

**PHASE IA CULTURAL RESOURCES  
SURVEY OF  
THE PROPOSED SOAPSTONE  
CONNECTOR  
FAIRFAX COUNTY, VIRGINIA**

Fairfax County Project No. 2G40-078

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A Phase IA cultural resources survey was conducted in support of the Environmental Assessment (EA) for the Soapstone Connector in Reston, Fairfax County, Virginia. The EA is being prepared by the Fairfax County Department of Transportation (FCDOT) in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA). The Soapstone Connector will be a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road. The project area is located just west of the new Wiehle-Reston East Metrorail Station and would include a new overpass crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system.

The project may involve federal assistance and federal permitting, licensing, or approval (36 Code of Federal Register [CFR] 800.16(y)). As a result, the proposed undertaking is under the purview of Section 106 of the National Historic Preservation Act (NHPA), as amended. For this undertaking, the Area of Potential Effects (APE) for archaeological resources includes the project area footprint, inclusive of any areas where soil-disturbing activities are planned. The APE for architectural resources includes a broader area beyond the roadway footprint to assess potential visual and audible effects from the new roadway and overpass.

The Phase IA cultural resource survey consists of a site files search, a review of previous cultural resources investigations, archival research, and a review of real property records for parcels in the APE. The survey is being prepared to identify cultural resources that could be affected by implementation of the proposed project. The survey includes an assessment of archaeological potential based on prior disturbance and development in the project area; research on additional buildings and structures that are located in and near the APE that may be eligible for the National Register of Historic Places (NRHP), photo-documentation of viewsheds (vantage points) to and from the proposed roadway corridor to identify the potential for new visual intrusions on the landscape from roadway elements (e.g., overpass, utility poles, and traffic signals), and recommendations for additional investigations.

The site files search indicates that no archaeological sites have been identified in the APE. Two previously identified architectural resources occur in the architectural APE, the Washington and Old Dominion (W&OD) Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). The W&OD Railroad Historic District is considered eligible for the NRHP. The Wiehle/Sunset Hills Historic District has not been evaluated for NRHP eligibility but is considered potentially eligible. Based on archival research, a review of real property records, and photo-documentation within the APE, no additional resources likely to be eligible for the NRHP have been identified in the architectural APE.

There is limited potential for adverse effects to the two previously identified historic properties. The area around the W&OD Railroad Historic District has already been subject to suburban development. The historic district is actively used as a regional park, with a paved bicycle and pedestrian trail. It is bounded by an electrical substation and visible to and from existing roadways and office buildings. Addition of a new roadway and associated elements (e.g., overpass, utility poles) will not create any additional visual

intrusions to the district because they are similar to other features that already occur adjacent to the historic district. Further, the grade of the trail within the APE is below the grade at which the end of the new Soapstone Connector will intersect with Sunset Hills Road. Views to and from the trail are partially obscured by trees and the electrical substation. There is a potential for short-term visual and noise impacts to users of the trail within the historic district during construction for the new roadway. There is limited potential for long-term impacts to the historic district. No adverse effects to the historic property will result from the proposed project.

Similarly, there is no potential for adverse effects to the Wiehle/Sunset Hills Historic District because there will be no adverse effects to resources within the district that contribute to its eligibility. The only building in the district that is within the viewshed of the proposed new roadway is modern, constructed in 1996, and is not likely to be considered a contributing resource to the district.

The proposed construction of the Soapstone Connector will not result in adverse effects to historic properties. No further cultural resources investigations are required.

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## ACRONYMS AND ABBREVIATIONS

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APE	Area of Potential Effects
CFR	Code of Federal Regulations
DIAAH	Dulles International Airport Access Highway
EA	Environmental Assessment
e.g.	<i>exempli gratia</i> (for example)
<i>et al.</i>	<i>et alia</i> (and others)
FCDOT	Fairfax County Department of Transportation
FCPA	Fairfax County Park Authority
FHWA	Federal Highway Administration
ha	Hectare
km	Kilometers
m	Meters/meter
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
USGS	United States Geological Survey
VDHR	Virginia Department of Historic Resources
VDOT	Virginia Department of Transportation
W&OD	Washington & Old Dominion

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## 1.0 INTRODUCTION

A Phase IA cultural resources survey was conducted in support of the Environmental Assessment (EA) for the Soapstone Connector in Reston, Fairfax County, Virginia. The Fairfax County Department of Transportation (FCDOT) is preparing the EA in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA). The Soapstone Connector will be a new roadway, approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road.

Because the project may involve federal assistance and federal permitting, licensing, or approval (36 Code of Federal Regulations [CFR] 800.16(y)), the proposed undertaking is under the purview of Section 106 of the National Historic Preservation Act (NHPA), as amended. Section 106 of the NHPA governs federal actions that could affect historic properties. Identification of National Register of Historic Places (NRHP)-eligible resources, including archeological sites, architectural resources, and Native American resources, was conducted according to requirements of 36 CFR 800 for Section 106 of the NHPA.

The survey is being prepared to identify cultural resources that could be affected by implementation of the proposed project. The survey includes an assessment of archaeological potential based on prior disturbance and development in the project area; research on buildings and structures that are located in and near the APE that may be eligible for the National Register of Historic Places (NRHP); photo-documentation of viewsheds (vantage points) to and from the proposed roadway corridor to identify the potential for new visual intrusions on the landscape from roadway elements (e.g., overpass, utility poles, and traffic signals), and recommendations for additional investigations.

### 1.1 Project Area

The project area is located just west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system (**Figure 1**). On the south, the proposed new road would be an extension of the existing north-south oriented Soapstone Drive where it intersects with Sunrise Valley Drive; the road would travel north into a developed business/office park (Center for Educational Associations). Office buildings in this park are connected by a circular roadway, Association Drive. The roadway would feature an overpass that spans three existing transportation corridors (roadway and rail) before entering a developed business/office park (office buildings and paved parking lots) on the north side of the corridor. The new roadway would terminate at a new intersection with Sunset Hills Road. The project includes two build alternatives (Alternative 1 and Alternative 2), as shown in Figure 1. Alternative 1 is about 12.99 acres (ac) (5.26 hectares [ha]) and Alternative 2 is about 12.90 ac (5.22 ha).

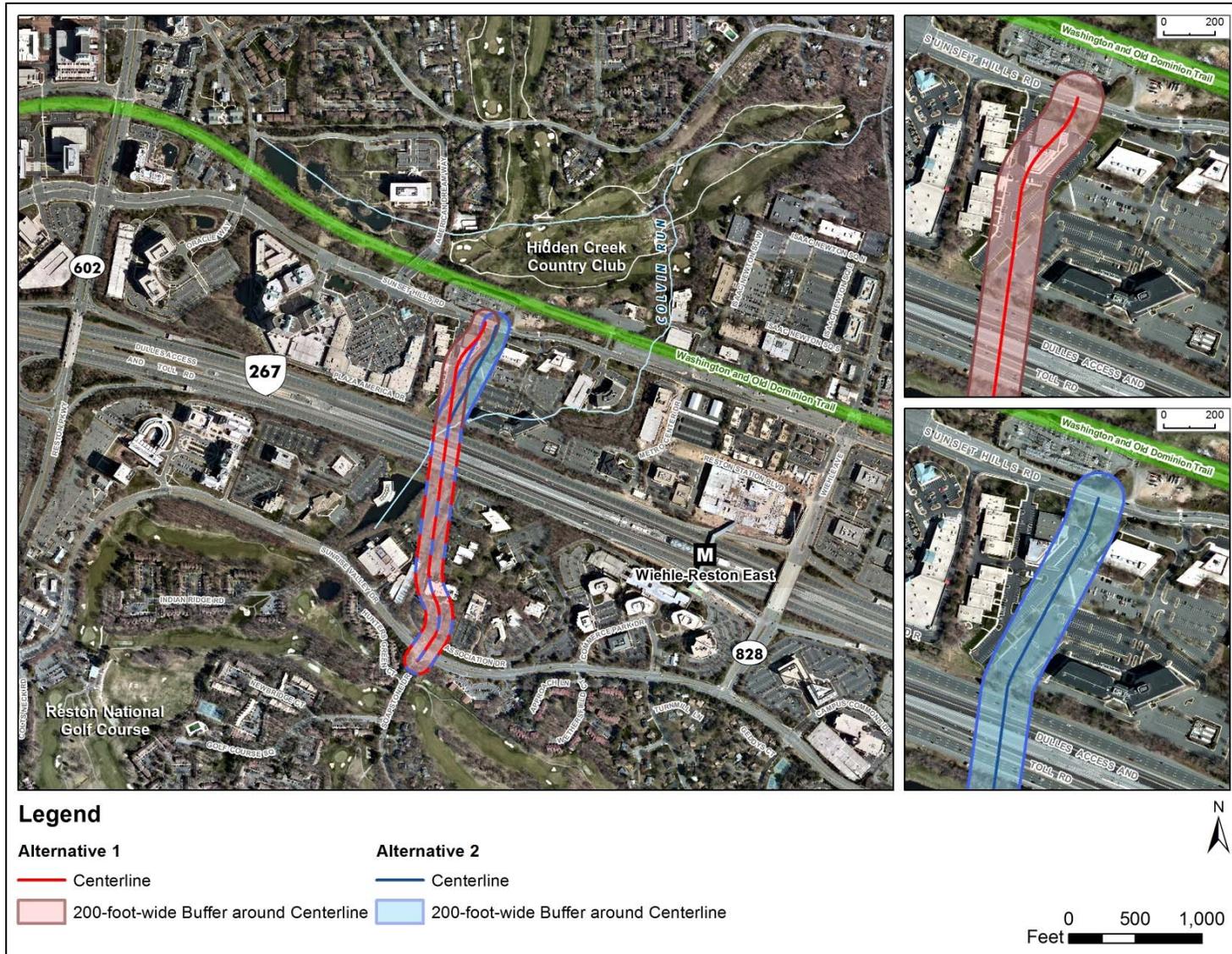


Figure 1. Soapstone Connector Project Location Map

Existing roadways and parking areas are covered in asphalt pavement. Several office buildings and associated parking lots occur in the business parks. Landscaped islands and medians occur in and around the parking lots.

The footprint of the proposed roadway overlaps several existing buildings. On the south end of the proposed road is the Center for Educational Associations, which includes several office buildings for associations (e.g., National Association of Secondary School Principals, Society of Health and Physical Educators ), KM Stonecroft LLC, and the Bernstein Management Corporation, as well as the Hunters Green Cluster of residential townhouses. On the north side are office buildings owned by Spectra 4 LLP, Musica, and Triangle Industrial Park containing athletic and laboratory space, and a dry cleaners, among other small businesses. Narrow, densely wooded areas occur along most of the north and south sides of the Dulles Corridor, providing vegetative screening to buffer buildings from traffic along the transportation route.

## **1.2 Proposed Project**

The proposed project includes two build alternatives as shown in Figure 1; both follow the same alignment south of the Dulles Corridor, connecting to Soapstone Drive at its intersection with Sunrise Valley Drive, but north of the crossing, the alignments diverge and are offset by up to 150 feet. In both alternatives, the typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); 5-foot wide on-road bicycle lanes on each side; a 5-foot wide concrete sidewalk on the west side; and a 10-foot wide shared use path on the east side, for a total width of about 100 feet. The alternatives vary only in alignment north of the Dulles Corridor, not in total width or proposed elements.

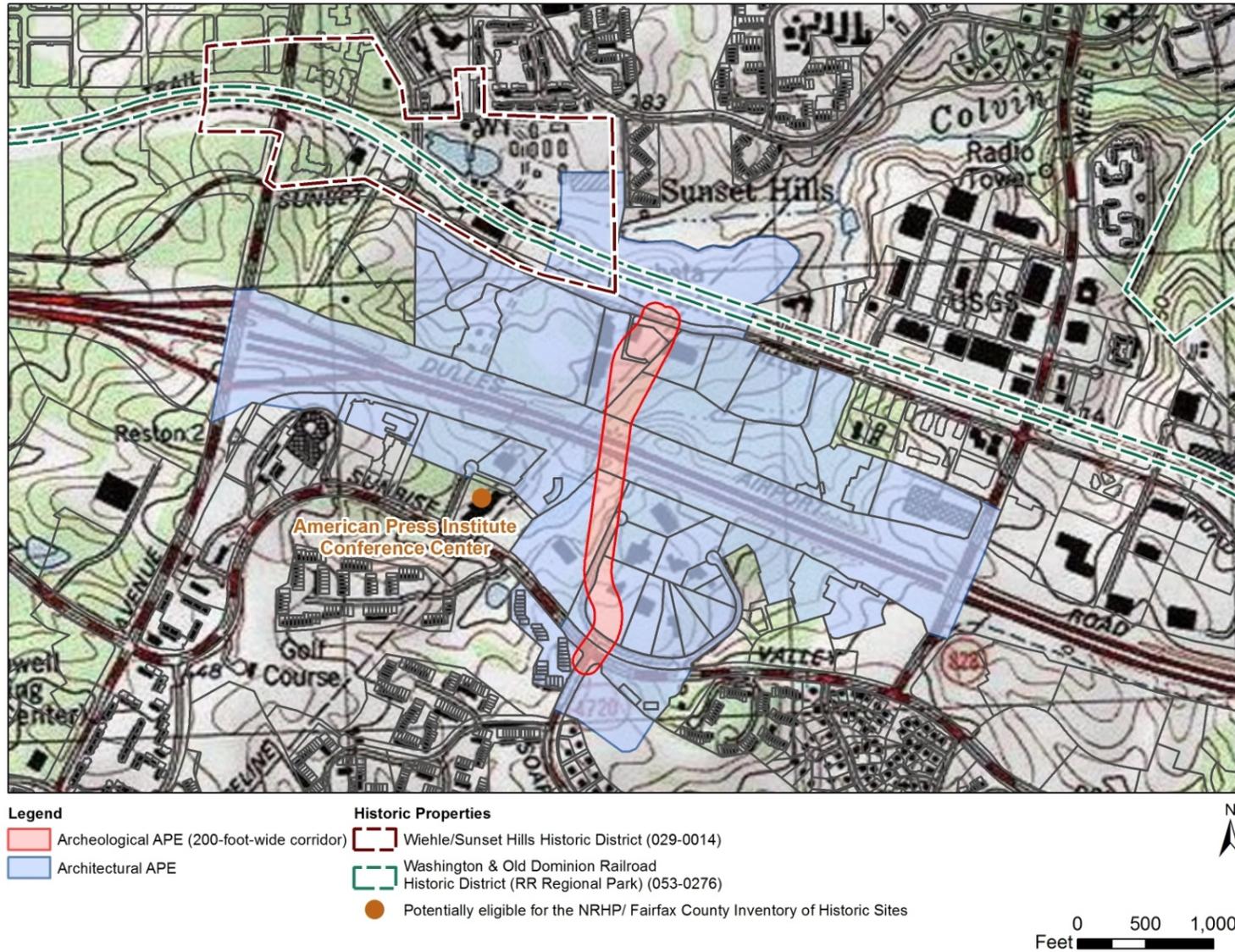
The purpose of the proposed project is to reduce congestion and delay at intersections along Wiehle Avenue, improve multimodal connectivity to the Wiehle-Reston East Metrorail Station, and improve accessibility and mobility to and within the area surrounding the Wiehle-Reston East Metrorail Station. The proposed roadway would provide an additional crossing to supplement the (two) existing crossings of the Dulles Corridor in Reston: Reston Parkway and Wiehle Avenue. Constructing an additional crossing would provide additional capacity across the Dulles Corridor and provide another access to the Wiehle-Reston East Metrorail Station. The roadway would also include designated northbound and southbound bike lanes, pedestrian sidewalks, and would provide another route for Metro buses to access the Metrorail Station.

## **1.3 Area of Potential Effects**

As defined by 36 CFR 800.16(d) of Section 106 of the NHPA, the Area of Potential Effects (APE) represents the "...geographic area or areas within which an undertaking could cause changes in the character or use of historic properties, if any such exists." In delineating the APE, factors taken into consideration include the elements of the proposed undertaking, the existence of buildings, vegetation and terrain, possible visual concerns in terms of changes to viewshed caused by the addition of an overpass and other vertical intrusions to the existing viewshed, audible effects, and construction activities necessary for the proposed undertaking.

The APE for archeological resources for the proposed project consists of the footprint of the two alternatives, a corridor approximately one-half mile long and 200 feet wide (**Figure 2**). This APE is considered sufficient to include all proposed activities associated with construction of the new roadway including asphalt paving, construction of new road segments, an overpass, intersections, and associated features.

The architectural APE is much broader to assess potential visual and audible effects to resources beyond the immediate project area because the project will introduce new vertical intrusions, including an overpass, vertical lighting, signaling, and sign posts. The architectural APE spans the length of the Dulles Corridor between the two existing overpasses, Reston Parkway to the west and Wiehle Avenue to the east, and buildings immediately adjacent to the Dulles Corridor that might be visible to and from the new Soapstone Connector overpass (Figure 2). The APE also includes areas at the north and south termini of the new roadway to account for the presence of new traffic intersections. All of the proposed roadway elements will be similar to existing features already present in the project area. This APE is considered sufficient to address any possible visual or audible intrusions from construction or operation of the new roadway.



**Figure 2. Soapstone Connector APE**

US Geographic Survey (USGS) Vienna 1982 7.5-Minute Topographic Quadrangle (USGS 1982).

## **2.0 METHODOLOGY**

The Phase IA cultural resources survey methodology consists of site files search, a review of previous cultural resources investigations, archival research, and a review of Fairfax County real property records for parcels in the APE. Coordination under NEPA and consultation under Section 106 of the NHPA was initiated with several agencies including the Fairfax County Department of Planning and Zoning and Architectural Review Board, the Fairfax County Park Authority, the Northern Virginia Regional Park Authority (NVRPA), the Washington Metropolitan Area Transit Authority, and Metropolitan Washington Airports Authority. Correspondence with these agencies is included as **Appendix A**.

### **2.1 Literature Review**

A site files search was conducted on June 8, 2015 through the Virginia Department of Historic Resources (VDHR) Cultural Resources Information System (V-CRIS). The search included an examination of records on previous cultural resource investigations and previously recorded archeological sites and architectural resources within a 1-mile (1.6-kilometer [km]) radius of the project area. Two previously identified historic properties are located in the architectural APE: the Washington & Old Dominion (W&OD) Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). No previous cultural resources investigations have been conducted in the project area.

Information was also requested from the Fairfax County Park Authority Cultural Resources Management and Protection Section to identify the potential for previously unidentified cultural resources in the project area (Appendix A).

Information obtained from the Fairfax County Department of Planning and Zoning as part of the project scoping process provided information on the potential for historic properties to be present within Wiehle-Reston East Transit Station Area (TSA), including office buildings on Sunrise Valley Drive (Selden 2015; Sutphin 2015; Appendix A).

### **2.2 Archival Research**

Archival research was conducted to obtain dates of construction on existing roadway and rail infrastructure in the project area, including the Dulles Corridor and intersecting roadways and overpasses, as well as buildings and structures in the architectural APE.

The following maps and aerial photographs were utilized as part of the research:

- USGS Vienna 7.5-Minute Topographic Quadrangle (USGS 1966, 1982, 2013)
- Aerial Photographs (USGS 1973; Google Earth 1988)

### 3.0 RESULTS OF ARCHIVAL AND BACKGROUND RESEARCH

#### 3.1 Previous Investigations

No previous cultural resources investigations have been conducted in the project area per the site files search on V-CRIS.

#### 3.2 Previously Recorded Cultural Resources

No archaeological sites have been identified in the APE. Two previously identified architectural resources are located in the architectural APE: the Washington & Old Dominion (W&OD) Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). The W&OD Railroad Historic District is considered eligible for the NRHP. The Wiehle/Sunset Hills Historic District was documented in 1987 but has not been evaluated for NRHP eligibility. One additional resource, the American Press Institute Conference Center (11690 Sunrise Valley Drive), has been identified by the Fairfax County Architectural Review Board as being potentially eligible for the NRHP, and it is located just west of the APE on the south side of the Dulles Corridor (Figure 2; Sutphin 2015).

#### 3.3 Results of Background Research

Development along the Dulles Corridor in the project area includes roadways and overpasses, on and off-ramps and toll facilities, and rail transit routes. Dates of construction and alteration for major transportation elements are included in **Table 1**. Only two elements are more than 50 years of age, the Dulles Access Road/DIAAH and the northbound lane of the Reston Parkway overpass over the Dulles Corridor. Both of these features have been altered over time, with the Reston Parkway overpass reconstructed in 1990 (VDOT 2016).

**Table 1. Major Transportation Features in the APE**

<b>Transportation Feature</b>	<b>Date of Construction</b>	<b>Date of Alteration</b>
Dulles Access Road/DIAAH	1962	N/A
Dulles Toll Road (Route 267)	1984	N/A
Silver Line Metrorail	2014	N/A
Wiehle Avenue overpass over Dulles Corridor	1978	1998
Wiehle-Reston East Station pedestrian walkway	2014	N/A
Reston Parkway overpass over Dulles Corridor – Northbound Lane	1961	1990
Reston Parkway overpass over Dulles Corridor – Southbound Lane	1977	1990

Development on the north and south sides of the corridor includes commercial (office parks, office buildings, a medical center, hotels, and shopping centers), residential (single-family townhouses and apartment buildings) and park/recreation facilities, including two golf courses and a walking and biking trail, the W&OD Regional Park. A Dominion Virginia Power substation occurs on the north side of Sunset Hills Road.

Of the 92 parcels in the APE, none contain buildings or structures constructed more than 50 years ago (through 1966) and none of the project area coincides with a Historic Overlay District, according to the Fairfax County Tax Administration's Real Estate Assessment Information Site (Fairfax County 2016; **Table 2; Figure 3**). Only one parcel (0283 01 0051) coincides with a previously identified historic property, the W&OD Railroad Historic District. The boundaries for the W&OD Railroad Historic District include the 100-foot wide by 45 mile long roadbed of the former W&OD Railroad from Shirlington Road just east of I-395 in Arlington, Virginia, west to the Purcellville Depot at Route 690 in Purcellville. In the APE, the W&OD Railroad Historic District includes a short segment of the hard-surfaced bicycle and pedestrian trail and an adjacent bridle path, flanked by landscaped/grassy strips, amenities maintained as part of the W&OD Railroad Regional Park by the Northern Virginia Regional Park Authority.

The Fannie Mae property (0174 01 0035D) is the only parcel in the APE located within the boundaries of the Wiehle/Sunset Hills Historic District. The only buildings identified as contributing resources to the district include the Wiehle House (circa 1890), Sunset Hills (1899), and the Smith-Bowman Distillery (1934/1966). None of these resources are located in the architectural APE of the Soapstone Connector project. Although the district has not been evaluated for NRHP eligibility and a complete list of contributing elements has not been defined, the Fannie Mae building, located in the extreme southeastern corner of the district and constructed in 1996, would not be considered a contributing element to the historic district as a result of its construction date and modern architectural style.

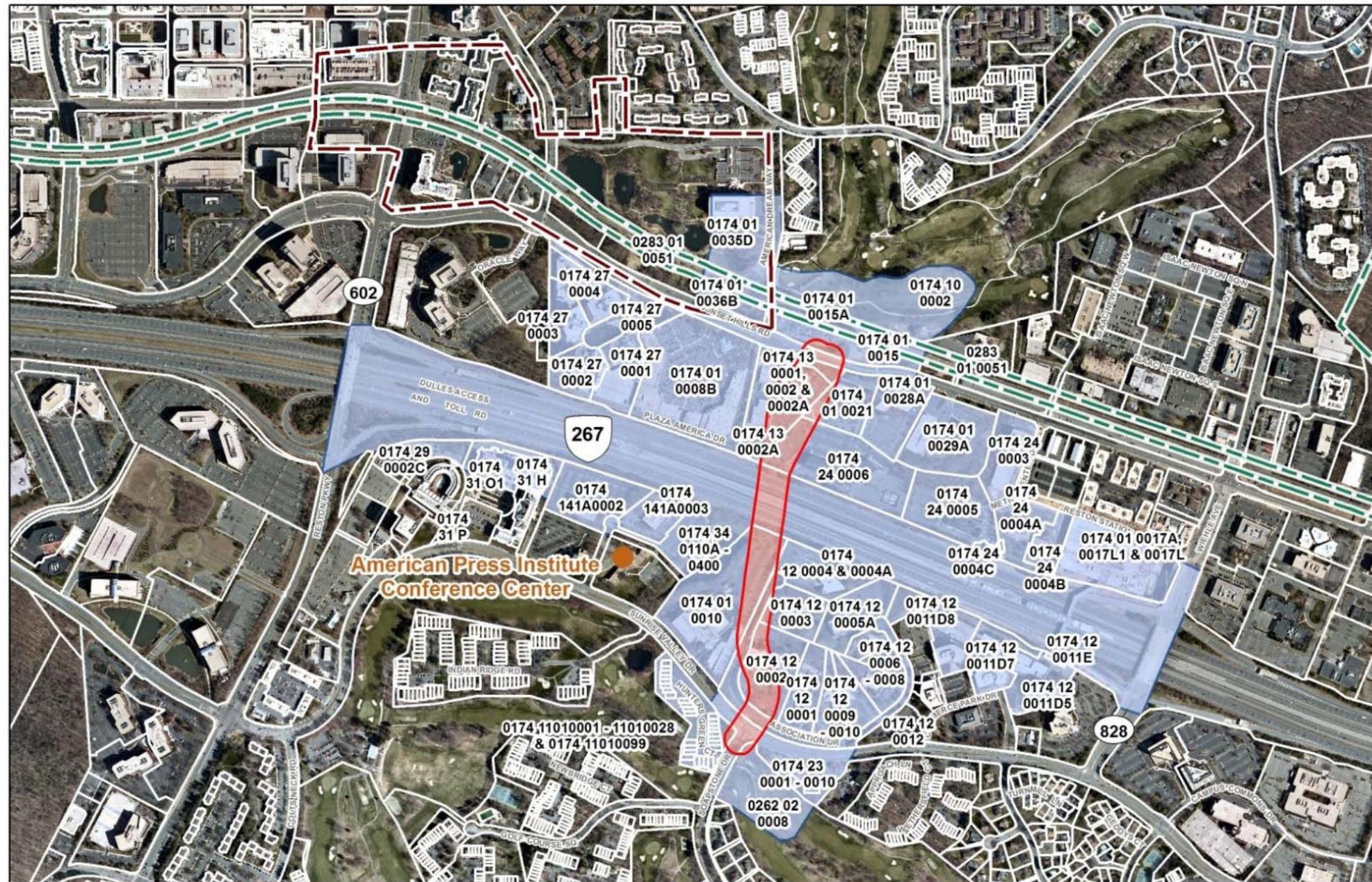
Office buildings in the APE range in date of construction from 1972 to 2007 and include low and mid- to high-rise (greater than 5 stories) buildings. The majority of buildings within the Center for Educational Associations (n=10) was constructed in a period from the early 1970s to early 1980s with one constructed in 1991, but these are not likely to be individually eligible or eligible as an historic district because they are not of a distinctive architectural style or associated with a significant individual or event. Several office/light industrial use buildings on the north side of the Dulles Corridor in the APE were also constructed in the mid to late 1970s but vary in style and do not form a cohesive district that could be considered eligible for the NRHP. Modern office buildings, residential apartment buildings, shopping centers, and a hotel have infilled among the original office buildings constructed along the Dulles Corridor with several buildings and a parking garage constructed in the past two years in association with the new Metrorail station.

Residences at the southwest corner of the intersection of Sunrise Valley Drive and Soapstone Drive were constructed in 1972 as part of the Hunters Green neighborhood and consist of modern, single-family attached townhouses. Common cladding materials include non-structural brick veneers and vertical or paneled wood siding with composition shingle roofs. Common design elements include side-gabled roofs and multi-pane windows. In general, because of their age (less than 50 years old) and

common and non-distinctive styles, the houses are not likely to be individually eligible nor are they likely to comprise a historic district that would be eligible for the NRHP. Further, no impacts to these resources would be anticipated from the proposed project because the new roadway would not alter architectural features of the houses that could make them eligible for the NRHP upon reaching 50 years of age. The neighborhood is already located at the intersection of two existing roadways. Construction of the connector road to the north would not add any visual intrusions that do not already occur within viewshed of the neighborhood.

The two golf courses in the APE were both constructed in 1970 and would not likely be eligible for the NRHP. Only portions of the several fairways including greens and sand traps from each course would be visible from the proposed new Soapstone Connector.

Based on real property research and photo-documentation, no additional resources likely to be eligible for the NRHP were identified in the architectural APE.

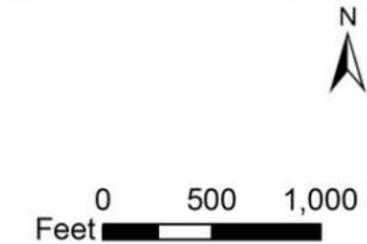


**Legend**

- Archeological APE (200-foot-wide corridor)
- Architectural APE

**Historic Properties**

- Wiehle/Sunset Hills Historic District (029-0014)
- Washington & Old Dominion Railroad Historic District (RR Regional Park) (053-0276)
- Potentially eligible for the NRHP/ Fairfax County Inventory of Historic Sites



**Figure 3. Fairfax County Parcels in the Architectural APE**

**Table 2. Fairfax County Parcels in the Architectural APE**

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Bernstein Management Corporation	11600 Sunrise Valley Dr	0174 01 0010	Low Rise Office	I-5 (Industrial General)	1972
National Association of Secondary School Principals	1904 Association Dr	0174 12 0002	Low Rise Office	I-3 (Industrial - Light Intensity)	1973
KM Stonecroft LLC	1902 Association Dr	0174 12 0003	Low Rise Office	I-3 (Industrial - Light Intensity)	1975
SHAPE America (Society of Health and Physical Educators)	1900 Association Dr	0174 12 0004	Low Rise Office	I-3 (Industrial - Light Intensity)	1980
SHAPE America (Society of Health and Physical Educators)	1900 Association Dr	0174 12 0004A	Low Rise Office	I-3 (Industrial - Light Intensity)	1980
National Council Of, Teachers Of Math (NCTM) Building	1906 Association Dr	0174 12 0001	Low Rise Office(<= 4 Stories)	I-3 (Industrial - Light Intensity)	1973
Council For Exceptional Children (CFEC) Building	1920 Association Dr	0174 12 0005a	General Med/Hi Rise Off (= > 5 Stories)	I-3 (Industrial - Light Intensity)	1973
National Art Education Association (NAEA) Building	1916 Association Dr	0174 12 0006	Low Rise Office(<= 4 Stories)	I-3 (Industrial - Light Intensity)	1977
National Business Education Association Office	1914 Association Dr	0174 12 0007	Low Rise Office(<= 4 Stories)	I-3 (Industrial - Light Intensity)	1981

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Future Business Leaders Of America Building	1912 Association Dr	0174 12 0008	Low Rise Office(<= 4 Stories)	I-3 (Industrial - Light Intensity)	1991
Future Homemakers Of America Inc	1910 Association Dr	0174 12 0009	Low Rise Office(<= 4 Stories)	I-3 (Industrial - Light Intensity)	1982
Distributive Education Clubs of America (DECA) Inc. Building	1908 Association Dr	0174 12 0010	Low Rise Office(<= 4 Stories)	I-3 (Industrial - Light Intensity)	1976
Center for Educational Associations	N/A	0174 12 0012	Vacant Land	I-3 (Industrial - Light Intensity)	N/A
Dominion Virginia Power	11516 Sunset Hills Rd	0174 01 0015	Electric, transmission ROW, plants, substation	Commercial with residential/apartment zoning	N/A
Dominion Virginia Power	11516 Sunset Hills Rd	0174 01 0015A		Commercial with residential/apartment zoning	N/A
Spectra 4 LLP	11495 Sunset Hills Rd	0174 01 0021	Low Rise Office	I-4 (Industrial - Medium Intensity)	1979
Musica; Musica Manufacturing Warehouse	11501 Sunset Hills Rd	0174 13 0001	Research & Testing (not in Industrial Park/not in office)	I-4 (Industrial - Medium Intensity)	1972; 1973
Triangle Industrial Park	11505 Sunset Hills Rd	0174 13 0002	Research & Testing (not in Industrial Park/not in office)	I-4 (Industrial - Medium Intensity)	1974

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Triangle Industrial Park	11505 Sunset Hills Rd	0174 13 0002A	Research & Testing (not in Industrial Park/not in office)	I-4 (Industrial - Medium Intensity)	1974
iSTAR CTL Sunset Hills-Reston LLC	11493 Sunset Hills Rd.	0174 24 0006	General Medium/High Rise Office	I-4 (Industrial - Medium Intensity)	1987
Reston National Golf Course	11875 Sunrise Valley Dr	0262 02 0008	Golf Courses (commercial)	PRC (Open Space)	1970
Hunters Green Cluster Homeowners Association	N/A	0174 11 010099	Private open space (planned development)	PRC (General Combination Development)	N/A
Hunters Green Cluster Homeowners Association	11639 Hunters Green Ct	0174 11 010028	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11637 Hunters Green Ct	0174 11 010027	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11635 Hunters Green Ct	0174 11 010026	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11633 Hunters Green Ct	0174 11 010025	Townhouse in ownership development	PRC (General Combination Development)	1972

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Hunters Green Cluster Homeowners Association	11631 Hunters Green Ct	0174 11 010024	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11629 Hunters Green Ct	0174 11 010023	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11627 Hunters Green Ct	0174 11 010022	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11625 Hunters Green Ct	0174 11 010021	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11623 Hunters Green Ct	0174 11 010020	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11621 Hunters Green Ct	0174 11 010019	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11619 Hunters Green Ct	0174 11 010018	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11617 Hunters Green Ct	0174 11 010017	Townhouse in ownership development	PRC (General Combination Development)	1972

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Hunters Green Cluster Homeowners Association	11615 Hunters Green Ct	0174 11 010016	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11613 Hunters Green Ct	0174 11 010015	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11611 Hunters Green Ct	0174 11 010014	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11609 Hunters Green Ct	0174 11 010013	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11607 Hunters Green Ct	0174 11 010012	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11605 Hunters Green Ct	0174 11 010011	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11603 Hunters Green Ct	0174 11 010010	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11601 Hunters Green Ct	0174 11 010009	Townhouse in ownership development	PRC (General Combination Development)	1972

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Hunters Green Cluster Homeowners Association	11600 Hunters Green Ct	0174 11 010008	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11602 Hunters Green Ct	0174 11 010007	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11604 Hunters Green Ct	0174 11 010006	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11606 Hunters Green Ct	0174 11 010005	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11608 Hunters Green Ct	0174 11 010004	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11610 Hunters Green Ct	0174 11 010003	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11612 Hunters Green Ct	0174 11 010002	Townhouse in ownership development	PRC (General Combination Development)	1972
Hunters Green Cluster Homeowners Association	11614 Hunters Green Ct	0174 11 010001	Townhouse in ownership development	PRC (General Combination Development)	1972

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
The Pond Building LLC	1939 Roland Clarke Pl	0174 34 0110A-400	Condominium Office (< = 4 stories)	PRC (Commercial/Industrial Development)	1988
1941 RCP LLC	1941 Roland Clarke Pl Suite 100	0174 14 1A0003	Low Rise Office(< = 4 stories)	PRC (Commercial/Industrial Development)	1980
1950 RCP LLC	1950 Roland Clarke Pl	0174 14 1A0002	General Medium/High Rise Office (= > 5 stories)	PRC (Commercial/Industrial Development)	1982
Westin Hotel (Reston Square Hotel LLC)	11750 Sunrise Valley Dr	0174 31 H	Hotel with restaurant & other commercial	PRC (Commercial/Industrial Development)	2008
KBSIII Reston Square LLLC (Reston Square Land Condo)	11790 Sunrise Valley Dr	0174 31 O1	General Medium/High Rise Office (= > 5 stories)	PRC (Commercial/Industrial Development)	2007
Reston Square Office LLLC (Reston Square Land Condo Unit P)	N/A	0174 31 P	Vacant Land (Future Retail)	PRC (Commercial/Industrial Development)	N/A
JBG/Reston Hotel Land LLC	N/A	0174 29 0002C	Vacant Land (Future Retail)	PRC (Commercial/Industrial Development)	N/A
Plaza America 4	Plaza America 4	0174 27 0004	General Medium/High Rise Office (= > 5 stories)	PDC (Planned Development Commercial)	2001

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Plaza America 3	Plaza America 3	0174 27 0003	General Medium/High Rise Office (= > 5 stories)	PDC (Planned Development Commercial)	2001
Plaza America 2	11720 Plaza America Dr	0174 27 0002	General Medium/High Rise Office (= > 5 stories)	PDC (Planned Development Commercial)	1999
Plaza America 1	11700 Plaza America Dr	0174 27 0001	General Medium/High Rise Office (= > 5 stories)	PDC (Planned Development Commercial)	1999
Plaza America 5	Not available	0174 27 0005	General Medium/High Rise Office (= > 5 stories)	PDC (Planned Development Commercial)	1999
Plaza America Shopping Center; SunTrust Bank	11600 Plaza America Dr	0174 01 0008B	Town Center; Low Rise Office(< = 4 stories)	PDC (Planned Development Commercial)	1996;1997
Fannie Mae	11600 American Dream Way	0174 01 0035D	General Medium/High Rise Office (= > 5 stories); Vacant Land	PDC (Planned Development Commercial)	1996

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Sallie Mae Excess Land	11700 Sunset Hills Rd	0174 01 0036B	Vacant Land	PDC (Planned Development Commercial)	N/A
Washington and Old Dominion (W&OD) Railroad Park	N/A	0283 01 0051	Recreation Facility, Parks(govt.) - outdoor	Residential (w/other residential zonings)	N/A
Hidden Creek Country Club	11800 North Shore Dr	0174 10 0002	Golf Courses (private)	PRC (Open Space)	1970
Fairfax County Board of Supervisors Land Metro Parking Garage	1860 Wiehle Ave	0174 01 0017a	Other Public NEC	PDC (Planned Development Commercial)	2014
Comstock Blvd Reston Apts	1886 Metro Center Dr	0174 01 00171	General Med/Hi Rise Off (= > 5 Stories)	PDC (Planned Development Commercial)	2015
Comstock Blvd Reston Apts	1886 Metro Center Dr	0174 01 0017L1	General Med/Hi Rise Off (= > 5 Stories)	PDC (Planned Development Commercial)	2015
Hunter Lab II	11491 Sunset Hills Rd	0174 01 0028a	Low Rise Office(< = 4 Stories)	I-4 (Industrial - Medium Intensity)	1986

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Reston Commons	11487 Sunset Hills Rd	0174 01 0029a	General Med/Hi Rise Off (= > 5 Stories)	I-4 (Industrial - Medium Intensity)	2002
Commerce Metro Center IV	11400 Commerce Park Dr	0174 12 0011d5	General Med/Hi Rise Off (= > 5 Stories)	I-3 (Industrial - Light Intensity)	1987
Commerce Metro Center V	11400 Commerce Park Dr	0174 12 0011d7	General Med/Hi Rise Off (= > 5 Stories)	I-3 (Industrial - Light Intensity)	1988
Commerce Metro Center VI	11480 Commerce Park Dr	0174 12 0011d8	General Med/Hi Rise Off (= > 5 Stories)	I-3 (Industrial - Light Intensity)	1998
Metrorail	N/A	0174 12 0011e	Vacant Land	I-3 (Industrial - Light Intensity)	N/A
Sunrise Valley Convenience Center Condo - Unit 1	11515 Sunrise Valley Dr	0174 23 0001	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo -Unit 2	11517 Sunrise Valley Dr	0174 23 0002	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo -Unit 3	11519 Sunrise Valley Dr	0174 23 0003	Condo Center	PRC (Commercial/Industrial Development)	1982

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Sunrise Valley Convenience Center Condo - Unit 4	11521 Sunrise Valley Dr	0174 23 0004	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo - Unit 5	11523 Sunrise Valley Dr	0174 23 0005	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo -Unit 6	11525 Sunrise Valley Dr	0174 23 0006	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo - Unit 7	11527 Sunrise Valley Dr	0174 23 0007	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo -Unit 8	11529 Sunrise Valley Dr	0174 23 0008	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo -Unit 9	11511 Sunrise Valley Dr	0174 23 0009	Condo Center	PRC (Commercial/Industrial Development)	1982
Sunrise Valley Convenience Center Condo - Unit 10	11503 Sunrise Valley Dr	0174 23 0010	Condo Center	PRC (Commercial/Industrial Development)	1982
Comstock/Netplex/Reston Station	1886 Metro Center Dr	0174 24 0003	General Med/Hi Rise Off (= > 5 Stories)	PDC (Planned Development Commercial)	2001

<b>Property</b>	<b>Property Location</b>	<b>Fairfax County Tax Parcel Number</b>	<b>Land Use</b>	<b>Zoning</b>	<b>Year Built</b>
Maximus Properties LLC	1891 Metro Center Dr	0174 24 0004a	General Med/Hi Rise Off (= > 5 Stories)	I-4 (Industrial - Medium Intensity)	1986
Reston Business Park	1893 Metro Center Dr	0174 24 0004b	Low Rise Office(< = 4 Stories)	PRM(Planned Residential Mixed Use)	1986
Dulles Corridor Metrorail Project	N/A	0174 24 0004c	Vacant Land	I-4 (Industrial - Medium Intensity)	N/A
Dulles Corridor Metrorail Project	N/A	0174 24 0004d	Vacant Land	I-4 (Industrial - Medium Intensity)	N/A
Reston Medical Center-Kaiser Foundation Health Plan Of The Mid-Atlantic States Inc	1890 Metro Center Dr	0174 24 0005	Medical/Dental Low Rise (< = 4 Stories)	I-4 (Industrial - Medium Intensity)	1990

## **4.0 ARCHAEOLOGICAL POTENTIAL**

### **4.1 Prior Disturbance/Development in the Project Area**

Prior disturbance in the project area is associated with transportation improvements including the creation of the DIAAH, Dulles Toll Road, associated overpasses, Soapstone Drive, Sunrise Valley Drive, Sunset Hills Road, and the recently added Silver Line of the Metrorail system. Development for large office buildings, including paved access drives, sidewalks, and expansive parking lots, as well as residential development has resulted in further ground disturbance. Existing infrastructure includes a large underground pipeline crossing through the project area and other utilities.

Past clearing, grading, and surfacing for creation of the roadways likely disturbed any areas within the Dulles Corridor and land adjacent with the potential for intact archaeological deposits. Past clearing and grading for construction of buildings and parking lots and installation of underground utilities also likely diminished the potential for undisturbed land with the potential for intact archaeological deposits. Nearly all of the land within the current project area has been previously disturbed by construction and development.

### **4.2 Assessment of Archeological Potential**

No previous archaeological investigations have been conducted in the project area and no archaeological sites have been recorded in the vicinity of the APE. The environmental setting of the project area is characterized by small intermittent streams at the headwaters of Colvin Run. Prehistoric sites located in similar settings would reflect small upland campsites and limited activity areas for hunting and gathering activities. Such sites would contain limited archaeological assemblages and be less likely to be considered eligible for the NRHP. The W&OD Railroad was constructed north of the project area in the 1860s. In the 1880s and 1890s, several residential (Sunset Hills) and commercial buildings were constructed west of the project area. Subsequent land use in the project area included clearing the land for timber and farming. Historic sites would most likely represent refuse from limited activities related to timber or farming operations. Such small sites would have limited archaeological assemblages and would be less likely to be considered eligible for the NRHP. Based on the types of sites that could be present in the APE, there is low to no potential for archeological resources eligible for the NRHP within the project area.

Historic aerials and maps indicate major modification and development in most of the current project area associated with construction of a transportation corridor and later commercial and residential development along the north and south sides of the corridor since the early 1960s (USGS 1966, 1973). Continued construction and redevelopment of most of the project area have resulted in additional disturbance (USGS 2013; Google Earth 1988). As such, no intact archeological resources are likely to occur in the project area.

In a letter dated November 5, 2015, the Fairfax County Park Authority concurred that the “project area has been disturbed and has a low potential to contain significant

archaeological resources, so no archaeological work is warranted” (Stallman 2015; Appendix A).

## 5.0 SUMMARY AND RECOMMENDATIONS

A Phase IA cultural resources survey was prepared in support of the EA for the Soapstone Connector in Reston, Fairfax County, Virginia.

The Phase IA cultural resources survey includes an assessment of archaeological potential based on prior disturbance and development in the project area; research on buildings and structures that are located in and near the APE that may be 50 years old or older or those that might be considered “heritage resources” within Fairfax County; photo-documentation of viewsheds (vantage points) to and from the proposed roadway corridor to identify the potential for new visual intrusions on the landscape from roadway elements (e.g., overpass, utility poles, and traffic signals), and recommendations for additional investigations.

The alternatives for construction of a new roadway crossing over the existing Dulles Corridor overlap a previously heavily developed area including a major transportation corridor flanked by commercial and residential buildings and infrastructure. Initial construction and redevelopment of the roadways as well as grading, construction, and resurfacing would have disturbed any areas, thereby eliminating the potential for intact archaeological resources. The Fairfax County Park Authority concurred with this finding in a letter dated November 5, 2015 (Appendix A).

The site files search indicates that no archaeological sites have been identified in the APE. Two previously identified architectural resources occur in the architectural APE, the Washington and Old Dominion (W&OD) Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). The W&OD Railroad Historic District is considered eligible for the NRHP. The Wiehle/Sunset Hills Historic has not been evaluated for NRHP eligibility but is considered potentially eligible. There is limited potential for archaeological resources to be located in the archaeological APE due to prior disturbance. No additional resources likely to be eligible for the NRHP were identified in the architectural APE.

There is limited potential for adverse effects to the two previously identified historic properties. The area around the W&OD Railroad Historic District has already been subject to suburban development. The historic district is actively used as a regional park, with a paved bicycle and pedestrian trail. In the project area, it is bounded by an electrical substation and visible to and from existing roadways and office buildings. Addition of a new roadway and associated elements (e.g., overpass, utility poles) will not create any additional visual intrusions to the district because they are similar to other features that already occur adjacent to the historic district. Further, the grade of the trail/historic district varies within the APE; west of the proposed intersection it is below the grade of adjacent roadways (**Figure 4**). In other areas of the APE, views to and from the trail are partially obscured by vegetation and the electrical substation (**Figure 5**). The grade of the trail rises east of the proposed new intersection and a break in vegetation east of the substation, for a gravel parking lot/staging area for Dominion Power exposes the trail/historic district to views from Sunset Hills Road; in this location, the trail would also be visible from the new Soapstone Connector intersection (**Figure 6**). There is a

potential for short-term visual and noise impacts to users of the trail within the historic district during construction for the new roadway. There is limited potential for long-term impacts to the historic district. No adverse effects to the historic property will result from the proposed project.

Similarly, there is no potential for adverse effects to the Wiehle/Sunset Hills Historic District because there will be no adverse effects to resources within the district that contribute to its eligibility. The only building in the district that is within the viewshed of the proposed new roadway, the Fannie Mae building, is modern, constructed in 1996, and is not likely to be considered a contributing resource to the district (Figure 5). The proposed construction of the Soapstone Connector will not result in adverse effects to historic properties. No further cultural resources investigations are required.



**Figure 4. W&OD Railroad Historic District, facing east from the overpass on American Way. The trail is below the grade of Sunset Hills Road and rises toward the proposed new intersection with the Soapstone Connector.**



**Figure 5. View facing northeast toward the W&OD Railroad Historic District and the Fannie Mae building. View obscured by substation.**



**Figure 6. View northeast from near the proposed new intersection of the Soapstone Connector with Sunset Hills Road toward W&OD Railroad Historic District, east of the electrical substation. Hidden Creek Country Club (golf course) continues in background.**

## 5.0 REFERENCES

### Fairfax County

- 2016 Fairfax County Tax Administration's Real Estate Assessment Information Site, electronic document, accessed January 20, 2016, <http://icare.fairfaxcounty.gov/ffxcare/main/home.aspx>.

### Google Earth

- 1988 Google Earth, historic aerial photography, covering Reston, Virginia.

### Selden, Fred R.

- 2015 Correspondence with Audra K. Bandy, Fairfax County Department of Transportation, regarding identification of impacts in preparation of an Environmental Assessment for the Soapstone Connector, from Fred R. Selden, Director, Department of Planning and Zoning, dated November 6, 2015.

### Stallman, Sandy

- 2015 Memorandum regarding Soapstone Connector EA, Tax Map: 17-4, to Leonard Wolfenstein, Chief, Transportation Planning Division, Fairfax County Department of Transportation, from Sandy Stallman, AICP, Manager, Park Planning Branch, Planning and Development Division, dated November 5, 2015.

### Sutphin, Jason

- 2015 Correspondence with Sharon Bulova, Chairman of the Fairfax County Board of Supervisors regarding application for demolition, Permit # 152320167, from Jason Sutphin, Chairman, Fairfax County Architectural Review Board, dated October 5, 2015.

### United States Geological Survey (USGS)

- 1966 *Vienna 7.5-Minute Topographic Quadrangle Map*. United States Geological Survey, Reston, Virginia.
- 1973 Aerial Photograph, Reston, dated March 23, 1973.
- 1982 *Vienna 7.5-Minute Topographic Quadrangle Map*. United States Geological Survey, Reston, Virginia.
- 2013 *Vienna 7.5-Minute Topographic Quadrangle Map*. United States Geological Survey, Reston, Virginia. electronic document, accessed on January 19, 2016. <https://www.topoquest.com/map.php?lat=38.93194&lon=-77.31638&datum=nad27&zoom=16&map=24k&coord=d&mode=zoomout&size=1>

Virginia Department of Transportation

2016 Bridges and Large Culvert Conditions by VDOT District, Northern Virginia.  
Electronic document, accessed January 15, 2016,

<http://dashboard.virginiadot.org/Pages/Maintenance/AdvancedBridgeReport.aspx?districtCode=9>

## **6.0 LIST OF PREPARERS**

Rachael E. Mangum, Cultural Resources Specialist

M.A. Anthropology, The George Washington University, 2008

B.A. Anthropology, Wake Forest University, 1997

Years of Experience: 16

Susan L. Bupp, Senior Cultural Resources Specialist (technical review)

M.A. Anthropology, University of Wyoming, Laramie, 1981

B.A. Anthropology, Wichita State University, Kansas, 1977

Years of Experience: 40

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**APPENDIX A:  
CORRESPONDENCE**

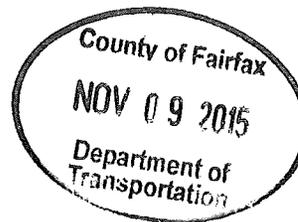


# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

November 6, 2015

Audra K. Bandy, P.E.  
Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, VA 22033



Dear Ms. Bandy:

This letter is in response to your October 1, 2015 letter seeking comment regarding the identification of environmental impacts for consideration in the preparation of an Environmental Assessment (EA) for the Soapstone Connector which would provide a new multi-modal connection across the Dulles Airport Access Road (DAAR). Our comments are as follows:

## Land Use

- The subject area is located within the Wiehle-Reston East Transit Station Area (TSA) of Reston in the Fairfax County Comprehensive Plan. The area is generally within a ¼ - ½ mile walk from the Wiehle-Reston East Metrorail station. The metro station platform can be accessed via pedestrian bridges from both the north and south sides of the DAAR. The proposed Soapstone Connector will provide additional multi-modal connectivity in the vicinity of the metrorail station furthering the intent to create a more urban fabric in this TSA.
- The Soapstone Connector may impact up to 12 parcels on the north and south sides of the DAAR which are currently developed with low and medium-rise office uses. The connector road may result in the removal of existing structures, parking spaces, open space, landscaping and pedestrian connections.
- The subject area is planned for Residential Mixed Use. Residential Mixed Use areas are planned primarily for a mix of existing office uses, new residential uses and new commercial uses other than office. The long term goal for the Residential Mixed Use areas is to achieve 75 percent residential uses on the basis of approved square footage. Based on the land use plan, some of the existing office uses adjacent to the proposed Soapstone Connector may be redeveloped in the future to include residential, hotel, retail, civic and institutional uses.

### Multi-modal Connectivity

- The Fairfax County Comprehensive Plan recommends the construction of an overpass (4-lane bridge) across the DAAR from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive. The proposed Soapstone Connector is in line with this Plan recommendation.
- The Conceptual Street Network for the Wiehle-Reston East TSA in the Comprehensive Plan shows existing and planned streets that will improve overall street connectivity within the Wiehle-Reston East TSA. It has two potential street connections which would bisect the Soapstone Connector on the south side of the DAAR and one potential street connection (Reston Station Boulevard) which would bisect the connector on the north side of the DAAR. The EA documentation should address the impacts the Soapstone Connector may have to the conceptual street grid.
- The typical section for the Soapstone Connector will include three travel lanes, 5-foot wide bicycle lanes on each side, a 5-foot wide concrete sidewalk on the west side, and a 10-foot wide shared use path on the east side. The proposed section is in keeping with the Comprehensive Plan guidance to provide pedestrian and bicycle connectivity throughout the TSAs. Efforts should be made to ensure that the connector road will not adversely impact existing and planned pedestrian and bicycle connectivity in the vicinity of the road.

### Trails

- The Countywide Trails Plan depicts a major paved trail along both sides of the DAAR in the project location. The trail presents an opportunity to provide a pedestrian and bicycle connection to the Wiehle Metro Station and to access existing and future development within the Wiehle-Reston East TSA. The EA documentation should address impacts to the planned trails.

### Heritage Resources

- Please include the Fairfax County Architectural Review Board (ARB) as a consulting party for the Soapstone Connector Environmental Assessment; Section 106.
  - Point of contact for the ARB: Linda Cornish Blank, Historic Preservation Planner, Dept. of Planning & Zoning.
- The ARB expressed concern about historic properties potentially being affected by development in the Transit Station Areas along the silver line (Reston Master Plan Study Phase I) in a letter dated October 5, 2015 to the Fairfax County Board of Supervisors. Letter is attached. As stated in the letter, this area has not been surveyed to identify cultural resources.
- In order to determine if historic properties will be affected by the Soapstone Connector project, a comprehensive cultural resource survey is required.

- The site file search of previously identified cultural resources cited in the letter, while a good start, cannot be considered complete due to the lack of a comprehensive cultural resource survey.

#### Major Utility Impacts

- The two potential alignments for the Soapstone Connector will cross the Transcontinental Gas Pipeline easement on the north side of the DAAR. The Fairfax County Policy Plan, Environment Chapter, Objective 8 provides guidance to promote pipeline safety and minimize the hazards associated with gas pipelines. The guidance includes “limiting the crossings over and under the pipelines to those structures deemed necessary for infrastructure improvements.” The EA documentation should identify safety concerns and coordinate with the pipeline operator and impacted property owners.

#### Water Quality

- An existing pond, and an environmental quality corridor (EQC) and floodplain associated with the pond are located immediately to the west of the Soapstone Connector on the south side of the DAAR. The impacts of the proposed connector on water quality will need to be considered.

#### Stormwater Runoff

- The EA documentation should identify the stormwater runoff impacts (both volume/quantity and quality) that would result from the proposed construction as well as the additional impervious cover that would result from the project. Stormwater management plans should be discussed within the documentation.
- Stormwater management best management practices should be used to manage and detain runoff as close to the source as possible. Low Impact Development techniques and practices should be pursued as much as possible in order to reduce stormwater runoff pollution and facilitate infiltration at the source. Examples of these types of techniques include vegetated swales, infiltration trenches, sand filters and porous pavement.

#### Lighting

- Any streetlights associated with the proposed Soapstone Connector may impact possible future residential uses that are planned for the land area adjacent to the connector on both sides of the DAAR. Efforts should be made to minimize light emissions to areas beyond the connector roadway.

#### Roadway Noise

- The EA documentation should identify the level of roadway noise that would result from the proposed connector and identify properties (if any) for which there would be a significant adverse impact and for which mitigation measures would need to be pursued.

Audra K. Bandy, P.E.

November 6, 2015

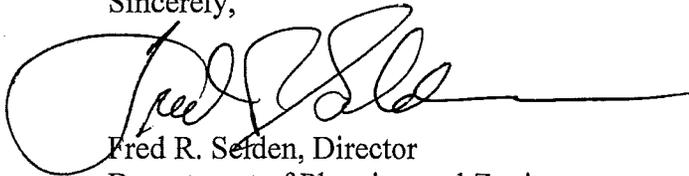
Page 4

The proposed roadway has the potential to have noise impacts above 65 dBA/ldn for residential uses and other noise sensitive uses.

If you have any questions about our comments, please feel free to contact Jennifer Bonnette, Senior Land Use Planner, at 703-324-1349.

Thank you for offering us this opportunity to provide guidance regarding issues of concern.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred R. Selden", with a long horizontal line extending to the right.

Fred R. Selden, Director  
Department of Planning and Zoning

FRS/JRB

cc: Board of Supervisors

Edward L. Long Jr., County Executive

Robert A. Stalzer, Deputy County Executive

Tom Biesiadny, Director, Fairfax County Department of Transportation

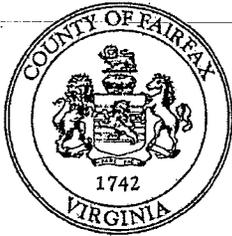
James W. Patteson, Director, Department of Public Works and Environmental Services

Valerie A. Fulcher, CAP-OM, Executive Secretary Sr., Virginia Department of  
Environmental Quality, Environmental Impact Review

Linda Cornish Blank, Historic Preservation Planner, Dept. of Planning and Zoning

Attachments:

Letter from Fairfax County Architectural Review Board (ARB)



## Fairfax County Architectural Review Board

Chairman: Jason Sutphin  
Vice Chairman: Robert Mobley, AIA  
Treasurer: Susan W. Notkins, AIA

<http://www.fairfaxcounty.gov/dpz/arb/>

October 5, 2015

Sharon Bulova, Chairman  
Fairfax County Board of Supervisors  
12000 Government Center Parkway  
Fairfax, Virginia 22035

Dear Chairman Bulova and Members of the Board of Supervisors:

It has come to the attention of the Architectural Review Board (ARB) that Fairfax County has received an application for a demolition permit (Permit # 152320167) for the former American Press Institute Conference Center, 11690 Sunrise Valley Drive, located within the Wiehle-Reston East Transit Station Area, and at the western edge of the designated Transit-Oriented Development South Subdistrict, and that the owner has also filed for rezoning for residential use (Application # RZ/FDP 2015-HM-012). For the reasons which follow, the ARB recommends that the demolition permit for the building be suspended until such time as the heritage resources significance of the property can be determined. The ARB believes that the property has a reasonable potential for meeting the criteria for listing on the Fairfax County Inventory of Historic Sites and the National Register of Historic Places. With regard to the rezoning application, the ARB recommends that the applicant be required to develop a proposal to reuse the existing building, adapted to the proposed residential use for the site. The ARB further requests the opportunity to comment on the rezoning application. These recommendations are consistent with the ARB actions in 2012 with respect to the Commons of McLean apartment complex rezoning (RZ 2001-PR-017) in the TOD Tysons East – Anderson Subdistrict, also along the Silver Line corridor.

Completed in 1974, the conference center served as the API headquarters until 2012 and the property was sold to RP 11690 LLC in 2013. The rezoning application in part states that, "*There are no known heritage resources on this developed site.*" Although the API building was designed by internationally prominent architect Marcel Breuer, and is representative of his work, the information available to the developer from the County does not note the building's architectural significance. To date, the County has not conducted an inventory to identify potential heritage resources in any of the designated Transit Station Areas along the Silver Line corridor. For this reason, the Architectural Review Board, under its responsibility to advise and assist the Board of Supervisors in its efforts to preserve and protect historic, architectural, and archaeological resources in the County<sup>1</sup>, further recommends that the Board of

<sup>1</sup> Pursuant to Section 19-301 of the Zoning Ordinance, the Architectural Review Board has the duty and power, "To assist and advise the Board of Supervisors, the Planning Commission, and other County departments and agencies

Supervisors direct the timely completion of an inventory of the architectural, landscape, and archaeological, resources within all of the designated Transit Station Areas along the Silver Line corridor. Priority should be given to resources within the all of the Transit-Oriented Development districts, the areas in which heritage resources are most at risk.

In the Fairfax County Comprehensive Plan, 2013 edition, for the Upper Potomac Planning District, the county has designated "Transit Station Areas" (TSAs) surrounding three new METRO Silver Line Stations. Each TSA has within it a core area that has been designated for "Transit-Oriented Development" (TOD). These TOD areas or districts are adjacent to the new stations and are planned to transition to a more urban form and include a complementary mix of uses at higher development intensities than that planned for the other areas in the TSAs. The planning objectives for these TOD districts are to create a transit-focused neighborhood within ½ mile of each transit station. The TOD land use concept places an emphasis on locating the significant majority of new office uses in mixed use developments within a ¼ mile walk of the METRO stations. The predominant use in new development to be located in TOD areas between ¼ and ½ mile of the stations should be multi-family housing.

Thus, Fairfax County is consciously planning for significant redevelopment in these locations, potentially causing adverse effect to heritage resources. Although the TODs are outside the boundary of the Silver Line right-of-way, in the parlance of federal compliance regulations, "*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.*" [36 C.F.R. § 800.5(a)(1)].

With regard to the TOD South Subdistrict, in which the API campus is located, the Upper Potomac Planning District comprehensive plan states that it includes, "*low-density office buildings built in the 1970s and early 1980s that are owned by various professional associations and represent a prime redevelopment opportunity.*" [pp. 111-112].

With regard to heritage resources, the overview for the Upper Potomac Planning District Comprehensive Plan states:

*The Upper Potomac Planning District contains both known and potential heritage resources.*  
[p.11]

*In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.* [p.23]

*Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be*

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*in matters involving historically, architecturally, culturally or archaeologically significant sites and buildings such as appropriate land usage, parking facilities, and signs."*

*discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation. [p.23]*

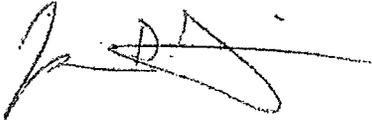
The lack of a comprehensive heritage resources inventory within the designated Transit Station Areas along the Silver Line corridor areas is inconsistent with the County's stated objectives for the District and is a disservice both to County residents in the protection of the historic, architectural, and archaeological resources in the county, and to developers who need complete and accurate information on the properties they seek to redevelop, including potential heritage resources.

With regard to the development of the Comprehensive Plan for the Transit Station Areas and Transit-Oriented Development districts, the ARB was not included in that process. The ARB is able and willing to assume a critical role in helping the County protect heritage resources and avoid last-minute preservation conflicts as occurred for the Commons of McLean and the American Press Institute, but it must be included in future comprehensive and master planning efforts to be effective in that role.

For all these reasons, it appears prudent to the ARB, and the ARB so recommends to the Board of Supervisors, that the Board of Supervisors take action to suspend the demolition permit for the American Press Institute Conference Center and to consider the specific heritage resource significance of the API site in particular in regard to the pending rezoning application.

Thank you for your consideration.

Sincerely,



Jason Sutphin, Chairman  
Fairfax County ARB

cc: Fred Selden, Director, Dept. of Planning & Zoning  
Barbara Berlin, Director, Zoning Evaluation Division, Dept. of Planning & Zoning  
Carole Herrick, Chairman, Fairfax County History Commission



# FAIRFAX COUNTY PARK AUTHORITY

## M E M O R A N D U M

TO: Leonard Wolfenstein, Chief  
Transportation Planning Division  
Fairfax County Department of Transportation

FROM: Sandy Stallman, AICP, Manager *SS*  
Park Planning Branch, PDD

DATE: November 5, 2015

SUBJECT: Soapstone Connector EA  
Tax Map: 17-4

The Fairfax County Park Authority staff has reviewed the above referenced plan and provides the following comments:

The parcel was subject to cultural resources review, which indicated that the project area has been disturbed and has a low potential to contain significant archaeological resources, so no archaeological work is warranted. However, if Federal funds or permits are required, the project is subject to specific archaeological requirements under Section 106 of the National Historic Preservation Act. Therefore if federal funding or permitting is required, staff recommends consultation with the Virginia State Historic Preservation Officer (SHPO).

Please contact Liz Crowell in the Park Authority's Resource Management Division if you have any questions or need additional information.

FCPA Reviewer: Andy Galusha  
FCDOT Coordinator: Audra K. Bandy

Copy: Sandy Stallman, Manager, Park Planning Branch, PDD  
Audra K. Bandy, FCDOT Coordinator  
Cindy Walsh, Director, Resource Management Division  
Liz Crowell, Manager, Cultural Resource Management & Protection Section  
Chron Binder  
File Copy



# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Molly Joseph Ward  
*Secretary of Natural Resources*

Julie V. Langan  
*Director*

Tel: (804) 367-2323  
Fax: (804) 367-2391  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

22 October 2015

Ms Audra K. Bandy  
Fairfax County Department of Transportation  
4050 Legato Road, Suite 400  
Fairfax, Virginia 22033-2895

Re: Soapstone Connector Environmental Assessment and Section 106 Initiation  
Fairfax County  
DHR File # 2015-1168

Dear Ms Bandy:

The Department of Historic Resources (DHR) has received your letter of 1 October 2015 initiating consultation for the above referenced project under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. It is our understanding that Fairfax County proposes to construct a new one half-mile roadway, the Soapstone Connector, between Sunset Hills Road and Sunrise Valley Drive. The planned new road is located slightly west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway, and the Silver Line of the Metrorail system. Fairfax County will explore two build alternatives in the NEPA document.

Your 1 October correspondence identified two known historic properties within the Area of Potential Effects (APE). These are the Washington & Old Dominion (W&OD) Railroad (DHR Inventory No. 053-0276) and the Wiehle-Sunset Hills Historic District (DHR Inventory No. 029-0014). Other historic properties may also be within the APE only to be revealed as a result of the planned Phase I cultural resources survey. We look forward to reviewing this document when available.

With respect to the request made in your letter to comment on the proposed APE and list of consulting parties we offer the following:

- APE: We believe the APE should be expanded in order to account for the height of the road facility as it passes over Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway, and the Silver Line of the Metrorail system. The APE should take into account the new Soapstone Connector's visibility from properties fifty years old or older.

Administrative Services  
10 Courthouse Ave.  
Petersburg, VA 23803  
Tel: (804) 862-6408  
Fax: (804) 862-6196

Eastern Region Office  
2801 Kensington Avenue  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2391

Western Region Office  
962 Kime Lane  
Salem, VA 24153  
Tel: (540) 387-5443  
Fax: (540) 387-5446

Northern Region Office  
5357 Main Street  
PO Box 519  
Stephens City, VA 22655  
Tel: (540) 868-7029  
Fax: (540) 868-7033

Page 2  
22 October 2015  
Ms Audra K. Bandy

- Consulting Parties: Two additional consulting parties that come to mind at this time are the Metropolitan Washington Airports Authority (MWAA), which manages Dulles International Airport, and the Washington Metro Transit Authority (WMATA), which will operate the Silver Line of the Metrorail system once it is completed. If you have not already done so, please also engage Ms Linda Cornish Blank, historic preservation planner with the Fairfax County Department of Planning and Zoning.

We look forward to working with Fairfax County on this project.

If you have any questions regarding our comments, please contact me at (804) 482-6090.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma". The signature is fluid and cursive, with the first name "Marc" and last name "Holma" clearly distinguishable.

Marc Holma, Architectural Historian  
Division of Review and Compliance



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 1, 2015

Mr. Marc Holma  
Project Review  
Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221

**SUBJECT: Soapstone Connector Environmental Assessment and Section 106 Initiation**  
From: Sunset Hills Road  
To: Sunrise Valley Drive  
Fairfax County, Virginia

Dear Mr. Holma:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the proposed construction of the Soapstone Connector. The Soapstone Connector is a new roadway, approximately one half-mile long between Sunset Hills Road and Sunrise Valley Drive in Fairfax County (Reston), Virginia. The project area is located just west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system, as shown in **Figure 1**.

The proposed project includes two build alternatives as shown in the enclosed map (Figure 1); both follow the same alignment south of the Dulles Corridor, but north of the crossing, the alignments diverge and are offset by up to 150 feet. In both alternatives, the typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); 5-foot on-road bicycle lanes on each side; a 5-foot concrete sidewalk; and a 10-foot shared use path, for a total width of about 100 feet. The alternatives vary only in alignment north of the Dulles Corridor, not in total width or proposed elements.

The EA is being prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) and its implementing regulation, *Protection of Historic Properties*, 36 CFR Part 800. The EA will evaluate potential impacts from implementation of each of the build alternatives as well as a no action (no build) alternative. As part of the NEPA process, we are initiating consultation with your office under Section 106 of the NHPA regarding historic properties that may be affected by the proposed project.

Mr. Marc Holma  
October 1, 2015  
Page 2 of 5

To assess potential effects from the proposed project, two Areas of Potential Effects (APE) have been defined and include an archaeological APE within the proposed limits of disturbance and an architectural APE to assess potential visual and audible effects to resources beyond the immediate project area. The APEs are shown on **Figure 2**.

A site files search was conducted on June 8, 2015 and one previously identified historic property is located on the edge of the architectural APE: the Washington & Old Dominion (W&OD) Railroad Historic District (053-0276). One additional historic district is located near the architectural APE: the Wiehle/Sunset Hills Historic District (029-0014).

A Phase IA cultural resources survey is being prepared to identify cultural resources and assess the potential for impacts to historic properties from implementation of the proposed project. In addition to the site files search, the survey will include an assessment of archaeological potential based on prior disturbance and development in the project area; research on additional buildings and structures that are located in and near the APE that may 50 years old or older; photo-documentation of any standing structures within the viewshed of the proposed roadway corridor considering the potential for new vertical intrusions on the landscape (e.g., utility poles, traffic signals, an overpass); a preliminary assessment of impacts to historic properties; and recommendations for additional studies should there be a potential for unidentified/unevaluated resources in the project area.

Consultation with local stakeholders is being conducted as part of project scoping and will continue throughout the project. Stakeholders include the Northern Virginia Regional Park Authority, owners of the W&OD Railroad Regional Park, and Fairfax County. As part of public outreach for the project, FCDOT is hosting a public information meeting on October 26, 2015 to seek public input on the project at the location below. Information and concerns regarding cultural resources in and near the project area will be requested at the meeting.

Monday, October 26, 2015  
6 - 8 p.m.  
South Lakes High School  
11400 South Lakes Drive  
Reston, VA 20191

Additional information about the study is available on FCDOT's website at: <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>. If you have questions or need additional information about the project, please email me at [audra.bandy@fairfaxcounty.gov](mailto:audra.bandy@fairfaxcounty.gov) or call me at 703-877-5600.

Mr. Marc Holma

October 1, 2015

Page 3 of 5

We would appreciate your concurrence on the proposed APEs for the project and any assistance identifying other stakeholders who may have knowledge of cultural resources in the project area.

Thank you for your assistance.

Sincerely,

Audra K. Bandy, P.E.

Project Manager

Fairfax County Department of Transportation

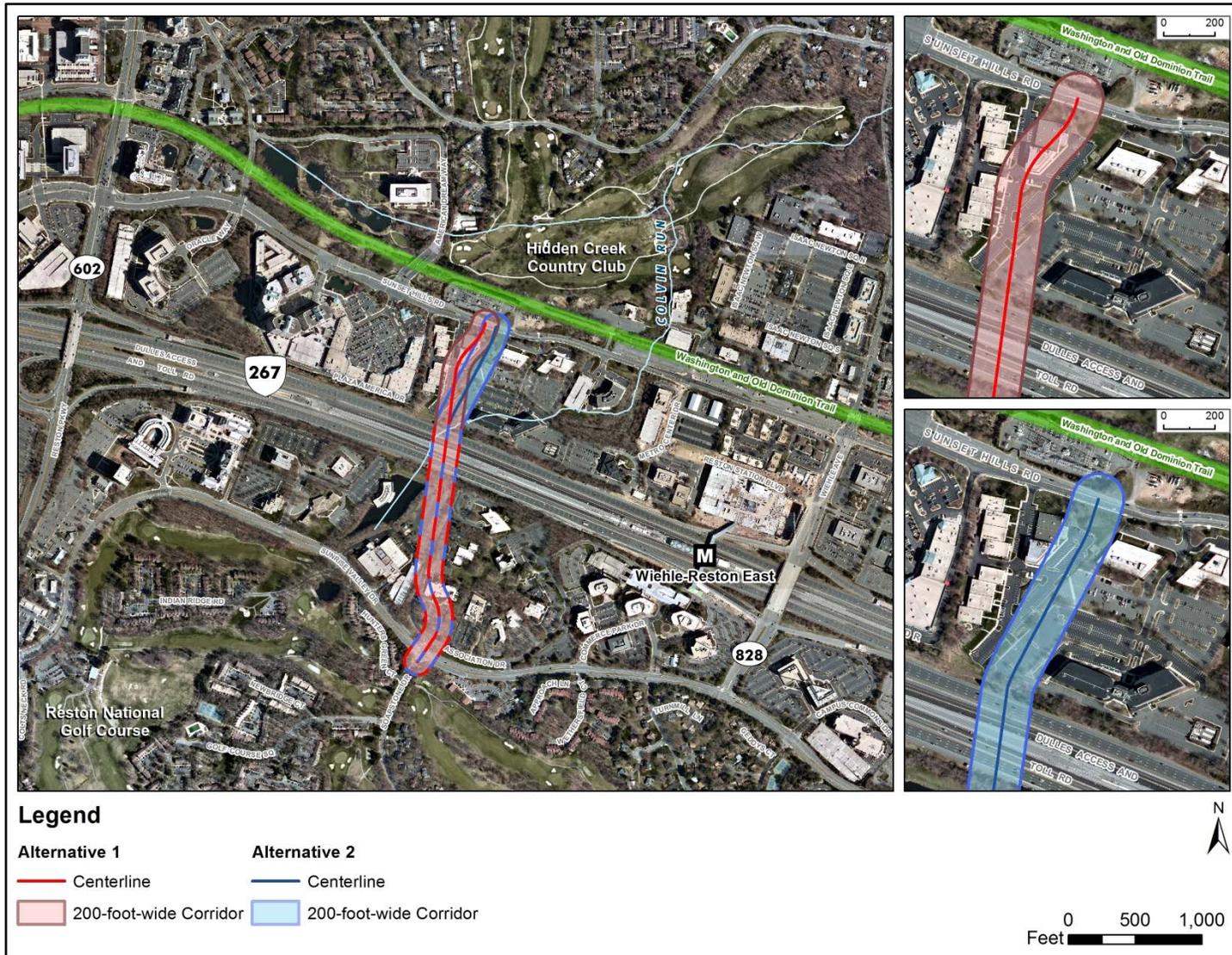


Figure 1. Soapstone Connector Project Location Map

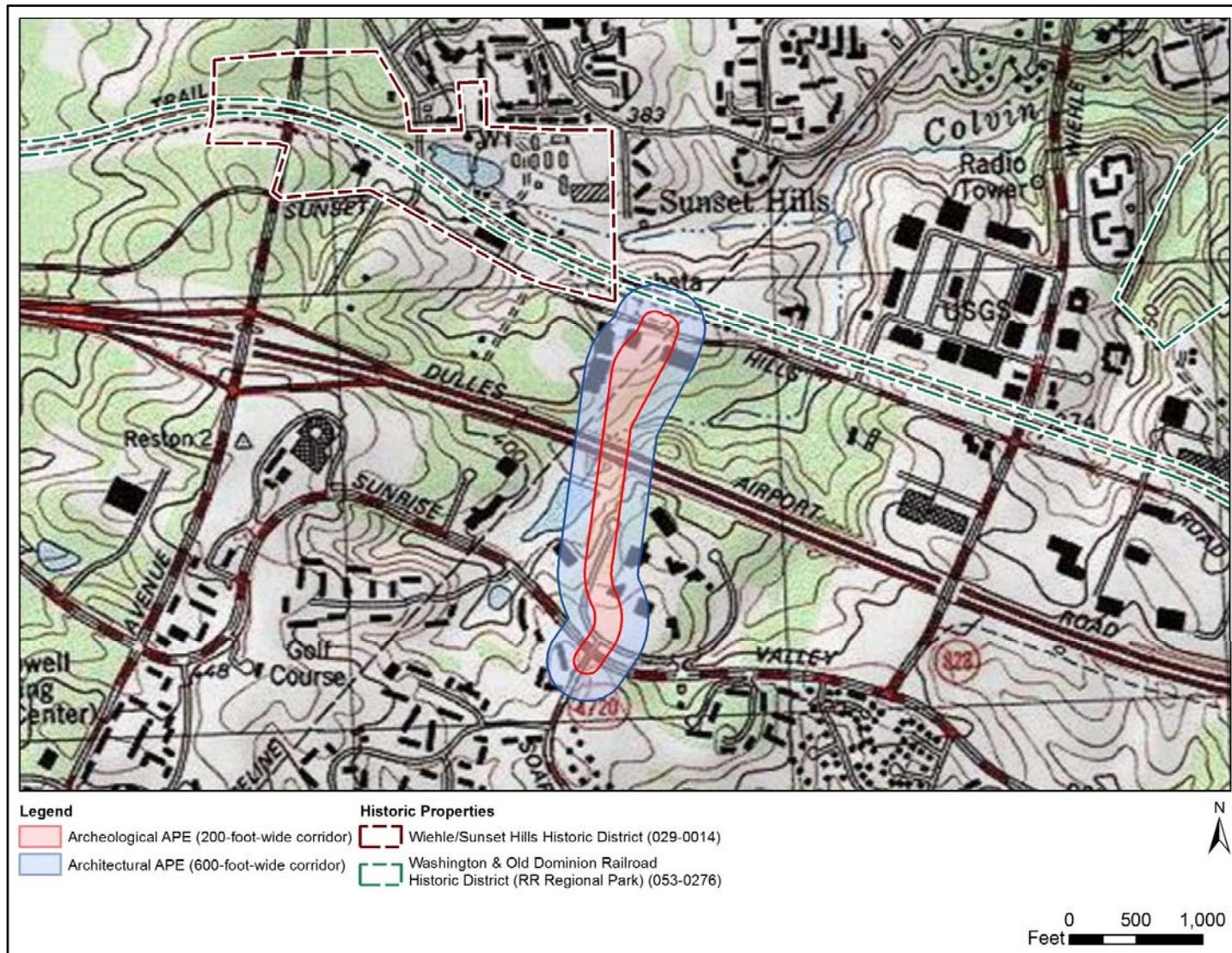


Figure 2. Soapstone Connector Area of Potential Effects



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 1, 2015

Mr. Fred Selden  
Planning and Zoning Director  
Fairfax County Department of Planning and Zoning  
12055 Government Center Parkway  
Fairfax, VA 22035-5505

**SUBJECT: Soapstone Connector Environmental Assessment**

From: Sunset Hills Road  
To: Sunrise Valley Drive  
Fairfax County, Virginia

Dear Mr. Selden:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector. The Soapstone Connector is a new roadway, approximately one-half mile long between Sunset Hills Road and Sunrise Valley Drive in Fairfax County (Reston), Virginia. The project is located just west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system, as shown in **Figure 1**. Two alternatives are shown in the enclosed map; both follow the same alignment south of the Dulles Corridor, but north of the crossing, the alignments diverge and are offset by up to 150 feet. The typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); 5-foot-wide on-road bicycle lanes on each side; a 5-foot-wide concrete sidewalk on the west side; and a 10-foot-wide shared use path on the east side.

As part of the study effort, we are seeking input to assist in determining the scope of the EA and to clarify issues relative to this study. Any comments and suggestions your agency may have regarding important factors that should be considered would be appreciated. In particular, your office may have more recent data on building permits and proposed development and/or zoning changes in the project area than what is available in Fairfax County's Geographic Information System (GIS) database. This information would be useful to show on the project mapping and to assess potential impacts in the project area. Please feel free to solicit and submit input from other branches and departments within your agency or organization. We would appreciate receiving your agency's written comments or suggestions by **November 6, 2015**.

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**Fairfax County Department of Transportation**  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
Fax: (703) 877-5723  
[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)



October 1, 2015

Page 2 of 3

This project is subject to Section 106 of the National Historic Preservation Act (16 U.S.C. 470f; 36 CFR 800.2(c)(3)), which entitles Fairfax County to participate in consultation regarding the potential effects of the project on historic properties (e.g., historic buildings and districts, archaeological sites, and battlefields). A site files search has been conducted and two previously identified cultural resources are located near the project area: the Washington & Old Dominion (W&OD) Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). Information about Section 106 can be found at <http://www.achp.gov/usersguide.html>. Please let us know if Fairfax County has any information or concerns about historic properties potentially affected by this project, and if you wish to participate further in consultation to identify historic properties; assess project effects; and avoid, minimize, or mitigate any adverse effects. Please also designate a Section 106 point of contact for Fairfax County.

Finally, as part of public outreach for the project, FCDOT is hosting a public information meeting at the location noted below on October 26, 2015 to seek public input on the project. You are welcome to attend as well.

Monday, October 26, 2015  
6 - 8 p.m.  
South Lakes High School  
11400 South Lakes Drive  
Reston, VA 20191

Additional information about the study is available on FCDOT's website at: <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>. If you have questions or need additional information about the project, please email me at [audra.bandy@fairfaxcounty.gov](mailto:audra.bandy@fairfaxcounty.gov) or call me at 703-877-5600.

Thank you for your assistance.

Sincerely,

Audra K. Bandy, P.E.  
Project Manager  
Fairfax County Department of Transportation

cc: Ms. Linda Blank, Architectural Review Board, Fairfax County

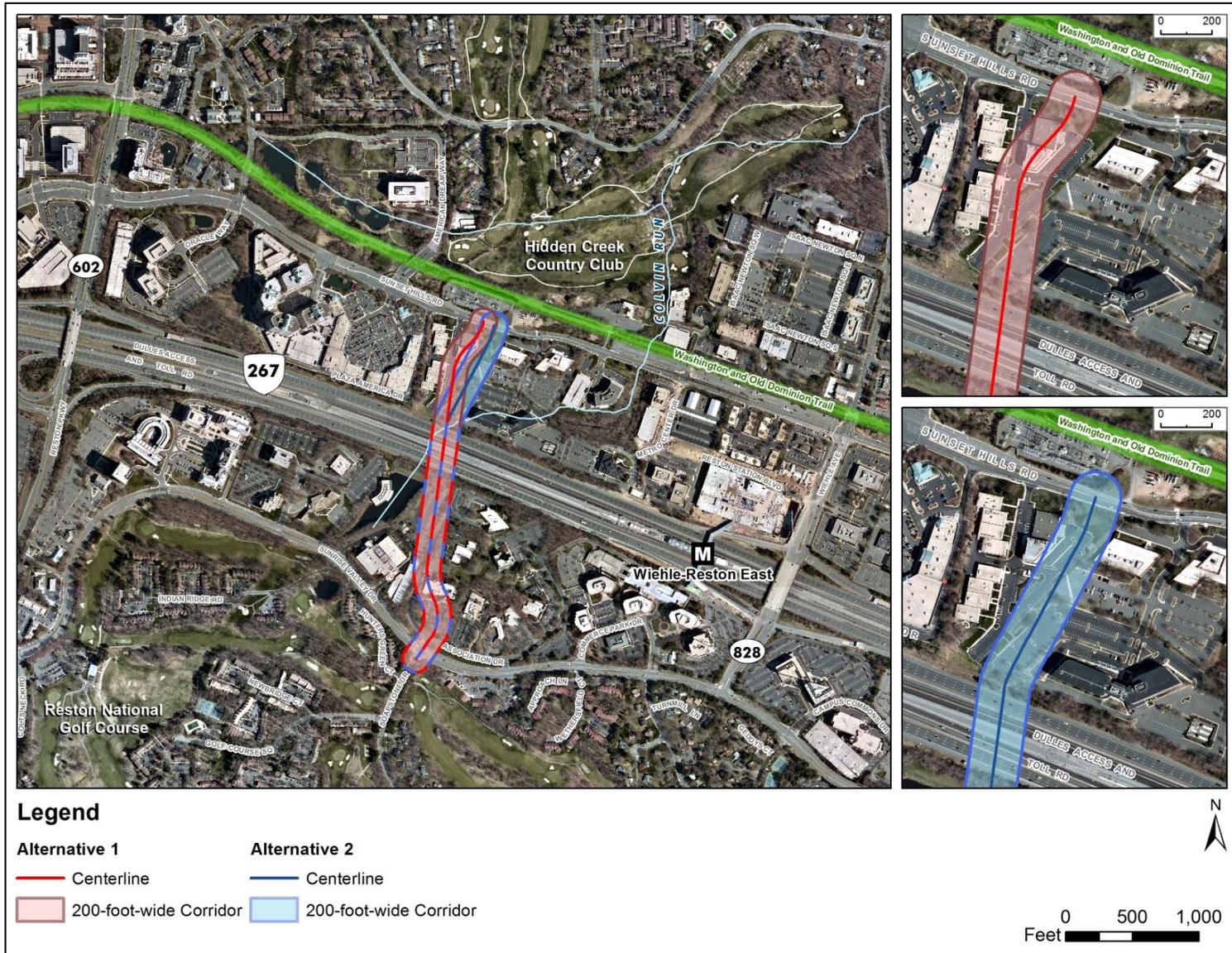


Figure 1. Soapstone Connector Project Location Map



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 1, 2015

Dan Iglhaut  
Deputy Director of Planning and Grants  
Northern Virginia Regional Park Authority  
5400 Ox Road  
Fairfax, VA 22039

**SUBJECT: Soapstone Connector Environmental Assessment**

From: Sunset Hills Road  
To: Sunrise Valley Drive  
Fairfax County, Virginia

Dear Mr. Iglhaut:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector. The Soapstone Connector is a new roadway, approximately one-half mile long between Sunset Hills Road and Sunrise Valley Drive in Fairfax County (Reston), Virginia. The project is located just west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system, as shown in **Figure 1**. Two alternatives are shown in the enclosed map; both follow the same alignment south of the Dulles Corridor, but north of the crossing, the alignments diverge and are offset by up to 150 feet. The typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); 5-foot-wide on-road bicycle lanes on each side; a 5-foot-wide concrete sidewalk on the west side; and a 10-foot-wide shared use path on the east side.

As part of the study effort, we are seeking input to assist in determining the scope of the EA and to clarify issues relative to this study. Any comments and suggestions your agency may have regarding important factors that should be considered would be appreciated. Please feel free to solicit and submit input from other branches and departments within your agency or organization. We would appreciate receiving your agency's written comments or suggestions by **November 6, 2015**.

This project is subject to Section 106 of the National Historic Preservation Act (16 U.S.C. 470f; 36 CFR 800.2(c)(3)), which entitles the Northern Virginia Regional Park Authority to participate in consultation regarding the potential effects of the project on historic properties (e.g., historic buildings and districts, archaeological sites, and battlefields). A site files search has been conducted and two previously identified cultural resources are located near the

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**Fairfax County Department of Transportation**  
4050 Legato Road, Suite 400  
Fairfax, VA 22033-2895  
Phone: (703) 877-5600 TTY: 711  
Fax: (703) 877-5723  
[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)



October 1, 2015

Page 2 of 3

project area: the Washington & Old Dominion (W&OD) Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). Information about Section 106 can be found at <http://www.achp.gov/usersguide.html>. Please let us know if you wish to participate further in consultation to identify historic properties; assess project effects; and avoid, minimize, or mitigate any adverse effects. Please also designate a Section 106 point of contact for the Park Authority.

As part of public outreach for the project, FCDOT is hosting a public information meeting at the location noted below on October 26, 2015 to seek public input on the project. You are welcome to attend as well.

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6 - 8 p.m.

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Thank you for your assistance.

Sincerely,

Audra K. Bandy, P.E.

Project Manager

Fairfax County Department of Transportation

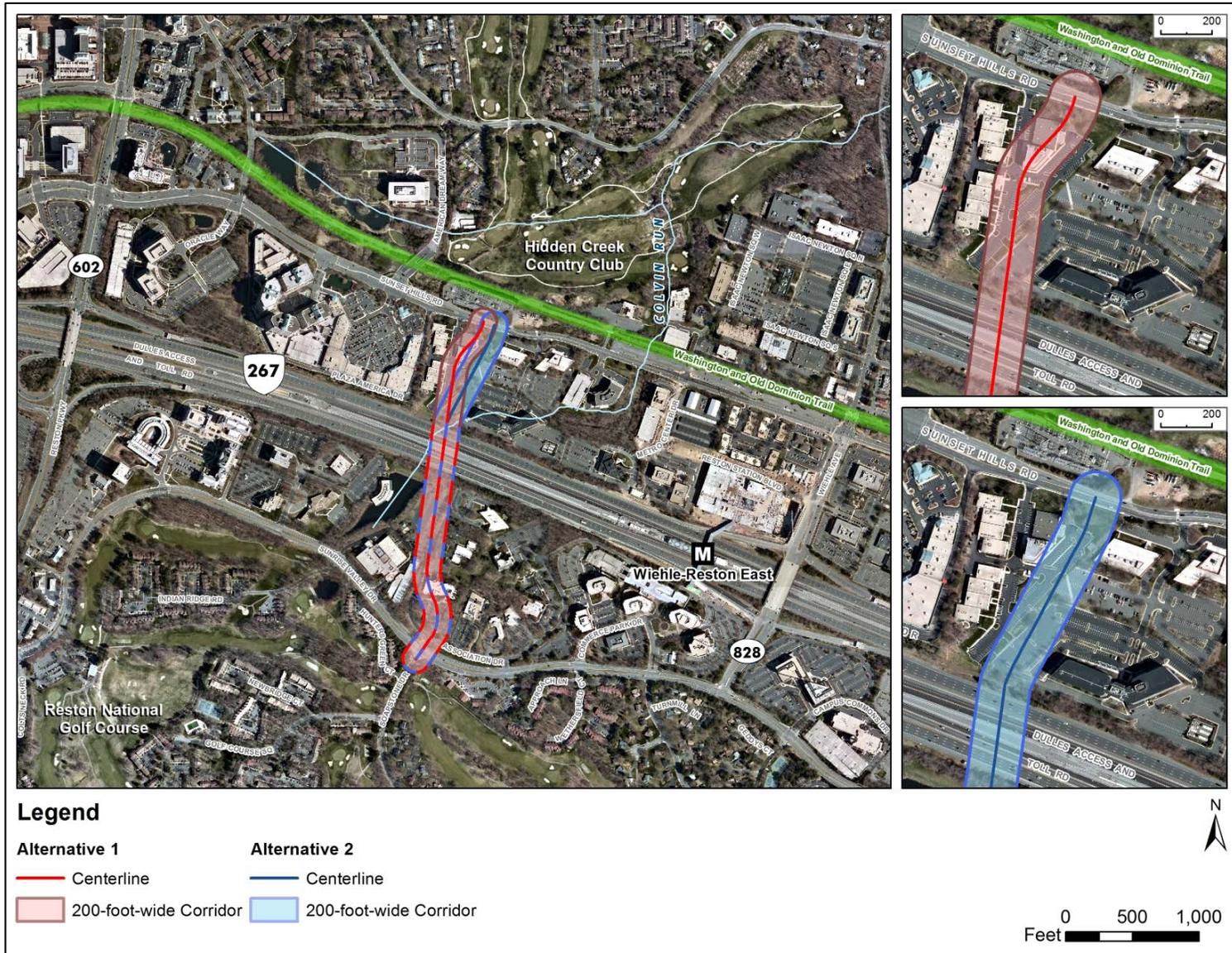


Figure 1. Soapstone Connector Project Location Map



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 1, 2015

David R. Bowden  
Planning and Development Division Director  
Fairfax County Park Authority  
12055 Government Center Parkway  
Suite 927  
Fairfax, VA 22035-1118

**SUBJECT: Soapstone Connector Environmental Assessment**

From: Sunset Hills Road  
To: Sunrise Valley Drive  
Fairfax County, Virginia

Dear Mr. Bowden:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector. The Soapstone Connector is a new roadway, approximately one-half mile long between Sunset Hills Road and Sunrise Valley Drive in Fairfax County (Reston), Virginia. The project is located just west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system, as shown in **Figure 1**. Two alternatives are shown in the enclosed map; both follow the same alignment south of the Dulles Corridor, but north of the crossing, the alignments diverge and are offset by up to 150 feet. The typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); 5-foot-wide on-road bicycle lanes on each side; a 5-foot-wide concrete sidewalk on the west side; and a 10-foot-wide shared use path on the east side.

As part of the study effort, we are seeking input to assist in determining the scope of the EA and to clarify issues relative to this study. Any comments and suggestions your agency may have regarding important factors that should be considered would be appreciated. Please feel free to solicit and submit input from other branches and departments within your agency or organization. We would appreciate receiving your agency's written comments or suggestions by **November 6, 2015**.

October 1, 2015

Page 2 of 3

As part of public outreach for the project, FCDOT is hosting a public information meeting at the location noted below on October 26, 2015 to seek public input on the project. You are welcome to attend as well.

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Thank you for your assistance.

Sincerely,

Audra K. Bandy, P.E.

Project Manager

Fairfax County Department of Transportation

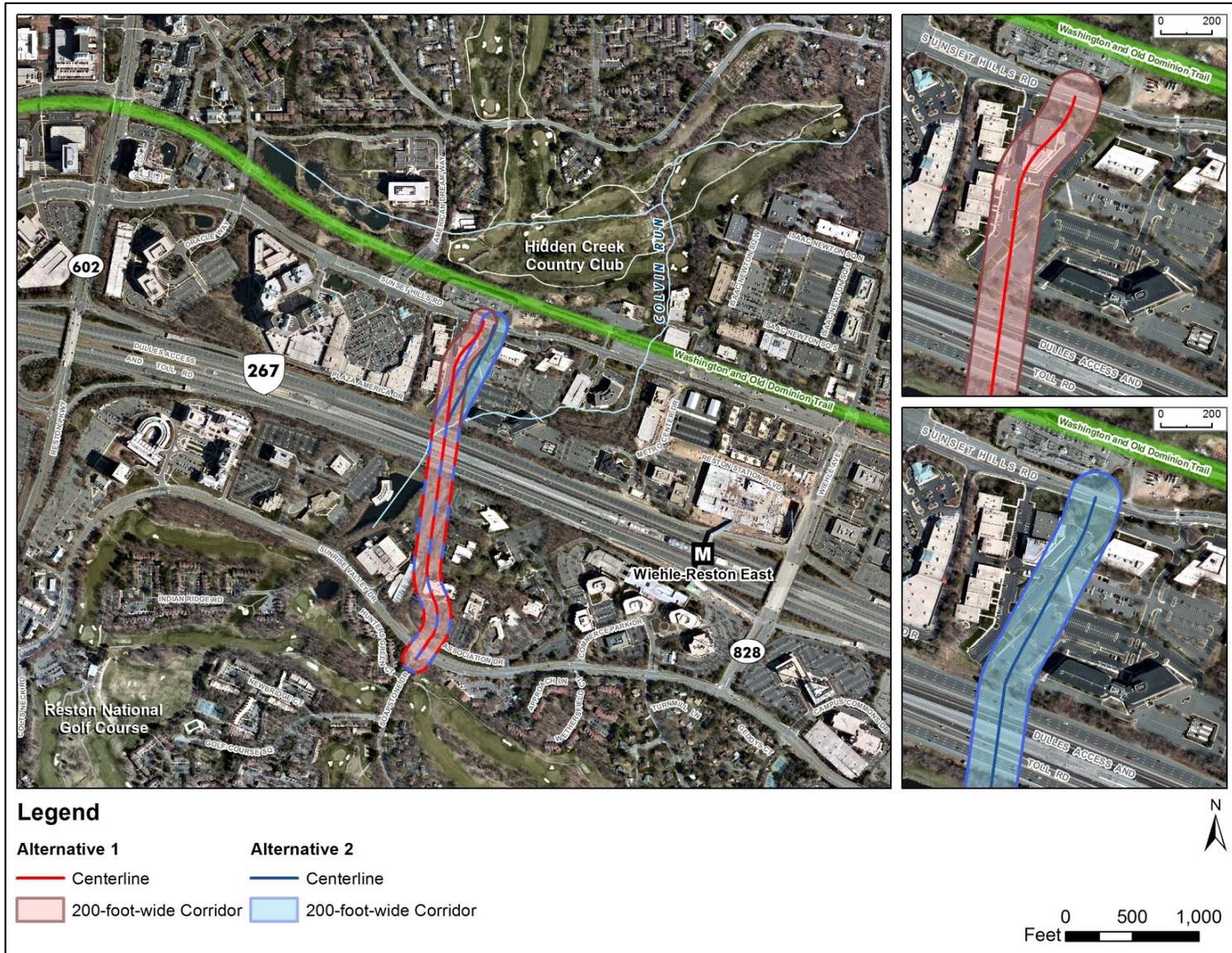


Figure 1. Soapstone Connector Project Location Map



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 1, 2015

Shyam Kannan  
Director of Planning  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, DC 20001

**SUBJECT: Soapstone Connector Environmental Assessment**

From: Sunset Hills Road  
To: Sunrise Valley Drive  
Fairfax County, Virginia

Dear Mr. Kannan:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector. The Soapstone Connector is a new roadway, approximately one-half mile long between Sunset Hills Road and Sunrise Valley Drive in Fairfax County (Reston), Virginia. The project is located just west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system, as shown in **Figure 1**. Two alternatives are shown in the enclosed map; both follow the same alignment south of the Dulles Corridor, but north of the crossing, the alignments diverge and are offset by up to 150 feet. The typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); 5-foot-wide on-road bicycle lanes on each side; a 5-foot-wide concrete sidewalk on the west side; and a 10-foot-wide shared use path on the east side.

As part of the study effort, we are seeking input to assist in determining the scope of the EA and to clarify issues relative to this study. Any comments and suggestions your agency may have regarding important factors that should be considered would be appreciated. Please feel free to solicit and submit input from other branches and departments within your agency or organization. We would appreciate receiving your agency's written comments or suggestions by **November 6, 2015**.

---

**Fairfax County Department of Transportation**

4050 Legato Road, Suite 400

Fairfax, VA 22033-2895

Phone: (703) 877-5600 TTY: 711

Fax: (703) 877-5723

[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)



October 1, 2015

Page 2 of 3

As part of public outreach for the project, FCDOT is hosting a public information meeting at the location noted below on October 26, 2015 to seek public input on the project. You are welcome to attend as well.

Monday, October 26, 2015

6 - 8 p.m.

South Lakes High School

11400 South Lakes Drive

Reston, VA 20191

Additional information about the study is available on FCDOT's website at:

<http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>. If you have questions or need additional information about the project, please email me at [audra.bandy@fairfaxcounty.gov](mailto:audra.bandy@fairfaxcounty.gov) or call me at 703-877-5600.

Thank you for your assistance.

Sincerely,

Audra K. Bandy, P.E.

Project Manager

Fairfax County Department of Transportation

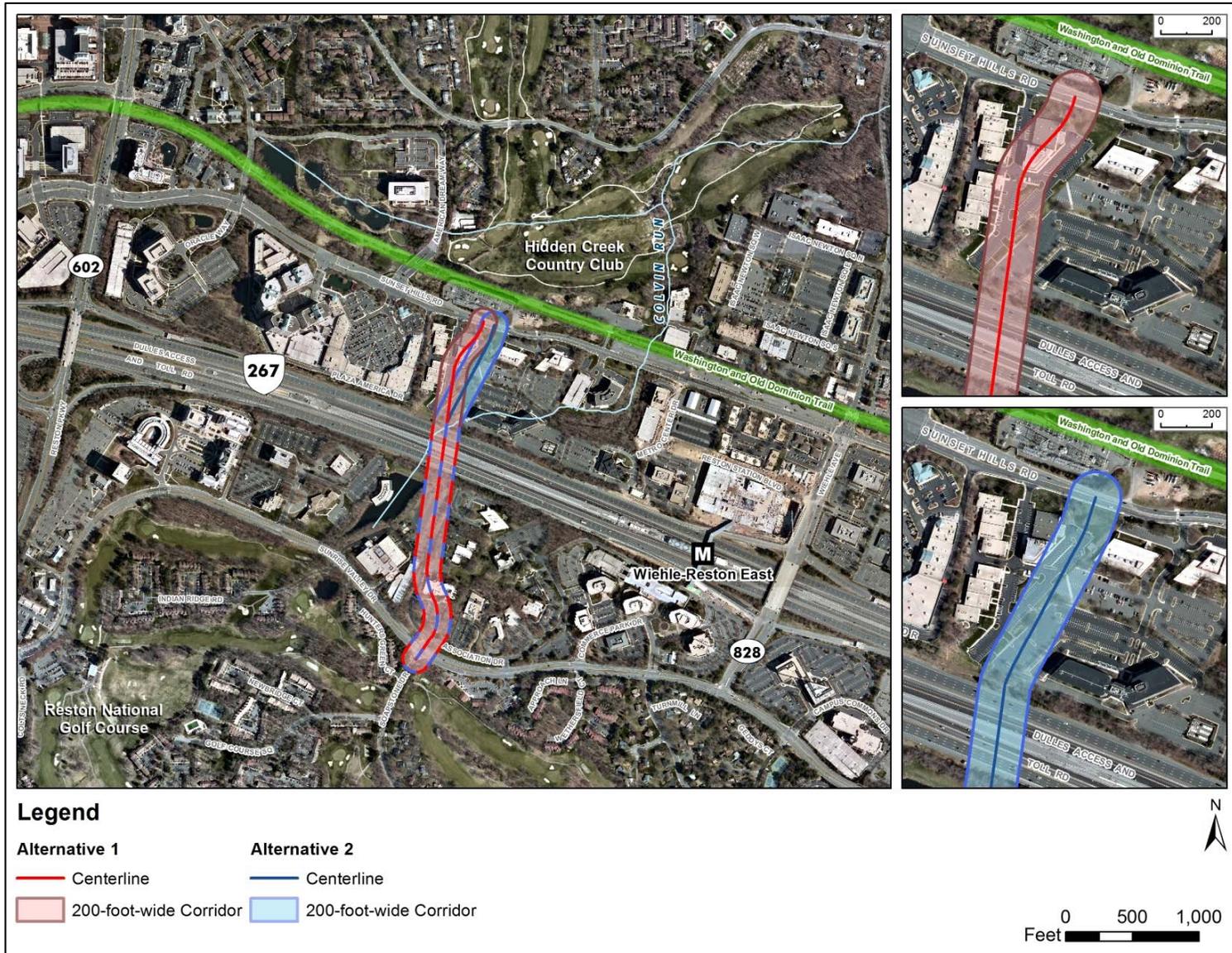


Figure 1. Soapstone Connector Project Location Map



# County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

October 1, 2015

Gregg M. Wollard  
Manager of Planning  
Metropolitan Washington Airports Authority  
45045 Aviation Drive  
Sterling, VA 20166

**SUBJECT: Soapstone Connector Environmental Assessment**

From: Sunset Hills Road  
To: Sunrise Valley Drive  
Fairfax County, Virginia

Dear Mr. Mwollard:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector. The Soapstone Connector is a new roadway, approximately one-half mile long between Sunset Hills Road and Sunrise Valley Drive in Fairfax County (Reston), Virginia. The project is located just west of the new Wiehle-Reston East Metrorail Station and would include a new crossing over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system, as shown in **Figure 1**. Two alternatives are shown in the enclosed map; both follow the same alignment south of the Dulles Corridor, but north of the crossing, the alignments diverge and are offset by up to 150 feet. The typical section of the new roadway features a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane); 5-foot-wide on-road bicycle lanes on each side; a 5-foot-wide concrete sidewalk on the west side; and a 10-foot-wide shared use path on the east side.

As part of the study effort, we are seeking input to assist in determining the scope of the EA and to clarify issues relative to this study. Any comments and suggestions your agency may have regarding important factors that should be considered would be appreciated. Please feel free to solicit and submit input from other branches and departments within your agency or organization. We would appreciate receiving your agency's written comments or suggestions by **November 6, 2015**.

---

**Fairfax County Department of Transportation**

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October 1, 2015

Page 2 of 3

As part of public outreach for the project, FCDOT is hosting a public information meeting at the location noted below on October 26, 2015 to seek public input on the project. You are welcome to attend as well.

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Thank you for your assistance.

Sincerely,

Audra K. Bandy, P.E.

Project Manager

Fairfax County Department of Transportation

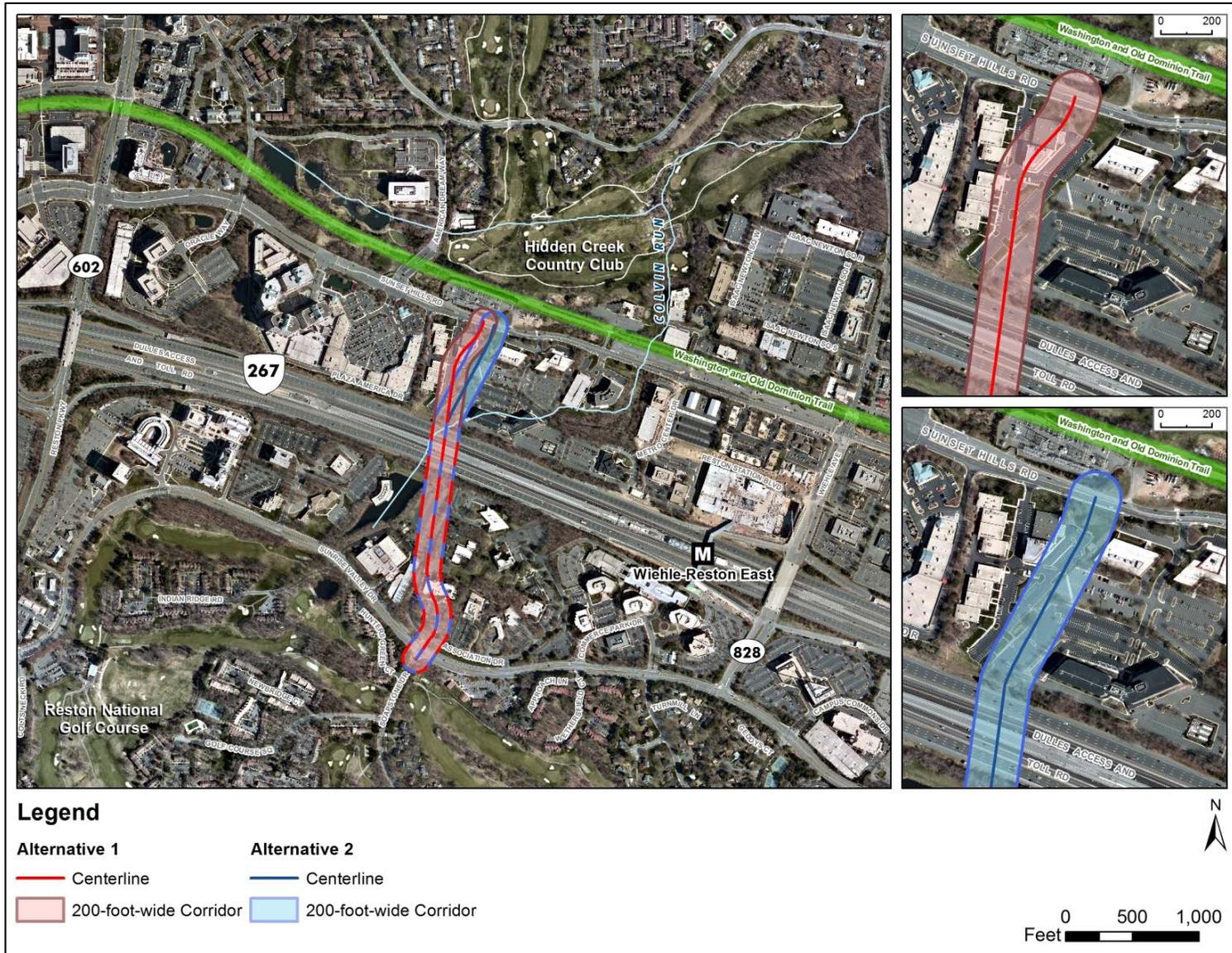


Figure 1. Soapstone Connector Project Location Map