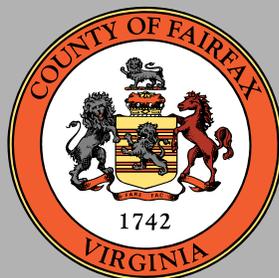


SOAPSTONE CONNECTOR

Fairfax County Project No. 2G40-078
From: Sunrise Valley Drive
To: Sunset Hills Road
Reston, VA

May 4, 2022

REVISED EA APPENDICIES



In Coordination With
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
VIRGINIA DEPARTMENT OF TRANSPORTATION

APPENDIX A

Traffic Counts and Forecast Update Memo

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MEMORANDUM

DATE: April 17, 2020
TO: FILE
FROM: Joe Springer/Kelly Hyland/Surbhi Ashton
SUBJECT: Soapstone Connector
Traffic Counts and Forecast Update

cc: 647682-12750

Initial traffic analysis for the Soapstone Connector utilized traffic counts conducted in May 2015 as well as travel demand forecasts developed using the Metropolitan Washington Council of Governments (MWCOG) Version 2.3.57A travel demand model with Round 8.4 Cooperative Land Use forecasts.¹ Given the time interval since the previous traffic analysis was completed, new traffic counts were performed at the same locations and the current version of the MWCOG model (model Version 2.3.75 with Round 9.1a Cooperative Land Use forecasts) was run. The purpose of the new traffic counts and travel demand forecasting was to identify the extent to which existing traffic volumes have changed between 2015 and 2020 and the extent to which the future year forecasts have changed based on the new MWCOG model and land use forecasts.

Traffic Counts

Table 1 summarizes the changes in existing 24-hour traffic volumes from 2015 to 2020 on the major roadways around the Soapstone Connector project area (from the continuous 48-hour machine counts). Traffic volumes for all four roadway segments are lower in 2020 than in 2015, with the highest drop in traffic on Wiehle Avenue south of the Dulles Toll Road. Across all four locations, traffic volumes were nine percent lower based on the 2020 counts.

Table 1. Comparison of Existing Daily Traffic Volumes (2015 and 2020)

Location	2015	2020	Difference	Percent Change
Sunset Hills Road East of American Dream Way	25,660	23,074	-2,586	-10%
Sunrise Valley Drive East of Association Drive	22,629	22,072	-557	-2%
Wiehle Ave South of Eastbound Dulles Toll Road Ramp	33,016	27,816	-5,200	-16%
Reston Parkway North of Sunrise Valley Drive	47,798	44,014	-3,784	-8%
TOTALS	129,103	116,976	-12,127	-9%

Yearly averages of traffic counts are compiled and estimated for major roadways throughout Virginia by VDOT, including within the Soapstone Connector project area. While this VDOT data set reflects count data as well as interpolated data, it does provide the best source for tracking variation in traffic volumes

¹ The data collection program, methodologies and assumptions, and operational analysis results and findings from the initial analysis is documented in the *Traffic Technical Memorandum*, February 3, 2017.

for a wide range of locations over time and is an excellent reference source for use in looking at data collection efforts at a broader geographic and timespan context². As **Table 2** shows, traffic growth on the project area roadways has been generally flat between 2012 and 2018 (data is not yet available for 2019) and the volumes collected for the Soapstone Connector project are generally consistent with volumes reported annually by VDOT for these roadways.

Table 2. Comparison of Daily Traffic Volumes from VDOT’s Official AADT and VMT Publications³

Location	2012	2013	2014	2015	2016	2017	2018
Sunset Hills Road East of American Dream Way	24,000	24,000	23,000	24,000	24,000	24,000	25,000
Sunrise Valley Drive East of Association Drive	20,000	20,000	19,000	18,000	18,000	19,000	19,000
Wiehle Ave South of Eastbound Dulles Toll Road Ramp	36,000	36,000	35,000	34,000	34,000	35,000	36,000
Reston Parkway North of Sunrise Valley Drive	46,000	46,000	45,000	42,000	42,000	42,000	44,000

With respect to the turning movement counts conducted at the intersections within the project area, overall, there is a reduction in the number of vehicles and truck percentages in the system from the 2015 count data to the 2020 count data, which is consistent with the 48-hour counts. In the AM peak, the largest decreases in volumes occur along both Reston Parkway and Wiehle Avenue in the northbound direction and Sunset Hills Road eastbound east of Wiehle Avenue. In the PM peak, the largest decreases in volume occur along westbound Sunset Hills Road.

Travel Demand Forecasts

As noted previously, travel demand forecasts were updated to reflect the current Version 2.3.75 regional travel demand model and the Round 9.1a Cooperative Land Use forecasts. The analyses assessed whether the new model resulted in substantial changes to the forecasts in the immediate project area (essentially the four roadway segments included in Tables 1 and 2) and for a wider area, consisting of 29 model links, that coincide with the area encompassed by the previously developed subarea model. Total forecasted traffic volumes for the immediate project area links are shown in **Table 3**. This data shows that the 2.3.75 model forecasts across all of the immediate project area roadway segments is generally in line with the 2.3.57A model volumes – reflecting a difference of only 1.2 percent.

² Note that VDOT also uses a Quality of Data (QA) measure to indicate the data upon which the reported traffic is based. These primarily include the following: average of continuous count data, average of selected continuous count data, factored short-term traffic count data, factored short-term traffic count data with growth element, and historic estimate.

³ <https://www.virginiadot.org/info/ct-TrafficCounts.asp>

Table 3. Comparison of Travel Demand Model Data on Links in Immediate Project Area

Road Name	Location Description	Year 2045 Forecasts: Daily Traffic		Forecast Differences	
		Model 2.3.57A	Model 2.3.75	Value	Percent
Reston Parkway	North of Sunrise Valley Drive	31,593	30,323	-1,270	-4%
Sunrise Valley Drive	East of Soapstone Drive	19,232	19,379	147	1%
Wiehle Avenue	North of Sunrise Valley Drive	26,844	28,352	1,508	5.6%
Sunset Hills Road	West of Isaac Newton Square	25,759	26,617	858	3.3%
Totals		103,428	104,672	1,244	1.2%

A comparison of the 29 model links within the area encompassed by the previously developed subarea model shows some variation for individual links. As with the immediate project area links summarized in the previous tables, there is relatively little difference at the overall composite level between the two models (the 2.3.75 model predicts total volumes across all roads within the modeled subarea to be approximately 8.4 percent higher than the 2.3.57A model).

Conclusion

Based on the traffic counts update, the 2020 existing traffic volumes in the project area are lower than the 2015 traffic volumes by approximately 9 percent across the four traffic count locations. The travel demand modeling suggests that the 2045 forecasts generated using the latest model and cooperative forecasts (2.3.75, 9.1a) are 1.2 percent higher than in the previous model runs (2.3.57A, 8.4) within the immediate project area, and up to 8.4 higher on the individual roadway links within the project’s subarea model.

Were the updated traffic counts and a new growth rate derived from the latest MWCOG model runs used to develop updated forecasts for the project, it is expected that they would be the same or similar to the previous forecasts developed for the project given that the decrease in 2020 traffic counts would be counterbalanced by an increase in growth rate based on the recent travel demand model run. It is expected that there would be no substantive change in the findings and conclusions made in the Environmental Assessment, therefore, it is recommended that an update in the traffic operations analysis is not warranted.

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APPENDIX B

Draft Individual Section 4(f) Evaluation – Association Drive Historic District

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FAIRFAX COUNTY DEPARTMENT OF TRANSPORTATION

In coordination with
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
VIRGINIA DEPARTMENT OF TRANSPORTATION

DRAFT SECTION 4(f) EVALUATION – ASSOCIATION DRIVE HISTORIC DISTRICT

SOAPSTONE CONNECTOR

Fairfax County Project No. 2G40-078; VDOT UPC No. 112479
From: Sunrise Valley Drive
To: Sunset Hills Road
Reston, VA

Approved for Public Availability

10/28/2020

Date

John Simkins

Federal Highway Administration

I. INTRODUCTION

Section 4(f) of the U.S. Department of Transportation Act of 1966 as amended (23 U.S.C. § 138 and 49 U.S.C. § 303) stipulates that the Federal Highway Administration (FHWA) and other U.S. Department of Transportation (USDOT) agencies cannot approve the use of land from a significant publicly owned public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless the following conditions apply:

- There is no feasible and prudent avoidance alternative to the use of land from the property, and the action includes all possible planning to minimize harm to the property resulting from such use; or
- The use of the Section 4(f) properties, including any measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a *de minimis* impact on the property.

This evaluation describes the Section 4(f) property within the Soapstone Connector project area, potential use of the property, avoidance alternatives to use of the property, analysis of feasibility and prudence and least overall harm, and a discussion of all possible planning to minimize harm.

II. PROPOSED ACTION

a. Description of Action: The proposed action entails construction of the Soapstone Connector between Sunrise Valley Drive and Sunset Hills Road in Reston, Virginia. **Figure 1** shows the project location and the location of the Association Drive Historic District that is analyzed in this document. An Environmental Assessment (EA) was prepared for the proposed action pursuant to the National Environmental Policy Act and it was approved by FHWA for public availability on August 16, 2017. A public hearing was held on November 8, 2017. Comments received on the EA resulted in the preparation of the July 2018 Supplemental Phase I Architectural Survey to address the eligibility of ten architectural resources less than 50 years old comprising the office park originally known as the Reston Center for Associations and Educational Institutions (RCAEI), located at 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, and 1920 Association Drive. The RCAEI (Association Drive Historic District, as shown in Figure 1) was determined eligible for listing in the National Register of Historic Places (NRHP) (with all but one of the ten buildings in the office park contributing to the historic district) by the Keeper of the National Register in October 2019. This Section 4(f) Evaluation was prepared as a result of the identification of this historic district.

The proposed physical construction of the Soapstone Connector would consist of building a new roadway within 89.5 feet of proposed right-of-way that would feature 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 shown in **Figure 2**. The bridge over the Dulles Corridor, which includes VA Route 267 (Dulles Toll Road [DTR]), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system, would have an 83.2-foot-wide typical section and would include four travel lanes (Figure 2). There are four planned access points throughout the length of the roadway. From south to north, access points include 1) the intersection with Sunrise Valley Drive at the southern terminus, 2) an intersection north of Sunrise Valley Drive before the Dulles Corridor bridge, 3) an intersection north of the Dulles

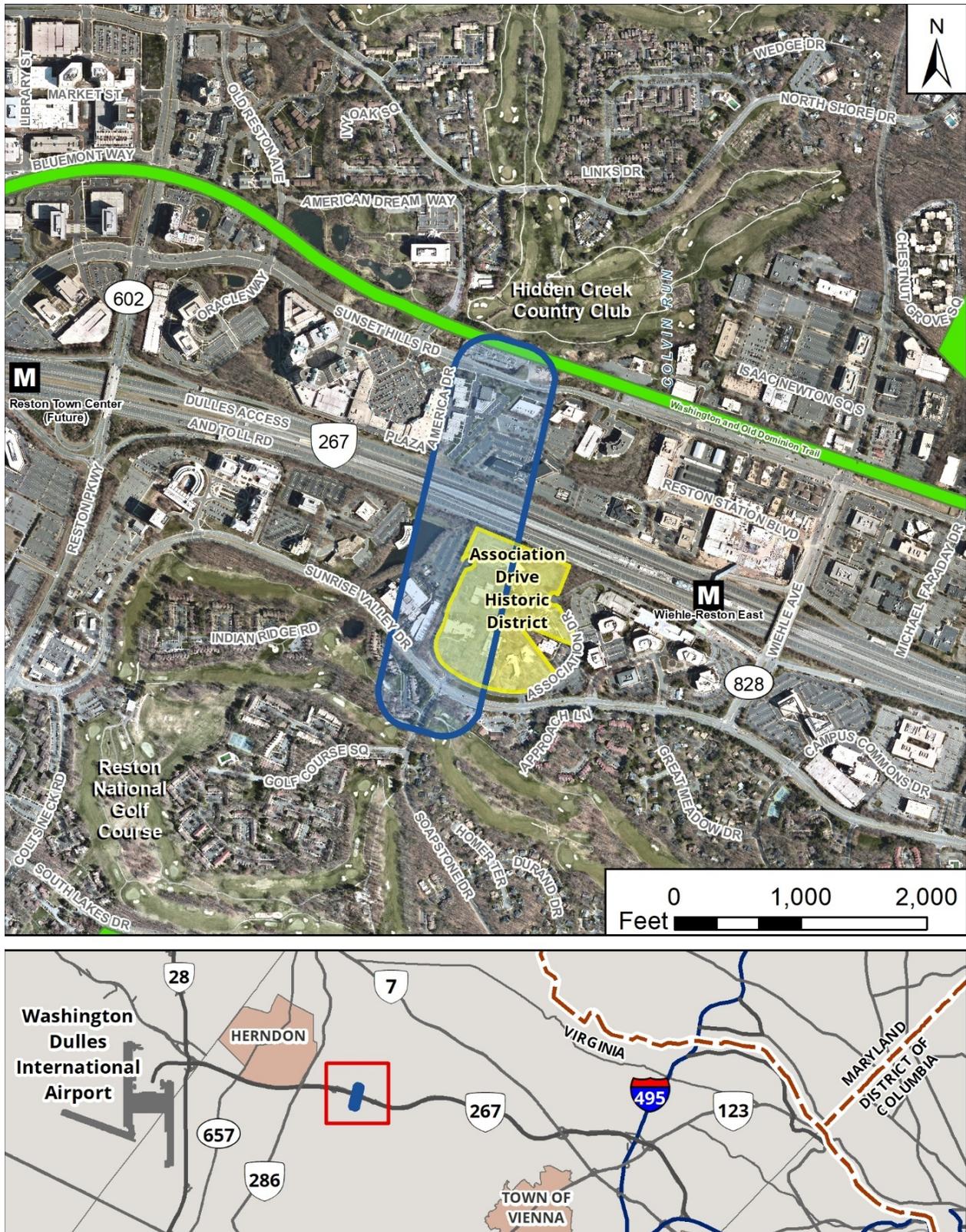


Figure 1. Soapstone Connector Project Location and Association Drive Historic District

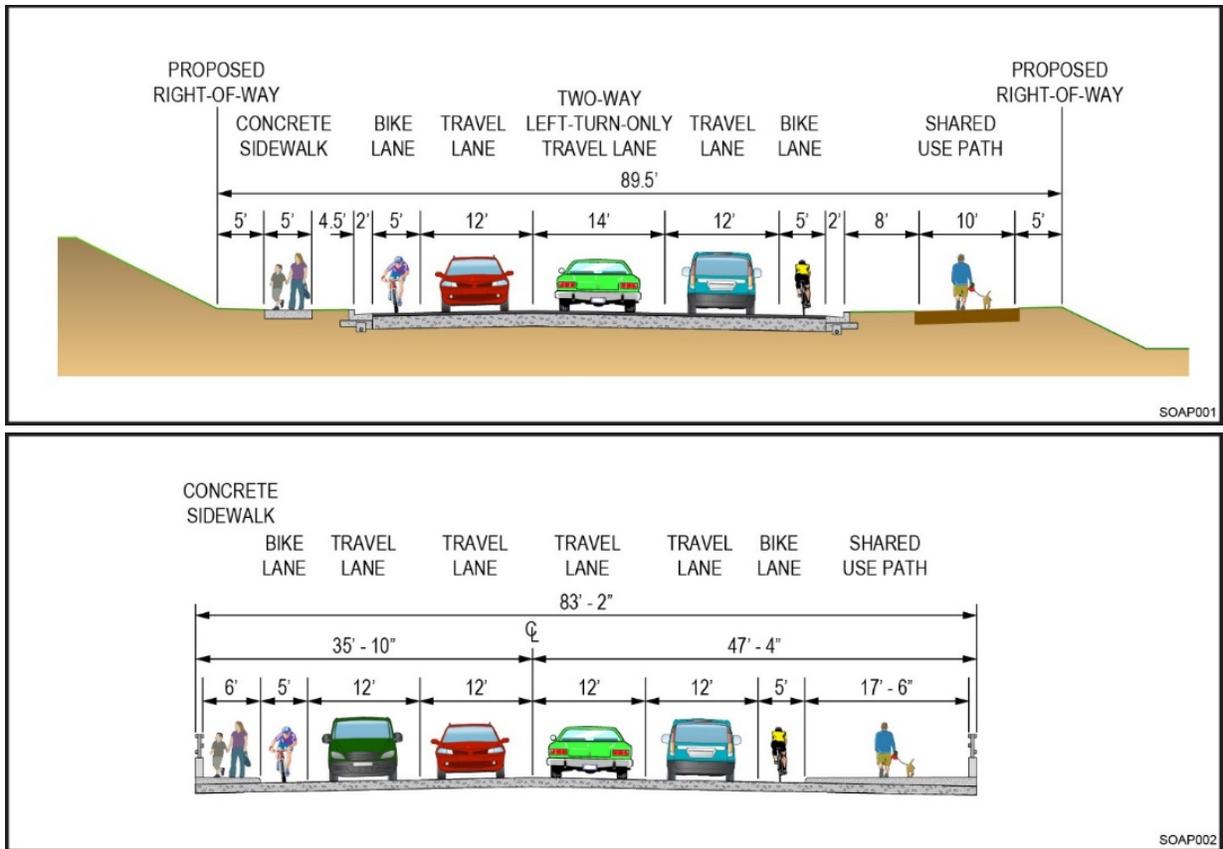


Figure 2. Soapstone Connector Roadway and Bridge Typical Sections

Corridor bridge before Sunset Hills Road, and 4) the intersection with Sunset Hills Road at the northern terminus. The specific locations of the two intermediate points between the termini and the Dulles Corridor (one on the south and one on the north) would be determined during preliminary engineering. As this time, potential locations have been identified as part of the Reston Network Analysis, with the northern intersection including a potential connection to an extended Reston Station Boulevard.¹

In the August 2017 EA, two build alternatives were considered, Alternative 1 and Alternative 2, as shown in **Figure 3**. The alignment for Alternative 2 follows the same alignment as Alternative 1 south of the Dulles Corridor, but north of the crossing, the alignments diverge and are offset by up to 150 feet. In the EA, the alternatives were represented as 200-foot-wide corridors, which would be wide enough to encompass minor variations in actual roadway alignments and design features during the design phase, should a build alternative be selected, and to illustrate the maximum potential impacts of the alternative.

South of the Dulles Corridor, both Alternatives 1 and 2 would impact the building at 1904 Association Drive. The acquisition of the parcel is estimated to cost approximately \$22.5 million.² Both alternatives would also require taking portions of the surface parking lot (parking spaces, driving lanes) behind 11600 Sunrise Valley Drive (see Figure 3 for locations of both

¹ <https://www.fairfaxcounty.gov/transportation/study/reston-network-analysis>

² An appraisal was completed for 1904 Association Drive in order to establish land values in the immediate submarket. The land values determined in the appraisal were subsequently used in the right-of-way cost estimate.

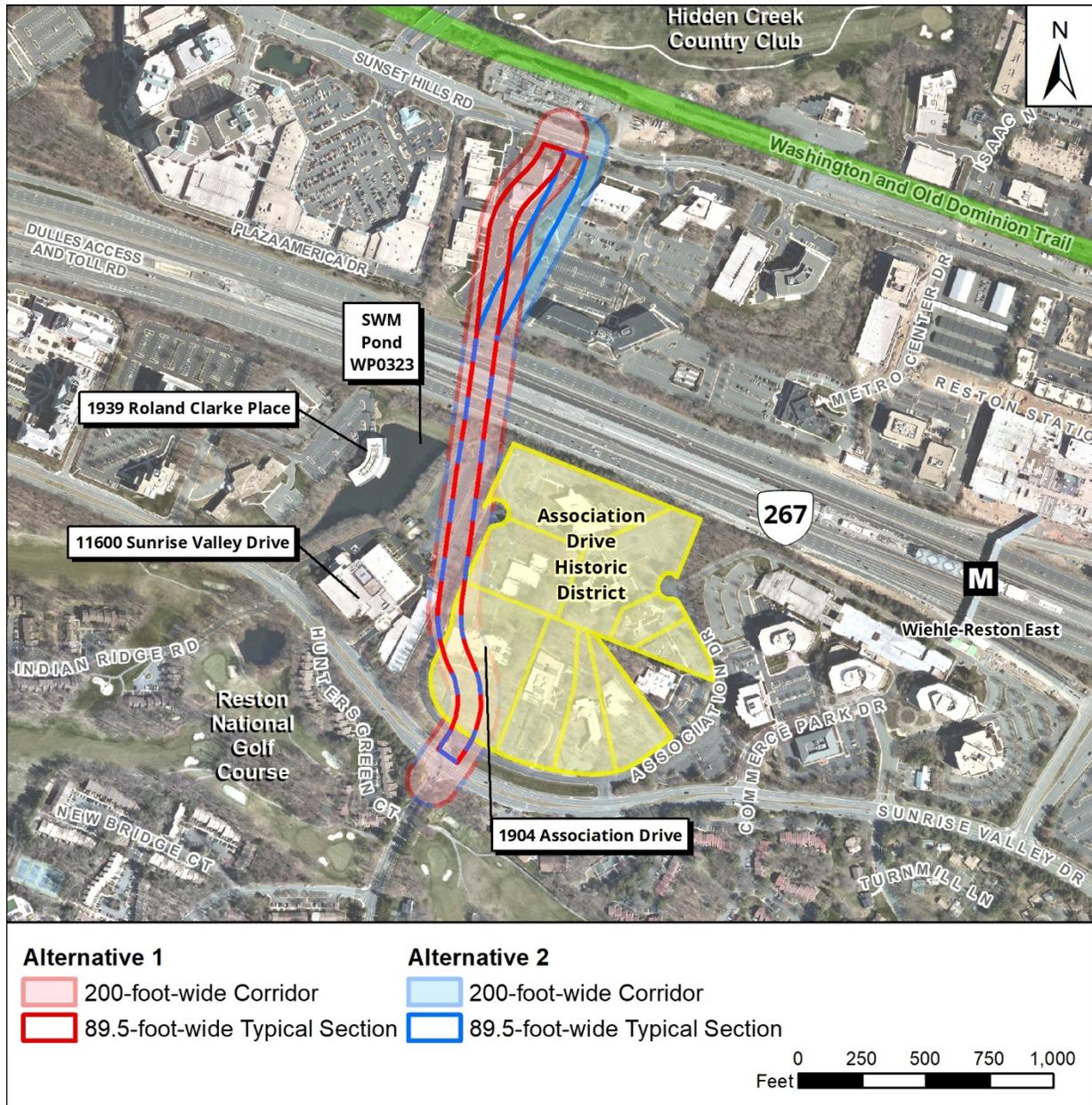


Figure 3. Soapstone Connector EA Build Alternatives

properties). The alternatives would require 0.77 acre within the 89.5 feet proposed right-of-way and 0.52 acre would be left unusable due to lack of access, for a total of 1.29 acres of parking lot impacted (note that adjustments could be made during design to reduce this acreage). Approximately 67 percent of the surface lot parking spaces would be impacted (201 of the 299 spaces). The total cost of Alternatives 1 and 2 is approximately \$216 million.

b. Purpose and Need (from August 2017 EA):

1) Project History: The following two precursor studies identified improvements to address transportation needs in the vicinity of the Wiehle-Reston East Metrorail Station and support access to and from the station area: *Wiehle Avenue/Reston Parkway Station Access Management Plans*, April 2008, and the *Soapstone Connector Feasibility Study*, November

2013. Subsequently, in February 2014, the Soapstone Connector was included as a recommended roadway network improvement in an Amendment to the Fairfax County Comprehensive Plan.³

2) Existing Conditions:

Traffic Congestion. The current roadway network in the project area includes two crossings of the Dulles Corridor on either side of the Wiehle-Reston East Metrorail Station, at Reston Parkway (Route 602) to the west and Wiehle Avenue (Route 828) to the east (see Figure 1). Direct access to the Metrorail station is provided by way of Wiehle Avenue. Traffic traveling within the project area, traveling to and from the Metrorail station, and entering and exiting the Dulles Toll Road all compete for the same road space on these two north-south roadways. Sunrise Valley Drive and Sunset Hills Road serve east-west travel to the south and north of the Dulles Corridor, respectively. Traffic analysis indicates that the intersections of these four roadways are all operating at Level of Service (LOS) D or lower during the peak hours under existing conditions, with average delay ranging from 40 to 80 seconds at each location. Congestion at these intersections acts as a constraint to traffic mobility within the area surrounding the station.

Multimodal Connectivity. There is currently a shared use path on Wiehle Avenue in the southbound direction between Sunrise Valley Drive and Sunset Hills Road, and “Use Caution” is identified in the northbound direction based on the Fairfax County Bike Map.⁴ A bikeable sidewalk is provided on Sunset Hills Road within the project area, and a combination of bikeable sidewalk and shared use path are provided on Sunrise Valley Drive. Finally, a shared use path is provided on Reston Parkway within the project area.

The Wiehle-Reston East Metrorail Station includes entrances via pedestrian bridges on both sides of the Dulles Corridor. Fifteen bicycle racks are located on both the north and south sides; there is also a secure reserved bike room. The Wiehle-Reston East Station Bike Room was Fairfax County’s first enclosed, secure bicycle parking facility with a capacity for more than 200 bicycles. There are bus drop-off/pick-up locations on either side of the Dulles Corridor, with Kiss & Ride facilities on the north side only. Wiehle Avenue currently serves as the only access to the Metrorail station for buses; these buses experience congestion and delays on Wiehle Avenue as described above.

Accessibility and Mobility. The transportation network around the Wiehle-Reston East Metrorail Station is comprised primarily of major roadways (i.e., Wiehle Avenue, Sunset Hills Road, and Sunrise Valley Drive) and much smaller streets and driveways that provide access to individual buildings and developments. Consequently, most vehicles traveling in the area must use one of the major congested routes or intersections.

The Wiehle-Reston East Metrorail Station includes a 2,300-space covered parking garage north of the Dulles Corridor. The heavy traffic exiting the parking garage by way of Reston Station Boulevard during the PM peak period creates weaving conditions on all travel lanes on the southbound segment of Wiehle Avenue between Sunset Hills Road and the Dulles Toll Road. Most vehicles turning right when they exit the Metrorail station (shown in yellow in **Figure 4**) are not destined to the westbound Dulles Toll Road; therefore, they must move over at least one

³ Amendment No. 2013-05, adopted February 11, 2014 by the Fairfax County Board of Supervisors, replaced the following: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Upper Potomac Planning District as amended through 12-3-2013, Reston-Herndon Suburban Center and Transit Station Areas, pages 28-80.

⁴<https://www.fairfaxcounty.gov/transportation/bike/map>

lane once they turn onto Wiehle Avenue, weaving with vehicles on southbound Wiehle Avenue destined for the westbound exit ramp (pink arrows). The weaving is indicated by the blue arrows in Figure 4. If a vehicle exiting the Metrorail station is destined to the eastbound Dulles Toll Road ramp, they must weave across four lanes to enter into the left-turn bays. The situation is exacerbated by the short distance (320 feet) between the Wiehle-Reston East Metrorail Station access and the intersection with the westbound ramps; in addition, there is only an additional 500 feet on Wiehle Avenue between the westbound and eastbound exit ramps. Combined with the overall high traffic volumes, much of the delay is caused by vehicles forcing their way across travel lanes over this short distance in order to reach their desired lane.

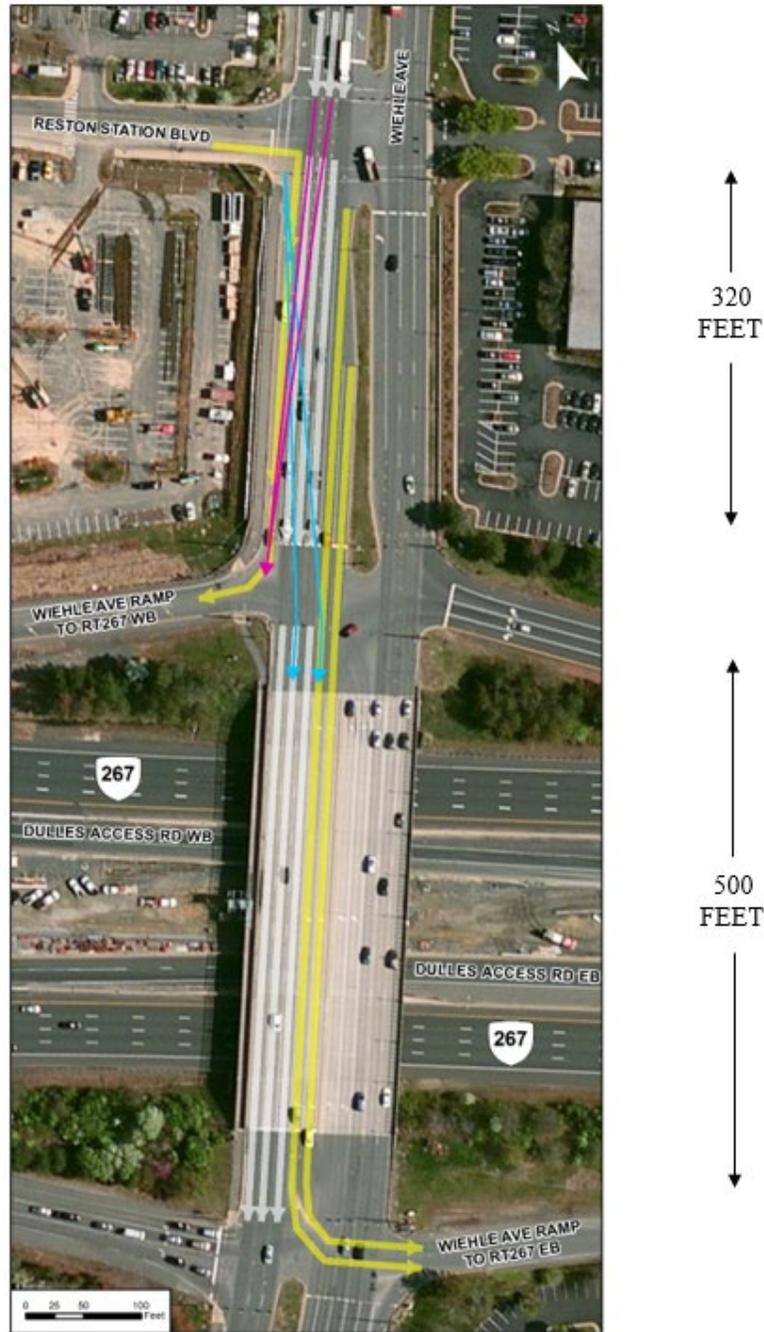


Figure 4. Illustration of Weaving on Wiehle Avenue with Metrorail Station Egress

The other bottlenecks along Wiehle Avenue are at the intersections with Sunset Hills Road and Sunrise Valley Drive. The lack of turn lanes for the heavy movements adds to the delays at these locations.

3) Future No-Build Conditions:

Traffic Congestion. The burden on the transportation network in the project area is expected to increase substantially by 2046 with the completion of Phase 2 of the Dulles Corridor Metrorail Project⁵ and changes in land use in the areas surrounding the Wiehle-Reston East and future Reston Town Center Metrorail Stations. As indicated in the Comprehensive Plan for Reston (Fairfax County Comprehensive Plan, 2017 Edition, Area III, Reston, Amended through 7-31-2018): “The community’s greatest densities will be at the three Metro station areas. A broad mix of regional retail and other attractions will be part of an enhanced urban center at the Town Center and strong local retail and a variety of amenities will characterize the other Metro station areas and village centers. To address congestion, the station areas will have an appropriate balance of residential uses and employment opportunities.” As more people find these areas highly desirable as residential and commercial locations, density of both residences and offices is planned to increase in the areas closest to the stations.

In addition, as the whole region (and particularly Loudoun County) continues to grow, travel through the Reston area is also projected to increase. By 2046, the existing transportation network will not be able to accommodate the projected peak hour demand for vehicular travel within the traffic analysis area. The increased volume of traffic would result in worse levels of service and delay, and estimated average delay at the intersections of the four major roadways in the traffic analysis area is projected to increase from 40 to 80 seconds under existing conditions to a range of 60 to over 140 seconds by 2046.

Multimodal Connectivity. As indicated above, the density of both residences and offices is planned to increase in the area surrounding the Wiehle-Reston East Metrorail Station, which will generate many more pedestrian and bicycle trips. In addition, the Metrorail station itself will generate additional pedestrian, bicycle, and bus trips in the surrounding area. Additional pathways for these modes of travel must be considered as higher volumes of traffic will make it increasingly more difficult for pedestrians and bicyclists to travel in this area.⁶ Increased congestion and delays on the roadway network would also reduce the efficiency of bus service, which is programmed to increase by the Fairfax County Department of Transportation (FCDOT); planning is already underway to reroute bus lines in the vicinity in order to serve the two rail stations and accommodate the development growth.

Accessibility and Mobility. As development in the area and traffic demand increases, accessibility and mobility will be further constrained. The Reston Town Center Metrorail Station

⁵ The Dulles Corridor Metrorail Project is a 23-mile extension of Washington’s existing Metrorail System, which is being built in two phases by the Metropolitan Washington Airports Authority (MWAA). Phase 1 of the new line opened on July 26, 2014, connecting East Falls Church with Tysons Corner and Reston, Virginia (at the Wiehle-Reston East Metrorail Station), with downtown Washington, DC and Largo, Maryland. Known as the Silver Line, the extension is operated by the Metropolitan Washington Area Transit Authority (WMATA). Preliminary construction for Phase 2 began in 2014. The extension will run from the Wiehle-Reston East Metrorail Station west to Washington Dulles International Airport and Ashburn in eastern Loudoun County. Within the Reston area, the Reston Town Center Station will be located in the median of the Dulles Toll Road/Dulles International Airport Access Highway just west of the Reston Parkway overpass. This station will have no dedicated parking. Additional information on the project can be found here: <http://www.dullesmetro.com/>.

⁶ Comments were received during project scoping related to safety for pedestrians and bicyclists and connectivity to existing sidewalks, trails, and bike facilities. While safety has not been included as a primary element of purpose and need, the improvements aimed at increasing multimodal connectivity would also inherently improve safety for pedestrians and bicyclists.

that will open as part of Phase 2 of the Dulles Metrorail Project does not include dedicated parking; therefore, vehicular demand at the parking facilities at Wiehle-Reston East Metrorail Station will continue and likely increase, further exacerbating weaving conflicts along Wiehle Avenue.⁷ Queue lengths and delays at intersections in the area surrounding the station will also likely worsen with the higher traffic volumes in 2046.

4) Summary: Based on the existing and future needs identified above and documented in the Purpose and Need section of the August 2017 EA, the purpose of the proposed project is to:

- Reduce congestion and travel delay at intersections along Wiehle Avenue and within the traffic analysis area.
- Improve multimodal connectivity to the Wiehle-Reston East Metrorail Station.
- Improve accessibility and mobility to and within the area surrounding the Wiehle-Reston East Metrorail Station.

III. SECTION 4(f) PROPERTIES

Alternatives 1 and 2 would use land associated with one Section 4(f) property, the Association Drive Historic District, which is described further below.

a. Association Drive Historic District

1) Description of 4(f) property: The Association Drive Historic District consists of nine of ten buildings located on the U-shaped Association Drive, immediately south of the Dulles Corridor and north of Sunrise Valley Drive (**Figure 5**). Constructed between 1973 and 1982 as the Reston Center for Associations and Educational Institutions (RCAEI), the historic district represents a rare survivor within the industrial development context of the Reston Plan as manifested during the Gulf Reston (1967-1977) and Mobil Oil (1978-1996) management periods. The nine buildings were constructed for various associations and educational organizations using a combination of Modernist Movement architectural styles, including International Style, Miesian, Brutalist, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. Located in a park-like setting, all buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy, and are linked by open lawns and graded and concrete paths. The boundary of the historic district is defined by the exterior parcel boundaries of the nine contributing buildings, which are described in the next section.

⁷ As indicated in Footnote 6, safety has not been included as a primary element of purpose and need; however, improvements aimed at providing additional access to and from the Metrorail station and reducing congestion along Wiehle Avenue would minimize weaving conflicts and inherently improve safety on the roadway network.

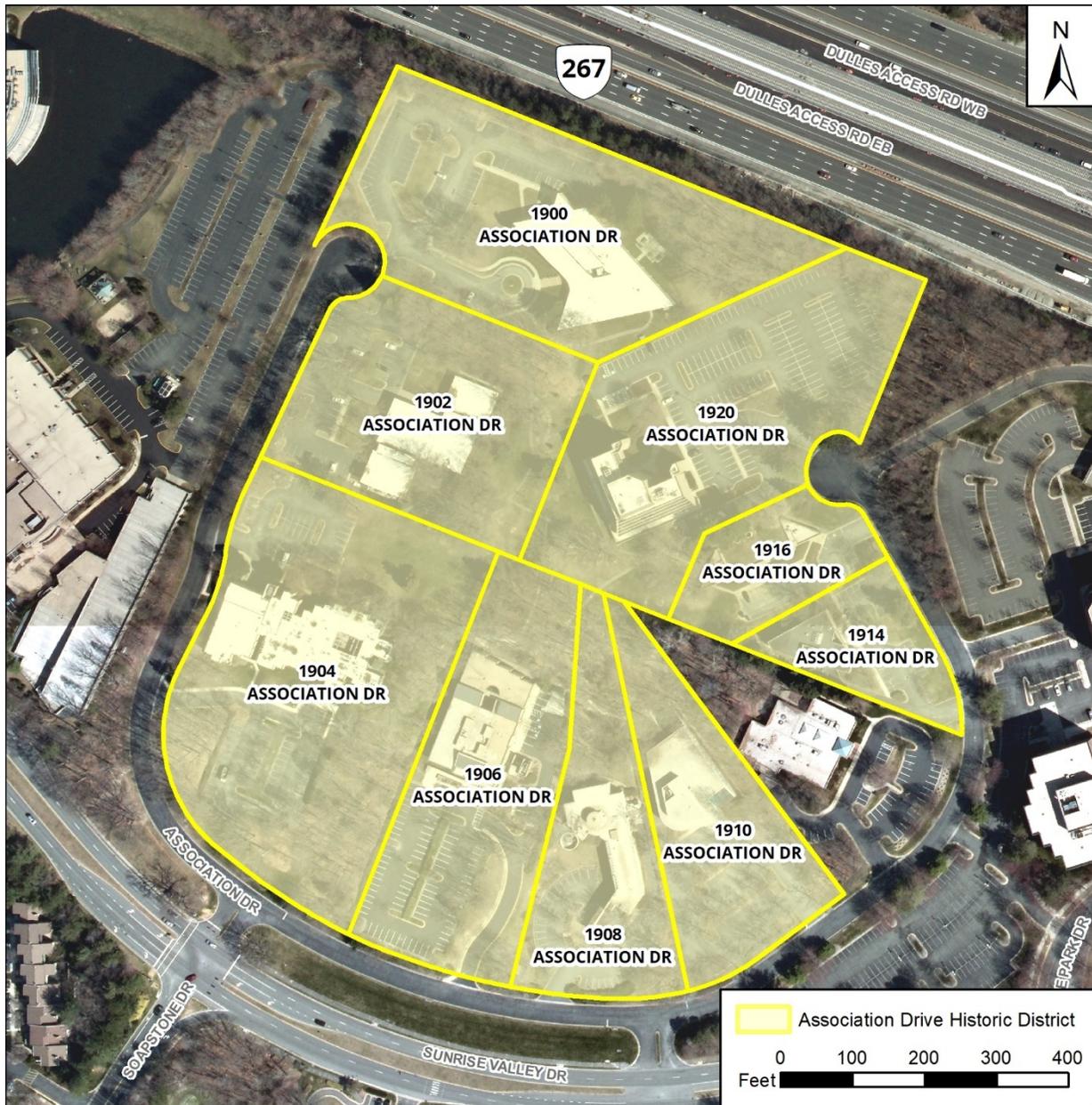


Figure 5. Association Drive Historic District

2) Ownership and type of 4(f) property: The land for what would become the Association Drive Historic District was purchased in 1970 from Gulf Reston, Inc. by the National Council of Teachers of Mathematics on behalf of five educational associations. The other associations in the initial agreement were the Council for Exceptional Children, the National Association of Secondary School Principals, the National Council for Social Studies, and the Association for Education Communication and Technology. Building construction for the nine buildings associated with the historic district occurred between 1973 and 1982 (see **Table 1**). The buildings within the Association Drive Historic District are each owned by different private property owners. Association Drive itself is not part of the historic district and is a private street that is owned and maintained by one of the property owners.

Table 1. Buildings within Association Drive Historic District

DHR Resource No.	Historic Name / Owner	Location	Construction Date
029-6253	American Association for Health, Physical Education, and Recreation	1900 Association Dr	1980
029-6254	American Medical Student Association	1902 Association Dr	1975
029-6255	National Association of Secondary School Principals	1904 Association Dr	1973
029-6256	National Council of Teachers of Mathematics	1906 Association Dr	1973
029-6257	Distributive Education Clubs of America	1908 Association Dr	1976
029-6258	Future Homemakers of America	1910 Association Dr	1982
029-6260	National Business Education Association	1914 Association Dr	1981
029-6261	National Art Education Association	1916 Association Dr	1977
029-6262	Council for Exceptional Children	1920 Association Dr	1973

On October 8, 2019, the Association Drive Historic District was determined eligible for listing by the Keeper of the National Register under Criterion A (associated with events that have made a significant contribution to the broad patterns of history) in the area of Community Planning and Development as an exceptionally important component of the overall Reston development, meeting the threshold under Criteria Consideration G (properties that have achieved significance in the last fifty years).

3) Features and functions: The nine associations and educational institutions originally located at the site were characterized by a diversity of education and advocacy, areas of special concern, and emphasis on specialized education. Education and advocacy was reflected by:

- The National Association of Secondary School Principals (focus on administration);
- The National Business Education Association and National Art Education Association (focus on teachers in business and art); and
- The American Medical Student Association, Future Homemakers of America (now known as Family, Career and Community Leaders of America [FCCLA]), and the Distributive Education Clubs of America (focus on students).

Areas of special concern included:

- Physical education (American Association for Health, Physical Education, and Recreation, now known as the Society of Health and Physical Educators [SHAPE America]);
- Mathematics (National Council of Teachers of Mathematics);
- Business (National Business Education Association); and
- Art (National Art Education Association).

The emphasis on specialized education was represented by the Council for Exceptional Children.

4) Access: Access to the nine buildings is provided by Association Drive, a U-shaped road accessible at the existing terminus of Soapstone Drive at Sunrise Valley Drive and from an entrance east of this intersection, also along Sunrise Valley Drive.

5) Relationship to other similarly used lands in the vicinity: The Association Drive Historic District was one of several single focus office parks in the greater Reston area during the 1980s, including the Newspaper Center, located to the west, which housed the American Newspaper Publishers Association and fourteen other key newspaper organizations. The Parkridge Center, located west of Hunter Mill Road, focused on space exploration companies such as NASA, GE Aerospace, European Space Agency, Jet Propulsion Laboratories, the Remote Manipulator Systems Division of Spar Aerospace, Inc., and the National Space Development Agency of Japan. These other office parks have not been evaluated for eligibility. Today, much of the area has been redeveloped to mixed-use, high-density commercial and residential uses.

6) Clauses affecting ownership: Properties within Association Drive Historic District are privately owned. A comprehensive rezoning within the Association Drive Historic District, which would entail demolishing the buildings and redevelopment of the site, has been agreed upon by the owner of 1904 Association Drive and six other parcels within the historic district.⁸ This rezoning application is designated by Fairfax County as RZ 2018-HM-019.

7) Unusual characteristics: There are no unusual characteristics.

IV. USE OF SECTION 4(f) PROPERTY

Both Alternatives 1 and 2 identified in the August 2017 EA would use⁹ approximately 0.96 acres of the Association Drive Historic District, as shown in **Table 2** and **Figure 6**. The building at 1904 Association Drive, a contributing element to the historic district, would be removed and the alternatives would bisect the 4.23-acre parcel, leaving 0.34-acre on the west side and 2.93 acres on the east side.

Table 2. Use of Section 4(f) Property

Section 4(f) Property	Permanent Incorporation of Land Into Transportation Facility	Amount of Use (Acres)	
		Alternative 1	Alternative 2
Association Drive Historic District	Yes	0.96	0.96

⁸ The application includes the redevelopment of Tax Map No 017-4-12 Parcels 1-4, 4A, 5A, 9, 10, and 12, which make up the following: 1900, 1902, 1904, 1906, 1908, 1910, and 1920 Association Drive.

⁹ As defined in 23 CFR § 774.17, use of a Section 4(f) property occurs: (1) when land is permanently incorporated into a transportation facility; (2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; or (3) when there is a constructive use (a project's proximity impacts are so severe that the protected activities, features, or attributes of a property are substantially impaired). Both Alternatives 1 and 2 would permanently incorporate land into a transportation facility.

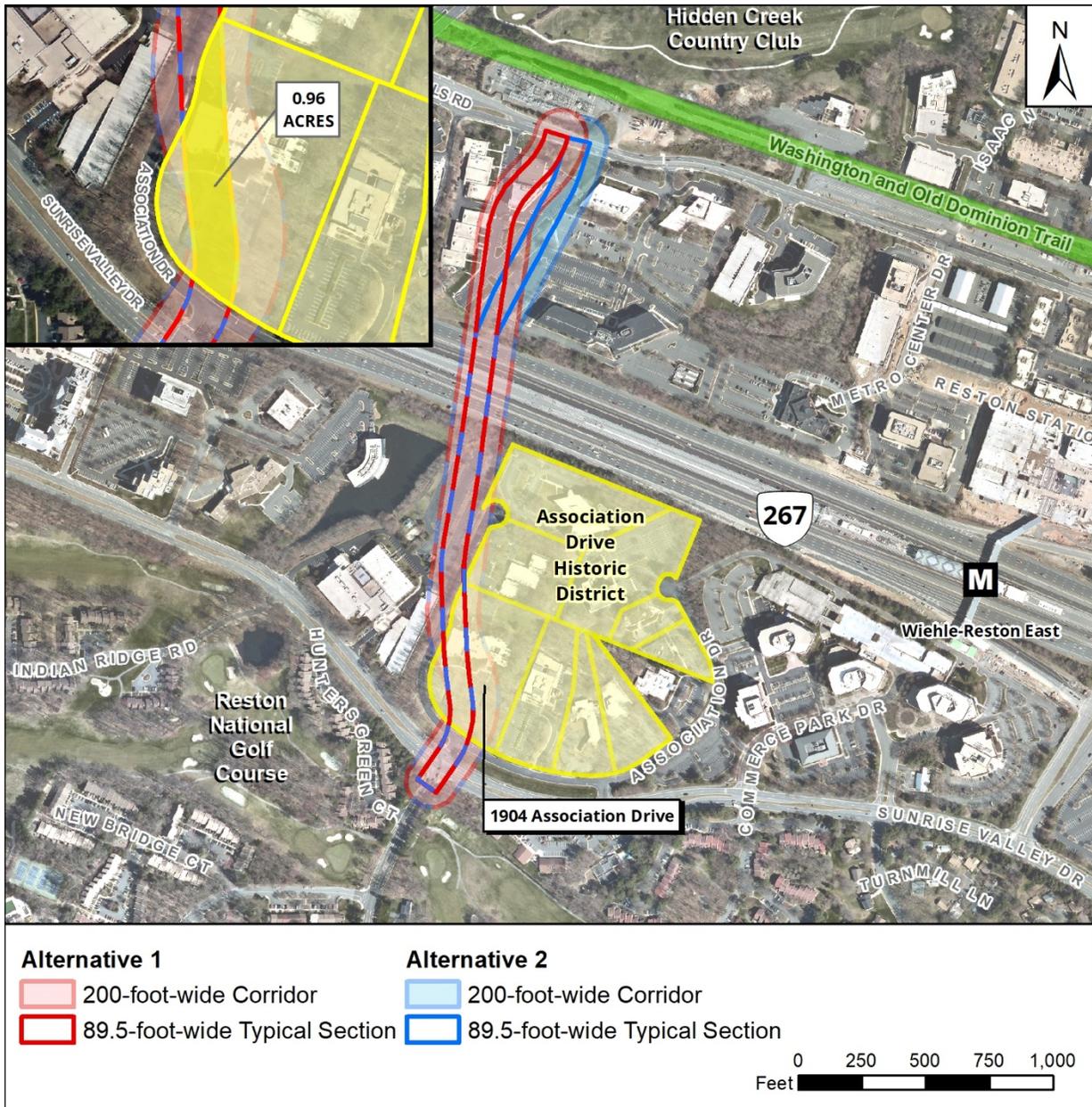


Figure 6. Use of Association Drive Historic District by Alternatives 1 and 2

V. AVOIDANCE ANALYSIS

Per 23 CFR 774.17, a feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. An avoidance alternative is not feasible if it cannot be built as a matter of sound engineering judgment, and an alternative is not prudent if:

1. It compromises the project to a degree that it is unreasonable to proceed in light of the project's stated purpose and need (i.e., the alternative doesn't address the purpose and need of the project);
2. It results in unacceptable safety or operational problems;
3. After reasonable mitigation, it still causes:
 - a. Severe social, economic, or environmental impacts;
 - b. Severe disruption to established communities;
 - c. Severe or disproportionate impacts to minority or low-income populations; or
 - d. Severe impacts to environmental resources protected under other Federal statutes;
4. It results in additional construction, maintenance, or operational costs of extraordinary magnitude;
5. It causes other unique problems or unusual factors; or
6. It involves multiple factors as described above, that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

a. No-Action (or No-Build): Under the No-Action or No-Build Alternative, the improvements considered in the EA would not be constructed and the roadway network surrounding the Wiehle-Reston East Metrorail Station would continue to operate as it does today, with the exception of other programmed improvements in the area as contained in the National Capital Region's *Financially Constrained Long-Range Plan*. The No-Build Alternative would avoid the use of the Association Drive Historic District. However, this alternative fails to address the purpose and need of the project by not reducing congestion and travel delay at intersections along Wiehle Avenue and within the traffic analysis area; improving multimodal connectivity to the Wiehle-Reston East Metrorail Station; and improving accessibility and mobility to and within the area surrounding the Wiehle-Reston East Metrorail Station.

Although the No-Build Alternative would result in less impact to Section 4(f) properties, it is not prudent because it would be unreasonable to proceed with the alternative in light of the project's stated purpose and need.

b. Other Location Alternatives: As described in the August 2017 EA, a wide range of potential alternatives were identified in the 2013 *Soapstone Connector Feasibility Study* to connect Sunrise Valley Drive and Sunset Hills Road, west of the Wiehle-Reston East Metrorail Station. In total, 30 alternative alignments were initially identified and screened, resulting in five alternatives that were developed further and evaluated once again in more detail (more information on these alternatives and the screening process can be found in the 2013 *Soapstone Connector Feasibility Study* and the *Alternatives Technical Memorandum* prepared in support of the EA). The five alternatives, 1C, 3D, 4D, 5C, and 6E, are shown in **Figure 7**. Of the five alternatives, only Alternative 6E avoided the Association Drive Historic District.

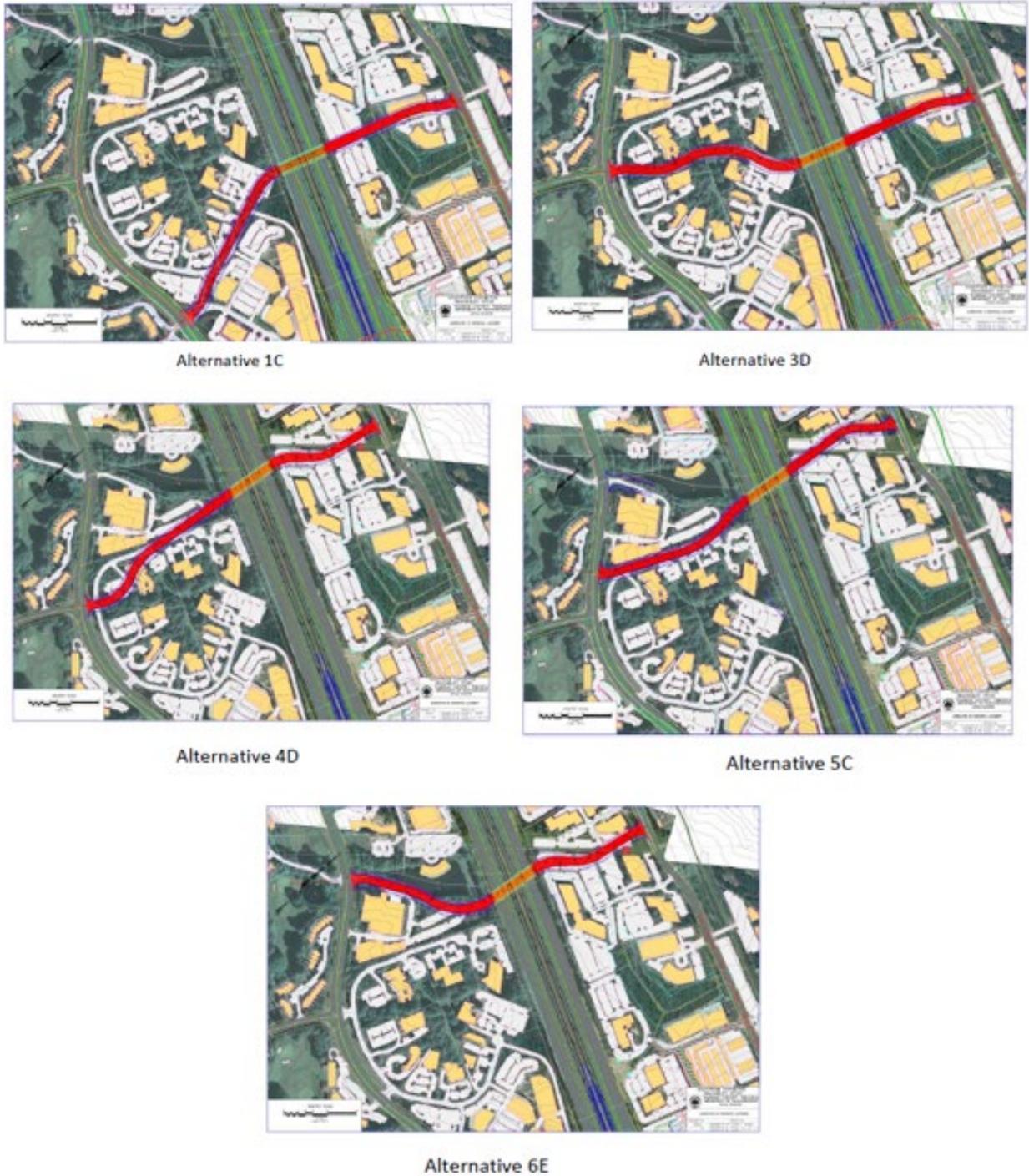


Figure 7. Alternatives from 2013 Soapstone Connector Feasibility Study
(from Soapstone Connector Feasibility Study, November 18, 2013)

After extensive study, none of the alternatives emerged as being superior compared to the other alternatives with respect to roadway network performance, engineering/design, and physical/environmental conditions. Below are the main reasons¹⁰ identified in the Feasibility Study as to why the five alternatives were not advanced.

- Alternative 1C. This alternative would require a second bridge to traverse the floodplain north of the Dulles Corridor and it would require the acquisition of an existing multi-level parking garage. It also had poorer roadway network performance metrics compared to other alternatives.
- Alternative 3D. This alternative would require a second bridge to traverse the floodplain north of the Dulles Corridor and it would require the acquisition of an existing multi-level parking garage.
- Alternative 4D. This alternative would traverse the Transcontinental Gas Pipeline Corporation's easement and cross over the pipeline, which would require additional mitigation. It would also require the acquisition of the 36,000-sf building currently owned by the National Association of Secondary School Principals.
- Alternative 5C. This alternative would traverse the Transcontinental Gas Pipeline Corporation's easement and cross over the pipeline, which would require additional mitigation. It would also require the acquisition of the 33,000-sf Musica LLC office building.
- Alternative 6E. This alternative would traverse the Transcontinental Gas Pipeline Corporation's easement and cross over the pipeline, which would require additional mitigation. It would also require additional mitigation since the alignment runs parallel and adjacent to an existing stormwater retention pond. This alignment also had poorer roadway network performance metrics compared to other alternatives.

The proposed project is focused between Reston Parkway on the west, Wiehle Avenue on the east, Sunrise Valley Drive to the south, and Sunset Hills Road to the north. Land use in this area is office, residential, mixed use, and transportation. This surrounding development severely constrains the ability to situate the roadway in a location that provides traffic benefits without impacting structures, stormwater management ponds or other water features, utilities, and the Association Drive Historic District. Even small shifts can be destructive to existing development.

Ultimately, the public involvement¹¹ and screening processes in the 2013 *Soapstone Connector Feasibility Study* resulted in the development of a "hybrid" alternative for further consideration. The "hybrid" alternative (which combined Alternative 5C north of the Dulles Corridor and Alternative 4D south of the Dulles Corridor) was deemed to offer advantages compared to the five evaluated alternatives in terms of consistency with the typical section on Soapstone Drive, construction costs, and enhanced mobility for bicyclists and motorists, among other reasons. This "hybrid" alternative was carried forward in the EA as Alternatives 1 and 2.

¹⁰ Note that at the time that the Feasibility Study was conducted, the Association Drive Historic District had not been determined eligible for the NRHP; therefore, impacts to the historic district were not identified as a reason for the alternatives' dismissal.

¹¹ An extensive community outreach program was developed to elicit feedback from the public regarding the feasibility study. These efforts included briefings to the Hunter Mill Supervisor's office, presentations to the Hunter Mill District Transportation Advisory Committee, and meetings with board members of the Reston Citizen's Association. Additionally, a public meeting was held at South Lakes High School on March 20, 2013 and was attended by over 100 people.

c. Alternatives that avoid the Section 4(f) Property: Alternatives, based on modifications to alternatives evaluated in the 2013 *Soapstone Connector Feasibility Study*, have been developed to avoid the Association Drive Historic District, as described below.

1) Alternative 5C-Modified: This alternative would not use land from the Association Drive Historic District. This alternative is a modified version of Alternative 5C from the 2013 *Soapstone Connector Feasibility Study*, which was located between the parking garage at 11600 Sunrise Valley Drive and the building at 1904 Association Drive as shown in Figure 7. Alternative 5C was modified through a two-step process.

First, it was ascertained based on GIS data that the 89.5-foot roadway right-of-way could be situated between the parking garage and building at 1904 Association Drive following the Alternative 5C alignment. The preliminary analysis of this first version showed that the roadway would require approximately 0.09 acres of right-of-way from two parcels within the Association Drive Historic District (1902 and 1904 Association Drive). It was assumed that the roadway could be built closer to the parking garage since there are no access points from the roadway to the garage; under this assumption, the shortest distance between the roadway right-of-way and 1904 Association Drive would be 14 feet (northwest corner of building). This version was dropped from consideration because of its proximity to the parking garage and the building at 1904 Association Drive and the potential engineering and constructability issues resulting from that proximity, including impacts of construction vibration on the integrity of the structures, inadequate workspace for construction equipment or inadvertent impacts to structures by construction equipment, and potential access constraints to 1904 Association Drive.

Given that it would not be feasible to construct this version between the parking garage and historic district without impacting one or the other, the second variation of Alternative 5C (hereafter referred to as Alternative 5C-Modified) held the inside curb of Association Drive as the eastern limit, as shown in **Figure 8A**.

Alternative 5C-Modified would require taking the parking garage structure (200 spaces) at 11600 Sunrise Valley Drive as the alignment would be shifted west to avoid the historic district. This alternative would also require taking portions of the surface parking lot (parking spaces, driving lanes) behind 11600 Sunrise Valley Drive; 0.83 acre within the 89.5 feet proposed right-of-way and 0.42 acre that would be left unusable due to lack of access, for a total of 1.25 acres of parking lot impacted. Approximately 68 percent of the surface lot parking spaces would be impacted (202 of the 299 spaces). Section 11-107 of the Fairfax County Zoning Ordinance specifies the minimum required off-street parking spaces for a development. The building at 11600 Sunrise Valley Drive consists of 158,102 square feet of office space. In the Reston Transit Station Area, 2.3 spaces are required per 1,000 square feet of gross floor area. Therefore, 364 spaces would be required to meet the ordinance. With this alternative, the remaining number of parking spaces would total 97 (zero garage spaces and approximately 97 surface spaces) and the parking garage would not be able to be rebuilt due to limited space on the site. As such, the development would not be in compliance with the zoning ordinance, and the impact to the parking facilities at 11600 Sunrise Valley Drive would render the building unusable. Currently 15 tenants occupy space within the building, some for over 10 years. There would be economic impacts to each tenant to move to another location. The acquisition of the parcel at 11600

Sunrise Valley Drive is estimated to cost \$51.95 million.¹² Right-of-way costs associated with this alternative would be approximately \$10 million more than Alternatives 1 and 2.

Moving north, the alignment would remain just west of the Association Drive Historic District; new access would need to be provided for 1900, 1902, and 1904 Association Drive as Association Drive would be rendered unusable beyond its intersection with existing Soapstone Drive. The new roadway would follow the same alignment as Alternatives 1 and 2 approaching the crossing of the Dulles Corridor and continue to follow that alignment to the northern terminus at Sunset Hills Road.

Figure 8B shows a close-up of the portion of the alignment from Sunrise Valley Drive to the Dulles Access and Toll Road where the historic district is avoided.

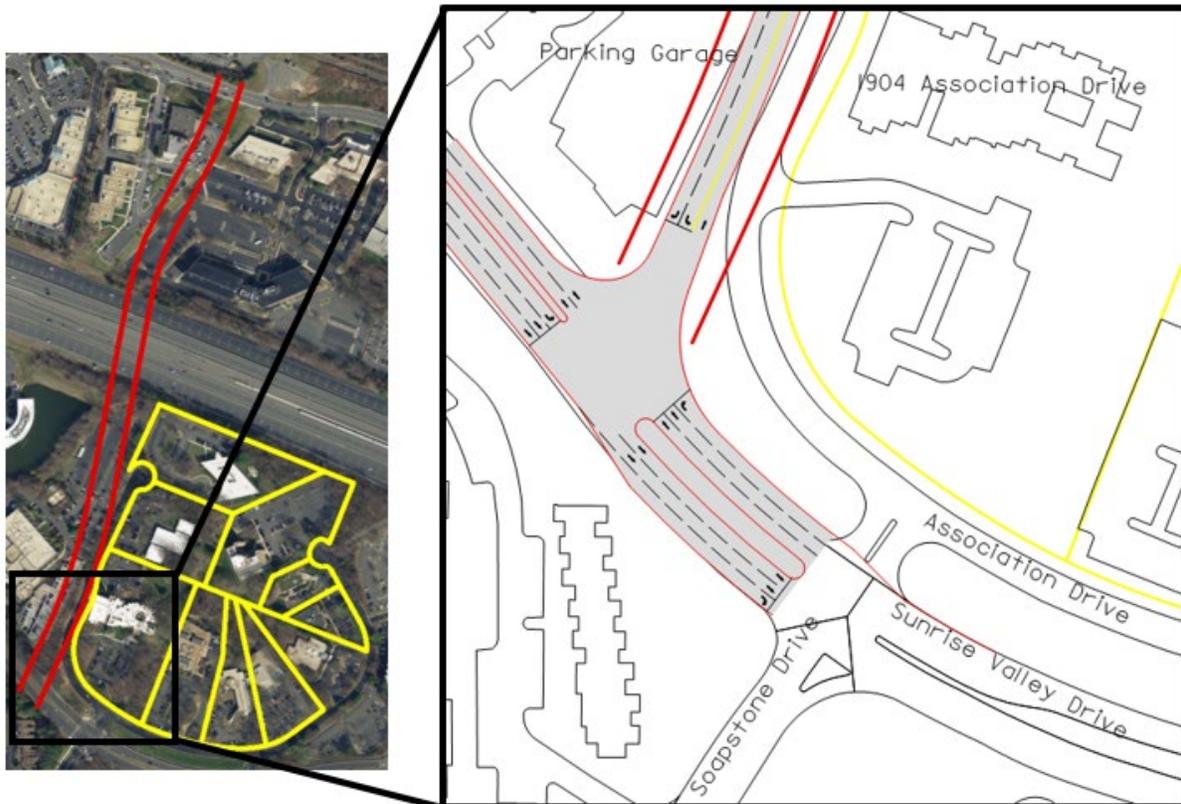


Figure 8A. Alternative 5C-Modified that Avoids Use of the Association Drive Historic District – Intersections

The southern terminus of this alternative would be Sunrise Valley Drive just west of Soapstone Drive between 11600 Sunrise Valley Drive and 1904 Association Drive. The southern terminus would create two adjacent three-legged intersections, the first would be the existing intersection of Soapstone Drive and Sunrise Valley Drive and the second would be the new intersection of the Soapstone Connector and Sunrise Valley Drive. Figure 8A shows a potential layout of the Soapstone Connector and Sunrise Valley Drive intersection.

¹² An appraisal was completed for 11600 Sunrise Valley Drive in order to establish land values in the immediate submarket. The land values determined in the appraisal were subsequently used in the right-of-way cost estimate.

The two closely spaced intersections would not meet VDOT’s minimum spacing requirements. Spacing requirements are developed to maximize operations and safety, so exceptions should be avoided. The distance between the two signalized intersections is about 300 feet, which is substantially less than the 1,050-foot requirement per the access management standards in the *VDOT Road Design Manual* (Issued January 2005 - Rev. March 2020). The offset T-intersection design would increase signal complexity and the separation between the two intersections would require additional signal lost time to allow for traffic clearing; this additional lost time would increase delay. In general, closely-spaced intersections such as this can increase red-light-running crashes due to confusion as mainline (Sunrise Valley Drive) motorists encounter two separate signal arrays that may have conflicting signal indications; queuing in the space between the two intersections can cause congestion and potential gridlock; and this configuration adds complexity to otherwise simple straight-through movements.

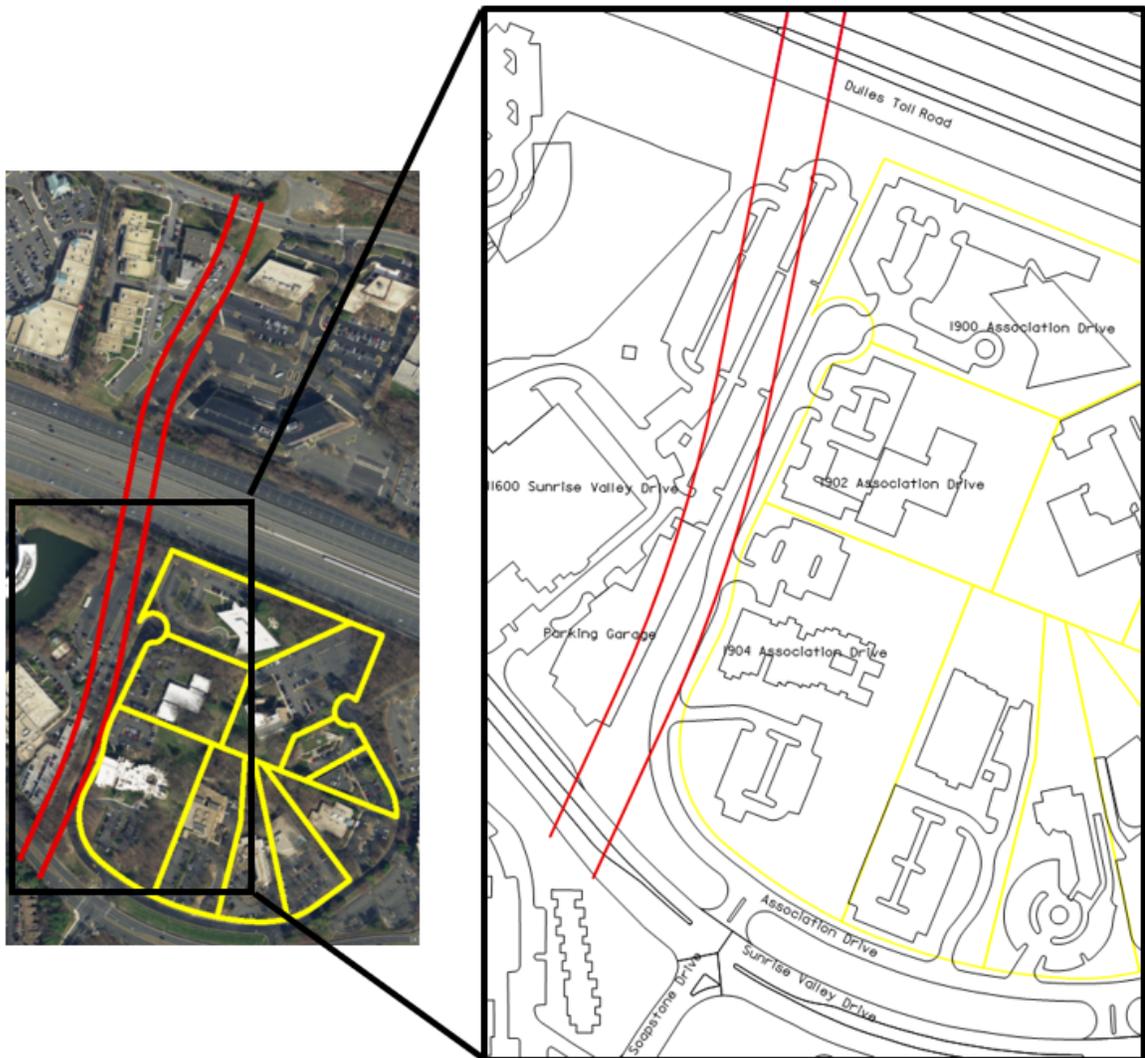


Figure 8B. Alternative 5C-Modified that Avoids Use of the Association Drive Historic District – Corridor from Sunrise Valley Drive to Dulles Corridor

The two adjacent “T” intersections would also result in safety and multimodal accessibility concerns. A key influencer of pedestrian safety is driver expectation. A driver through this area

may not be expecting two “T” intersections; therefore, the safety concerns at this location would increase due to the additional amount of information that the driver would be expected to process. Two “T” intersections can also complicate signal timing and phasing. Roadway geometry of this nature would need to be signaled (most likely utilizing split phasing), which can lead to increased pedestrian delay that correlates with an increase in risk-taking behavior among pedestrians. In addition, providing two closely spaced intersections would increase the number of conflict points for pedestrians and bicyclists, which would increase the potential for a collision between a vehicle and a pedestrian or bicyclist. This concern is particularly relevant at this location due to the proximity of the Wiehle-Reston East Metrorail Station and the large number of pedestrians and bicyclists that utilize the station and the adjacent roadways and trails.

Although Alternative 5C-Modified would avoid impact to Section 4(f) resources, it is not prudent because it would 1) result in additional construction, maintenance, or operational costs (acquisition of 11600 Sunrise Valley Drive); 2) cause social, economic, or environmental impacts (relocation of 15 tenants at 11600 Sunrise Valley Drive); and 3) result in operational problems as well as in safety concerns for drivers, bicyclists, and pedestrians due to substandard spacing between adjacent intersections. Alternative 5C-Modified is therefore not feasible and prudent because it causes other severe problems of a magnitude that substantially outweighs the importance of protecting the Association Drive Historic District.

2) Alternative 6E-Modified: This alternative would not use land from the Association Drive Historic District. This alternative is a modified version of Alternative 6E from the 2013 *Soapstone Connector Feasibility Study*. The southern terminus of this alternative would be Sunrise Valley Drive across from Indian Ridge Road between a stormwater management pond (WP0323, see Figure 3 for location of the pond) and 11600 Sunrise Valley Drive. The northern terminus would be Sunset Hills Road between 11503 Sunset Hills Road and 11495 Sunset Hills Road.

Based on GIS data, the distance between the edge of the stormwater management pond and the building at 11600 Sunrise Valley Drive is 76 feet and 80 feet at two points along the potential alignment. Since the proposed right-of-way for the roadway is 89.5 feet, the alignment cannot be located between the pond and 11600 Sunrise Valley Drive without impacting one or the other. Accordingly, the alignment has been developed to avoid the building at 11600 Sunrise Valley Drive but it would impact approximately 5,060 square feet, or 5 percent, of the stormwater management pond.^{13,14} Coordination with the owner (1939 Roland Clarke Place) as well as several agencies – including the US Army Corps of Engineers, US Environmental Protection Agency, the Virginia Department of Environmental Quality, VDOT, and the Fairfax County Department of Public Works and Environmental Services – would be necessary to obtain approvals and permits. Soil borings and other geotechnical testing would also be required to assess the strength and suitability of the soil under the pond to support structures on the surface with or without additional assistance from footings, piers, and other aids. Locating the roadway

¹³ This impact to the stormwater management pond does not account for additional width required for grading and a construction easement that would be necessary for construction materials and equipment. In addition, a utility strip would be necessary. If the building at 11600 Sunrise Valley Drive is to be avoided, the additional width needed for construction activities and the utility strip would need to be obtained by constructing more of the roadway further into the stormwater management pond.

¹⁴ Even though the building would be avoided, it still may need to be acquired due to a loss of parking, anticipated loss of internal circulation for emergency vehicles, and proximity of the transportation facility. The acquisition of the parcel including the building would cost approximately \$51.95 million.

upon this unconventional base would require additional design and construction measures that would be above the costs for a typical roadway.

Figure 9 shows this alignment on an aerial map, a close-up of the portion of the alignment that encroaches on the pond (one image with property lines and one image with the aerial photo), two cross sections of the existing terrain within the corridor, and a photograph of the impacted area. The orange lines in the figures represent the 89.5-foot roadway right-of-way.

Based on the cross sections, the elevation begins to slope down towards the pond at about the halfway point of the typical section. Construction of a roadway under these conditions would require retaining walls along both sides of the roadway, connecting a bridge structure. On the building side, the new roadway would impact all of the parking spaces alongside the building and a loading dock and Americans with Disabilities (ADA) ramp. The new roadway would also impact a path along the pond, a gazebo, picnic tables, and a volleyball court. The photograph in Figure 9 shows the elevation drop and the impacted gazebo, path, and picnic tables.

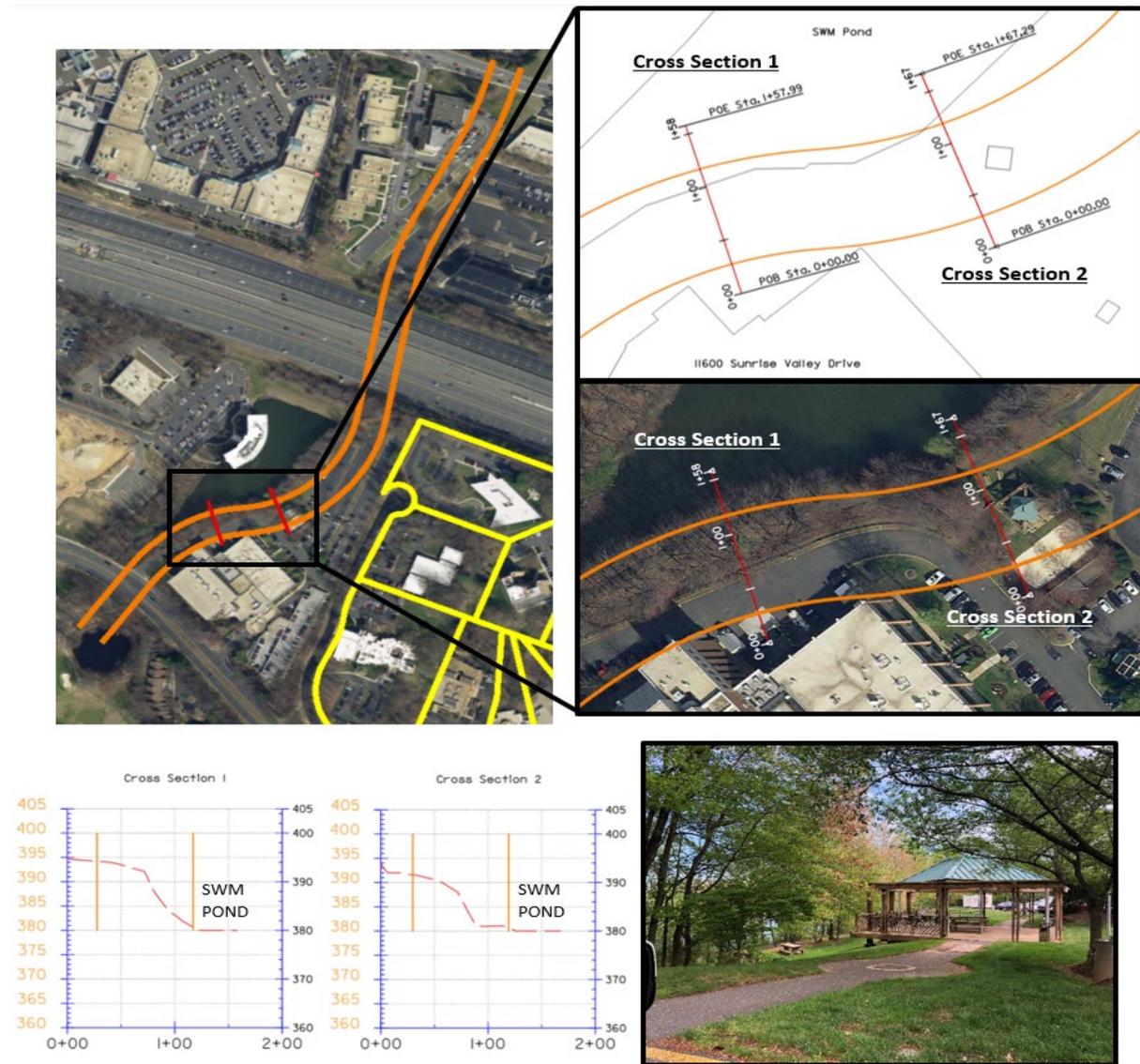


Figure 9. Alternative 6E-Modified that Avoids Use of the Association Drive Historic District

This alternative would also require taking portions of the surface parking lot (parking spaces, driving lanes) behind 11600 Sunrise Valley Drive; 0.95 acre within the 89.5 feet proposed right-of-way and 0.33 acre that would be left unusable due to lack of access, for a total of 1.28 acres of parking lot impacted. Approximately 39 percent of the surface lot parking spaces would be impacted (118 of the 299 spaces).

Right-of-way costs associated with this alternative would be approximately \$11 million more than Alternatives 1 and 2.¹⁵

Similar to Alternative 5C-Modified, this alternative would create two closely spaced intersections along Sunrise Valley Drive (existing Soapstone Drive and the proposed Soapstone Connector) that would not meet minimum spacing requirements. The distance between the two signalized intersections would be about 940 feet, which is less than the 1,050-foot requirement per the access management standards in the VDOT *Road Design Manual* (Issued January 2005 - Rev. March 2020). The traffic operations and safety issues identified above in Alternative 5C-Modified would also be applicable for this alternative.

The two adjacent “T” intersections along Sunrise Valley Drive may also result in safety and multimodal accessibility issues for pedestrians and bicyclists, similar to Alternative 5C-Modified.

The parking spaces alongside and behind the building at 11600 Sunrise Valley Drive as well as the recreational amenities would need to be replaced elsewhere on the property, and a new loading dock and ADA ramp constructed to access the building (most likely behind the building as the ability to relocate these elements to the eastern side of the building would be constrained by the parking garage).

Finally, this alternative would impact the privately owned and maintained stormwater management pond, WP0323. This stormwater management pond bears the features of a wet pond, alternatively known as a retention pond. Commensurate to a wet pond configuration, WP0323 contains a permanent pool within its storage volume, making it typically wet even during periods of dry weather (see **Figure 10**). The existing wet pond facility additionally has apparent aeration features within its permanent pool, which further enhances pollutant-treatment capability and qualifies the facility as an onsite asset from both functional and esthetic perspectives. In addition to treating pollutants such as phosphorous and sediment, the provided facility storage volume attenuates stormwater inflows, thus providing flood control and channel protection.

¹⁵ This estimate assumes the acquisition of the parcel at 11600 Sunrise Valley Drive.



Figure 10. Stormwater Management Pond WP0323
(photo taken April 2019)

The pond's location is strategic, since it lies within a highly-developed area with commercial land uses, which tend to have high stormwater pollutant runoff and flash-flooding issues on account of their highly-impervious land covers. In addition, such highly-developed watersheds have high-value land costs, which places premium value on facilities that are currently present. Therefore, preservation of onsite stormwater assets is desirable, especially when the preservation pertains to a multi-purpose facility that has high pollutant removal efficiency coupled with flood control capability.

WP0323 is a valuable onsite asset and any measurable impact to the facility would degrade water quality treatment and diminish channel protection ability and flood control. Therefore, any impacts to the stormwater management pond would require a retrofit and reconstruction of the pond, which would necessitate the acquisition of a portion of 1939 Roland Clarke Place (shown in Figure 10; see Figure 9 for location of this property in relation to the alignment) at a property cost of approximately \$1 million.¹⁶

Soil borings and other geotechnical testing would also be required to assess the strength and suitability of the soil under the pond to support structures on the surface with or without additional assistance from footings, piers, and other aids. Locating the roadway upon this unconventional base would require additional design and construction measures that would be above the costs for a typical roadway.

Although Alternative 6E-Modified would avoid impact to Section 4(f) resources, it is not prudent because it 1) would result in additional construction, maintenance, or operational costs (cost of replacing parking spaces alongside and behind 11600 Sunrise Valley Drive; cost of constructing a new loading dock and ADA ramp to the building or perhaps the cost of acquiring the parcel including the building; cost of mitigation for the impacted stormwater management pond; and cost of replacing the impacted recreational facilities); 2) would cause other unique problems or

¹⁶ The cost estimated for 1939 Roland Clarke Place is for the land right necessary as a "Cost to cure" mitigation of the impacted stormwater management facility. This estimate does not include construction or engineering cost.

unusual factors (impacts to an important stormwater management pond); 3) would result in operational problems as well as in safety concerns for drivers, bicyclists, and pedestrians due to substandard spacing between adjacent intersections; and 4) may have constructability issues due to the unknown suitability of the soil under the pond to support roadway structures. Alternative 6E-Modified is therefore not feasible and prudent because it causes other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) properties.

c. Avoidance Analysis Conclusion

Based on the evaluation presented in this section, there is no feasible and prudent avoidance alternative to the use of land from the Association Drive Historic District.

VI. LEAST OVERALL HARM

Pursuant to 23 CFR 774.3(c), if the avoidance analysis determines that there is no feasible and prudent avoidance alternative, then FHWA may approve, from the remaining alternatives that use Section 4(f) property, only the alternative that causes the least overall harm in light of Section 4(f)'s preservation purpose.

There are seven factors to be considered in identifying the alternative that would cause the least overall harm (see 23 CFR 774.3(c)(1)). **Table 3** presents a comparison of Alternatives 1 and 2 by each factor.

Alternatives 1 and 2 are the alternatives that cause the least overall harm to the Association Drive Historic District. In accordance with FHWA's Section 4(f) Policy Paper, if the assessment of overall harm finds that two or more alternatives are substantially equal, then FHWA can approve any of those alternatives. Therefore, for this project, FHWA may approve either Alternative 1 or Alternative 2.

VII. ALL POSSIBLE PLANNING TO MINIMIZE HARM

"All possible planning" as defined in 23 CFR 774.17 includes all reasonable measures to minimize harm and mitigate for adverse impacts.

If FHWA advances Alternatives 1 and 2 in the Section 106 process, a Memorandum of Agreement (MOA) describing the minimization and mitigation measures would be developed in consultation with the Section 106 consulting parties. The minimization and mitigation measures in the executed MOA would be incorporated into the Final Section 4(f) Evaluation, and the MOA itself would be included as an appendix.

VIII. COORDINATION

- *Official with Jurisdiction (Virginia Department of Historic Resources [DHR]):* Substantial coordination with DHR has occurred throughout this study. Coordination included efforts to determine the area of potential effects, identify historic properties within the area of potential effects, and define the boundaries of the Association Drive Historic District. This Draft Section 4(f) Evaluation is being circulated to DHR for review and comment.
- *National Park Service – Keeper of the National Register of Historic Places (Keeper):* The Keeper was consulted on determining the eligibility and defining the boundaries of the Association Drive Historic District.

- *Consulting Parties/Stakeholders:* Three meetings with Section 106 consulting parties and other stakeholders were held to discuss this project: on July 17, 2018; July 11, 2019; and April 14, 2020. Minutes from these meetings and the subsequent comments are included in **Appendix B**. This Draft Section 4(f) Evaluation is being circulated to the Section 106 consulting parties for review and comment.
- *Public:* The public had an opportunity to review and comment on the EA as well as the *Supplemental Phase I Architectural Reconnaissance Survey* prepared for the 10 parcels associated with the RCAEI during a public meeting on July 19, 2018.

Table 3. Least Overall Harm Analysis

Factors for Evaluation of Least Overall Harm per 23 CFR 774.3(c)(1)

Alternative	i. The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property)	ii. The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection	iii. The relative significance of each Section 4(f) property	iv. The views of the official(s) with jurisdiction over each Section 4(f) property	v. The degree to which each alternative meets the purpose and need for the project	vi. After reasonable mitigation, the magnitude of any adverse impacts to properties not protected by Section 4(f)	vii. Substantial differences in costs among the alternatives
No-Build	No Section 4(f) property used.	No harm.	No Section 4(f) property used.	In addition to the on-going Section 106 consultation that is described above, DHR (official with jurisdiction) has the opportunity to provide comments on this Draft Section 4(f) Evaluation.	Does not meet purpose and need.	No adverse impacts.	No costs.
Alternative 1	A MOA in accordance with Section 106 would be developed. The minimization and mitigation measures in the MOA would be incorporated into the Final Section 4(f) Evaluation.	Execution and implementation of the Section 106 MOA would minimize harm and resolve the adverse effects to the Association Drive Historic District.	Only one Section 4(f) property so no relative significance comparison is necessary.	In addition to the on-going Section 106 consultation that is described above, DHR (official with jurisdiction) has the opportunity to provide comments on this Draft Section 4(f) Evaluation.	Meets purpose and need.	Impacts to surface parking behind 11600 Sunrise Valley Drive.	No substantial difference in cost between Alternative 1 and Alternative 2.
Alternative 2	A MOA in accordance with Section 106 would be developed. The minimization and mitigation measures in the MOA would be incorporated into the Final Section 4(f) Evaluation.	Execution and implementation of the Section 106 MOA would minimize harm and resolve the adverse effects to the Association Drive Historic District.	Only one Section 4(f) property so no relative significance comparison is necessary.	In addition to the on-going Section 106 consultation that is described above, DHR (official with jurisdiction) has the opportunity to provide comments on this Draft Section 4(f) Evaluation.	Meets purpose and need.	Impacts to surface parking behind 11600 Sunrise Valley Drive.	No substantial difference in cost between Alternative 1 and Alternative 2.

APPENDIX C

Draft Section 106 Memorandum of Agreement

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**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE VIRGINIA DEPARTMENT OF TRANSPORTATION,
THE FAIRFAX COUNTY BOARD OF SUPERVISORS,
AND THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE SOAPSTONE CONNECTOR PROJECT
FROM SUNRISE VALLEY DRIVE TO SUNSET HILLS ROAD,
RESTON, VIRGINIA**

WHEREAS, the Federal Highway Administration (FHWA) administers the Federal Aid Highway Program in Virginia through the Virginia Department of Transportation (VDOT); and

WHEREAS, the Fairfax County Board of Supervisors (Fairfax County) proposes to use Federal aid funds through VDOT for construction of the Soapstone Connector Project in Fairfax County (Reston), Virginia (“the Undertaking”; Department of Historic Resources [DHR] Project Review No. 2015-1168), which includes a new roadway approximately one-half mile long between Sunrise Valley Drive and Sunset Hills Road with a three-lane cross-section (one travel lane in each direction and a two-way, left-turn-only lane), on-road bicycle lanes on each side, a sidewalk on the west side, and a shared use path on the east side; and a new four-lane bridge over the Dulles Corridor, comprising VA Route 267 (Dulles Toll Road [DTR]), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system; and

WHEREAS, FHWA and DHR, which in Virginia is the State Historic Preservation Office (SHPO), are signatories to this Memorandum of Agreement (MOA) in accordance with 36 CFR § 800.6(c)(1), and FHWA has requested VDOT and Fairfax County to be invited signatories in accordance with 36 CFR § 800.6(c)(2)(iii); and

WHEREAS, FHWA, with assistance from VDOT and Fairfax County, has defined the purpose of the Undertaking as: to reduce congestion and travel delay at intersections along Wiehle Avenue and within the traffic analysis area; to improve multimodal connectivity to the Wiehle-Reston East Metrorail Station; and to improve accessibility and mobility to and within the area surrounding the Wiehle-Reston East Metrorail Station (Attachment A – Project Location Map); and

WHEREAS, FHWA has determined that providing funding to Fairfax County through VDOT for the Undertaking is an undertaking as defined in 36 C.F.R §800.16(y); and

WHEREAS, the Undertaking does not include outside actions undertaken by other entities, such as a demolition permit associated with private land development, unrelated to the Soapstone Connector Project; and

WHEREAS, FHWA, with assistance from VDOT and Fairfax County has consulted with the SHPO, pursuant to 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (“the Act”) (54 U.S.C. § 306108); and

WHEREAS, Fairfax County, with assistance from VDOT, pursuant to 36 CFR § 800.4(a)(1) established the Undertaking’s Area of Potential Effects (APE) in consultation with SHPO and with acceptance of the APE by FHWA, as spanning 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; areas at the northern and southern termini of the new roadway to account for the presence of new traffic intersections; and areas within which ground disturbance and construction activity will occur (Attachment B – APE); and

WHEREAS, Fairfax County, with assistance from VDOT and with the acceptance of the results by FHWA, pursuant to 36 CFR § 800.4(b) conducted cultural resources investigations to identify historic properties within the APE and conveyed the resulting reports “Phase IA Cultural Resources Survey of the Proposed Soapstone Connector, Fairfax County, Virginia” (March 8, 2016), “Phase IB Architectural Survey of the Proposed Soapstone Connector, Fairfax County, Virginia” (October 2016), and “Soapstone Connector, Fairfax County, Virginia, Supplemental Phase I Architectural Survey” (July 2018) to SHPO and Consulting Parties for review and comment; and

WHEREAS, FHWA and SHPO disagreed on the National Register of Historic Places (NRHP) eligibility of the Association Drive Historic District (DHR Inventory Nos. 029-6253 through 029-6262; Attachment D – Contributing Elements) and FHWA submitted documentation to the Keeper of the NRHP (Keeper) for resolution pursuant to 36 CFR § 800.4(c)(2); and

WHEREAS, the Keeper issued a Determination of Eligibility on October 8, 2019, stating the Association Drive Historic District is eligible under Criterion A in the area of Community Planning and Development and meets the Criteria Consideration G for exceptional importance of a property under fifty (50) years (Attachment C – Keeper Determination of Eligibility); and

WHEREAS, FHWA with assistance from VDOT and Fairfax County, pursuant to 36 CFR § 800.5(d)(2) has determined, in consultation with SHPO and Consulting Parties, that the Undertaking will have an adverse effect on the Association Drive Historic District due to the demolition of 1904 Association Drive (DHR Inventory No. 029-6255), a contributing resource to the historic district, and direct and indirect impacts to its designed landscape; and

WHEREAS, FHWA, with assistance from VDOT and Fairfax County, has attempted to minimize the adverse effect by incorporating roadway design elements, such as screening options, to minimize visual impacts to the Association Drive Historic District; and

WHEREAS, FHWA pursuant to 36 CFR § 800.6(a)(1), has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with the specified documentation and invited it to participate in the development of this MOA, and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and

WHEREAS, as set forth in 36 CFR § 800.2(c) Fairfax County, with assistance from VDOT and assistance and approval by FHWA, identified the Consulting Parties included in Attachment E – Consulting Parties and invited them to participate in consultation and in the development of this MOA; and

WHEREAS, the public has had an opportunity to comment on the Undertaking through the community outreach program and public meeting held during the development of the November 2013 *Soapstone Connector Feasibility Study* that identified the location of the Soapstone Connector; at two public meetings and a public hearing held during the preparation of the August 2017 *Soapstone Connector Environmental Assessment*; and at a public meeting following the preparation of the July 2018 *Supplemental Phase I Architectural Survey* that was completed for the ten (10) parcels associated with the Association Drive Historic District;

NOW, THEREFORE, FHWA, VDOT, Fairfax County Board of Supervisors, and SHPO (each a “Signatory” or “Invited Signatory” and together “the Signatories”) agree that the Undertaking will be implemented pursuant to the following stipulations in order to take into account the effects of the Undertaking on historic properties, and that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

STIPULATIONS

FHWA shall ensure that the following stipulations are carried out:

I. HISTORIC AMERICAN BUILDING SURVEY (HABS) RECORDATION OF ASSOCIATION DRIVE HISTORIC DISTRICT

- A. Prior to any alteration or demolition of portions of the contributing elements of the Association Drive Historic District, Fairfax County will arrange for the preparation of Level II HABS documentation and photographic recordation of the building exteriors, character-defining interior spaces, significant architectural details, and intervening open space in accordance with the guidelines set forth in HABS Guidelines for Historical Reports (U.S. Department of the Interior 2020); HABS Guide to Field Documentation (U.S. Department of Interior 2011); HABS Guidelines, Recording Historic Structures and Sites with HABS Measured Drawings (U.S. Department of the Interior 2020); HABS/HAER/HALS Photography Guidelines (U.S. Department of the Interior 2015); and HABS/HAER Guidelines for Recording Historic Sites and Structures using Computer-Aided Drafting (CAD) (U.S. Department of the Interior n.d.).
- B. Fairfax County shall ensure that previously gathered and pertinent architectural and development design information from the *Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia* (July 2018) and from *The Center for Educational Associations: A Report for the Keeper of the National Register of Historic*

Places (August 22, 2019) will serve as a starting point of research and be incorporated into the HABS documentation as appropriate.

- C. Prior to completion of the recordation package, Fairfax County shall consult with the National Park Service (NPS) HABS Office to determine if the HABS Office will agree to serve as the repository for the original documentation. If the HABS Office agrees, Fairfax County shall revise the recordation package in accordance with any HABS Office recommendations, if any, and submit the final package for accessioning into the HABS collections at the Library of Congress. If the HABS Office declines to accept the original documentation, Fairfax County shall notify the other Signatories and Consulting Parties as expeditiously as possible to consult on identifying other appropriate repositories for the original documentation.
- D. Alteration and demolition of portions of the contributing elements of the Association Drive Historic District may commence only after the original recordation package has been approved and submitted to the HABS Office, or to other repositories identified by Fairfax County in consultation with the other Signatories and Consulting Parties. Fairfax County shall notify the other Signatories and Consulting Parties in writing when this stipulation is completed.

II. HISTORIC AMERICAN LANDSCAPE SURVEY (HALS) DOCUMENTATION OF ASSOCIATION DRIVE HISTORIC DISTRICT

- A. Prior to any alteration or demolition of portions of the contributing elements of the Association Drive Historic District, Fairfax County will arrange for the preparation of Level II HALS documentation and photographic recordation of the character-defining features within the designed landscape of the Association Drive Historic District in accordance with the guidelines set forth in HALS Guidelines for Historical Reports (U.S. Department of the Interior 2005); HALS Guidelines for Drawings (U.S. Department of Interior 2005); HABS/HAER/HALS Photography Guidelines (U.S. Department of the Interior 2015); and HABS/HAER Guidelines for Recording Historic Sites and Structures using Computer-Aided Drafting (CAD) (U.S. Department of the Interior n.d.).
- B. Fairfax County shall ensure that previously gathered and pertinent landscape and development design information from the *Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia* (July 2018) and from *The Center for Educational Associations: A Report for the Keeper of the National Register of Historic Places* (August 22, 2019) will serve as a starting point for research and be incorporated into the HALS documentation as appropriate.
- C. Prior to completion of the recordation package, Fairfax County shall consult with the NPS HALS Office to determine if the HALS Office will agree to serve as the repository for the original documentation. If the HALS Office agrees, Fairfax County shall revise the recordation package in accordance with any HALS Office recommendations, if any, and submit the final package for accessioning into the HALS collections at the Library

of Congress. If the HALS Office declines to accept the original documentation, Fairfax County shall notify the other Signatories and Consulting Parties as expeditiously as possible to consult on identifying other appropriate repositories for the original documentation.

- D. Alteration and demolition of portions of the contributing elements of the Association Drive Historic District may commence only after the original recordation package has been approved and submitted to the HALS Office, or to other repositories identified by Fairfax County in consultation with the other Signatories and Consulting Parties. Fairfax County shall notify the other Signatories and Consulting Parties in writing when this stipulation is completed.

III. WAYSIDE MARKERS FOR ASSOCIATION DRIVE HISTORIC DISTRICT

- A. Within one (1) year of execution of this MOA, Fairfax County shall consult with the other Signatories and Consulting Parties to develop plans for three (3) wayside markers to commemorate the location of the Association Drive Historic District, based on the information developed in Stipulations I and/or II.
- B. Fairfax County shall ensure that the wayside marker design parameters follow the most current version of the Fairfax County History Commission's Historical Marker Guidelines.
- C. Fairfax County shall submit the draft design, general dimensions, images, narrative content, and location of the wayside markers to the Signatories and Consulting Parties for review and comment in accordance with Stipulation VII of this MOA. Fairfax County shall address all comments received by the Signatories and Consulting Parties on the final wayside marker designs.
- D. Fairfax County shall submit the final wayside marker designs to the Fairfax County History Commission, which serves in an advisory capacity to the Fairfax County Board of Supervisors, for its approval through its normal process. The Fairfax County History Commission is under no obligation to approve the wayside marker designs; however, if it does not, FCDOT shall consult further with the Signatories and Consulting Parties to identify another suitable mitigation measure.
- E. If the wayside markers are approved by the Fairfax County History Commission, then within one (1) year of that decision, Fairfax County shall ensure that the wayside markers are installed, under permit, within VDOT right-of-way, considering any physical constraints that may be imposed by construction of the Undertaking, such as sufficient public right-of-way for installation and safe access by pedestrians to the wayside markers. Fairfax County shall notify the other Signatories and Consulting Parties in writing when this stipulation is completed.

IV. PUBLIC HISTORY/ POPULAR REPORT

Fairfax County will arrange for the preparation of a public history/popular report that would meaningfully convey the importance of the Association Drive Historic District as originally conceived and developed within the Reston planned community.

- A. The public history/popular report shall be presented in layman's terms and contain multiple illustrations, such as maps, historic aerial photographs, building photographs, and site layouts based on the technical documentation developed under Stipulations I and/or II.
- B. The public history/popular report shall be double-sided and no less than 60 pages (minimum) and no more than 150 pages (maximum).
- C. Fairfax County shall submit the draft public history/popular report to the other Signatories and Consulting Parties for review and comment in accordance with Stipulation VII of this MOA. Fairfax County shall address all comments received by the Signatories and Consulting Parties.
- D. Within four (4) months from receiving comments from the other Signatories and Consulting Parties, Fairfax County shall finalize the public history/popular report and produce fifty (50) perfect bound hard copies for dissemination in accordance with Stipulation V.

V. DISSEMINATION OF INFORMATION

Fairfax County shall ensure that digital copies of the final HABS package (Stipulation I), the final HALS package (Stipulation II), the wayside markers (Stipulation III), and the public history/popular report (Stipulation IV) will be provided to the following local and regional entities for their administrative files and made available to the public for informational and research purposes, as appropriate.

- A. Virginia Department of Historic Resources (DHR); Fairfax County shall also provide to DHR one (1) bound archival hard copy of all documentation materials.
- B. Fairfax County Department of Planning and Development (DPD)
- C. Reston Historic Trust & Museum (RHT)
- D. Virginia Room in the City of Fairfax Regional Library
- E. Reston Regional Library

VI. PROFESSIONAL STANDARDS

Fairfax County shall ensure that all cultural resources work performed pursuant to this MOA is carried out by or under the direct supervision of personnel who meet or exceed the *Secretary of the Interior's Professional Qualifications Standards* (48 FR 44739) for Architectural History or Historic Architect for Stipulation I, Historic Landscape Architect or Landscape Architect for Stipulation II, and History or Architectural History for Stipulations III and IV.

VII. DOCUMENT AND DELIVERABLE REVIEW

- A. Throughout the term of this MOA, Fairfax County shall provide the other Signatories and Consulting Parties with opportunities to review and comment on the reports and other products stipulated in this MOA. Review periods shall encompass a time frame not to exceed thirty (30) calendar days from the date that each Signatory or Consulting Party receives the item for review, unless otherwise specified in this MOA.
- B. If a request for additional information from the other Signatories or Consulting Parties is received, Fairfax County shall provide this information as soon as possible.
- C. The other Signatories and Consulting Parties shall provide comments to Fairfax County regarding any document or product submitted pursuant to this MOA as promptly as possible, but not to exceed thirty (30) calendar days from the date of receipt.
- D. If the other Signatories or Consulting Parties do not submit comments in writing within thirty (30) calendar days of the receipt of any such submissions, Fairfax County may assume the non-responding party(ies) have no comment.
- E. Fairfax County shall incorporate those comments received from the other Signatories and Consulting Parties within the thirty (30)-calendar day review period into the final documentation or product, or otherwise address in writing why the comments were not incorporated.

VIII. UNANTICIPATED DISCOVERIES

- A. In the event that a previously unidentified archaeological resource is discovered during activities associated with implementation of the Undertaking, Fairfax County shall make every best effort to request that the contractor halt all construction work involving subsurface disturbance in the area of the discovery and within 100 feet of the area of the discovery where additional subsurface archaeological artifacts and/or features can reasonably be expected to occur. Work in all other areas of the Undertaking may continue.
- B. Fairfax County shall notify FHWA, VDOT, SHPO, and Consulting Parties within two (2) working days of the unanticipated discovery. In the case of unanticipated discovery of prehistoric or historic Native American sites, FHWA shall notify appropriate federally recognized Indian tribes and Indian tribes recognized by the Commonwealth

of Virginia (“Virginia Indian tribes”) that might attach religious and cultural significance to the affected property within two (2) working days of the discovery.

- C. In the event of unanticipated discoveries, Fairfax County shall ensure that an archaeologist meeting the *Secretary of the Interior’s Professional Qualifications Standards* (48 FR 44739) investigates the work site and the resource. Fairfax County shall consult with the FHWA, VDOT, SHPO, and Consulting Parties regarding the NRHP eligibility of the resource (36 C.F.R. § 60.4). FHWA shall consult with the appropriate federally recognized Indian tribes and appropriate Virginia Indian tribes regarding the NRHP eligibility of the resource as appropriate.
- D. If, after consultation with FHWA, VDOT, SHPO, Consulting Parties, appropriate federally recognized Indian tribes, and appropriate Virginia Indian tribes, Fairfax County determines that the discovery is not eligible for NRHP listing, then Fairfax County shall submit the listing determination to FHWA, VDOT, SHPO, and the Consulting Parties for concurrence. FHWA shall consult directly with the appropriate federally recognized Indian tribes and appropriate Virginia Indian tribes regarding Fairfax County’s eligibility determination. FHWA, VDOT, SHPO, Consulting Parties, appropriate federally recognized Indian tribes, and appropriate Virginia Indian tribes shall respond within five (5) working days of receipt of the determination that the discovery is not eligible for listing on the NRHP with any objections to the determination. If no objections are made by FHWA, VDOT, SHPO, Consulting Parties, appropriate federally recognized Indian tribes, and appropriate Virginia Indian tribes within five (5) working days of submission, then Fairfax County may resume its work in the area of the unanticipated discovery.
- E. If, after consultation with FHWA, VDOT, SHPO, Consulting Parties, appropriate federally recognized Indian tribes, and appropriate Virginia Indian tribes, Fairfax County determines that the discovery is eligible for NRHP listing, then it shall develop a proposed treatment plan to resolve any adverse effects to the discovery. Fairfax County must submit the NRHP eligibility determination and proposed treatment plan to FHWA, VDOT, SHPO, and the Consulting Parties for concurrence. FHWA shall provide the eligibility determination and proposed treatment plan to the appropriate federally recognized Indian tribes and appropriate Virginia Indian tribes for concurrence. FHWA, VDOT, SHPO, Consulting Parties, appropriate federally recognized Indian tribes, and appropriate Virginia Indian tribes shall respond within five (5) working days of receipt of the Fairfax County’s determination of NRHP eligibility of the discovery and proposed treatment plan. If no comments are received from FHWA, VDOT, SHPO, Consulting Parties, appropriate federally recognized Indian tribes, and appropriate Virginia Indian tribes within five (5) working days, Fairfax County may assume the non-responding party has no objection to the determination or treatment plan. Fairfax County shall take into account the recommendations of FHWA, VDOT, SHPO, Consulting Parties, appropriate federally recognized Indian tribes, and appropriate Virginia Indian tribes regarding NRHP eligibility of the resource and the proposed treatment plan, and then carry out the treatment plan.

- F. Fairfax County shall make every best effort to request that work within the area of a discovery eligible for inclusion on the NRHP not proceed until an appropriate treatment plan is developed and implemented.

IX. TREATMENT OF HUMAN REMAINS

- A. Fairfax County shall make every best effort to request that during the Undertaking the contractor avoid disturbing gravesites, including those containing Native American human remains and associated funerary artifacts. Fairfax County shall treat all such gravesites in a manner consistent with the ACHP “Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects” (February 23, 2007) or most current version.
- B. Human remains and associated funerary objects encountered during implementation of the Undertaking shall be treated in a manner consistent with the provisions of the Virginia Antiquities Act, Section 10.1-2305 of the Code of Virginia and its implementing regulations, 17 VAC5-20, and the Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001 et seq.) and its implementing regulations, 36 C.F.R. Part 10. In accordance with the regulations stated above, Fairfax County may obtain a permit from the SHPO for the archaeological removal of human remains should removal be necessary.
- C. In the event that the human remains encountered during the Undertaking are likely to be of Native American origin, whether prehistoric or historic, Fairfax County shall make every best effort to immediately notify FHWA who will immediately contact appropriate federally recognized Indian tribes and appropriate Virginia Indian tribes. Fairfax County shall determine the appropriate treatment of Native American human remains and associated funerary objects in consultation with the appropriate Virginia Indian tribes and any federally recognized Indian tribes with interest in the area. Fairfax County shall make all reasonable efforts to ensure that the general public is excluded from viewing any Native American gravesites and associated funerary objects discovered during the Undertaking. The Signatories and Consulting Parties to this Agreement shall release no photographs of any Native American gravesites or associated funerary objects discovered during the Undertaking to the press or to the general public.

X. GENERAL PROVISIONS

- A. Dispute Resolution

Should any Signatory or Consulting Party to this MOA object in writing at any time to any action proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

1. Forward all documentation relevant to the dispute, including FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and Signatories and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
2. If the ACHP does not provide its advice regarding the dispute within the thirty (30)-calendar day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the Signatories to the MOA, and provide them and the ACHP with a copy of such written response.
3. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.
4. At any time during the implementation of the measures stipulated in this MOA, should a member of the public object in writing to FHWA or Fairfax County regarding the manner in which the measures stipulated in this MOA are being implemented, FHWA shall notify the Signatories and consult with the objector to resolve the objection.

B. Amendments

This MOA may be amended when such an amendment is agreed to in writing by all Signatories. The provisions of 36 CFR § 800.6(c)(7) shall govern the execution of any amendment. The amendment will be effective on the date a copy is signed by all of the Signatories and is filed with ACHP.

C. Termination

1. If any Signatory to this MOA determines that its term will not or cannot be carried out, that party shall immediately consult with the other Signatories to attempt to develop an amendment per Stipulation X.B above. If within thirty (30) calendar days (or another time period agreed to by all Signatories) an amendment cannot be reached, any Signatory may terminate the MOA upon written notice to the other Signatories.
2. Once the MOA is terminated, and prior to work continuing on the Undertaking, FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the Signatories as to the course of action it will pursue.

3. If FHWA or Fairfax County decide that they will not proceed with the Undertaking, they may so notify the other Signatories and Consulting Parties to this MOA and this MOA shall become null and void.
4. In the event this MOA is terminated or rendered null and void, Fairfax County shall submit to SHPO and FHWA a technical report on the results of any archaeological investigations conducted prior to and including the date of termination, and shall ensure that any associated collections and records recovered are curated in accordance with 36 C.F.R. Part 79 unless an alternative arrangement is made.

D. Duration

1. The date of execution of this MOA shall be the date the last Signatory signs the MOA.
2. Unless terminated pursuant to Stipulation X.C, this MOA shall be in effect for three (3) years from the date of its execution. FHWA shall provide the Signatories with written notice of its determination when the terms of the MOA have been fulfilled. Upon this determination, the MOA shall have no further force or effect. At any time in the six (6)-month period prior to such date, FHWA may request that the Signatories consider an extension of this MOA pursuant to the amendment procedures in Stipulation X.B, above. This MOA shall be null and void if its terms are not carried out within three (3) years from the date of its execution unless the Signatories agree in writing to an extension for carrying out its terms.

E. Anti-Deficiency Act

The Signatories acknowledge and agree that their respective obligations to fulfill financial obligations of any kind pursuant to any and all provisions of this MOA, or any obligations of any kind pursuant to any and all provisions of this MOA, are and shall remain subject to the provisions of the federal Anti-Deficiency Act, 31 U.S.C. §§ 1341, 1342, 1349, 1351, as the forgoing statute is applicable and as it may be amended from time to time, regardless of whether a particular obligation has been expressly so conditioned.

XI. NO WAIVER OF SOVEREIGN IMMUNITY

Nothing herein shall be considered as a waiver of the sovereign immunity of Fairfax County.

XII. NO PERSONAL LIABILITY

Nothing herein shall be considered to create any personal liability on behalf of any official, employee, agent, or representative of Fairfax County.

XIII. NO RIGHTS IN THIRD PARTIES

The Signatories agree that no provision of this MOA shall create in the public, or in any person or entity other than the Signatories, any right as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for personal injury, property damage, or breach of contract pursuant to the terms of this MOA or otherwise.

XIV. TERMINATION FOR NON-APPROPRIATION

Funding by Fairfax County for the Undertaking shall be subject to annual appropriation or other lawful appropriation by the Board of Supervisors. Nothing in this MOA shall require or obligate the County to commit or obligate funds to the Undertaking beyond those funds that have been already duly authorized and appropriated by the Board of Supervisors. In the event sufficient funds shall not be appropriated in the future that may lawfully be applied to Fairfax County's financial obligations towards the Undertaking, Fairfax County may terminate this MOA.

XV. MOA ELECTRONIC COPIES

Within ten (10) business days of the last signature on this MOA, FHWA shall provide each Signatory with one electronic copy of the fully executed MOA, inclusive of attachments and integrated into a single document, if feasible. If the electronic copy is too large to send by email, FHWA shall provide each Signatory with a copy of this MOA as described above, on a compact disc or other suitable, electronic means.

XVI. EXECUTION

This MOA may be executed in counterparts, with a separate page for each Signatory. Separate pages may also be provided for each Consulting Party. FHWA shall ensure that each Signatory and Consulting Party is provided with a copy of the fully executed MOA.

Execution of this MOA by FHWA, VDOT, Fairfax County, and SHPO, and its submission to the ACHP in accordance with 36 C.F.R. §800.6(b)(1)(iv) shall, pursuant to 36 C.F.R. §800.6(c), be considered to be an agreement with the ACHP for the purposes of Section 110(1) of the National Historic Preservation Act (54 U.S.C. § 306108). Execution and submission of this MOA, and implementation of its terms, evidence that the FHWA has afforded the ACHP an opportunity to comment on the proposed Undertaking and its potential effects on historic properties, and that FHWA has taken into account the potential effects of the Undertaking on historic properties.

SIGNATURES FOLLOW ON SEPARATE PAGES

**SIGNATURE PAGE
MEMORANDUM OF AGREEMENT
REGARDING
THE SOAPSTONE CONNECTOR PROJECT
FROM SUNRISE VALLEY DRIVE TO SUNSET HILLS ROAD,
RESTON, VIRGINIA**

SIGNATORY

FEDERAL HIGHWAY ADMINISTRATION

By: _____ Date: _____

Thomas Nelson, Jr., P.E.
Division Administrator
Federal Highway Administration

**SIGNATURE PAGE
MEMORANDUM OF AGREEMENT
REGARDING
THE SOAPSTONE CONNECTOR PROJECT
FROM SUNRISE VALLEY DRIVE TO SUNSET HILLS ROAD,
RESTON, VIRGINIA**

INVITED SIGNATORY

VIRGINIA DEPARTMENT OF TRANSPORTATION

By: _____ Date: _____

Chris Swanson, P.E.
Environmental Director, Virginia Department of Transportation

**SIGNATURE PAGE
MEMORANDUM OF AGREEMENT
REGARDING
THE SOAPSTONE CONNECTOR PROJECT
FROM SUNRISE VALLEY DRIVE TO SUNSET HILLS ROAD,
RESTON, VIRGINIA**

SIGNATORY

VIRGINIA STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: _____

Julie V. Langan
Director, Department of Historic Resources

**SIGNATURE PAGE
MEMORANDUM OF AGREEMENT
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THE SOAPSTONE CONNECTOR PROJECT
FROM SUNRISE VALLEY DRIVE TO SUNSET HILLS ROAD,
RESTON, VIRGINIA**

INVITED SIGNATORY

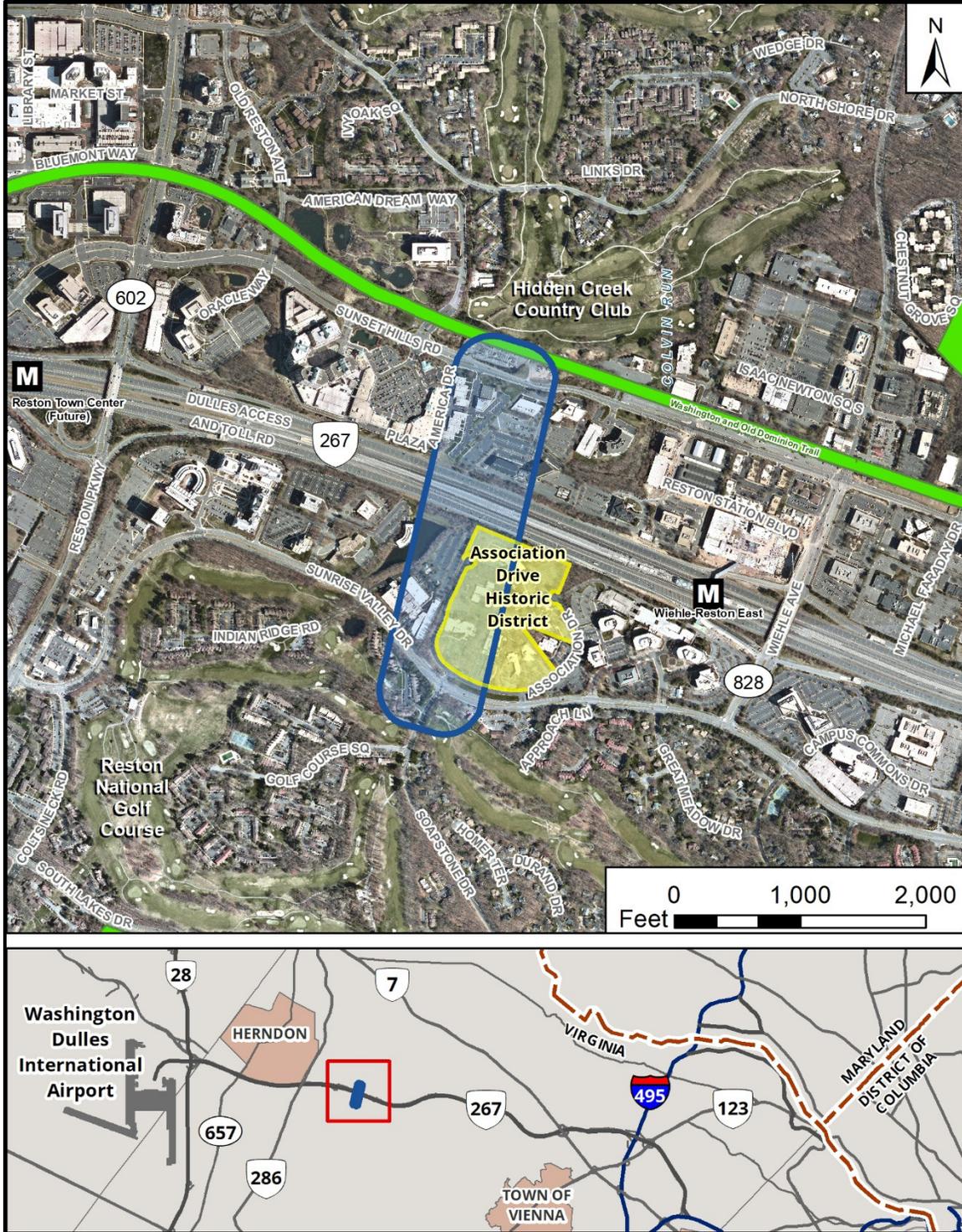
FAIRFAX COUNTY BOARD OF SUPERVISORS

By: _____ Date: _____

Tom Biesiadny
Director, Fairfax County Department of Transportation

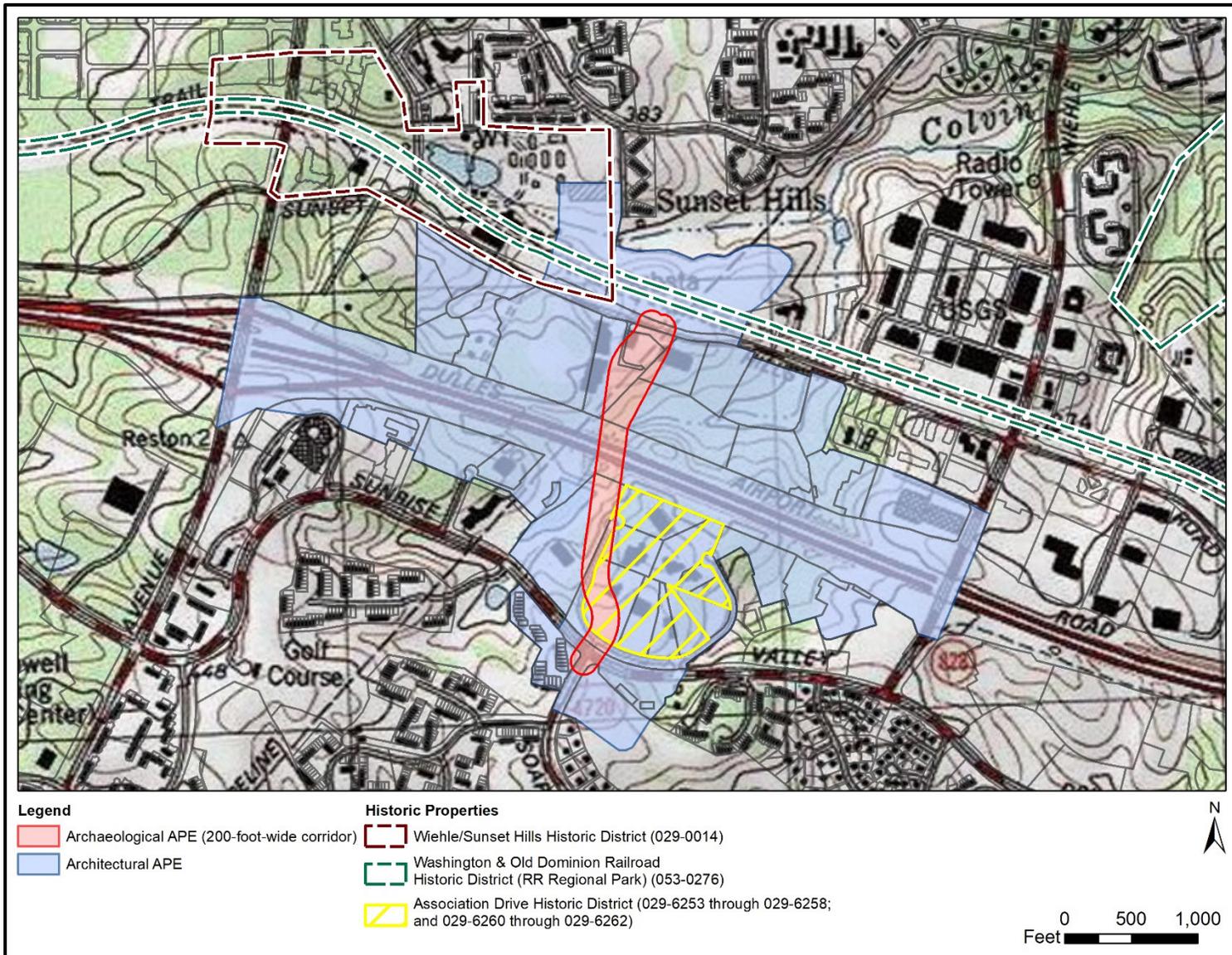
Attachment A
Project Location Map
Soapstone Connector Project

MEMORANDUM OF AGREEMENT
SOAPSTONE CONNECTOR PROJECT



Attachment B
Area of Potential Effects (APE)
Soapstone Connector Project

MEMORANDUM OF AGREEMENT
SOAPSTONE CONNECTOR PROJECT



Attachment C
Keeper of the National Register of Historic Places
Determination of Eligibility for the Association Drive Historic District
October 8, 2019
Soapstone Connector Project



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, DC 20240



IN REPLY REFER TO:

DETERMINATION OF ELIGIBILITY NOTIFICATION

**National Register of Historic Places
National Park Service**

Name of Property: Reston Center for Associations and Educational Institutions (RCAEI)
Soapstone Connector Project

Location: Association Drive, Reston **State:** VA

Request submitted by: John Simkins
Planning and Environment Team Leader
USDOT/FHwA Virginia Division
400 North 8th St., Room 750
Richmond, VA

Date received: 6/7/2019 **Additional information received:** 8/27/2019

Opinion of the State Historic Preservation Officer:

Eligible Not Eligible No Response Need More Information

Comments:

The Secretary of the Interior has determined that this property is:

Eligible Not Eligible Need More Information



For
Keeper of the National Register

10.8.2019

Date

Comments:

The position of the DOT is that the RCAEI is not eligible for inclusion in the National Register because it does not satisfy Criteria Consideration G for properties achieving significance within the last fifty years. The position of the SHPO is that the property meets Criteria Consideration G as an exceptional surviving example of contemporary planning principles within the broader New Town development plan for Reston (Criterion A). The Fairfax County Architectural Review Board's (ARB) opinion is that the RCAEI meets both Criteria A & C and that it satisfies the Criteria Consideration G threshold.

The Keeper of the National Register concurs with the SHPO that the RCAEI is eligible under Criterion A, in the area of Community Planning and Development. The information provided by the ARB provides the necessary context in which to evaluate the exceptional importance of the RCAEI within the context of the overall Reston development. The Keeper disagrees with the ARB's conclusion that the RCAEI meets the Criteria Consideration for exceptional importance under Criterion C, and finds that there is insufficient information to evaluate the ARB's contention that the group of associations has significance in Education.

Reston is a well-documented and studied example of New Town planning. The National Register has previously recognized the Lake Anne development, the first executed development of the Reston plan, as significant at the national level in part for its role in the history of planning. No in-depth evaluation of the entire Reston plan has yet been undertaken, but it is already established that the Reston "New Town" plan is a significant component of our nation's planning history. Working under this evaluation – that Reston as a whole is significant – it becomes a challenge when evaluating component part of the plan in the face of the plan's evolution over time and the changing nature of the area, in particular along the Dulles Access road.

As noted before in our initial comments, "industrial nodes" were a significant, and in some ways defining, aspect of the original Simon plan. Even with the adjustment to the original plan caused by the County's insistence that all such "industrial nodes" be located along the Dulles Access road corridor, the planning concept of having small work centers included within the larger residential area remained true to Simon's vision. The initial industrial area was created on the north side of the access road. The RCAEI was among the later developments south of the access road. The Dulles Access road itself stood as a barrier between the north and south halves of Reston, since there was little access across it. The two halves of the town developed almost independently.

While the RCAEI was not the first industrial development south of the access road, it remains the only one that retains its original design. The plan within a plan as represented in the Vosbeck Vosbeck Kendrick Redinger (VVKR) master plan for the RCAEI is intact. The original concept

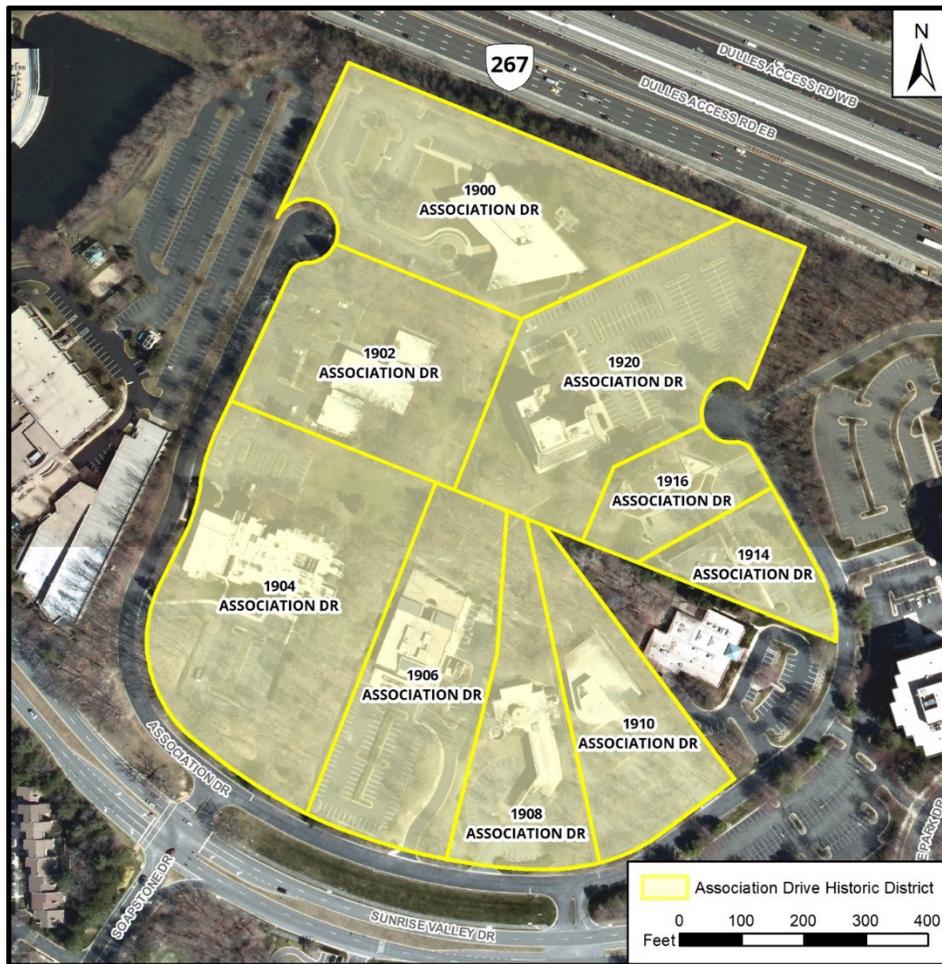
MEMORANDUM OF AGREEMENT
SOAPSTONE CONNECTOR PROJECT

was executed, albeit over a ten year period, and has remained unchanged since its inception. Few aspects of the “industrial corridor” along either side of the Dulles Access road otherwise remain intact either as conceptualized or as built. The RCAEI is a rare survivor within the industrial development context of the Reston plan; as such it is an exceptionally important component of the overall Reston town plan. It is eligible for listing in the National Register under Criterion A.

Attachment D
Contributing Elements of the Association Drive Historic District
Soapstone Connector Project

Contributing Elements of the Association Drive Historic District

VIRGINIA DEPARTMENT OF HISTORIC RESOURCES (DHR) RESOURCE NO.	HISTORIC NAME	ADDRESS
029-6253	American Association for Health, Physical Education, and Recreation	1900 Association Drive
029-6254	American Medical Student Association	1902 Association Drive
029-6255	National Association of Secondary School Principals	1904 Association Drive
029-6256	National Council of Teachers of Mathematics	1906 Association Drive
029-6257	Distributive Education Clubs of America	1908 Association Drive
029-6258	Future Homemakers of America	1910 Association Drive
029-6260	National Business Education Association	1914 Association Drive
029-6261	National Art Education Association	1916 Association Drive
029-6262	The Council for Exceptional Children	1920 Association Drive



Attachment E
Consulting Parties
Soapstone Connector Project

MEMORANDUM OF AGREEMENT
SOAPSTONE CONNECTOR PROJECT

AFFILIATION	NAME
Society of Health and Physical Educators (SHAPE) America 1900 Association Drive	Nori Jones Represented by Joseph Mezzanotte, Whiteford Taylor Preston LLC
National Association of Secondary School Principals (NASSP) 1904 Association Drive	Ronn Nozoe Dennis Sadler
National Council of Teachers of Mathematics (NCTM) 1906 Association Drive	Ken Krehbiel Represented by Joseph Mezzanotte, Whiteford Taylor Preston LLC
Future Business Leaders of America (FLBA) Phi Beta Lambda, Inc. 1912 Association Drive	Elena Daly Alex Graham
1914 LLC 1914 Association Drive	Patty Brown
Richard B. Wirthlin Family, LLC 1920 Association Drive	Joel A. White
American Institute of Architects – Northern Virginia Chapter (AIA NOVA)	T.J. Meehan
BDC Sunrise Valley LLC (11600 Sunrise Valley Drive)	Charles Hathaway Terra Weirich (Bernstein Management Corporation) Represented by Michael Coughlin, Walsh, Colucci, Lubeley & Walsh, P.C.
Center for Educational Association	Ken Krehbiel Represented by Jeffrey Huber, Walton & Adams, P.C.
Fairfax County Architectural Review Board (ARB)	John A. Burns Jason Zellman
Fairfax County Department of Planning and Development, Heritage Resources and Plan Development	Laura Arseneau Barbara Byron Denice Dressel
Fairfax County History Commission	Cheryl-Ann Repetti Jordan Tannenbaum
Foulger-Pratt Development, LLC	Michael Abrams Represented by Scott Adams, McGuireWoods, LLP

APPENDIX D

Public Hearing Summary and Comments-Responses

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SOAPSTONE CONNECTOR ENVIRONMENTAL ASSESSMENT

Summary of Public Hearing and Comments

November 8, 2017

Fairfax County Project No. 2G40-078

DESCRIPTION OF PUBLIC HEARING

A public hearing was held at Dogwood Elementary School in Reston, Virginia on Wednesday, November 8, 2017 from 6:30 pm to 8:30 pm. The purpose of the hearing was to receive citizen comments on the alternatives and the Environmental Assessment (EA), and to share information on the study process and its current status. The hearing consisted of four parts. First, an informal information session was held during which displays and documents were available for review and Fairfax County Department of Transportation (FCDOT) and consultant personnel were available for discussion (see **Attachment 1** for display boards and brochure). Second, a presentation was given by Audra Bandy, FCDOT Project Manager, to provide information on the project (presentation also in Attachment 1). Following this presentation, a formal hearing was conducted during which citizens were given the opportunity to make oral statements (three minutes was allotted to each). After the formal hearing, there was an informal question and answer session.



Photos from Public Hearing
(Left: Open House, Discussions at Display Boards; Right: Presentation)

The following topics relevant to the project were discussed during the informal question and answer session (and the general response is provided in italics):

- Location of the Soapstone Connector (*the alignment does not pass through a golf course*) and width of the roadway (*the approximately 90-foot-wide roadway would lie within one of the 200-foot-wide corridors identified in the mapping; a wider footprint was studied in the EA to allow flexibility during the design process*).
- Stormwater management (*details to be determined during the design stage*).
- A direct connection from the Soapstone Connector to the Washington & Old Dominion (W&OD) trail at the northern terminus (*to be completed as a separate project by FCDOT*).
- Relationship to Reston Network Analysis and how this project fits into overall planning within the Reston area (*this project is one of many improvements identified within the*

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Reston area, which are all being addressed separately and as funding becomes available).

- Cost and scheduling for the Soapstone Connector (*the project is currently estimated to cost \$170 million, which includes design, right-of-way, utilities, and construction; efforts are underway to secure funding from multiple sources, including federal, state, regional, and local, and to advance the project schedule*).

In addition to the formal hearing, citizens were invited to provide their comments by any of several avenues by November 18, 2017:

- Pre-printed comment sheets were provided at the hearing, upon which citizens could write their comments and either deposit in a box at the hearing or mail later to the pre-printed address on the sheet (see Attachment 1).
- A verbatim reporter was available during the two-hour public hearing to record comments orally.
- Letters could be sent to the designated address at FCDOT.
- Emails could be sent electronically to the designated address at FCDOT.
- Comments could be entered in the Comment Form on the project website (<https://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>).

The attendance sign-in sheets show that 45 people attended the hearing. Comment sheets were completed by three people at the public hearing. Oral comments were received from seven attendees. Finally, six individuals, two federal agencies (US Army Corps of Engineers and US Environmental Protection Agency), one state agency (Virginia Department of Conservation and Recreation), and three property owners submitted comments by email.

A summary of the comments and responses to each is provided on the following pages.

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<u>COMMENT</u>	<u>RESPONSE</u>	
OVERALL STUDY / PROCESS:		
1	Opposed to the project (two commenters).	<i>Comment noted.</i>
2	Both alternatives seem reasonable (two commenters).	<i>Comment noted.</i>
3	In favor of the project because it will ease congestion, facilitate pedestrian and bicycling commuting/errands/shopping, and overall community safety.	<i>Comment noted.</i>
4	The Connector is needed to help solve traffic problems around the Metro Station now, but if approved is still a decade away from actual construction (two commenters).	<i>Efforts are underway to secure funding from multiple sources, including federal, state, regional, and local, and to advance the project schedule.</i>
5	Meeting was not well advertised. [And conversely, one commenter indicated that it actually was well advertised.]	<p><i>The public hearing was advertised by way of newspapers (Washington Post, El Tiempo), posted on the Fairfax County and Hunter Mill District websites, and distributed to local and regional media as well as ethnic and social media outlets; an email blast to those that attended the two prior public meetings for the project; emails/text alerts to subscribers of Fairfax Alerts and Hunter Mill District eBlast News; and flyers posted at the following locations: on all Fairfax Connector buses serving the Reston area, North County Governmental Center, Hunter Mill District Office, Reston Community Center, Reston Regional Library, and the Wiehle-Reston East Metrorail Station. Signs were also posted at either terminus of the project (see adjacent photo).</i></p> 

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<u>COMMENT</u>	<u>RESPONSE</u>
	<p><i>Finally, letters were sent to all environmental resource agencies that had been contacted as part of project scoping to notify them about the availability of the EA for review and the public hearing and associated comment period.</i></p>
<p>6 First of all, I did read the entire report. It really impressed me the things you have to research. I'm very impressed by your report. I found two minor mistakes:</p> <p>On pages 1-6 and 1-7 where it's no build conditions 2046, the right-hand side should say "p.m." You have "a".</p> <p>Basically I think we are going to need this. You've built enough traffic along Sunrise Valley Drive to require this thing to be started immediately.</p>	<p><i>Comment noted.</i></p>
<p>7 For the environmental assessment, is there more done for the neighborhoods? If you are going to get the noise that you get on Reston Parkway and everywhere else that may impact those people.</p> <p>I also think it's a crime that it wouldn't start until 2026 because of all the people that sit every day at Wiehle and we sit on Reston Parkway; we need to get to school faster, we need to get to work faster.</p> <p>Like there's a thing called "jug handles" where you are pushing everybody to turn right so that everybody can go faster.</p> <p>And also whoever said something about the sidewalks and stuff like that, you need that.</p>	<p><i>A noise study was completed as part of the EA to analyze possible future worst-case traffic noise impacts resulting from the Soapstone Connector and to evaluate subsequent abatement measures, as documented in the Noise Analysis Technical Report and EA. Land uses within the project area that are subject to Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) are predominately commercial/office with multi-family residential along Sunrise Valley Drive as well as two daycare centers, two golf courses, and a trail. There are six common noise environments (CNE) within the project area, two of which are predicted to experience noise impacts. Studies indicate that noise abatement using a noise barrier may be feasible and reasonable for one of them. One barrier evaluated for other impacted receptors was not found to be feasible and reasonable. Additional studies will be necessary during the final design phase when more detailed design information is available. The State Noise Abatement Policy, guidance on traffic noise impact analysis, and other information related to traffic noise abatement can be found on the following website: http://www.virginiadot.org/projects/pr-noise-walls-about.asp.</i></p>

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<u>COMMENT</u>		<u>RESPONSE</u>
		<p><i>Efforts are underway to secure funding from multiple sources, including federal, state, regional, and local, and to advance the project schedule.</i></p> <p><i>Jug handles would not satisfy the project Purpose and Need, in particular, they would not improve multimodal connectivity to the Wiehle-Reston East Metrorail Station or improve accessibility and mobility to and within the area surrounding the Wiehle-Reston East Metrorail Station.</i></p> <p><i>As indicated in the EA, the Soapstone Connector would have two bike lanes, one sidewalk, and one shared use path, which would provide access for pedestrians and bicyclists to safely cross the Dulles Corridor. These facilities would connect with the existing sidewalks and bike lane on Soapstone Drive, the latter extending south to Lawyers Road. Additional multimodal improvements that would connect to the Soapstone Connector are shown in Figure 2-7 of the EA (which was also a display board at the hearing), including a proposed cycle track and sidewalk on Sunrise Valley Drive. At the northern terminus, pedestrians and bicyclists would tie into the existing sidewalk on Sunset Hills Road and could then connect to the Washington & Old Dominion (W&OD) Trail.</i></p>
ALTERNATIVES:		
1	Revisit the detail at potential geometrics/length of turn lanes configurations that would work best at either the Sunrise Valley or at the Sunset Hills intersections with the proposed Soapstone Extension.	<i>As indicted in the Traffic Technical Report and EA, at the northern and southern termini, additional turn lanes would be provided at the intersections of Sunset Hills Road and Sunrise Valley Drive with the Soapstone Connector to accommodate the new or increased turning movement volumes, with the maximum number of lanes constrained to the downstream receiving conditions. The build assumptions at the intersections were made primarily for the purposes of the traffic analysis; the details of each intersection configuration, including number of turn lanes and turning bay length, would be determined during final design.</i>
2	The proposed Soapstone Connector should be constructed as four lanes without bike lanes to alleviate the vehicle and traffic issues.	<i>The typical section of the Soapstone Connector roadway matches that of Soapstone Drive, with a three-lane cross section (one travel lane in each direction and a two-way, left-turn-only lane). The Soapstone Connector bridge over the Dulles Corridor will be constructed to accommodate four</i>

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<u>COMMENT</u>	<u>RESPONSE</u>
	<p><i>lanes to provide flexibility in the future. The typical section for the Soapstone Connector was originally referenced in the 2013 Soapstone Connector Feasibility Study (https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/transportation%20projects,%20studies%20and%20plans/soapstone%20connector/soapstone_connect_or_study.pdf).</i></p> <p><i>Improving multimodal connectivity to the Wiehle-Reston East Metrorail Station is one element of the Purpose and Need; therefore, bike and pedestrian facilities are included, which tie into existing and planned bicycle and pedestrian facilities on connecting roadways.</i></p>
3	<p>Preference for Alternative 2 because it is flexible enough to provide a future roadway extension to North Shore (Alternative 1 dead ends at the power substation, which would make extension problematic and more expensive.)</p> <p><i>Comment noted.</i></p>
4	<p>I see no sidewalks to connect to this new Soapstone Connector. There are no sidewalks on the south side of Sunrise Valley Drive, just a big patch of mud. It's very, very dangerous. Is this part of the project that will do that?</p> <p><i>As indicated in the EA, the Soapstone Connector would have two bike lanes, one sidewalk, and one shared use path, which would provide access for pedestrians and bicyclists to safely cross the Dulles Corridor. These facilities would connect with the existing sidewalks and bike lane on Soapstone Drive, the latter extending south to Lawyers Road. Additional multimodal improvements that would connect to the Soapstone Connector are shown in Figure 2-7 of the EA (which was also a display board at the hearing), including a proposed cycle track and sidewalk on Sunrise Valley Drive. At the northern terminus, pedestrians and bicyclists would tie into the existing sidewalk on Sunset Hills Road and could then connect to the Washington & Old Dominion (W&OD) Trail.</i></p>
5	<p>The real issue is the connection of a new road from the Wiehle Station into the Isaac Newton Square area -- or what -- you know, that's not the name of it, but the -- the development at the -- the eastern end of that -- I mean, the western end of that -- road that would go through there. And the issue really should have been focused on developing plans with the property owners there to make that happen and see that it gets completed.</p> <p><i>It is assumed that the commenter is referring to Reston Station Boulevard, which will be extended to the west to intersect with Soapstone Connector. This proposed extension is shown in the Reston Network Analysis (https://www.fairfaxcounty.gov/transportation/study/reston-network-analysis).</i></p>

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<u>COMMENT</u>	<u>RESPONSE</u>
<p>6 To build this without widening Sunset Hills before or at the same time doesn't make much sense.</p>	<p><i>Widening Sunset Hills Road to six lanes is currently identified in Fairfax County's Comprehensive Plan (2017 Edition, Reston, Amended Through March 14, 2017) in the conceptual enhanced street network that is envisioned to increase connectivity in the Wiehle-Reston East Transit Station Area (TSA) and increase the availability of alternative routes for vehicles, thereby reducing congestion.</i></p>
<p>TRAFFIC/SAFETY:</p>	
<p>1 The study concludes at Sec. 3.2.1 that the effects of increased traffic on the "neighborhoods and communities are not expected to be adversely affected by the project". However, this conclusion appears to be based on unrealistic projections of minimally increased traffic on Soapstone. Indeed, the study suggests that one-way traffic volume will, 'at most', increase to 100 to 120 vpd per hour during peak hours. This estimate is relied upon even though the study itself states that "[o]nce built, travel patterns and route choices will change." The study appears to assume that Soapstone overpass users coming from the north will turn onto Sunrise Valley rather than continue on Soapstone southward, and that users from the south will come from Sunrise Valley, rather than from Soapstone itself. Since an estimated 18,300 vpd are expected on the Soapstone Connector, surely thousands of vehicles per day will be added to Soapstone south of Sunrise Valley. Moreover, the project foresees the need for two additional lanes on Soapstone to accommodate future increase development. Unlike the Sunrise Valley, South Lakes, and Reston Parkways, there are no traffic buffers on Soapstone. Surely this will adversely affect our communities.</p> <p>The impacts on our community, which depend on use of Ridge Heights as the sole means of exiting our community, are significant. No consideration was given to the high likelihood that northbound travelers on South Lakes will use Ridge Heights to access the Soapstone Connector, particularly as traffic on Sunrise increases. There are no traffic lights at the intersections of Ridge Heights and South Lakes, or at the intersection of Ridge Heights and Soapstone. Even with new traffic lights, vehicles exiting Ridge Heights will face increased</p>	<p><i>As indicated in the Traffic Technical Memorandum and EA, traffic forecasts for design year 2046 were prepared based on project-specific modeling using the framework of the Metropolitan Washington Council of Governments' (MWCOC) regional travel demand model. The Round 8.4 Cooperative Forecast land use was obtained from MWCOC on January 27, 2016 and used to develop the trip tables, and the existing roadway network was built to include substantial detail within the study area in order to replicate travel at a localized level (reflecting detail such as driveway locations, number of access points to parcels, etc.). More specifically, the network from the MWCOC model was used as a starting point, and then additional roadways were added, particularly local roads that are below the scale of the MWCOC model network. This roadway network includes Sunrise Valley Drive as well as other east-west roadways south to Lawyers Road.</i></p> <p><i>Accordingly, the forecasts shown in Table D-1 (Attachment D of Traffic Technical Memorandum) take into account the population and employment in the study area as well as the available roadway network. In 2015, without the Soapstone Connector, the modeled existing volume for Soapstone Drive just south of Sunrise Valley Drive is 11,000 vpd. In 2046 without the Soapstone Connector, daily traffic on this segment is forecast to be approximately 12,400 vpd and with the Soapstone Connector 14,800 vpd. As shown in the table, the difference in volume on Soapstone Drive at this location with and without the Connector in place is 2,400 vpd, which suggests that the majority of vehicles on the new Soapstone Connector on a daily basis indeed originate from or are destined to the east or west on Sunrise Valley Drive rather than Soapstone Drive. The difference between the</i></p>

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<u>COMMENT</u>	<u>RESPONSE</u>
<p>delays, and vehicles entering Ridge Heights will have easier access to the cut-through local road. These problems are all the more significant, since Ridge Heights serves as the main access for three of our schools, whose schedules coincide with peak traffic hours. The ability to move the school traffic will be hindered, and children will be put at risk due to the cut-through traffic. This is a community impact that the study does not address, but it is a significant impact that requires consideration. By narrowly restricting the scope of the study, once again the negative impacts of the project are minimized or ignored.</p>	<p><i>Build and No Build volumes on Soapstone Drive becomes smaller as you travel south away from Sunrise Valley Drive.</i></p> <p><i>With respect to the comment about travel patterns and route choice changing, that statement was made in the EA in relation to the peak hour analysis. During the peak periods in congested conditions, with the provision of a new north-south route between Wiehle Avenue and Reston Parkway, it can be expected that traffic will fluctuate for a short period of time (and even on a daily basis depending on incidents or unexpected events) and drivers will adjust and alter their routes to find the shortest route through the area.</i></p>
<p>2 Page 2.7, which lists the intersection operations, 2046 Build and No Build. Many intersections are deteriorated in level of service with and without -- I think there should be an analysis showing what the total benefit is, instead of just the intersections. There has to be some kind of summary.</p> <p>Other things could be done instead of building this connector. And I really think a cost benefit analysis has to be made on this because so many other things could be done which would improve the traffic condition.</p>	<p><i>Intersection analysis is typically conducted for the peak hours as it is measurable and allows a relative comparison of traffic operations for different scenarios during different times of the day or analysis years.</i></p> <p><i>On the prior page of the EA, page 2-6, is a summary of daily volumes, which shows that the Soapstone Connector would reduce travel demand on both Wiehle Avenue and Reston Parkway on a daily basis. In general, the provision of the Soapstone Connector serves to redistribute traffic within the traffic analysis area and relieve those two north-south roadways. On an hourly basis, it can be expected that once the Soapstone Connector is in place, travel patterns and route choice will change within the study area, and volumes are likely to fluctuate for a short period of time; however, operations on Wiehle Avenue and Reston Parkway should improve with the additional capacity offered by the new roadway.</i></p>
<p>ENVIRONMENTAL:</p>	
<p>1 Concern that the project will undermine Reston's best qualities of green space, low traffic congestion, and prioritizing nature over development.</p>	<p><i>The Soapstone Connector is located on land that is currently in use as office and mixed use; it would not convert green space to transportation use.</i></p>

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<u>COMMENT</u>		<u>RESPONSE</u>
		<p>Regarding traffic congestion, the project has been proposed as another alternative to the Reston Parkway (Route 602) and Wiehle Avenue (Route 828) to alleviate congestion and delays <u>already experienced</u> in the project area and to improve access to the Wiehle-Reston East Metrorail Station. Development is planned with or without this project. As indicated in the new Comprehensive Plan for Reston and the Reston website (Reston, 2016): "The community's greatest densities will be at the three Metro station areas and the Reston Town Center core area." As more people find these areas highly desirable as residential and commercial locations, density of both residences and offices is planned to increase in the areas closest to the stations. Table 3-6 in the Environmental Consequences Section of the EA includes a list of 20 development projects that are planned, under construction, or recently completed in the area surrounding the two stations, based on information gathered from the Fairfax County Department of Planning and Zoning (DPZ).</p>
2	Concern that the project will create more traffic, more noise, and more pollution.	<p>The traffic forecasting and analysis completed for the project, along with potential air and noise impacts resulting from the future year traffic forecasts, is documented in the EA and associated technical reports. The air quality analysis indicates that the project would not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS) established by EPA. See below for a summary of the noise analysis.</p>
3	Concern with increased noise.	<p>A noise study was completed as part of the EA to analyze possible future worst-case traffic noise impacts resulting from the Soapstone Connector and to evaluate subsequent abatement measures, as documented in the Noise Analysis Technical Report and EA.</p> <p>Land uses within the project area that are subject to Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) are predominately commercial/office with multi-family residential along Sunrise Valley Drive as well as two daycare centers, two golf courses, and a trail. There are six common noise environments (CNE) within the project area, two of which are predicted to experience noise impacts. Studies indicate that noise abatement using a noise barrier may be feasible and reasonable for one of them. One barrier evaluated for other impacted receptors was not found to</p>

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<u>COMMENT</u>	<u>RESPONSE</u>
	<i>be feasible and reasonable. Additional studies will be necessary during the final design phase when more detailed design information is available.</i>
4 Concern with impacting green space/habitat vital to birds and butterflies that find sanctuary in the Reston Association Wildflower Meadow (from increased traffic, noise, pollution, and people).	<i>The Soapstone Connector is located on land that is currently in use as office and mixed use; it would not convert green space to transportation use. Also see response to #2 above.</i>
5 Request to consider rectifying existing stormwater management issues from 1960s and 1970s development in the project area by implementing water management strategies and restoration projects (as part of new projects) to improve existing conditions. (See 2017 Reston Annual State of the Environment Report [RASER]). [Note: this comment was submitted by way of a comment sheet and an oral comment.]	<i>As discussed in the EA (page 3-22), hydrological studies will be conducted during project design to develop stormwater management measures to reduce or detain discharge volumes from the new roadway and remove sediments and other pollutants, consistent with the Virginia Pollutant Discharge Elimination System (VPDES) standards and stormwater management regulations. The studies will consider incorporation of stormwater management measures such as vegetated swales and infiltration trenches, should existing stormwater management facilities be insufficient to accommodate project stormwater flows. Stormwater management for roadway runoff will be addressed during the design process by the Virginia Department of Transportation.</i> <i>Note that stormwater management due to development in the project area will be addressed by Fairfax County during redevelopment.</i>
6 Regarding the effects on Lake Thoreau, greater consideration should be given to the Snakeden subwatershed, which is not mentioned in the study even though Soapstone bisects the subwatershed. Lake Thoreau lies below the elevation of Soapstone by approximately 80 feet. Lake Thoreau itself is listed as a wetland by the State, yet is excluded from detailed consideration by defining the project area as Soapstone itself plus 200 feet around the corridor, and at times 500 feet around the corridor, and at other times in the study as 1/2 miles from the project area. Hence, Lake Thoreau, which is part of the	<i>The area of consideration for direct impacts of the project includes a 200-foot-wide corridor, which lies completely within the Colvin Run subwatershed. A 500-foot buffer was shown on some exhibits to provide a context for resources that are adjacent to the alternative corridors. As described on page 3-27 of the EA, the geographic area for the analysis of indirect effects for natural resources includes the entire Difficult Run 12-digit HUC watershed. The discussion of indirect effects focuses on waters that are downstream of the project site, which includes Colvin Run and Difficult Run. The project site does not drain into Lake Thoreau.</i>

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<u>COMMENT</u>	<u>RESPONSE</u>
<p>Snakeden subwatershed, is not considered to be adjacent to the project and was not studied in detail.</p> <p>The study discusses mitigation of stormwater runoff from Soapstone in the context of a catch basin pond to the west of Soapstone, but no significant provision is made for runoff east of Soapstone - the runoff that will impact Lake Thoreau, which is already in a poor environmental state. In this connection, the Fairfax County Watershed Plan states that the Snakeden sub watershed is rated as having "Very Poor" biological conditions. Runoff from Soapstone that includes motor oil, suspended solids, and other roadway contaminants will not improve those conditions. The study states that [p]ollutant levels in runoff and the extent of downstream impacts are very difficult to quantify..." due to variables such as traffic volume changes and stream dynamics. Nonetheless, isn't it the point of an environmental study to carefully consider the downstream environmental impacts? The study's conclusion that there will be only "[m]inor long-term water quality effects" has not been established by any evidence provided by the study. Contrary to the Fairfax County Watershed Plan, which provides that future changes in the watershed should be managed "to protect Difficult Run and its tributaries so they can be enjoyed by future generations", and contrary to Policy Action 4.3.2, which requires an evaluation of requested road construction projects to manage the whole roadway, not just the added lane widths, the evaluation of the changes to Soapstone focused almost exclusively on the very narrowly defined project limits.</p>	<p><i>As discussed in the EA (page 3-22), conveyance of stormwater from the project site will require compliance with the Virginia Pollutant Discharge Elimination System (VPDES) standards and stormwater management regulations during final design. Detailed hydrological studies will be conducted by the Virginia Department of Transportation to support the design of stormwater management measures that maximize the capture and treatment of stormwater flows from the entire project site.</i></p>
<p>7 Also, where a wetland impact is addressed within the very narrow confines of the project study area, it is limited to an unnamed tributary to Colvin Run. Even then, the impact on Colvin Run is not considered in conjunction with consideration of threatened species. The Wood Turtle, which makes its home in northern Fairfax County, is listed as a State Threatened and Endangered Species. Indeed, the Virginia Herpetological Society identifies the Wood Turtle as being at an "extremely high risk of extinction or extirpation." The study should include a detailed analysis of the effect of the project on this endangered species.</p>	<p><i>Direct project impacts to Waters of the United States, including wetlands, are limited to the unnamed tributary to Colvin Run. The analysis of indirect effects addresses potential effects on water quality and wildlife habitat downstream of the project site, which includes Colvin Run and associated habitat.</i></p> <p><i>As discussed in the EA (page 3-26), habitat conditions for wood turtles within and adjacent to the alternative corridors are poor and therefore wood turtles are not expected to be present within either</i></p>

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<u>COMMENT</u>		<u>RESPONSE</u>
	<p>Dismissing this concern by stating that the effects will be reduced by 'on-side measures' does not answer the question of the effects that are not reduced by those measures. Similarly, the study identifies the northern long-eared bat, but dismisses the impact on that Federally listed threatened species by stating that "[t]here are no known northern long-eared bat hibernacula in the vicinity of the alternative corridors" and that anyway, the habitat within 0.5 miles "is poor" due to the urban environment. Did the authors of the study search for the hibernacula within the restricted study area, or simply conclude that they did not know of any? No assessment was made regarding making a poor habitat worse.</p>	<p><i>corridor. The EA identifies potential habitat for wood turtles along Colvin Run, within approximately 250 feet north of the alternative corridors. Potential indirect impacts to downstream wood turtle habitat are addressed on page 3-31 of the EA. Measures to avoid and minimize increases in-stream flow volumes and velocities from the project site represent the most effective means for minimizing project effects to potential wood turtle habitat downstream.</i></p> <p><i>The Build Alternatives are consistent with the US Fish and Wildlife Service (USFWS) 4(d) Rule for the Northern Long-Eared Bat, which prohibits incidental take resulting from tree removal if it occurs within the proximity of known winter hibernacula or destroys known maternity roost trees or their nearby trees during the pup season (June 1 through July 31). As no known hibernacula or roost trees are present within the alternative corridors and none are expected to be present due the lack of suitable habitat conditions, surveys for northern long-eared bats are not warranted. The USFWS's "Programmatic Biological Opinion for the Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions" concluded that activities not prohibited by the 4(d) rule are not likely to jeopardize the continued existence of the species and that federal agencies may rely on the Biological Opinion to fulfill their project-specific Section 7 consultation responsibilities without additional coordination.</i></p>
INDIRECT AND CUMULATIVE EFFECTS:		
1	<p>Moreover, even assuming, as the study assumes, that construction of the Soapstone Connector "would not induce development that could not occur in the absence of the project", I submit that the real-life test is not whether absence of the project would prevent further development, but rather that the project will facilitate further development. Rather than fulfilling the Reston Plan's vision of a livable, walkable interconnected community, the Soapstone Connector project turns the area bounded by Sunrise Valley, Soapstone, Ridge Heights, and South Lakes into an isolated pocket of residences on Lake Thoreau with increased air, water, and noise pollution.</p>	<p><i>Induced growth is not an issue for this project because areas adjacent to the alternative corridors are already developed and the proposed improvements are consistent with the Fairfax County Comprehensive Plan.</i></p> <p><i>As discussed in the EA, cumulative air quality impacts are not expected to be significant due to the limits for future development, ongoing implementation of more stringent emission and fuel standards, and the lack of regional significance of the project for air quality conformity purposes.</i></p>

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<u>COMMENT</u>		<u>RESPONSE</u>
		<p><i>Lake Thoreau is not downstream of the Build Alternatives and therefore is not expected to experience indirect effects on water quality from project implementation.</i></p> <p><i>The analysis of direct noise impacts in the design year 2046 takes into account past, present, and reasonably foreseeable future projects. Feasible and reasonable noise abatement measures will be incorporated into the proposed project to minimize direct and cumulative effects.</i></p>
2	<p>In sum, the study does not answer or address these negative impacts (and others not discussed in this email) by repeatedly stating that the negative impacts are not significant because there are already negative impacts from current development, and that future development will negatively impact the area in any event. The Environmental Study is significantly flawed. We can, and should, do much better than this. As residents of the area, we depend upon the County to affirm and enhance the quality of our neighborhoods and our environment. Piecemeal planning, as demonstrated by this study, highlights the breakdown in the planning process as experienced in Reston. We need to rethink Reston development as a whole before Reston, as a unique place, disappears.</p>	<p><i>The magnitude and intensity of the impacts of the Build Alternatives are compared to the adverse effects from past, present, and future projects in order to assess the relative contribution of the proposed project to cumulative impacts, which is very small. In addition, efforts to minimize impacts through project design and implementation of mitigation measures are expected to further reduce the projects contribution to cumulative impacts.</i></p> <p><i>Stormwater management for roadway runoff and other direct impacts will be addressed during the design process by the Virginia Department of Transportation.</i></p> <p><i>Stormwater management and other impacts due to development in the project area will be addressed by Fairfax County during redevelopment.</i></p>
<u>DEPARTMENT OF THE ARMY, US ARMY CORPS OF ENGINEERS, NORFOLK DISTRICT</u>		
1	<p>A request for verification of the limits of USACE jurisdiction is required by the project, prior to submitting an application, if any fill is discharged into streams or wetlands.</p>	<p><i>Comment noted.</i></p>
2	<p>Please note that 12-SPGP-01 expired and has been replaced by 17-SPGP-01, which for linear transportation projects allows up to ½ acre of permanent loss of waters of the US, including wetlands, stream channels, and open waters. The impacts as described in the EA</p>	<p><i>Comment noted.</i></p>

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	<u>COMMENT</u>	<u>RESPONSE</u>
	<p>would appear to qualify for 17-SPGP-01, but only after design has been completed and the limits of jurisdiction have been verified by USACE can that be determined.</p> <p>Coordinate with Virginia Department of Environmental Quality as needed once design has been completed and acreage of permanent loss of waters of the US has been identified.</p>	
3	<p>Provide additional information on the how many linear feet of the Colvin Run tributary is currently culverted/piped vs. open channel. When determining stream impacts, the applicant should include any culverted lengths of stream where culverts will be replaced. Typically, compensatory mitigation is not required for stream channel lengths that are already piped. Any new pipes should be countersunk in accordance with our requirements that are included as conditions in the Nationwide Permits and 17-SGPG-01. Countersinking is not required for extensions of existing pipes that are not currently countersunk.</p>	<p><i>Additional information regarding the linear feet of the unnamed tributary to Colvin Run that is currently culverted versus open channel will be provided to the permitting agencies with the formal delineation of wetlands and waters during project design. Stream impact determinations will include segments where culvert replacement is proposed. Project design will be consistent with 404/401 permit countersinking requirements.</i></p>
4	<p>There is some mention of stormwater management (SWM) facilities in the EA, but location or extent of such facilities is not provided. All stormwater management (SWM) measures should be located in uplands and not in wetlands or streams. It is important to identify suitable locations for any necessary SWM facilities early in project development. If impacts to aquatic resources are proposed in a permit application, an alternatives analysis will be required for SWM options.</p>	<p><i>Comment noted.</i></p>
5	<p>Revisit indirect and cumulative effects to waters at the site as well as downstream concerns as the project design progresses.</p>	<p><i>Comment noted.</i></p>

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<u>COMMENT</u>	<u>RESPONSE</u>
<u>U.S. ENVIRONMENTAL PROTECTION AGENCY (REGION III)</u>	
1 The description of the impacts to the unnamed tributary to Colvin Run is unclear. It would be helpful if the document indicated how much of the potentially impacted 250 to 300 feet of the tributary are currently located in pipes.	<i>The EA has estimated that more than half of the unnamed tributary to Colvin Run that is within the alternative corridors is within culvert. Additional information regarding the linear feet of the unnamed tributary to Colvin Run that is currently culverted versus open channel will be provided to the permitting agencies with the formal delineation of wetlands and waters during project design.</i>
2 The need for and design of new stormwater management features have not been determined to date. To protect resources, stormwater management features should be placed in upland habitats; impacts associated with their construction and operation should be analyzed.	<i>Comment noted.</i>
3 Impacts to the Transcontinental Gas Pipeline have not been determined at this stage. It is recommended that analysis of impacts from construction and access related to the pipeline and the Soapstone Connector be included in the project study.	<i>Analysis of impacts from construction and access related to the pipeline will be conducted subsequent to the selection of a Preferred Alternative during the preliminary engineering and design phases of the project. As indicated in the EA, coordination with Williams Gas Company is ongoing and would continue throughout the design and construction phases of the project as needed.</i>
4 It is important to continue coordination with the public as the project moves forward; a coordination plan to identify how information will be disseminated is recommended.	<i>Comment noted. Public involvement will continue throughout the design (and construction) phases of the project. It is anticipated that the Virginia Department of Transportation will hold a public information meeting(s) and/or a formal design public hearing once that milestone is reached.</i>
<u>VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION</u>	
1 No natural heritage resources will be adversely impacted.	<i>Comment noted.</i>

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<u>COMMENT</u>		<u>RESPONSE</u>
2	No State Natural Area Preserves occur in the project vicinity.	<i>Comment noted.</i>
3	No State-listed plants or insects will be impacted.	<i>Comment noted.</i>
4	Revisit the Biotics Data System for any updated information if the scope of the project changes or six months has lapsed before it is utilized.	<i>Comment noted.</i>
5	According to the information currently in our files, Sugarland Run, which has been designated by the Virginia Department of Game and Inland Fisheries (VDGIF) as a "Threatened and Endangered Species Water" for the Wood turtle is within 2 miles of the project area. Coordinate with the VDGIF for the management and protection of the Wood turtle and other State-listed animal species to ensure compliance with the Virginia Endangered Species Act.	<i>Comment noted. Discussion about the Wood Turtle and potential impacts is included in Section 3.10 of the EA.</i>
<u>BDC SUNRISE VALLEY LLC (WALSH COLUCCI LUBELEY & WALSH PC)</u>		
1	Reconsider revisiting the project alignment south of the Dulles Toll Road to minimize property disturbance, align with the existing Association Drive, and provide a better intersection at Soapstone Drive and Sunrise Valley Drive. (An exhibit depicting a proposed alignment was included with the letter.)	<i>As summarized in the Alternatives Technical Memorandum and EA, in the 2013 Soapstone Connector Feasibility Study (https://www.fairfaxcounty.gov/transportation/sites/transportation/files/assets/documents/pdf/transportation%20projects,%20studies%20and%20plans/soapstone%20connector/soapstone_connect_or_study.pdf), a variety of alignments were identified that connected Sunrise Valley Drive and Sunset Hills Road, west of the Wiehle-Reston East Station. In total, 30 alternative alignments were initially identified and screened, taking multiple factors into consideration, such as engineering feasibility, right of way/displacements, traffic/transportation, and environmental impacts. From this screening emerged five alternatives that were developed further and evaluated once again in more detail. After extensive study, a "hybrid" alternative was developed for further consideration, which</i>

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<u>COMMENT</u>	<u>RESPONSE</u>
	<p><i>was subsequently approved by the Fairfax County Board of Supervisors and carried forward into the EA as Alternative 1.</i></p> <p><i>While the alignment proposed by the commenter is not exactly the same as any of the 30 alignments originally considered in the 2013 study, it is similar, and the EA evaluates a large enough area to allow for flexibility during the design process. The approximately 90-foot-wide roadway would be located within the selected 200-foot-wide corridor.</i></p> <p><i>Additional opportunities to comment on the project will be available during the design stage of the project; it is anticipated that the Virginia Department of Transportation will hold a public information meeting(s) and/or a formal design public hearing once that milestone is reached.</i></p>
2 Consider amending the EA with additional environmental analysis to incorporate areas of the revised BDC alternative alignment which are beyond the current study area.	<p><i>See response to comment above. If during the design phase it is determined that the alignment should be shifted outside of the selected 200-foot-wide corridor, a National Environmental Policy Act Reevaluation would be completed at that time. [A Reevaluation is used to determine whether or not the EA and final project decision remain valid for subsequent changes in the design or scope of a project, new or modified laws and regulations, circumstances or project area changes, or new information in general. The finding or conclusion of a Reevaluation is that the NEPA decision or documentation is valid or that additional analysis is required. A Reevaluation provides evidence for the FHWA in determining whether or not the preparation of a new CE, EA or supplemental EIS is necessary in order to advance the project to the next stage. [23 CFR § 771.129(c)]]</i></p>
3 Consider revising the project timeline to accommodate the request for the revised BDC alternative alignment.	<p><i>See responses to two comments above.</i></p>
4 Was any of the area that is included in the proposed alignment that is outside of the study area included in supporting documents associated with the study?	<p><i>The area of consideration for direct impacts of the project includes the 200-foot-wide alternative corridors; however, resources that are adjacent to the corridors are also noted to support the analysis of indirect effects. For example, Figure 3-4 Water Resources, shows all water resources,</i></p>

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<u>COMMENT</u>	<u>RESPONSE</u>
<p>For example, does the existing analysis of potential wetland impacts include the small area that is outside of the study area? We note that the Environmental Assessment on page 3-3 states that "According to the National Wetlands Inventory (NWI), there are no wetlands within or adjacent to the alternative corridors." Emphasis added.</p>	<p><i>including National Wetland Inventory (NWI) wetlands, that are mapped within the surrounding areas that are shown on the exhibit.</i></p>
<p><u>SUNSET HILLS ACQUISITION LLC -- 11493 SUNSET HILLS ROAD (RUBENSTEIN PARTNERS)</u></p>	
<p>1 In favor of Alternative 1 because it will provide easier access to the Williams pipeline should repairs or maintenance be required. Although the Williams "no objection letter" dated September 7, 2016 does not indicate a "preferred" alignment, it is clear from reviewing the EA and associated plans that Alternative 2 would be much more costly to construct given the need to relocate the valve setting. That needed relocation is evident even without the additional feasibility analysis completed for Alternative 1, but never completed for Alternative 2, which could yield additional design challenges not readily identifiable.</p>	<p><i>The referenced September 7, 2016 letter was sent by Williams Gas Pipeline (WGP) in response to a request by Linden Development Partners to review drawings pertaining to the Soapstone Connector that were prepared by Vika Engineering, a firm engaged by Linden. At that time, WGP was unaware that this request was not endorsed by Fairfax County as part of the Soapstone Connector Environmental Assessment.</i></p> <p><i>More recently, Fairfax County contacted WGP directly to seek clarification on the contents of their September 7, 2016 letter and to ascertain their position on the two alternatives under consideration in the Soapstone Connector EA. On November 9, 2017, a representative of WGP clarified that WGP has no objections to either alignment provided WGP maintains unlimited access to all four pipelines at any time to operate, maintain, and repair as necessary. In addition, WGP indicated no preference for either alignment and that should an alignment require the relocation of the valves, Fairfax County would be responsible for the cost.</i></p>
<p>2 In favor of Alternative 1 because it minimizes impacts to the Colvin Run tributary. The alignment for Alternative 2 likely would cause this tributary and the piping under the Toll Road to be relocated, impacting this natural resource and further disrupting operations on the Property.</p>	<p><i>Comment noted. Both Alternatives 1 and 2 would impact the unnamed tributary to Colvin Run. Estimated impacts of Alternative 2 are somewhat greater (278 linear feet) compared to Alternative 1 (259 linear feet).</i></p>

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<u>COMMENT</u>	<u>RESPONSE</u>
3 In favor of Alternative 1 because it provides better sight distance and separation than Alternative 2 in terms of distance between the Plaza America signalized entrance and the 11491-11493-11495 shared and un-signalized entrance located north of the Property.	<i>Comment noted. Location and configuration of the new Soapstone Connector and Sunset Hills Road intersection would be determined in accordance with federal and state roadway design standards and guidelines.</i>
4 In favor of Alternative 1 because it results in a lower net loss of parking spaces for the existing commercial building. The Property is an ideal location for office tenants whose actual parking demands exceed the caps Fairfax County seeks to impose on new developments, providing the Property with a competitive advantage over shinier and newer buildings.	<i>Comment noted; however, the amount of right-of-way required from the property cannot be determined until the design stage of the project.</i>
<u>LINDEN DEVELOPMENT PARTNERS, LLC</u>	
1 The EA ignores the fact that - in addition to the Musica, LLC parcel - the two parcels owned by Solus, LLC would require at least partial condemnation under "Alternate 1". As the attached "Soapstone Drive "Alternative 1" Alignment Impact On Solus" exhibit shows, the Alternative 1 alignment will require a revised access to the Solus property which necessitates the removal of part of its two buildings. In addition, "Alternative 1" removes most of the parking on Solus, leaving only 47 spaces. Under Fairfax County's current code (3.6 per 1000sf), the remaining 47 parking spaces would support only 13,056 sf of leasable office space, a 68.2% reduction of the existing rentable space. Please note that the attached graphic only shows the removal of building area as necessitated by the physical improvements associated with Alternative 1. We did not attempt to depict the resulting 13,056 square feet of leasable space as there are too many additional variables to be determined. The full extent of the condemnation that would be required should be reflected in the EA's Table 3-2 (page 3-5) and Section 3.2.5 (page 3-11).	<i>Comment noted; however, the amount of right-of-way required from the property cannot be determined until the design stage of the project.</i> <i>The approximately 90-foot-wide roadway would be located within the 200-foot-wide Alternative 1 corridor. The wider footprint was studied in the EA to allow flexibility during the design process.</i> <i>Specific relocation impacts will be identified during project design and all efforts would be made to avoid or minimize relocations and right of way acquisition. The acquisition of right of way and the relocation of displacees would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Under the law, the purchase price for property acquired would be fair market value as determined by an appraisal prepared by a qualified appraiser. Assurance is given that relocation resources will be available to all displacees without discrimination.</i>

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<u>COMMENT</u>	<u>RESPONSE</u>
<p>2 The study states Musica, LLC is one "business". That is, Musica's condemning will "require the relocation of [one] business[]" (page 3-30). This is not correct because it misses the fact that Solus will also have to be substantially condemned (as mentioned in #1 above). Solus and Musica are home to 11 different businesses (7 @ Musica and 4 @ Solus). "Alternate 2" would not require any of these 11 businesses to relocate. That differentiation should be made.</p>	<p><i>Comment noted. Note that only the displacement of the Musica building, or seven businesses, would be required as it was assumed in the EA that the 90-foot-wide roadway would be able to be located within the 200-foot-wide study corridor so as not to impact the Solus building. See last paragraph in response above regarding specific relocation impacts being identified during project design and relocation resources.</i></p> <p><i>Additional opportunities to comment on the project will be available during the design stage of the project; it is anticipated that the Virginia Department of Transportation will hold a public information meeting(s) and/or a formal design public hearing once that milestone is reached.</i></p>
<p>3 Since "Alternate 1" requires substantial condemnation of Solus, it will require relocating a daycare which is identified as a "community resource" pursuant to Figure 3-1 (page 3-7). The EA mentions the daycare a few times as impacted by noise, but the impact will be much greater as the daycare will need to be relocated. Additionally, the EA states on page 3-30 "Given that alternative commercial properties are available within the community of Reston, no indirect impact on the availability of the commercial properties are anticipated." That statement may be correct regarding relocating general office uses, but finding leasable space for a daycare, to include replacing its current 7,200 sf outdoor play area, is extremely difficult (or could be impossible). These sections should be updated to accurately represent the true impacts of "Alternative 1".</p>	<p><i>While the 200-foot-wide Alternative 1 corridor lies near the daycare facility and its playground, the approximately 90-foot-wide roadway would be located within the larger area identified in the mapping and it is possible that both could be avoided. The wider footprint was studied in the EA to allow flexibility during the design process.</i></p> <p><i>Specific relocation impacts will be identified during project design and all efforts would be made to avoid or minimize relocations and right of way acquisition. The acquisition of right of way and the relocation of displacees would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Under the law, the purchase price for property acquired would be fair market value as determined by an appraisal prepared by a qualified appraiser. Assurance is given that relocation resources will be available to all displacees without discrimination.</i></p>
<p>4 Table 3-6 (page 3-36) states the Triangle Park rezoning application is "on hold due to numerous conflicts." This is not correct. The Triangle Park rezoning application is on hold for one reason: because no decision has been made regarding which of the two alternate alignments the County will move forward with. Once that decision is made, the application will no longer be on hold. If the County chooses "Alternative 2", the applicant will address all staff comments and expedite the rezoning. If the</p>	<p><i>Clarification will be included in the Revised EA.</i></p>

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<u>COMMENT</u>	<u>RESPONSE</u>
<p>County chooses "Alternative 1", the applicant will have no practical choice but to rescind its rezoning application. The statement in Table 3-6 should be revised to more accurately represent the delay in the Triangle Park rezoning application.</p>	
<p>5 There is no mention of the "no objections" letter from Williams/Transco dated 9/7/16 regarding crossing the gas pipeline (page 3-16), which included a statement from Williams/Transco that it prefers "Alternative 2" (by reference to the valve relocation effort that would result). Since FCDOT is in possession of that letter, it would seem appropriate to include reference to it in the EA.</p>	<p><i>The referenced September 7, 2016 letter was sent by Williams Gas Pipeline (WGP) in response to a request by Linden Development Partners to review drawings pertaining to the Soapstone Connector that were prepared by Vika Engineering, a firm engaged by Linden. At that time, WGP was unaware that this request was not endorsed by Fairfax County as part of the Soapstone Connector Environmental Assessment.</i></p> <p><i>More recently, Fairfax County contacted WGP directly to seek clarification on the contents of their September 7, 2016 letter and to ascertain their position on the two alternatives under consideration in the Soapstone Connector EA. On November 9, 2017, a representative of WGP clarified that WGP has no objections to either alignment provided WGP maintains unlimited access to all four pipelines at any time to operate, maintain, and repair as necessary. In addition, WGP indicated no preference for either alignment and that should an alignment require the relocation of the valves, Fairfax County would be responsible for the cost.</i></p>

ATTACHMENT 1

SOAPSTONE CONNECTOR ENVIRONMENTAL ASSESSMENT Summary of Public Hearing and Comments

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In this attachment are the display boards, brochure, presentation, and comment sheet, in that order.

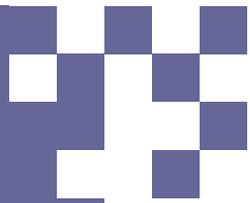
At the meeting, the following documents were available for review. Prior to the meeting, paper copies of the EA and Technical Reports were available for review at FCDOT offices and electronic copies were posted (and continue to be available) on the project website

(<https://www.fairfaxcounty.gov/transportation/projects/soapstone-connector>).

- Soapstone Connector Environmental Assessment, August 16, 2017
- Air Quality Technical Memorandum, February 24, 2017
- Alternatives Technical Memorandum, March 31, 2017
- Noise Analysis Technical Report, March 3, 2017
- Phase IA Cultural Resources Survey, March 8, 2016
- Phase IB Architectural Survey, October 24, 2016
- Traffic Technical Memorandum, February 3, 2017



SOAPSTONE CONNECTOR



Welcome to the

PUBLIC HEARING

Welcome! Thank you for attending tonight's Public Hearing for the Environmental Assessment (EA) of the Soapstone Connector. The EA is being prepared by Fairfax County for a project to improve traffic operations on Wiehle Avenue and enhance multimodal access in the vicinity of the Wiehle-Reston East Metrorail Station. This undertaking is a collaborative effort among Fairfax County, the Virginia Department of Transportation, and the Federal Highway Administration. The purpose of tonight's meeting is:

- To receive citizen comments on the alternatives and the Environmental Assessment.
- To share information on the study process and its current status.

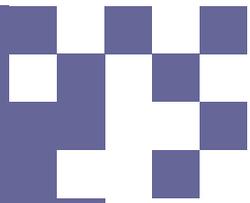
Please take the time to examine the information provided, ask as many questions as you wish, and give us your comments and suggestions. Your input is needed as part of the environmental review process and it is important.

Comment sheets are available for written comments and may be submitted tonight or by postal or electronic mail after the meeting until November 18, 2017. Comment forms can also be completed on the project website: <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>. Finally, a verbatim reporter is also available to record your comments orally. All comments received will be reviewed and considered by the project study team.

Thank you for attending!



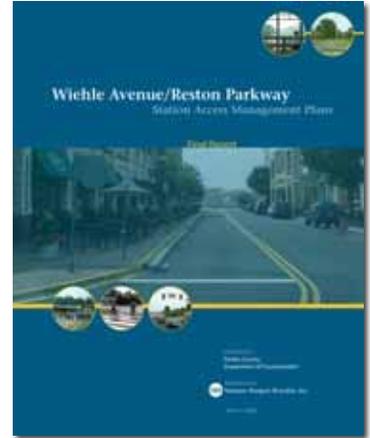
SOAPSTONE CONNECTOR



PROJECT HISTORY

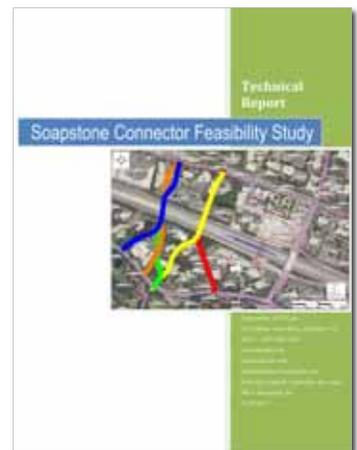
2008 Wiehle Avenue/Reston Parkway Station Access Management Plans Final Report, April 2008

- Initiated to consider the current status and future needs in the vicinity of the two Metrorail stations proposed for the Reston area at Reston Parkway and Wiehle Avenue.
- Study recommendations included increased roadway capacity, travel demand management (TDM) strategies, additions to the network of pedestrian paths, and spot safety improvements.
- Soapstone Connector was included in the list of recommended roadway projects.
- Recommendations were divided into three groups based on date of implementation; Soapstone Connector included in the first group, as one of the highest priority projects, that would be required at the opening of the Wiehle Avenue station.



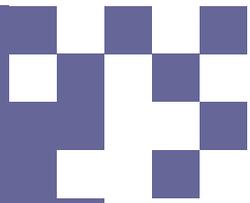
Soapstone Connector Feasibility Study, November 2013

- Assessed the engineering feasibility of a multimodal roadway that would provide a connection for motorists, pedestrians and bicyclists, and transit vehicles between Sunset Hills Road and Sunrise Valley Drive.
- Identified and screened multiple alternative alignments to narrow down the list to a limited number of feasible candidate alternatives.
- Conducted a more detailed evaluation of the short list of alternatives and assessed the alternatives in terms of traffic, environmental, land use, and engineering criteria.
- Conducted a type, size and location (TS&L) analysis of a new bridge over the Dulles Corridor and identified the most promising alignment for the Soapstone Connector.





SOAPSTONE CONNECTOR



PURPOSE AND NEED

Current Conditions:

- The transportation network around the Wiehle-Reston East Metrorail Station is comprised primarily of major roadways (i.e., Wiehle Avenue, Sunset Hills Road, and Sunrise Valley Drive) and much smaller streets and driveways that provide access to individual buildings and developments.
- The current roadway network provides for two crossings of the Dulles Corridor on either side of the Wiehle-Reston East Metrorail Station.
- Vehicles traveling within the area, traveling to and from the Wiehle-Reston East Metrorail station, and entering and leaving the Dulles Corridor all compete for the same road space on Wiehle Avenue.

Purpose:

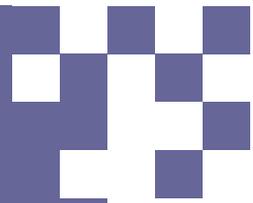
- The purpose of the project is to provide additional multi-modal capacity on a new north-south alternative in order to mitigate congestion on Wiehle Avenue.

Need:

- The project will address:
 - Inability of Wiehle Avenue to accommodate current and forecasted traffic demand.
 - Delays on Wiehle Avenue at the intersections with Sunset Hills Road and Sunrise Valley Drive.
 - Lack of direct access for buses to the Wiehle-Reston East Metrorail Station without requiring travel on Wiehle Avenue.
 - Lack of connectivity for pedestrians and bicyclists to the Wiehle-Reston East Metrorail Station, from Soapstone Drive and Sunrise Valley Drive on the south and Sunset Hills Road on the north.



SOAPSTONE CONNECTOR

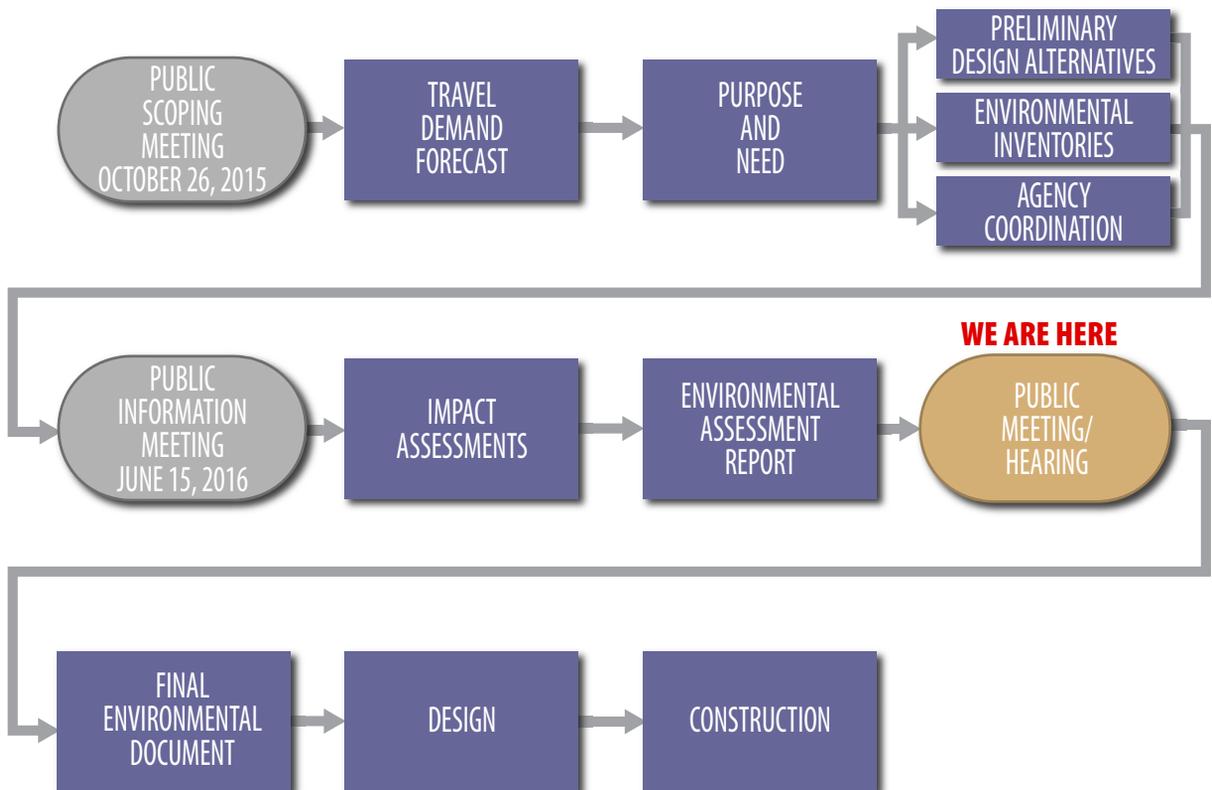


ENVIRONMENTAL REVIEWS

The National Environmental Policy Act (NEPA) requires consideration of potential environmental consequences of transportation improvements, documentation of the analyses, and making the information available to the public for comment before implementation.

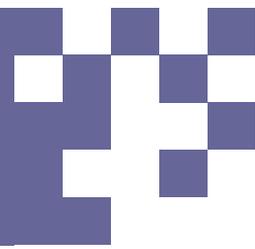
Tonight's meeting is an opportunity to share the findings that are documented in the Environmental Assessment (EA) and gather input and comments, which will be used to make a final decision on the Soapstone Connector.

Environmental consequences are reported in the EA for the No Build Alternative and Build Alternatives 1 and 2 within the study area, which includes the lands that would be directly impacted by the proposed Soapstone Connector as well as adjacent lands that would be indirectly impacted by the construction and operation of the new roadway.

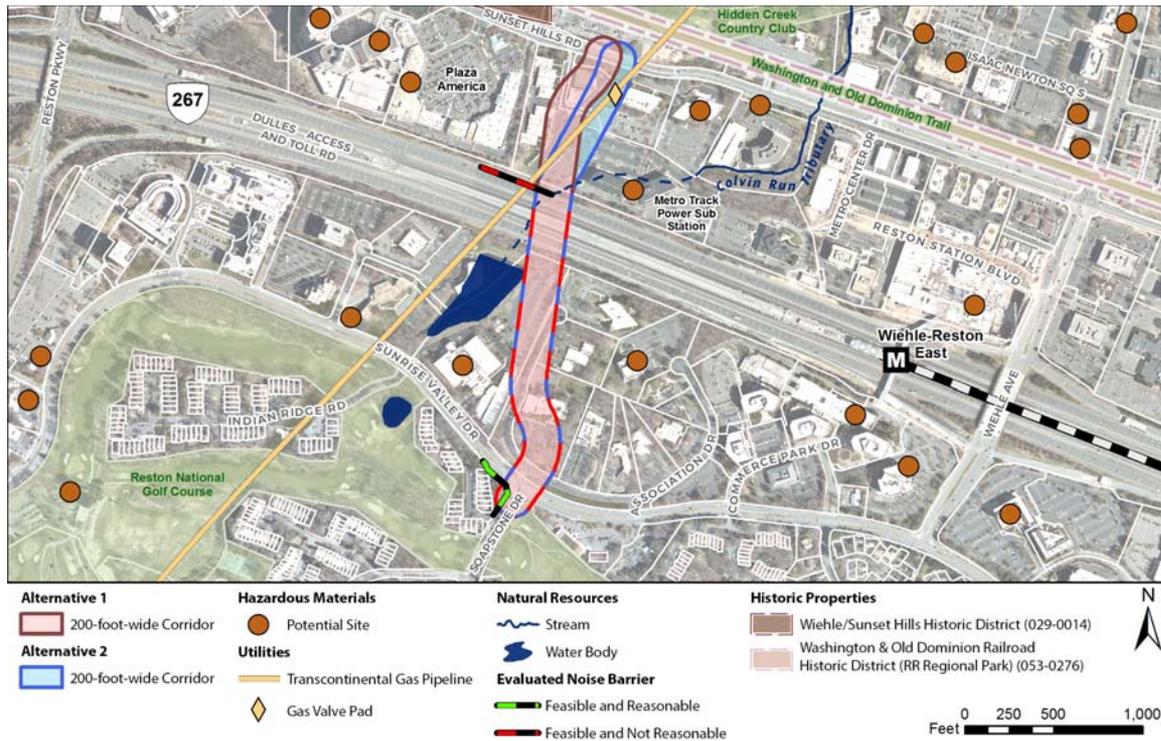




SOAPSTONE CONNECTOR



ENVIRONMENTAL IMPACTS



CATEGORY	IMPACTS WITHIN 200-FOOT-WIDE CORRIDOR		
	NO BUILD ¹	ALTERNATIVE 1	ALTERNATIVE 2
Total Area (acres)	0	13.0	12.9
Businesses Displaced (no.)	0	2	2
Section 4(f) Property (acres)	0	0	0
Historic Properties Within Area of Potential Effects (no.)	0	1 ²	1 ²
Stream Crossings (no.)	0	1	1
Length of Streams (linear feet)	0	259	278
Wetlands (acres)	0	0	0
Floodplains (acres)	0	0	0
Forest Area (acres)	0	0	0
Natural Heritage Resources (Conservation Sites and Stream Conservation Units)	0	0	0
Federally Listed Threatened or Endangered Species Identified by the US Fish & Wildlife Service that may be affected by the Proposed Project (no.)	0	1	1
Hazardous Material Sites of Recognized Environmental Concern (no.)	0	2	2
Agricultural and Forestal District Land Used (acres)	0	0	0
Prime and Unique Farmland (acres)	0	0	0
Violations of National Ambient Air Quality Standards (no.)	0	0	0
Noise Receptors Impacted Without Mitigation (no.)	--	7 (6 residential outdoor use areas and the playground of a day care center)	7 (6 residential outdoor use areas and the playground of a day care center)

1. The No Build Alternative includes several planned and programmed transportation projects, as described further in the EA. These projects may impact resources included in this table. However, the exact nature and extent of impacts of these future projects are unknown and reporting them would be speculative. Regardless, any such impacts would occur for the Build Alternatives as well, so the relative outcome of effects for comparing the alternatives, as shown in this table, would be no different.

2. The Virginia Department of Historic Resources (VDHR) concurred in January 2017 that the Soapstone Connector project would have no adverse effect on historic properties.



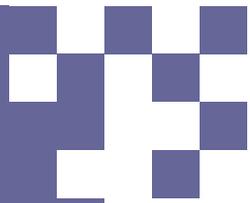
SOAPSTONE CONNECTOR

FAIRFAX COUNTY FUNDED BICYCLE AND PEDESTRIAN PROJECTS





SOAPSTONE CONNECTOR



SCHEDULE AND NEXT STEPS

Project Schedule

Project Scoping	Complete
Data Collection	Complete
Alternatives Development / Public Information Meeting	Complete
Environmental Assessment / Public Hearing	We Are Here
Final Decision on the Environmental Assessment by FHWA	Early 2018

Next Steps

- Study team review of public comments.
- Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
- FHWA Decision.

Thank You!

Thank you for taking the time to review the materials presented at this public meeting. Your comments are valuable and greatly appreciated. Fairfax County will carefully consider all comments received at this meeting and during the comment period.

Written comments must be postmarked or sent electronically **no later than November 18, 2017** and may be submitted in one of the following ways:

At this Meeting: Put written comments in the designated box or record your comments orally at the designated recording station.

By Mail: Audra K. Bandy, P.E.
Project Manager
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

By Email: audra.bandy@fairfaxcounty.gov

Complete a Comment Form on the project website: <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>

All comments submitted at this meeting and during the comment period will be incorporated in the meeting record, which is subject to public review.



SOAPSTONE CONNECTOR

November 8, 2017

PUBLIC HEARING

W E L C O M E !

PROJECT OVERVIEW

Fairfax County, in coordination with the Virginia Department of Transportation (VDOT) and Federal Highway Administration (FHWA), is completing the Environmental Assessment (EA) for the Soapstone Connector to improve traffic operations on Wiehle Avenue and enhance multimodal access in the vicinity of the Wiehle-Reston East Metrorail Station. The following tasks were conducted as part of the EA:

- Characterized existing conditions in the study area and identified transportation problems and needs. An extensive traffic count program was conducted to evaluate existing operations and traffic forecasts were prepared for the design year of 2046 to assess future conditions.
- Identified and evaluated the effectiveness of alternatives to improve mobility, capacity, and other travel conditions on Wiehle Avenue and in the vicinity of the Wiehle-Reston East Metrorail Station.
- Studied the impacts of alternatives on human, cultural, and natural resources.
- Complied with the National Environmental Policy Act (NEPA) and other regulatory programs, such as the National Historic Preservation Act.

SOAPSTONE CONNECTOR

Fairfax County Project No. 2G40-078
From: Sunrise Valley Drive
To: Sunset Hills Road
Reston, VA

August 16, 2017

ENVIRONMENTAL ASSESSMENT



In Coordination With
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
and
VIRGINIA DEPARTMENT OF TRANSPORTATION

PURPOSE AND NEED

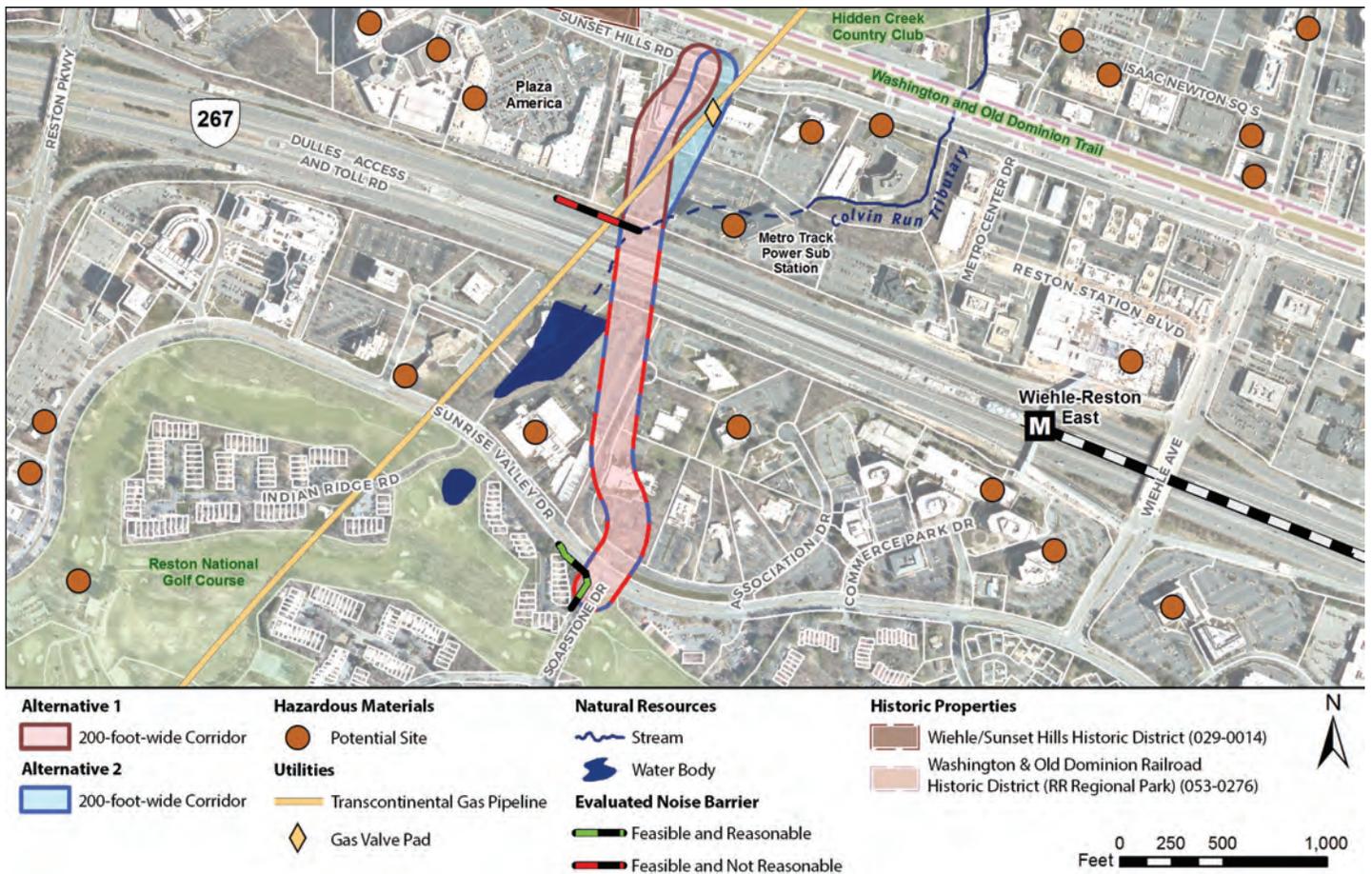
Purpose:

- The purpose of the project is to provide additional multimodal capacity on a new north-south alternative in order to mitigate congestion on Wiehle Avenue.

Need:

- The project will address:
 - Inability of Wiehle Avenue to accommodate current and forecasted traffic demand.
 - Delays on Wiehle Avenue at the intersections with Sunset Hills Road and Sunrise Valley Drive.
 - Lack of direct access for buses to the Wiehle-Reston East Metrorail Station without requiring travel on Wiehle Avenue.
 - Lack of connectivity for pedestrians and bicyclists to the Wiehle-Reston East Metrorail Station, from Soapstone Drive and Sunrise Valley Drive on the south and Sunset Hills Road on the north.

ENVIRONMENTAL RESOURCES WITHIN STUDY AREA



SUMMARY OF ENVIRONMENTAL IMPACTS

Environmental consequences are reported in the EA for the No Build Alternative and Build Alternatives 1 and 2 within the study area, which includes the lands that would be directly impacted by the proposed Soapstone Connector as well as adjacent lands that would be indirectly impacted by the construction and operation of the new roadway. The table below quantifies potential direct impacts and some of these resources are shown in the adjacent figure.

Category	Impacts within 200-foot-wide Corridor		
	No Build ¹	Alternative 1	Alternative 2
Total Area (acres)	0	13.0	12.9
Businesses Displaced (no.)	0	2	2
Section 4(f) Property (acres)	0	0	0
Historic Properties Within Area of Potential Effects (no.)	0	1 ²	1 ²
Stream Crossings (no.)	0	1	1
Length of Streams (linear feet)	0	259	278
Wetlands (acres)	0	0	0
Floodplains (acres)	0	0	0
Forest Area (acres)	0	0	0
Natural Heritage Resources (Conservation Sites and Stream Conservation Units)	0	0	0
Federally Listed Threatened or Endangered Species Identified by the US Fish & Wildlife Service that may be affected by the Proposed Project (no.)	0	1	1
Hazardous Material Sites of Recognized Environmental Concern (no.)	0	2	2
Agricultural and Forestal District Land Used (acres)	0	0	0
Prime and Unique Farmland (acres)	0	0	0
Violations of National Ambient Air Quality Standards (no.)	0	0	0
Noise Receptors Impacted Without Mitigation (no.)	--	7 (6 residential outdoor use areas and the playground of a day care center)	7 (6 residential outdoor use areas and the playground of a day care center)

1. The No Build Alternative includes several planned and programmed transportation projects, as described further in the EA. These projects may impact resources included in this table. However, the exact nature and extent of impacts of these future projects are unknown and reporting them would be speculative. Regardless, any such impacts would occur for the Build Alternatives as well, so the relative outcome of effects for comparing the alternatives, as shown in this table, would be no different.
2. The Virginia Department of Historic Resources (VDHR) concurred in January 2017 that the Soapstone Connector project would have no adverse effect on historic properties.

PROJECT SCHEDULE

Project Scoping	Complete
Data Collection	Complete
Alternatives Development / Public Information Meeting	Complete
Environmental Assessment / Public Hearing	WE ARE HERE
Final Decision on the Environmental Assessment by FHWA	Early 2018

NEXT STEPS

- Study team review of public comments.
- Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
- FHWA Decision.

THANK YOU

Thank you for taking the time to review the materials presented at this public hearing. Your comments are valuable and greatly appreciated. Fairfax County will carefully consider all comments received at this meeting and during the comment period.

You may leave your comments in the box provided at tonight's meeting. You may also record your comments orally at the designated recording station.

If you are not ready to provide your comments tonight, written comments or comments submitted via the project website or email must be postmarked or sent electronically **no later than November 18, 2017:**

By Mail: Audra K. Bandy, P.E.
Project Manager
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

By Email: audra.bandy@fairfaxcounty.gov

FOR PROJECT UPDATES

Please visit Fairfax County's project website, <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>

Fairfax County Department of Transportation (FCDOT) ensures nondiscrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA). To request this information in an alternate format, contact FCDOT at 703-877-5600, TTY 711.



County of Fairfax, Virginia

Soapstone Connector Environmental Assessment Public Hearing

November 8, 2017

Presented by:
Audra K. Bandy, P.E.
Fairfax County Department of Transportation



County of Fairfax, Virginia

Overview

- Current Conditions
 - Project History
 - Environmental Reviews
 - Improvement Options
 - Purpose and Need
 - Environmental Considerations
 - Results of Environmental Analysis
 - Schedule and Next Steps
 - Comments
-





County of Fairfax, Virginia

Current Conditions

- Major roadways in area include Wiehle Avenue, Sunset Hills Road and Sunrise Valley Drive.
- Two crossings of Dulles Corridor on either side of Wiehle-Reston East Metrorail Station.
- Vehicles traveling to and from Wiehle-Reston East Metrorail Station (open July 2014) and entering and leaving the Dulles Corridor compete for same road space on Wiehle Avenue.



County of Fairfax, Virginia

Project History

- 2008 Wiehle Avenue/Reston Parkway Station Access Management Plans Final Report, April 2008
 - Initiated to consider current status and future needs in vicinity of the two proposed Metrorail stations in the area.
 - Soapstone Connector was included in list of recommended roadway projects.
- Soapstone Connector Feasibility Study, November 2013
 - Assessed engineering feasibility of a multimodal roadway that would provide connection between Sunset Hills Road and Sunrise Valley Drive.
 - Identified and screened 31 alternative alignments.
 - Conducted community information meetings to ensure public input on alternatives.
 - Identified most promising alignment for Soapstone Connector.
- Board of Supervisors endorsed advancing Preferred Alignment to Preliminary Design Phase on May 13, 2014

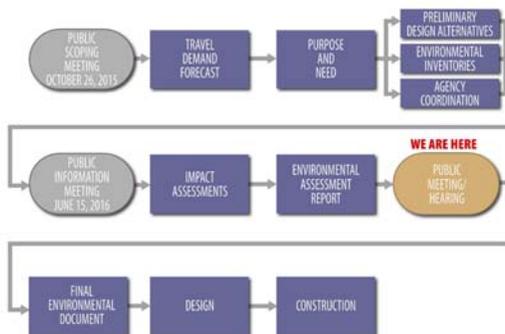




County of Fairfax, Virginia

Environmental Reviews

- National Environmental Policy Act (NEPA) requires:
 - Consideration of potential environmental consequences of transportation improvements
 - Documentation of analyses
 - Making information available to the public for comment before final decision making and implementation



County of Fairfax, Virginia

Improvement Options



Legend
 Alternative 1: Centerline (red), 200-foot-wide Corridor (pink)
 Alternative 2: Centerline (blue), 200-foot-wide Corridor (light blue)

0 500 1,000 Feet





County of Fairfax, Virginia

Purpose and Need

- The purpose of the project is to provide additional multimodal capacity on a new north-south alternative to mitigate congestion on Wiehle Avenue.
- The project will address:
 - Inability of Wiehle Avenue to accommodate current and forecasted traffic demand.
 - Delays on Wiehle Avenue at the intersections with Sunset Hills Road and Sunrise Valley Drive.
 - Lack of direct access for buses to the Wiehle-Reston East Metrorail Station without requiring travel on Wiehle Avenue.
 - Lack of connectivity for pedestrians and bicyclists to the Wiehle-Reston East Metrorail Station, from Soapstone Drive and Sunrise Valley Drive on the south and Sunset Hills Road on the north.



County of Fairfax, Virginia

Environmental Considerations

- Resources/issues studied included:

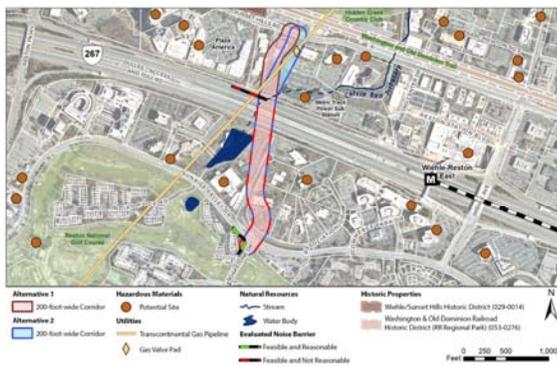
<ul style="list-style-type: none"> – Section 4(f) Park and Historic Sites – Historic and Archaeological Resources – Communities and Neighborhoods – Environmental Justice – Potential Relocations – Forests, and Farmlands and Agricultural/Forestal Districts 	<ul style="list-style-type: none"> – Air Quality – Noise – Hazardous Materials – Water Resources – Threatened and Endangered Species – Indirect Effects – Cumulative Effects
--	---





County of Fairfax, Virginia

Environmental Impacts



CATEGORY	IMPACTS WITHIN 200-FOOT WIDE CORRIDOR		
	NO BUILD	ALTERNATIVE 1	ALTERNATIVE 2
Total Area (Acres)	0	13.0	12.8
Residences Displaced (No.)	0	2	2
Section 4(f) Property (Acres)	0	0	0
Historic Properties Within Area of Potential Effects (No.)	0	1 ¹	1 ¹
Stream Coverage (No.)	0	1	1
Length of Streams (Linear Feet)	0	239	278
Wetlands (Acres)	0	0	0
Wetlands (Linear Feet)	0	0	0
Road Area (Acres)	0	0	0
Natural Heritage Resources, Conservation Sites and Sensitive Conservation Areas	0	0	0
Federally Listed Threatened or Endangered Species Identified by the US Fish & Wildlife Service that may be affected by the Proposed Project (No.)	0	1	1
Hazardous Material Sites of Recognized Environmental Concern (No.)	0	2	2
Agricultural and Forested District Land (No.)	0	0	0
Prime and Unique Farmland (Acres)	0	0	0
Violations of National Ambient Air Quality Standards (No.)	0	0	0
Noise Receptors Impacted Without Mitigation (No.)	--	7	7
		18 residential outdoor use areas and the playground of a day care center	18 residential outdoor use areas and the playground of a day care center

¹ No No-Build Alternatives include minor adverse and proposed mitigation projects, as described further in the EA. These impacts have been assessed in the EA. ² Potential impacts on wetlands and stream coverage are shown in the map. ³ Potential impacts on wetlands and stream coverage are shown in the map. ⁴ Potential impacts on wetlands and stream coverage are shown in the map. ⁵ Potential impacts on wetlands and stream coverage are shown in the map.



County of Fairfax, Virginia

Section 4(f) Park and Historic Sites

- Includes publicly owned public parks, recreation areas, historic properties, wildlife or waterfowl refuges.
- The W&OD Railroad Regional Park is a Section 4(f) park and historic property.
- No Build Alternative requires no right of way acquisition and has no direct adverse impacts to any park or recreation areas.
- Alternatives 1 and 2 would not require temporary or permanent use of land from the park.





County of Fairfax, Virginia

Historic Properties

- Phase IA and Phase IB cultural resources surveys prepared for EA.
- One historic district within area of potential effects (APE).
 - Washington & Old Dominion (W&OD) Railroad Historic District.
 - Previously identified Wiehle/Sunset Hills Historic District removed, due to lack of formal eligibility in National Register of Historic Places (NRHP).
- Soapstone Connector would have no adverse effect on historic properties.
 - Soapstone Connector would not create any additional visual intrusions.
 - W&OD Historic District currently used as regional park and surrounding area already subjected to suburban development.
 - Grade of trail is below the grade at which the end of the Connector would intersect Sunset Hills Road.
 - Virginia Department of Historic Resources (VDHR) concurred with this determination in January 2017.



County of Fairfax, Virginia

Archaeological Resources

- Prior disturbance in the area is associated with previous transportation improvements including:
 - Dulles Toll Road and associated overpasses
 - Sunrise Valley Drive
 - Sunset Hills Road
 - Metrorail Silver Line
- Past clearing and grading for construction of buildings and parking lots and installation of underground utilities also likely diminishes the potential for undisturbed land with the potential for intact archaeological deposits.
- Indicated no archaeological sites within the area of potential effects (APE).
 - Virginia Department of Historic Resources (VDHR) concurred with this determination on April 12, 2016.





County of Fairfax, Virginia

Communities and Neighborhoods

- The project is located in a combination of retail, commercial and industrial areas on either side of the Dulles Corridor.
- Not expected to be adversely affected by the project.
- Soapstone Connector may even improve the connectivity of the residential communities and the developments north of the Dulles Corridor.



County of Fairfax, Virginia

Environmental Justice

- Per Council on Environmental Quality's (CEQ) guidelines, the Census tracts surrounding the project have a percentage of minority populations lower than the County as a whole, therefore:
 - A minority population is not considered present so,
 - No disproportionately high and adverse effects to the minority populations will occur as a result of the project.
- Neither of the Census tracts used have a median household income at or below the poverty threshold, therefore no disproportionately high and adverse effects to low-income populations will occur as a result of the project.





County of Fairfax, Virginia

Potential Relocations

- For the EA, it was assumed that the entire 200-foot-wide corridor would be affected.
- Alternatives 1 and 2 have the potential for 2 business relocations.
 - National Association of Secondary School Principals (1904 Association Drive)
 - Musica LLC owned property (11501 Sunset Hills Road)
- Right of way may be needed from up to 6 additional parcels.
- Further analysis will be conducted and refined during the design phase.



County of Fairfax, Virginia

Forests, and Farmlands and Agricultural/Forestal Districts

- Forests
 - No commercial forest resources exist in the project corridor.
- Farmlands and Agricultural/Forestal Districts
 - According to the Natural Resources Conservation Service (NRCS), no prime or statewide important farmland exists in the project area; the project area is committed to urban uses.
 - No agricultural or forestal districts are within the project corridor.





County of Fairfax, Virginia

Air Quality

- Assessment of potential impacts was conducted consistent with VDOT and FHWA protocols and other applicable guidance.
- Air Quality Analysis included:
 - Carbon Monoxide (CO)
 - Fine Particulate Matter
 - Mobile Source Air Toxics (MSAT) – human made sources
 - Construction Emissions
 - Regional Conformity Considerations
- Project would not cause or contribute to a new violation, increase the frequency or severity of any violation, or delay timely attainment of the national ambient air quality standard (NAAQS) established by the Environmental Protection Agency (EPA).



County of Fairfax, Virginia

Noise Analysis

- Project divided into 6 areas of common noise environment (CNE).
- Areas are used to evaluate traffic noise impacts and potential noise abatement options to residential developments and communities, as a whole, and to assess the feasibility and reasonableness of the measures for these communities.
- For Alternatives 1 and 2, without mitigation, 7 noise receptors impacted.
- Noise Barriers determined to be feasible and reasonable for one CNE.
- Conclusions are preliminary, because analysis is based upon conceptual design and topographic information.
- Additional detailed analysis to be conducted during design phase.





County of Fairfax, Virginia

Hazardous Materials

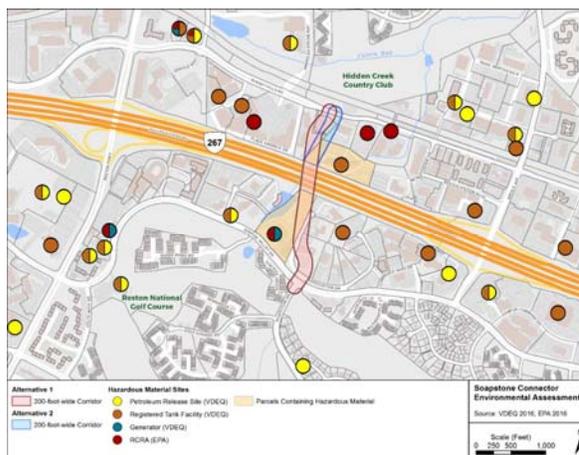
- For Alternatives 1 and 2, two parcels contain facilities with the potential for hazardous materials/wastes.
 - Due to location of these buildings, it is possible for facilities to be avoided.
- Transcontinental Pipeline
 - Alternatives 1 and 2 would cross the easement, four pipelines, and potentially a mainline valve.
 - Uncertain which alternative would have a greater impact at this time.
 - Coordination with Williams Gas Company will continue throughout design and construction phases.



County of Fairfax, Virginia

Hazardous Materials

- Hazardous Materials Sites





County of Fairfax, Virginia

Water Resources

- Streams
 - No Build Alternative would not require alteration of any streams or open water
 - Alternative 1 would impact up to 259 linear feet of tributary to Colvin Run
 - Alternative 2 would impact up to 278 linear feet of tributary to Colvin Run
- Wetlands
 - No impacts are anticipated for Alternatives 1 or 2.
 - Any potential impact would be mitigated with the use of credits from an approved mitigation bank or payments to the Virginia Aquatic Resources Trust Fund
- Water Quality
 - Potential short term increase in sedimentation and possible spills during project construction for Alternatives 1 and 2
 - Effects would be minimized by erosion and sediment control



County of Fairfax, Virginia

Threatened & Endangered Species

Special Status Species Potentially Occurring in Corridor

Common Name	Scientific Name	Status	Habitat
REPTILES			
Wood turtle	Glyptemys insculpta	State Listed Threatened	Forested floodplains, fields, wet meadows, and farmland, with nearby streams
MAMMALS			
Northern long-eared bat	Myotis septentrionalis	Federally listed Threatened	Caves and cave-like structures (hibernacula), forests, trees (roosting and foraging)
BIRDS			
Bald Eagle	Haliaeetus leucocephalus	Not Listed, Protected by Bald and Golden Eagle Protection Act	Nest in tall hardwood trees with open canopies in close proximity to water bodies where they forage

Source: USFWS, 2016a; VDGIF, 2015; VDOT 2015a

- Only species impacted by Alternatives 1 and 2 is the northern long-eared bat.
 - Tree removal would disturb potential summer roosting habitat for Build Alternatives
 - Time of year restrictions may be placed on tree clearing to protect habitat





County of Fairfax, Virginia

Indirect Effects

- Noteworthy Indirect Effects
 - Water Resources
 - Alternatives 1 and 2 have potential temporary indirect impacts during construction on an unnamed tributary.
 - These indirect impacts include increased downstream sedimentation and turbidity from in-stream work and possible spills and pollutants entering groundwater or surface water from storm runoff.
 - Wildlife and Threatened and Endangered Species
 - Indirect impacts to water resources could potentially affect habitat quality for aquatic species in streams and wetlands downstream of the alternatives.
- Indirect Effects would be avoided, minimized or mitigated
 - Water effects would be short-term and minimized by erosion and sediment control.
 - Wildlife effects during construction would be minimized by following provisions in VDOT's *Road and Bridge Specifications*.



County of Fairfax, Virginia

Cumulative Effects

- Defined as the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions.
- Overall Impacts
 - No Build Alternative does not contribute adversely, but does not benefit from reduced congestion, improved accessibility, mobility and multimodal connectivity.
 - Alternatives 1 and 2 and No Build are anticipated to have adverse cumulative effects from past, present and future projects, however, these are largely due to past actions that occurred prior to current protective environmental regulations.
 - In the context of the project, magnitude of effects would not contribute substantially to cumulative impacts.
 - Current regulations and planning practices would help to avoid or minimize effects.





County of Fairfax, Virginia

Schedule

Project Scoping	Complete
Data Collection	Complete
Alternatives Development / Public Information Meeting	Complete
Environmental Assessment / Public Hearing	We Are Here
Final Decision on the Environmental Assessment by FHWA	Early 2018



County of Fairfax, Virginia

Next Steps

- Study team review of public comments.
- Revision of EA, as appropriate, to reflect changes or new information resulting from comments received on the EA.
- Submission of EA to FHWA, along with a copy of the public hearing transcript and a request that a decision be made by FHWA.
- Receipt of decision document from FHWA.
- If a Finding of No Significant Impact (FONSI) is issued, tentative project timeline:
 - Hand off to VDOT – 2018
 - Ad Date – 2024
 - End Construction – 2026





County of Fairfax, Virginia

Thank you!



County of Fairfax, Virginia

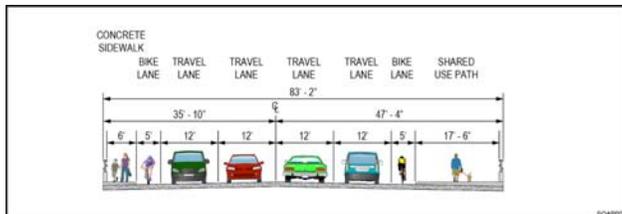
Comments





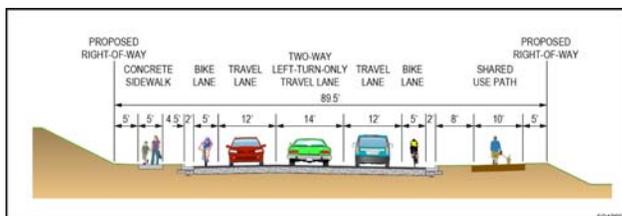
County of Fairfax, Virginia

Bridge Typical Section



County of Fairfax, Virginia

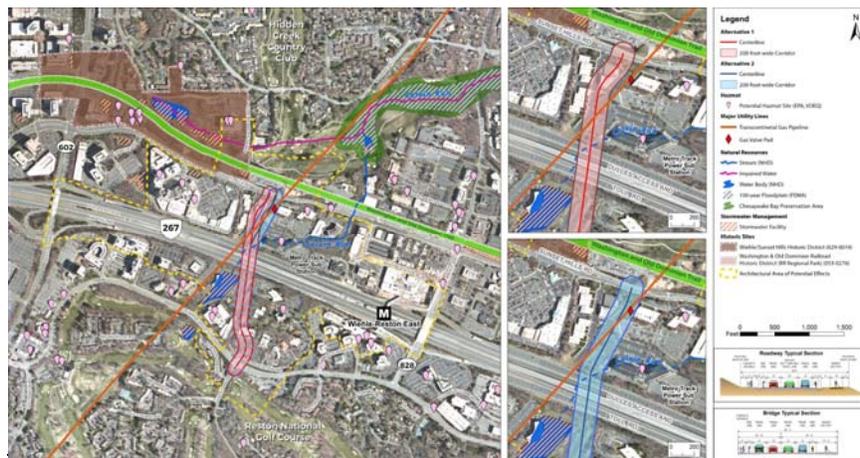
Roadway Typical Section





County of Fairfax, Virginia

Affected Environment





SOAPSTONE CONNECTOR

COMMENT SHEET

NOVEMBER 8, 2017

Thank you for participating in tonight's meeting. Please take a few moments to complete the following questions. In order for your comments to be included in the hearing record, you may either leave your completed comment sheet at the designated location or it may be stamped and returned by mail to the addressee on the reverse side by November 18, 2017.

The purpose of this meeting is for you to review the findings of the Environmental Assessment (EA) and to provide input in the selection of a Preferred Alternative for the Soapstone Connector. The EA is available here on Fairfax County's website: <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>.

Please provide your input on the following questions:

What is your opinion of the alternatives that have been developed to address the project purpose and need?

What information would you offer to help decision-makers select the best alternative?

Are there other issues or concerns that you have regarding the EA?

Additional comments:

Do you have additional questions or comments about the EA for the Soapstone Connector?

Call Fairfax County: (703) 877-5600

Email Fairfax County: audra.bandy@fairfaxcounty.gov

Write to Fairfax County: Audra K. Bandy, P.E.
Project Manager
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

Complete a Comment Form on the project website: <http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>

All comments submitted at this hearing and during the comment period will be incorporated in the hearing record, which is subject to public review.

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

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APPENDIX E

Supplemental Phase I Architectural Survey **Public Meeting Summary and Comments-Responses**

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SOAPSTONE CONNECTOR SUPPLEMENTAL PHASE I ARCHITECTURAL SURVEY

Summary of Public Meeting and Comments

Thursday, July 19, 2018

Fairfax County Project No. 2G40-078

The Soapstone Connector Supplemental Phase I Architectural Survey Public Involvement Meeting was held on Thursday, July 19, 2018, at Fairfax County's Hunter Mill District Office in Reston, Virginia. The overall number of attendees was approximately 40 persons, 22 of whom signed the sign-in sheet. Catherine Hudgins, the Fairfax County Board Supervisor for the Hunter Mill District, was in attendance.

An open house was provided between 6:30 and 7:15 p.m. to allow the public to meet Fairfax County Department of Transportation (FCDOT) representatives and personnel associated with the project. The open house also provided opportunities for the public to review information boards about the Association Drive Supplemental Survey and its associated properties, particularly 1916 Association Drive. Audra Bandy gave a presentation, which began at 7:15 p.m., with time allotted for the public to ask questions of FCDOT staff and other representatives.

Ms. Bandy, through her PowerPoint presentation, introduced an overview of the Soapstone Connector Project, beginning with the current condition of key thoroughfares in Reston related to the Wiehle-Reston East Metrorail Station and the Dulles Corridor. She then traced the project's history from 2008 to the present day. Attendees were told that before a Draft Environmental Assessment (EA) had been presented to the public in Fall 2017, FCDOT had conducted a Phase IA Cultural Resources Survey and a Phase IB Architectural Survey. In January 2018, the Virginia Department of Historic Resources (VDHR) requested that FCDOT conduct a Supplemental Phase I Architectural Reconnaissance Survey for the Association Drive properties. FCDOT agreed to the request and provided a preliminary assessment of the properties' eligibility for listing in the National Register of Historic Places (NRHP).

The survey recommended:

- That the area encompassing the ten buildings along Association Drive be recommended as potentially eligible for listing in the NRHP as a historic district.
- That 1916 Association Drive may be individually eligible for listing in the NRHP.
- Further study of the Association Drive properties for more data to determine if the complex was potentially eligible for listing as a historic district in the NRHP under Criteria Consideration G for resources that have achieved significance within fifty years of their construction.
- Further study of 1916 Association Drive, to ascertain if it was potentially eligible for individual listing in the NRHP under Criteria Consideration G, Criterion A for its historic context regarding the national oil crisis of the 1970s, and Criterion C for Architecture.

FCDOT emphasized to the attendees that comments should be in written form in order to be considered part of the project record. FCDOT also urged all attendees, speaking and otherwise, to send written comments by August 3, 2018, to FCDOT's attention. Comments could be sent using any of the following methods:

- Pre-printed comment sheets provided at the meeting, upon which citizens could write their comments and either deposit in a box at the meeting or mail later to the preprinted address on the sheet.

Summary of Public Meeting and Comments

- Letters could be sent to the designated address at FCDOT.
- Emails could be sent electronically to the designated address at FCDOT.
- Comments could be entered in the Comment Form on the project website (<https://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm>).

The meeting concluded at 8:30 p.m., and attendees dispersed, some remaining for informal conversation and final viewing of the illustration boards.

Summary of Public Meeting and Comments

<u>COMMENT</u>		<u>RESPONSE</u>
1	Ten (10) respondents <u>disagree</u> with the Study that states that the individual properties may contribute to a potentially eligible historic district.	<i>Comments Noted.</i>
2	Eight (8) respondents <u>agree</u> with the Study that states that the individual properties may contribute to a potentially eligible historic district.	<i>Comments Noted.</i>
3	Seven (7) respondents <u>disagree</u> with the recommendation for a Phase II Study.	<i>Comments Noted.</i>
4	Four (4) respondents <u>agree</u> with the recommendation of a Phase II Study.	<i>Comments Noted.</i>
5	Two (2) respondents are concerned that a determination of eligibility will have a negative effect on owners' rights and property values.	<i>Comments Noted.</i>
6	Regarding the potentially individually eligible property at 1916 Association Drive... "The property does not qualify under Criterion C, as it does not embody distinctive characteristics of a type, period, or method of construction, nor is it the work of a master. The Property was designed by a local architecture firm, Benham Blair Winesett Duke, and was originally constructed in 1977. The architect for the Property is not a known craftsman or one whose work is distinguishable from others by its style and quality. The Property, after its original construction in 1977, was extensively modified and renovated in or about 1990, and has lost the majority of the original architectural features that characterized the original construction."	<i>Comment Noted.</i>
7	"The Study recommended the complex as potentially eligible for listing in the NRHP as a historic district with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture. Because of the age of the buildings, the district was recommended eligible under Criterion Consideration G; however, no justification for exceptional significance was made. ... the Reston Center for Associations and Educational Institutions does not appear to be directly associated or convey the intent of the original Master Plan for Reston. Rather, it is representative of the financial factors and considerations that led to a departure from the original Master Plan and reflects the later evolution of Reston. Therefore, as a representation of a failed component of the Master Plan and subsequent opportunistic development, the Reston Center for Associations and Educational Institutions should not be considered of exceptional significance under Criterion A in the area of Community Planning and Development." [4 respondents]	<p><i>Comment Noted.</i></p> <p><i>The Phase I-level effort does not provide justification for exceptional significance.</i></p>

Summary of Public Meeting and Comments

	<u>COMMENT</u>	<u>RESPONSE</u>
8	<p>“In the area of Education, the Study states that the National Educational Association (NEA) and ten affiliates purchased 56 acres in Reston to develop an education administration campus with each building designed as the national headquarters for an educational association; however, little documentation or additional justification for significance in this area was provided... No reference is provided as to whether or not development of the additional parcels by other education-related associations was part of a pre-designed plan or coincidental... While the Reston Center for Associations and Educational Institutions may be historically important in the area of Education, it is not of exceptional significance.” [4 respondents]</p>	<p><i>Comment Noted.</i></p> <p><i>There is reference to the complex being pre-designed for education related associations: "In 1970, the National Educational Association and ten affiliates purchased 56 acres... (page 13 of the Study). James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, was the coordinator of the NEA move to Reston (Gulf Reston, Inc. 1970:26-27)."</i></p>
9	<p>“The third area of significance in which the resources are recommended potentially eligible is architecture (Criterion C)... There is no doubt that these buildings are good representative examples of their respective architectural styles and largely retain their design integrity. However, there is no evidence suggesting that these buildings are above or beyond other representative examples of these styles across the region, state, or nation. The Virginia Cultural Resource Information System (VCRIS) includes over 250 such buildings previously recorded in Virginia alone. Many of these Modernist and Postmodernist buildings, as well as others across the region and state, are recognized as architecturally distinct and historically significant with some being older than fifty years and others less. Those less than fifty years of age are typically part of much larger designed concentrations or are rare surviving works of a renowned architect. No justification or documentation is provided to link the buildings within the APE to either of those categories. While they are good examples of their style, they are not of exceptional significance that would justify NRHP eligibility at the present date.” [4 respondents]</p>	<p><i>It is understood that these buildings individually may not be above and beyond other representatives; but as a group, it is possible that they potentially are. The scale of the concentration does not preclude a determination of eligibility.</i></p>
10	<p>“Similar resources that have been listed in the NRHP are either at least 50 years of age and/or represent exceptional work of a significant architect (ex. General Motors Technical Center, Michigan and Bell Laboratories-Holmdel, New Jersey; both are examples of Eero Saarinen's work). When the American Press Institute Building (1974) that was formerly located near the Reston Center for Associations and Educational Institutions was determined potentially eligible for listing in the NRHP in 2016 under Criterion Consideration G, it was because it was an exceptional example of internationally renowned architect Marcel Breuer.” [4 respondents]</p>	<p><i>Comment Noted.</i></p>

Summary of Public Meeting and Comments

	<u>COMMENT</u>	<u>RESPONSE</u>
11	<p>“Notably, the area of Reston that is listed in the NRHP, Lake Anne Village Center Historic District, was constructed between 1963 and 1967 and was not listed until 2017 when it was 50 years of age, thus not being listed under Criterion Consideration G.” [4 respondents]</p>	<p><i>Comment Noted.</i></p>
12	<p>Regarding the potentially individually eligible property at 1916 Association Drive... “The property does not qualify under Criterion C, as it does not embody distinctive characteristics of a type, period, or method of construction, nor is it the work of a master. The Property was designed by a local architecture firm, Benham Blair Winesett Duke, and was originally constructed in 1977. The architect for the Property is not a known craftsman or one whose work is distinguishable from others by its style and quality. The Property, after its original construction in 1977, was extensively modified and renovated in or about 1990, and has lost the majority of the original architectural features that characterized the original construction.”</p>	<p><i>Comment Noted.</i></p>
13	<p>“The potential hardship to the Owner [1916 Association Drive] would be overwhelming and unduly burdensome in the event that the Property is deemed eligible. Weighed against the gain to the public of having the Property deemed eligible, such gain is difficult to comprehend.”</p>	<p><i>If the property is determined eligible either individually or as part of a district, it will not result in the listing of the property in the NRHP. If it is determined that the project would have an adverse effect, the process will result in a Section 4(f) analysis and the review of avoidance alternatives. If the properties are not avoided, FCDOT must mitigate the adverse effects in consultation with the public; private property owners are not responsible for mitigation. Whether the properties are avoided or not, property owners maintain the right to redevelop in accordance with local planning and zoning laws.</i></p>
14	<p>SHAPE America notes that there is an erroneous statement in the Study concerning the sculpture located on our property. The Study describes the sculpture in front of SHAPE America’s headquarters located at 1900 Association Drive as a bronze sculpture that “consists of three nudes—a male, female, and child—interconnected”. Contrary to the statement in the Study, the sculpture does not consist of nude figures. Instead, the sculpture consists of three persons who are wearing shorts and t-shirts.</p>	<p><i>This was corrected after the public meeting and is reflected in the current draft of the Study.</i></p>
15	<p>DPZ Staff recommends further research and evaluation of the resources to determine if this area qualifies for listing in the IHS, and that the Architectural Review Board coordinate with the History Commission to determine next steps related to this research.</p>	<p><i>Determination of eligibility for listing in the Fairfax County Inventory of Historic Sites is not within the scope of the Section 106 process.</i></p>