

SECTION 106 COORDINATION

The Section 106 process of the National Historic Preservation Act (NHPA) was formally initiated with the District of Columbia State Historic Preservation Office (DC SHPO) on February 24, 2011 after an introductory project meeting on December 8, 2010. During the meeting, DC SHPO was provided an overview of the Broad Branch Road project. Project notification was also provided to the Advisory Council on Historic Preservation (ACHP) on February 24, 2011. On March 31, 2011, the ACHP responded by indicating that there was not yet enough information for them to consider participating and requesting that all future correspondence to them be initiated by the Federal Highway Administration (FHWA), as the lead federal agency in the Section 106 process.

The DC SHPO replied on April 5, 2011, to inform DDOT of potential resources located in the area, a list of which were forwarded to the project consultant team on March 29, 2011.

After the partial collapse of the Soapstone Creek culvert in April 2011, consultation between the two agencies focused primarily on the immediate effects associated with the temporary repair and proposed permanent replacement of the historic structure. The District Department of Transportation (DDOT) met with the DC SHPO again on June 21, 2011 to refine the Area of Potential Effects (APE) for the Broad Branch Road project area. DDOT and DC SHPO met again on August 16, 2011 to further refine the APE.

On August 25, 2011, DDOT provided a definition of the Area of Potential Effects (APE) with a map and formally requested concurrence with the APE from the DC SHPO.

DDOT, in consultation with the DC SHPO, defined the APE boundaries as the east bank of Broad Branch between Beach Drive and 27th Street NW; the first row of structures north of Broad Branch Road between 27th Street NW and Nevada Avenue NW; several residences south of Broad Branch Road along Linnean Avenue; and the first row of residences west of Broad Branch Road between 27th Street NW and Beach Drive NW. This APE is considered sufficient to include all proposed repairs or modifications to Broad Branch Road, incorporate any possible construction staging areas, accommodate any modifications and/or replacement of the Soapstone Creek culvert, and assess any visual or audible intrusions. On September 28, 2011 the DC SHPO concurred with the APE but indicated that further refinements may occur as additional information on the proposed project and potential impacts are determined. At this time, the DC SHPO also identified potential historic properties in the APE and requested that DDOT and its consultant complete Determination of Eligibility (DOE) forms for properties that had not been previously evaluated for NRHP eligibility.

On February 15, 2012, the DC SHPO concurred with the DOE forms prepared for the Gatehouse of the Italian Ambassador's residence (La Villa Firenze) and the Broad Branch Retaining Walls /

Rock Creek Park Retaining Walls that are contributing resources to the Rock Creek Park Historic District.

The Section 106 process has a specific public involvement component, which was satisfied by the public outreach completed in conjunction with the National Environmental Policy Act (NEPA) review process. Specific forms requesting to be Section 106 interested parties were provided at the Public Meeting held on November 8, 2012 and the Public Hearing held on November 5, 2013. One organization, Advisory Neighborhood Commission (ANC) 4A8, and three private citizens requested Section 106 interested party status. Project and Section 106 information was provided to the interested parties using the project ListServe and the DDOT project website. Notification of the availability of the Section 106 Cultural Resources and Effects Report for review on the project website was sent by mail to the interested parties on November 7, 2013.

On April 18, 2013, FHWA formally initiated consultation under Section 106 of the NHPA with the DC SHPO and requested concurrence with the APE, previously submitted by DDOT for review. Subsequent to the release of the EA in October 2013, a Determination of Effect and draft Section 106 Compliance Review was submitted to DC SHPO and the ACHP. A Draft Memorandum of Agreement (MOA) was prepared and submitted for comment to DC SHPO, National Park Service (NPS), and the Commission of Fine Arts (CFA) in February 2014.

Letters to and from agencies as part of Section 106 consultation are provided in this appendix.

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION**



Planning, Policy & Sustainability Administration

February 24, 2011

Mr. David Maloney
District of Columbia Historic Preservation Office
1100 4th Street, SW
Suite E650
Washington, DC 20024

RE: National Historic Preservation Act Section 106 Consultation for Broad Branch Road, NW

Dear Mr. Maloney:

The District Department of Transportation (DDOT), in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the Broad Branch Road Project in accordance with the National Environmental Policy Act (NEPA). The project will also consider effects to historic properties in accordance with the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. §470) and implementing regulations at 36 CFR Part 800. The purpose of this letter is to formally initiate Section 106 consultation for the Broad Branch Road Project.

The Broad Branch Road Project is located in Northwest Washington, DC along Rock Creek Park. The project area is between Beach Drive and Linnean Avenue. The purpose of the project is reconstruction of Broad Branch Road between Beach Drive and Linnean Avenue due to operational deficiencies, safety, aging infrastructure, and stormwater management needs.

We will contact you shortly to set up meetings to discuss this project. If you have any additional questions or comments, please contact me. Thank you very much, and we look forward to working with you on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Faisal Hameed', is written over a faint horizontal line.

Faisal Hameed
Division Chief
Project Development, Environment & Sustainability Division
202-671-2326

cc: Wayne Wilson, DDOT
Mike Hicks, FHWA DC Division
Andrew Lewis, DC SHPO
Nancy Witherell, NCPC
Cindy Cox, NPS
Carol Legard, ACHP

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION**



Planning, Policy & Sustainability Administration

February 24, 2011

John M. Fowler,
Executive Director
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW, Suite 803
Old Post Office Building
Washington, DC 20004

RE: National Historic Preservation Act Section 106 Consultation for Broad Branch Road, NW

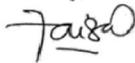
Dear Mr. Fowler:

The District Department of Transportation (DDOT), in cooperation with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the Broad Branch Road Project in accordance with the National Environmental Policy Act (NEPA). The project will also consider effects to historic properties in accordance with the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. §470) and implementing regulations at 36 CFR Part 800.

The Broad Branch Road Project is located in Northwest Washington, DC along Rock Creek Park. The project area is between Beach Drive and Linnean Avenue. The purpose of the project is reconstruction of Broad Branch Road between Beach Drive and Linnean Avenue due to operational deficiencies, safety, aging infrastructure, storm water management needs.

If you have any additional questions or comments, please contact me. Thank you very much, and we look forward to working with you on this project.

Sincerely,



Faisal Hameed
Division Chief
Project Development, Environment & Sustainability Division
202-671-2326

cc: Wayne Wilson, DDOT
Mike Hicks, FHWA DC Division
Andrew Lewis, DC SHPO
Nancy Witherell, NCPC
Cindy Cox, NPS
Carol Legard, ACHP



Preserving America's Heritage

March 31, 2011

Faisal Hameed
Division Chief
Project Development, Environment
& Sustainability Division
District Department of Transportation
2000 14th Street NW, 7th Floor
Washington, DC 20009

Ref: *Proposed Broad Branch Road Project, Rock Creek Park
Northwest Washington, District of Columbia*

Dear Mr. Hameed:

The Advisory Council on Historic Preservation (ACHP) recently received your letter notifying us that the District Department of Transportation (DDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated preparation of an Environmental Assessment (EA) and the Section 106 review for the referenced project. We appreciate receiving this early notification; however, it is premature for us to determine whether or not our participation in consultation is warranted.

As you are aware, it is the sponsoring federal agency that is responsible for complying with Section 106 of the National Historic Preservation Act and its implementing regulations, "Protection of Historic Properties" (36 CFR Part 800). Accordingly, FHWA should determine the effect of the referenced project on historic properties, in coordination with DDOT. Pursuant to 36 CFR Part 800.6(a)(1), the ACHP should be notified by FHWA only when the undertaking will adversely affect historic properties.

While DDOT will undoubtedly have an active role in the Section 106 process, further correspondence to the ACHP on this project should be initiated by FHWA, and accompanied by appropriate documentation as specified in 36 CFR 800.11(e). If you have any questions, please contact Ms. Carol Legard of our staff at 202-606-8522 or via e-mail at clegard@achp.gov.

Sincerely,

Charlene Dwin Vaughn, AICP
Assistant Director
Federal Permitting, Licensing, and Assistance Section
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER



April 5, 2011

Mr. Faisal Hameed, Division Chief
Project Development, Environment & Sustainability Division
District Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, DC 20009

RE: Initiation of Section 106 Review: Broad Branch Road Reconstruction Project

Dear Mr. Hameed:

Thank you for contacting the DC State Historic Preservation Office (SHPO) to initiate the Section 106 review process for the above-referenced undertaking in accordance with 36 CFR 800. We understand that the proposed project will involve reconstruction of Broad Branch Road from Beach Drive to Linnean Avenue and that the District Department of Transportation (DDOT) will be preparing an Environmental Assessment (EA) for the project in cooperation with the Federal Highway Administration (FHWA). This letter contains our initial comments regarding effects on historic properties.

As you are aware, the section of Broad Branch Road that is proposed for reconstruction falls within the boundaries of the Rock Creek Park Historic District. Portions of the historically significant Fort Circle Connecting Park System are also located within the general project area. Information about archaeological resources that may be affected by the undertaking was forwarded to the project consultants on March 29, 2011. Direct and indirect effects on these and any other historic properties should be considered when developing the Area of Potential Effect (APE) for the project. We look forward to reviewing a draft APE, a list of potential consulting parties and additional information about the proposed scope of work when it becomes available.

In the meantime, please contact me at andrew.lewis@dc.gov or 202-442-8841 if you should have any questions or comments regarding the historic built environment. Questions or comments relating to archaeology should be directed to Ruth Troccoli at ruth.troccoli@dc.gov or 202-442-8836. Thank you for providing this initial opportunity to review and comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "C. Lewis".

C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office

11-129

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION**



Planning, Policy & Sustainability Administration

August 25, 2011

Mr. Andrew Lewis
Senior Historic Preservation Specialist
District of Columbia State Historic Preservation Office
1100 4th Street, SW
Suite E650
Washington, DC 20024

RE: Consultation under Section 106 of the National Historic Preservation Act
Proposed Definition of the Area of Potential Effects for the Broad Branch Road Rehabilitation Project,
NW

Dear Mr. Lewis:

As indicated in our Section 106 initiation letter dated February 24, 2011, the District Department of Transportation (DDOT) and the Federal Highway Administration (FHWA) are preparing an Environmental Assessment (EA) for the reconstruction of Broad Branch Road between Beach Drive and Linnean Avenue, NW. The project will also consider effects to historic properties in accordance with the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. §470) and its implementing regulations, 36 CFR Part 800.

DDOT in consultation with your office (in a meeting on August 16, 2011) has defined the area of potential effects (APE) boundaries as the east bank of Broad Branch between Beach Drive and 27th Street NW; the first row of structures north of Broad Branch Road between 27th Street NW and Nevada Avenue NW; several residences south of Broad Branch Road along Linnean Avenue; and the first row of residences west of Broad Branch Road between 27th Street NW and Beach Drive. This APE is considered sufficient to include all proposed repairs or modifications to Broad Branch Road, to incorporate any possible construction staging areas, to accommodate any modifications and/or replacement of the Soapstone Creek culvert, and to assess any visual or audible intrusions.

We formally request your final review and concurrence with the proposed APE for this project. If you have any additional questions or comments, please contact me. Thank you very much, and we look forward to working through the Section 106 process with you on this project.

Sincerely,

Faisal Hameed
Division Chief,
Project Development, Environment & Sustainability Division

cc: Wayne Wilson (DDOT)
Mike Hicks (FHWA)
Cindy Cox (NPS)
David W. Levy (NCPC)

GOVERNMENT OF THE DISTRICT OF COLUMBIA
STATE HISTORIC PRESERVATION OFFICER



September 28, 2011

Mr. Faisal Hameed
Division Chief, Project Development, Environment & Sustainability Division
District Department of Transportation
2000 14th Street, NW, 6th Floor
Washington, DC 20009

RE: Draft Area of Potential Effects: Broad Branch Road Reconstruction Project

Dear Mr. Hameed:

Thank you for providing the DC State Historic Preservation Office (SHPO) with a draft Area of Potential Effects (APE) for the above-referenced undertaking. We have reviewed the draft document and are writing to provide our comments in accordance with Section 106 of the National Historic Preservation Act.

Given the relatively steep terrain and dense vegetation that borders much of the project area, we agree that the proposed APE should adequately take into account the effects of the proposed undertaking. If necessary, the APE can be revised as we learn more about the nature of the reconstruction efforts and their likely effects on historic properties.

Historic Built Environment: According to our records, the historic properties within the APE that are listed in the National Register of Historic Places (National Register) include the Rock Creek Park and the Fort Circle Connecting Parks Historic Districts. Potentially eligible properties include the gatehouse for the Italian Ambassador's residence, "La Villa Firenze," which is located just to the north of the intersection of Broad Branch Road NW and Ridge Road NW on the western side of the street (the residence address is 2800 Albemarle Street, NW). According to our initial research, this building was constructed in 1925 and may be eligible for listing in the National Register when considered in context with La Villa Firenze. A Determination of Eligibility (DOE) Form should be completed to evaluate this building's potential historical significance. Similarly, the 1933 Carnegie Institution of Washington Building located at 5241 Broad Branch Road, NW should be evaluated in a DOE Form. No other DOE Forms are recommended at this time.

Archaeology: There are no previously identified archaeological sites within the APE but we will continue to work with DDOT to identify the need for and/or level of archaeological survey as project consultation continues.

We look forward to consulting further with DDOT to identify consulting parties, evaluate historic properties and to review project plans and the forthcoming Environmental Assessment. If you should have any questions or comments regarding this matter, please contact me at andrew.lewis@dc.gov or 202-442-8841. Questions or comments relating to archaeology should be directed to Ruth Troccoli at ruth.troccoli@dc.gov or 202-442-8836. Thank you for providing this additional opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Andrew Lewis".

C. Andrew Lewis
Senior Historic Preservation Specialist
DC State Historic Preservation Office

11-129



DC STATE HISTORIC PRESERVATION OFFICE DETERMINATION OF ELIGIBILITY FORM

PROPERTY INFORMATION

Property Name(s): Gatehouse for La Villa Firenze
 Street Address(es): 4400 Broad Branch Road, NW
 Square(s) and Lot(s): 2248, Lot 12
 Property Owner(s): Government of Italy

The property/properties is/are being evaluated for potential historical significance as:

- An individual building or structure.
- A contributing element of a historic district (specify):
- A possible expansion of a historic district (specify):
- A previously unevaluated historic district to be known as (specify):
- An archaeological resource with site number(s) (specify):
- An object (e.g. statue, stone marker etc.) (specify):
- A new multiple property/thematic study regarding (specify):
- A contributing element of a multiple property/thematic study (specify):
- Other (specify): A contributing element to La Villa Firenze complex, most likely NRHP-eligible, but now on foreign soil (Italian government)

Property description, rationale for determination & other pertinent information (enter text below):

The residence located at 4400 Broad Branch Road, NW is a Tudor Revival style house constructed between 1925 and 1927 that serves as a gatehouse for La Villa Firenze, currently the Italian Ambassador's residence (Figures 1 and 2). The gatehouse is a one and a half story building with stucco exterior, half-timbering and two stone chimneys. All windows have stone sills. The first floor windows are four-over-four double hung sash windows (Figure 1); the second floor window on the east façade is a six-over-six double hung sash window (Figure 2). The original shutters have been removed and storm windows have been installed over the original windows (Figure 2). The original slate roof has been replaced with asphalt shingles. The original stone retaining walls along Broad Branch Road at the entrance to the driveway and the original stone pillars flanking the driveway are intact (Figure 1). The light fixtures on the stone pillars have been replaced and a wrought iron fence has been added (Figure 2). Minimal alterations to the exterior design of the gatehouse are apparent and the overall integrity of design remains intact.

La Villa Firenze, the Italian Ambassador's residence, is located at 2800 Albemarle Street, NW (Figure 3). Originally constructed between 1925 and 1927 for Mrs. Blanche Estabrook O'Brien (Williams 2004; Realtor.com 2011), La Villa Firenze is a 24,000 square foot Tudor revival mansion with 59 rooms including seven bedrooms and eleven baths, located on 22 acres west of Rock Creek Park (Williams 2004; Landsman 2006) (Figure 3). Mrs. O'Brien was the widow of Paul Roebling, a member of a New Jersey family responsible for financing and building the Brooklyn Bridge, which opened in 1883. She was married to her second husband, Colonel Arthur O'Brien, Assistant Secretary of War under Newton D. Baker, when construction began on the residence (Williams 2004). Mrs. O'Brien selected architect Russell O. Kluge to design the home and H. F. Huber to design the interiors (Washington DC Visitor Information 2011); former U.S. Army Corps of Engineers General Richard Marshall was the contractor. When construction

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was complete, the estate was named Estabrook by Mrs. O'Brien (Williams 2004). The following description is excerpted from several magazine articles (Dan 2010; Williams 2004).



Figure 1. Gatehouse for La Villa Firenze, looking northwest (pre-1935). (E. B. Thompson, DC Public Library Photo Archives)



Figure 2. Gatehouse for La Villa Firenze, looking west (2011).



Figure 3. Site Plan of La Villa Firenze and location of the Gatehouse, Washington, DC.

The main residence was constructed of gray fieldstone, quarried on the site, with limestone trim (Figure 4). A variegated slate roof, green shutters, and leaded glass windows completed the design. Several outbuildings also graced the estate, including a large gatehouse on Broad Branch Road, garage with servant's quarters, 90-foot swimming pool, tennis courts, and a barn which later became an art studio (Williams 2004; Barnes 1994). Like many homes of the era, the Tudor-styled residence featured rather dark interior rooms, furnished with Jacobean-style furniture. O'Brien purchased fine paneling and mantels that had been designed by noted mid-17th century architect Sir Christopher Wren in London, and had them incorporated into the house during its construction (Williams 2004). The home's interiors reflected a variety of styles, dominated by an enormous three story grand hall with carved oak beams and stairway.



Figure 4. La Villa Firenze, looking northwest (source: Dan 2010).

Following the Great Depression, Colonel and Mrs. O'Brien leased the property to the Minister of Hungary until it was sold in 1942 (Williams 2004). Colonel and Mrs. O'Brien are both buried at the Forest Lawn Memorial Park, Omaha, Nebraska (Find a Grave 2012a, 2012b; Forest Lawn Memorial Park 2012).

Colonel Meyer Robert Guggenheim, Sr. (1885-1959) purchased the stately mansion overlooking Rock Creek Park in 1942 and named the residence after his mother, Florence (Dan 2011; Williams 2004). The Guggenheim fortune stemmed from the M. Guggenheim and Son Mining and Smelting Company, the family business for which he began to work in 1925, and later from the Guggenheim Exploration Company. Col. Guggenheim retired from business in 1929 (Williams 2004). Col. Guggenheim served as Ambassador to Portugal from 1953 to 1954; however, his indifferent work habits, gambling, habitual womanizing, and social faux pas led to an early demise of his political career (Spinzia and Spinzia 2007). The Guggenheims changed much of the dark interiors of the residence into a lighter appearance by utilizing a number of

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interior decorating ideas like pickling the oak staircase, for example. They installed two Waterford chandeliers in the drawing room (Williams 2004). Unfortunately, a fire in 1946 destroyed a large amount of original paneling. Austrian architect, Michael Rosenauer, was hired that year to restore the interiors of the house.

M. Robert Guggenheim died in 1959 and his fourth wife and widow, Rebecca Pollard "Polly" Guggenheim, married John A. Logan in 1962, and together they resided at the estate until 1976 (Williams 2004). Rebecca Pollard "Polly" Guggenheim Logan was a philanthropist and prominent Washington hostess who also was an artist and patron of the arts (Barnes 1994). From the 1940s to the mid-1970s, Mrs. Logan was a leading entertainer of high government officials, diplomats and influential figures in the political, business and art communities, holding parties and receptions at Firenze House including Supreme Court Justices William O. Douglas and Tom C. Clark, Five-Star General Omar N. Bradley, Joint Chief of Staff Admiral Arthur Radford, presidential advisor Clark M. Clifford, evangelist Oral Roberts, pianist Van Cliburn, philanthropists Marjorie Merriwether Post and Perle Mesta, and Kermit Roosevelt, Jr., who planned the CIA's 1953 overthrow of the Iranian government (Gallery of History 2009). Among Washington's grandest estates, Firenze House was the setting for charity balls, art shows, scholarship benefits and barbecue fund-raisers for such organizations as the Children's Hearing and Speech Center. An artist and portrait painter, Mrs. Logan was a serious student of art and a founder and major supporter of the Art Barn in Rock Creek Park, a restored carriage house where the works of painters, sculptors, photographers and artisans are exhibited (Barnes 1994).

Complete with a swimming pool, a bowling alley, tennis courts and a pipe organ big enough for a cathedral, Firenze, at one time, required an 11-person service and maintenance staff. The Guggenheims converted one of the barns on the estate into an art studio. Mrs. Logan painted in oils and water colors, specializing in portraits and still lifes. Her paintings have been exhibited at the Smithsonian Institution, in Boston and in private collections. As a Washington hostess, she was known for an easygoing charm and unruffled disposition, but also a sharp and attentive eye for detail. For years, she was hostess of an annual Firenze House Christmas party, featuring special lighting and decorating, caroling and dancing. As her entertaining increased, she found less time for painting, but she continued to raise money for various art scholarships and organizations. During the presidency of Lyndon Johnson, the two Johnson daughters gave a party for their father at Firenze House featuring the famed Texas barbecue chef Walter Jetton. So successful was the barbecue, that Mrs. Logan made it an annual charity fund-raiser. The Corcoran Gallery of the Art borrowed the estate for its annual tour of private art collections. Mrs. Logan was a founder and charter member of the Washington chapter of the National Society of Arts and Letters, a member of the women's committee of the Corcoran Gallery of Art, the women's board of the National Symphony and the women's board of the Opera Society of Washington (Barnes 1994).

The Italian Government purchased the Tudor Revival mansion and its formal gardens, encompassing over 17 acres of lawns and woodlands, from Rebecca Pollard "Polly" Guggenheim Logan in 1976 (Landsman 2006). The entire estate, recorded as nearly 22 acres, is valued at more than \$42 million.

The construction contractor, former Brigadier General Richard C. Marshall, Jr. was one of four retired Army officers (along with Major Henry Cabell Maddux, Colonel James A. Moss and Lieutenant Commander C. K. Mallory) who founded the real estate development firm, Maddux, Marshall and Company and later known as Maddux, Marshall, Mallory and Moss or the 4-Ms

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(Town of Garrett Park 2007). The firm primarily developed middle class suburbs during the 1920s such as Battery Park and Garrett Park in Montgomery County, Maryland (KCI Technologies, Inc. 1999a, 1999b). Battery Park featured a system of curving, discontinuous streets lined with approximately 200 lots. Maddux, Marshall and Company offered eight house types ranging from Bungalow to Spanish Revival to Colonial Revival. Clients were also free to submit their own plans for approval. A clubhouse was constructed in 1923, and a commercial area developed along Old Georgetown Road. Advertisements for Battery Park targeted military veterans through journals and magazines. Lots sold quickly, and the subdivision was almost completely constructed by 1940 (KCI Technologies, Inc. 1999a). The second phase of development in Garrett Park began after World War I, when Maddux, Marshall and Company began marketing small, mass produced cottages aimed at lower income government employees. The cottages frequently came with a choice of one of six types of Chevrolet automobile and therefore became known as “Chevy” houses. The cottages were constructed as infill around existing development (KCI Technologies, Inc. 1999b). The firm eventually owned hotels and apartments in Washington and were so successful that the firm was featured in a special section of the Washington Post in 1926 (Town of Garret Park 2007). However, the firm went out of business during the Depression.

Russell O. Kluge (1894-1967) designed La Villa Firenze and was a 4-M architect who designed the Chevy houses in Garrett Park. The compact 830-square foot interior of a typical Chevy house consisted of a living room with fireplace and dining nook. The small kitchen had a glass-fronted “dresser” for storage, an oil range, and a combination sink and laundry tray. Two bedrooms and a bath opened off a small hall, and some models included a 96-square foot rear sleeping porch. Space was maximized by the use of built-ins--a murphy bed in the living room, table and benches in the dining nook, medicine/linen cabinet in the bathroom. Plaster walls were papered and trim was stained wood. There were electric light fixtures in each room and a single “utility outlet” in the living room, and, of course, the built-in radio. The full basement had hollow-tile walls and cement floor (Town of Garret Park 2007). Russell O. Kluge was associated with the architectural firm, A.B. Mullett & Co., in 1924 and later inherited the firm in 1935 with Thomas Mullett’s death. Kluge operated the firm until he was drafted in World War II (Library of Congress 2012).

Hugo F. Huber (1869-1934) was an interior decorator and his company (H. F. Huber & Co.) was one of New York’s first American interior decorating firms that successfully designed, executed, and installed complete high end commercial, hospitality, and residential interiors in close conjunction with project architects. Despite significant commercial contracts Hugo F. Huber’s career was built on a range of residential work for wealthy clients, often German-American like Huber (Limbach 2010). Huber designed the interiors for the late Victorian style Christian Heurich Mansion (1892-1894), in Washington, DC and the Tudor Revival style Stan Hywet Manor (1911-1917), in Akron, Ohio.

Michael Rosenauer (1884-1971) was born in Austria and was an internationally acclaimed architect who practiced in London, Vienna, and New York. In Vienna, he built a villa for his friend, the composer Richard Strauss in 1925 with curly tops to the window surroundings and sweeping Central European hip roof. Rosenauer also built thousands of working-class flats. Less romantic, these tenements won an international reputation – enough for the British planner Sir Raymond Unwin, chief architect of the Ministry of Health, to invite Rosenauer to London to advise on social housing in 1928. Rosenauer moved in an artistic and theatrical world, for some of whose leading members he would create homes. In 1940, Rosenauer left for America to form

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a committee for a welfare project to house French refugee children. He went on to advise the US housing authority in Washington. While in the United States, Rosenauer acquired an understanding of American expectations of efficiency and quality. Rosenauer also designed the Time and Life Building, and numerous hotels including the Westbury, the Portman, the Inn on the Park, and the Carlton Tower in London, the Emerald Beach Hotel at Nassau, Bahamas, and hotels in the Canaries and Madeira.

National Register of Historic Places (NRHP) Determination of Eligibility.

The gatehouse associated with Estabrook/Firenze House/La Villa Firenze was originally constructed as part of the overall residential compound and has remained part of the estate through three successive owners: Colonel Arthur and Mrs. Blanche Estabrook O'Brien (1927-1942); Colonel Meyer Robert and Rebecca Pollard "Polly" Guggenheim (1942-1976); and the Government of Italy (1976-present). Estabrook/Firenze House/La Villa Firenze is also associated with the real estate development firm of Maddux, Marshall, Mallory and Moss, architect Russell O. Kluge, New York based interior designer Hugo F. Huber, and international architect Michael Rosenauer.

The gatehouse at Estabrook/Firenze House/La Villa Firenze is considered a contributing element to this residential complex; however, it is the only building visible from the public right of way. Other elements of the estate documented from the public right of way include the stone retaining walls at the entrance to the driveway and the stone pillars flanking the drive. Access to the entire estate for NRHP evaluation is restricted at this time as the property is owned by the Italian government and as such the buildings are located on foreign soil. However, based on preliminary research, Estabrook/Firenze House/La Villa Firenze and its contributing elements, would most likely be considered eligible for listing on the NRHP under Criterion B, for its association with philanthropist and prominent Washington hostess, Rebecca Pollard 'Polly' Guggenheim Logan, and under Criterion C, as an excellent representative example of the 1920s Tudor-style architecture in Washington, DC. The integrity of location, design, setting, materials, workmanship, feeling, and association remain largely intact. The main residence and gatehouse exist in their original location and both buildings retain their original exterior design, including elements of the Tudor style such as half-timbering and steeply pitched roofs. No major additions or alterations appear to have occurred to the gatehouse based on a comparison of the current building to an historic (pre-1935) photograph (Figures 1 and 2). The setting of the estate is unchanged as it is located across from Rock Creek Park, designated a national park by the time of the construction of the estate and accessible from Broad Branch Road, a winding, former county road, forming the southwest boundary of the park. The use of stone features may reflect a connection to the rustic stone architecture prominent in features of the park, including the many bridges, culverts, and retaining walls that comprise the park's architecture. Minor changes or additions to or removal of materials from the gatehouse and landscape features at the entrance include the replacement of the slate roof with asphalt shingles, removal of window shutters, and installation of a new metal fence and gate, new light fixtures in the stone pillars along the drive, and a new tall lamppost along the drive. Workmanship of the gatehouse and stone retaining walls and pillars appears undiminished. The Tudor-style gatehouse and stone features convey a sense of the aesthetic of the property as an opulent country estate. Its association with the wealthy or politically prominent echelon of Washington, DC remains with its current use as a residence for foreign dignitaries.

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Although the O'Brien's owned Estabrook for 15 years, little information could be gleaned on the extent of their professional or social activities. The real estate firm of Maddux, Marshall, Mallory and Moss were known primarily for the development and construction of the modest suburban 'Chevy' houses in Montgomery County, Maryland; Although Richard Marshall and 4M architect Russell O. Kluge were involved with the design and construction of larger estate homes such as Estabrook, neither achieved acclaim for architectural design or innovation of these custom homes. Hugo F. Huber established a nationally acclaimed interior decorating firm; unfortunately his original interiors designed for Estabrook were likely destroyed by fire in 1946. Michael Rosenaur, an internationally acclaimed architect re-designed the interior after the fire; however, whether these interiors remain intact cannot be ascertained.

The gatehouse at Estabrook/Firenze House/La Villa Firenze is considered a contributing architectural element to this residential complex which is owned by a foreign government. Documentation of this standing structure for evaluation of NRHP eligibility was conducted from the public right-of-way and access to the parcel on which this structure is located was not obtained. No assessment of the archaeological potential was conducted as part of the NRHP evaluation of the gatehouse on this parcel; therefore, it is not being evaluated under Criterion D for archaeological significance.

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DETERMINATION OF ELIGIBILITY FORM

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DC STATE HISTORIC PRESERVATION OFFICE
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PREPARER'S DETERMINATION

Eligibility Recommended

Eligibility Not Recommended

Applicable National Register Criteria:

A B C D

Applicable Considerations:

A B C D E F G

Susan L. Bupp, Senior Cultural Resources Specialist, Parsons February 1, 2012

Prepared By: (specify Name, Title & Organization):

Date:

DC SHPO DETERMINATION AND COMMENTS

Determined Eligible

Determined Not Eligible

The DC SHPO concurs that the Gatehouse for La Villa Firenze located at 4400 Broad Branch Road, NW is eligible for listing in the National Register of Historic Places and the DC Inventory of Historic Sites as outlined above.



Reviewed By: David Maloney, Andrew Lewis & Kim Williams

Date: February 15, 2012

DC Government Project/Permit Project Log Number (if applicable): 11-129



DC STATE HISTORIC PRESERVATION OFFICE DETERMINATION OF ELIGIBILITY FORM

PROPERTY INFORMATION

Property Name(s): Broad Branch Retaining Walls / Rock Creek Park Retaining Walls
 Street Address(es): Broad Branch Road, from Beach Drive to 27th Street, NW
 Square(s) and Lot(s):
 Property Owner(s): National Park Service, Rock Creek Park

The property/properties is/are being evaluated for potential historical significance as:

- An individual building or structure.
- A contributing element of a historic district (specify): Rock Creek Park Historic District
- A possible expansion of a historic district (specify):
- A previously unevaluated historic district to be known as (specify):
- An archaeological resource with site number(s) (specify):
- An object (e.g. statue, stone marker etc.) (specify):
- A new multiple property/thematic study regarding (specify):
- A contributing element of a multiple property/thematic study (specify):
- Other (specify):

Property description, rationale for determination & other pertinent information (enter text below):

The Rock Creek Park Historic District (RCPHD) consists of 1,754 acres of land dominated by picturesque landscapes featuring forested areas, streams, valleys, meadows, and sloping hills. The park meets NRHP Criteria A, B, and C under the themes of architecture, community planning and development, conservation, engineering, entertainment and recreation, industry, landscape architecture, military, and horticulture. Important persons associated with the history of the park include Joshua Pierce and landscape architects Frederick Law Olmsted, Jr. and John C. Olmsted. The park as a whole retains a high degree of integrity of design, workmanship, location, feeling, association, and setting. The period of significance for the district is 1791 to 1941.

The RCPHD was originally defined as 31 contributing elements and 59 non-contributing elements (Bushong 1990a and 1990b). Ten of the 31 contributing resources are also individually nominated to the NRHP (NPS 2002). One of the 31 contributing elements constitutes a category or system of resources pertinent here- the culverts and retaining walls. Individual culverts and retaining walls (ca. 1900-1941), scattered throughout the park, were not formally surveyed or inventoried as part of the NRHP nomination of the park. "Sections of retaining wall and small culverts (in many cases these structures are retaining walls pierced by a drain) are located throughout Rock Creek Park. In general the historic characteristics of this system of landscape elements can be defined as a native stone material laid in a variety of sizes in mortar or in a few cases dry designed to appear informal and inconspicuous" (Bushong 1990: 184).

At least fifteen segments of a stone retaining wall exist along Broad Branch (Figures 1-3; Table A). They are primarily located on the west side of the creek bank adjacent to Broad Branch Road. The visible portions of the segments vary in height from two to 14 courses of rough cut, irregularly coursed, dry designed (laid) stone. Although no mortar was identified in these retaining wall segments, it is possible that the mortar has been severely deteriorated to the extent it is no longer visible and lending to the appearance of the wall as dry laid. The stone is the

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native brown and grey stone common in buildings and structures throughout the park. The condition of the wall segments varies. Storm water runoff from the nearby neighborhoods has eroded the banks of Broad Branch and damaged segments of wall; in addition, previous maintenance and repair projects of the road surface and utility lines have undermined portions of

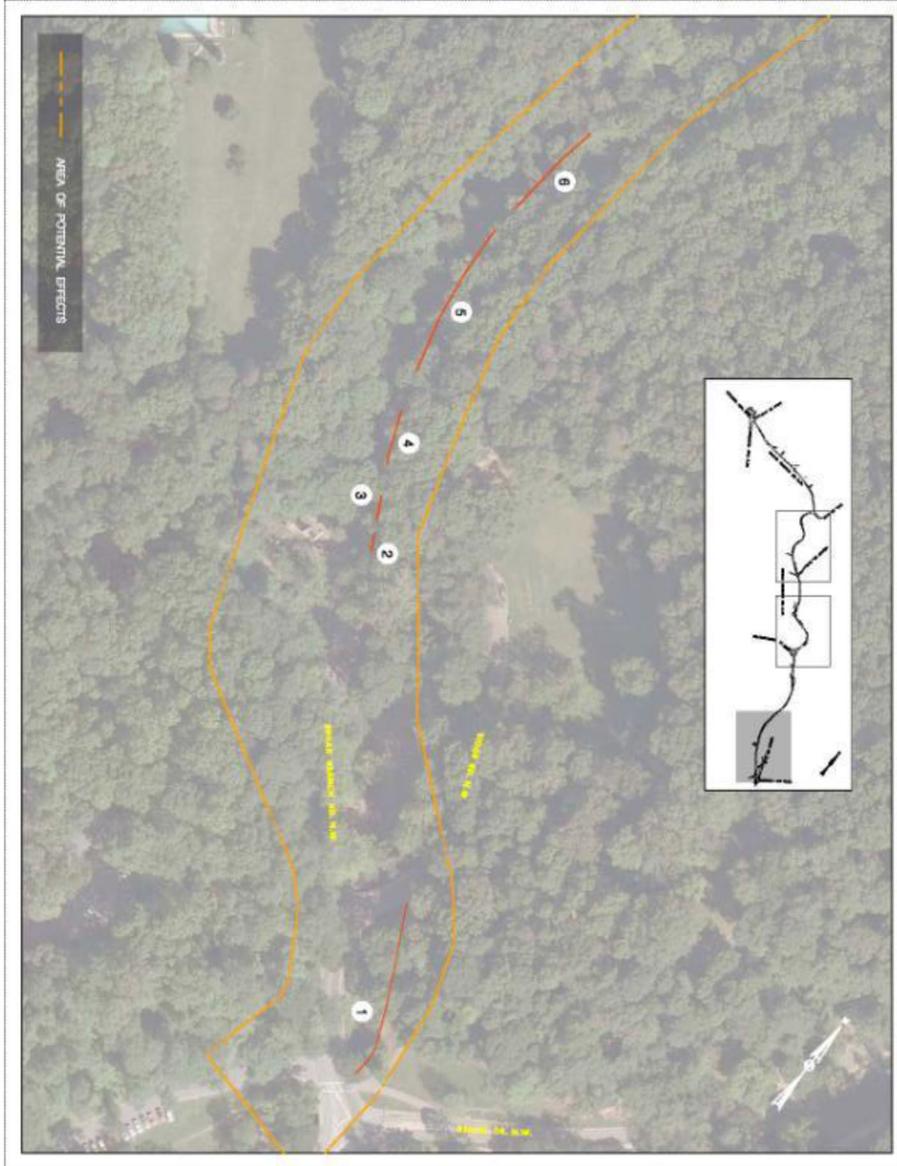


Figure 1. Location of Broad Branch Retaining Wall Segments, North of Beach Drive, NW, Rock Creek Park.

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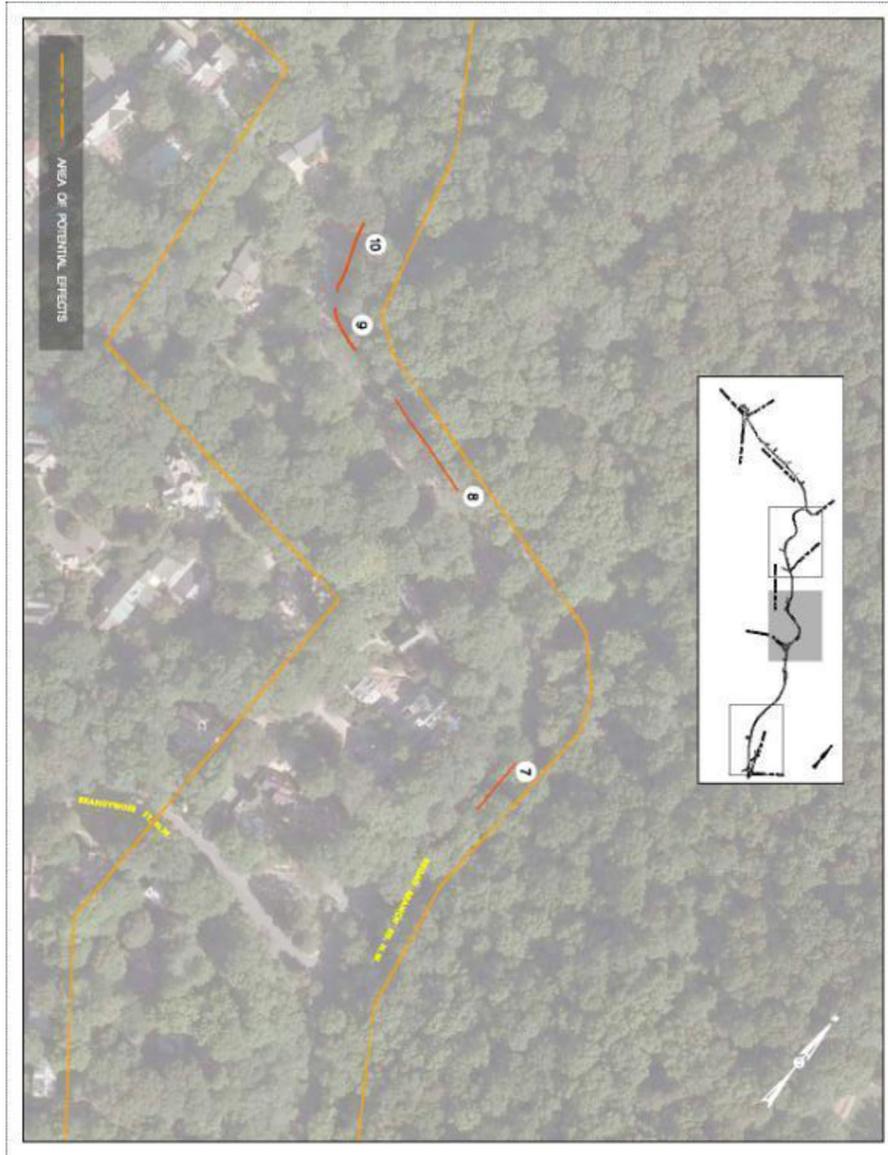


Figure 2. Location of Broad Branch Retaining Wall Segments, North of Brandywine Street, NW, Rock Creek Park.

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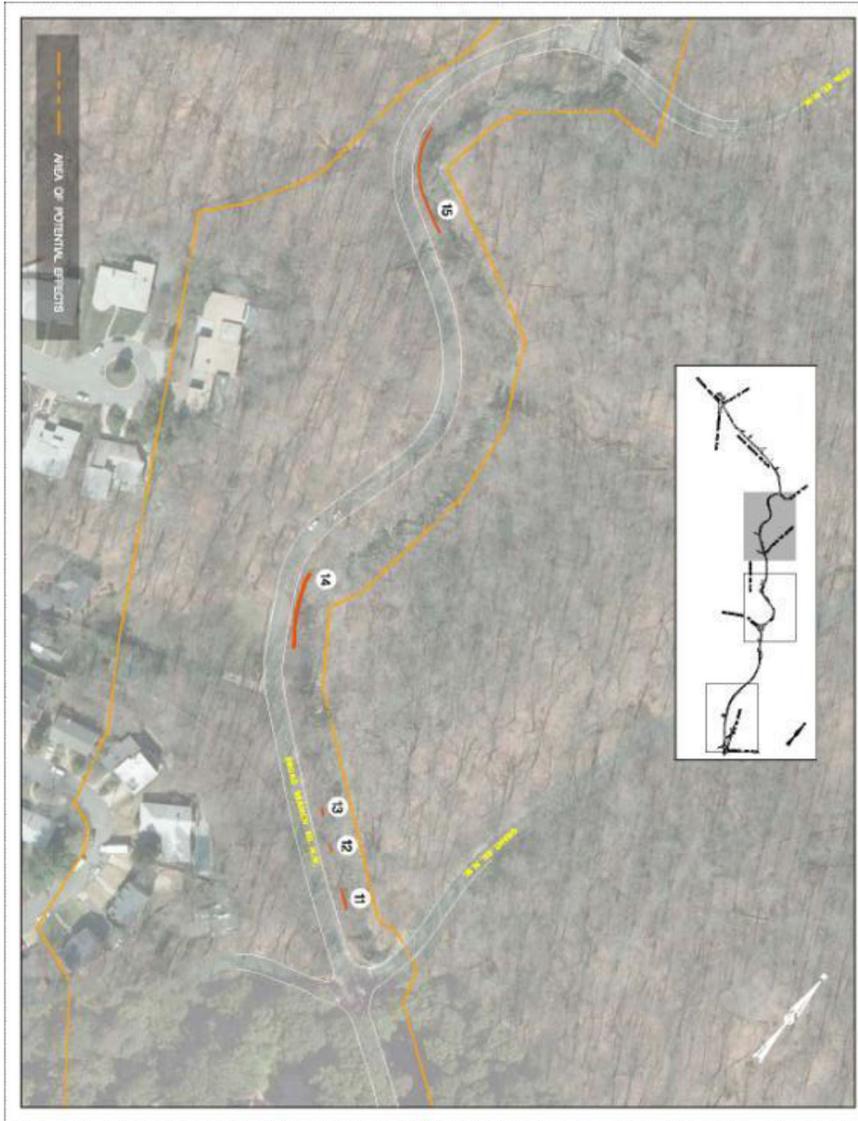


Figure 3. Location of Broad Branch Retaining Wall Segments, Grant Road, NW to 27th Street, NW, Rock Creek Park.

Table A. Intact Retaining Wall Segments along Broad Branch

Resource	Location	Description	NRHP Status
Dry laid stone wall Segment 1 (Figure 4)	East side of Broad Branch, between Broad Branch Road Bridge and Ridge Road Bridge (Station nos. 90+50 and 92+50)	Regularly coursed rough cut stone wall; at least eight courses visible; 212 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 2 (Figure 5)	West side of Broad Branch, North of Soapstone Creek (Station nos. 86 and 86+50)	Regularly coursed rough cut stone wall; at least three courses visible; 21 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 3 (Figure 6)	West side of Broad Branch, North of Soapstone Creek (Station nos. 85+50 and 86)	Regularly coursed rough cut stone wall; at least two courses visible; 29 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 4 (Figure 7)	West side of Broad Branch, North of Soapstone Creek (Station nos. 84+50 and 85+50)	Regularly coursed rough cut stone block wall; at least five courses visible; 66 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 5 (Figure 8)	West side of Broad Branch, North of Soapstone Creek (Station nos. 82+50 and 84+50)	Regularly coursed rough cut stone wall; maximum six courses visible; 190 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 6 (Figure 9)	West side of Broad Branch, North of Soapstone Creek (Station nos. 80 and 82+50)	Regularly coursed rough cut stone wall; maximum 14 courses visible; 124 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 7	West side of Broad Branch, North of Brandywine Avenue (Station nos. 63+50 and 64+50)	Regularly coursed rough cut stone wall; 71 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 8	West side of Broad Branch, South of Grant Road (Station nos. 59 and 60+50)	Regularly coursed rough cut stone wall; 131 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 9	West side of Broad Branch, South of Grant Road (Station nos. 58 and 58+50)	Regularly coursed rough cut stone wall; 57 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 10	West side of Broad Branch, South of Grant Road (Station nos. 56+50 and 57+50)	Regularly coursed rough cut stone wall; 90 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 11	West side of Broad Branch, North of Grant Road (Station nos. 48+50 and 49+50)	27 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 12	West side of Broad Branch, North of Grant Road (Station nos. 48 and 48+50)	10 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 13	West side of Broad Branch, North of Grant Road (Station nos. 47+50 and 48)	10 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 14	West side of Broad Branch, North of Grant Road (Station nos. 44+50 and 47)	Regularly coursed rough cut stone wall; 96 feet in length	Contributing element to RCPHD
Dry laid stone wall Segment 15	West side of Broad Branch, South of 27 th Street (Station nos. 38 and 40)	Regularly coursed rough cut stone wall; 136 feet in length	Contributing element to RCPHD

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Figure 4. Dry laid tabular stone retaining wall (Segment 1) located on the east side of Broad Branch, between Broad Branch Road Bridge and Ridge Road Bridge.



Figure 5. Dry laid stone retaining wall (Segment 2) located on the west side of Broad Branch, north of Soapstone Creek, showing a deteriorated wall of stone blocks, close to the road.

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Figure 6. Dry laid stone retaining wall (Segment 3) located on the west side of Broad Branch, north of Soapstone Creek showing compromised stone blocks close to the road.



Figure 7. Dry laid stone retaining wall (Segment 4) located on the west side of Broad Branch, north of Soapstone Creek partially supporting the asphalt surface of the roadway. Photographed from the hillside on the east bank of Broad Branch, facing west.



Figure 8. Dry laid tabular stone retaining wall (Segment 5) located on the west side of Broad Branch, north of Soapstone Creek.



Figure 9. Dry laid tabular stone retaining wall (Segment 6) located on the west side of Broad Branch, north of Soapstone Creek.

the walls. However, in most cases, the original material is extant but has been shifted or displaced. The portions of the wall that are most intact are in the areas where the creek channel

DC STATE HISTORIC PRESERVATION OFFICE
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is farthest from Broad Branch Road. This distance varies along the length of the channel, from as much as several feet to areas where the retaining wall is partially supporting the asphalt pavement of the roadway.

The following information was compiled from analysis provided by Simone Monteleone, Cultural Resources Program Manager, Rock Creek Park in April 2011.

In determining the stone retaining wall's construction period, historic documentation (maps and photographs), secondary documentation, and physical evidence were gathered to assist in narrowing the date of construction. Broad Branch Road was extant before the creation of Rock Creek Park in 1890. Laid out by county surveyor Lewis Carberry, Broad Branch Road was established in 1839 for the Peirce family. The road followed the south side of the valley along the stream and was accessed by a short connection that paralleled the original mill race (since demolished) for Peirce Mill (ca. 1829). The road was deeded to the federal government in 1854 and became an official public highway (Davis 1996). One of the earliest surveys where the alignment of the road is indicated is a September 1864 survey plat for the Levy Court. The Michler Survey (1867) is an extensive survey of the entire Rock Creek valley, and Broad Branch Road's alignment is similar to the one depicted in the 1864 survey plat.

None of these maps indicate when the stone retaining wall was constructed and no documentation has been discovered that discusses improvements to Broad Branch Road during the last quarter of the 19th century. The stone retaining wall is not continuous along the road and is evident in specific areas as the branch and road extend east toward Rock Creek. An improvement campaign, ca. 1898, was initiated for Rock Creek Park that impacted Broad Branch Road. Part of this campaign included improvements to Grant Road, which leads north into the park and connects to Glover Road. Grant Road was originally established as part of the road system constructed for the military during the Civil War (Davis 1996). The arched stone culvert constructed for this effort is believed to date to ca. 1898 and was built using similar local stone although the arched stone culvert exhibits beaded mortar joints. In 1902, the Pebble Dash Bridge was constructed at the east end of this stretch, where Broad Branch meets Rock Creek. The bridge carried traffic from Beach Drive over Broad Branch. The alignment of Broad Branch Road did not change, as demonstrated by maps from the 1890s through the turn of the 20th century. Based on the documentary evidence, it is believed that the stone retaining wall was in place by 1902.

In the late 1950s, the Pebble Dash Bridge and a ford over Broad Branch were replaced with the modern concrete bridges that are extant today. The current bridge that crosses over Broad Branch to access Glover Road is located west of the site of Pebble Dash Bridge. The limits of disturbance for the new bridge did not impact the stone retaining walls that are located further west along Broad Branch. Photographs of the construction confirm this.

During the 1930s, as part of New Deal work programs during the Great Depression, 7,516 square yards of roadway in the park was resurfaced and some retaining walls in the park were constructed (Bushong 1990: 143). Although it is not clear, it is possible that Broad Branch Road

DC STATE HISTORIC PRESERVATION OFFICE
DETERMINATION OF ELIGIBILITY FORM

was among the extant roadways that was resurfaced and that segments of retaining walls along the creek bank were built or improved during that time.

Additional photographic evidence shows a retaining wall along the west bank of Broad Branch in front of a building on the west side of Broad Branch Road (the gate house for La Villa Firenze). The photograph was accessioned in the 1940s but appears to have been taken before 1935 based on the absence of wing walls around the Soapstone Creek culvert, known to have been installed in that year. The retaining wall visible in the photo coincides with the location of the Broad Branch retaining wall documented here as Segment 2. The stones in Segments 2 and 3 are blockier than the thinner, tabular stones in other segments of the wall. Whether the retaining walls date to the turn of the 20th century or as late as the 1930s, they were confirmed at their current location from a photograph dating to before 1935.

National Register of Historic Places (NRHP) Determination of Eligibility.

Based on documentary research, photographic documentation, and on-site testing, it is estimated that the segments of the stone retaining wall at Broad Branch Road were constructed between the 1890s and the 1930s. The 15 segments of the retaining wall along the bank of Broad Branch represent a landscape element constructed within the early decades of Rock Creek Park development. They are constructed in the rustic stone style and material and within the period of significance (ca. 1900 to 1941) of retaining walls and culverts considered contributing elements to the Rock Creek Park Historic District. Although their integrity has been diminished from erosion and improper maintenance, the 15 segments collectively convey their purpose as a retaining wall. They are recommended as a contributing element to the Rock Creek Park Historic District within the category of culverts and retaining walls under Criteria A (overall conservation of natural settings within urban landscapes) and C (landscape architecture). The fifteen segments of the retaining wall along the bank of Broad Branch represent a landscape element which is a contributing element of the Rock Creek Park Historic District. The retaining wall segments represent an architectural resource which is located in areas where the steepness of the slope along Broad Branch indicates little to no potential for archaeological deposits. No field assessment of the archaeological potential was conducted as part of the NRHP evaluation of the retaining walls in this area; therefore, it is not being evaluated under Criterion D for archaeological significance.

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PREPARER'S DETERMINATION

Eligibility Recommended Eligibility Not Recommended

Applicable National Register Criteria: A B C D A B C D E F G

Susan L. Bupp, Senior Cultural Resources Specialist, Parsons February 1, 2012

Prepared By: (specify Name, Title & Organization): Date:

DC SHPO DETERMINATION AND COMMENTS

Determined Eligible Determined Not Eligible

The DC SHPO concurs that the Broad Branch Retaining Walls / Rock Creek Park Retaining Walls located along Broad Branch Road from Beach Drive to 27th Street, NW are eligible for listing in the National Register of Historic Places as described above. We also note that Simone Monteleone of the National Park Service reviewed this DOE and concurred with its findings.



Reviewed By: David Maldney, Andrew Lewis & Kim Williams Date: February 15, 2012
DC Government Project/Permit Project Log Number (if applicable): 11-129



U.S. Department
of Transportation
Federal Highway
Administration

District of Columbia Division
(202) 219-3570 FAX 219-3545

1990 K Street, NW
Suite 510
Washington, DC 20006-1103

APR 18 2013

In Reply Refer To: HDA-DC

Mr. David Maloney
District of Columbia Historic Preservation Office
1100 4th Street, SW
Suite E650
Washington, DC 20024

Dear Mr. Maloney:

The District Department of Transportation (DDOT) in conjunction with the Federal Highway Administration (FHWA) is preparing an Environmental Assessment (EA) for the Broad Branch Road project in accordance with the National Environmental Policy Act (NEPA). The effect of the project on historic properties will also have to be considered in accordance with the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. §470) and implementing regulations 36 CFR Part 800.

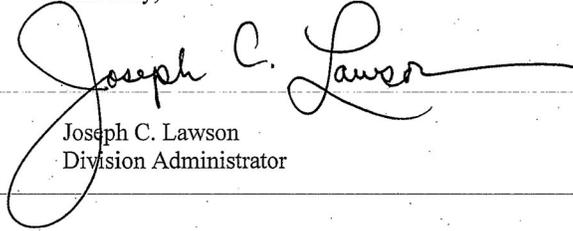
The Broad Branch Road project is located in Northwest Washington, DC adjacent to Rock Creek Park. The project area is between Beach Drive and Linnean Avenue. The purpose of the project is reconstruction of Broad Branch Road between Beach Drive and Linnean Avenue due to operational deficiencies, safety, aging infrastructure, and stormwater management needs.

The purpose of this letter is to formally initiate Section 106 consultation for the Broad Branch Road project. FHWA has not made a formal determination of "adverse effect"; however, it is anticipated that the proposed reconstruction of the soapstone culvert, damaged during a rain event in April 2011 in tandem with the project area's close proximity to the Rock Creek Park Historic District (RCPHD), will have an "effect".

A map of the anticipated area of potential effects (APE) is enclosed with this letter for your concurrence. The map was developed in consultation with your office. The proposed APE boundaries are the east bank of Broad Branch between Beach Drive and 27th Street NW; the first row of structures north of Broad Branch Road between 27th Street NW and Nevada Avenue NW; several residences south of Broad Branch Road along Linnean Avenue; and the first row of residences west of Broad Branch Road between 27th Street NW and Beach Drive. This APE is considered sufficient to include all proposed repairs or modifications to Broad Branch Road. It incorporates possible construction staging areas; accommodates any modifications and/or replacement of the Soapstone Creek culvert; and assesses any visual or audible intrusions.

If you have questions or comments, please contact Michael Hicks of my staff at: 202-219-3513 or michael.hicks@dot.gov.

Sincerely,

A handwritten signature in black ink that reads "Joseph C. Lawson". The signature is written in a cursive style with a large, looping initial "J".

Joseph C. Lawson
Division Administrator

Enclosure

cc: Carol Legard, ACHP
Faisal Hameed, DDOT
Andrew Lewis, DC SHPO

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION



February 4, 2014

Mr. David Maloney
DC State Historic Preservation Officer
Historic Preservation Office
District Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

RE: Section 106 Resolution of Adverse Effects for Broad Branch Road, NW

Dear Mr. Maloney:

The District Department of Transportation (DDOT), in conjunction with the Federal Highway Administration (FHWA) has prepared an Environmental Assessment (EA) for the Broad Branch Road Project in accordance with the National Environmental Policy Act (NEPA). The project also considers effects to historic properties in accordance with the requirements of Section 106 of the National Historic Preservation Act (16 U.S.C. §470) and implementing regulations in 36 CFR Part 800.

The project borders Rock Creek Park in Northwest Washington, DC, and is located between Beach Drive and Linnean Avenue. The purpose of the project is reconstruction of Broad Branch Road due to operational deficiencies, safety, aging infrastructure, and stormwater management needs. Three Candidate Build Alternatives developed to correct these needs, are being analyzed in the EA.

FHWA formally initiated the Section 106 process for this undertaking with notification to your office in April 2013. In a letter dated October 23, 2013, FHWA notified your office and the Advisory Council on Historic Preservation (ACHP) of its Determination of Adverse Effect and documented the findings in a report entitled *Section 106 Cultural Resources and Effects Report*. FHWA has determined that the three build alternatives would result in an "adverse effect" to contributing elements of the Rock Creek Park Historic District (RCPHD) due to the required demolition of the Soapstone Creek culvert, segments of retaining walls and to storm water outfall headwalls. There will also be an "adverse effect" to La Villa Firenze, an estate along Broad Branch Road eligible for listing on the National Register of Historic Places, due to the partial demolition of the original stone retaining walls at the driveway entrance leading to the

David Maloney
DCSHPO
February 4, 2014
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gatehouse on the property. In a letter dated November 19, 2013, the ACHP declined to participate in continuing consultation to resolve adverse effects.

While we await formal concurrence from your office on the FHWA's determination, we would like to continue consultation to resolve adverse effects and are providing the enclosed preliminary draft Memorandum of Agreement (MOA). We would appreciate your review of and comments on the enclosed MOA. Once comments are received, we will incorporate revisions, as appropriate and/or set up meetings to further discuss measures to mitigate the adverse effects. As a cooperating agency for the EA, the National Park Service will also be invited to be a signatory to the MOA once we have revised the document after your initial review.

If you have any additional questions or comments, please contact me at (202) 671-4582 or Wayne.Wilson@dc.gov. Thank you very much and we look forward to working with you on this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Wayne Wilson".

Wayne Wilson
Project Manager

Enclosure: MOA

cc: Michael Hicks, FHWA - DC Division
Faisal Hameed, DDOT
Andrew Lewis, DC SHPO