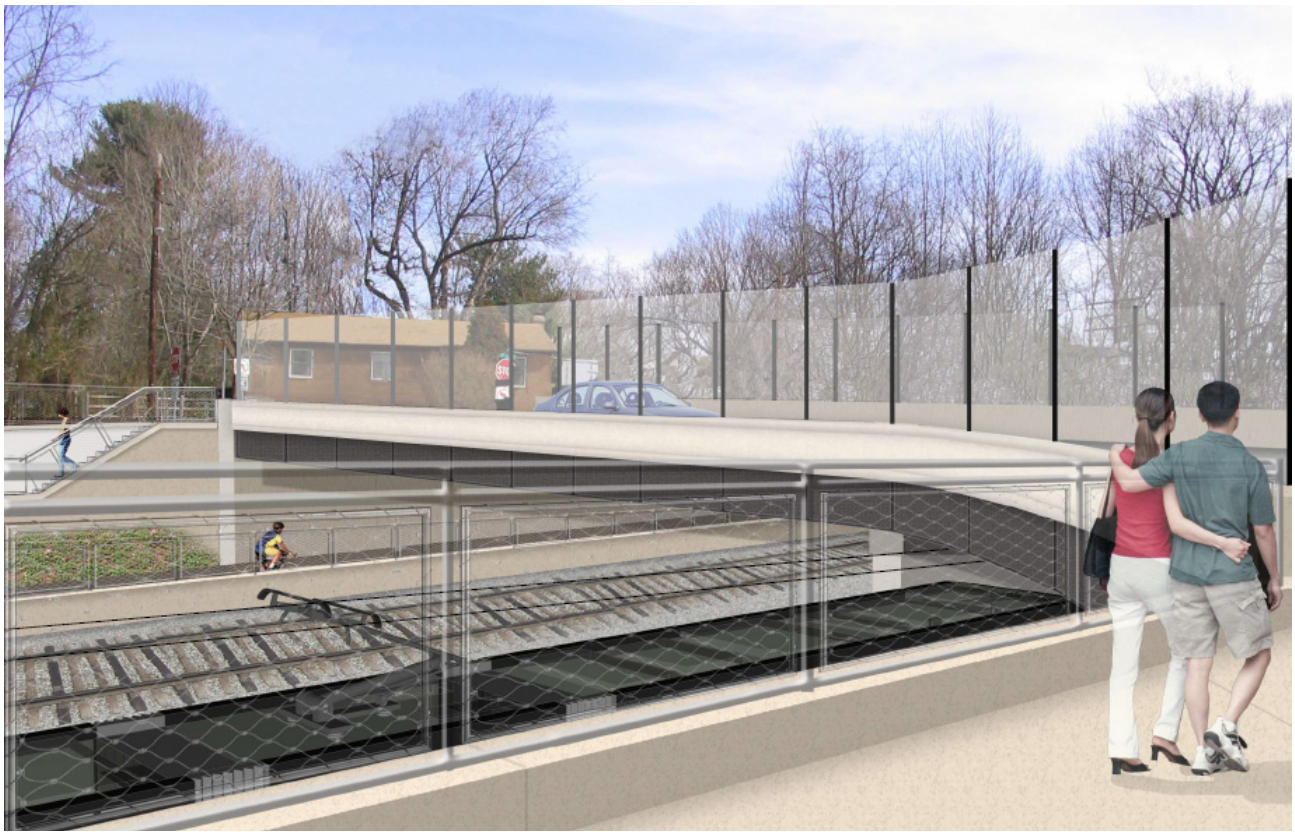


Figure 37. View Looking North from Talbot Avenue Bridge along Metropolitan Branch

Figure 38. Talbot Avenue Bridge Historic Property Boundary

Figure 39. Rendering Showing Proposed Replacement of Talbot Avenue Bridge



7. Woodside Historic District (M: 36-4)

Located northwest of Silver Spring, the Woodside Historic District was one of the first planned suburban residential neighborhoods in this area. A rail station along the Baltimore & Ohio Railroad was constructed in Silver Spring in 1873, providing transportation for individuals employed in Washington, DC. Some of the earliest subdivisions of land in this area occurred in 1899 when Benjamin Leighton created the Woodside neighborhood. By the end of the nineteenth century, some of Washington's wealthiest inhabitants worked in the city and resided in country houses set on a large tract of land in or around Silver Spring, many within Woodside. The bucolic, tree-lined streets and wide roads lend a park-like atmosphere to the subdivision. Homes in this area adopted prevalent late-nineteenth and early-twentieth century architectural trends, such as the Queen Anne, Colonial/Tudor Revival, and Craftsman/Bungalow (Figure 40). As the first subdivision in this area and a model for subsequent residential development, this historic property was determined to be eligible for the NRHP under Criterion A. It was also found to be eligible under Criterion C for its architectural merit.

At its closest point, the district's historic property boundary is located approximately seventy-five feet from the limits of disturbance (Figure 41 and Figure 42). The visibility of the Preferred Alternative would be limited by distance, the presence of several blocks of buildings between the neighborhood and the proposed line in most places, and other above-ground elements such as vegetation and utilities. Given its setting, the project would not alter or diminish the historic district's integrity of location, design, setting, materials, workmanship, feeling, or association, and the project would have **No Effect** on this historic property.

Figure 40. Homes in the Woodside Historic District

Figure 41. Woodside Historic District Historic Property Boundary

Figure 42. View Looking West from Woodside Historic District

8. The Falkland Apartments (M: 36-12)

The Falkland Apartments are located south of the Purple Line corridor at the intersection of 16th Street and the East-West Highway in Silver Spring. Constructed as one of the Federal Housing Administration's first projects, the apartment complex was built in 1937 to provide housing for the expanding Silver Spring population. The complex contains 450 residential units spread across 22 acres of land (Figure 43). The buildings, most of which have Colonial Revival decorative elements, are two and three stories tall and clad in brick. Because of their association with suburbanization trends and as an early example of a Federal Housing Administration project, the Falkland Apartments were determined eligible under Criterion A; the complex was also determined eligible under Criterion C as a good example of a low-scale Colonial Revival garden apartment complex.

The northeastern boundary of the Falkland Apartments overlaps the Purple Line Preferred Alternative corridor (Figure 44). Construction would extend beyond the current rail corridor into the historic property boundary. The end units of two of the apartment buildings, contributing elements to the historic property, would be demolished for the construction of the Preferred Alternative; the entire buildings would not be demolished, only the end units. MTA has completed an engineering analysis that indicates that the two units can be demolished while retaining the remaining portion of each building. This demolition would alter the historic property and diminish its integrity of design, setting, materials, workmanship, feeling, and association due to the loss of portions of two original buildings. The location would not change, but notable elements would be removed from the historic property. Because of the projected alteration to two contributing elements, the project would have an **Adverse Effect** on this historic property.

Figure 43. The Falkland Apartments

Figure 44. Looking Northwest from the Falkland Apartments

The building on the left will be demolished.

Figure 45. Metropolitan Branch Railroad adjacent to the Falkland Apartments

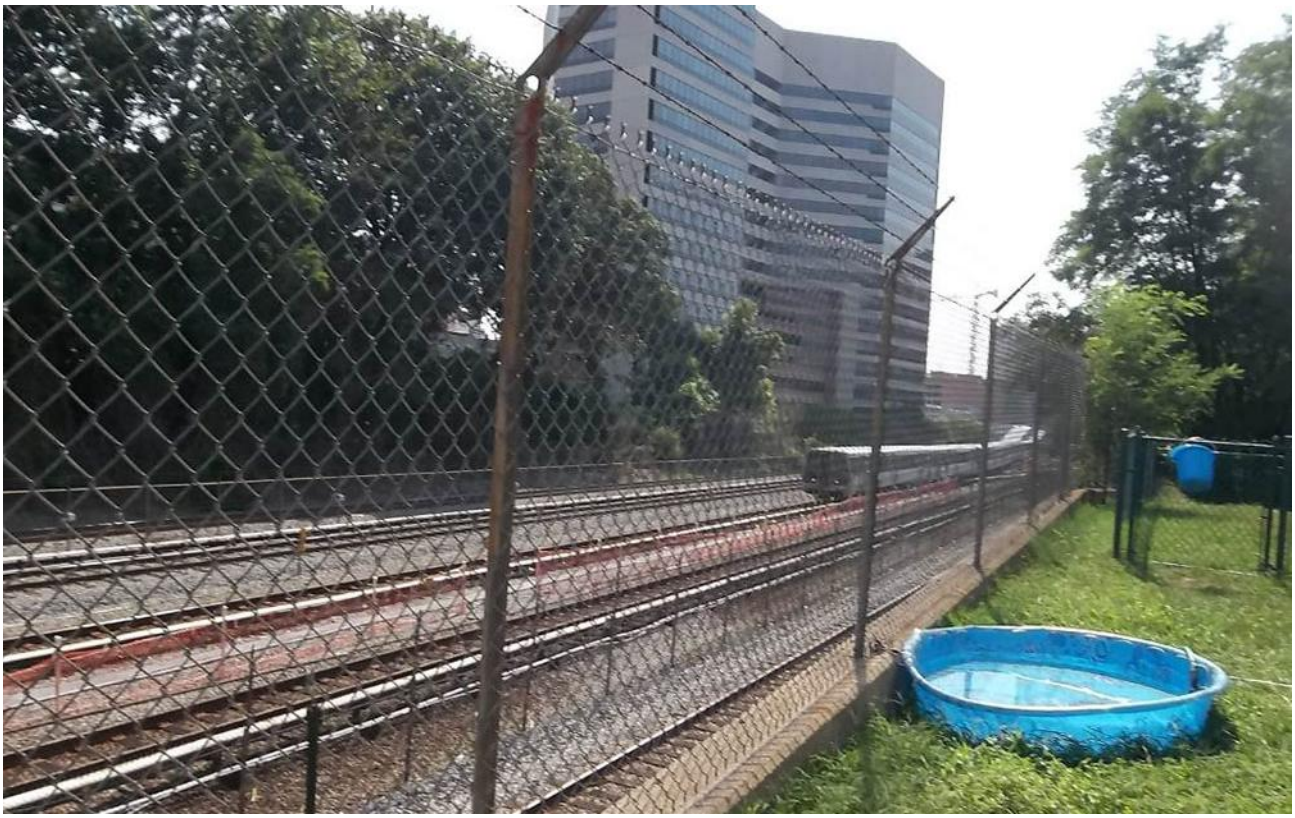
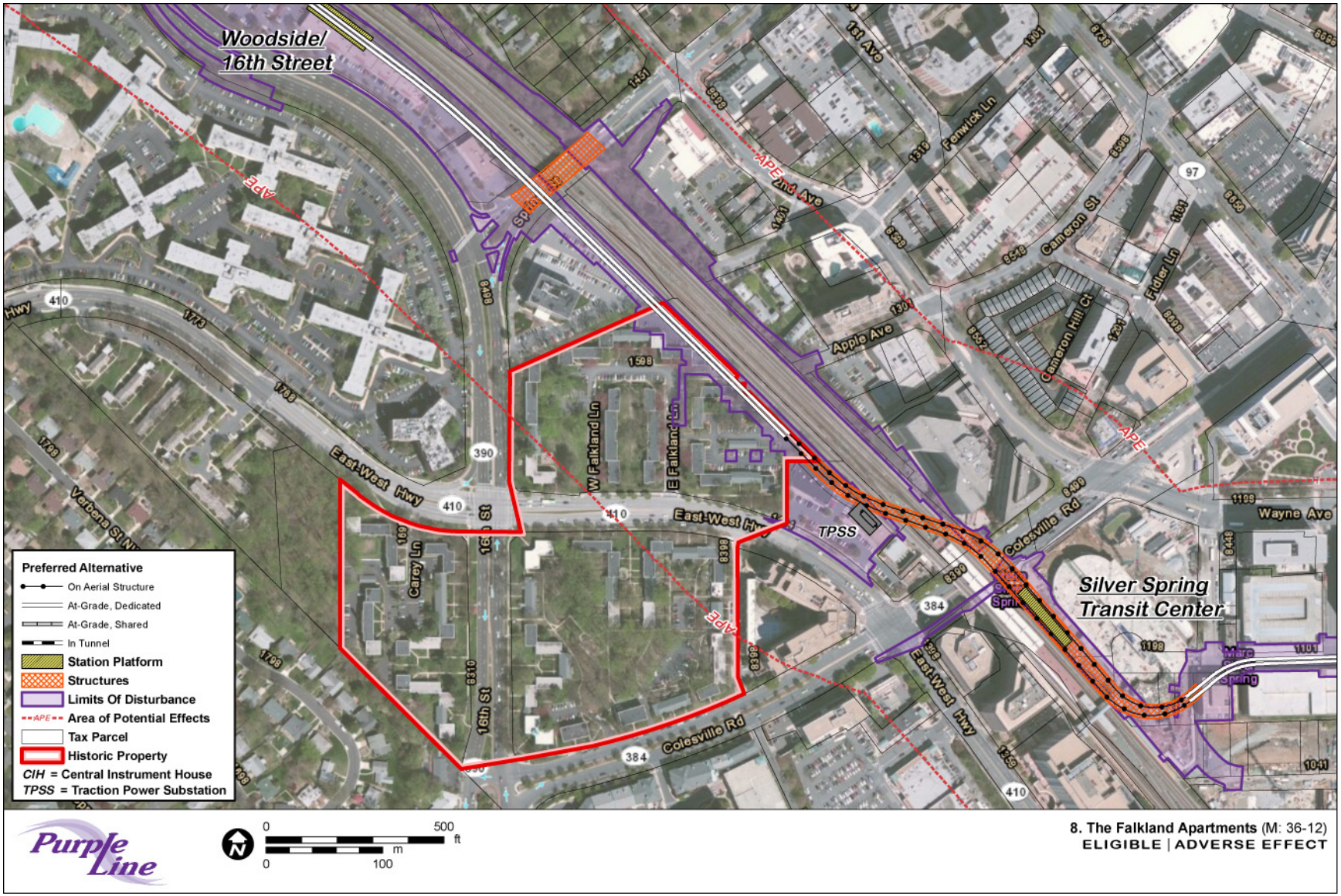


Figure 46. The Falkland Apartments Historic Property Boundary



9. Old Silver Spring Post Office (M: 36-11)

Located on Georgia Avenue in the center of the Silver Spring commercial area, the Old Silver Spring Post Office was built under the guidance of the Works Progress Administration (WPA) in 1935. Architect Louis A. Simon and Engineer Neal Melick designed the one-story, five-bay building in the Colonial Revival style, adding several Beaux Arts decorative motifs. Prominent stylistic elements include stone quoins, paired pilasters, and a broken pediment spanning the primary entry (Figure 47). Although the building ceased operation as a post office in 1981, it was used for a variety of other commercial purposes in the 1980s and into the 1990s; it was converted for use as the Silver Spring Library in 1997. The interior retains many of the original WPA design elements including a large mural entitled "The Old Tavern." Because of its association with the federal presence and WPA initiatives in Silver Spring and its excellent architectural merit, the property was determined to be eligible for the NRHP under Criteria A and C in 1981.

At its closest point, the Preferred Alternative is approximately fifty feet from the Old Silver Spring Post Office's historic property boundary. The area between this historic property and the Preferred Alternative's corridor contains commercial structures, wide streets, and sidewalks, each appended by power lines, telephone poles and other utilities and signage. Vegetation includes occasional moderately tall deciduous trees lining the streets (Figure 48 and Figure 49). The distance and collection of other modern intrusions between the building and the Preferred Alternative would partially obscure the line of sight. As such, the project would not alter or diminish the building's integrity of location, design, setting, materials, workmanship, feeling, or association, and the project would have **No Effect** on this historic property.

Figure 47. Old Silver Spring Post Office, East Elevation

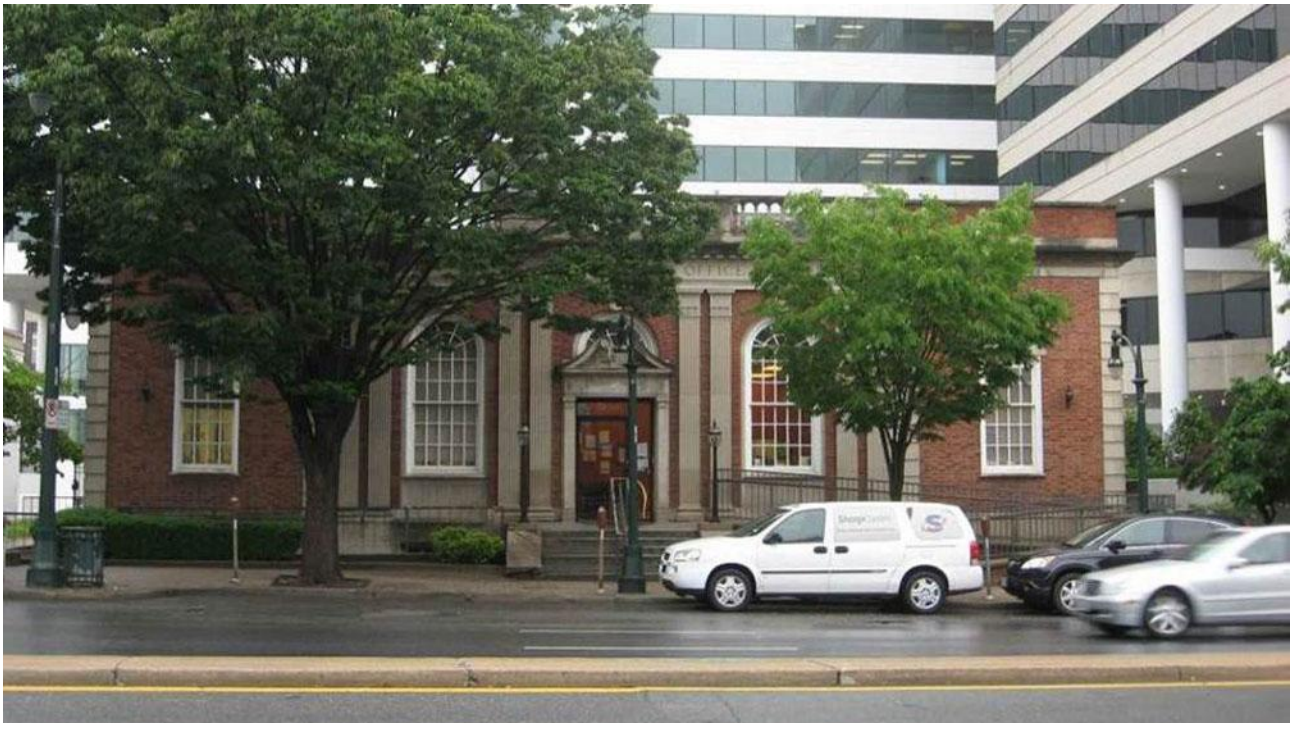


Figure 48. Old Silver Spring Post Office Historic Property Boundary

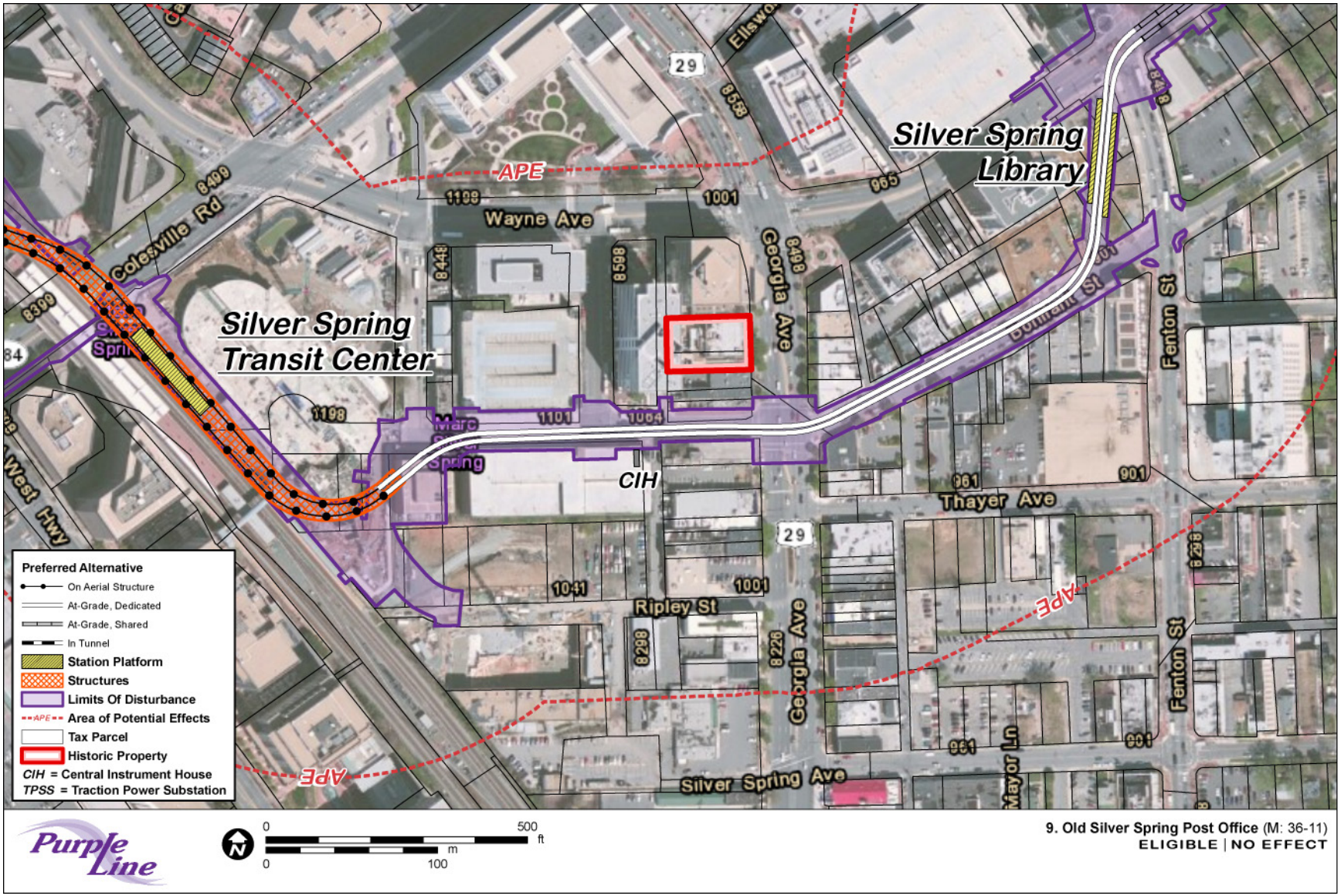


Figure 49. Looking South from Post Office

10. First Baptist Church of Silver Spring (M: 36-61)

Located at the southeast corner of Wayne Avenue and Fenton Street in downtown Silver Spring, the First Baptist Church property includes several contributing resources: a 1956 church designed by Ronald Senseman, a 1925 Colonial Revival former parsonage building, a 1950 temporary sanctuary, two 1930s Bungalows, a playground for the church's Child Development Center, and surrounding parking lots. The church, founded in 1924, used the parsonage for all church-related events during its first decades. Upon expansion of the congregation in the 1950s, a formal church building was erected using Modern-era design tenets (Figure 50). The church is eligible for the NRHP under Criterion C for its architectural merit.

The Preferred Alternative would run down the center of Wayne Avenue in front of the First Baptist Church of Silver Spring. Wayne Avenue is an established suburban transportation corridor with a wide swath of pavement bounded by sidewalks and lined with utilities (Figure 51). Modern structures are located on nearby lots (Figure 52). The Preferred Alternative would add a set of catenary wires to the general viewshed of the historic property. No land from within the historic property boundary would be required for the project. While the addition of the rail would introduce new visual elements, namely a set of catenary wires, this alteration would not diminish the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association. The project would have **No Adverse Effect** on this historic property.

Figure 50. First Baptist Church of Silver Spring, South Elevation

Figure 51. First Baptist Church of Silver Spring Historic Property Boundary

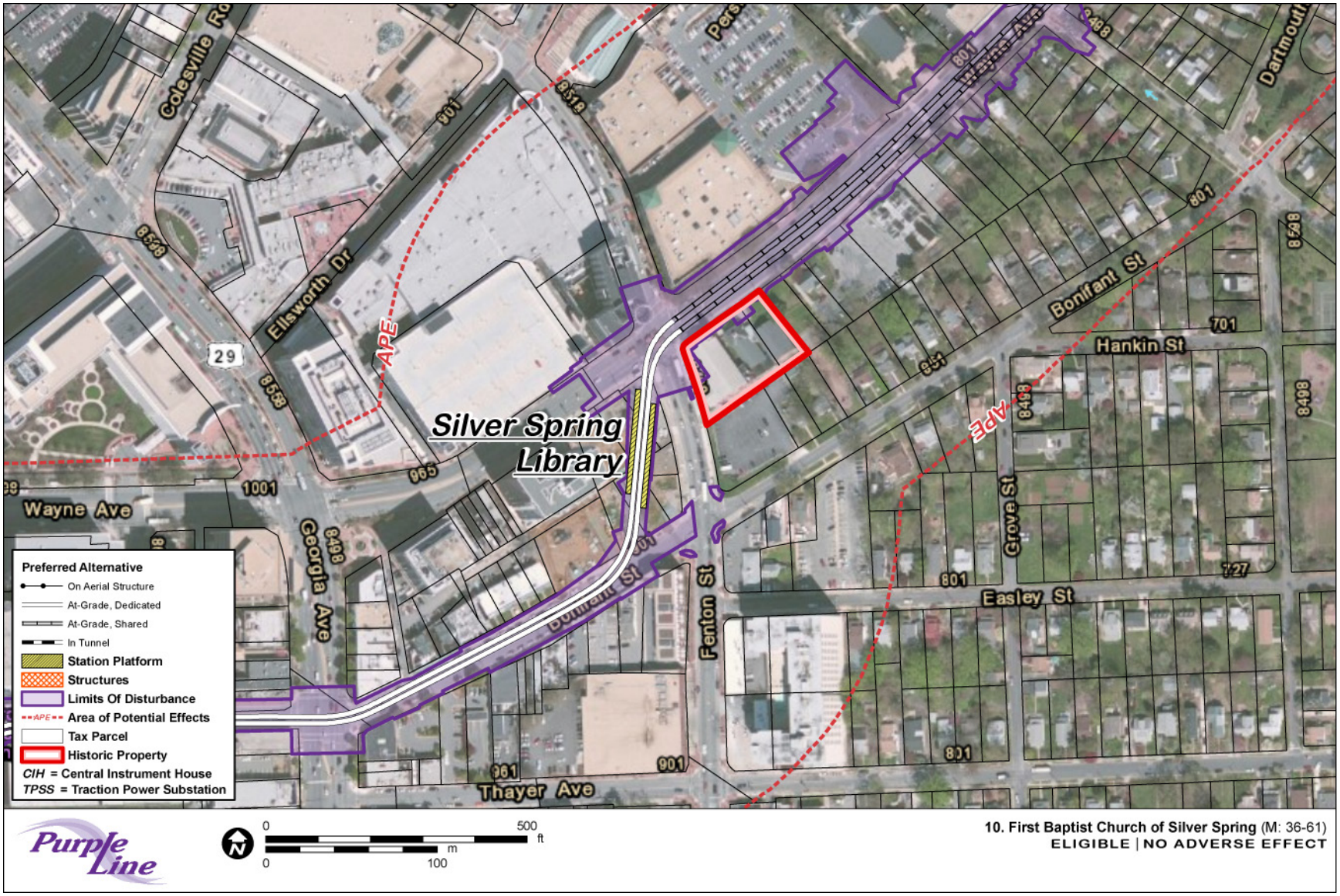


Figure 52. Looking Northwest from First Baptist Church of Silver Spring to Proposed Purple Line Alignment

Note the modern construction.

11. Montgomery Blair High School (M: 36-21)

Montgomery Blair High School, located at 313 Wayne Avenue, is east of downtown Silver Spring on the north side of the roadway. The original portion of the school was built in 1934 and designed by Washington, DC architect Howard Wright Cutler. Using the tenets of the popular Colonial Revival style, Cutler modeled the high school after the Wren Building at the College of William and Mary in Williamsburg, Virginia. The two-and-a-half story, twenty-nine-bay bay building exhibits brick-clad walls, a hipped roof, a projecting pediment, and a central cupola (Figure 53). Several large additions were appended to the rear (north) elevation of the school, one in 1951 and another in the 2000s, and all windows and doors were replaced in 1984. Despite these modifications, the school is eligible for the NRHP under Criterion C as a good example of an academic building embodying the Colonial Revival style.

Based on clarification from the MHT on May 17, 2012, the NRHP boundary for this historic property encompasses only the footprint of the original building (Figure 54). The surrounding additions, landscape modifications, and parking areas are not included. The Preferred Alternative would run down the center of Wayne Avenue in this area. The surrounding viewshed of the school has already been modified by the noncontributing elements on the school grounds (notably the additions and parking lots). Although a set of catenary wires would be added along the alignment, the transportation corridor currently includes modern buildings, and a swath of land is extant between the building and the project area. As such, this project would not diminish the integrity of the characteristics that render the original school building eligible for the NRHP. Its location, design, setting, materials, workmanship, feeling, or association will not be altered. The project would have **No Adverse Effect** on this historic property.

Figure 53. View Looking North from the Proposed Purple Line Alignment to the High School

Figure 54. Montgomery Blair High School Historic Property Boundary

12. Sligo Creek Parkway (M: 32-15/PG:65-25)

Sligo Creek Parkway encompasses a long, linear area along both the parkway itself and the surrounding viewshed. As recorded in 2000, the 5-mile long, 300-foot wide property runs from University Boulevard in Silver Spring on the north to its confluence with Northwest Branch on the south. Designed in the 1920s, the parkway included a two-lane road and access to several recreational sites planned along the meandering road, including a golf course, playgrounds, pedestrian paths, and Sligo Creek (Figure 55). Sligo Creek winds through the historic property boundary. Trails and bridges cross the creek at several spots. Although the general area surrounding the parkway has been developed over the past century, the original recreational components—as well as a host of bridges, culverts, roads, and paths that help usher visitors throughout the park—are still intact. Due to its connection with the 1920s/1930s government initiatives to craft public landscapes, the parkway was determined to be eligible under Criterion A. The many contributing resources that remain within the parkway boundary have good integrity, and the property is eligible under Criterion C. The APE intersects only 2.5 acres of this 450-acre historic property, while the Preferred Alternative LOD covers less than 0.5 acres.

As aforementioned, the Preferred Alternative would be built down the center of Wayne Avenue, an existing transportation corridor with extensive modern intrusions in this area (Figure 56 and Figure 57). Sligo Creek Parkway intersects Wayne Avenue, with approximately half of the acreage north of the corridor and half to the south. Current plans include adding catenary wires along Wayne Avenue, but no additional above-ground elements, such as stations or traction power substations, would be visible from the parkway. While addition of the wires may alter the parkway's setting and feeling, the minor change would not diminish the character-defining features of this historic property. The Preferred Alternative would not diminish the integrity of location, design, materials, workmanship, and association. As such, the project would have **No Adverse Effect** on this property.

Figure 55. Sligo Creek

Figure 56. Sligo Creek Parkway Historic Property Boundary

Figure 57. Looking West from Sligo Creek Parkway to Wayne Avenue

13. Sligo Adventist School (M: 37-33)

Sligo Adventist School is located at 8300 Carroll Avenue in Takoma Park. Although this building was not constructed until the mid-twentieth century, the Adventists established an elementary school in this area as early as 1917. This new building was designed to replace several temporary facilities. This one-story, nine-bay Modernist school was built in 1964 as an educational facility to accommodate the growing Washington, DC suburban population. Elements such as its linear massing, blend of natural and modern components, zig-zag canopy, and articulated fenestration are indicative of this era (Figure 58). The property is eligible for the NRHP under Criterion A as a representation of the continuing influence of the Adventist community in this part of Maryland. It is also eligible under Criterion C as an excellent example of a mid-twentieth century academic structure.

The school faces east onto Carroll Avenue, just south of University Boulevard. The Preferred Alternative would run down University Boulevard to the east in this area. The LOD is approximately fifty feet from the historic property boundary at its closest point. The Preferred Alternative would not be visible from the school (Figure 59). While slight road modifications would occur at the intersection of Carroll Avenue and University Boulevard, all construction related to the Preferred Alternative is relegated to University Boulevard and would be blocked visually from the school by a large commercial building and other modern elements (Figure 60). The project would not alter or diminish the property's integrity of location, design, setting, materials, workmanship, feeling, or association and would have **No Effect** on this historic property.

Figure 58. Primary (East) Elevation of the Sligo Adventist School

Figure 59. Sligo Adventist School Historic Property Boundary

Figure 60. View Looking Northeast from School

14. University of Maryland, College Park (PG:66-35)

Covering more than 1,250 acres, the University of Maryland, College Park covers a vast swath of land in College Park, Maryland. The historic core of the campus surrounds McKeldin Mall. Although the school was established in 1856, a catastrophic fire destroyed many original campus buildings. A massive rebuilding campaign in 1912 resulted in a cohesive architectural design and landscape philosophy, as most of the twentieth century modifications embody tenets of the Colonial Revival and Georgian Revival styles, which were very popular for use on academic buildings during this period. Construction that has occurred throughout the twentieth century has remained consistent with this architectural design vocabulary, resulting in a uniform building and landscape appearance across campus. The buildings are reached by an extensive set of walkways and roadways, forming a pedestrian and vehicular system (Figure 61). A second major change in campus design occurred in 1956, when University Drive was created to the north and west of campus to divert traffic traveling to the new football stadium away from the historic campus core. Campus Drive and several surrounding landscape elements were changed at this time to accommodate recreational activity and pedestrian safety through the campus.

The University of Maryland, College Park is eligible for the NRHP under Criterion A for its association with higher education and the agricultural foundations of that education in Maryland and under Criterion C for its collection of Colonia Revival and Georgian Revival academic architecture. The district's boundaries encompass the central core of campus, and the period of significance is 1856–1961. Contributing resources are located throughout this historic district core.

Figure 61. Colonial Revival and Georgian Revival Buildings on the University of Maryland, College Park Campus

The Preferred Alternative would cross through a portion of the NRHP-eligible historic district boundaries (Figure 62 through Figure 66). The Preferred Alternative has been located in the center of the UMD campus to provide easy transit access for students, faculty, and campus visitors.

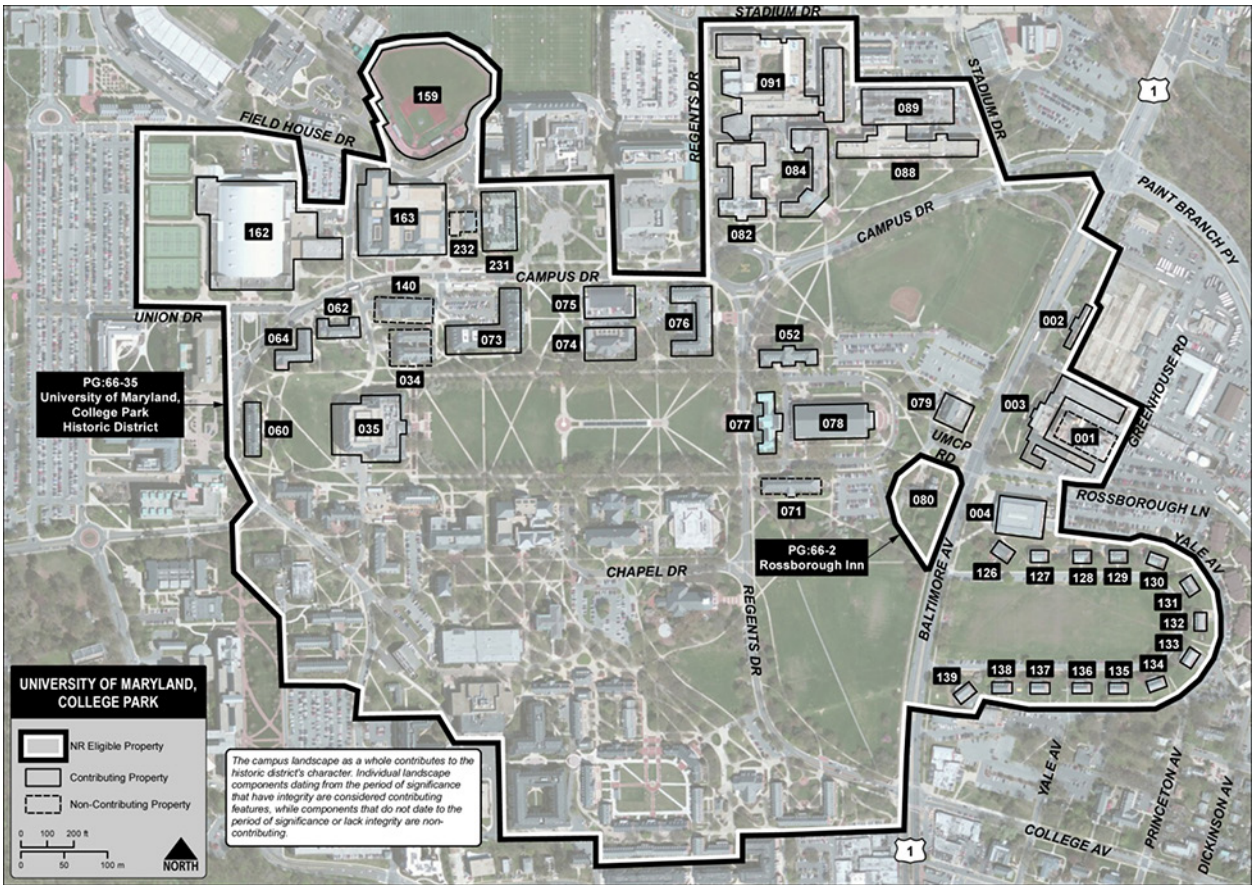
After concerns were expressed by the university about potential impacts from the Purple Line, MTA and UMD formed a Purple Line Work Group to investigate minimization and mitigation options for potential impacts. In April 2011, the UMD Board of Regents endorsed the proposed MTA Purple Line Light Rail transit project and any alignment that maximizes the chances of securing federal funding. At the same time, they endorsed a Term Sheet between MTA and UM. The Term Sheet is a non-binding framework that was developed to enable MTA and UM to proceed into the Preliminary Engineering phase of the project.

Subsequently, MTA worked collaboratively with the university's Facilities Master Plan committee to identify the best location and configuration of the Preferred Alternative through campus. Over the past three years, this collaborative partnership has developed plans for components such as streetscaping and stormwater management. The jointly developed plans for the Preferred Alternative were included in UMD's adopted 2011–2030 Facilities Master Plan.

Two stations are planned for the University of Maryland, College Park within the historic district boundary. UM Campus Center, at the western end of the district, would be an at-grade side platform station, located on Campus Drive near the Cole Student Activities Building (CSAB). It generally would occupy the existing Campus Drive footprint, with minor widening, to the east of the CSAB, a contributing resource within the district. The platform and shelter would not diminish character-defining features of the CSAB, nor would it affect the historic district as a whole. At this location, Campus Drive currently has two through travel lanes, a parking lane on the south side, and a bus pull-out with modern bus shelters on the north side of Campus Drive. All contributing buildings in the vicinity of Campus Center Station are substantially set back from the road. The station in this location would not have an adverse effect on the setting of any of the contributing buildings in this vicinity or on the historic district.

East Campus Station would be built along Rossborough Drive, east of US 1; the station would consist of an at-grade platform and shelter along the roadway. Rossborough Drive in this location has three travel lanes, a concrete sidewalk along the north side of the road, and a narrow island, concrete walkway, and parking lot along the south side of the road. Given the existing transportation features of Rossborough Drive and its surroundings, as well as the minimal elements of the station, East Campus would not diminish the characteristics that make the district or its contributing elements eligible for the NRHP. East Campus would have no adverse effect on the character-defining features or any aspect of integrity of the contributing elements of the district or the historic district as a whole.

Figure 62. University of Maryland, College Park Historic Property Boundary Showing Contributing Properties



Note: Building Numbers Correspond with the University of Maryland standard.

Figure 63: University of Maryland, College Park Historic Property Boundary

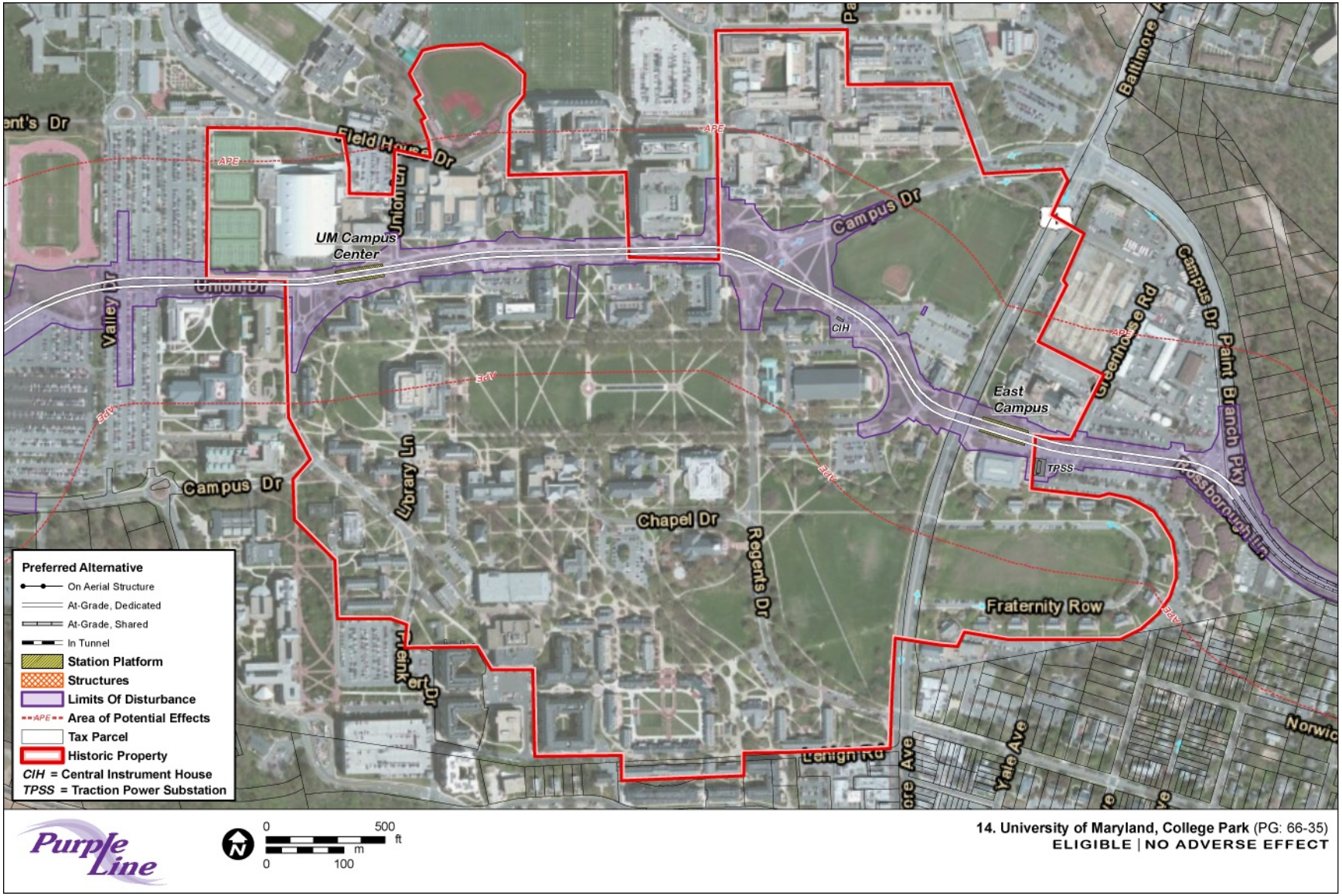


Figure 64. Current (top) and Proposed (bottom) Conditions along Campus Drive, Looking West

Figure 65. Current (top) and Proposed (bottom) Conditions in the Center of Campus. View is looking southwest from the southwest corner of Engineering Field to the new proposed location of the "M" east of Campus Drive

Figure 66. Current (top) and Proposed (bottom) View of Rossborough Inn, Looking West from US 1

The Preferred Alternative would be a new transportation element crossing through the historic district. However, the transitway would run primarily on existing roadways within the western two-thirds of the district, on roads such as Campus Drive and Union Drive, both of which have been upgraded and widened since their initial construction, including as recently as the late twentieth century. Modifications to the roadways have included widening, new sidewalks, street furniture, modern lighting, planting and landscaping, as well as bus pull outs. The introduction of the transitway along these existing streets would not introduce adverse effects to the historic district as it is a continuation of transportation use along these routes. The introduction of the overhead contact system along these routes would be a new visual element, but there are currently modern street lights, signage, and bus shelters along the roads. These modern elements are consistent with functioning transportation corridors, and these areas do not retain integrity of setting due to these elements. The introduction of the overhead contact system would have no adverse effect; it will not adversely affect the integrity of location, design, setting, feeling, association, materials, or workmanship.

The Preferred Alternative would result in the relocation of the modern, noncontributing traffic circle at Regents Drive before traversing a corner of the lawn to the north of the Mitchell Building, and then continuing eastward, adjacent to a modern, noncontributing parking lot, to US 1. The transitway would cross US 1 on Rossborough Drive between the two contributing buildings as well as large modern, non-contributing parking lots. As the Preferred Alternative has been integrated into the campus and aligned primarily on existing roadways and other noncontributing elements, the transitway would not diminish the character-defining features of the University of Maryland, College Park.

No contributing buildings would be adversely affected by the Preferred Alternative. The open lawn north of the Mitchell Building would be crossed by the Preferred Alternative, but these areas were undeveloped through the 1960s and post-date the district's period of significance. Overall, the Preferred Alternative would be a new element crossing through the historic district, but the project would not create effects that would diminish the historic district's integrity of design, setting, workmanship, feeling, and association. All University of Maryland, College Park's character-defining features, including its buildings, overall layout, and contributing historic open spaces, would remain intact and the district would retain its integrity and ability to convey its historic and architectural significance. The Preferred Alternative would have **No Adverse Effect** on the University of Maryland, College Park.

15. Rossborough Inn (PG:66-2)

Located on the University of Maryland, College Park campus, Rossborough Inn is individually eligible for listing in the NRHP and is also a contributing resource to the University of Maryland, College Park. Originally built in 1803, the Rossborough Inn catered to travelers along the Baltimore Turnpike, (now US 1). The building and the surrounding land were donated to the state in the 1850s for the creation of an agricultural college. As such, this was one of the first buildings on campus.

Since the creation of the educational institution, Rossborough Inn has had several uses, including faculty housing, an agricultural experiment station, and an administrative office. It obtained its current configuration after a 1930s expansion. Although the work more than doubled the building's footprint, the original core still retained its historic configuration: a two-and-a-half story, five bay Federal style building with a brick structural system with its primary elevation facing east onto what is today US 1 (Figure 67). The historic property is eligible for the NRHP under Criterion A as one of the original buildings used by the agricultural school, later the University of Maryland, College Park. It was also the state's first agricultural station. The building was also determined to be eligible under Criterion C for its architectural merit as an excellent example of a Federal-style building that was modified with Colonial Revival attributes.

Figure 67. Rossborough Inn from US 1

Rossborough Inn has been connected with transportation improvements since it was originally built in 1803 as a roadside tavern. Over the years, the original roadway has been greatly widened and modified, while the surrounding area changed from a rural enclave, to an educational campus, to a suburban corridor. The Preferred Alternative would be located just north of the building (Figure 68 and Figure 69).

While the light rail would result in the addition of a set of catenary wires to the north of the building and partial removal of a circa 1941 boundary wall in this area, there are no other above-ground, rail-related changes in this area. Thus, while the addition of the wires would alter the property's setting and feeling, this change would not diminish the characteristics that render this property eligible for the NRHP as the new visual element would be minimal and the property has a strong and constant connection to the area's transportation evolution. In addition to its association with area transportation history, the property is eligible for its architectural merit and there will be no changes with the building's architectural fabric. Given this, the project would have **No Adverse Effect** on the Rossborough Inn.

Figure 68. Rossborough Inn Historic Property Boundary

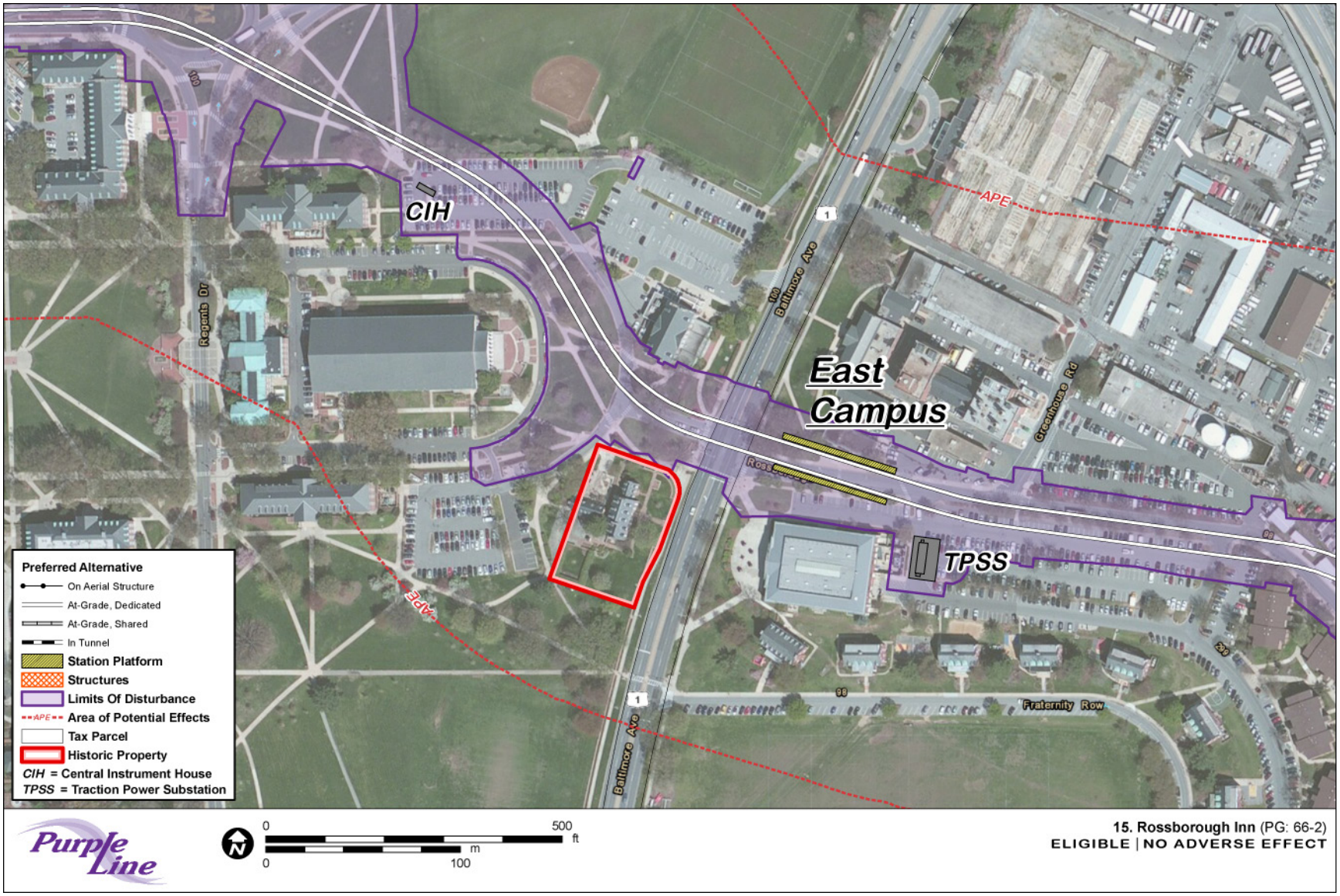


Figure 69. View Northeast to the Proposed Purple Line Alignment from the Rossborough Inn

16. Old Town College Park Historic District (PG:66-42)

Bounded by the University of Maryland, College Park and Baltimore Avenue on the west, Paint Branch Parkway on the north, Columbia Avenue on the east and Calvert Road on the south, the Old Town College Park Historic District is a large residential area adjacent to the University of Maryland, College Park campus. Established in 1889 as a subdivision built on a grid plan, the district includes 32 blocks and 250 properties. The neighborhood was designed as a residential community for middle and upper class residents, notably individuals associated with the growing nearby university. Single-family homes range in size from small, one-story bungalows to three-story, high-style homes built in the Queen Anne, Colonial Revival, Mission, and Art Moderne styles (Figure 70). The community recently completed a NRHP nomination for the neighborhood. Although the nomination has not yet been formally reviewed by the NRHP, the district is eligible for the NRHP under Criterion A as an early subdivision with high integrity and under Criterion C for the architectural styles within this historic district.

Figure 70. Old Town College Park Residence (currently used as a Fraternity House)

The Old Town College Park Historic District is large, covering thirty-two suburban blocks. The neighborhood is confined to its original plat and bounded by large transportation corridors on three of the four sides, including Paint Branch Parkway to the north (Figure 71). The neighborhood is shielded from the parkway by a large, extant noise wall (Figure 72). The Preferred Alternative would be constructed on Paint Branch Parkway, and the rail components (namely catenary wires) would be blocked visually from the neighborhood by distance and the existing noise wall. The Preferred Alternative would not be visible or audible from the historic district. As such, the project would not alter or diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association and would have **No Effect** on this historic property.

Figure 71: Old Town College Park Historic District Historic Property Boundary

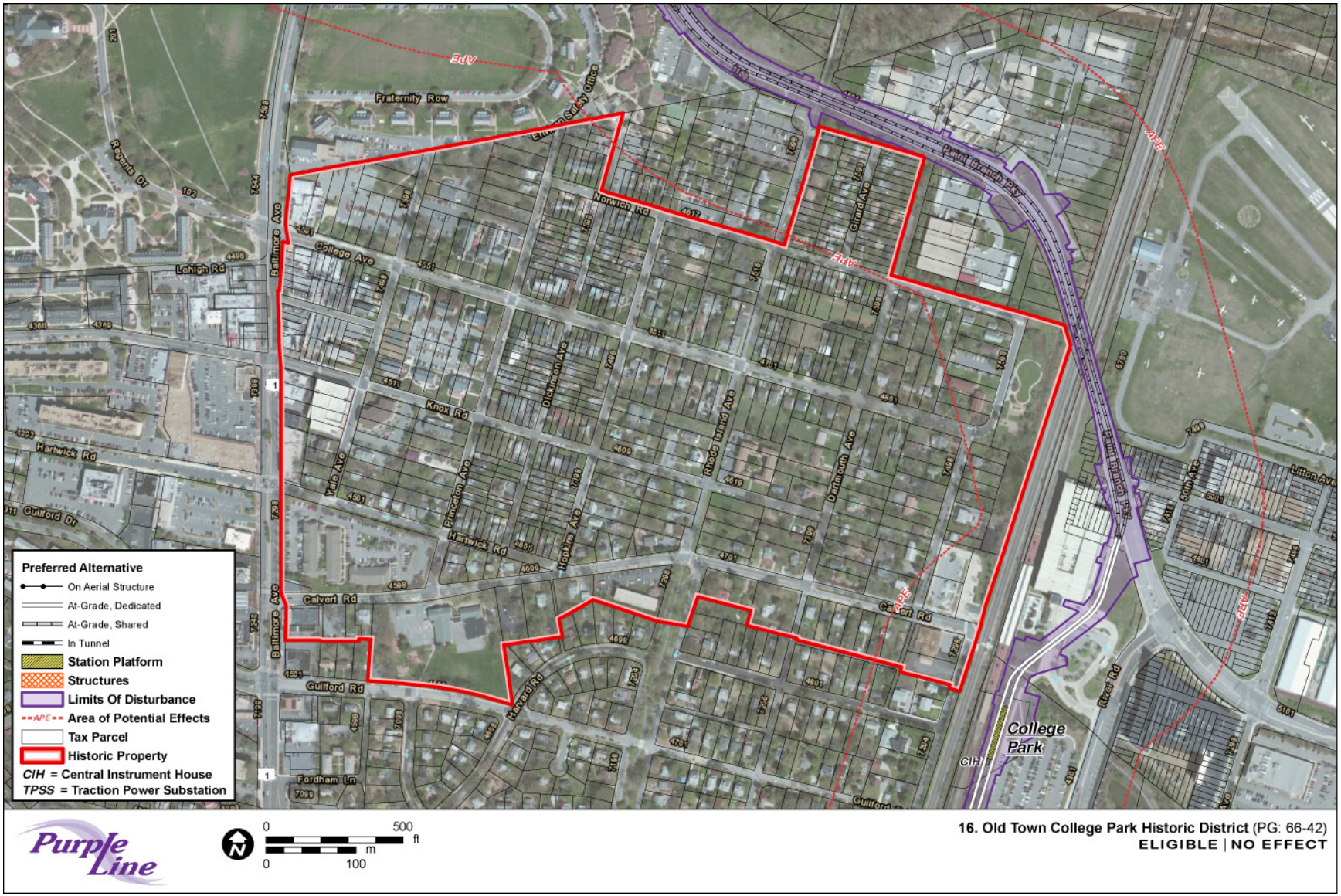


Figure 72. View North from Old Town College Park Historic District towards Paint Branch Parkway

17. College Park Airport (PG:66-4)

The College Park Airport is located to the east of the proposed Preferred Alternative, adjacent to Calvert Road and east of the University of Maryland, College Park campus. Founded in 1909, the airport claims to be the world's oldest continually operating airport. The grounds on which the airport stands were leased by the U.S. Army in 1909 for the establishment of an inaugural airfield for this portion of the country. The airport also offered flight instructions to local individuals. One of the first instructors was aviation pioneer Wilbur Wright, who achieved fame at Kitty Hawk, North Carolina, a decade earlier. Although none of the original airport buildings are extant, the foundations of five wooden hangars are still in existence. One of these was reused later as the underpinning of a maintenance building (Figure 73). This structure now houses an aviation museum. Because of its notable association with aviation history, the College Park Airport was listed in the NRHP in 1977 under Criterion A.

The Preferred Alternative would share an existing travel lane on Paint Branch Parkway, an existing roadway that is included in the 1977 NRHP boundary, which appears to adhere to an earlier parcel boundary that the parkway now occupies. The Paint Branch Parkway is not a contributing element to the historic College Park Airport. The MTA would not acquire any portion of the airport property and would not widen Paint Branch Parkway at this location. No significant changes will occur in this area because the parkway already exists within this small area of the airport's historic property boundary (Figure 74). A retaining wall and a grade separation exist between the roadway and the airport activity area, thus the Preferred Alternative (and the roadway) would not be visible from most of the airport property (Figure 75). Although the project involves the installation of above-ground wiring along Paint Branch Parkway, the new rail components would not be visible from most of the airport activity area or any of the early-twentieth century foundations due to existing conditions in this area. The project would not diminish the integrity of character-defining features that render this historic property eligible for the NRHP, including its location, design, setting, materials, workmanship, feeling, or association. The project would have **No Adverse Effect** on this historic property.

Figure 73. College Park Airport

Figure 74. College Park Airport Historic Property Boundary

Figure 75. View West from the Airport Main Building

18. College Lawn Station (PG:66-3)

Located within the boundaries of the Old Town College Park Historic District, College Lawn Station is a smaller subset of the residential development of this area dating from the late-nineteenth and early-twentieth centuries. Like Old Town College Park, this four-block area was also designed by Washington, DC developers John Johnson and Samuel Curriden (Figure 76). However, although the larger area primarily includes single-family dwellings, College Lawn Station includes both single-family homes and multi-family buildings. The property is eligible for the NRHP under Criterion A for its association with early suburban planning and residential development in this area.

The Preferred Alternative would not be visible from College Lawn Station (Figure 77) because the Preferred Alternative would be on the other side of the elevated Metro tracks east of the neighborhood (Figure 78); the LOD is approximately 135 feet from the historic property boundary at its closest point. Because of the presence of the elevated Metro tracks, the project would not alter or diminish the integrity of any of the district's character-defining features. The integrity of location, design, setting, materials, workmanship, feeling, and association will not be diminished. The project would have **No Effect** on this property.

Figure 76. Residence in College Lawn Station

Figure 77. College Lawn Station Historic Property Boundary

Figure 78. View East from College Lawn Station to Proposed Purple Line Alignment

19. Calvert Hills Historic District (PG:66-37)

The Calvert Hills Historic District is south of the Old Town College Park Historic District, intersecting the Old Town College Park Historic District's southern boundary (Figure 79 and Figure 80). It is also a planned early-twentieth century subdivision. Area growth opportunities identified by developers were also recognized by local landowners. Although in their family for generations, the Calvert family subdivided their large expanse of farmland, known as Rossborough Farm and Riversdale Plantation, and platted out hundreds of single-family lots between 1907 and 1921 to capitalize on an expanding area population. The 375 properties within the district primarily date to this initial development and a subsequent district expansion after 1928.

Architectural styles found within the district include Colonial Revival, Tudor Revival, and Craftsman; the gridded streets are lined with plantings and sidewalks. Non-residential buildings within the district boundaries are a school and a post office. Because of the high quantity of early-twentieth century buildings with good integrity, the neighborhood was listed in the NRHP in 2002 under Criterion A for its association with area suburban development and under Criterion C for the architectural merit of its buildings.

Figure 79 Calvert Hills Historic District at the Intersection of Dartmouth Avenue and Guilford Road

Figure 80. Calvert Hills Historic District Historic Property Boundary

The Calvert Hills Historic District is south of the Old Town College Park Historic District and College Lawn Station. The district was founded as a residential community to cater to the burgeoning population in this area due to improvements to adjacent transportation routes. This large historic district is approximately 125 feet from the LOD at its closest point. The historic district is blocked from the viewshed of the new light rail corridor by the elevated Metrorail tracks, which are lined by noise walls (Figure 81). The alignment would not be visible from the historic district. Given these factors, the project would not alter or diminish the district's integrity of location, design, setting, materials, workmanship, feeling, or association and would have **No Effect** on this historic property.

Figure 81. Calvert Lawn Station Historic District Looking East

20. M-NCPPC Department of Parks and Recreation Regional Headquarters (PG:68-101)

Situated on a 9.5-acre parcel and facing Kenilworth Avenue, the Maryland-National Capital Parks and Planning Commission (M-NCPPC) Department of Parks and Recreation Regional Headquarters complex includes a main office building, surrounding parking areas, and a connecting series of trails. The M-NCPPC was established in the 1920s, but it was not until 1954 that the division was split into two branches: Montgomery and Prince George's County. Originally housed in temporary buildings, this permanent Prince George's County headquarters was not established until 1965. The International Style structure is a three-story, seven-bay office building formed of prefabricated concrete and steel, exhibiting an extensive array of plate glass windows on the second and third stories, which are cantilevered (Figure 82). Given its austere appearance and use of materials as decoration, the building is an example of a late-period International Style structure as described in the *Modern Movement in Maryland* thematic context developed in 2005. As such, the building is eligible for the NRHP under Criterion C.

The headquarters building is situated within the northern portion of the M-NCPCCP property, facing onto Kenilworth Avenue. The Preferred Alternative would run to the south of the headquarters property, on the south side of River Road (Figure 83). The Preferred Alternative would turn to the south along Kenilworth Avenue, moving away from the headquarters property. The Preferred Alternative would not be visible from the main building due to distance, vegetation, and the existence of parking lots, buildings and a roadway between the structure and proposed light rail line (Figure 84). The Preferred Alternative would not alter or diminish the integrity of any character-defining features of this historic property, including its location, design, setting, materials, workmanship, feeling, and association. The project would have **No Effect** on the M-NCPPC Parks and Recreation Regional Headquarters.

Figure 82. M-NCPPC Headquarters at 6600 Kenilworth Avenue

Figure 83. M-NCPPC Headquarters Historic Property Boundary

Figure 84. View South from Headquarters

21. Baltimore-Washington Parkway (Gladys Noon Spellman Parkway) (PG:69-26)

The Baltimore-Washington Parkway, also known as MD 295, connects Baltimore and Washington, DC east of the I-95 corridor, connecting to DC 295 within the city limits. The central nineteen-mile segment of the roadway, between the Baltimore and Washington, DC city boundaries, is owned and operated by the National Park Service (NPS). Encompassing over 1,300 acres, this portion of the parkway dates to 1942, when the road was designed as a highway to help with war-time traffic associated with defense activities within this region. However, the road was not completed until after the war ended, and the primary purpose of the corridor shifted to helping to alleviate growing post-war commuter congestion.

Comprising a four-lane divided highway with wide travel lanes and tree-lined greenways, the Baltimore-Washington Parkway contains picturesque structural elements with decorative treatments (Figure 85 and Figure 86). Despite continued area growth, the road has not been greatly modified from its original design. New bridges and culverts retain the characteristics of historic features. The similar stone and color schemes are used throughout the parkway. Because of its association with the development and design of area roadways and because of its historic integrity, the parkway was listed in the NRHP under Criteria A and C as part of the Parkways of the National Capital Region, 1913–1965 multiple property listing. Its period of significance is 1942 to 1954.

The Preferred Alternative would cross under the Baltimore-Washington Parkway along Riverdale Road (Figure 85). Current plans would include running the light rail along the south side of Riverdale Road (Figure 87). This action requires that the southern abutment carrying the parkway deck over Riverdale Road be moved approximately 30 feet to the south and concrete coping be added to the new bridge design to shield the catenary wires below from the vehicular traffic lanes above. The two abutments that help carry the parkway over Riverdale Road are replacement structures that are not original to the parkway. Both were constructed in 1995 when Riverdale Road was widened and were placed over 20 feet outside of the original circa 1942 support footprint to accommodate the new road width. To make the new bridge supports compatible with the older parkway elements, some of the original stone was reused as facing for the 1995 abutments. Despite the visual consistency, these two bridge supports are replacement elements with a new design and in new locations that do not date to the parkway's period of significance. As such, these supports are not eligible as individual resources and are noncontributing elements to the larger parkway historic district.

MTA coordinated extensively with NPS to develop plans for the reconstruction of the bridge supports that would be acceptable to NPS. Current plans for modifications to the southern abutment for the Preferred Alternative include removing the stone cladding from the abutment and retaining the material, demolishing the 1995 structure, rebuilding a replica of the same structure 30 feet to the south, and covering this new element with the stone used on the extant 1995 abutment. The result would be an altered plan, but no contributing elements would be modified since this overpass and abutment are only 17 years old, and the same stone veneer would be reused on the abutment in its new location.

The one small modification in the superstructure design is the addition of concrete canopy between the abutment and pier to function as a horizontal shield over the catenary wires. This shield is required by code to prevent any debris or projectiles sent down from the travel lanes above from striking the catenary wires. The canopy would be formed of the same concrete as the proposed bridge span and reproduce its silhouette, thus masking the fixture from the east and west approaches along

Riverdale Road (Figure 88). This horizontal treatment plan, as well as several vertical shields, was presented at several meetings with NPS. Based on this consultation, NPS indicated that this was the preferred method to shield the catenary wires since they did not want to block the viewshed of the drivers on the structure.

Given that the southern abutment is a noncontributing element and the use of coping comprising the same structural materials as the bridge as a shield, the changes needed for the Preferred Alternative may minimally alter a small section of the setting and design of the larger parkway property, but it would not diminish the integrity of the characteristics that make this property eligible for the NRHP, including its location, materials, workmanship, feeling and association. The project would have **No Adverse Effect** on this historic property.

Figure 85. Riverdale Road Looking East at Baltimore-Washington Parkway

Abutment to be moved is on the right, and the new abutment location is noted by the red dashed line.

Figure 86. Detail of Existing Southbound Bridge Stonework, Looking Southeast

Figure 87. Baltimore-Washington Parkway Historic Property Boundary in the area near the proposed Purple Line

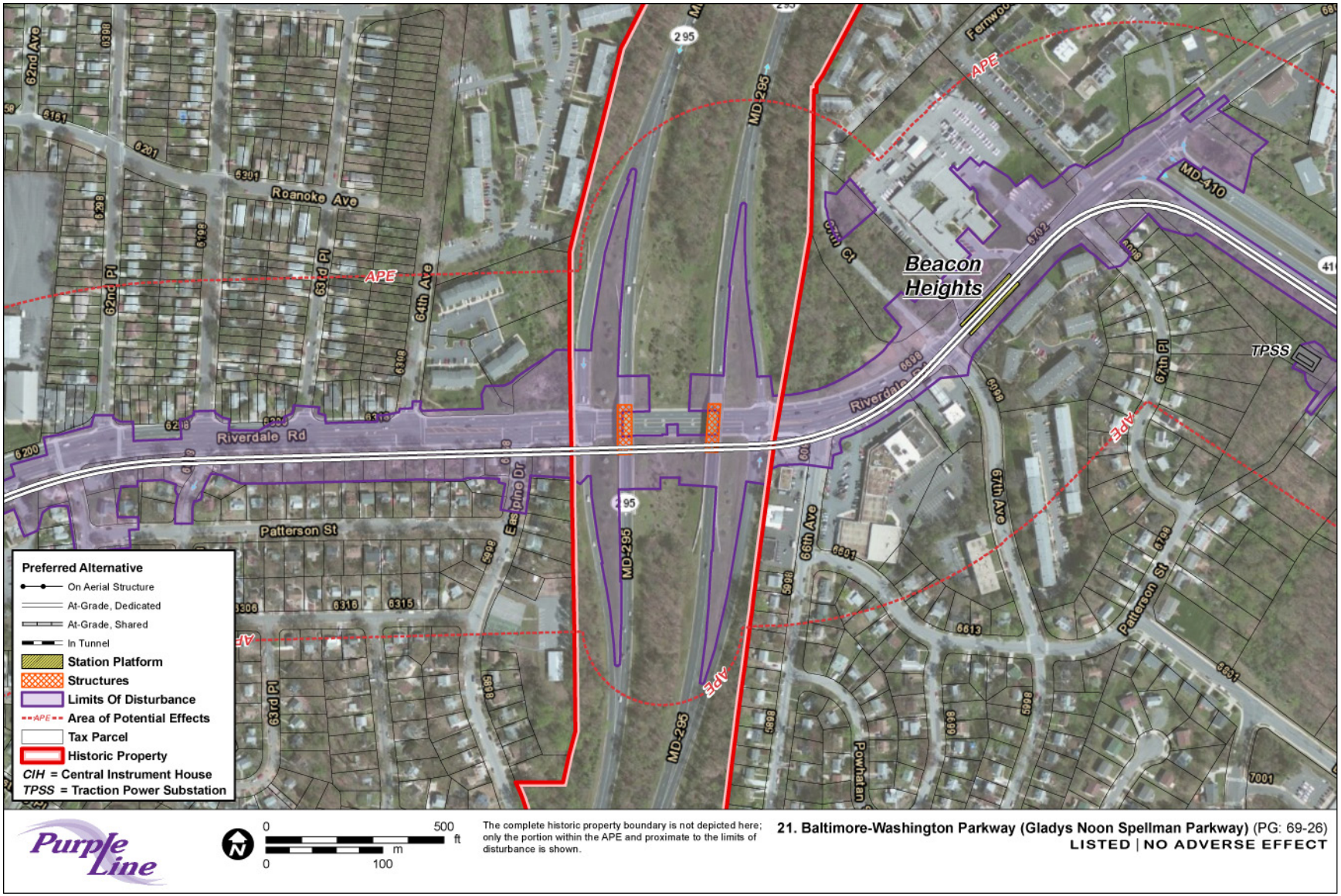
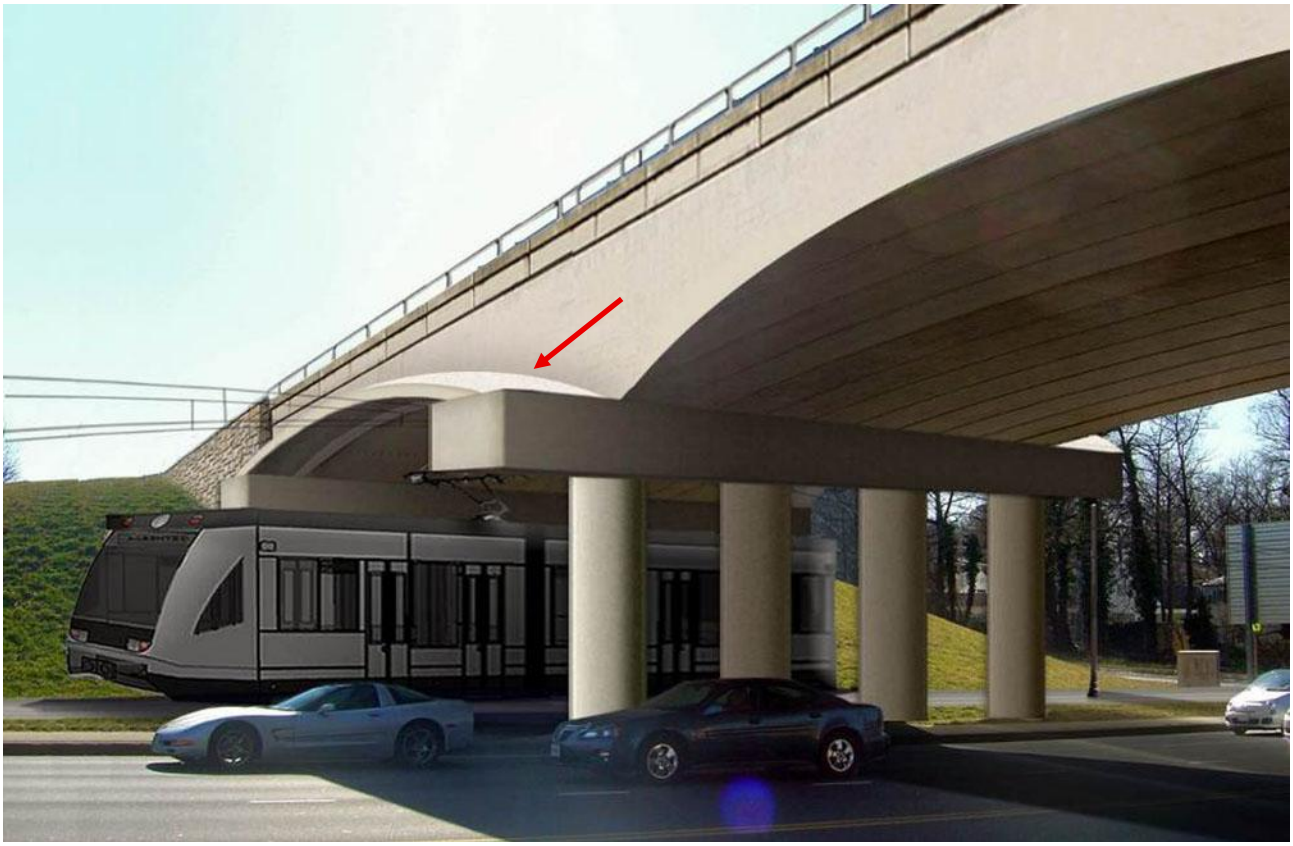


Figure 88. Rendering of the Preferred Alternative, showing new Abutment



Concrete Shield indicated by Red Arrow

22. Area K Domestic Site (18PR1032)

Site 18PR1032 is the only potentially eligible/eligible archeological site within the Purple Line APE. Although the site was reviewed by the MHT in May 2012 and a preliminary effect was suggested at the time of their review, the resource is included within this effects report to provide a summary of this resource and to add contextual data to the overall project effect recommendation given within this document.

Site 18PR1032 is a large historic site identified by an artifact scatter and the presence of concrete foundation remains dating from the late-nineteenth century through the early-twentieth century, possibly associated with the Young tenant farm (Figure 89). The 2.7-acre site, located within the APE and in the median of the Baltimore-Washington Parkway, was identified during a Phase I archeological survey in 2011. A total of 339 artifacts was recovered from 38 shovel test pits at 18PR1032, including 176 pieces of vessel glass fragments (52 percent), 102 architectural artifacts (30 percent), 27 metal items (7.9 percent), 18 historic ceramics (5.3 percent), 11 other (3.3 percent), three personal items (0.9 percent), and two organics (0.6 percent). As a result of the survey, 18PR1032 was determined to require Phase II testing to evaluate the resource under Criterion A because of the potential for the deposits to offer additional information on urbanization of the Riverdale area and under Criterion D because of the potential to reveal additional information in the Western Shore Coastal Plain of Maryland during the Industrial Urban Dominance Period (1870–1930).

Figure 89. Slat-Poured Concrete Foundation Remains at Site 18PR1032

The Preferred Alternative would be constructed along the south side of Riverdale Road in the area around the Baltimore-Washington Parkway. Although slight modifications may be required to the access ramps leading on and off the parkway from Riverdale Road, the project has been designed to avoid site 18PR1032, and all possible changes would occur on the exterior segments of the parkway corridor rather than within the median. Due to the sensitivity of the site, no detailed mapping is provided. Because the project would avoid this site, the MHT determined that the project would have **No Effect** on this property in their project coordination letter dated May 1, 2012.

23. Martins Woods (PG:72-68)

Martins Woods is located at the southwest corner of Riverdale Road and Finns Lane in the Lanham area. The area was designed as a highly vegetated, small neighborhood with a purposeful connection to the natural environment. The seven dwellings, six of wood and one of stone, were built in the late 1930s and early 1940s (Figure 90). Originally designed as the summer house of Dean Martin, an employee of the U.S. Forest Service, Martin eventually expanded the compound to include dwellings for friends and family. Although set within a burgeoning suburb, the long, curvilinear drive and retention of dense vegetation helped Martin craft a suburban retreat.

The seven dwellings and accompanying outbuildings are of various sizes, but all embody the characteristics of the vernacular Rustic style popularly used by the U.S. Forest Service, the Civilian Conservation Corps, and other groups building dwellings in rural areas at that time. Due to the high degree of architectural and historic integrity and the unique architectural character of this enclave, the historic property is eligible for the NRHP under Criterion C.

Martins Woods was designed to be enveloped by natural elements. These same natural elements are still in existence today and block the residential structures within its boundaries from view of the surrounding residential neighborhoods and transportation corridors. The Preferred Alternative in this area is proposed to run along Veterans Parkway to the south of this historic district, and a very large swath of tall deciduous and evergreen trees are located within the space in between (Figure 91 and Figure 92). At its closest point, the LOD is approximately 400 feet from the historic property boundary. The light rail would not be visible from any contributing elements within this property due to this vegetative stand, excessive distance, and area topography. As such, the project would not alter the historic property's integrity of location, design, setting, materials, workmanship, feeling, or association and would have **No Effect** on this historic property.

Figure 90. A Log Dwelling in Martins Woods

Figure 91. Martins Woods Historic Property Boundary

Figure 92. View from Martins Woods towards Proposed Purple Line Alignment

Project Assessment of Effect

Based on the results of the effects assessments, the Preferred Alternative would have No Effect on ten historic properties, No Adverse Effect on ten historic properties, and an Adverse Effect on three historic properties (Figure 93). Due to the proposed removal of the Talbot Avenue Bridge (M: 36-30), the project would have an Adverse Effect on both the bridge itself and the surrounding Metropolitan Branch, Baltimore & Ohio Railroad (M: 37-16) because the bridge is a contributing element to this historic property.

Figure 93. List of Properties With Project Adverse Effect.

Inventory No.	Property Name	Eligibility/Criteria	106 Effect
M: 37-16	Metropolitan Branch, B&O Railroad	Eligible/Criteria A & C	Adverse
M: 36-30	Bridge M-85, Talbot Avenue Bridge	Eligible/Criterion C	Adverse
M: 36-12	Falkland Apartments	Eligible/Criteria A & C	Adverse

Similarly, the project would have an Adverse Effect on the Falkland Apartments (M: 36-12) due to the required removal of two of the contributing apartment buildings within this complex.

Because the Purple Line's Preferred Alternative would have an adverse effect on three historic properties within the project APE, the undertaking would have an **Adverse Effect** on historic properties.

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APPENDIX A: SUMMARY OF ELIGIBLE/LISTED HISTORIC PROPERTIES WITHIN THE AREA OF POTENTIAL EFFECTS

Map No.	Photograph	MIHP No.	Property Name	Description	Year Built	Eligible or Listed/ Criteria	Effect
1		M: 35-14-14	Bethesda-Chevy Chase High School	Three-and-a-half story, 25-bay Colonial Revival civic structure with a rectangular plan, side-gable roof, and numerous dormers.	1935	Eligible/ A&C	No Effect
2		M: 35-140	Columbia Country Club	Club property contains a 1911 clubhouse, an 18-hole golf course, tennis courts, garage, a 1960s cart shop, and other resources.	1911	Eligible/ A&C	No Adverse Effect
3		M: 35-170	Preston Place	Multi-family residential property comprising nine groupings of 67 residential units, Accommodated renters after WWII	1958	Eligible/ A&C	No Adverse Effect

Map No.	Photograph	MIHP No.	Property Name	Description	Year Built	Eligible or Listed/ Criteria	Effect
4		M: 36-87	Rock Creek Park Montgomery County Survey Area	Montgomery County portion of larger park; Designed to protect the watershed and parklands further south in DC.	Late-1920s	Eligible/A	No Adverse Effect
5		M: 37-16	Metropolitan Branch, Baltimore & Ohio Railroad	40-mile long rail, originally single track, now double; Built to carry both passengers and goods between Baltimore and Washington	1866	Eligible/ A&C	Adverse Effect
6		M: 36-30	Talbot Avenue Bridge	Three-span, single lane plate and rolled girder bridge built to span the Metropolitan Branch Railroad	1918	Eligible/C	Adverse Effect
7		M: 36-4	Woodside Historic District	First planned subdivision in this area; Contains Queen Anne, Colonial/Tudor Revival, and Craftsman/Bungalow dwellings.	1899	Eligible/ A&C	No Effect

Map No.	Photograph	MIHP No.	Property Name	Description	Year Built	Eligible or Listed/ Criteria	Effect
8		M: 36-12	Falkland Apartments	Constructed as one of the Federal Housing Administration's first projects; 450 residential units spread across 22 acres	1937	Eligible/C	Adverse Effect
9		M: 36-11	Old Silver Spring Post Office	Louis A. Simon and Engineer Neal Melick designed the one-story, five-bay building in the Colonial Revival style, with Beaux Arts motifs	1935	Eligible/ A&C	No Effect
10		M: 36-61	First Baptist Church of Silver Spring	Property includes: a 1956 Modernist church, a 1925 Colonial Revival parsonage, a 1950 sanctuary, and two 1930s Bungalows.	1924	Eligible/C	No Adverse Effect
11		M: 36-21	Montgomery Blair High School	Designed by Howard Wright Cutler; Colonial Revival style; two-and-a-half story, 29 bay building with hipped roof, and projecting pediment	1934	Eligible/C	No Adverse Effect

Map No.	Photograph	MIHP No.	Property Name	Description	Year Built	Eligible or Listed/ Criteria	Effect
12		M: 32-15; PG:65-25	Sligo Creek Parkway	5-mile long, 300-foot wide planned parkway. Numerous original recreation and landscape elements still extant.	1920s	Eligible/ A&C	No Adverse Effect
13		M: 37-33	Sligo Adventist/Elementary School	One-story, nine-bay Modern-style school. Contains linear massing, zig-zag canopy, and articulated fenestration.	1964	Eligible/ A&C	No Effect
14		PG:66-35	University of Maryland, College Park	1,250-acre university; Main core of campus includes buildings in Colonial Revival style and numerous landscape elements.	1856	Eligible/ A&C	No Adverse Effect
15		PG:66-2	Rossborough Inn	Two-and-a-half story, five bay Federal style building, originally an Inn; Now part of UMD campus.	1803	Eligible/ A&C	No Adverse Effect

Map No.	Photograph	MIHP No.	Property Name	Description	Year Built	Eligible or Listed/ Criteria	Effect
16		PG:66-42	Old Town College Park Historic District	Large residential area adjacent to UMD; Gridded streets; Homes in Queen Anne, Colonial Revival, Mission and Art Moderne styles.	1889	Eligible/ A&C	No Effect
17		PG:66-4	College Park Airport	Believed to be the world's oldest continually operating air facility; Five extant wooden hangars	1909	Listed/A	No Adverse Effect
18		PG:66-3	College Lawn Station	Four-block subdivision near UMD; Includes both single-family homes and multi-family buildings	Late 19th/Early-20th c	Eligible/A	No Effect
19		PG:66-37	Calvert Hills Historic District	Planned early-20th century subdivision near UMD; 375 properties including Colonial Revival, Tudor Revival, and Craftsman styles.	1907	Listed/A&C	No Effect

Map No.	Photograph	MIHP No.	Property Name	Description	Year Built	Eligible or Listed/ Criteria	Effect
20		PG:68-101	M-NCPPC Parks and Recreation Regional Headquarters	International Style three-story, seven-bay office building of prefabricated concrete and steel, with plate glass windows and cantilevered floors.	1965	Eligible/C	No Effect
21		PG:69-26	Baltimore-Washington Parkway (Gladys Noon Spellman Parkway)	Encompassing over 1,300 acres, this portion of the B-W Parkway was designed as a highway to help with war-time traffic associated with defense activities.	1942	Listed/A&C	No Adverse Effect
22		18PR1032	Area K Domestic Site	Large historic site identified by an artifact scatter and the presence of concrete foundation remains, possibly associated with the Young tenant farm.	te-19th/Early 20th century	Potentially Eligible/ A&D	No Effect
23		PG:72-68	Martins Woods	Highly vegetated suburban retreat designed by Dean Martin, an employee of the U.S. Forest Service. Includes seven homes.	Late-1930s	Eligible/C	No Effect

APPENDIX B: TABLE OF BUILT PROPERTIES RECORDED DURING THE PURPLE LINE STUDY (ORGANIZED BY MIHP NUMBER)

Note: This list does not contain the eleven previously recorded eligible properties that were not revisited as part of this study

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
M: 32-18	Pickwick Village	DOE	Not Eligible
M: 32-20	Tanglewood Apartments	n/a	Not Eligible
M: 32-22	Forest Hills Apartments	DOE	Not Eligible
M: 32-23	Forest Hills of Sligo Park	DOE	Not Eligible
M: 32-24	Flower Branch Apartments	DOE	Not Eligible
M: 32-25	London Terrace	DOE	Not Eligible
M: 32-27	Sligo Terrace Apartments	DOE	Not Eligible
M: 32-28	Summit Hills Apartments	DOE	Not Eligible
M: 32-29	Wayne Manchester Towers	DOE	Not Eligible
M: 32-30	Yeabower Tract Apartments	DOE	Not Eligible
M: 32-36	Park Wayne Apartments	DOE	Not Eligible
M: 35-11	Chevy Chase Lake Trolley Station (Grandma's Antiques)	DOE Addend.	Not Eligible
M: 35-13-4	Chevy Chase Survey District (Phase II)	DOE	Not Eligible
M: 35-14	Old Bethesda Historic District	n/a	Not Eligible
M: 35-140	Columbia Country Club	DOE	Eligible
M: 35-14-14	Bethesda-Chevy Chase High School	DOE	Eligible
M: 35-14-2	Madonna of the Trails statue	DOE	Eligible
M: 35-145	Columbia Forest/Meadowbrook Village Subdivision	DOE	Not Eligible
M: 35-14-5	Bethesda Post Office	n/a	Not Eligible
M: 35-14-6	Brooks Photographers	DOE	Not Eligible
M: 35-14-7	Community Paint and Hardware	DOE	Not Eligible
M: 35-14-A	One Step Up, Dan Daniels Printing, Games People Play	DOE Addend.	Not Eligible
M: 35-14-B	F.W. Woolworth Company	DOE Addend.	Not Eligible
M: 35-14-C	Health Foods Store, N.Y. Jewelers, Fortuna, Inc.	DOE Addend.	Not Eligible
M: 35-166	Chevy Chase Hills	DOE	Not Eligible
M: 35-167	Clean Drinking Farm	DOE	Not Eligible
M: 35-168	Hamlet Place	DOE	Not Eligible
M: 35-169	Manor Care Health Services Facility	DOE	Not Eligible
M: 35-170	Preston Place	DOE	Eligible
M: 35-171	Rock Creek Estates	DOE	Not Eligible
M: 35-172	Topaz House	DOE	Not Eligible
M: 35-174	Chevy Chase, Section 4A	DOE	Not Eligible
M: 35-175	Chevy Chase, Section 4D (Edgevale)	DOE	Not Eligible

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
M: 35-176	Rock Creek Knolls	DOE	Not Eligible
M: 35-177	Chevy Chase Lake Commercial Center	DOE	Not Eligible
M: 35-178	Chevy Chase Lake East Commercial Shopping Center	DOE	Not Eligible
M: 36-13	Tastee Diner	DOE Addend.	Not Eligible
M: 36-14	Armory Place (Silver Spring Armory)	DOE Addend.	Not Eligible
M: 36-16	Little Tavern	DOE Addend.	Not Eligible
M: 36-17	Old Masonic Temple	DOE	Not Eligible
M: 36-28	Ertter's Market	DOE	Not Eligible
M: 36-29	Rock Creek Railroad Trestle	n/a	Not Eligible
M: 36-45	North Woodside Subdivision	DOE	Not Eligible
M: 36-47	Pyramid Atlantic (Little Tavern Corp. HQ)	n/a	Not Eligible
M: 36-61	First Baptist Church of Silver Spring	DOE	Eligible
M: 36-62	Barrington Apartments	DOE	Not Eligible
M: 36-63	Henderson's Addition to Woodside	DOE	Not Eligible
M: 36-64	Paddington Square Apartments	DOE	Not Eligible
M: 36-65	Round Hill Apartments	DOE	Not Eligible
M: 36-66	Sixteenth Street Village	DOE	Not Eligible
M: 36-67	Rosemary Knolls	DOE	Not Eligible
M: 36-68	Rosemary Hills Elementary School	DOE	Not Eligible
M: 36-69	Rosemary Hills	DOE	Not Eligible
M: 36-70	Rock Creek Terrace	DOE	Not Eligible
M: 36-72	St. Michael's Catholic Church	DOE	Not Eligible
M: 36-73	Pilgrim Church Tract - Garfield Avenue	DOE	Not Eligible
M: 36-74	Cissel-Lee Building	DOE	Not Eligible
M: 36-75	Dwelling, 601 Woodside Parkway	DOE	Not Eligible
M: 36-76	Dwelling, 603 Woodside Parkway	DOE	Not Eligible
M: 36-77	Highland View of Sligo Park, Sec. 2 & 4	DOE	Not Eligible
M: 36-78	Leightons Addition to Woodside	DOE	Not Eligible
M: 36-79	Old Orchard Village	DOE	Not Eligible
M: 36-80	Seco Theatre	DOE	Not Eligible
M: 36-81	Silver Spring National Bank	DOE	Not Eligible
M: 36-82	Silver Spring Park, Block D (McNeill's Addition)	DOE	Not Eligible
M: 36-83	Sligo Park Hills, Sec. 5	DOE	Not Eligible
M: 36-84	Sligo Village	DOE	Not Eligible
M: 36-85	Smith's 1st, 3rd & 4th Addition	DOE	Not Eligible
M: 36-86	Silver Spring Park HD	DOE	Not Eligible
M: 36-87	Rock Creek Park	DOE	Eligible
M: 37-24	University Manor Apartments	n/a	Not Eligible

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
M: 37-26	Clifton Park Village	DOE	Not Eligible
M: 37-27	Foxhall Apartments	DOE	Not Eligible
M: 37-28	Goodacre-Pine Ridge Apartments	DOE	Not Eligible
M: 37-29	Long Branch View	DOE	Not Eligible
M: 37-30	New Hampshire Estates	DOE	Not Eligible
M: 37-31	New Hampshire Gardens	DOE	Not Eligible
M: 37-32	Rolling Terrace	DOE	Not Eligible
M: 37-33	Sligo Adventist School	DOE	Eligible
PG:65-30	Adelphi Manor	DOE	Not Eligible
PG:65-31	Campus Gardens Apartments	DOE	Not Eligible
PG:65-32	Chatham	DOE	Not Eligible
PG:65-33	Langley Gardens Apartments	DOE	Not Eligible
PG:65-34	Langley Park Apartments	DOE	Not Eligible
PG:65-35	Lewisdale	DOE	Not Eligible
PG:65-36	Riggs Hill Condominiums	DOE	Not Eligible
PG:65-37	Takoma-Langley Crossroads Commercial District	DOE	Not Eligible
PG:65-38	University City Apartments	DOE	Not Eligible
PG:65-39	University Gardens	DOE	Not Eligible
PG:65-40	University Gardens Apartments	DOE	Not Eligible
PG:65-41	University Landing Apartments	DOE	Not Eligible
PG:66-000	Lakeland	DOE	Not Eligible
PG:66-2	Rossborough Inn (Building #080, Ross's Tavern)	DOE	Eligible
PG:66-26	Columbia Apartment	DOE	Not Eligible
PG:66-3	College Lawn Station	DOE	Not Eligible
PG:66-33	College Park Volunteer Fire Department Building	DOE	Not Eligible
PG:66-35	University of Maryland Historic District	DOE	Eligible
PG:66-37-26	4808 Erskine Road	DOE	Not Eligible
PG:66-37-37	4811 Guilford Road	DOE	Not Eligible
PG:66-37-41	Forbes House (Lustron House)	DOE Addend.	Not Eligible
PG:66-37-8	7200 Bowdoin Avenue	DOE	Not Eligible
PG:66-37-9	7204 Bowdoin Avenue	DOE	Not Eligible
PG:66-70	University Baptist Church	DOE	Not Eligible
PG:66-71	University Methodist Church	DOE	Not Eligible
PG:66-73	Kropps Addition Industrial District	DOE	Not Eligible
PG:68-101	M-NCPPC Regional HQ	DOE	Eligible
PG:68-105	Green Manor	DOE	Not Eligible
PG:68-106	Gretta Addition to Riverdale	DOE	Not Eligible
PG:68-107	University Estates	DOE	Not Eligible

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
PG:68-108	University Hills Apartments	DOE	Not Eligible
PG:68-22; 18PR0258	Engineering Research Corporation (ERCO)	DOE	Eligible
PG:69-12	Riverdale Baptist Church	DOE	Not Eligible
PG:69-17	Wormley House	DOE	Not Eligible
PG:69-18	Friday House	DOE Addend.	Not Eligible
PG:69-23	Ardwick Historic Community	DOE	Not Eligible
PG:69-26	Baltimore-Washington Parkway (Gladys Noon Spellman Pkwy)	n/a	Listed
PG:69-42	Ascension Lutheran Church	DOE	Not Eligible
PG:69-43	Auburn Manor Apartments	DOE	Not Eligible
PG:69-44	Eastpines	DOE	Not Eligible
PG:69-45	New Carrollton Woods Apartments	DOE	Not Eligible
PG:69-46	Parkview Gardens Apartments	DOE	Not Eligible
PG:69-47	Prince Georgetown Apartments	DOE	Not Eligible
PG:69-48	Riverdale Heights	DOE	Not Eligible
PG:69-49	Riverdale Hills	DOE	Not Eligible
PG:69-50	Riverdale Plaza	DOE	Not Eligible
PG:69-51	Riverdale Woods	DOE	Not Eligible
PG:69-52	St. Bernard of Clairvaux Parish	DOE	Not Eligible
PG:69-53	West Lanham Estates	DOE	Not Eligible
PG:69-54	West Lanham Hills	DOE	Not Eligible
PG:69-55	Wildercroft Elementary School	DOE	Not Eligible
PG:69-56	Wildercroft Terrace Apartments	DOE	Not Eligible
PG:72-67	Lanham Woods	DOE	Not Eligible
PG:72-68	Martins Woods	DOE	Eligible
	1001-1005 University Boulevard	Short	Not Eligible
	1350 Holton Lane	Short	Not Eligible
	1400 Fenwick Lane/8580 2nd Avenue	Short	Not Eligible
	1600 University Boulevard	Short	Not Eligible
	1606 University Boulevard	Short	Not Eligible
	1825 University Boulevard	Short	Not Eligible
	2020 University Boulevard	Short	Not Eligible
	2025 University Boulevard	Short	Not Eligible
	2045 University Boulevard	Short	Not Eligible
	2063 University Boulevard	Short	Not Eligible
	2074 University Boulevard	Short	Not Eligible
	2080 University Boulevard	Short	Not Eligible
	2082 University Boulevard	Short	Not Eligible

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
	2200 University Boulevard	Short	Not Eligible
	2201 University Boulevard	Short	Not Eligible
	2210 University Boulevard	Short	Not Eligible
	2214 University Boulevard	Short	Not Eligible
	2220-2230 University Boulevard	Short	Not Eligible
	2277 University Boulevard	Short	Not Eligible
	2301 University Boulevard	Short	Not Eligible
	2306 University Boulevard	Short	Not Eligible
	2311 University Boulevard	Short	Not Eligible
	2319 Stewart Avenue	Short	Not Eligible
	2340 University Boulevard	Short	Not Eligible
	2520 University Boulevard	Short	Not Eligible
	406 Domer Avenue	Short	Not Eligible
	408 Domer Avenue	Short	Not Eligible
	410 Domer Avenue	Short	Not Eligible
	4300 East-West Highway	Short	Not Eligible
	4302 East-West Highway	Short	Not Eligible
	4304 East-West Highway	Short	Not Eligible
	4500 Paint Branch Parkway	Short	Not Eligible
	4907 Elm Street	Short	Not Eligible
	5701 Riverdale Road	Short	Not Eligible
	5701 Tuckerman Street	Short	Not Eligible
	5703 Tuckerman Street	Short	Not Eligible
	5705 Tuckerman Street	Short	Not Eligible
	5801 Riverdale Road	Short	Not Eligible
	618 University Boulevard E	Short	Not Eligible
	619 University Boulevard E	Short	Not Eligible
	6201 Riverdale Road	Short	Not Eligible
	623 University Boulevard E	Short	Not Eligible
	6250-6270 Kenilworth Avenue	Short	Not Eligible
	627 University Boulevard E	Short	Not Eligible
	6300 Kenilworth Avenue	Short	Not Eligible
	6322 Kenilworth Avenue	Short	Not Eligible
	6328 Kenilworth Avenue	Short	Not Eligible
	633 University Boulevard E	Short	Not Eligible
	635 University Boulevard E	Short	Not Eligible
	636-640 University Boulevard E	Short	Not Eligible
	6408 Kenilworth Avenue	Short	Not Eligible

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
	6410 Kenilworth Avenue	Short	Not Eligible
	6419 Kenilworth Avenue	Short	Not Eligible
	649 University Boulevard E	Short	Not Eligible
	6507 Kenilworth Avenue	Short	Not Eligible
	6800 Riverdale Road	Short	Not Eligible
	6813 Patterson Street	Short	Not Eligible
	706 University Boulevard E	Short	Not Eligible
	730 Seek Lane NW	Short	Not Eligible
	734 University Boulevard E	Short	Not Eligible
	7411 Riggs Road	Short	Not Eligible
	7430 Riggs Road	Short	Not Eligible
	7434 Riggs Road	Short	Not Eligible
	7503 Annapolis Road	Short	Not Eligible
	7515 Annapolis Road	Short	Not Eligible
	7519 Annapolis Road	Short	Not Eligible
	7520 Annapolis Road	Short	Not Eligible
	7601 Adelphi Road	Short	Not Eligible
	7601 West Park Drive	Short	Not Eligible
	7601-7609 New Hampshire Avenue	Short	Not Eligible
	7700 Decatur Road	Short	Not Eligible
	7701-7705 23rd Avenue	Short	Not Eligible
	7713 Adelphi Road	Short	Not Eligible
	7833 Riggs Road	Short	Not Eligible
	807 University Boulevard E	Short	Not Eligible
	816 Easley Street	Short	Not Eligible
	817 Easley Street	Short	Not Eligible
	818 Easley Street	Short	Not Eligible
	8201-8203 Georgia Avenue	Short	Not Eligible
	8205-8209 Georgia Avenue	Short	Not Eligible
	8210 Colonial Lane	Short	Not Eligible
	8211-8219 Georgia Avenue	Short	Not Eligible
	8216 Georgia Avenue	Short	Not Eligible
	8221-8227 Georgia Avenue	Short	Not Eligible
	8229 Georgia Avenue	Short	Not Eligible
	8233-8235 Georgia Avenue	Short	Not Eligible
	8236-8238 Georgia Avenue	Short	Not Eligible
	8240 Fenton Street	Short	Not Eligible
	8240 Georgia Avenue	Short	Not Eligible

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
	8301-8305 Georgia Avenue	Short	Not Eligible
	8307-8317 Fenton Street	Short	Not Eligible
	831 University Boulevard E	Short	Not Eligible
	8333 Fenton Street	Short	Not Eligible
	836 Bonifant Street	Short	Not Eligible
	8400 Carroll Avenue	Short	Not Eligible
	8401 Connecticut Avenue	Short	Not Eligible
	8401 Georgia Avenue/963 Bonifant Street	Short	Not Eligible
	8402 Connecticut Avenue	Short	Not Eligible
	8402 Georgia Avenue	Short	Not Eligible
	8404 Georgia Avenue	Short	Not Eligible
	8408 Georgia Avenue	Short	Not Eligible
	8411 Georgia Avenue	Short	Not Eligible
	8413 Ramsey Avenue	Short	Not Eligible
	8415-8421 Georgia Avenue	Short	Not Eligible
	8429-8433 Georgia Avenue	Short	Not Eligible
	8505 Connecticut Avenue	Short	Not Eligible
	8528-8540 Piney Branch Road	Short	Not Eligible
	8537 Piney Branch Road	Short	Not Eligible
	8541-8547 Piney Branch Road	Short	Not Eligible
	8550 Piney Branch Road	Short	Not Eligible
	8600 16th Street	Short	Not Eligible
	8600 2nd Avenue	Short	Not Eligible
	8602 Glenview Avenue	Short	Not Eligible
	8604 2nd Avenue	Short	Not Eligible
	8606 2nd Avenue	Short	Not Eligible
	8611 Greenwood Avenue	Short	Not Eligible
	8613 Greenwood Avenue	Short	Not Eligible
	8702 2nd Avenue	Short	Not Eligible
	8704 2nd Avenue	Short	Not Eligible
	8706 2nd Avenue	Short	Not Eligible
	8708 2nd Avenue	Short	Not Eligible
	8710 2nd Avenue	Short	Not Eligible
	8712 2nd Avenue	Short	Not Eligible
	8714 2nd Avenue	Short	Not Eligible
	8714 Piney Branch Road	Short	Not Eligible
	8716 Piney Branch Road	Short	Not Eligible
	8736 Piney Branch Road	Short	Not Eligible

Inventory No.	Property Name	Type of Form	Eligibility Recommendation
	8800 Brookville Road	Short	Not Eligible
	8801 Piney Branch Road	Short	Not Eligible
	8807 Flower Avenue	Short	Not Eligible
	8812-8814 Brookville Road	Short	Not Eligible
	8818 Piney Branch Road	Short	Not Eligible
	8821 Flower Avenue	Short	Not Eligible
	8949 Brookville Road	Short	Not Eligible
	902 Thayer Avenue	Short	Not Eligible
	904 Bonifant Street	Short	Not Eligible
	910 Thayer Avenue	Short	Not Eligible
	930 Bonifant Street	Short	Not Eligible
	934-938 Bonifant Street	Short	Not Eligible
	937-943 Bonifant Street	Short	Not Eligible
	940-944 Bonifant Street	Short	Not Eligible
	949 Bonifant Street	Short	Not Eligible
	951-961 Bonifant Street	Short	Not Eligible
	962 Wayne Avenue	Short	Not Eligible
	969 Thayer Avenue	Short	Not Eligible