

Attachment J:
Section 106 Process Consultation
and Effects Determination

201702507



MAY 31 2017

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

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RECEIVED
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FTA
BY
TJT/ET

April 25, 2016

Ms. Elizabeth Cole, Administrator
Project Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

The Maryland Historical Trust has determined
that this undertaking will have no adverse effect
on historic properties.

Tim J. Quinn Date 5/25/17

RE: Section 106 Process Consultation and Effects Determination, US 29 Bus Rapid Transit Project

MOC.

Dear Ms. Cole:

The Federal Transit Administration (FTA), in cooperation with the Montgomery County Department of Transportation (MCDOT), is proposing the US 29 Bus Rapid Transit (BRT) Project in Montgomery County, Maryland, between the Silver Spring Transit Center (SSTC) and Burtonsville. Because the project will receive a Transportation Investment Generating Economic Recovery (TIGER) grant from FTA it is subject to Section 106 of the National Historic Preservation Act of 1966, as amended. As FTA initiates consultation with this letter, we seek your concurrence on the area of potential effects (APE), identified resources, and determination of effect.

Proposed Undertaking

The project will provide a new BRT line and other transportation improvements along the US 29 corridor for more efficient transit service in the project area (see **Attachments A and B**). The project area is approximately 14 miles and extends from the SSTC in the south to the Burtonsville Park and Ride in the north. The project consists of four elements: (1) Service Routes, (2) Stations, (3) Transit Signal Priority, and (4) Sidewalk/Bicycle/Streetscape Improvements

1. *Service Routes* – Two new bus service patterns would operate along the corridor. Service Pattern 1 operates buses along US 29 directly between the SSTC and the Burtonsville Park and Ride. Service Pattern 2 operates buses along US 29 between the SSTC and the Briggs Chaney Park and Ride with diversions along Lockwood Drive, Stewart Lane, Briggs Chaney Road, and Castle Boulevard.
2. *Stations* – Eleven stations are being proposed for the project, at the following locations:
 - i. SSTC
 - ii. US 29 at Fenton Street
 - iii. US 29 at MD 193 (University Boulevard)
 - iv. US 29 at Burnt Mills Shopping Center
 - v. Lockwood Drive at Oak Leaf Drive
 - vi. Lockwood Drive at White Oak Transit Center
 - vii. Stewart Lane at April Lane
 - viii. US 29 at Tech Road
 - ix. Castle Boulevard at Castle Ridge Circle

2NA DT/ETC 5/24/2017

- x. Briggs Chaney Park and Ride
- xi. Burtonsville Park and Ride

Station 1 (SSTC) would involve modifications to the existing platform located at the lower level of the transit center. Station 10 (Briggs Chaney Park and Ride) and Station 11 (Burtonsville Park and Ride) would each receive a curbside platform that accommodates two buses and a comfort station (driver restroom facility). The other eight stations would involve either curbside or median concrete platforms. Station planning is still underway, but it is assumed that all stations would have canopies and benches.

3. *Transit Signal Priority* – Transit Signal Priority (TSP) would be installed at several signalized intersections along the corridor, with final locations to be determined as traffic design progresses. The work would include modifications to the signal controllers so that “early green” or “green extensions” signal phases can be given to the BRT buses to decrease travel time.
4. *Sidewalk/Bicycle/Landscape Improvements* – At each of the station locations, the existing sidewalk would be modified to provide pedestrian access around the station platform. In addition, new sidewalk could be added to connect the station platforms to any nearby pedestrian facilities; additional sidewalk needs will be determined as station planning progresses but additional sidewalk area has been accounted for within the LOD/APE. New bicycle storage areas will be considered for all station platforms as the design progresses. The station designs and/or stormwater management concepts could also include landscaping elements to improve the visual aesthetics of the station areas.

Area of Potential Effect

Historic Architecture: The 11 stations would be constructed generally within existing public right-of-way (ROW) and connected via the project’s two route, Service Patterns 1 and 2, that follow the existing edge of pavement based off a geographic information system (GIS). In addition, the project design and scale would be such that there would be no substantial change to the surroundings in these already well-developed urban and suburban areas. Therefore, since the potential for effects is limited, the historic architectural area of potential effect (APE) is the same as the limits of disturbance (LOD) at Stations 2 to 11 and the existing edge of pavement for the two routes (see **Attachment C**). At Station 1, where there is no LOD, the historic architectural APE is the same as the boundary of the SSTC structure, therefore no additional property will be required for Station 1.

Archaeology: The boundaries for the archaeological APE are the same as those for the LOD at Stations 2 to 11. Since there is no LOD at Station 1 and no potential for ground disturbance along the two project routes, there is no archaeological APE at these project locations.

Previously Surveyed Resources

The following are the previously surveyed architectural resources and archaeological sites located in the project vicinity. These results were obtained during online research of the Maryland Environmental Resources and Land Inform Network (MERLIN), MHT Medusa Cultural Resource Information System, and Maryland-National Capital Park and Planning Commission (M-NCPPC) Historic Preservation Interactive Map.

Table 1
Previously Surveyed Architectural Resources

Station #	MHT #	M-NCPPC #	Name	Address (Silver Spring Unless Otherwise Noted)	NR Status	Distance From LOD
1	M: 35-142	-	Georgetown Branch, B&O Railroad	Former CSX/B&O Railroad Line from Georgetown to Silver Spring	Not Eligible (2002)	Adjacent
1	M: 36-80	-	SECO Theatre	8242 Georgia Avenue	Not Eligible (2012)	0.10 mile
1	M: 36-81	-	Silver Spring National Bank	8252 Georgia Avenue	Not Eligible (2012)	0.10 mile
2	M: 36-7	Locational Atlas Historic District (36/007-000A)	Silver Spring Commercial District	Georgia Avenue and Colesville Road	Unevaluated	Within
2	M: 36-7-1	36/007-003A	Silver Theatre and Silver Spring Shopping Center	8533-8575 Georgia Avenue, 8617-8623 Colesville Road, and 951 Ellsworth Drive	Eligible (1988 NR listing attempted)	0.07 mile
2	M: 36-7-2	Master Plan Individual Site (36/007-002A)	Montgomery Arms Apartments	8627 Fenton Street, 8700 Colesville Road	Eligible (2003)	Within
2	M: 36-7-3	-	J. C. Penny Company Building	8656 Colesville Road	All demolished except the façade in ca. 1990, and the remaining façade was modified in 2011 and incorporated into a new building	0.07 mile
2	M: 36-7-4	-	City Place Site	N/A	Unevaluated	Adjacent
2	M: 36-18	-	Woodside Park	Between Georgia Avenue, Dale Drive, Colesville Road, and Spring Street	Unevaluated	0.08 mile
2	M: 36-32	-	Montgomery County Office Building, site	8500 Colesville Road	Demolished	0.09 mile
3	M: 32-5	Master Plan Historic District (32/005-000A)	Polychrome Historic District	9900, 9904 Colesville Road; 9919, 9923, 9925 Sutherland Road	Listed (1996)	Adjacent
3	M: 32-16	-	Fairway, Chalfonte, Country Club Park, Country Club View	Roughly Colesville, Forest Glen and Renfrew Roads, and Harding Drive; Four Corners vicinity of Silver Spring	Not Eligible (2000)	Within
3	M: 32-21	-	Choi Property	9820 Colesville Road	Not Eligible (2000)	0.03 mile
4	M: 33-22	Master Plan Individual Site (33/022-000A)	Robert B. Morse Water Filtration Plant	10700 and 10701 Columbia Pike	Eligible (2001)	Adjacent
4	M: 33-27	-	US 29 over Northwest branch of the Anacostia River (Burnt Mills Bridge) (SHA Bridge No. 15009)	New Columbia Pike over Northwest Branch of Anacostia River	Not Eligible (2001)	0.10 mile
5	M: 33-29	-	Burnt Mills Hill Historic District	N/A	Not Evaluated	0.03 mile
11	M: 15-63	-	Thomas Waters House	15701 Columbia Pike Burtonsville	Burned, 1970s	0.09 mile

Table 2
Previously Surveyed Archaeological Sites

Station #	MHT #	Name	Site Type	NR Status	Distance from LOD
7	18MO271	Dow Jones	Prehistoric Scatter Late-19th Century Structure	Unevaluated	0.34 mile
7	18MO398	Stewart/April Lane	Prehistoric Lithic Scatter/Lithic Reduction Areas	Not Eligible (2005)	0.10 mile
8	18MO481	Lansdale Mill	19th Century Mill	Unevaluated	0.92 mile
8	18MO482	Paint Branch #2	Prehistoric Lithic Scatter	Unevaluated	0.84 mile
10	18MO609	Jackson Homestead/Fairland Branch	Middle Archaic – Late Woodland Short-term Camps 19th to Early-20th Century African American Farmstead	Eligible (2008)	0.54 mile
10	18MO610	Briggs- Chaney Prehistoric	Prehistoric Lithic Scatter, Possible small cobble quarry	Not Eligible (2005)	0.24 mile
11	18MO47	Renn	Archaic and Woodland Base Camps	Unevaluated	0.59 mile
11	18MO442	Henry S. Krusen Property	Late-19th Century Frame House	Not Eligible (1997)	0.49 mile
11	18MO445	Clark Prehistoric	Early Archaic Short-term Camp	Not Eligible (1997)	0.21 mile
11	18MO479	Allnutt/Burton House	19th – 20th Century Trash Pit and Dwelling	Unevaluated	0.53 mile
11	18MO680	Santini Road Farmstead	Late-19th – Mid-20th Century Farmstead	Not Eligible (2009)	0.64 mile

Resources Within the Area of Potential Effects

Historic Architecture: There is one historic property located within the historic architectural APE, the NHRP-eligible *Montgomery Arms Apartments* (M: 36-7-2), last evaluated in 2003. Other previously surveyed resources include the *Silver Spring Commercial District* (M: 36-7), which has not been evaluated for the National Register of Historic Places (NRHP), and the *Fairway, Chalfonte Country Club Park, Country, Club View* (M: 32-16), which was evaluated for the NRHP in 2000 and found to not be eligible for the NRHP. In addition, ten properties more than 45 years of age have been identified within the historic architectural APE.

Table 3
Resources More Than 45 Years Old Located Within the Historic Architectural APE

Station #	Address (Silver Spring)	Year Built	Description
3	10100 Colesville Road	1952	Commercial building with storefront
3	10101 Colesville Road	1950 (with 1950s and 1960s additions)	Woodmoor Shopping Center
3	10110 Colesville Road	1949	Commercial building with storefront
3	10118 Colesville Road	1950	Commercial building with storefront
3	10120 Colesville Road	1948	Commercial building with two storefronts
3	10126 Colesville Road	ca. 1950s	Commercial building with two storefronts and a second floor
3	10144 Colesville Road	1959	Shell gas station
4	10750 Columbia Pike	1971	Office building
4	10810 Columbia Pike	ca. late 1950s/early 1960s	Sunoco gas station
5	11031 Lockwood Drive	1951	Single-family residence

FTA recommends that none of the three previously surveyed resources or the ten newly identified resources require NRHP evaluation because of the limited nature of the undertaking, which would remain within the existing public ROW and would be located within already mostly urban areas.

Archaeology: The 11 proposed station locations were evaluated for the potential for previous unidentified archaeological resources. The MHT archaeological site files were consulted, as well as the soil survey for Montgomery County. No previously identified archaeological resources are located within the LOD of any of the 11 proposed station locations. All 11 of these locations are situated in previously disturbed areas or in areas classified as urban land. As such, it is anticipated that those locations have no potential for containing previously unidentified archaeological resources and no archaeological surveys are warranted.

Effects Determination

The undertaking would not have a direct effect on the *Montgomery Arms Apartments* (M: 36-7-2); while the LOD extends onto the front yard of the property, the proposed work would be limited to the sidewalk area located in Montgomery County's public ROW. The undertaking would have an indirect effect on historic properties. However, because the elements of the undertaking, such as the platforms, canopies, benches, comfort stations, sidewalks, bicycle storage areas, and streetscape improvements, would be consistent with other existing street elements and the existing character within the APE, the project would not introduce new visual, atmospheric, or audible elements. Therefore, the undertaking would not alter any of the characteristics of historic properties that qualify them for inclusion in the NRHP in a manner that would diminish their integrity (36 CFR Part 800.5(a)(1)). The undertaking would have no adverse effect on historic properties.

FTA seeks your concurrence on the APE, identified resources, and finding of no adverse effect. If you have any questions, please contact Ryan Long, Community Planner, at ryan.long@dot.gov or (215) 656-7051.

Sincerely,



Daniel Koenig,
Environmental Protection Specialist

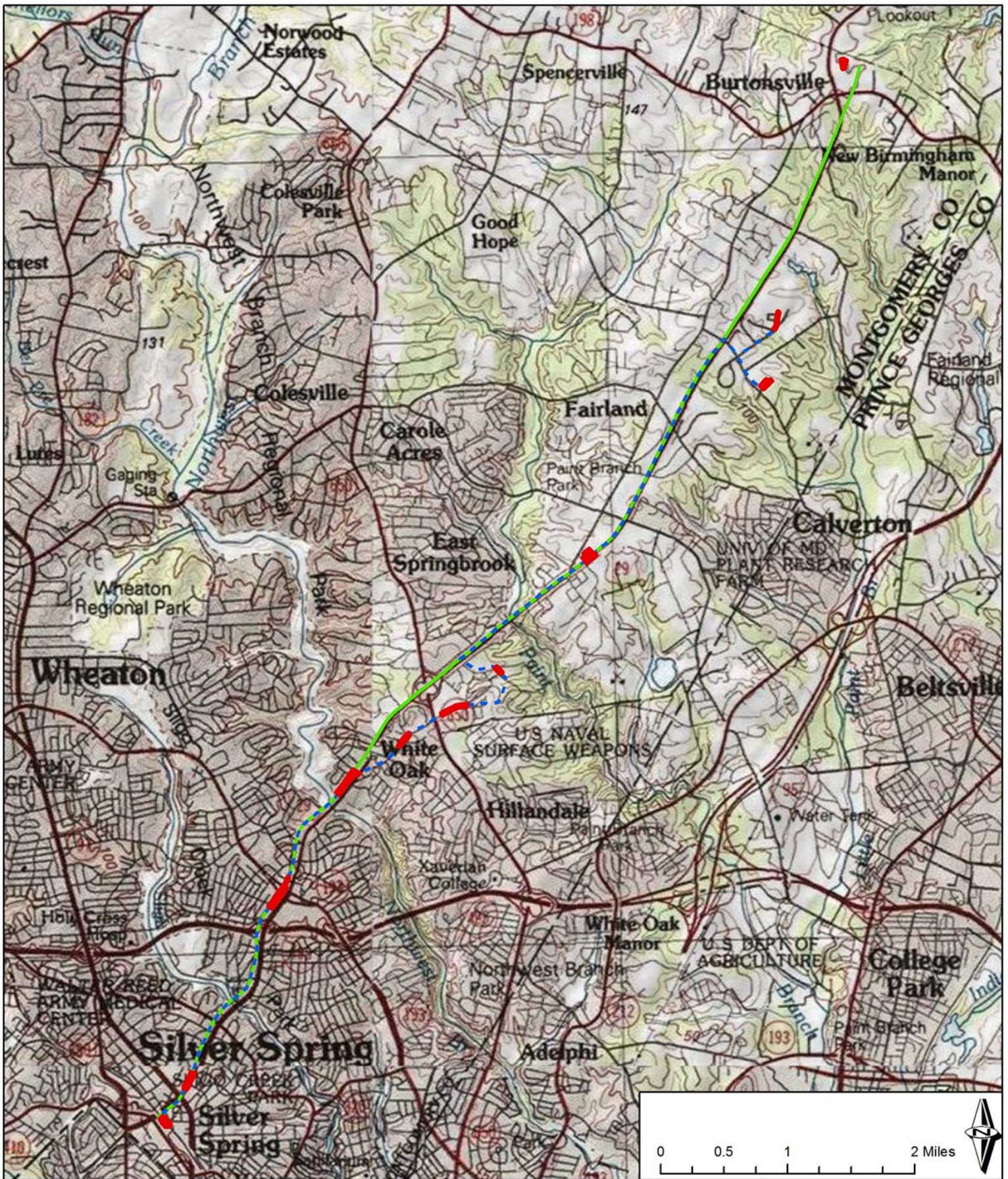
cc: Joana Conklin, MCDOT
Lauren Molesworth, MTA

Enclosures:

Attachment A: Location Map
Attachment B: Photographs and Google Street Views
Attachment C: Area of Potential Effects and Identified Resources Maps

Attachment A

Location Map



Legend

- Limits of Disturbance
- Service Pattern 1
- Service Pattern 2



MCDOT
Montgomery County
Department of Transportation



US 29 Bus Rapid Transit

Location Map

April 2017

Kensington, Beltsville, and
Washington West USGS 7.5' DRG

Attachment B

Photographs and Google Street Views

Section 106 Consultation for the US 29 Bus Rapid Transit Project
Attachment B: Photographs and Google Street Views



Station 1: View south at the lower level of the Silver Spring Transit Center where modifications to the existing platform are being proposed

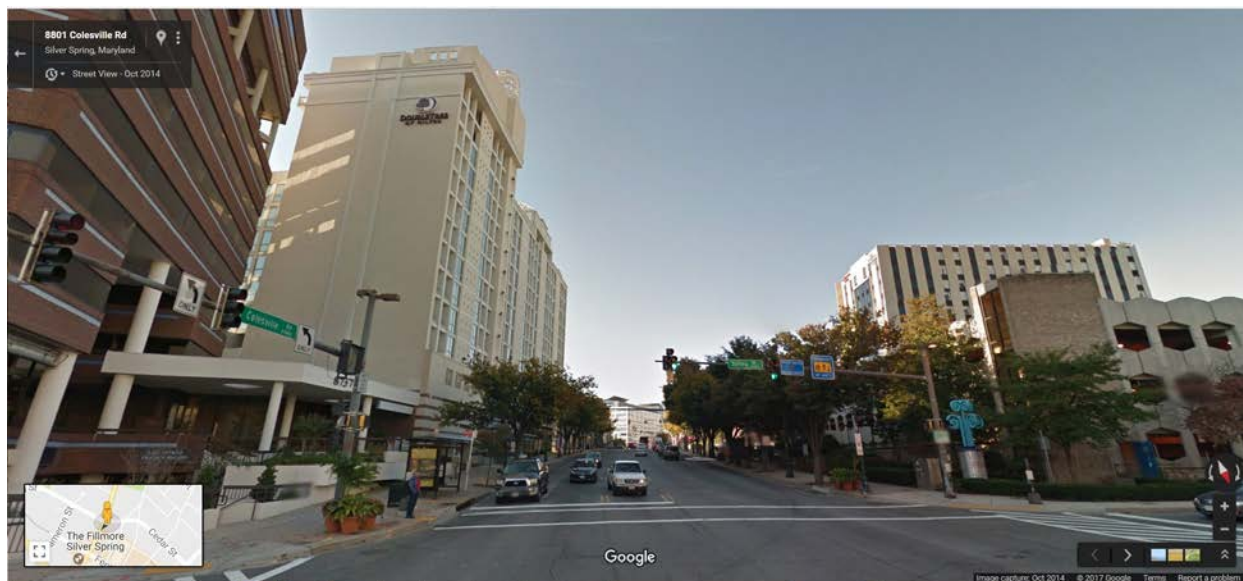


Station 1: View west from the lower level of the Silver Spring Transit Center towards the Georgetown Branch, B&O Railroad (M: 35-142)

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Attachment B: Photographs and Google Street Views



Station 2: View north along Colesville Road from the south end of the limit of disturbance at Fenton Street (Google Street View)



Station 2: View south along Colesville Road from the north end of the limit of disturbance at Spring Street; the parking garage to the right has recently been demolished (Google Street View)

Section 106 Consultation for the US 29 Bus Rapid Transit Project
Attachment B: Photographs and Google Street Views



Station 2: View south from the south end of the limit of disturbance towards the Silver Spring Commercial District (M: 36-7), Silver Theatre and Silver Spring Shopping Center (M: 36-7-1), J. C. Penny Company Building (M: 36-7-3), and City Place Site (M: 36-7-4) (Google Street View)



Station 2: View west, near the south end of the limit of disturbance, at the Montgomery Arms Apartments (M: 36-7-2) located within the Silver Spring Commercial District (M: 36-7)

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Attachment B: Photographs and Google Street Views



Station 2: View northeast from the south end of the limit of disturbance at the Silver Spring Commercial District (M: 36-7) (Google Street View)



Station 3: View northeast along Colesville Road from the south end of the limit of disturbance (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 3: View northeast along Colesville Road towards University Boulevard



Station 3: View southwest along Colesville Road from University Boulevard (Google Street View)

Section 106 Consultation for the US 29 Bus Rapid Transit Project
Attachment B: Photographs and Google Street Views



Station 3: View northwest at the row of late 1940s and 1950s commercial buildings located at the north corner of Colesville Road and University Boulevard (Google Street View)



Station 3: View southwest at the row of late 1940s and 1950s commercial buildings located at the north corner of Colesville Road and University Boulevard

Section 106 Consultation for the US 29 Bus Rapid Transit Project
Attachment B: Photographs and Google Street Views



Station 3: View northwest at the Shell gas station (built in 1959) located at the west corner of Colesville and Timberwood Roads (Google Street View)



Station 3: View east at the Woodmoor Shopping Center (built in 1950 with 1950s and 1960s additions) located at the east corner of Colesville Road and University Boulevard (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 4: View north along Columbia Pike near the center of the limit of disturbance, with a multi-story office building (built in 1971) located at the center of the photograph



Station 4: View southwest from the northeast end of the limit of disturbance along Columbia Pike (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 5: View northeast along Lockwood Drive from the southwest end of the limit of disturbance at Northwest Drive (Google Street View)



Station 5: View southwest along Lockwood Drive from the northeast end of the limit of disturbance at Oak Leaf Drive (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 6: View east along Lockwood Drive from the west end of the limit of disturbance (Google Street View)



Station 6: View west along Lockwood Drive from the east end of the limit of disturbance (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 7: View southeast along Stewart Lane from the northwest end of the limit of disturbance at April Lane (Google Street View)



Station 7: View northwest along Stewart Lane from the southeast end of the limit of disturbance (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 8: View northeast from Columbia Pike and Tech Road at the southwest end of the limit of disturbance (Google Street View)



Station 8: View southwest towards Columbia Pike and Tech Road from the northeast end of the limit of disturbance (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 9: View north along Castle Boulevard from the south end of the limit of disturbance (Google Street View)



Station 9: View south along Castle Boulevard from the north end of the limit of disturbance (Google Street View)

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Attachment B: Photographs and Google Street Views



Station 10: View north from Gateshead Manor Way near Briggs Chaney Road towards the limit of disturbance (Google Street View)



Station 10: View west along Gateshead Manor Way towards the limit of disturbance (Google Street View)

Section 106 Consultation for the US 29 Bus Rapid Transit Project
Attachment B: Photographs and Google Street Views



Station 10: View northeast from Briggs Chaney Road towards the limit of disturbance (Google Street View)



Station 11: View southwest from within the limit of disturbance

Section 106 Consultation for the US 29 Bus Rapid Transit Project
Attachment B: Photographs and Google Street Views



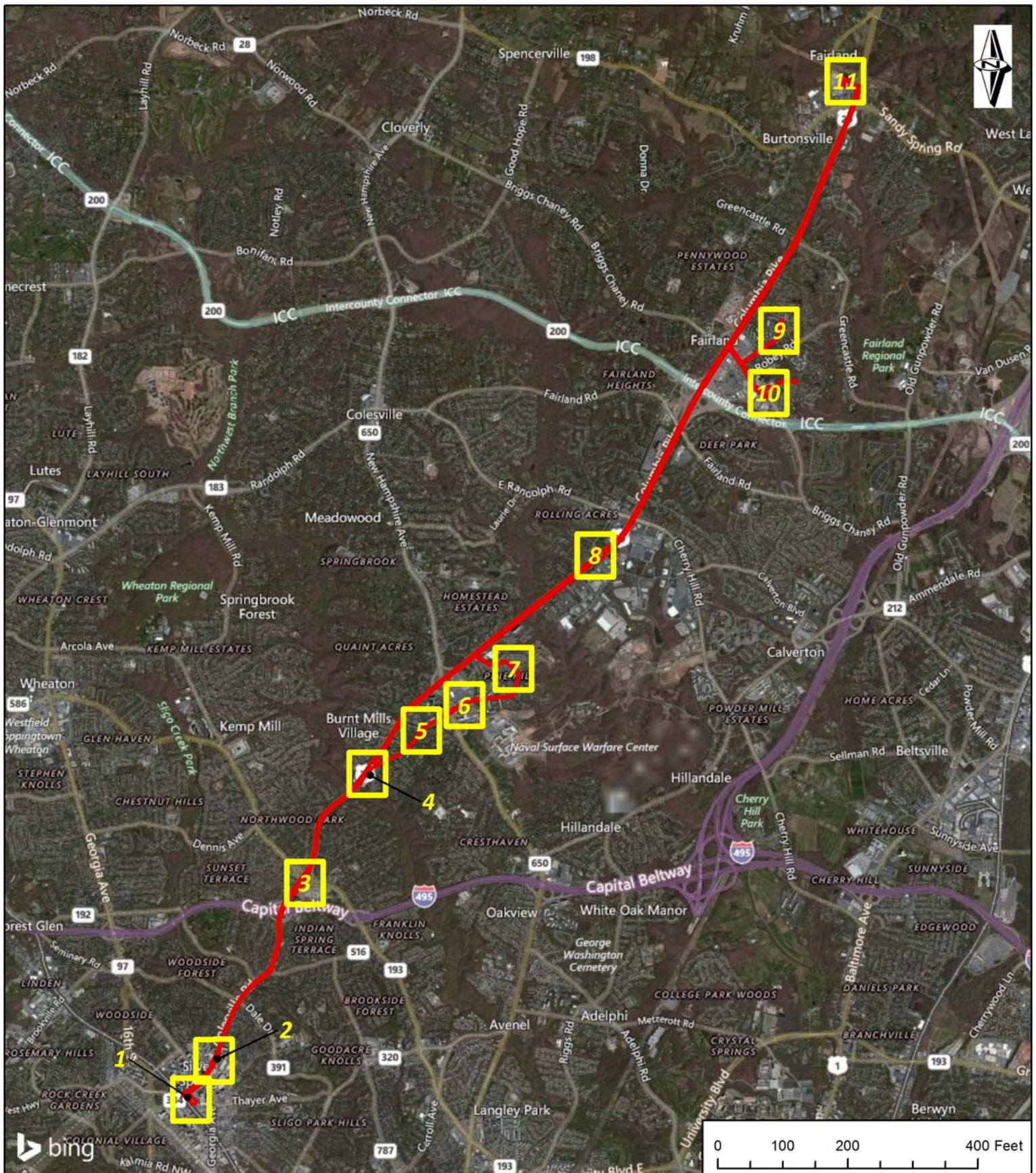
Station 11: View northwest from within the limit of disturbance



Station 11: View north from within the limit of disturbance

Attachment C

Area of Potential Effects and Identified Resources Maps



Legend



Station Locations Maps



Historic Architectural APE

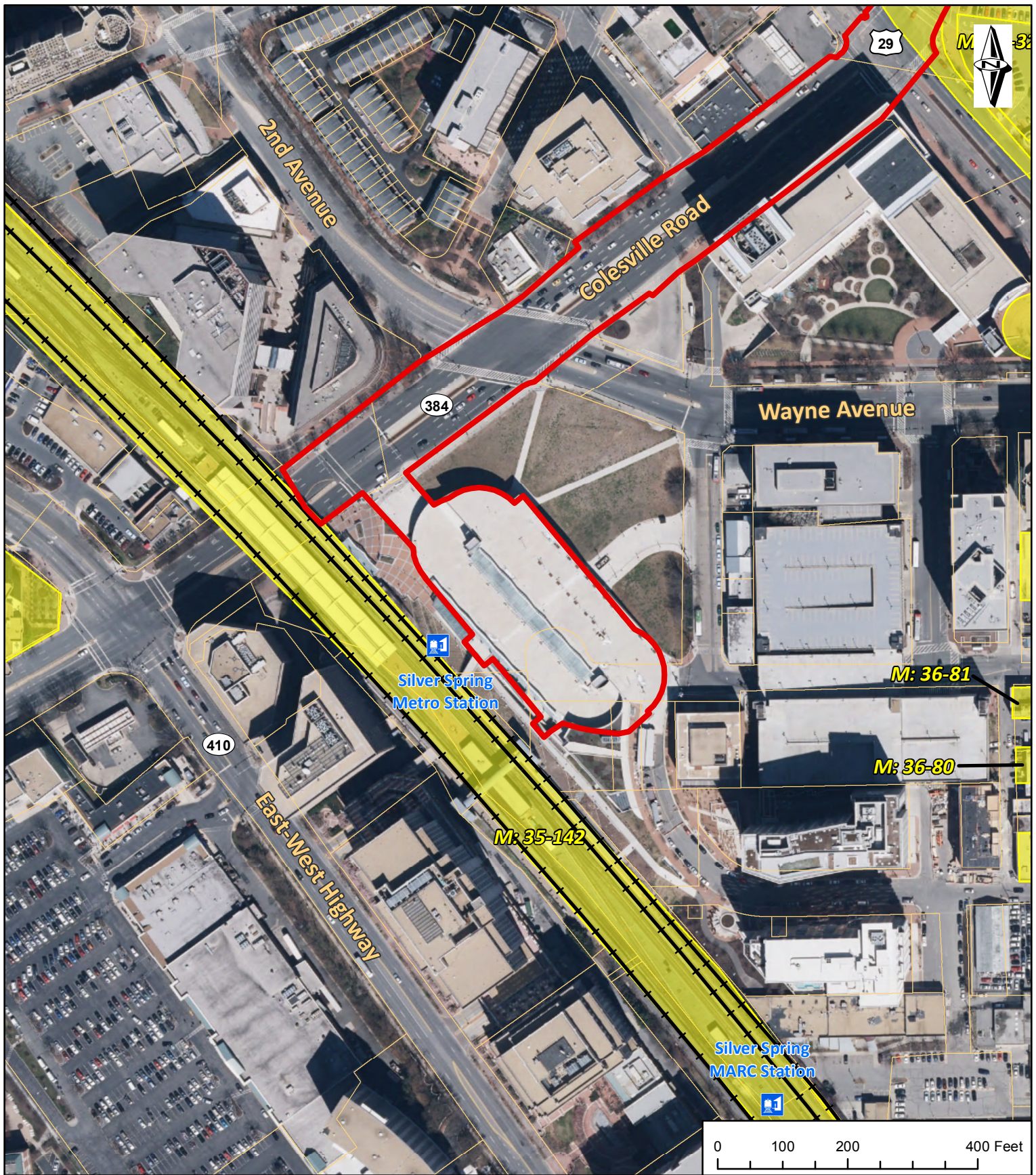


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*Historic Architectural and Archaeological
Area of Potential Effects (APE) and
Identified Resources*

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Legend



Limits of Disturbance and
Archaeological APE



Previously Identified Historic
Architectural Resources



Historic Architectural APE



Parcels



Newly Identified Historic
Architectural Resources



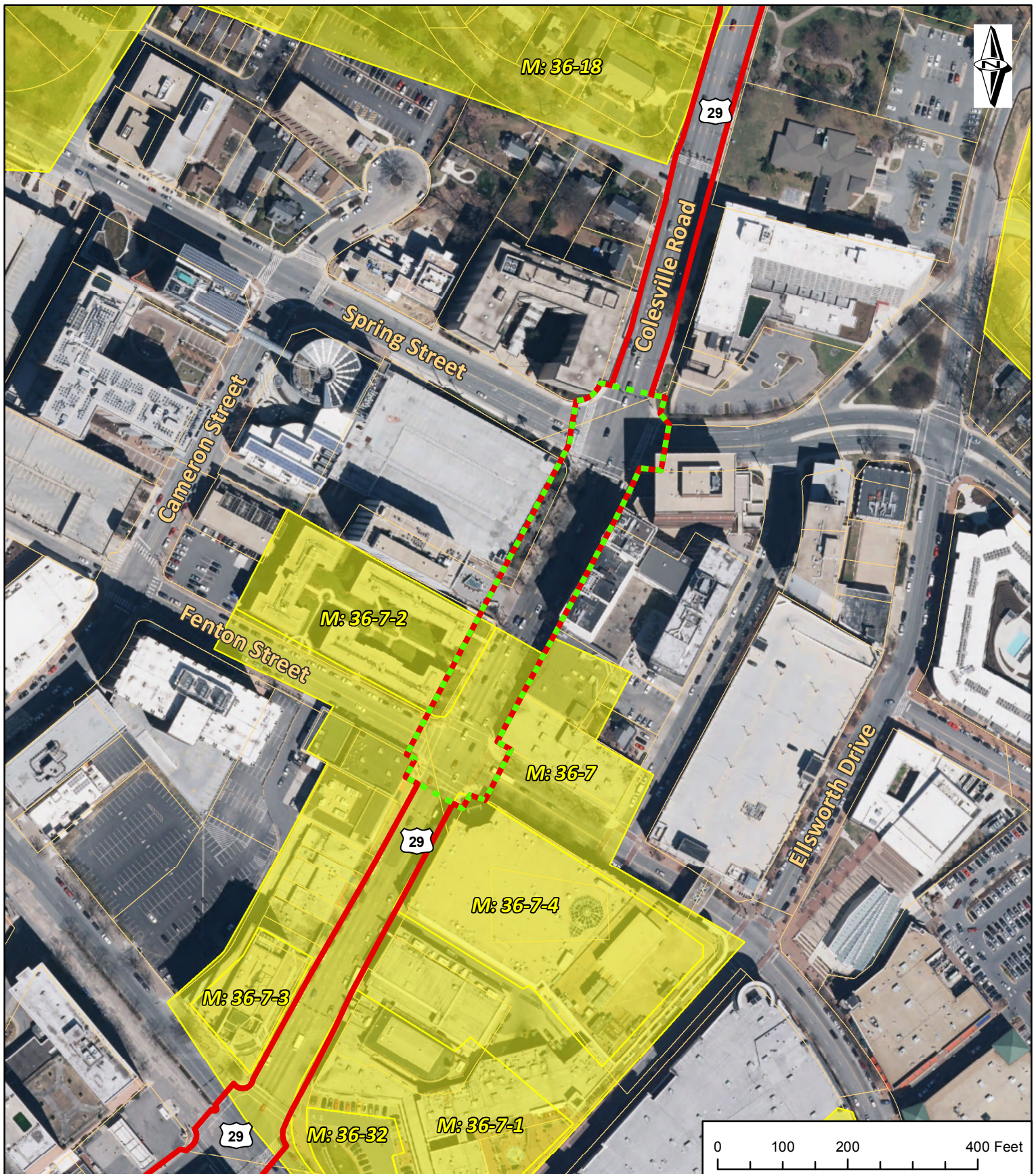
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April 2017

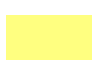
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Limits of Disturbance and
Archaeological APE



Previously Identified Historic
Architectural Resources



Historic Architectural APE



Parcels



Newly Identified Historic
Architectural Resources



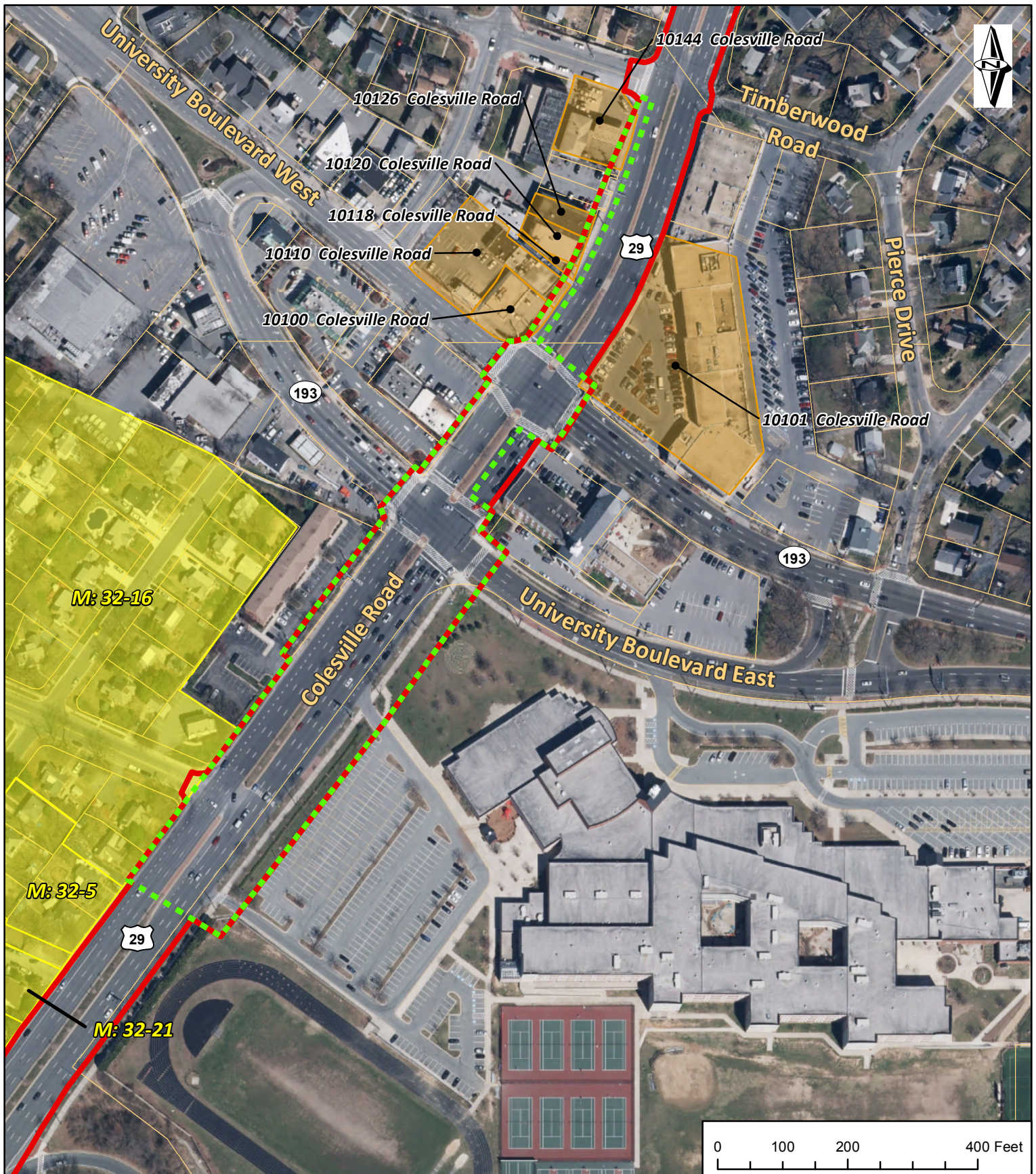
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*Historic Architectural and Archaeological
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Limits of Disturbance and
Archaeological APE



Previously Identified Historic
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Historic Architectural APE



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Newly Identified Historic
Architectural Resources



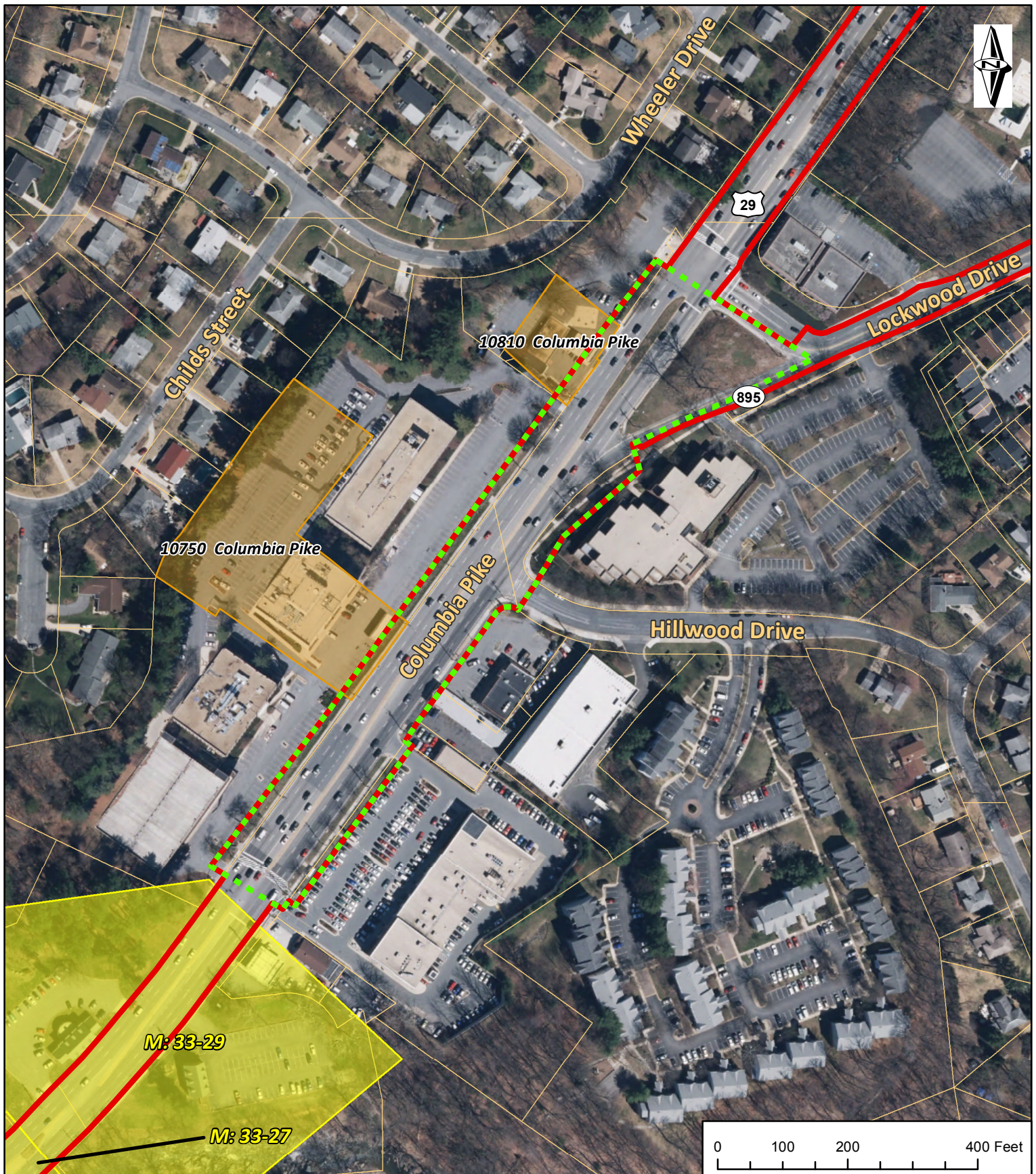
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*Historic Architectural and Archaeological
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- - - Limits of Disturbance and Archaeological APE
- Previously Identified Historic Architectural Resources
- Historic Architectural APE
- Parcels
- Newly Identified Historic Architectural Resources



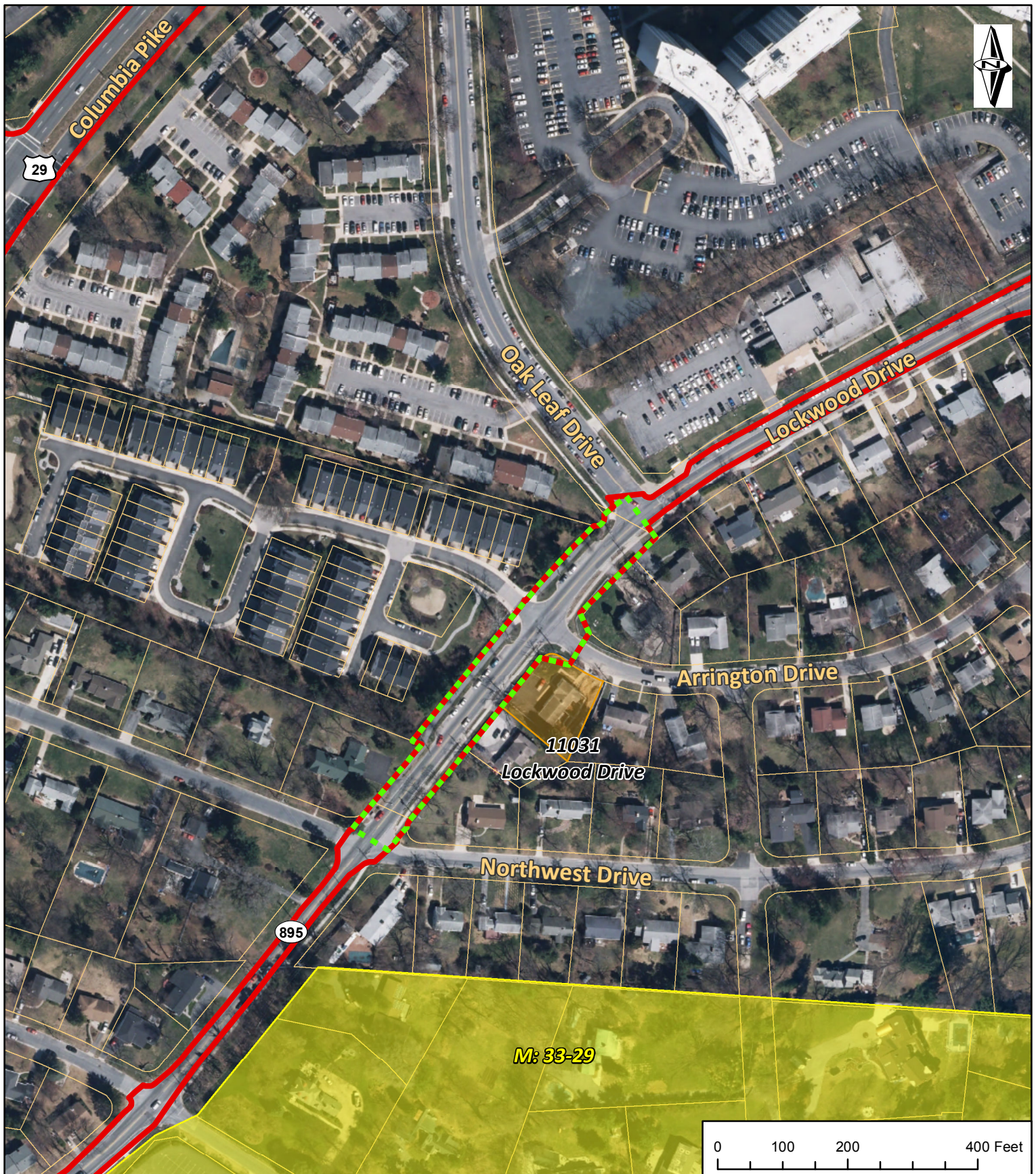
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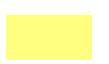
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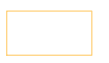
Limits of Disturbance and
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Previously Identified Historic
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Historic Architectural APE



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Newly Identified Historic
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Limits of Disturbance and
Archaeological APE



Previously Identified Historic
Architectural Resources



Historic Architectural APE



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Newly Identified Historic
Architectural Resources



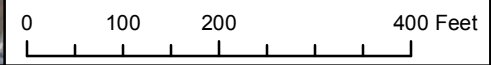
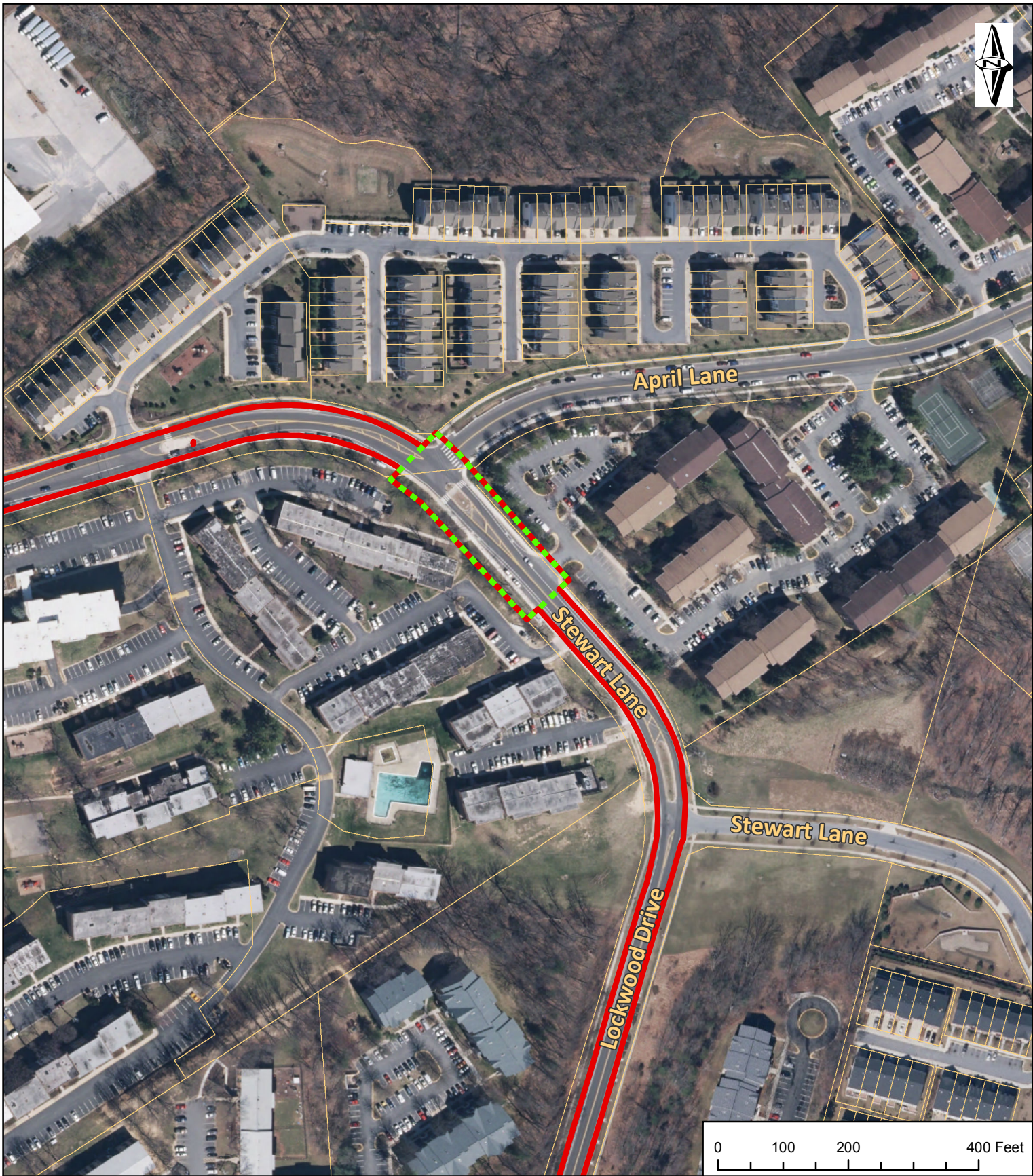
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Limits of Disturbance and
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Previously Identified Historic
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Historic Architectural APE



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Newly Identified Historic
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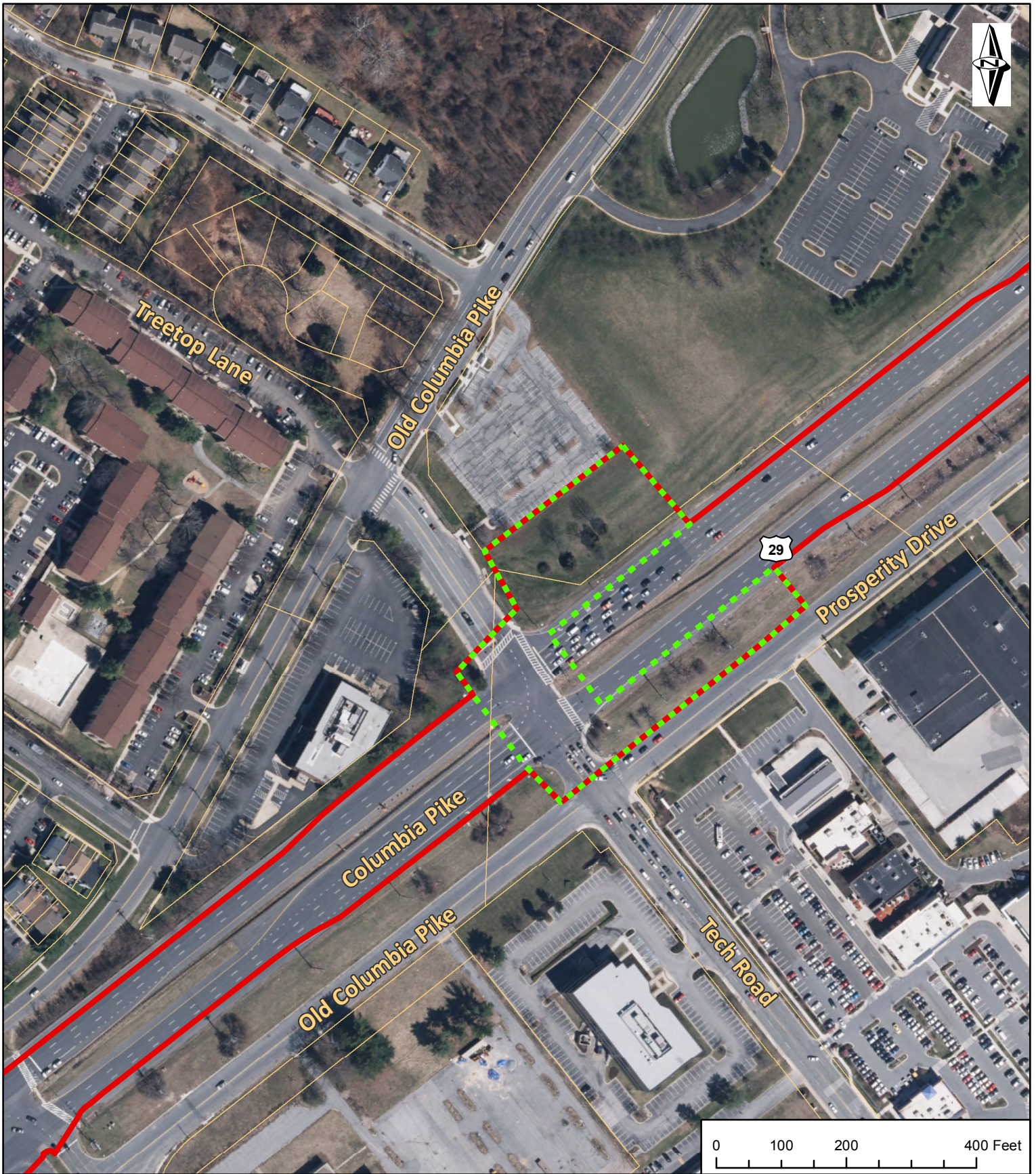


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- Limits of Disturbance and Archaeological APE
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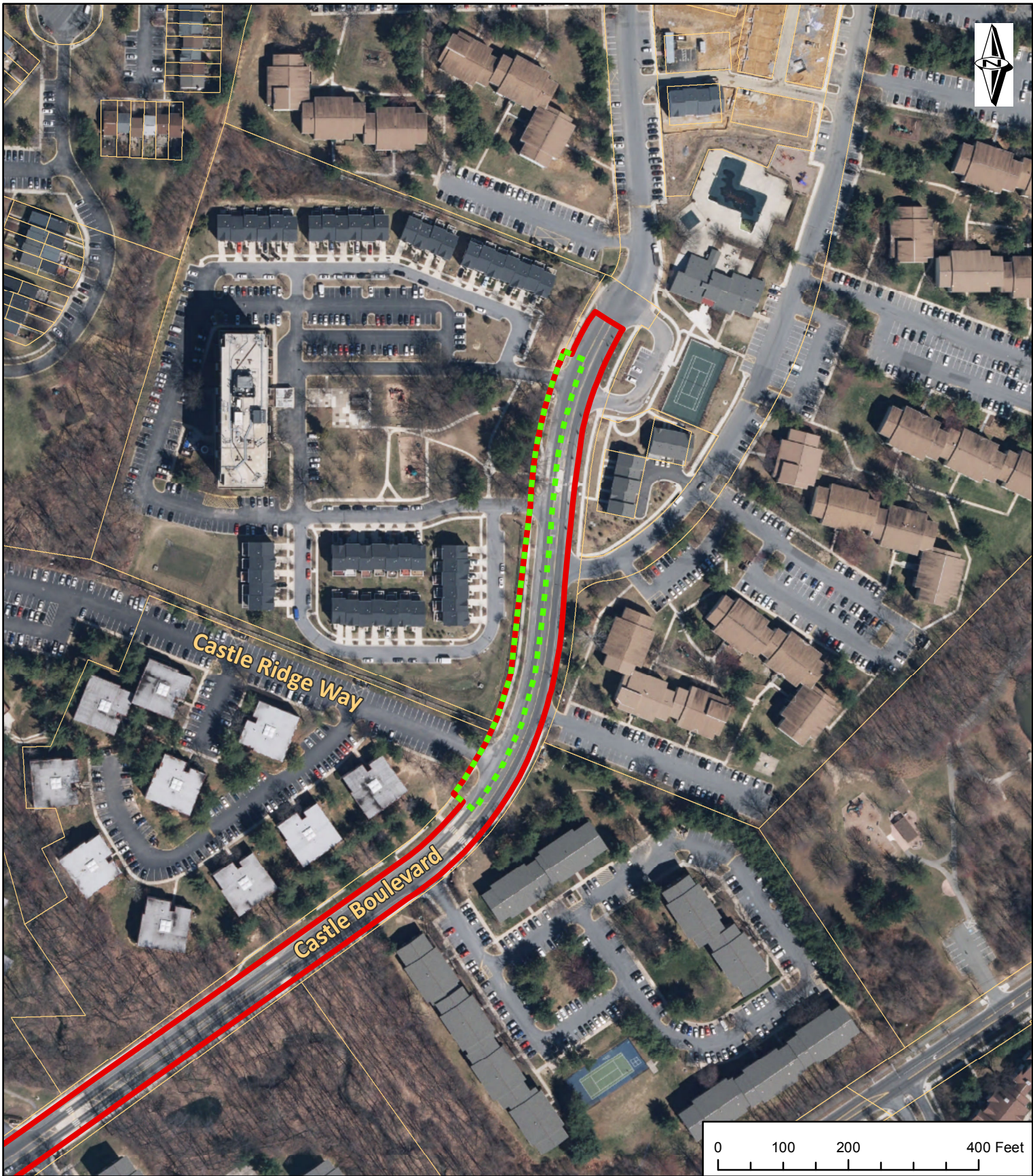


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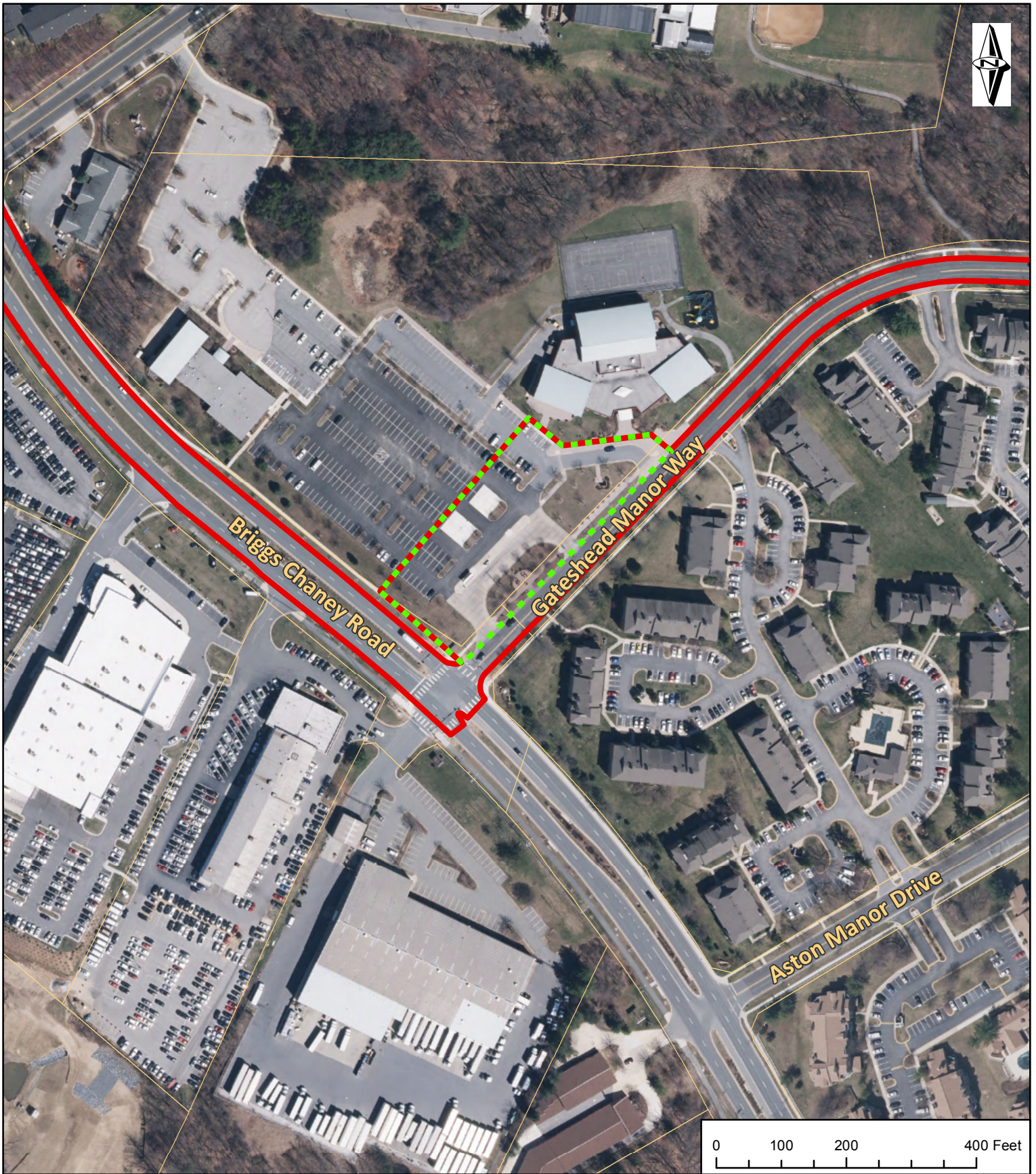
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Bus Rapid Transit**

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Limits of Disturbance and
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Previously Identified Historic
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Historic Architectural APE



Parcels



Newly Identified Historic
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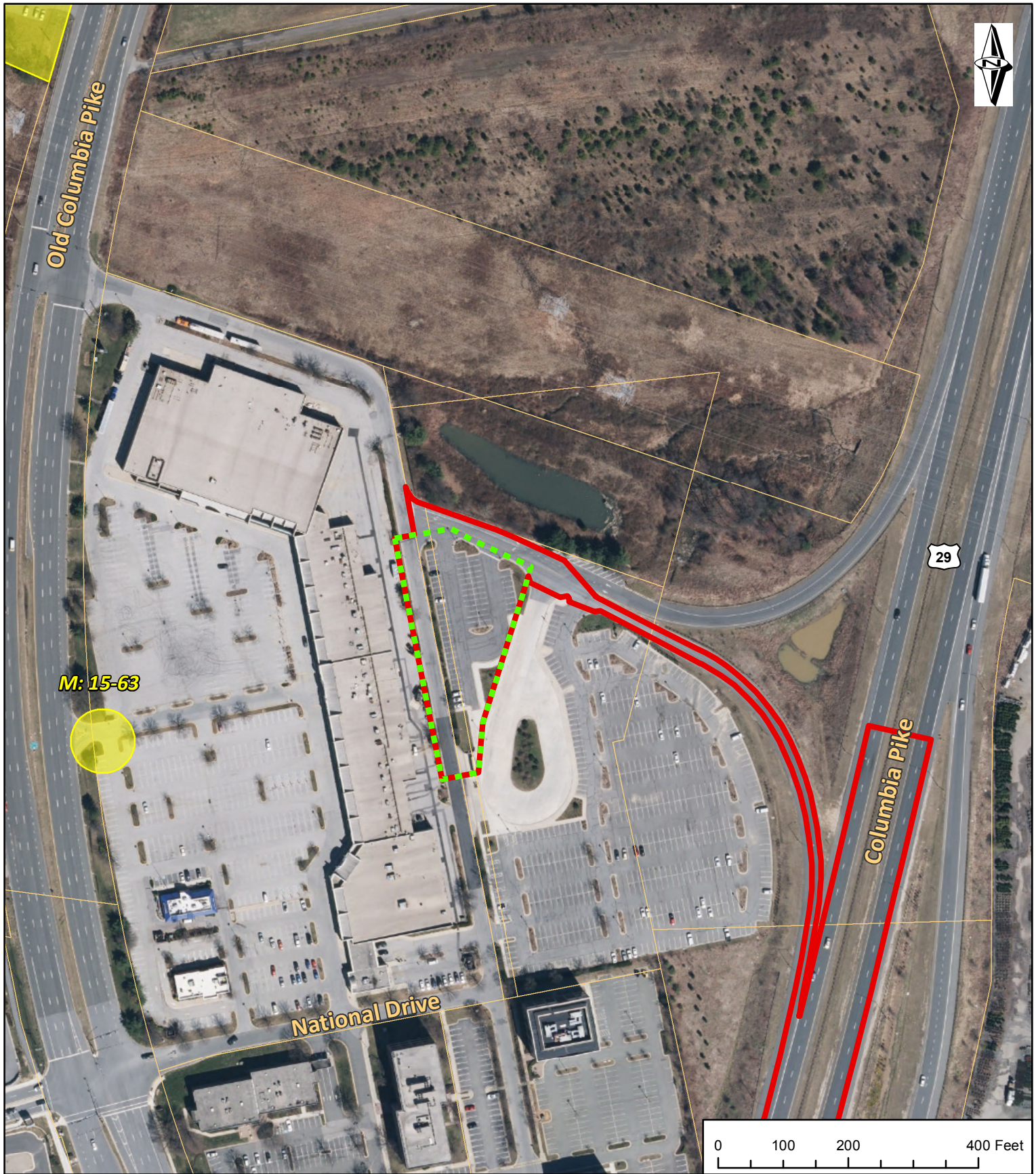
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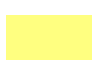
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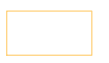
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