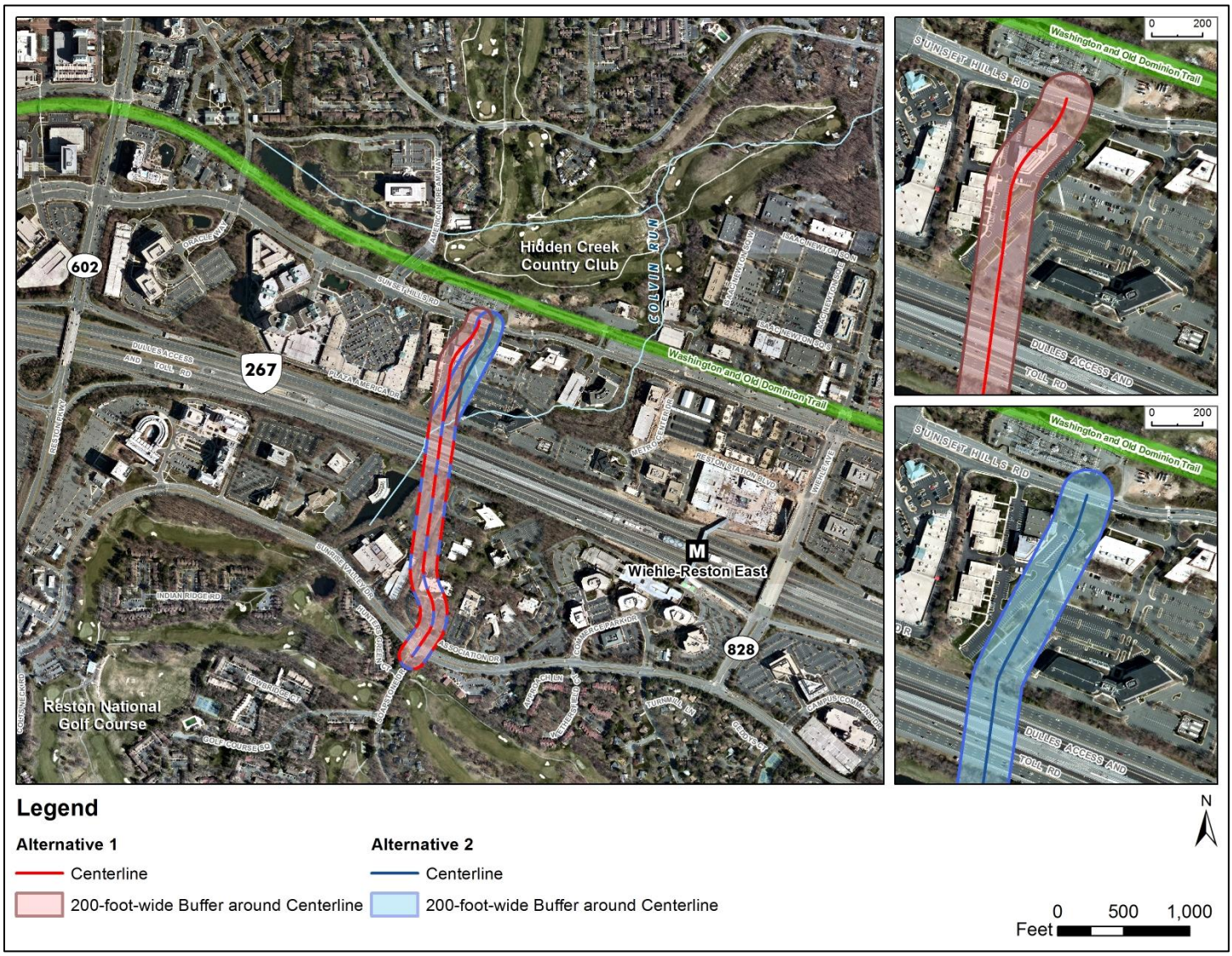
Plan view of the Soapstone Connector Environmental Assessment Alternatives



Attachment 2

# Soapstone Connector

## Fairfax County, Virginia

WSSI #30242.01

## Supplemental Phase I Architectural Survey

July 2018

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## ABSTRACT

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc., of Gainesville, Virginia conducted a Supplemental Phase I Architectural Survey of a 22.78-office park in Reston, Fairfax County, Virginia for HNTB of Arlington, Virginia on behalf of the Fairfax County Department of Transportation (FCDOT). The purpose of the survey was to record ten contiguous parcels on Association Drive within the supplemental Area of Potential Effect (APE) and provide a preliminary recommendation regarding eligibility for listing in the National Register of Historic Places (NRHP).

The FCDOT, in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is studying the environmental consequences of construction of the Soapstone Connector (Project). The proposed roadway, approximately one half-mile long between Sunset Hills Road and Sunrise Valley Drive, will cut through the western side of the office park and require the removal of one building in the supplemental APE.

Originally known as the Reston Center for Associations and Educational Institutions, the office park contains ten Modernist and Postmodernist Movement buildings constructed between 1972 and 1991. Using Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction, the campus is recommended 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. All but one of the ten buildings are recommended as potentially contributing to the historic district. In addition, the earth-sheltered office at 1916 Association Drive may be individually eligible under Criterion A for association with the environmental movement and criteria C for architecture.

The project will have a direct effect on 1904 Association Drive (029-6255) and an indirect effect on the remainder of the buildings. A Phase II Architectural Evaluation is recommended to discover who designed each building, document their interiors, and determine their eligibility for listing.

## TABLE OF CONTENTS

**ABSTRACT** ..... i
**TABLE OF CONTENTS** ..... iii
**LIST OF EXHIBITS** ..... iv
**LIST OF TABLES** ..... iv
**LIST OF PLATES** ..... v
**INTRODUCTION** ..... 1
**METHODOLOGY** ..... 6
**HISTORIC CONTEXT** ..... 9
**RESULTS OF INVESTIGATION** ..... 13
- **1900 Association Drive (029-6253)** ..... 22
- **1902 Association Drive (029-6254)** ..... 29
- **1904 Association Drive (029-6255)** ..... 35
- **1906 Association Drive (029-6256)** ..... 43
- **1908 Association Drive (029-6257)** ..... 50
- **1910 Association Drive (029-6258)** ..... 56
- **1912 Association Drive (029-6259)** ..... 62
- **1914 Association Drive (029-6260)** ..... 67
- **1916 Association Drive (029-6261)** ..... 73
- **1920 Association Drive (029-6262)** ..... 80

**SUMMARY AND RECOMMENDATIONS** ..... 87
**REFERENCES CITED** ..... 89
**APPENDIX I** ..... 91
**APPENDIX II** ..... 95

## LIST OF EXHIBITS

Exhibit 1: Vicinity Map ..... 2
Exhibit 2: Proposed Soapstone Connector Alternatives ..... 3
Exhibit 3: Fairfax County Parcel Map ..... 4
Exhibit 4: 2017 Aerial Photograph ..... 5
Exhibit 5: Previously Surveyed Architectural Resources within a One-Mile Radius ..... 7
Exhibit 6: 1879 Hopkins Map ..... 10
Exhibit 7: 1954 Air Photo ..... 12
Exhibit 8: 1971 USGS Vienna, VA Quadrangle ..... 14
Exhibit 9: 1972 Aerial Photograph ..... 15
Exhibit 10: 1973 USGS Vienna, VA Quadrangle ..... 16
Exhibit 11: 1980 Aerial Photograph ..... 17
Exhibit 12: 1982 USGS Vienna, VA Quadrangle ..... 18
Exhibit 13: 1990 Aerial Photograph ..... 19
Exhibit 14: 1998 Aerial Photograph ..... 20
Exhibit 15: Architectural Resources Recorded in the APE ..... 21
Exhibit 16. 1900 Association Drive (029-6253) Site Plan ..... 24
Exhibit 17: 1902 Association Drive (029-6254) Site Plan ..... 30
Exhibit 18: 1904 Association Drive (029-6255) Site Plan ..... 36
Exhibit 19: 1906 Association Drive (029-6256) Site Plan ..... 44
Exhibit 20: 1908 Association Drive (029-6257) Site Plan ..... 51
Exhibit 21: 1910 Association Drive (029-6258) Site Plan ..... 57
Exhibit 22: 1912 Association Drive (029-6259) Site Plan ..... 63
Exhibit 23: 1914 Association Drive (029-6260) Site Plan ..... 68
Exhibit 24: 1916 Association Drive (029-6261) Site Plan ..... 74
Exhibit 25: 1920 Association Drive (029-6262) Site Plan ..... 81

## LIST OF TABLES

Table 1: Previously Recorded Architectural Resources within a One-Mile Radius..... 6
Table 2: Architectural Resources Recorded in the APE ..... 22
Table 3: Summary and Recommendations for Architectural Resources in the APE ..... 88

## LIST OF PLATES

Plate 1. Interior of Association Drive Office Park, View NW ..... 23
Plate 2. Interior of Association Drive Office Park, View SE ..... 23
Plate 3. 1900 Association Drive (029-6253) Parking Lot Entrance, View North ..... 25
Plate 4. 1900 Association Drive (029-6253) Façade, View East..... 25
Plate 5. 1900 Association Drive (029-6253) West and SW Elevations, View NE..... 26
Plate 6. 1900 Association Drive (029-6253) SE Elevation, View NW ..... 26
Plate 7. 1900 Association Drive (029-6253) SE and NE Elevations, View West ..... 27
Plate 8. 1900 Association Drive (029-6253) NE and NW Elevations, View South..... 27
Plate 9. 1900 Association Drive (029-6253) North and East Elevations, View SE ..... 28
Plate 10. 1900 Association Drive (029-6253) Façade Sculpture, View South..... 28
Plate 11. 1902 Association Drive (029-6254) Parking Lot Entrance, View SE ..... 31
Plate 12. 1902 Association Drive (029-6254) Façade Entrance North End, View SE..... 31
Plate 13. 1902 Association Drive (029-6254) Façade South End, View SE ..... 32
Plate 14. 1902 Association Drive (029-6254) Façade Utility Entrance, View SE ..... 32
Plate 15. 1902 Association Drive (029-6254) Façade and SW Elevation, View NE ..... 33
Plate 16. 1902 Association Drive (029-6254) SW Elevation, View NE ..... 33
Plate 17. 1902 Association Drive (029-6254) Courtyard, View North ..... 34
Plate 18. 1902 Association Drive (029-6254) SE and NE Elevations, View West ..... 34
Plate 19. 1904 Association Drive (029-6255) Parking Lot Entrance, View NE ..... 37
Plate 20. 1904 Association Drive (029-6255) Façade Entrance, View NE ..... 37
Plate 21. 1904 Association Drive (029-6255) Façade Center, View NE..... 38
Plate 22. 1904 Association Drive (029-6255) Façade Addition and Original, View NE. 38
Plate 23. 1904 Association Drive (029-6255) SW and SE Elevations, View North ..... 39
Plate 24. 1904 Association Drive (029-6255) SE and NE Elevations, View SW ..... 39
Plate 25. 1904 Association Drive (029-6255) NE Elevation Center, View SW..... 40
Plate 26. 1904 Association Drive (029-6255) NE Elevation Entrance, View SE ..... 40
Plate 27. 1904 Association Drive (029-6255) Addition NW Elevation, View SE ..... 41
Plate 28. 1904 Association Drive (029-6255) Addition Façade, View East ..... 41
Plate 29. 1906 Association Drive (029-6256) Parking Lot Entrance, View NW ..... 45
Plate 30. 1906 Association Drive (029-6256) Façade and SE Elevation, View North .... 45
Plate 31. 1906 Association Drive (029-6256) Façade Entrance Ramp, View SE ..... 46
Plate 32. 1906 Association Drive (029-6256) Façade Entrance, View NW..... 46
Plate 33. 1906 Association Drive (029-6256) Utility Building, View NE ..... 47
Plate 34. 1906 Association Drive (029-6256) Utility Building, View SW ..... 47
Plate 35. 1906 Association Drive (029-6256) SE Elevation Entrance, View NW ..... 48
Plate 36. 1906 Association Drive (029-6256) SE and NE Elevations, View SW ..... 48
Plate 37. 1906 Association Drive (029-6256) NE and NW Elevations, View South..... 49
Plate 38. 1906 Association Drive (029-6256) NW Elevation, View SE ..... 49
Plate 39. 1908 Association Drive (029-6257) Parking Lot Entrance, View NE ..... 52
Plate 40. 1908 Association Drive (029-6257) Façade, View NE ..... 52
Plate 41. 1908 Association Drive (029-6257) Façade Entrance, View NW..... 53
Plate 42. 1908 Association Drive (029-6257) Façade Entrance, View NE ..... 53
Plate 43. 1908 Association Drive (029-6257) SE and NE Elevations, View NW..... 54
Plate 44. 1908 Association Drive (029-6257) NW Elevation, View South-SE..... 54

Plate 45. 1908 Association Drive (029-6257) NW and SW Elevations, View SE ..... 55
Plate 46. 1908 Association Drive (029-6257) Utility Structure, View SE ..... 55
Plate 47. 1910 Association Drive (029-6258) Parking Lot Entrance, View West ..... 58
Plate 48. 1910 Association Drive (029-6258) Façade, View North ..... 58
Plate 49. 1910 Association Drive (029-6258) Façade, View NW ..... 59
Plate 50. 1910 Association Drive (029-6258) Façade and NE Elevation, View NW ..... 59
Plate 51. 1910 Association Drive (029-6258) NE and NW Elevations, View South ..... 60
Plate 52. 1910 Association Drive (029-6258) NW Sunken Patio, View South ..... 60
Plate 53. 1910 Association Drive (029-6258) NE and NW Elevations, View SE ..... 61
Plate 54. 1910 Association Drive (029-6258) West Elevation, View North ..... 61
Plate 55. 1912 Association Drive (029-6259) Parking Entrance (029-6259), View NE .. 64
Plate 56. 1912 Association Drive (029-6259) SW and SE Elevations, View NW ..... 64
Plate 57. 1912 Association Drive (029-6259) Façade Entrance, View NW ..... 65
Plate 58. 1912 Association Drive (029-6259) Façade and NE Elevation, View West ..... 65
Plate 59. 1912 Association Drive (029-6259) NE Patio, View South ..... 66
Plate 60. 1912 Association Drive (029-6259) NW and SW Elevations, View East ..... 66
Plate 61. 1914 Association Drive (029-6260) Parking Lot Entrance, View NW ..... 69
Plate 62. 1914 Association Drive (029-6260) SW Elevation and Façade, View West .... 69
Plate 63. 1914 Association Drive (029-6260) Façade Entramce. View West ..... 70
Plate 64. 1914 Association Drive (029-6260) Façade and NW Elevation, View SW ..... 70
Plate 65. 1914 Association Drive (029-6260) NE Elevation Entrance, View East ..... 71
Plate 66. 1914 Association Drive (029-6260) NW and NE Elevations, View East ..... 71
Plate 67. 1914 Association Drive (029-6260) West and SW Elevations, View SE ..... 72
Plate 68. 1914 Association Drive (029-6260) SW Elevation and Façade, View NW ..... 72
Plate 69. 1916 Association Drive (029-6261) Parking Lot Entrance, View West ..... 75
Plate 70. 1916 Association Drive (029-6261) Façade, View West ..... 75
Plate 71. 1916 Association Drive (029-6261) NE Elevation and Berm, View SW ..... 76
Plate 72. 1916 Association Drive (029-6261) NE End of Roof, View SE ..... 76
Plate 73. 1916 Association Drive (029-6261) Utilities on Earthen Roof, View North .... 77
Plate 74. 1916 Association Drive (029-6261) Skylights, View NE ..... 77
Plate 75. 1916 Association Drive (029-6261) Earthen Roof, View East ..... 78
Plate 76. 1916 Association Drive (029-6261) Façade, View NE ..... 78
Plate 77. 1920 Association Drive (029-6262) Parking Lot Entrance, View North ..... 82
Plate 78. 1920 Association Drive (029-6262) Façade Entrance, View West ..... 82
Plate 79. 1920 Association Drive (029-6262) NE Elevation, View SW ..... 83
Plate 80. 1920 Association Drive (029-6262) NW Elevation, View SW ..... 83
Plate 81. 1920 Association Drive (029-6262) NW and SW Elevations, View East ..... 84
Plate 82. 1920 Association Drive (029-6262) SW Elevation, View NE ..... 84
Plate 83. 1920 Association Drive (029-6262) Balcony Rail Detail, View SW ..... 85
Plate 84. 1920 Association Drive (029-6262) Wrap-Around Balconies, View SE ..... 85
Plate 85. 1920 Association Drive (029-6262) SE Elevation, View West ..... 86
Plate 86. 1920 Association Drive (029-6262) SW and SE Elevations, View NE ..... 86

## INTRODUCTION

Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc. (WSSI), of Gainesville, Virginia, conducted a Supplemental Phase I Architectural Survey of a 22.78-office park in Reston, Fairfax County, Virginia on May 1, 2018 (Exhibit 1). The study was conducted for HNTB of Arlington, Virginia on behalf of the Fairfax County Department of Transportation (FCDOT). FCDOT, in cooperation with Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is studying the environmental consequences of construction of the proposed Soapstone Connector (Project) (Exhibit 2). The supplemental Area of Potential Effect (APE) is based on consultation between the Fairfax County Architectural Review Board (ARB) Chairman, the Virginia Department of Historic Resources (DHR), and FCDOT (Appendix I). It consists of ten contiguous parcels bound by Association Drive (Exhibit 3 and Exhibit 4).

The Soapstone Connector is a proposed roadway, approximately one half-mile long between Sunset Hills Road and Sunrise Valley Drive, which will cut through the western side of the office park and require the removal of 1904 Association Drive. The project is located just west of the new Wiehle-Reston East Metrorail Station and includes a new crossing over Virginia Route 267 (Dulles Toll Road), the Dulles International Airport Access Highway (DIAAH), and the Silver Line of the Metrorail system. The project was recommended by the Reston Metrorail Access Group and is also included in the Reston Comprehensive Plan Amendment, which was approved by the Fairfax County Board of Supervisors (BOS) in February 2014.

An Environmental Assessment (EA) was prepared in compliance with the National Environmental Policy Act (NEPA), 23 CFR Part 771. As a part of NEPA, and in accordance with Section 106 of the National Historic Preservation Act (NHPA) and 36 CFR Part 800, a Phase IA Cultural Resources Survey and Phase IB Architectural Survey were completed to identify cultural and architectural resources listed in or eligible for listing in the National Register of Historic Places (NRHP) that could be affected by the implementation of the project. The ten contiguous parcels in the supplemental APE were not recorded during these surveys, because they have not yet met the typical age criteria of 50 years old.

On January 12, 2017, DHR concurred with recommendations that the Washington & Old Dominion Railroad Historic District, located outside of the direct APE, remains eligible for the NRHP; the Wiehle/Sunset Hills Historic District is not eligible for the NRHP; and the Soapstone Connector project would have no adverse effect on historic properties. However, on January 3, 2018, DHR contacted FCDOT and requested that the Supplemental Phase I Architectural Survey be completed and an updated Effect Determination be obtained from DHR. The supplemental architectural survey is being conducted to record the ten buildings in the office park and make a preliminary recommendation regarding eligibility for listing in the NRHP, using Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction.

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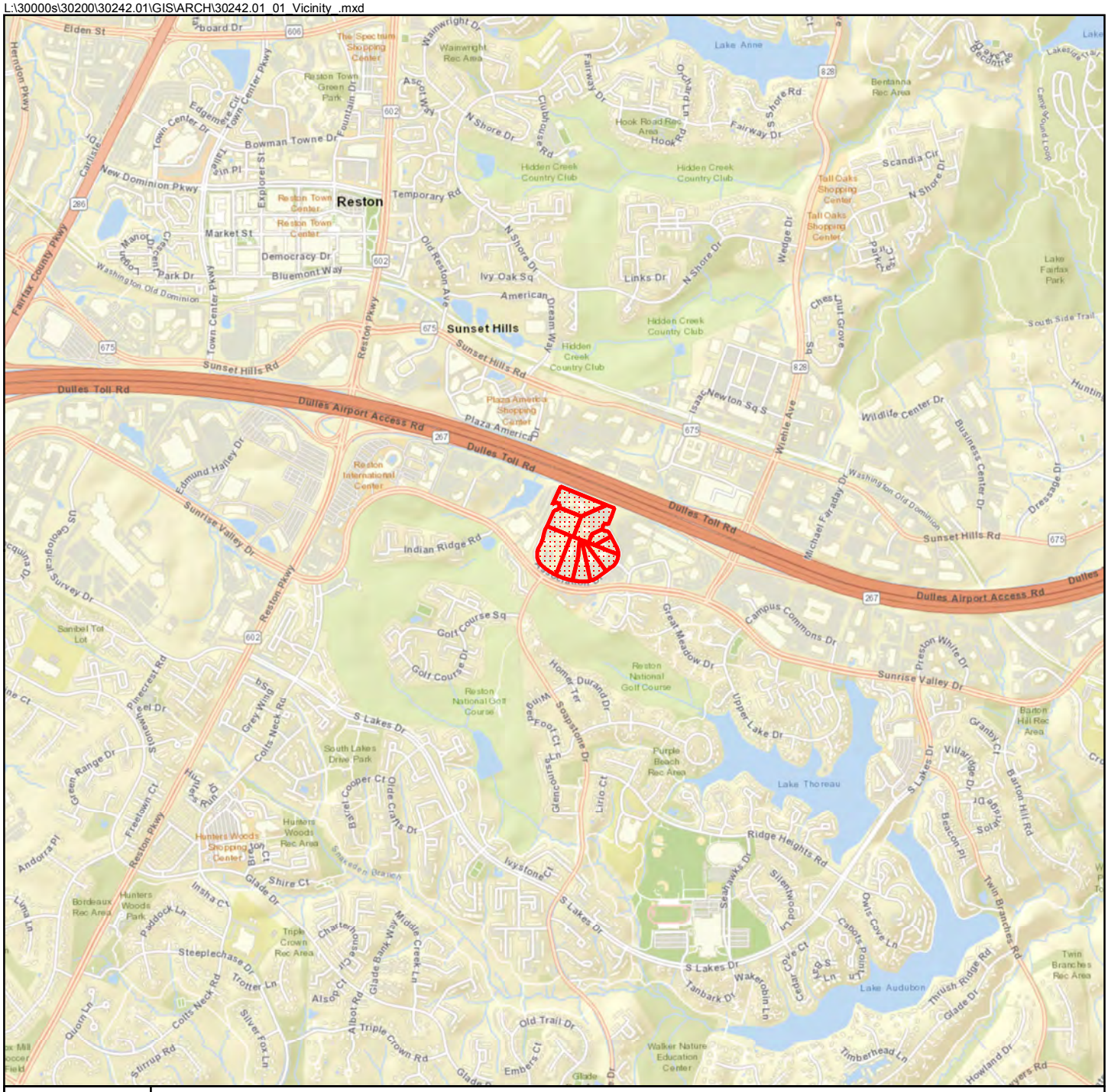


**Exhibit 1: Vicinity Map**

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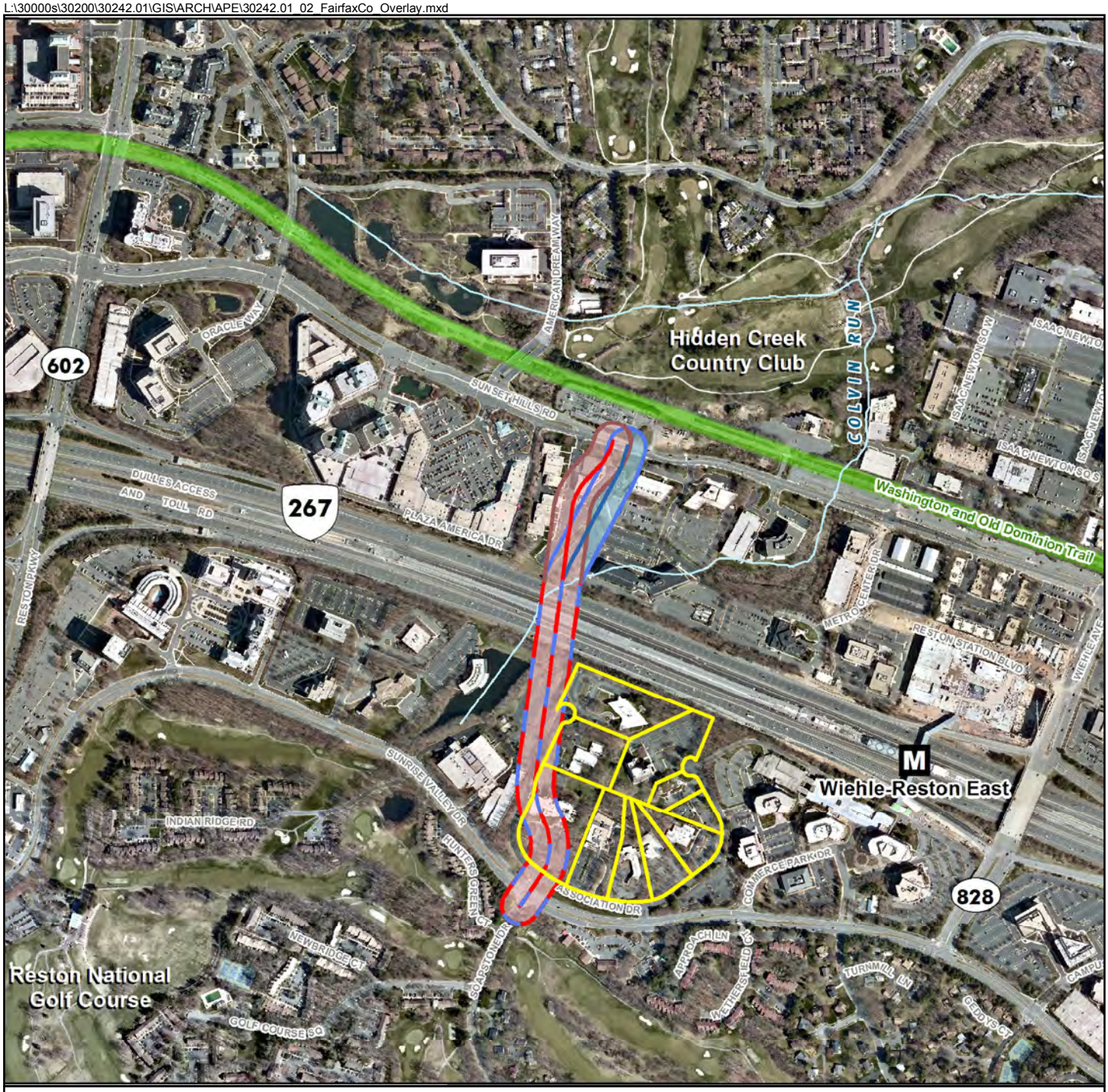


Supplemental Area of Potential Effect (APE)

Alternative 1: 200' Corridor — Alternative 1: Centerline

Alternative 2: 200' Corridor — Alternative 2: Centerline

N W E S

0 800 Feet

Original Scale: 1 " = 800 '

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

**Exhibit 2: Proposed Soapstone Connector Alternatives**

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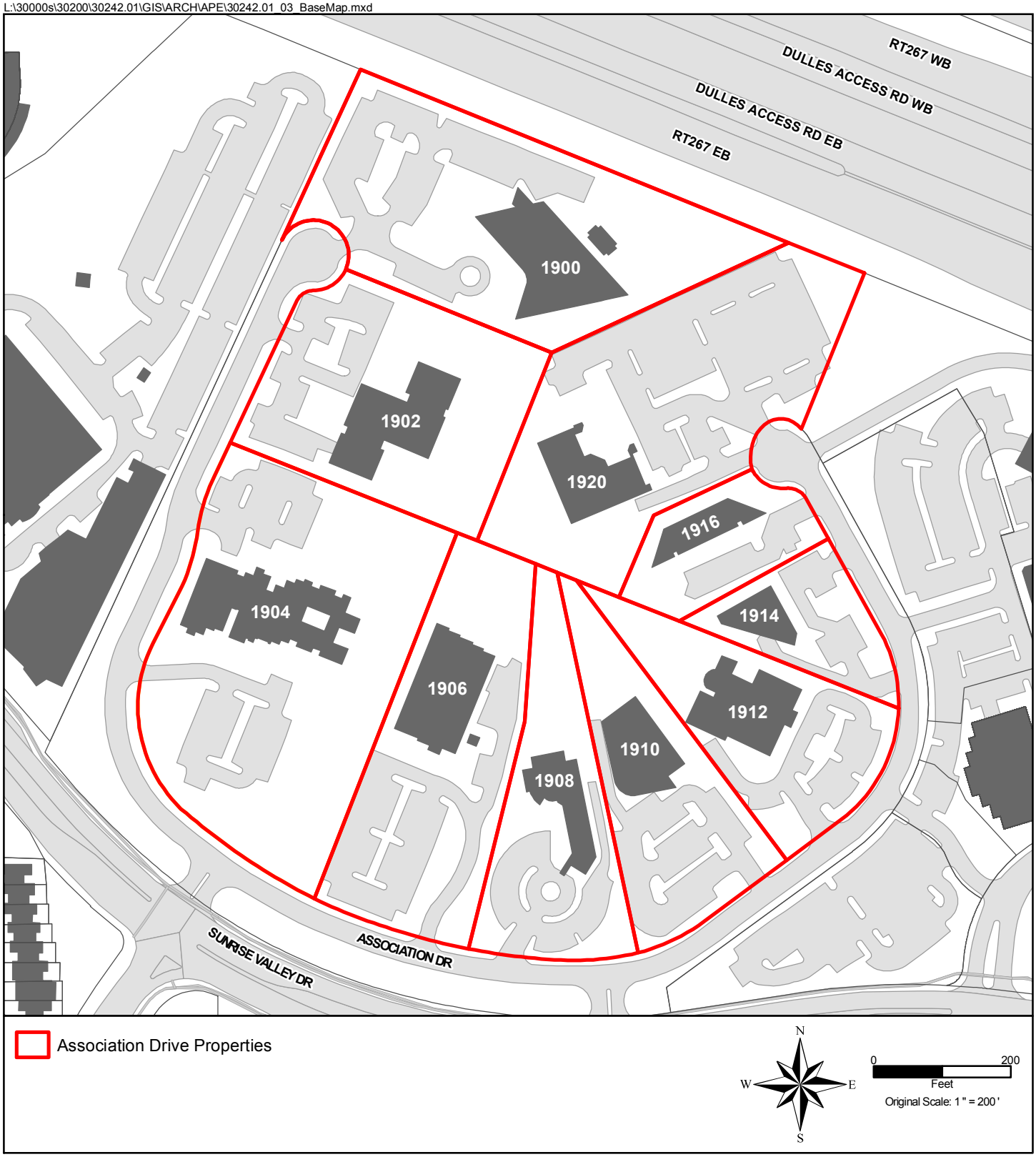


**Exhibit 3: Fairfax County Parcel Map**

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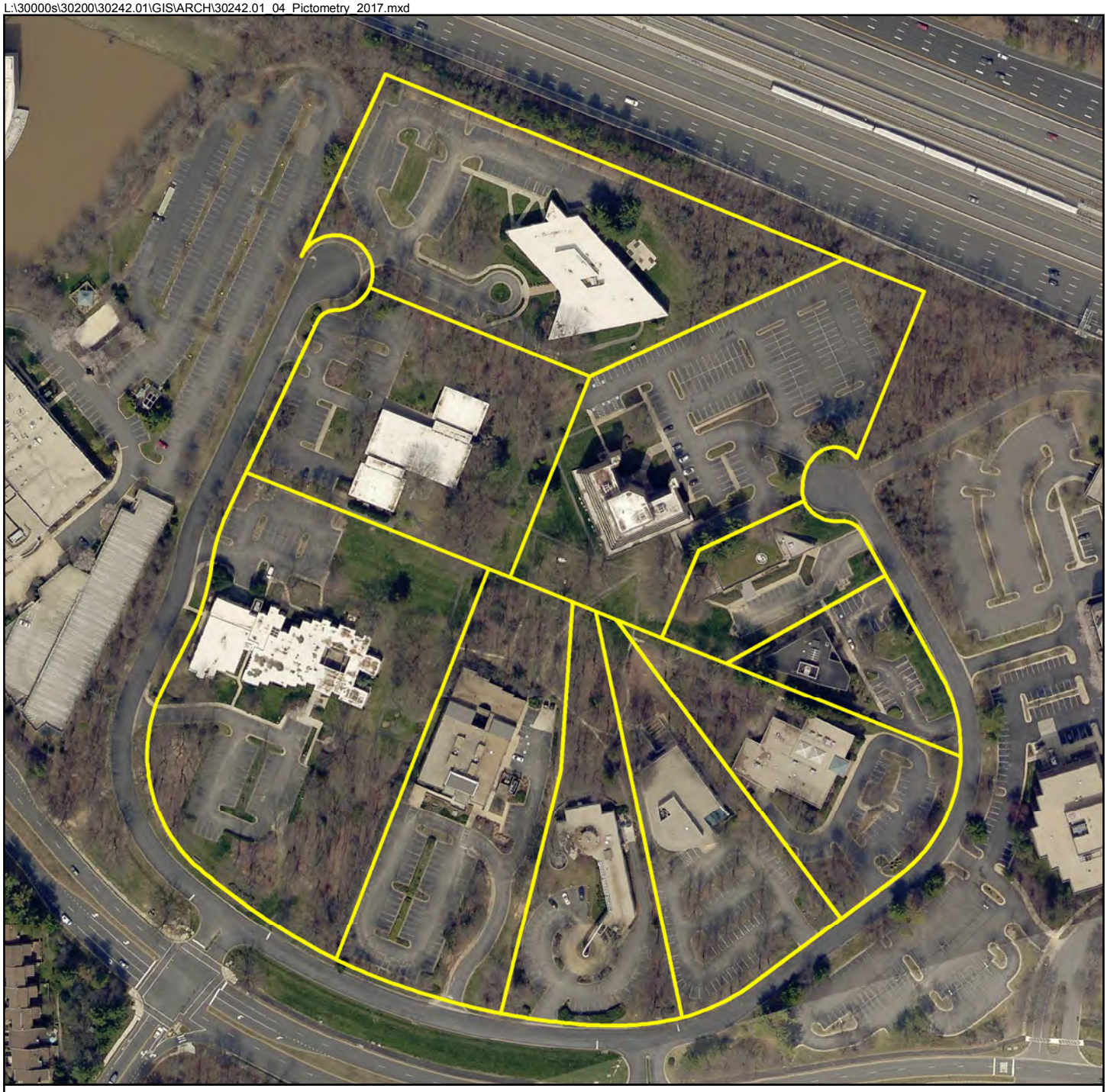

Supplemental APE

N
W E
S

0 200
Feet
Original Scale: 1 " = 200 '

Photo Source: Pictometry®

**Exhibit 4: Spring 2017 Natural Color Imagery**

## METHODOLOGY

WSSI conducted a literature review of material available through Fairfax County, DHR's online Virginia Cultural Resource Information System (V-CRIS), and other repositories. Historic maps and aerials were geo-referenced and reviewed, and the following inventory of previously recorded architectural resources was compiled. Six architectural resources have been recorded within a one-mile radius of the APE (Table 1 and Exhibit 5).

**Table 1: Previously Recorded Architectural Resources within a One-Mile Radius**

| DHR Resource Number | Resource Name | Resource Type | Temporal Affiliation | National Register Eligibility |
|---|---|---|---|---|
| 029-0014 | Wiehle/Sunset Hills Historic District | Historic District | 1890 | Not Eligible |
| 029-0014-0001 | Robert Wiehle House | Single Dwelling | 1890 | Not Evaluated |
| 029-0014-0003 | Max Wiehle Mansion | Single Dwelling | 1899 | Not Eligible |
| 029-5014 | Wiehle Town Hall | Distillery/Still House | Ca 1890 | VLR/NRHP Listed |
| 029-6051 | American Press Institute | Office Building | 1974 | Potentially Eligible |
| 053-0276 | Washington & Old Dominion Railroad Historic District | Historic District | Ca 1855 | Eligible |

The Wiehle Historic District (029-0014) and the associated Max Wiehle Mansion (029-0014-0002) have been determined not eligible by DHR staff. The Robert Wiehle House (029-0014-0001), also associated with the district, has not be evaluated. Listed in the NRHP, Wiehle Town Hall (029-5014) was constructed in 1890 and is a two-story Greek Revival building, which has served as a community center and a liquor distillery after the repeal of alcohol prohibition.

Determined potentially eligible, using Criterion Consideration g, the American Press Institute (API) Building (029-6051), formerly at 11690 Sunrise Valley Drive, was designed by the internationally renowned Marcel Breuer in the Brutalist style and constructed from November 1972 to October 1974. A Breuer-designed wing was added in 1980, and a wing by another architect was added in 1990. The building was demolished in 2016 and replaced by townhouses and condos.

Determined eligible for the NRHP and located on the opposite side of the Dulles Toll Road, the Washington & Old Dominion Railroad (W&OD) Regional Park (053-0276) was originally known as the Alexandria, Loudoun and Hampshire Railroad. The regional park features a 45-mile, hard-surfaced bicycle and pedestrian trail and an adjacent bluestone-surface bridle path between Shirlington and Purcellville.

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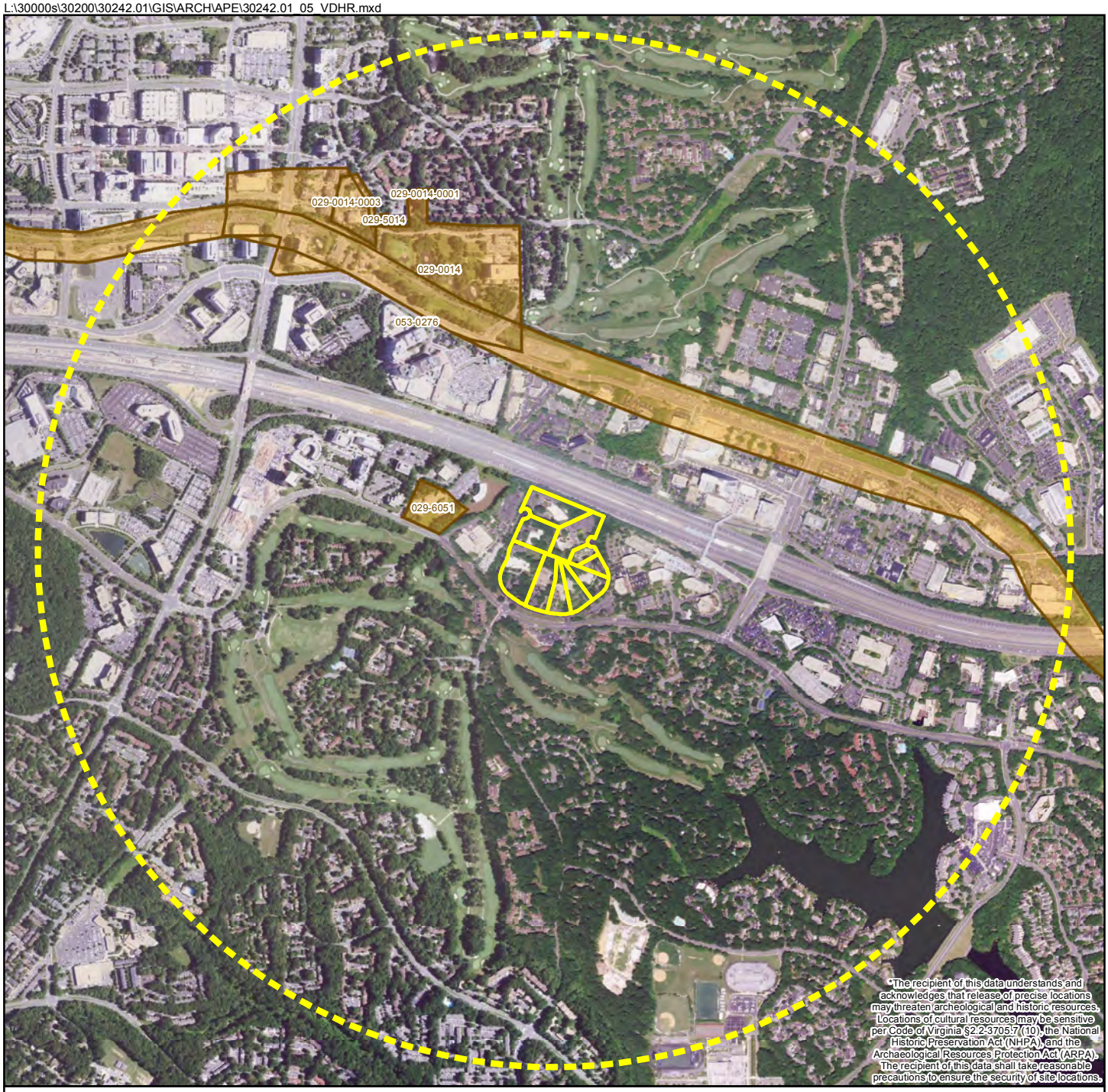


VDHR Architectural Resource*

Supplemental APE

1 Mile Radius From Center of Supplemental Area of Potential Effect (APE)

Virginia Department of Historic Resources (VDHR) data: February 2018
Photo Source: National Agriculture Imagery Program (NAIP) - 2016 Natural Color Imagery

N W E S

0 1,500
Feet
Original Scale: 1 " = 1,500 '

**Exhibit 5: Previously Surveyed Architectural Resources**

The purpose of a Phase I survey is to record architectural resources within the APE that are 50 years of age or older and/or are of exceptional merit, regardless of age, and to provide a preliminary assessment of their eligibility for listing in the NRHP, either individually or as part of a historic district. Following literature review, WSSI architectural historians photo-document and prepare a full description of the exterior of each accessible resource. Following fieldwork, a preliminary summary statement of significance, including recommendations for additional work or potential NRHP eligibility, is prepared. Survey forms are accompanied by a site plan identifying primary and secondary resources and the location and limits of the property.

As codified in Code of Federal Regulation Title 36, Part 60, the four criteria applied in the evaluation of cultural resources for listing in the NRHP, include the following:

A. Association with events that have made a significant contribution to the broad patterns of our history; or
B. Association with the lives of significant persons in or past; or
C. Representative of a type, period, or method of construction, or that represent the work of a master; or
D. Have yielded or may be likely to yield information important in history or prehistory.

Typically, architectural resources recorded at the Phase I level are evaluated using Criterion C only; evaluation under Criteria A, B, and/or D will be considered if necessitated by specific site conditions, characteristics, and/or contexts.

Seven types of properties are ordinarily not considered for listing; however, they may qualify if part of a district or if they meet one of the following criteria considerations:

a. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
b. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
c. a birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
d. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, from association with historic events; or
e. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
f. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
g. a property achieving significance within the past 50 years if it is of exceptional importance.

## HISTORIC CONTEXT

Originally part of the Northern Neck Proprietary, present-day Reston remained in the Fairfax family until 1852 when Reginald Fairfax, son of Thomas Fairfax, the Ninth Baron Cameron, sold 8,000 acres to Benjamin Thornton for $5.00 an acre. Over the next five years, the predecessor of the W&OD was completed through the property, connecting Alexandria to Leesburg, and Thornton Station was established. Progress on building the railroad farther west stalled during the Civil War as it was overtaken by the Union Army, who camped along its corridor and used it for moving supplies. After the war, the line was improved and expanded, making the area a viable vacation destination for residents of Washington, D.C (Gulf Reston, Inc. 1970:3).

By 1886, after much speculation on the development potential of Thornton's tract, the land was put up for auction to pay back taxes. Retired doctor, Carl Adolph Max Wiehle, and developer, William Dunn, purchased 6,449 acres of the land for $20,000 and eventually divided it with Wiehle taking the 3,228 acres north of the W&OD tracks (Exhibit 6). Wiehle had practiced medicine in Philadelphia before moving with his wife and children to Washington, D.C. in 1881 and turning his interest towards town planning. In addition to acquiring the Thornton tract, he purchased a neighboring 300 acres and hired a planner from Germany to develop a self-sufficient town that would accommodate 800 houses, a hotel, industry, community buildings, and pocket parks within a modified gridiron pattern. In 1887, the Wiehle Post Office (later Sunset Hills), a church, and a town hall were constructed. In 1888, he built a Victorian summer house, which is no longer extant, and a surviving gazebo. Early industry included a brick kiln, saw mill, and mill established by the Maryland and Virginia Serpentine and Talc Company of Baltimore. Three lakes, the largest of which survives, were hand-dug near the W&OD and Louis Avenue and an ice house constructed on the bank of one of the lakes (Gulf Reston, Inc. 1970:5-6).

Despite these amenities, records indicate only six or seven of the 800 planned frame houses were built. The town's failure may be attributed to several factors. In the 1960s, planners of Reston theorized it was too advanced for its era. In addition, in the 1890s, the United State entered an economic depression related to the mechanization of farming, extensive silver mining, and a housing bubble after a boom of building string towns along new railroad corridors. Before his death in 1901, Wiehle began construction on a 25-room brick house to replace his frame summer house. It was not completed until 1902 and thus never occupied by him. His demise at a relatively young age and the lack of interest in the endeavor by his son were the final factor in the lack of progress on the project (Gulf Reston, Inc. 1970:6-7).

Beginning in 1908, Wiehle's heirs began selling large portions of the undeveloped land. After multiple sales, in 1923, A. Smith Bowman purchased some of the older buildings, moved into Wiehle's mansion, opened the Virginia Gentleman bourbon distillery in the modified town hall, and located the Internal Revenue agents in the old ice house. "In 1947, the Bowman's purchased the former Dunn tract south of the railroad, bringing their total

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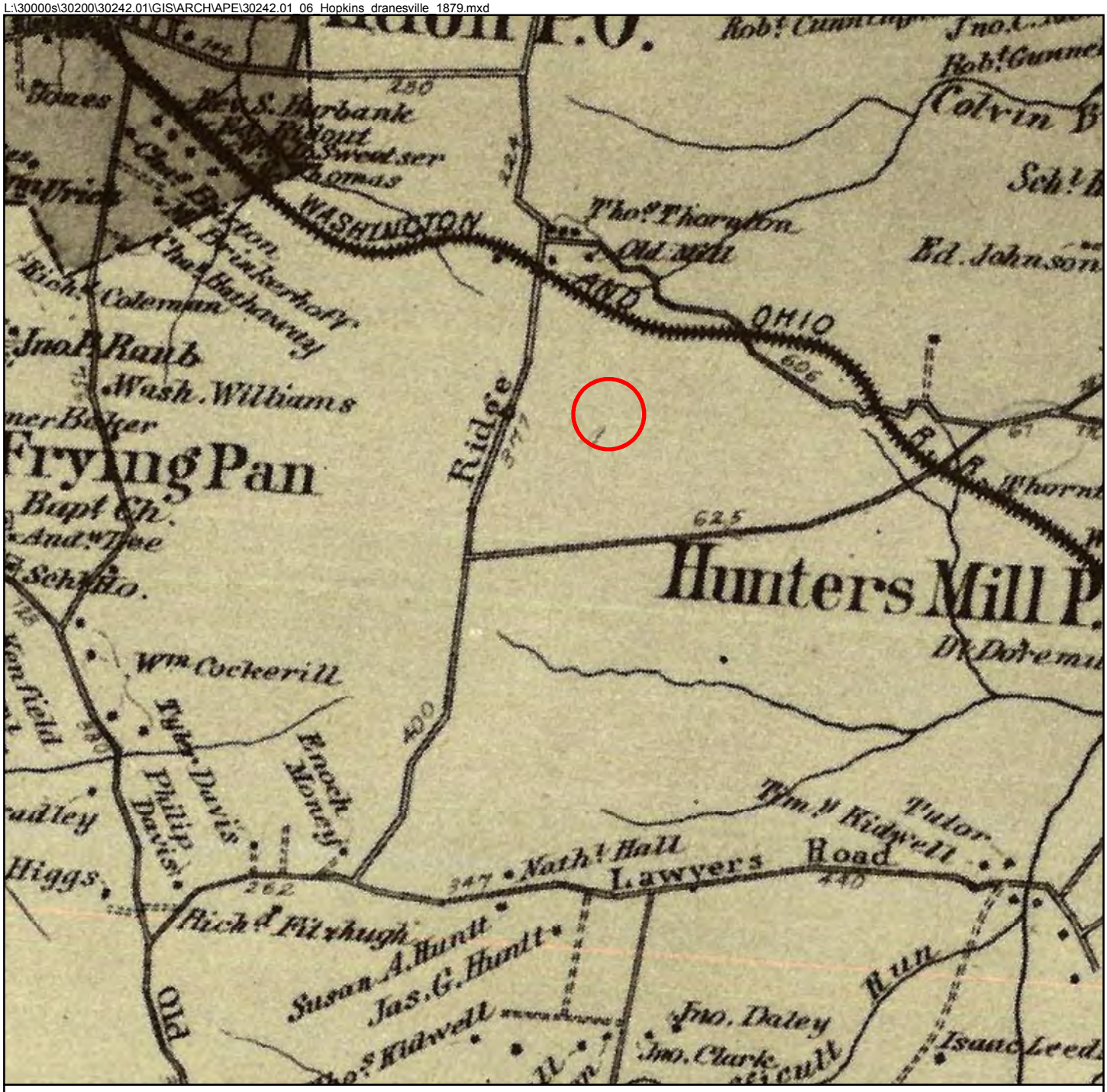


Vicinity of Supplemental APE

N
W
E
S

0 0.5
Miles
Original Scale: 1 " = 0.5 miles

Map Source: "Dranesville District No. 6, Fairfax Co". From G.M.Hopkins' Atlas of Fifteen Miles Around Washington, D.C., 1878". Library of Congress, Geography and Mapping Department.

**Exhibit 6: 1879 Hopkins Map**
**Drainesville District No. 6, Fairfax County, Va**

holdings to well over 7,000 acres" (Gulf Reston, Inc. 1970:8). Though by 1954, the project area remained undeveloped, while other sections of Fairfax County, were rapidly subdivided (Exhibit 7).

In the 1950s and 1960s, Fairfax County's population exploded due to the completion of the Capital Beltway around Washington D.C. and Dulles Airport. Air travel expanded rapidly due to major technical advancements in flight in World War II and an abundance of trained pilots returning from war. In 1948, the Civil Aeronautics Administration (CAA) (predecessor of the Federal Aviation Administration) began to analyze hundreds of sites and narrowed in on three alternatives in Loudoun and Fairfax counties for a new airport to complement Washington D.C.'s National Airport, which was completed in 1941. In 1951, the community of Burke was selected, but white residents protested, and the exponential population growth of the area prompted the search to continue. In January 1958, the CAA selected the alternative that they referred to as Chantilly, which was locally known as Willard. The protests of the largely African-American community were ignored, in contrast to the successful protests of the white community in Burke. In September 1958, during an era that lacked requirements for public hearings and environmental reviews, the federal government condemned 9,800 acres belonging to 87 Willard area landowners to acquire the land it wanted for the airport (Henderson and Hussey 1965:7; Scheel 2002).

Attracted both by the rural character and the amenity of a new airport, entrepreneur and idealist, Robert E. Simon, Jr., used the proceeds of his sale of Carnegie Hall in New York City to purchase 6,750 acres at $2,000 per acre around the bourbon distillery in 1961. With a vision for a New Town, a post-World War II utopian vision not unlike that of Dr. Wiehle, he hired the firm of Whittlesey and Conklin to prepare the Reston Master Plan. James Rossant joined the firm soon thereafter and contributed to much of the planning and design. The New Town Movement was global, and in the U.S., was a reaction to the haphazard, residential sprawl that occurred after the war. Unlike previous planning and zoning movements of the 20$^{th}$ century, it called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socioeconomic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act and the Civil Rights Act passed. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and above all, open space and recreation (Huxtable 1964).

The original Reston Master Plan accommodated 75,000 people in seven village centers and devoted 42% of the acreage to public space, including trails, roads, parks, and two golf courses. In the summer of 1963, a dam was built to impound Colvin Run, resulting in the 30-acre Lake Anne, and construction began on Reston North Golf Course, the first two projects undertaken. In 1964 and 1965 as well as later years, the *New York Times* architecture critic, Ada Louise Huxtable, and other reputable journalists highlighted and

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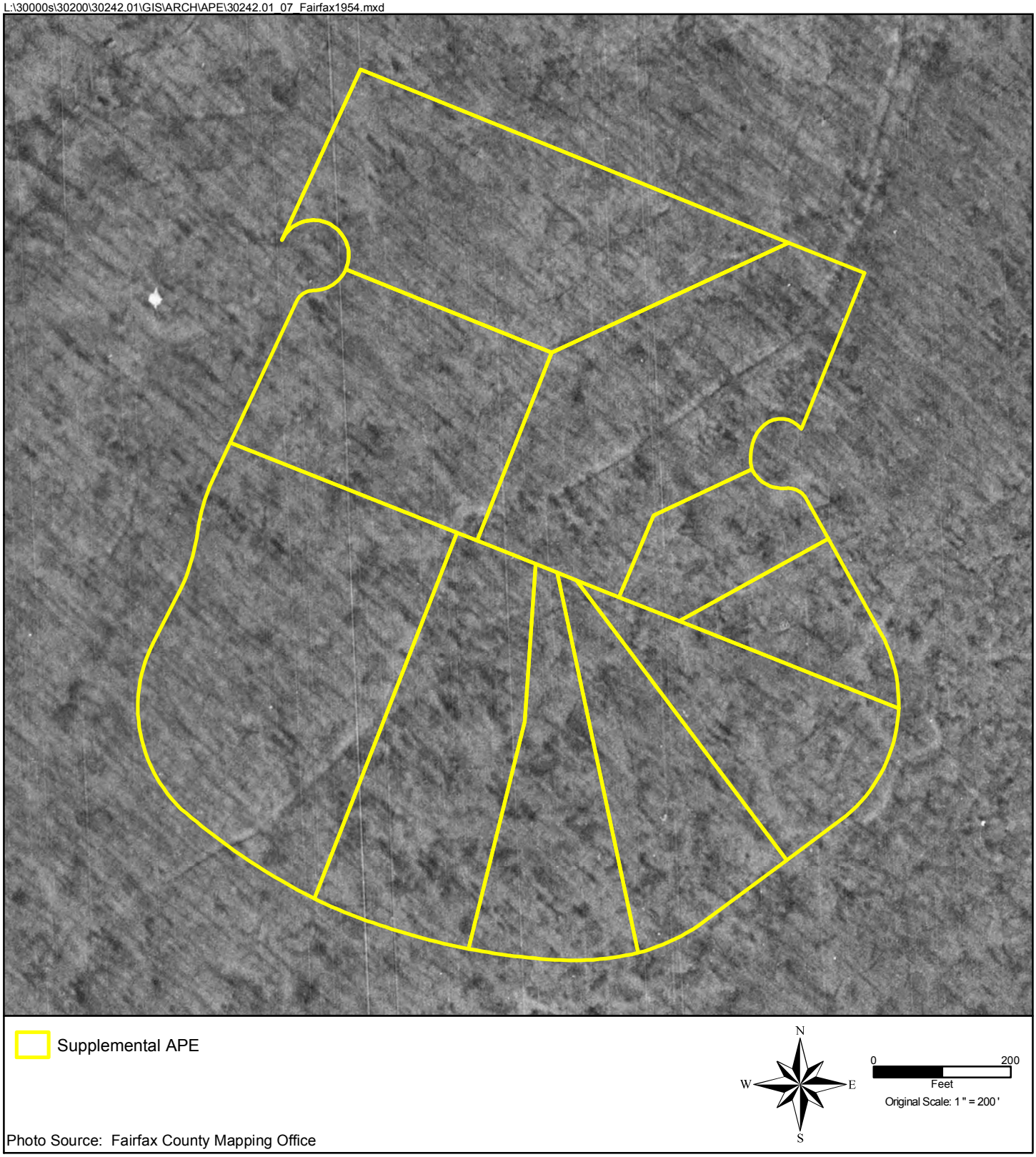


**Exhibit 7: 1954 Air Photo, Fairfax County, Virginia**

praised Reston, which with Irvine, California, and Columbia, Maryland, was one of the first "New Towns" in the United States. The successful completion of many of the planned amenities and village centers along with access to Dulles Airport attracted, as Simon had hoped, multiple businesses, non-profits, and government agencies, including the United States Geological Society (USGS) (Malcolm 1973). In 1970, the National Educational Association and ten affiliates purchased 56 acres and brought quality jobs located within architecturally interesting buildings in a park-like setting.

> James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: "The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston" (Gulf Reston, Inc. 1970:26-27).

Originally known as the Reston Center for Associations and Educational Institutions, the Modernist movement campus rapidly evolved between 1972 when ground was broken on 1904 Association Drive and 1981 (Exhibit 8 - Exhibit 13). After a decade lull, the last building was constructed in the Postmodern style in 1991 (Exhibit 14).

## RESULTS OF INVESTIGATION

WSSI recorded ten buildings located on the circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive (Exhibit 15). Constructed between 1972 and 1991, each building in the office park was designed for the national headquarters of an educational organization with a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism (Table 2). 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 sited within a park-like setting linked by open lawns and graded and concrete paths (Plate 1 and Plate 2). Using Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction, the office park, originally known as the Reston Center for Associations and Educational Institutions, is recommended as potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

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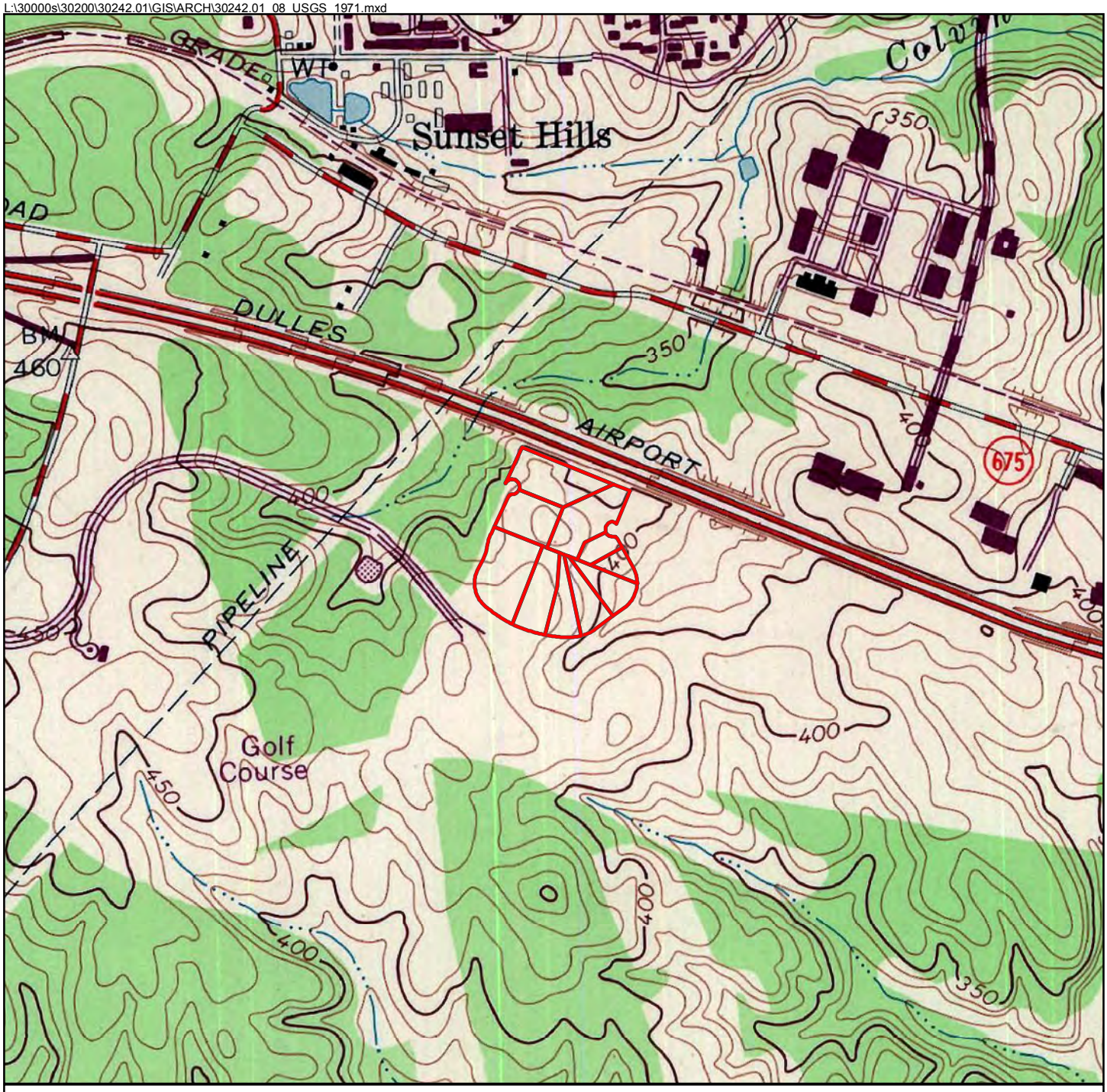


Supplemental APE

Latitude: 38°56'48" N
Longitude: 77°20'47" W

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**Exhibit 8: 1971 USGS Quad Map Vienna, VA-MD**

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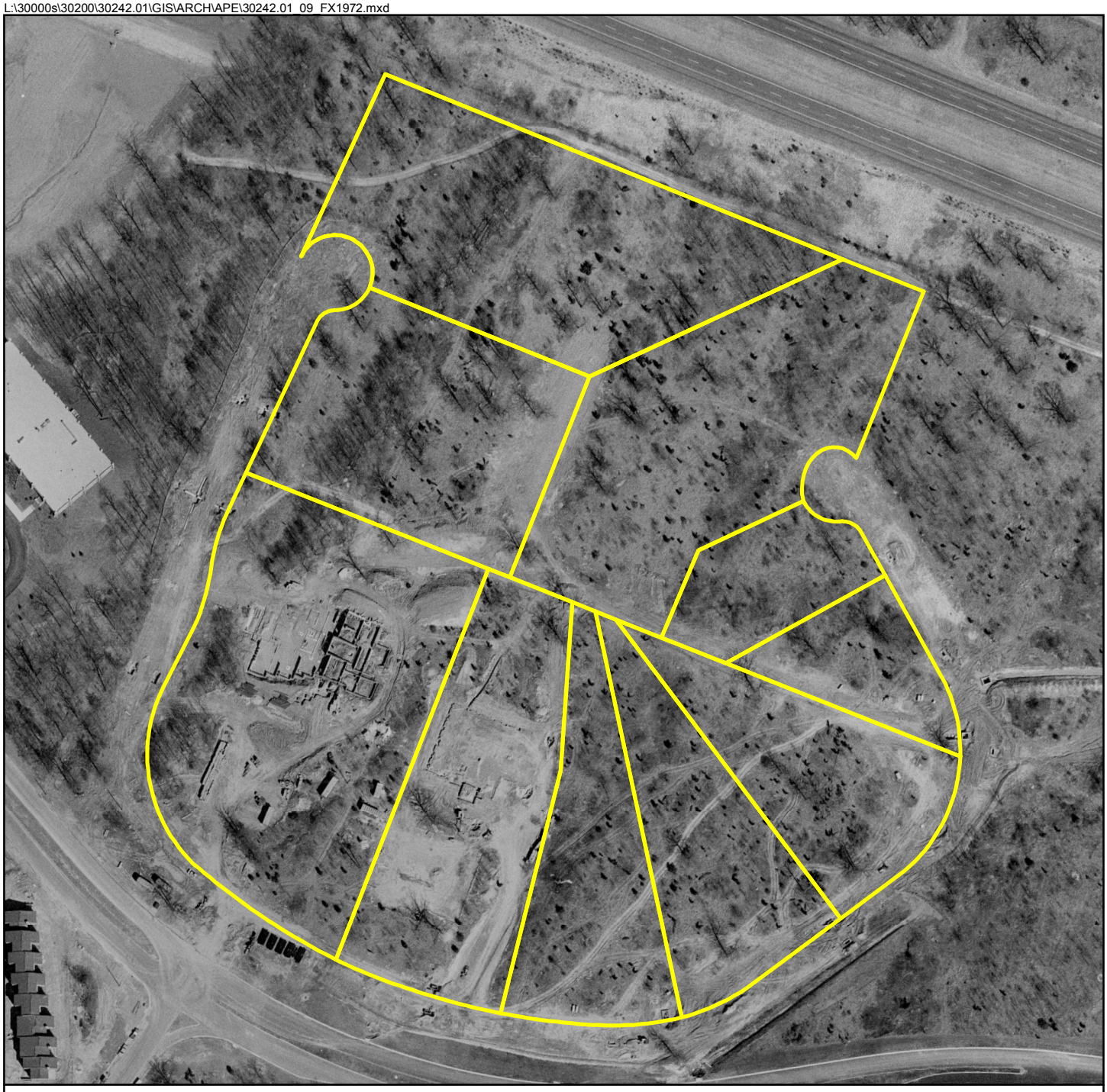

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Photo Source: Fairfax County Digital Data

**Exhibit 9: 1972 Black and White Imagery**

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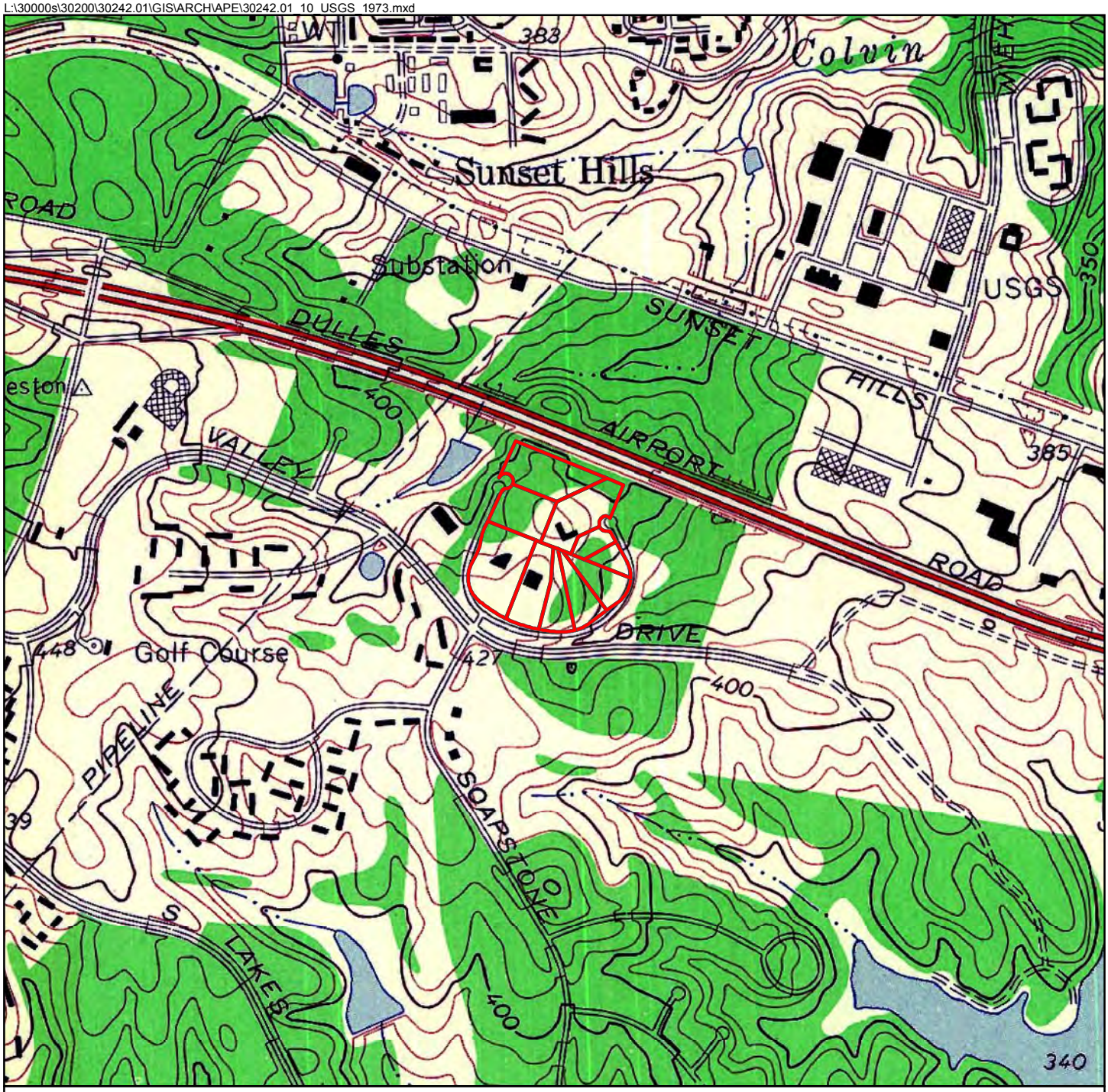


Supplemental APE

Latitude: 38°56'48" N
Longitude: 77°20'47" W

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**Exhibit 10: 1973 USGS Quad Map Vienna, VA-MD**

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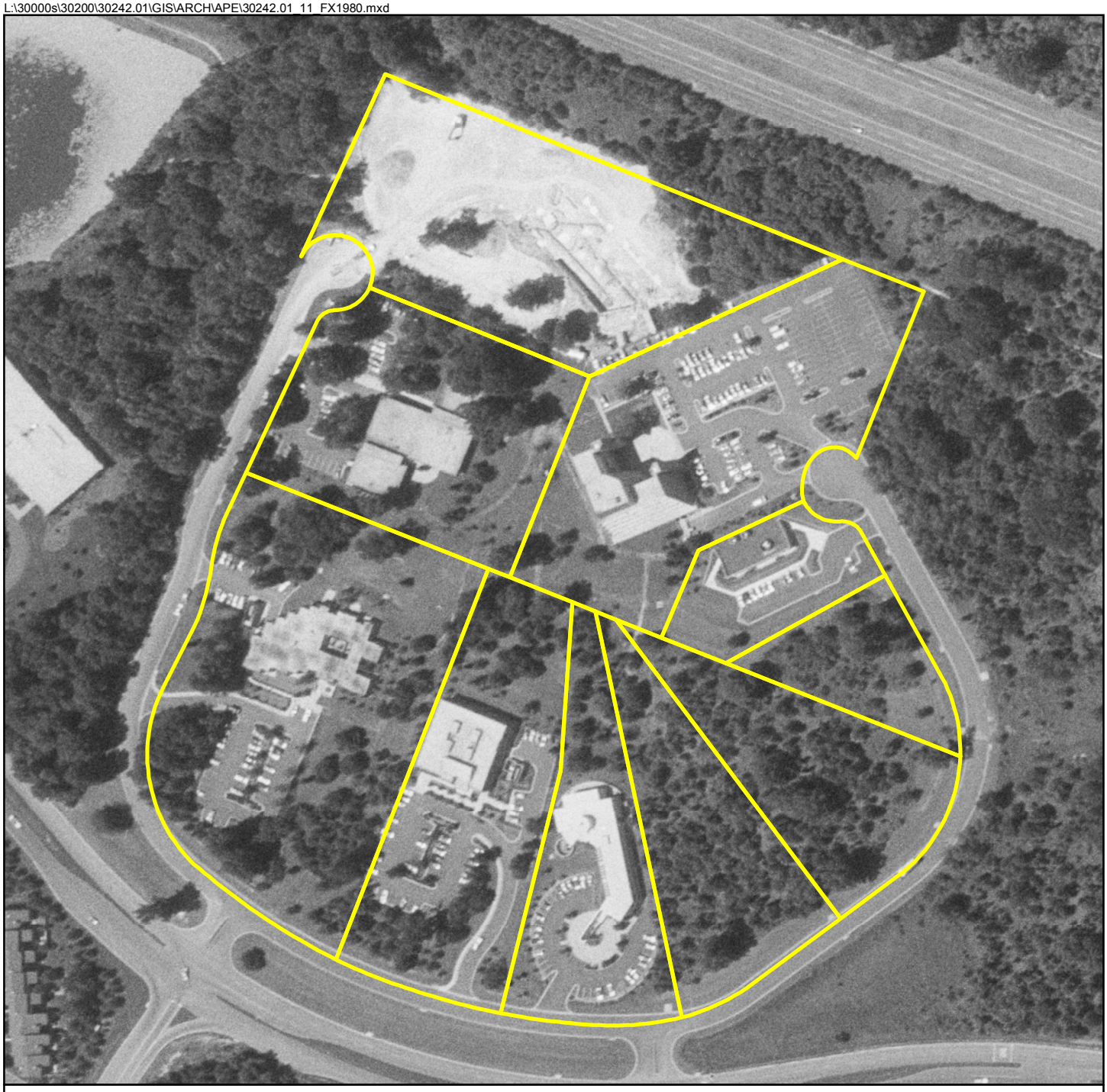

Supplemental APE

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Original Scale: 1 " = 200 '

Photo Source: Fairfax County Digital Data

**Exhibit 11: 1980 Black and White Imagery**

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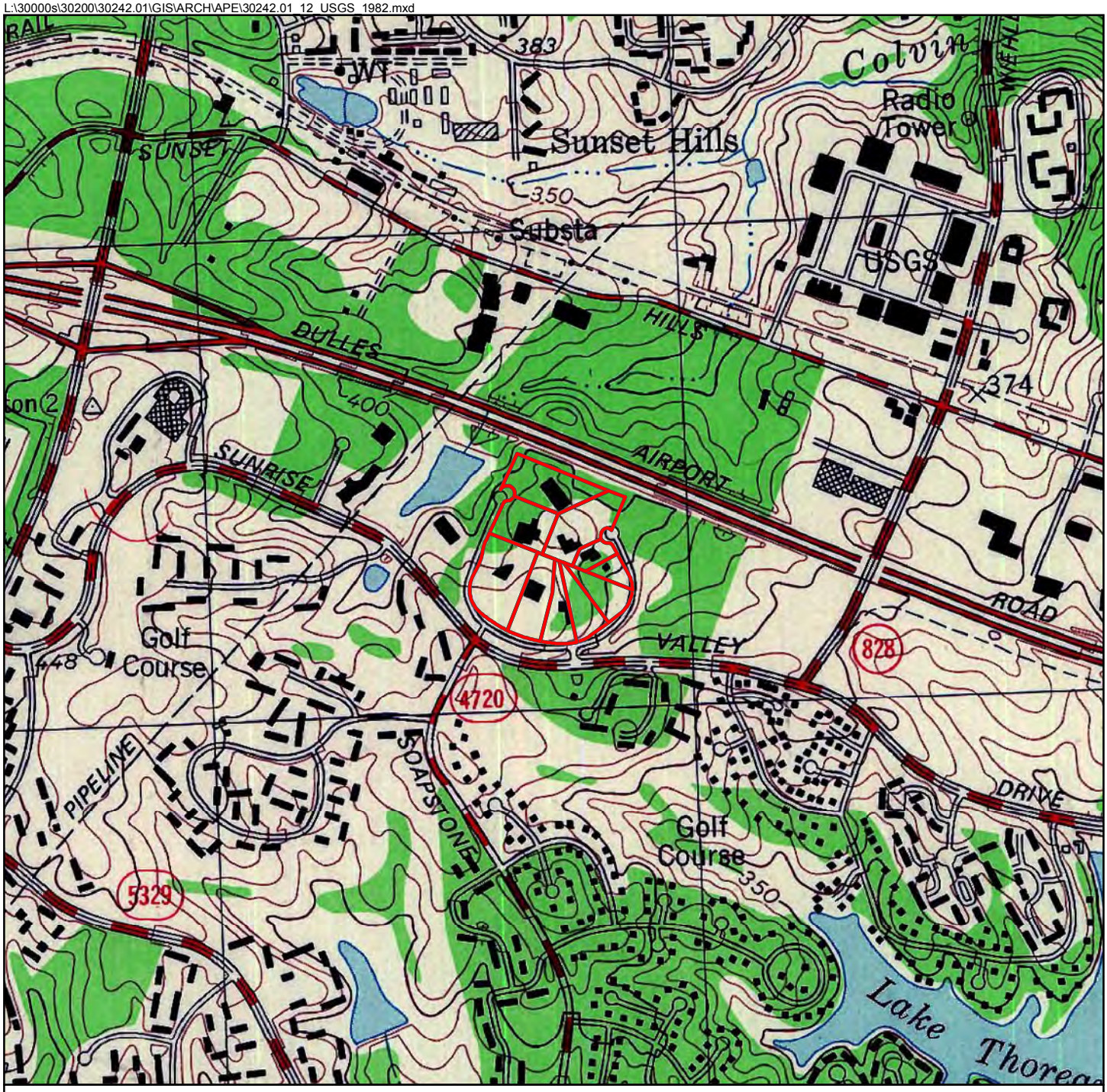


Supplemental Area of Potential Effect (APE)

Latitude: 38°56'48" N
Longitude: 77°20'47" W

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**Exhibit 12: 1982 USGS Quad Map Vienna, VA-MD**

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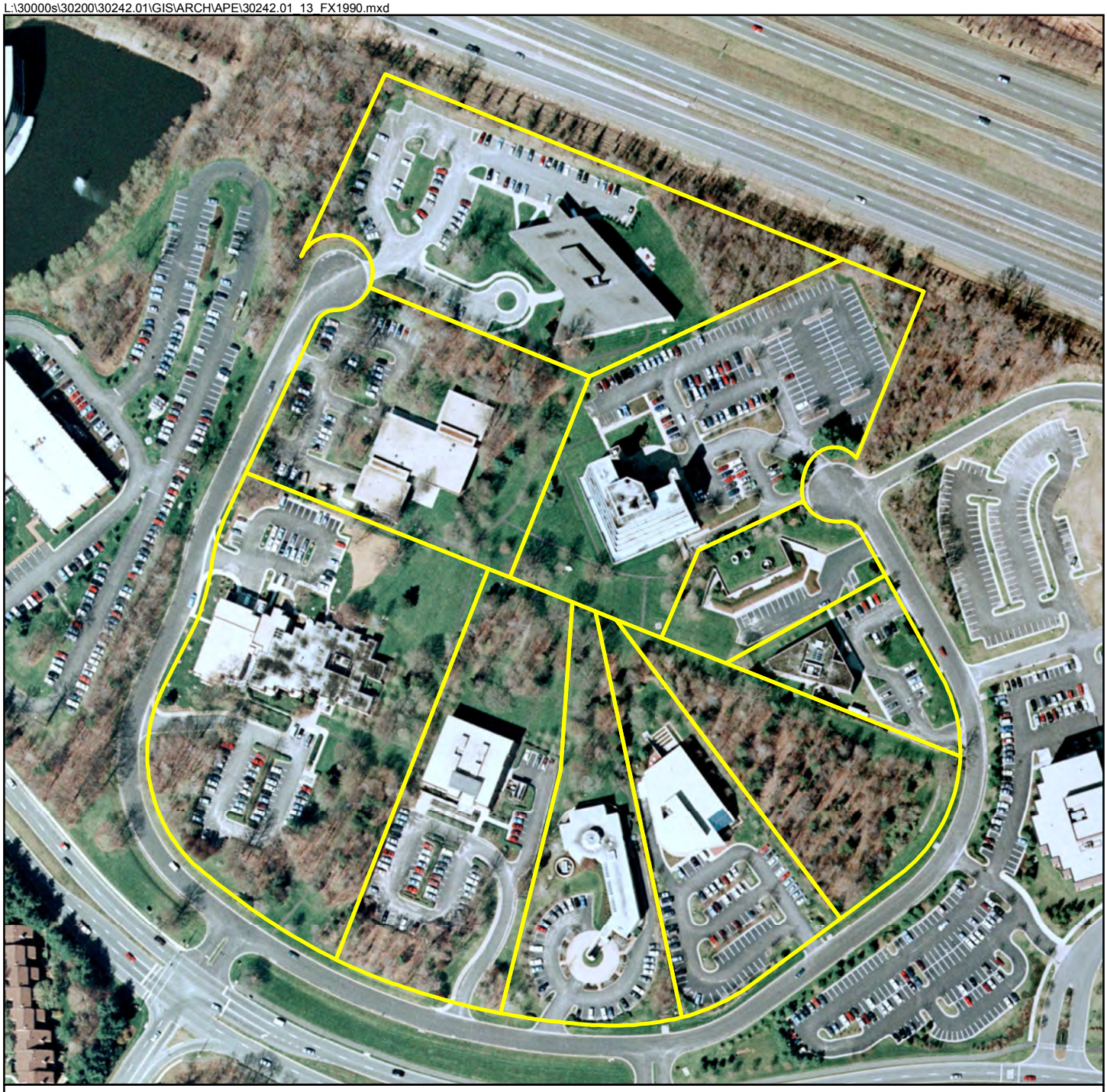

Supplemental Area of Potential Effect (APE)

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Photo Source: Fairfax County Digital Data

**Exhibit 13: 1990 Natural Color Imagery**

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Supplemental Area of Potential Effect (APE)

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Original Scale: 1 " = 200 '

1998 imagery provided by VARGIS, LLC 1-800-834-0225

**Exhibit 14: Spring 1998 Natural Color Imagery**

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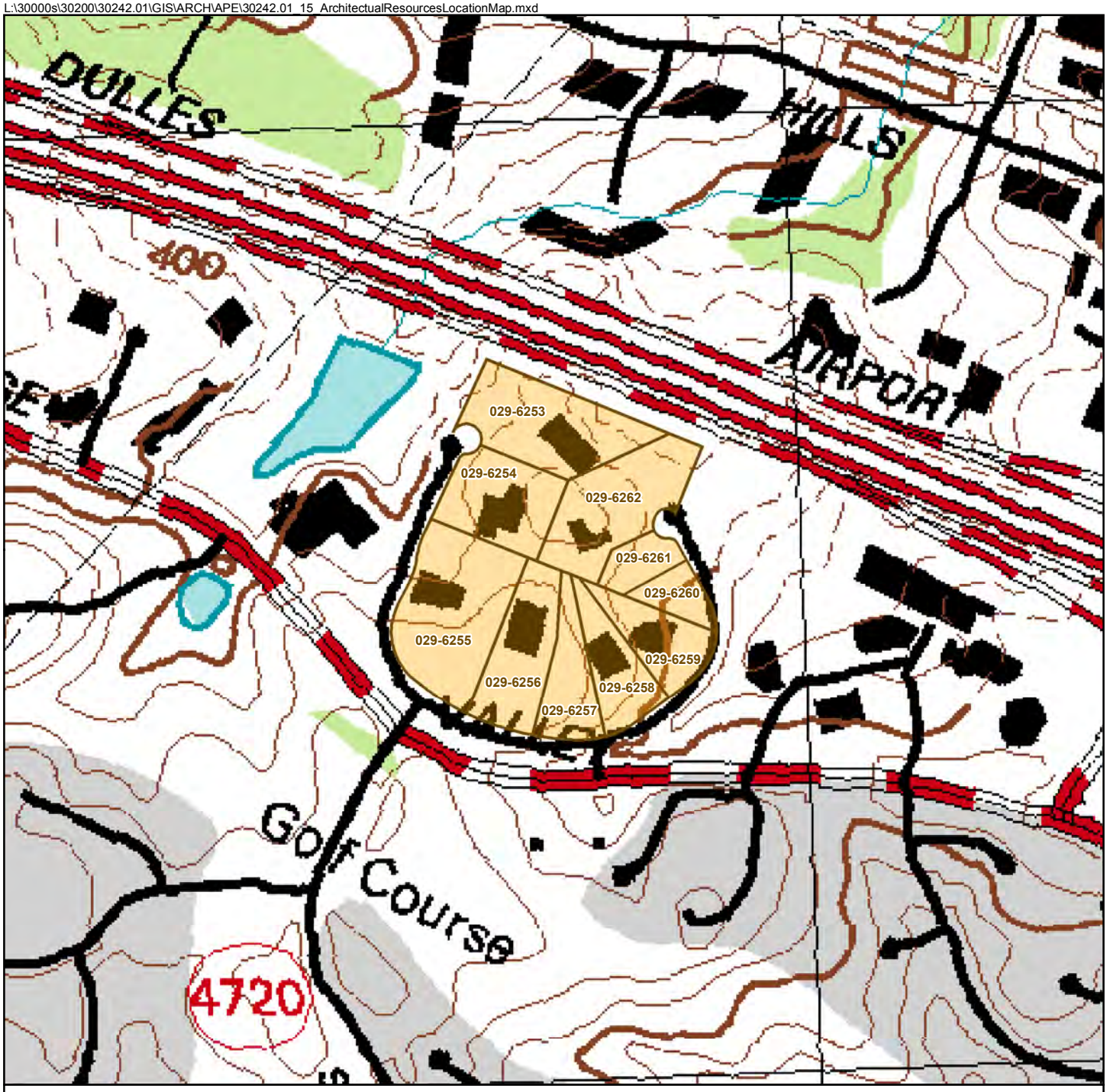


Architectural Resource

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Original Scale: 1 " = 500 '

USGS Quad Map
Vienna, VA-MD 1994

**Exhibit 15: Architectural Resources Recorded in APE**

**Table 2: Architectural Resources Recorded in the APE**

| DHR Resource No. | Historic Name | Location | Style | Date |
|---|---|---|---|---|
| 029-6253 | American Association for Health, Physical Education, and Recreation | 1900 Association Drive | Neo-Expressionist | 1980 |
| 029-6254 | American Medical Student Association | 1902 Association Drive | Miesian | 1975 |
| 029-6255 | National Association of Secondary School Principals | 1904 Association Drive | Brutalist | 1973 |
| 029-6256 | National Council of Teachers of Mathematics | 1906 Association Drive | Brutalist / Neo-Expressionist | 1973 |
| 029-6257 | Distributive Education Clubs of America | 1908 Association Drive | International Style / Neo-Expressionist | 1976 |
| 029-6258 | Future Homemakers of America | 1910 Association Drive | International Style / Neo-Expressionist | 1982 |
| 029-6259 | Future Business Leaders of America Phi Beta Lambda | 1912 Association Drive | Postmodern | 1991 |
| 029-6260 | National Business Education Association | 1914 Association Drive | Brutalist / Neo-Expressionist | 1981 |
| 029-6261 | National Art Education Association | 1916 Association Drive | Earth-Sheltered / Brutalist | 1977 |
| 029-6262 | The Council for Exceptional Children | 1920 Association Drive | Brutalist / Postmodern | 1973 |

**1900 Association Drive (029-6253)**

*Description*

1900 Association Drive is located at the northernmost section of circular Association Drive (Exhibit 16 and Plate 3 - Plate 10). It is set into a hillside with asphalt parking lots located to its north and northeast. The parklike landscape to the west, east, and south frames the building with grass slopes, open lawn, and mature regional plantings (magnolia, oak, azalea, honeysuckle) designed not to obscure building details. The circular driveway/walkway access to the building's principal entrance echoes the façade's curvilinear section. There is a poured-concrete pad located by the building's east elevation, which is used as an outdoor dining space by employees.

This building is a banked, multiple-bay office building designed in the Modern Movement style of Neo-Expressionism. Built into a hillside, the façade presents as one story, while the remaining elevations are two stories. The foundation is concrete. The structural system is concrete block. Exterior walls are coursed with original tan stretcher-bond brick veneer.

**Plate 1. Interior of Association Drive Office Park, View NW**

**Plate 2. Interior of Association Drive Office Park, View SE**

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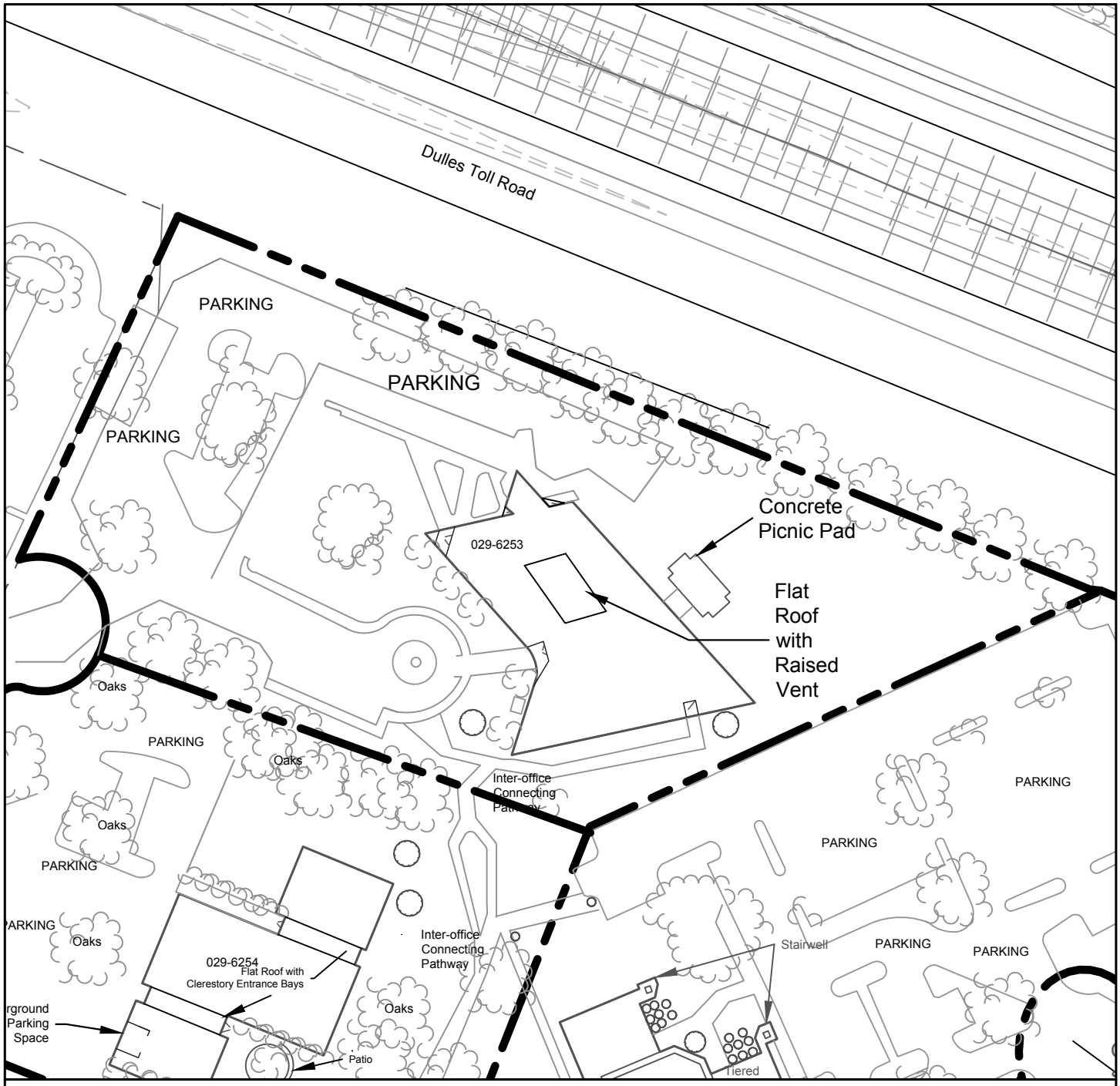


Reston Center for Associations and Educational Institutions
American Association for Health, Physical Education, and Recreation
1900 Association Drive
Reston
Fairfax County, Virginia

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Original Scale: 1" = 100'

**Exhibit 16: 1900 Association Drive (029-6253) Site Plan**

**Plate 3. 1900 Association Drive (029-6253) Parking Lot Entrance, View North**

**Plate 4. 1900 Association Drive (029-6253) Façade, View East**

**Plate 5. 1900 Association Drive (029-6253) West and SW Elevations, View NE**

**Plate 6. 1900 Association Drive (029-6253) SE Elevation, View NW**

**Plate 7. 1900 Association Drive (029-6253) SE and NE Elevations, View West**

**Plate 8. 1900 Association Drive (029-6253) NE and NW Elevations, View South**

**Plate 9. 1900 Association Drive (029-6253) North and East Elevations, View SE**

**Plate 10. 1900 Association Drive (029-6253) Façade Sculpture, View South**

Overall, the building is plain and devoid of exterior ornament, but exercises some playfulness in its mostly polygonal footprint with open spaces for passages and upper terraces and recessed entrance bays. The building has a flat roof covered in original tar and gravel with plain metal coping along its parapet course. A raised central area on the roof, resided with vertical metal siding, is either a skylight or a screen for HVAC on roof. Windows are original insulite, one-light multipaned casements. Aligned in a parallel, ribbon-like course, units of six-light steel casement windows are on the building's façade, southeast, northeast, and north elevations. The southeast elevation has 9 bays of recessed window units on its lower level and 10 bays of windows on its upper level, filled by 6 vertical lights in each window unit. On the southeast and southwest elevations, comparable coursing of windows is sheltered by an overhanging soffit. Located on the elevation's southwestern curve, the primary entrance, accessed by a wide brick paver walkway, has a shallow platform and is recessed within a curved wall. A wood doubleleaf pull door with interior glass panels is flanked by two glass sidelight panels.

South of the primary access walkway, a Cor-Ten steel sculpture by Native American sculptor Gene Logan (1922-1999), consists of a male, female, and child interconnected, with the man holding a sphere aloft. The piece, titled UNITY, was installed on the grounds September 27, 1985, to commemorate the American Alliance Centennial (Beach 1985:10).

*NRHP Evaluation*

An affiliate of the National Education Association, the American Association for Health, Physical Education, and Recreation (now SHAPE America) purchased a lot on this campus in 1971 and constructed the building at 1900 Association Drive in 1980. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1900 Association Drive and its associated sculpture may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1902 Association Drive (029-6254)**

*Description*

The building is located at the northwestern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston (Exhibit 17 and Plate 11 - Plate 18). It is positioned on a small hillside ridge with an asphalt parking lot located to its northeast. A parklike landscape frames 1902 Association Drive with grass slopes, a tall yew hedge along the property’s southwest elevation, and an assemblage of mature oaks at the property’s northeast yard. There are also hydrangea, azalea, boxwood, redbud, and dogwood in beds around the lot.

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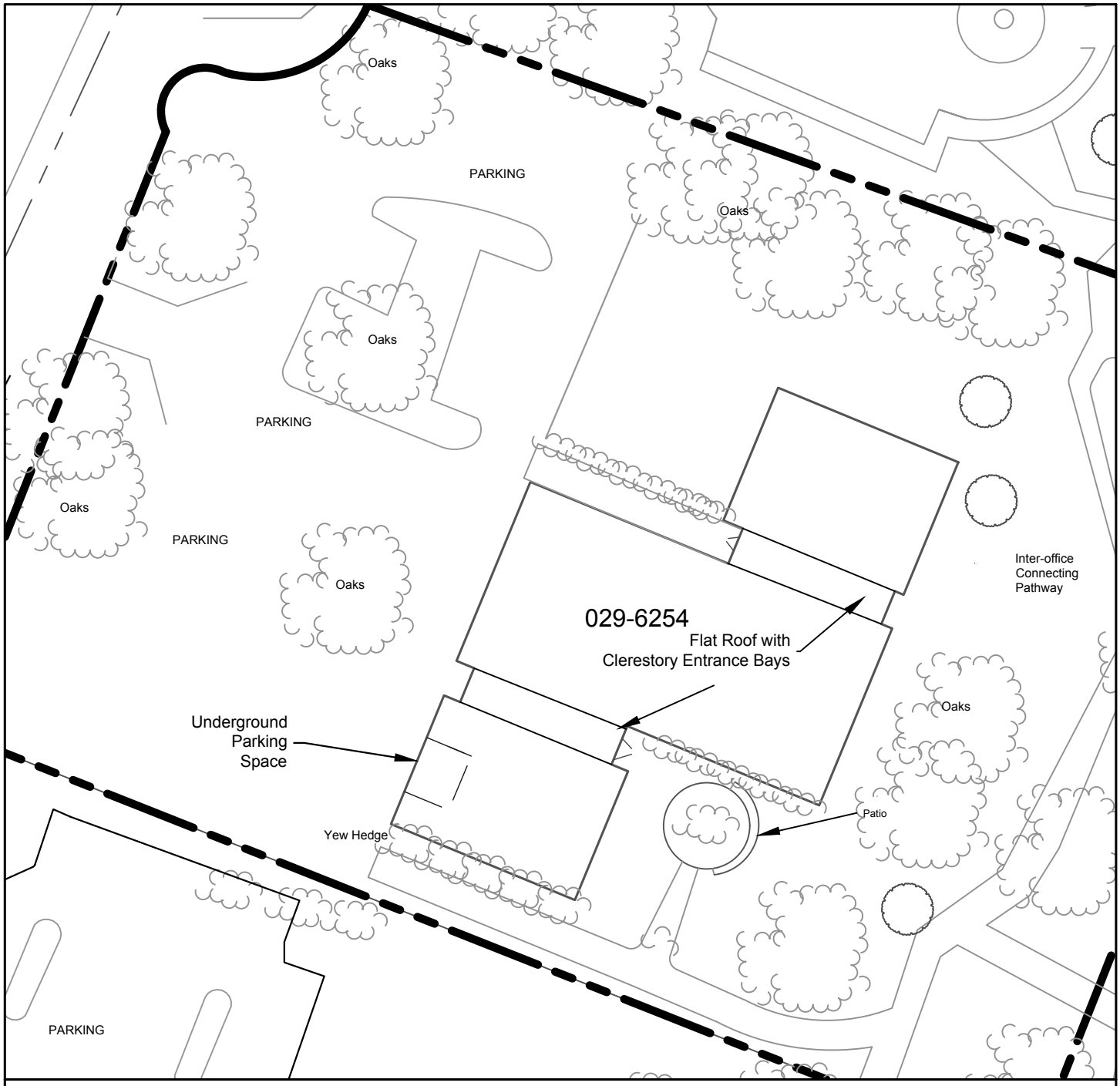


Reston Center for Associations and Educational Institutions
American Medical Student Association
1902 Association Drive
Reston
Fairfax County, Virginia

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Original Scale: 1" = 50'

**Exhibit 17: 1902 Association Drive (029-6254) Site Plan**

**Plate 11. 1902 Association Drive (029-6254) Parking Lot Entrance, View SE**

**Plate 12. 1902 Association Drive (029-6254) Façade Entrance North End, View SE**

**Plate 13. 1902 Association Drive (029-6254) Façade South End, View SE**

**Plate 14. 1902 Association Drive (029-6254) Façade Utility Entrance, View SE**

**Plate 15. 1902 Association Drive (029-6254) Façade and SW Elevation, View NE**

**Plate 16. 1902 Association Drive (029-6254) SW Elevation, View NE**

**Plate 17. 1902 Association Drive (029-6254) Courtyard, View North**

**Plate 18. 1902 Association Drive (029-6254) SE and NE Elevations, View West**

A semi-curvilinear concrete walkway links the property to paved footpaths connecting other buildings within the complex. A rectilinear, poured-concrete walkway leads from the parking lot to the building's primary entrance on the north elevation.

This is a one-story, multiple-bay office building designed with Miesian influences, particularly the exterior's "skin" of glass and brick, and how the wide expanses of glass unite the building with a natural landscape. The deep overhangs also recall Neo-Formalist influences. The foundation is concrete. The structural system is steel frame. Exterior walls are original dark red and brown brick, laid below the window bands in a stretcher-bond course. The building, rectangular in format with smaller projecting rectangular sections at its northeast and southwest elevations, has a flat roof with a projecting metal cornice and deep soffit. There is a raised clerestory bay at the building's primary and secondary entrances. A continuous band of large, rectangular, double-glazed plate glass windows lines all elevations of this building. Of particular note is the ribbon of 16 windows along the north elevation's projecting section, consisting of four larger windows flanked by six smaller windows at each side. The building's primary entrance on the north elevation is a single asymmetrical bay, with bilevel glass clerestory.

*NRHP Evaluation*

An affiliate of the National Education Association, the American Medical Student Association purchased a lot on this campus in 1972 and constructed the building at 1902 Association Drive in 1975. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1902 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1904 Association Drive (029-6255)**

*Description*

The building is located at the southwestern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston (Exhibit 18 and Plate 19 - Plate 28). It is positioned on and within a small hillside ridge. Two asphalt parking lots, one to the north and one to the south, are landscaped with grass medians and mature trees. The landscape framing 1904 Association Drive consists of an open lawn and the arrangement of manicured hedges along the façade elevation and retaining walls, individual shrubs and plantings such as azalea, ivy plantings on the northeastern hillside, and mature oaks and smaller redbuds and dogwoods at a short remove from the building. All entrances are connected by a continuous

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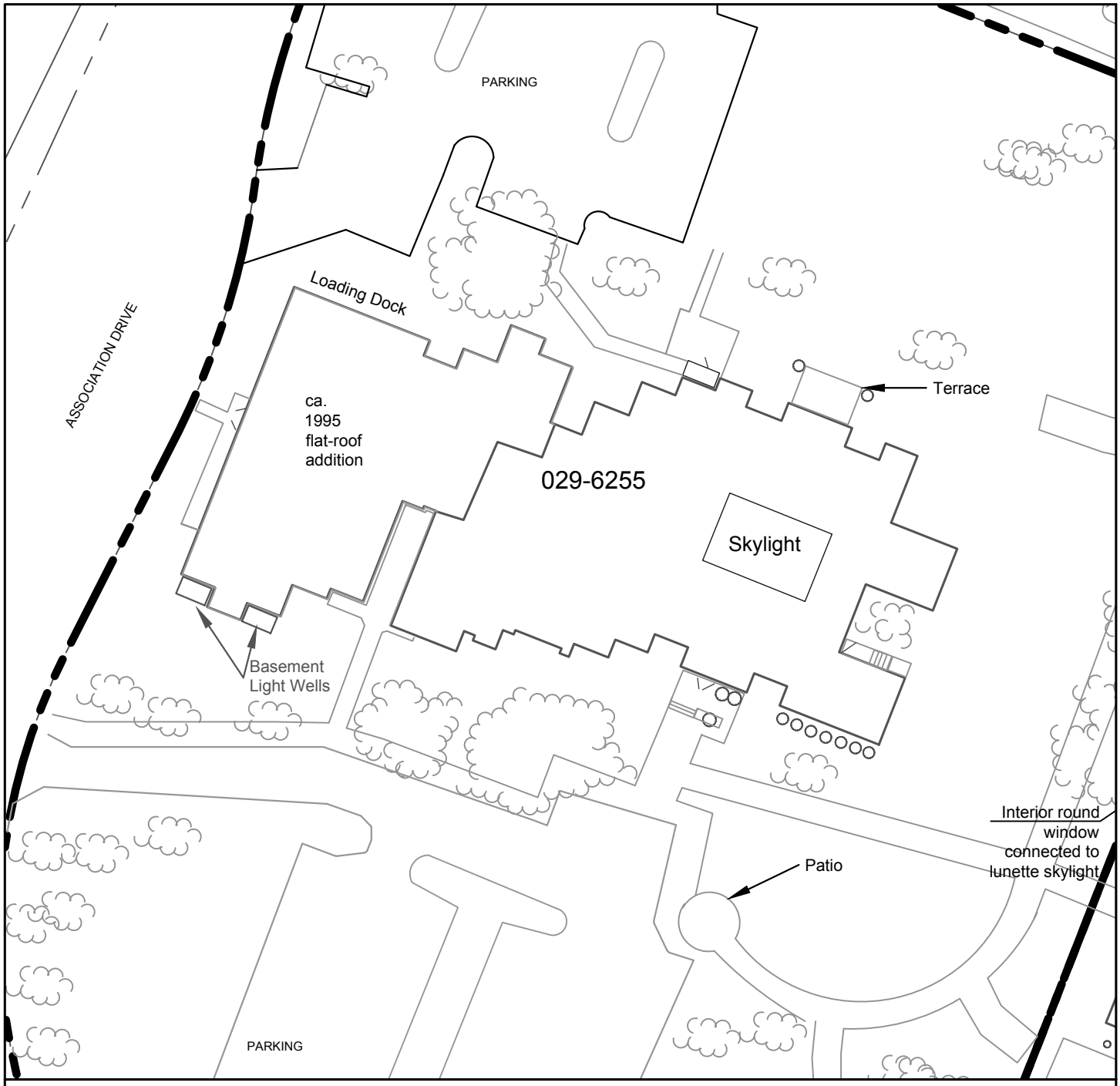


Reston Center for Associations and Educational Institutions
National Association of Secondary School Principals
1904 Association Drive
Reston
Fairfax County, Virginia

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Original Scale: 1" = 50'

**Exhibit 18: 1904 Association Drive (029-6255) Site Plan**

**Plate 19. 1904 Association Drive (029-6255) Parking Lot Entrance, View NE**

**Plate 20. 1904 Association Drive (029-6255) Façade Entrance, View NE**

**Plate 21. 1904 Association Drive (029-6255) Façade Center, View NE**

**Plate 22. 1904 Association Drive (029-6255) Façade Addition and Original, View NE**

**Plate 23. 1904 Association Drive (029-6255) SW and SE Elevations, View North**

**Plate 24. 1904 Association Drive (029-6255) SE and NE Elevations, View SW**

**Plate 25. 1904 Association Drive (029-6255) NE Elevation Center, View SW**

**Plate 26. 1904 Association Drive (029-6255) NE Elevation Entrance, View SE**

**Plate 27. 1904 Association Drive (029-6255) Addition NW Elevation, View SE**

**Plate 28. 1904 Association Drive (029-6255) Addition Façade, View East**

concrete walkway along the building's northeast, west, and southwest elevations. Existing concrete walkways branching from access walkways link the property to paved footpaths connecting other buildings within the complex.

This is a banked, multiple-bay office building influenced by Brutalism. Built into a hillside, the façade and east end of the building present as one story, while the remaining elevations are two stories. The foundation is concrete. The structural system is masonry. Exterior walls are laid in tan brick stretcher-bond veneer. The building's main block retains its original irregular footprint, notable for its serial, accordion-like, corners along its northwest and southeast elevations. The building has a flat roof clad in original rubberized/asphalt composite. A narrow metal coping band encircles the roof parapet's perimeter, below which runs a three-part vertical stretcher-bond frieze delineated by a header brick stringcourse; other parts of the roofline were not visible. Window openings are recessed with a paired and single fenestration pattern. Each window opening has standing-seam metal spandrels and sloping brick paver aprons, and is filled by a narrow, single-pane Insulite mirror glass sash over a lower hopper window, also filled with Insulite. In style, the repetitive bands of recessed narrow window openings are fortress-like and recall Brutalism, although this is a brick building. Located on the east end of the south elevation, the principal entrance, accessed by an open platform/concrete-brick stoop with a small shelter, has paired, pull-through glass and steel doors, possibly replacement. Other building entrances on the north and west elevations are recessed. There is a two-story, side, brick addition off the main block's northwest elevation, constructed circa 1998 during the tenure of longtime director Scott Thompson; although its footprint is rectangular, it is contextual with the building's main block, retaining the same brick exterior materials and fenestration; one different feature is the Insulite and steel curtain wall located on the northwest elevation. The 1998 addition is accessed via three concrete walkways to the complex's west, north, and south elevations.

*NRHP Evaluation*

An affiliate of the National Education Association, the National Association of Secondary School Principals purchased a lot on this campus in 1971 and constructed the building at 1904 Association Drive between 1972 and 1973. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. It also has a circa-1998 two-story addition, which partly impacts the original building's integrity of setting. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1904 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1906 Association Drive (029-6256)**

*Description*

The building is located at the south section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive within the 1960s planned community of Reston (Exhibit 19 and Plate 29 - Plate 38). It is on a slight rise with asphalt parking lots located in a vertical format, with a grass median, immediately south of the building. There is also a curvilinear asphalt roadway, at the property's southeast corner, leading to a smaller side parking lot at the building's southeast elevation. Surrounded by parklike landscape, the property's immediate premises have shrubs, small flowering trees, and plantings at its front lawn and southeast elevations, with woodlands and cover plantings along its north and northwest area. The property also has some folding metal benches that appear to possibly date from the period of initial construction. Existing concrete walkways branching from access walkways links the property to paved footpaths connecting other buildings within the complex.

This is a two-story, multiple-bay office building designed with Brutalist and Neo-Expressionist features. The foundation is concrete. The structural system is concrete block. Exterior walls are original tan brick veneer, laid in a stretcher-bond course. The coursing is regularly interspersed on the southeast and northwest elevations by vertical brick pilasters and recessed fenestration. The building has a flat roof that, according to building records, is covered in tar and gravel; sections of the building, however, have single- and double-pitch rooflines sheathed with standing-seam metal. The primary entryway is on the south elevation with a large rectangular cantilevered shelter of aggregate concrete, below which are doubleleaf steel and dark glass pull doors. Window openings are filled with original dark glass, single-pane with steel surrounds, and one-light lower hoppers. Within a recessed center entrance on the southeast and northwest elevations is a round window on each second floor; the latter is stained glass. The north elevation consists of a curtain wall, divided into five vertical units, delineated by vertical brick pilasters, between which are dark glass bands of windows that cover both stories. Below the curtain wall is a low brick and concrete platform with a wavy bond of vertical stretcher bricks.

A utility building stands off the east elevation, separated from the main building by a sidewalk. It is clad in brick veneer identical to that of the main building and appears to be contemporary to the primary resource. The building consists of one room with a metal door on its west elevation.

*NRHP Evaluation*

An affiliate of the National Education Association, the National Council of Teachers of Mathematics purchased a lot on this campus in 1971 and constructed the building at 1906 Association Drive between 1972 and 1973. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually

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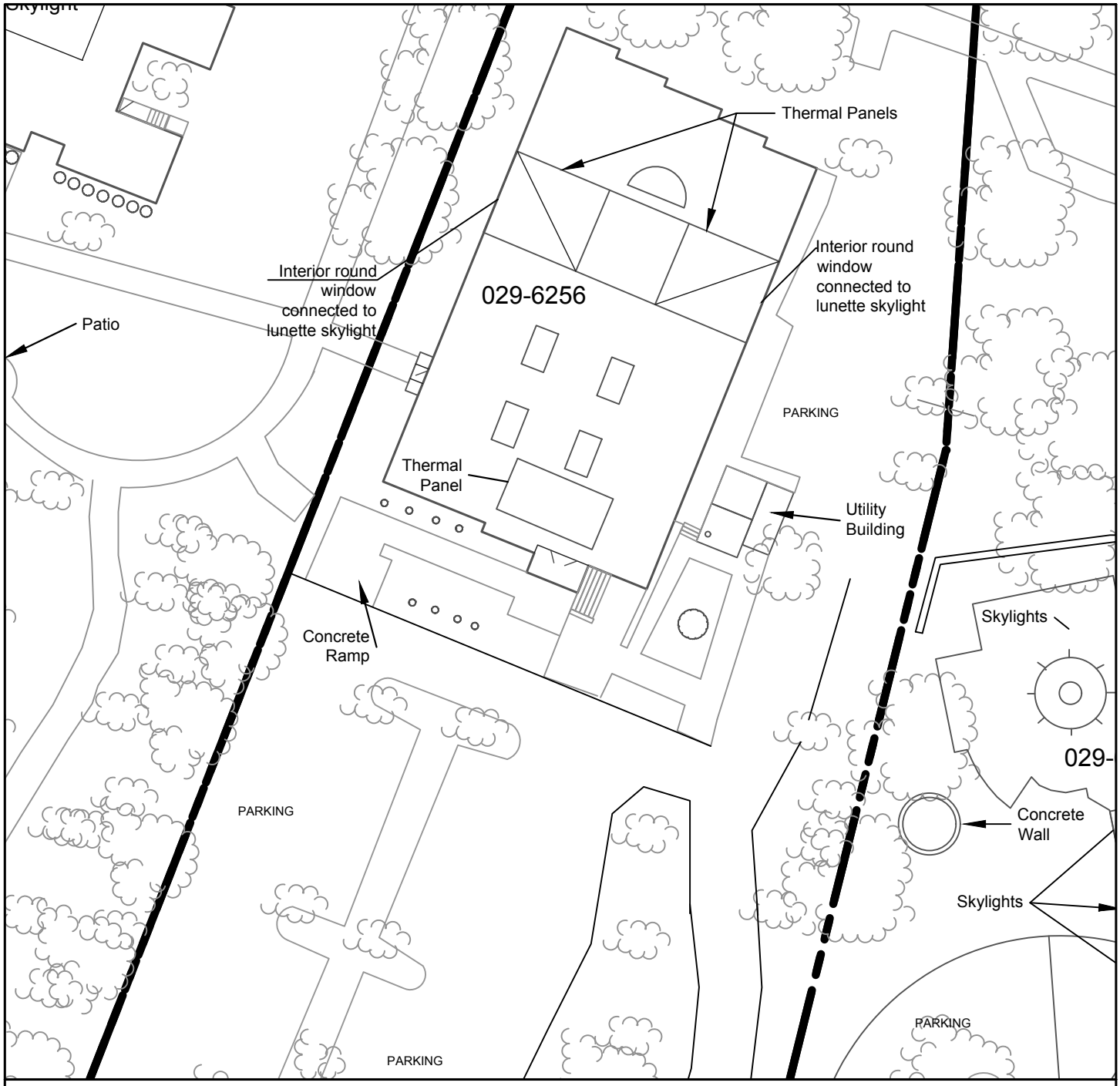


Reston Center for Associations and Educational Institutions
National Council of Teachers of Mathematics
1906 Association Drive
Reston
Fairfax County, Virginia

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Original Scale: 1" = 50'

**Exhibit 19: 1906 Association Drive (029-6256) Site Plan**

**Plate 29. 1906 Association Drive (029-6256) Parking Lot Entrance, View NW**

**Plate 30. 1906 Association Drive (029-6256) Façade and SE Elevation, View North**

**Plate 31. 1906 Association Drive (029-6256) Façade Entrance Ramp, View SE**

**Plate 32. 1906 Association Drive (029-6256) Façade Entrance, View NW**

**Plate 33. 1906 Association Drive (029-6256) Utility Building, View NE**

**Plate 34. 1906 Association Drive (029-6256) Utility Building, View SW**

**Plate 35. 1906 Association Drive (029-6256) SE Elevation Entrance, View NW**

**Plate 36. 1906 Association Drive (029-6256) SE and NE Elevations, View SW**

**Plate 37. 1906 Association Drive (029-6256) NE and NW Elevations, View South**

**Plate 38. 1906 Association Drive (029-6256) NW Elevation, View SE**

eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1906 Association Drive and the utility building may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1908 Association Drive (029-6257)**

*Description*

The building is located at the south-southeast section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston (Exhibit 20 and Plate 39 - Plate 46). It stands at a slight elevation above the street. The property's parking lot is designed in a circular format, positioned around the building's signature circular half-pillar, and extending to the building's east elevation. Both building and parking lot are screened by flowering trees, small shrubs, lawn, and seasonal plantings.

This is a two-story, multiple-bay office building designed in the with International Style and Neo-Expressionist influences. Its footprint shows an irregularly configured building, roughly in the form of an inverted "C", with projecting sections at its north, northeast, and west elevations. A signature feature of the building is the tall, projecting curved pillar at its southwestern elevation, emblazoned with the raised letters "D E C A," the association's acronym. The foundation is concrete. The building's structural system is steel frame and concrete. Exterior paneling, from examining loose parts, consists of thin metal plates to which a coating of aggregate pebbles has been fused; these plates are rectilinear, and also curvilinear. The building has a flat roof that, according to building records, has a tar and gravel covering. Fenestration mostly consists of bands of windows, located on the building's west and east elevations; the east elevation has a two-story, parallel band of windows (26 lights at each level), and the west elevation's band of windows, located on the first story, have an overhanging shelter. Window openings are filled by dark glass panes secured by an anodized steel surround. The building's primary entrance on the southwest elevation is sheltered by an extended cantilevered section that links the entrance to the signage pillar, forming an extended shelter between pillar and entrance. Within the shelter, the primary entrance is a steel-and-glass doubleleaf pull door that may be replacement but is still very much in the spirit of the building's style. A recessed secondary entrance is on the building's east elevation and filled by a bilevel dark glass window, below which is a comparable steel-and-glass doubleleaf pull door. Outdoor picnic tables are positioned along the curved terrace at the building's northeast elevation, encased by a concrete and aggregate-pebble terrace wall.

*NRHP Evaluation*

An affiliate of the National Education Association, the Distributive Education Clubs of America (DECA) purchased a lot on this campus in 1971 and hired Benham-Blair-

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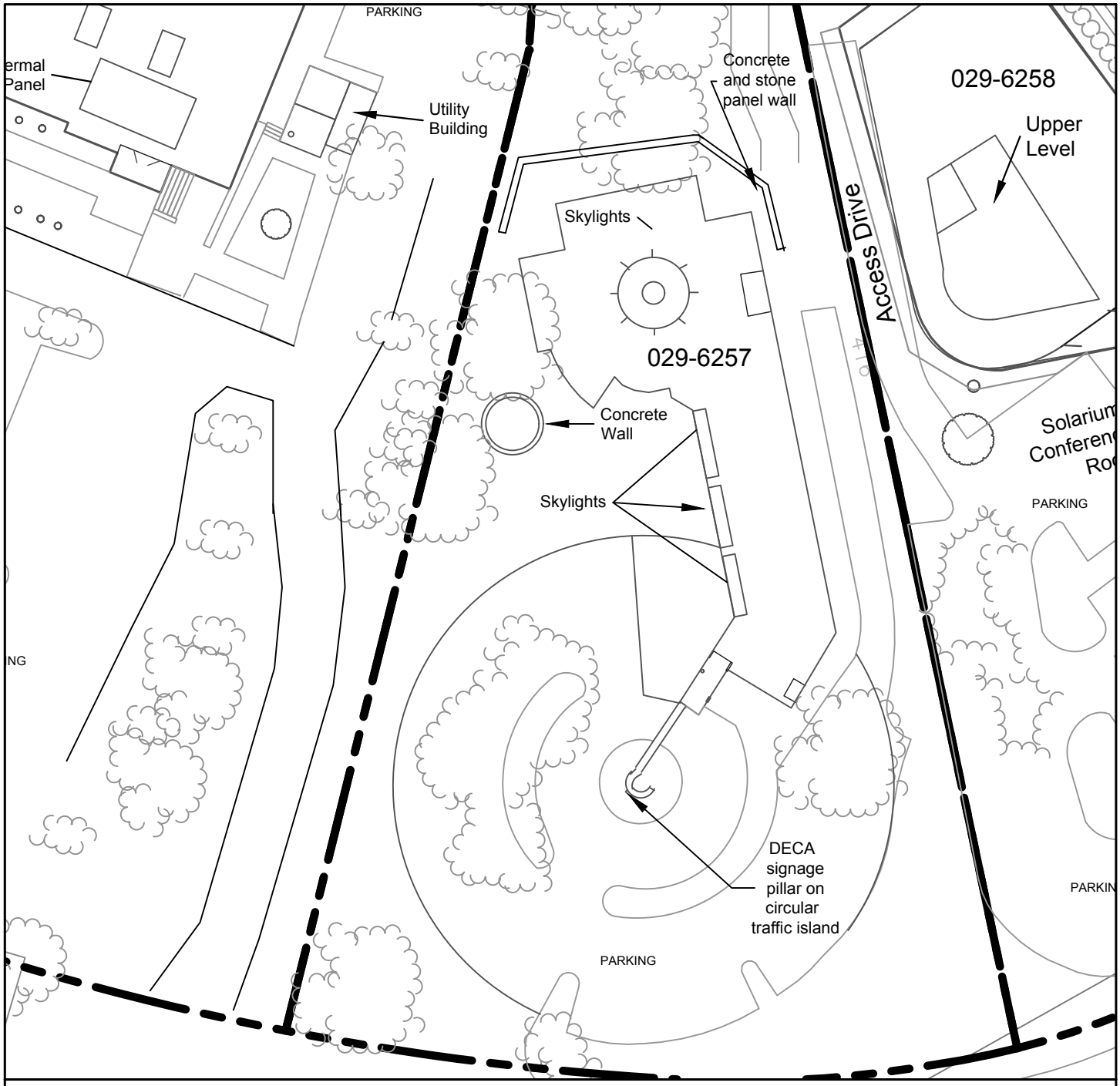


Reston Center for Associations and Educational Institutions
Distributive Education Clubs of America
1908 Association Drive
Reston
Fairfax County, Virginia

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Original Scale: 1" = 50'

**Exhibit 20: 1908 Association Drive (029-6257) Site Plan**

**Plate 39. 1908 Association Drive (029-6257) Parking Lot Entrance, View NE**

**Plate 40. 1908 Association Drive (029-6257) Façade, View NE**

**Plate 41. 1908 Association Drive (029-6257) Façade Entrance, View NW**

**Plate 42. 1908 Association Drive (029-6257) Façade Entrance, View NE**

**Plate 43. 1908 Association Drive (029-6257) SE and NE Elevations, View NW**

**Plate 44. 1908 Association Drive (029-6257) NW Elevation, View South-SE**

**Plate 45. 1908 Association Drive (029-6257) NW and SW Elevations, View SE**

**Plate 46. 1908 Association Drive (029-6257) Utility Structure, View SE**

Winesett-Duke of Falls Church to construct the building at 1908 Association Drive in 1976. At the time of construction, DECA's members, which included chapters in Guam, Puerto Rico, and the USVI, were consulted as to how the building's style could reflect the association's overall membership. The building was dedicated on September 29, 1976 (Reston 1976). It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1908 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1910 Association Drive (029-6258)**

*Description*

The building is located at the southeastern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston (Exhibit 21 and Plate 47 - Plate 54). It stands on a slight rise, with an asphalt parking lots located directly between the building and the street. Landscaping on the property includes trees planted in parking lot medians, and mature shrubs, ornamental trees, and mature oaks sited along the building's elevations. There is also a sunken Garden at the rear elevation with concrete steps, forming terraces. The terraces are planted with azalea bushes. This property is linked to graded footpaths connecting other buildings within the complex.

This is a two-story, multiple-bay office building designed with International Style and Neo-Expressionist influences. The building's footprint combines a polygonal and curvilinear outline, as the building's west, southwest, and south elevations form parts of a curve; at the façade, the curve is more pronounced by that the second floor is cantilevered over the first floor. The foundation is concrete, and the building's structural system is steel frame. The building retains its original exterior wall covering, composed of vertical vitreous enamel steel panels that, with close vertical seams, present a unified exterior shell. The vitreous enamel panels are presently covered by peeling latex paint. Along the east elevation, visible exterior cladding below the building's main exterior wall consists of terra-cotta tiles. The building has a flat roof with a windowless monitor visible from the façade; according to building records, the roof's surface is composed of tar and gravel. Fenestration is uniform and not altered. Windows are original steel, one-light multi-pane casements, arranged as a ribbon on the façade and in parallel paired bands on the west and east elevations. On the façade, there are 23 window openings on the first floor, and 36 on the second floor. Every third window on the façade is a hinged casement window, and the others are fixed. At the east elevation, the building's lower level is visible, with three-part window openings filled by dark glass and steel windows. The building's principal entrance is sheltered beneath

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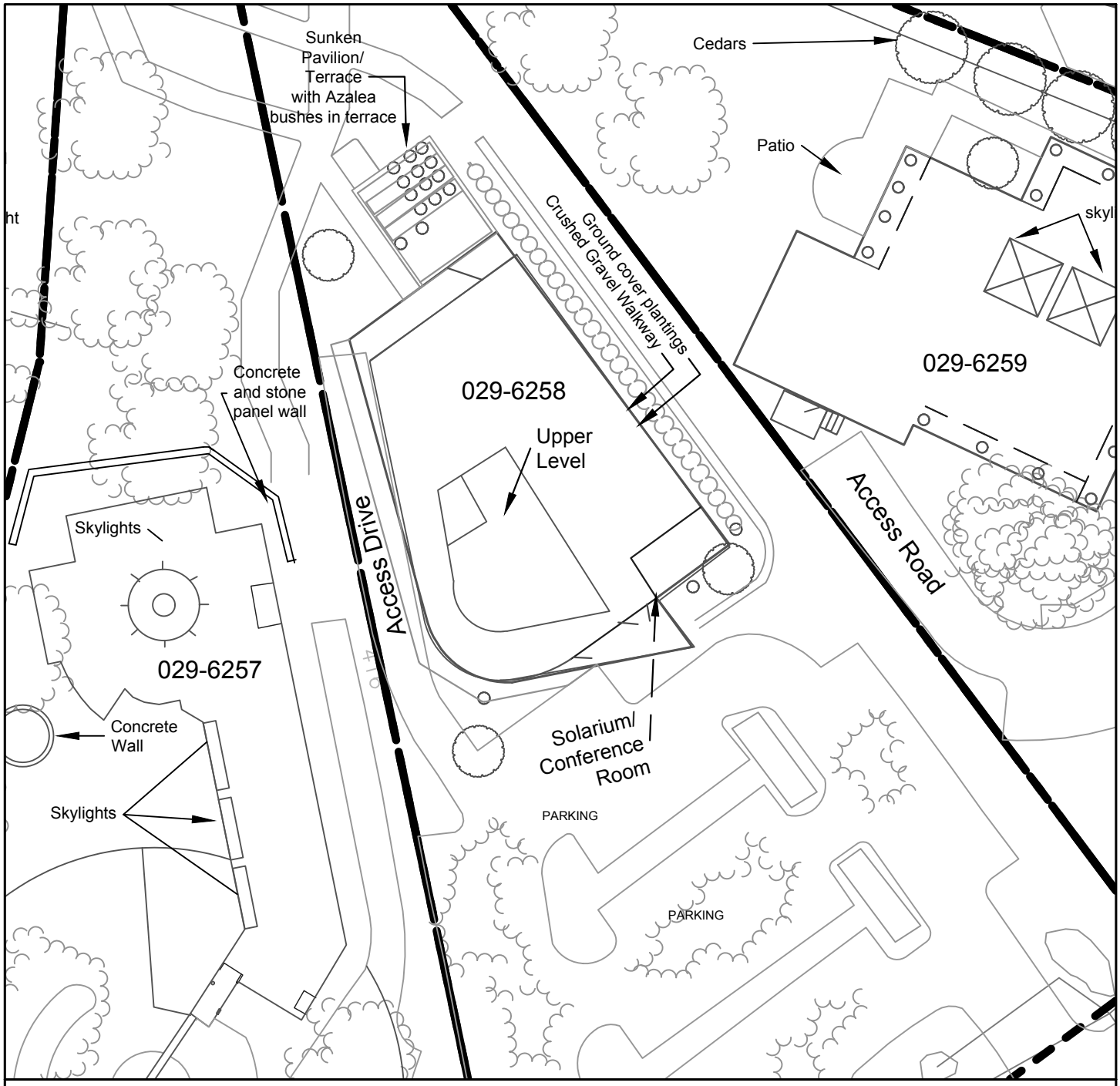


Reston Center for Associations and Educational Institutions
Future Homemakers of America
1910 Association Drive
Reston
Fairfax County, Virginia

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Original Scale: 1" = 50'

**Exhibit 21: 1910 Association Drive (029-6258) Site Plan**

**Plate 47. 1910 Association Drive (029-6258) Parking Lot Entrance, View West**

**Plate 48. 1910 Association Drive (029-6258) Façade, View North**

**Plate 49. 1910 Association Drive (029-6258) Façade, View NW**

**Plate 50. 1910 Association Drive (029-6258) Façade and NE Elevation, View NW**

**Plate 51. 1910 Association Drive (029-6258) NE and NW Elevations, View South**

**Plate 52. 1910 Association Drive (029-6258) NW Sunken Patio, View South**

**Plate 53. 1910 Association Drive (029-6258) NE and NW Elevations, View SE**

**Plate 54. 1910 Association Drive (029-6258) West Elevation, View North**

triangular cantilevered extension of the second floor. There are three doors on this elevation; the primary entrance is a doubleleaf steel and glass pull door, with a comparable singleleaf secondary entrance located at the facade's west end. Immediately east of the principal entrance and incorporated into the building's footprint is a solarium that appears to be used for conference rooms and meeting rooms. Its roofline is gabled with skylights composed of fixed glass panels secured by steel frames. The north elevation is roughly three bays with the first bay containing only one steel door on the lower level and one casement window on the upper level. The second bay has a band of eight windows and a double door on the lower level and a band of ten windows on the upper. The third bay has a band of five windows on each floor. A patio runs the length of the lower level and overlooks a sunken patio, accessed by the basement level. It is roughly square and runs half the width of the building, featuring a four-tiered concrete garden beds of azaleas and stairs to the ground level. The basement elevation consists of a band of ten floor-to-ceiling, single-light casement windows and two glass double doors. The sunken area is surrounded by steel horizontal round bar railings on three sides.

*NRHP Evaluation*

An affiliate of the National Education Association, the Future Homemakers of America hired the internationally renowned firm of HOK, then known as Hellmuth, Obata + Kassabaum, to design the building at 1910 Association Drive. It was completed in 1982 and is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1910 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1912 Association Drive (029-6259)**

*Description*

The building is located at the southeast section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It stands on a slight rise above the street (Exhibit 22 and Plate 55 - Plate 60). An asphalt parking lots located between the building and street, is screened by small trees and shrubs, with a serpentine poured-concrete walkway leading to the building. Around the building are mature evergreen shrubbery, small flowering trees, ground cover, and mature trees. At the building's rear elevation is an open courtyard area paved with gravel and sand and used by employees on break.

This is a banked, one-story, six-bay-by-six-bay Postmodern office building with a nearly square footprint. The foundation is concrete with a brick veneer. The structural system is

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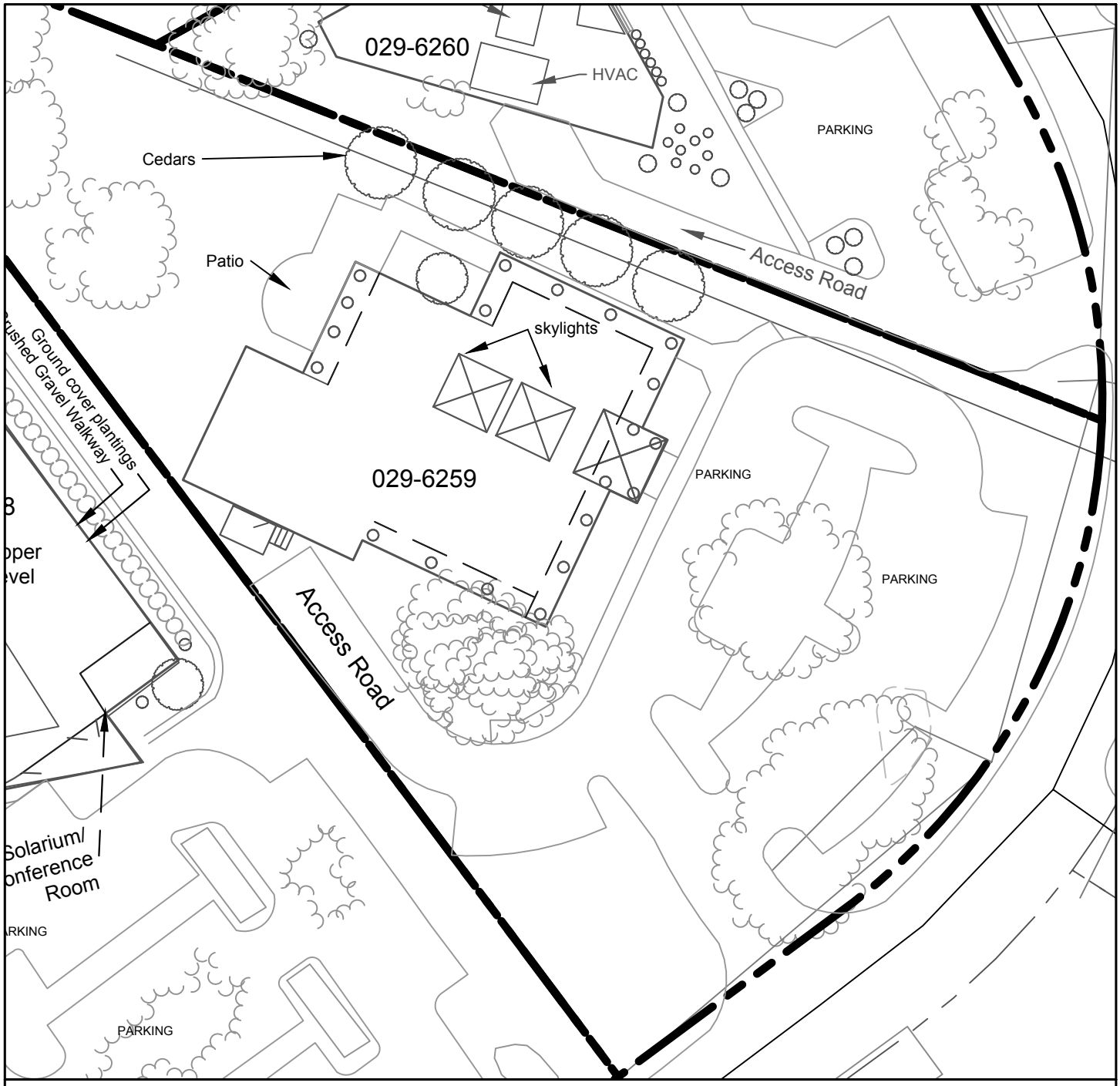


Reston Center for Associations and Educational Institutions
Future Business Leaders of America Phi Beta Lambda
1912 Association Drive
Reston
Fairfax County, Virginia

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**Exhibit 22: 1912 Association Drive (029-6259) Site Plan**

**Plate 55. 1912 Association Drive (029-6259) Parking Entrance (029-6259), View NE**

**Plate 56. 1912 Association Drive (029-6259) SW and SE Elevations, View NW**

**Plate 57. 1912 Association Drive (029-6259) Façade Entrance, View NW**

**Plate 58. 1912 Association Drive (029-6259) Façade and NE Elevation, View West**

**Plate 59. 1912 Association Drive (029-6259) NE Patio, View South**

**Plate 60. 1912 Association Drive (029-6259) NW and SW Elevations, View East**

steel frame and cinder block sheathed in plate glass on four bays of the southwest elevation, all bays of the facade, and wrapping around to the northeast and part of the northwest elevation. It transitions to brick veneer on the rear elevations facing the patio and the section of the northwest elevation, which is largely banked by earth. The bays of the plate-glass walls are defined by simple round precast concrete columns, while the bays of the primarily windowless brick sections are defined by brick pilasters. A precast concrete fascia wraps around the building. The building has a flat roof clad in original rubberized/asphalt composite. Located within the fourth bay of the façade, the square portico consists of concrete steps flanked by precast concretes and a brick platform/stoop sheltered by a hipped standing-seam metal roof. The doors are doubleleaf swinging glass doors with an affixed brass horizontal handrail. Each window on the southwest, southeast, and northeast elevations is in three parts with an upper, smaller spandrel band followed by a large vertical rectangular panel, and then the lower area, which has hopper panels in intervals. A double steel door is located in the first bay at the rear of the southwest elevation, while steel and glass doors are located on the rear façade for access to the patio. The patio is partially surrounded by a low brick wall laid in stretcher bond.

*NRHP Evaluation*

An affiliate of the National Education Association, the Future Business Leaders Association purchased a lot on this campus in 1981 and constructed the building at 1912 Association Drive in 1991. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 30 years old and does not possess sufficient exceptional individual significance under any NRHP criteria to be considered eligible for listing in the NRHP under Criteria Consideration g, which addresses resources that have achieved significance within 50 years of their initial construction. Because it was built almost ten years after the other buildings in the Postmodern style rather than a Modernist Movement style, it likely would not be considered as a contributing resource to a potential Association Drive Historic District; though, it may attain this status with the passage of time.

**1914 Association Drive (029-6260)**

*Description*

The building is located at the east-southeast section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston (Exhibit 23 and Plate 61 - Plate 68). It stands on a level site adjacent to a rectangular, asphalt parking lot between the building and street. A north-south poured-concrete walkway alongside the building's façade is the property ground's primary walkway, with a secondary, smaller walkway sited along the northwest elevation. The building's entrance features the most actualized landscaping on site, particularly a small retaining wall extending from the primary entrance steps that contains a mature Japanese maple tree. Manicured azalea and evergreen shrubs are planted along the façade elevation;

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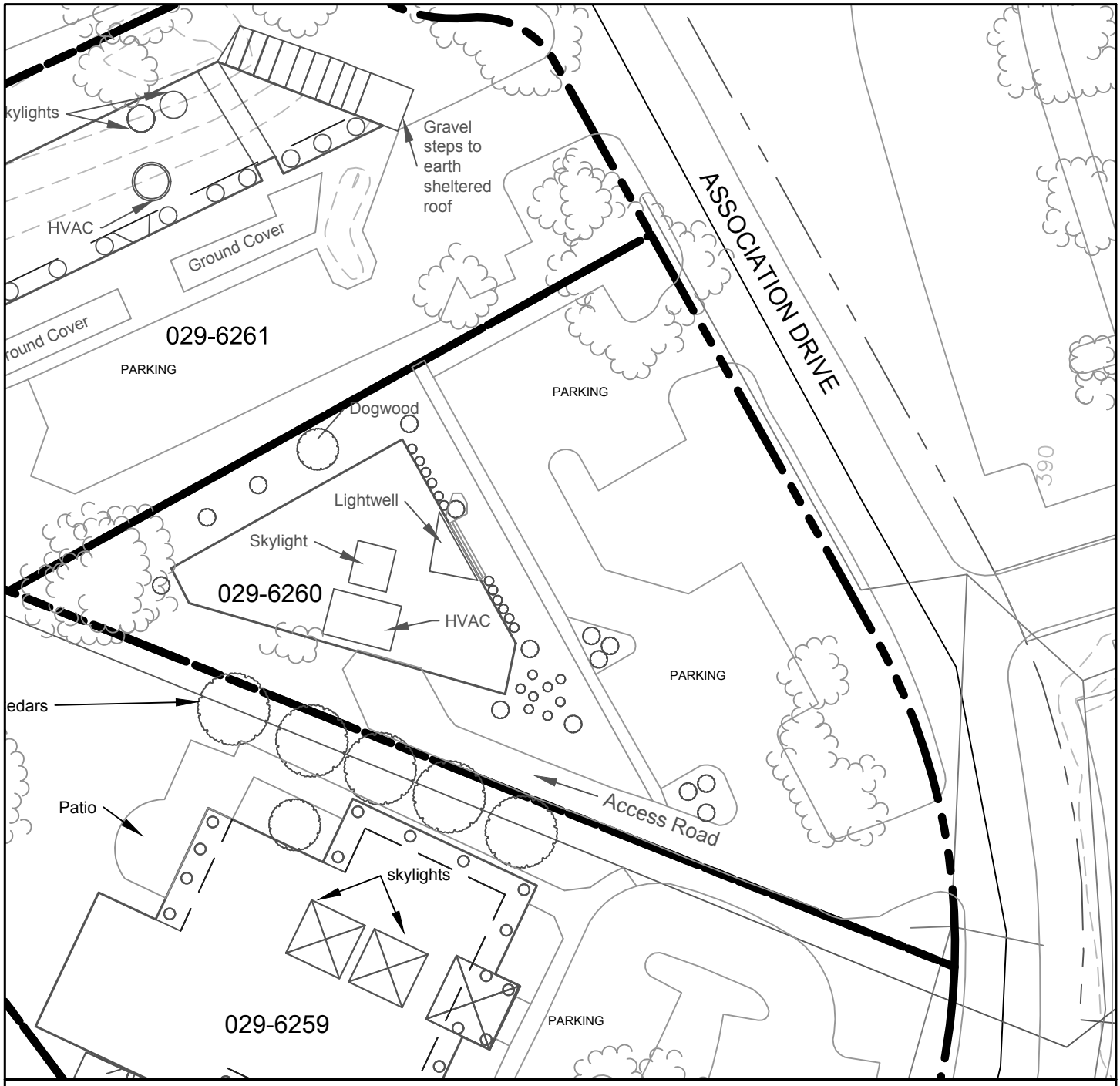


Reston Center for Associations and Educational Institutions
National Business Education Association
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Reston
Fairfax County, Virginia

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**Exhibit 23: 1914 Association Drive (029-6260) Site Plan**

**Plate 61. 1914 Association Drive (029-6260) Parking Lot Entrance, View NW**

**Plate 62. 1914 Association Drive (029-6260) SW Elevation and Façade, View West**

**Plate 63. 1914 Association Drive (029-6260) Façade Entramce. View West**

**Plate 64. 1914 Association Drive (029-6260) Façade and NW Elevation, View SW**

**Plate 65. 1914 Association Drive (029-6260) NE Elevation Entrance, View East**

**Plate 66. 1914 Association Drive (029-6260) NW and NE Elevations, View East**

**Plate 67. 1914 Association Drive (029-6260) West and SW Elevations, View SE**

**Plate 68. 1914 Association Drive (029-6260) SW Elevation and Façade, View NW**

the property at the southwest elevation is wooded. Medians at the parking lot are landscaped with grass lawns, and a few trees.

This is a two-story, multiple-bay office building designed in the with Brutalist and Neo-Expressionist influences, as seen in the building's unique pentagonal footprint. The structural system is steel frame. Exterior walls are original dark tan brick, laid in a stretcher-bond veneer. The building has a flat roof clad in original tar and gravel. Above the principal entrance bay, and incorporated into the roofline, is an open triangular lightwell. Fenestration is uniform, with a band of parallel, regularly-spaced windows on the truncated southeast and west-southwest elevations. On the northwest and southwest elevations, the windows are recessed, and set within regular, angled niches. Window openings are filled by original Insulite, one-light sash. On the façade is a single-story, two-bay recessed entrance, accessed by brick steps. The primary entrance on this engaged entry's northeastern wall is filled by a doubleleaf wood-and-glass pull door, and a large Insulite glass panel window. Above the door and panel is a fixed spandrel pane.

*NRHP Evaluation*

An affiliate of the National Education Association, the National Business Education Association purchased a lot on this campus in 1971 and constructed the building at 1914 Association Drive in 1981. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1914 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1916 Association Drive (029-6261)**

*Description*

The building is located at the east section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston (Exhibit 24 and Plate 69 - Plate 76). It is partly subterranean and situated within a slope. An asphalt parking lot is sited immediately adjacent to the building's façade, separated from the concrete walkway by raised berms planted with ground cover. As the parcel footprint is small, 1916 Association Drive has little lawn, other than its roof garden, but is nonetheless framed by the tree cover and open lawn of adjoining parcels. Existing concrete walkways branching from access walkways link the property to paved footpaths connecting other buildings within the complex.

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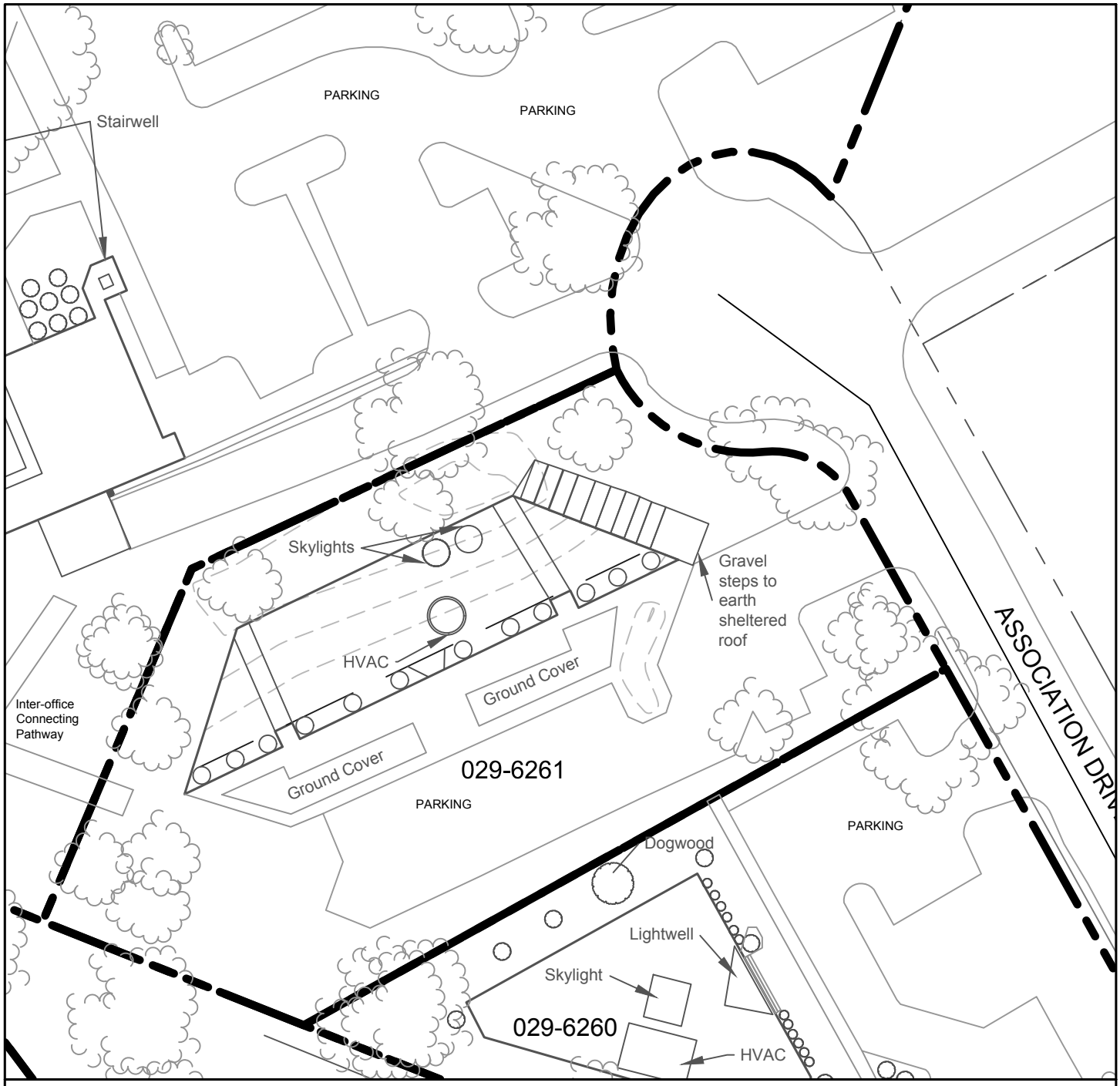


Reston Center for Associations and Educational Institutions
National Art Education Association
1916 Association Drive
Reston
Fairfax County, Virginia

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**Exhibit 24: 1916 Association Drive (029-6261) Site Plan**

**Plate 69. 1916 Association Drive (029-6261) Parking Lot Entrance, View West**

**Plate 70. 1916 Association Drive (029-6261) Façade, View West**

**Plate 71. 1916 Association Drive (029-6261) NE Elevation and Berm, View SW**

**Plate 72. 1916 Association Drive (029-6261) NE End of Roof, View SE**

**Plate 73. 1916 Association Drive (029-6261) Utilities on Earthen Roof, View North**

**Plate 74. 1916 Association Drive (029-6261) Skylights, View NE**

**Plate 75. 1916 Association Drive (029-6261) Earthen Roof, View East**

**Plate 76. 1916 Association Drive (029-6261) Façade, View NE**

This is a bermed, one-story, earth-sheltered office building, designed in the Brutalist style with a trapezoidal footprint. The foundation is concrete. The structural system is masonry. It is surrounded on three sides by what appears to be a natural hillside to the southwest and two artificial berms to the northwest and northeast. The building is long and shallow with the façade facing southeast to maximize access to natural light; it is in three parts – two bays articulated by three precast concrete plain round columns, five bays articulated by six precast round pilasters, and two bays also articulated by three concrete columns. These support a wide precast concrete cornice fascia/parapet that has a decorative channeled line to define the bottom third of it and three lines of evenly spaced punctuation. Within the shelter, the soffit is cast-concrete coffering, comparable to other Brutalist-style interior spaces, such as the D.C. Metro. The flat roof is three parts with the two ends covered in a traditional membrane and the larger center portion topped by a membrane and up to a few feet of earth and grass, creating a rooftop lawn that merges with the northwest berm. Two large concrete stacks resembling ocean liner smokestacks enclose two plastic bubble skylights. Windows are original steel, one-light casements. The southwest end of the façade contains a band of floor-to-ceiling, vertical windows secured by steel surrounds, a single glass door, and a windowless section of square slate tiles with a gray concrete grout. The center part of the façade contains another band of windows, a doubleleaf hollow-core steel door with burnished metal pull handles in the second bay, another band of windows, and then a windowless section of gray tiles in the fifth bay. The northeast end of the façade continues with gray square tiles flanked by a single steel door and single floor-to-ceiling glass window. A set of low stairs hugs the building and leads from the concrete walk in front of the façade up the northeast berm to the green roof.

*NRHP Evaluation*

An affiliate of the National Education Association, the National Art Educational Association purchased a lot on this campus in 1971 and constructed the earth-sheltered building at 1916 Association Drive in 1977. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. Earth-sheltered buildings and other energy saving techniques rose in popularity in the 1970s in response to the Saudi oil embargo and energy crisis (UMN 1979). Designed and constructed between 1974 and 1977, the much larger Terraset Elementary School in Reston is likely the first earth-sheltered building not associated with the military completed in Virginia. Constructed the same year, 1916 Association Drive is not yet 50 years old but may have already attained exceptional individual significance to be eligible for listing in the NRHP under Criterion A for association with the environmental movement and Criterion C for architecture, using Criteria Consideration g, which addresses resources that have achieved significance within 50 years of their initial construction. Additionally, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1916 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**1920 Association Drive (029-6262)**

*Description*

The building is located at the northeastern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston (Exhibit 25 and Plate 77 - Plate 86). The building is accessed by the cul-de-sac termination of Association Drive, leading to a large, rectangular parking lot screened by mature oaks, and with small grass medians within the lot. The parklike landscape to the west, north, and south frames 1920 Association Drive with open lawns, a few mature trees dotted here and there, and manicured hedges and plantings around the building's perimeter. Existing concrete walkways branching from access walkways link the property to paved footpaths connecting other buildings within the complex.

This building is a five-story, multiple-bay office building designed in the Brutalist style with a Postmodern reference to ancient ziggurats. The structural system is steel frame. The foundation is cast concrete and is partly visible. Exterior walls are original cast concrete and original brick veneer. The building's south and west elevations, or "outer" elevations, are a series of terraced, precast concrete balconies with beveled edges and metal rails that rise to the fifth floor. The outer east and north elevations, which are short, are mostly brick with a vertical line of windows between the building's main block and the attached stairwell. The "inner" elevations east and north, forming the inner outline of the "L" footprint, have a center projecting brick bay. The building's principal entrances are located on either side of the projecting brick bay. The building has a flat roof with a prominent, upper middle compartment of the roof that appears to be part of the HVAC or, since it is aligned with the projecting brick bay, possibly the location of the elevator wells. Windows are original steel, 1/1 fixed. All fenestration is basically the same, with each floor level from the main floor having bands of ribbon windows. The primary entryway on the "inner" north elevation is a recessed entrance beneath a series of parallel concrete fascia bands. The entrance bay is filled by doubleleaf steel and glass doors, with the address stenciled in the overhead spandrel.

*NRHP Evaluation*

An affiliate of the National Education Association, the Council for Exceptional Children constructed the building at 1920 Association Drive in 1973. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1920 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

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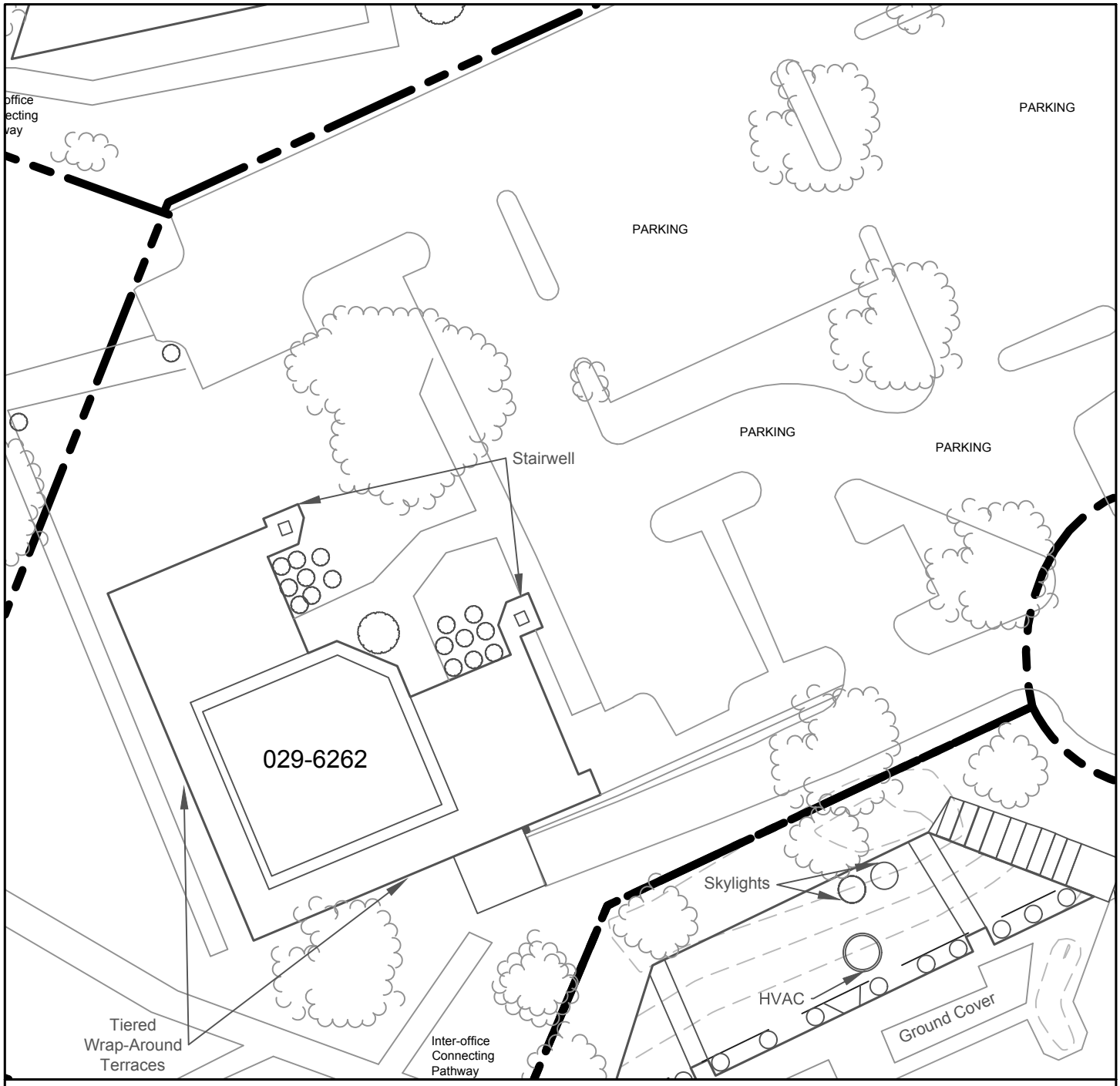


Reston Center for Associations and Educational Institutions
The Council for Exceptional Children
1920 Association Drive
Reston
Fairfax County, Virginia

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**Exhibit 25: 1920 Association Drive (029-6262) Site Plan**

**Plate 77. 1920 Association Drive (029-6262) Parking Lot Entrance, View North**

**Plate 78. 1920 Association Drive (029-6262) Façade Entrance, View West**

**Plate 79. 1920 Association Drive (029-6262) NE Elevation, View SW**

**Plate 80. 1920 Association Drive (029-6262) NW Elevation, View SW**

**Plate 81. 1920 Association Drive (029-6262) NW and SW Elevations, View East**

**Plate 82. 1920 Association Drive (029-6262) SW Elevation, View NE**

**Plate 83. 1920 Association Drive (029-6262) Balcony Rail Detail, View SW**

**Plate 84. 1920 Association Drive (029-6262) Wrap-Around Balconies, View SE**

**Plate 85. 1920 Association Drive (029-6262) SE Elevation, View West**

**Plate 86. 1920 Association Drive (029-6262) SW and SE Elevations, View NE**

## SUMMARY AND RECOMMENDATIONS

WSSI conducted a Supplemental Phase I Architectural Survey of a 22.78-acre office park in Fairfax County, Virginia in May 2018. The study was conducted on behalf of FCDOT, which in cooperation with VDOT, and the FHWA, is studying the environmental consequences of construction of the Soapstone Connector. The proposed roadway, approximately one half-mile long between Sunset Hills Road and Sunrise Valley Drive, will cut through the western side of the office park and require the removal of 1904 Association Drive. The supplemental APE, defined in consultation with the DHR and the Fairfax County ARB, consists of ten contiguous parcels bound by Association Drive in Reston, which with Irvine, California, and Columbia, Maryland, was one of the first "New Towns" in the United States.

Originally known as the Reston Center for Associations and Educational Institutions, the office park contains ten Modernist and Postmodernist Movement buildings constructed between 1972 and 1991. Using Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction, the campus is recommended 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. All but one of the ten buildings are recommended as potentially contributing to the historic district. In addition, the earth-sheltered office at 1916 Association Drive may be individually eligible under Criterion A for association with the environmental movement and criteria C for architecture.

The project will have a direct effect on the 1904 Association Drive and an indirect effect on the remainder of the buildings (Table 3). A Phase II Architectural Evaluation is recommended to discover who designed each building, document their interiors, and determine their eligibility for listing as a district.

**Table 3: Summary and Recommendations for Architectural Resources in the APE**

| DHR Resource No. | Historic Name | Location | Potential Significance | Potential Effect | Recommendation |
|---|---|---|---|---|---|
| 029-6253 | American Association for Health, Physical Education, and Recreation | 1900 Association Drive | Yes | Indirect | Evaluation |
| 029-6254 | American Medical Student Association | 1902 Association Drive | Yes | Indirect | Evaluation |
| 029-6255 | National Association of Secondary School Principals | 1904 Association Drive | Yes | Direct | Evaluation |
| 029-6256 | National Council of Teachers of Mathematics | 1906 Association Drive | Yes | Indirect | Evaluation |
| 029-6257 | Distributive Education Clubs of America | 1908 Association Drive | Yes | Indirect | Evaluation |
| 029-6258 | Future Homemakers of America | 1910 Association Drive | Yes | Indirect | Evaluation |
| 029-6259 | Future Business Leaders of America Phi Beta Lambda | 1912 Association Drive | No | N/A | No Evaluation |
| 029-6260 | National Business Education Association | 1914 Association Drive | Yes | Indirect | Evaluation |
| 029-6261 | National Art Education Association | 1916 Association Drive | Yes | Indirect | Evaluation |
| 029-6262 | The Council for Exceptional Children | 1920 Association Drive | Yes | Indirect | Evaluation |

## REFERENCES CITED


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The Washington Post, Times Herald
1971 Educational Groups Have Center in Reston. 24 July:D3.
1970 Education Association Buys Tract in Reston. 24 September:H12.

# APPENDIX I
# Staff Qualifications

## Anna Maas, MUEP

Principal Architectural Historian

### Firm Association
**Wetland Studies and Solutions, Inc. (WSSI)**

### Project Assignment
**Principal Architectural Historian**

### Years of Experience
With this firm: 3
With other firms: 12

### Education
MUEP/Master of Urban and Environmental Planning/University of Virginia

Certificate/Historic Preservation/University of Virginia

BAH/Bachelor of Architectural History/University of Virginia

Minor/Architecture/University of Virginia

### Registrations & Certifications
2012/Section 106 Training (Ohio Office of Environmental Services)/OH/Ohio Department of Transportation

2012/Section 4(f) Training (Ohio Office of Environmental Services)/OH/Ohio Department of Transportation

2014/Certified Zoning Official/Virginia Association of Zoning Officials

2015/Section 106 Agreement Documents/NPI

2017/HAZWOPER 8hr//2017013034

### Associations
American Planning Association

Southeast Chapter of the Society of Architectural Historians

Vernacular Architecture Forum

Ms. Maas has volunteered and worked as an architectural historian and planner, researching, documenting, and interpreting cultural resources for over 18 years. In addition to serving as WSSI's Principal Architectural Historian, she served on the Warrenton, Virginia Architectural Review Board (ARB) and currently serves on the Warrenton Planning Commission.

**Ms. Maas's relevant experience includes:**

**Phase I and II Cultural Resource Investigation; Floris Historic District National Register of Historic Places (NRHP) Nomination Amendment; Master Redevelopment Plan Contribution; Indirect Effects Assessment, Proposed Scimores Academy, Fairfax County, VA.** Ms. Maas participated on a multi-disciplinary team to assist with U.S. Army Corps of Engineers permitting and Rezoning Application RZ 2016-HM-010 and Special Exception Application SE 2016-HM-007, which were approved by the County Planning Commission and Board of Supervisor in 2017.

**Documentary Study, HABS Documentation, and Section 106 Coordination, Ramsey Homes, City of Alexandria, VA.** Ms. Maas and associate archeologist developed an illustrated history of land use and occupants based on primary document research and coordinated with a large-format photographer and Encore Sustainable Design to prepare measured drawings. The Ramsey Homes were designed and built during the New Deal era between 1941 and 1942 as public housing for African-American defense workers and were dramatically altered in the late 20th century. Ms. Maas and Boyd Sipe are coordinated Section 106 consulting on behalf of HUD and ARHA. Prepared for ARHA 2015-2018.

**Phase I Cultural Resources Investigation, Architectural Documentation, and Interpretive Signage, the Knolls on Main, City of Fairfax, VA.** Ms. Maas researched and documented Oak Knoll Apartments, designed and built 1960-1962 by a local firm. It represented a significant example of a mid-century Modern Garden Apartment complex because of its progressive planning in conservation of natural resources, the promotion of indoor-outdoor living, and the provision of attractive affordable housing for the influx of middle-class commuters in the 1960s. Prepared in preparation for redevelopment into 64 condos and 38 townhomes. Prepared for Capital Investment Advisors, Alexandria, VA.

**Reconnaissance Architectural Survey & Multiple Property Documentation (MPD), African-American Resources – Arlington County, VA.** With Arlington County staff assistance, Ms. Maas conducted research and compiled a list of 600 historic properties, which were surveyed by sub-consultants. She served as the lead author on the MPD, which contains historic contexts from Settlement to the Civil Rights Movement. GIS staff assisted with identifying which properties to survey by geo-referencing historic maps. The draft MPD was approved by DHR in December 2017. Preparing for Arlington County Historic Preservation Office.

**Historic Structures Survey and Determination of Eligibility Report, Pageton, McDowell County, WV.** PI for survey of 1907 coal mining camp, which included well maintained miners' houses, the company store designed by Alexander B. Mahood, school, post office, supervisor's house as well as rail bridges. Conducted interviews with residents and located original documents and photographs from the town's establishment through the 1930s. Prepared for Jackson Environmental, Richmond, KY and Evergreen Consulting, Elkview, WV.

**Cultural Historic Survey, Meldahl Locks and Dam Project, Bracken County, KY and Clermont County, OH.** PI of resources within one-mile viewshed of proposed hydroelectric plant at NRHP-eligible Corps of Engineers locks and dam. Developed interstate APE based on GIS viewshed analysis and coordinated joint technical reports between Kentucky and Ohio SHPOs. Prepared for EA Engineering, Science, and Technology, Inc.

**Multiple Section 106 Investigations and Master Plan Contributions, Louisville, KY.** Contributed to archeological investigations related to the reuse of the Big Four Railroad Bridge over the Ohio River into a multi-use trail to connect the 110-mile Louisville Loop to parks in Indiana; PI on reconnaissance survey of 902 resources on three NRHP-listed parkways undergoing improvements within a parks system designed by Frederick Law Olmsted and successors; intensive surveys of nine historic bridges in Olmsted's Cherokee Park; and PI on 4,319-acre APE along Floyds Fork for a multi-use recreational area within the Louisville Loop. Gresham Smith Partners, Louisville, KY; Wallace, Roberts & Todd, Philadelphia, PA; 21st Century Parks, Louisville, KY; Louisville Metro Parks; and KYTC/FHWA, Frankfort, KY.

## Penne Sandbeck, M.A.

Senior Architectural Historian

**Firm Association**
**Wetland Studies and Solutions, Inc. (WSSI)**

**Project Assignment**
**Architectural Historian**

**Years of Experience**
With this firm: <1
With other firms: 13

**Education**
MA/Art History/University of Delaware

BA/Studio Art/University of North Carolina at Chapel Hill

**Associations**
Vernacular Architecture Forum

Southeast Chapter of the Society of Architectural Historians (SESAH)

Ms. Sandbeck has 23 years of experience as an architectural historian and researcher. Early projects include a historic structures report for an 1850s house in Manteo, NC, research for The Whalehead Club in Corolla, NC, and one Phase I-II survey for the Dare and Currituck Counties' Outer Banks. She has prepared several National Register nominations and written and/or researched manuscripts for four publications focused on North Carolina's historic architectural heritage. Ms. Sandbeck was an architectural historian for the NC Department of Transportation 2003–2010 and served as the Educational Programs Researcher and Editor for Tryon Palace (North Carolina state historic site and museum) 2010-2014. She has since worked independently and with firms in cultural resources management. Ms. Sandbeck exceeds the qualifications for architectural historian under 36 CFR 61.

**Ms. Sandbeck's relevant experience includes:**

**Architectural Reconnaissance Survey—Aldie, Loudoun County, VA.** Ms. Sandbeck conducted Phase I-level survey fieldwork and VCRIS data entry for five rural properties outside the Aldie Mill NRHP Historic District in August 2017. In February 2018, Ms. Sandbeck conducted a Phase II-level examination of the former Aldie Tavern, one of the five properties surveyed in August 2017.

**Architectural Reconnaissance Survey & African-American Multiple Property Documentation (MPD) – Arlington County, VA**. As a sub-consultant for HPC working for Thunderbird Archeology/Wetland Studies and Solutions, Inc. (WSSI), Ms. Sandbeck conducted Phase I-level survey reconnaissance, fieldwork, and research for 600 historic properties between June 2016 and February 2017. These resources are related to the county's African-American heritage and include individual landmarks and potential historic districts in the neighborhoods of Nauck and Arlington View. Ms. Sandbeck also contributed context sections and was part of the team co-writing and editing the MPD for Arlington County's Department of Community Planning, Housing, and Development/Historic Preservation Program.

**Addendum, Meredith College Historic District Boundary Expansion—Raleigh, Wake County, NC.** In 2017, Ms. Sandbeck participated as a researcher and as part of a multi-disciplinary team to investigate Meredith College's designed historic landscape, supplementing the findings of a 2015 DOE report for NCDOT (TIP U-2719). The addendum focused upon the development of Meredith College's designed historic landscape features, especially the contributions of landscape architects Charles F. Gillette (1950-1961) and Richard C. Bell (1962-1980), and the campus master plan devised by Bell in 1966, which is still in use today. Draft was reviewed by the North Carolina State Historic Preservation Office (NC-HPO), and the proposed boundary was approved and extended in August 2017.

**Historic District Reconnaissance Survey and NRHP Nomination Co-Author—Saxis, Accomack County, VA.** As a sub-consultant for HPC working for William & Mary Center for Archaeological Research (WMCAR)**,** Ms. Sandbeck conducted Phase I-level survey reconnaissance, fieldwork, and research for 200 historic properties between October 2015 and May 2016. Besides residences, resources included maritime-related buildings and structures as well as documentation of Saxis' several cemeteries within town boundaries. WMCAR and HPC requested Ms. Sandbeck's assistance with the nomination, so that Ms. Sandbeck prepared the Section 7 draft.

**NRHP Nomination, Locustville Academy—Accomack County, VA.** Between January and June 2016, Ms. Sandbeck documented and prepared a nomination for the circa-1859 Locustville Academy, a two-room antebellum rural academy that is the only one extant on the Eastern Shore of Virginia. It was listed to the Virginia Landmarks Register (VLR) in October 2016, and listed to the NRHP in November 2016.

**Phase I, Reconnaissance Survey and MD Short Forms, Purple Line--Prince George's County, MD.** Between December 2014 and February 2015, as part of a 3-person survey team at Dovetail CRG, Ms. Sandbeck conducted a reconnaissance survey for commercial, public, and residential resources in Prince George's Palmer Park and Kent Village subdivisions. Resources were primarily postwar housing constructed between 1950 and 1960. Ms. Sandbeck also worked with the project's Principal Investigator to evaluate 126 resources in Kent Village as part of a Short Form, and evaluated three additional commercial buildings.

# APPENDIX II
# Architectural Survey Forms

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | SHAPE America |
| Function/Location | Office, 1900 Association Drive |
| Historic | American Association for Health |

**Property Addresses**

Current - 1900 Association Drive

| | |
|---|---|
| **County/Independent City(s):** | Fairfax (County) |
| **Incorporated Town(s):** | Reston |
| **Zip Code(s):** | 20191 |
| **Magisterial District(s):** | *No Data* |
| **Tax Parcel(s):** | *No Data* |
| **USGS Quad(s):** | VIENNA |

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

## Additional Property Information

**Architecture Setting:** Suburban

**Acreage:** *No Data*

**Site Description:**

May 2018: The building is located at the northernmost section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It is set into a hillside with asphalt parking lots located to its north and northeast. The parklike landscape to the west, east, and south frames 1900 Association Drive with grass slopes, open lawn, and mature regional plantings (magnolia, oak, azalea, honeysuckle) designed not to obscure building details. The circular driveway/walkway access to the building's principal entrance echoes the façade's curvilinear section. There is a poured-concrete pad located by the building's east elevation, which is used as an outdoor dining space by employees.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the American Association for Health, Physical Education, and Recreation (now SHAPE America) purchased a lot on this campus in 1971 and constructed the building at 1900 Association Drive in 1980. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1900 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

| | |
|---|---|
| **Resource Category:** | Commerce/Trade |
| **Resource Type:** | Office/Office Building |
| **Date of Construction:** | 1980 |
| **Historic Time Period:** | The New Dominion (1946 - 1991) |
| **Historic Context(s):** | Architecture/Community Planning, Education |
| **Architectural Style:** | Modernist |
| **Form:** | *No Data* |
| **Number of Stories:** | 2.0 |
| **Condition:** | Excellent |
| **Interior Plan:** | Irregular |
| **Threats to Resource:** | Transportation Expansion |

**Architectural Description:**

May 2018: This building is a banked, multiple-bay office building designed in the Modern Movement style of Neo-Expressionism. Built into a hillside, the façade presents as one story, while the remaining elevations are two stories. The foundation is concrete. The structural system is concrete block. Exterior walls are coursed with original tan stretcher-bond brick veneer. Overall, the building is plain and devoid of exterior ornament, but exercises some playfulness in its mostly polygonal footprint with open spaces for passages and upper terraces and recessed entrance bays. The building has a flat roof covered in original tar and gravel with plain metal coping along its parapet course. A raised central area on the roof, resided with vertical metal siding, is either a skylight or a screen for HVAC on roof. Windows are original insulite, one-light multipaned casements. Aligned in a parallel, ribbon-like course, units of six-light steel casement windows are on the building's façade, southeast, northeast, and north elevations. The southeast elevation has 9 bays of recessed window units on its lower level and 10 bays of windows on its upper level, filled by 6 vertical lights in each window unit. On the southeast and southwest elevations, comparable coursing of windows is sheltered by an overhanging soffit. Located on the elevation's southwestern curve, the primary entrance, accessed by a wide brick paver walkway, has a shallow platform and is recessed within a curved wall. A wood doubleleaf pull door with interior glass panels is flanked by two glass sidelight panels.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Unknown | *No Data* |
| Windows | Fixed | Steel | *No Data* |
| Structural System and Exterior Treatment | Masonry | Concrete | Block |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** Other

**Resource Type:** Work of Art

**Architectural Style:** Contemporary

**Form:** *No Data*

**Date of Construction:** 1985

**Condition:** Good

**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: South of the primary access walkway, a Cor-Ten steel sculpture by Native American sculptor Gene Logan (1922-1999), consists of a male, female, and child interconnected, with the man holding a sphere aloft. The piece, titled UNITY, was installed on the grounds September 27, 1985, to commemorate the American Alliance Centennial.

## Historic District Information

**Historic District Name:** Association Drive Historic District

**Local Historic District Name:** *No Data*

**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first “New Towns” in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. “James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: ‘The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community

facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston'" (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a "27-acre campus," known in the community as the "Center for Educational Associations" (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | Geneva |
| Function/Location | Office, 1902 Association Drive |
| Historic | American Medical Student Association |

**Property Addresses**

Current - 1902 Association Drive

| | |
|---|---|
| **County/Independent City(s):** | Fairfax (County) |
| **Incorporated Town(s):** | Reston |
| **Zip Code(s):** | 20191 |
| **Magisterial District(s):** | *No Data* |
| **Tax Parcel(s):** | *No Data* |
| **USGS Quad(s):** | VIENNA |

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

## Additional Property Information

**Architecture Setting:** Suburban

**Acreage:** *No Data*

**Site Description:**

May 2018: The building is located at the northwestern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It is positioned on a small hillside ridge with an asphalt parking lot located to its northeast. A parklike landscape frames 1902 Association Drive with grass slopes, a tall yew hedge along the property's southwest elevation, and an assemblage of mature oaks at the property's northeast yard. There are also hydrangea, azalea, boxwood, redbud, and dogwood in beds around the lot. A semi-curvilinear concrete walkway links the property to paved footpaths connecting other buildings within the complex. A rectilinear, poured-concrete walkway leads from the parking lot to the building's primary entrance on the north elevation.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the American Medical Student Association purchased a lot on this campus in 1972 and constructed the building at 1902 Association Drive in 1975. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1902 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

| | |
|---|---|
| **Resource Category:** | Commerce/Trade |
| **Resource Type:** | Office/Office Building |
| **Date of Construction:** | 1975 |
| **Historic Time Period:** | The New Dominion (1946 - 1991) |
| **Historic Context(s):** | Architecture/Community Planning, Education |
| **Architectural Style:** | Modernist |
| **Form:** | *No Data* |
| **Number of Stories:** | 1.0 |
| **Condition:** | Excellent |
| **Interior Plan:** | Irregular |
| **Threats to Resource:** | Transportation Expansion |

**Architectural Description:**

May 2018: This is a one-story, multiple-bay office building designed with Miesian influences, particularly the exterior's "skin" of glass and brick, and how the wide expanses of glass unite the building with a natural landscape. The deep overhangs also recall Neo-Formalist influences. The foundation is concrete. The structural system is steel frame. Exterior walls are original dark red and brown brick, laid below the window bands in a stretcher-bond course. The building, rectangular in format with smaller projecting rectangular sections at its northeast and southwest elevations, has a flat roof with a projecting metal cornice and deep soffit. There is a raised clerestory bay at the building's primary and secondary entrances. A continuous band of large, rectangular, double-glazed plate glass windows lines all elevations of this building. Of particular note is the ribbon of 16 windows along the north elevation's projecting section, consisting of four larger windows flanked by six smaller windows at each side. The building's primary entrance on the north elevation is a single asymmetrical bay, with bilevel glass clerestory.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Unknown | *No Data* |
| Structural System and Exterior Treatment | Steel Frame | Unknown | Panels |
| Windows | Fixed | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** *No Data*
**Resource Type:** *No Data*
**Architectural Style:** *No Data*
**Form:** *No Data*
**Date of Construction:** *No Data*
**Condition:** *No Data*
**Threats to Resource:** *No Data*
**Architectural Description:**

No Data

## Historic District Information

**Historic District Name:** Association Drive Historic District
**Local Historic District Name:** *No Data*
**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first "New Towns" in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. "James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: 'The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston'" (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a "27-acre campus," known in the community as the "Center for Educational Associations" (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

May 2018: An employee who came outside to speak with us mentioned that the building had recently been restored, but exterior remains intact.

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | National Association of Secondary School Principals |
| Function/Location | Office, 1904 Association Drive |
| Historic | National Association of Secondary School Principals |

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

**Property Addresses**

Current - 1904 Association Drive

| | |
|---|---|
| **County/Independent City(s):** | Fairfax (County) |
| **Incorporated Town(s):** | Reston |
| **Zip Code(s):** | 20191 |
| **Magisterial District(s):** | *No Data* |
| **Tax Parcel(s):** | *No Data* |
| **USGS Quad(s):** | VIENNA |

## Additional Property Information

**Architecture Setting:** Suburban

**Acreage:** *No Data*

**Site Description:**

May 2018: The building is located at the southwestern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It is positioned on and within a small hillside ridge. Two asphalt parking lots, one to the north and one to the south, are landscaped with grass medians and mature trees. The landscape framing 1904 Association Drive consists of an open lawn and the arrangement of manicured hedges along the façade elevation and retaining walls, individual shrubs and plantings such as azalea, ivy plantings on the northeastern hillside, and mature oaks and smaller redbuds and dogwoods at a short remove from the building. All entrances are connected by a continuous concrete walkway along the building's northeast, west, and southwest elevations. Existing concrete walkways branching from access walkways link the property to paved footpaths connecting other buildings within the complex.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the National Association of Secondary School Principals purchased a lot on this campus in 1971 and constructed the building at 1904 Association Drive between 1972 and 1973. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. It also has a circa-1998 two-story addition, which partly impacts the original building's integrity of setting. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1904 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

| | |
|---|---|
| **Resource Category:** | Commerce/Trade |
| **Resource Type:** | Office/Office Building |
| **Date of Construction:** | 1972 |
| **Historic Time Period:** | The New Dominion (1946 - 1991) |
| **Historic Context(s):** | Architecture/Community Planning, Education |
| **Architectural Style:** | Modernist |
| **Form:** | *No Data* |
| **Number of Stories:** | 2.0 |

**Condition:** Excellent

**Interior Plan:** Irregular

**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: This is a banked, multiple-bay office building influenced by Brutalism. Built into a hillside, the façade and east end of the building present as one story, while the remaining elevations are two stories. The foundation is concrete. The structural system is masonry. Exterior walls are laid in tan brick stretcher-bond veneer. The building's main block retains its original irregular footprint, notable for its serial, accordion-like, corners along its northwest and southeast elevations. The building has a flat roof clad in original rubberized/asphalt composite. A narrow metal coping band encircles the roof parapet's perimeter, below which runs a three-part vertical stretcher-bond frieze delineated by a header brick stringcourse; other parts of the roofline were not visible. Window openings are recessed with a paired and single fenestration pattern. Each window opening has standing-seam metal spandrels and sloping brick paver aprons, and is filled by a narrow, single-pane Insulite mirror glass sash over a lower hopper window, also filled with Insulite. In style, the repetitive bands of recessed narrow window openings are fortress-like and recall Brutalism, although this is a brick building. Located on the east end of the south elevation, the principal entrance, accessed by an open platform/concrete-brick stoop with a small shelter, has paired, pull-through glass and steel doors, possibly replacement. Other building entrances on the north and west elevations are recessed. There is a two-story, side, brick addition off the main block's northwest elevation, constructed circa 1998 during the tenure of longtime director Scott Thompson; although its footprint is rectangular, it is contextual with the building's main block, retaining the same brick exterior materials and fenestration; one different feature is the Insulite and steel curtain wall located on the northwest elevation. The 1998 addition is accessed via three concrete walkways to the complex's west, north, and south elevations.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Parapet | Asphalt | *No Data* |
| Structural System and Exterior Treatment | Steel Frame | Brick | Veneer |
| Windows | Fixed | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** *No Data*

**Resource Type:** *No Data*

**Architectural Style:** *No Data*

**Form:** *No Data*

**Date of Construction:** *No Data*

**Condition:** *No Data*

**Threats to Resource:** *No Data*

**Architectural Description:**

No Data

## Historic District Information

**Historic District Name:** Association Drive Historic District

**Local Historic District Name:** *No Data*

**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first "New Towns" in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. "James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to

Reston: 'The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston'" (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a "27-acre campus," known in the community as the "Center for Educational Associations" (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

May 2018: The building maintenance supervisor came out and spoke with us--they have blueprints for the original building and a 1998 addition.

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | National Council of Teachers of Mathematics |
| Function/Location | Office, 1906 Association Drive |
| Historic | National Council of Teachers of Mathematics |

**Property Addresses**

Current - 1906 Association Drive

**County/Independent City(s):** Fairfax (County)
**Incorporated Town(s):** Reston
**Zip Code(s):** 20191
**Magisterial District(s):** *No Data*
**Tax Parcel(s):** *No Data*
**USGS Quad(s):** VIENNA

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

## Additional Property Information

**Architecture Setting:** Suburban
**Acreage:** *No Data*
**Site Description:**

May 2018: The building is located at the south section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive within the 1960s planned community of Reston. It is on a slight rise with asphalt parking lots located in a vertical format, with a grass median, immediately south of the building. There is also a curvilinear asphalt roadway, at the property's southeast corner, leading to a smaller side parking lot at the building's southeast elevation. Surrounded by parklike landscape, the property's immediate premises have shrubs, small flowering trees, and plantings at its front lawn and southeast elevations, with woodlands and cover plantings along its north and northwest area. The property also has some folding metal benches that appear to possibly date from the period of initial construction. Existing concrete walkways branching from access walkways links the property to paved footpaths connecting other buildings within the complex.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the National Council of Teachers of Mathematics purchased a lot on this campus in 1971 and constructed the building at 1906 Association Drive between 1972 and 1973. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1906 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

**Resource Category:** Commerce/Trade
**Resource Type:** Office/Office Building
**Date of Construction:** 1973
**Historic Time Period:** The New Dominion (1946 - 1991)
**Historic Context(s):** Architecture/Community Planning, Education
**Architectural Style:** Modernist
**Form:** Rectangular
**Number of Stories:** 1.0
**Condition:** Excellent
**Interior Plan:** *No Data*

**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: This is a two-story, multiple-bay office building designed with Brutalist and Neo-Expressionist features. The foundation is concrete. The structural system is concrete block. Exterior walls are original tan brick veneer, laid in a stretcher-bond course. The coursing is regularly interspersed on the southeast and northwest elevations by vertical brick pilasters and recessed fenestration. The building has a flat roof that, according to building records, is covered in tar and gravel; sections of the building, however, have single- and double-pitch rooflines sheathed with standing-seam metal. The primary entryway is on the south elevation with a large rectangular cantilevered shelter of aggregate concrete, below which are doubleleaf steel and dark glass pull doors. Window openings are filled with original dark glass, single-pane with steel surrounds, and one-light lower hoppers. Within a recessed center entrance on the southeast and northwest elevations is a round window on each second floor; the latter is stained glass. The north elevation consists of a curtain wall, divided into five vertical units, delineated by vertical brick pilasters, between which are dark glass bands of windows that cover both stories. Below the curtain wall is a low brick and concrete platform with a wavy bond of vertical stretcher bricks.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Other | *No Data* |
| Structural System and Exterior Treatment | Masonry | Brick | Stretcher Bond |
| Windows | Casement | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** Commerce/Trade

**Resource Type:** Shed

**Architectural Style:** Modernist

**Form:** Rectangular

**Date of Construction:** 1973

**Condition:** Excellent

**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: A utility building stands off the east elevation, separated from the main building by a sidewalk. It is clad in brick veneer identical to that of the main building and appears to be contemporary to the primary resource. The building consists of one room with a metal door on its west elevation.

**Number of Stories:** 1

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Unknown | *No Data* |
| Structural System and Exterior Treatment | Masonry | Concrete | Block |

## Historic District Information

**Historic District Name:** Association Drive Historic District

**Local Historic District Name:** *No Data*

**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first “New Towns” in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the

goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. “James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: ‘The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston’” (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a “27-acre campus,” known in the community as the “Center for Educational Associations” (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | Distributive Education Clubs of America |
| Function/Location | Office, 1908 Association Drive |
| Historic | Distributive Education Clubs of America |

**Property Addresses**

Current - 1908 Association Drive

**County/Independent City(s):** Fairfax (County)
**Incorporated Town(s):** Reston
**Zip Code(s):** 20191
**Magisterial District(s):** *No Data*
**Tax Parcel(s):** *No Data*
**USGS Quad(s):** VIENNA

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

## Additional Property Information

**Architecture Setting:** Suburban
**Acreage:** *No Data*

**Site Description:**

May 2018: The building is located at the south-southeast section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It stands at a slight elevation above the street. The property's parking lot is designed in a circular format, positioned around the building's signature circular half-pillar, and extending to the building's east elevation. Both building and parking lot are screened by flowering trees, small shrubs, lawn, and seasonal plantings.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the Distributive Education Clubs of America (DECA) purchased a lot on this campus in 1971 and hired Benham-Blair-Winesett-Duke of Falls Church to construct the building at 1908 Association Drive in 1976. At the time of construction, DECA's members, which included chapters in Guam, Puerto Rico, and the USVI, were consulted as to how the building's style could reflect the association's overall membership. The building was dedicated on September 29, 1976 (Reston 1976). It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1908 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

**Resource Category:** Commerce/Trade
**Resource Type:** Office/Office Building
**Date of Construction:** 1976
**Historic Time Period:** The New Dominion (1946 - 1991)
**Historic Context(s):** Architecture/Community Planning, Education
**Architectural Style:** Modernist
**Form:** *No Data*
**Number of Stories:** 2.0
**Condition:** Good
**Interior Plan:** *No Data*
**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: This is a two-story, multiple-bay office building designed in the with International Style and Neo-Expressionist influences. Its footprint shows an irregularly configured building, roughly in the form of an inverted "C", with projecting sections at its north, northeast, and west elevations. A signature feature of the building is the tall, projecting curved pillar at its southwestern elevation, emblazoned with the raised letters "D E C A," the association's acronym. The foundation is concrete. The building's structural system is steel frame and concrete. Exterior paneling, from examining loose parts, consists of thin metal plates to which a coating of aggregate pebbles has been fused; these plates are rectilinear, and also curvilinear. The building has a flat roof that, according to building records, has a tar and gravel covering. Fenestration mostly consists of bands of windows, located on the building's west and east elevations; the east elevation has a two-story, parallel band of windows (26 lights at each level), and the west elevation's band of windows, located on the first story, have an overhanging shelter. Window openings are filled by dark glass panes secured by an anodized steel surround. The building's primary entrance on the southwest elevation is sheltered by an extended cantilevered section that links the entrance to the signage pillar, forming an extended shelter between pillar and entrance. Within the shelter, the primary entrance is a steel-and-glass doubleleaf pull door that may be replacement but is still very much in the spirit of the building's style. A recessed secondary entrance is on the building's east elevation and filled by a bilevel dark glass window, below which is a comparable steel-and-glass doubleleaf pull door. Outdoor picnic tables are positioned along the curved terrace at the building's northeast elevation, encased by a concrete and aggregate-pebble terrace wall.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Other | *No Data* |
| Structural System and Exterior Treatment | Steel Frame | Concrete | Panels |
| Windows | Casement | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** Commerce/Trade

**Resource Type:** Shed

**Architectural Style:** Modernist

**Form:** *No Data*

**Date of Construction:** 1976

**Condition:** Good

**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: Located northwest of the building's entrance is a circular concrete wall with no shelter. This circular concrete structure, sided with a pebble finish like the exterior of the main building, shelters the building's HVAC. Given the curvilinear planes of said building, and the structure's comparable finish, the circular wall fits in with the overall layout and landscape.

**Number of Stories:** 1

## Historic District Information

**Historic District Name:** Association Drive Historic District

**Local Historic District Name:** *No Data*

**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first "New Towns" in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. "James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: 'The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles

International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston'" (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a "27-acre campus," known in the community as the "Center for Educational Associations" (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | Family, Career and Community Leaders of America |
| Function/Location | Office, 1910 Association Drive |
| Historic | Future Homemakers of America |

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

**Property Addresses**

Current - 1910 Association Drive

**County/Independent City(s):** Fairfax (County)
**Incorporated Town(s):** Reston
**Zip Code(s):** 20191
**Magisterial District(s):** *No Data*
**Tax Parcel(s):** *No Data*
**USGS Quad(s):** VIENNA

## Additional Property Information

**Architecture Setting:** Suburban
**Acreage:** *No Data*
**Site Description:**

May 2018: The building is located at the southeastern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It stands on a slight rise, with an asphalt parking lots located directly between the building and the street. Landscaping on the property includes trees planted in parking lot medians, and mature shrubs, ornamental trees, and mature oaks sited along the building's elevations. There is also a sunken Garden at the rear elevation with concrete steps, forming terraces. The terraces are planted with azalea bushes. This property is linked to graded footpaths connecting other buildings within the complex.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the Future Homemakers of America hired the internationally renowned firm of HOK, then known as Hellmuth, Obata + Kassabaum, to design the building at 1910 Association Drive. It was completed in 1982 and is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1910 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

**Resource Category:** Commerce/Trade
**Resource Type:** Office/Office Building
**Date of Construction:** 1982
**Historic Time Period:** The New Dominion (1946 - 1991)
**Historic Context(s):** Architecture/Community Planning, Education
**Architectural Style:** Modernist
**Form:** Rectangular
**Number of Stories:** 2.0
**Condition:** Fair
**Interior Plan:** *No Data*

**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: This is a two-story, multiple-bay office building designed with International Style and Neo-Expressionist influences. The building's footprint combines a polygonal and curvilinear outline, as the building's west, southwest, and south elevations form parts of a curve; at the façade, the curve is more pronounced by that the second floor is cantilevered over the first floor. The foundation is concrete, and the building's structural system is steel frame. The building retains its original exterior wall covering, composed of vertical vitreous enamel steel panels that, with close vertical seams, present a unified exterior shell. The vitreous enamel panels are presently covered by peeling latex paint. Along the east elevation, visible exterior cladding below the building's main exterior wall consists of terra-cotta tiles. The building has a flat roof with a windowless monitor visible from the façade; according to building records, the roof's surface is composed of tar and gravel. Fenestration is uniform and not altered. Windows are original steel, one-light multi-pane casements, arranged as a ribbon on the façade and in parallel paired bands on the west and east elevations. On the façade, there are 23 window openings on the first floor, and 36 on the second floor. Every third window on the façade is a hinged casement window, and the others are fixed. At the east elevation, the building's lower level is visible, with three-part window openings filled by dark glass and steel windows. The building's principal entrance is sheltered beneath triangular cantilevered extension of the second floor. There are three doors on this elevation; the primary entrance is a doubleleaf steel and glass pull door, with a comparable singleleaf secondary entrance located at the facade's west end. Immediately east of the principal entrance and incorporated into the building's footprint is a solarium that appears to be used for conference rooms and meeting rooms. Its roofline is gabled with skylights composed of fixed glass panels secured by steel frames. The north elevation is roughly three bays with the first bay containing only one steel door on the lower level and one casement window on the upper level. The second bay has a band of eight windows and a double door on the lower level and a band of ten windows on the upper. The third bay has a band of five windows on each floor. A patio runs the length of the lower level and overlooks a sunken patio, accessed by the basement level. It is roughly square and runs half the width of the building, featuring a four-tiered concrete garden beds of azaleas and stairs to the ground level. The basement elevation consists of a band of ten floor-to-ceiling, single-light casement windows and two glass double doors. The sunken area is surrounded by steel horizontal round bar railings on three sides.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Solid/Continuous | Concrete | Block |
| Roof | Flat | Other | *No Data* |
| Structural System and Exterior Treatment | Steel Frame | Steel | Panels |
| Windows | Casement | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** *No Data*
**Resource Type:** *No Data*
**Architectural Style:** *No Data*
**Form:** *No Data*
**Date of Construction:** *No Data*
**Condition:** *No Data*
**Threats to Resource:** *No Data*
**Architectural Description:**

No Data

## Historic District Information

**Historic District Name:** Association Drive Historic District

**Local Historic District Name:** *No Data*

**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first "New Towns" in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the

goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. “James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: ‘The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston’” (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a “27-acre campus,” known in the community as the “Center for Educational Associations” (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | Future Business Leaders of America Phi Beta Lambda |
| Function/Location | Office, 1912 Association Drive |
| Historic | Future Business Leaders of America Phi Beta Lambda |

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

**Property Addresses**

Current - 1912 Association Drive

**County/Independent City(s):** Fairfax (County)
**Incorporated Town(s):** Reston
**Zip Code(s):** 20191
**Magisterial District(s):** *No Data*
**Tax Parcel(s):** *No Data*
**USGS Quad(s):** VIENNA

## Additional Property Information

**Architecture Setting:** Suburban
**Acreage:** *No Data*
**Site Description:**

May 2018: The building is located at the southeast section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It stands on a slight rise above the street. An asphalt parking lots located between the building and street, is screened by small trees and shrubs, with a serpentine poured-concrete walkway leading to the building. Around the building are mature evergreen shrubbery, small flowering trees, ground cover, and mature trees. At the building's rear elevation is an open courtyard area paved with gravel and sand and used by employees on break.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the Future Business Leaders Association purchased a lot on this campus in 1981 and constructed the building at 1912 Association Drive in 1991. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 30 years old and does not possess sufficient exceptional individual significance under any NRHP criteria to be considered eligible for listing in the NRHP under Criteria Consideration G, which addresses resources that have achieved significance within 50 years of their initial construction. Because it was built almost ten years after the other buildings in the Postmodern style rather than a Modernist Movement style, it likely would not be considered as a contributing resource to a potential Association Drive Historic District; though, it may attain this status with the passage of time.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

**Resource Category:** Commerce/Trade
**Resource Type:** Office/Office Building
**Date of Construction:** 1991
**Historic Time Period:** The New Dominion (1946 - 1991)
**Historic Context(s):** Architecture/Community Planning, Education
**Architectural Style:** Post Modern
**Form:** Rectangular
**Number of Stories:** 1.0
**Condition:** Excellent
**Interior Plan:** *No Data*
**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: This is a banked, one-story, six-bay-by-six-bay Postmodern office building with a nearly square footprint. The foundation is concrete with a brick veneer. The structural system is steel frame and cinder block sheathed in plate glass on four bays of the southwest elevation, all bays of the facade, and wrapping around to the northeast and part of the northwest elevation. It transitions to brick veneer on the rear elevations facing the patio and the section of the northwest elevation, which is largely banked by earth. The bays of the plate-glass walls are defined by simple round precast concrete columns, while the bays of the primarily windowless brick sections are defined by brick pilasters. A precast concrete fascia wraps around the building. The building has a flat roof clad in original rubberized/asphalt composite. Located within the fourth bay of the façade, the square portico consists of concrete steps flanked by precast concretes and a brick platform/stoop sheltered by a hipped standing-seam metal roof. The doors are doubleleaf swinging glass doors with an affixed brass horizontal handrail. Each window on the southwest, southeast, and northeast elevations is in three parts with an upper, smaller spandrel band followed by a large vertical rectangular panel, and then the lower area, which has hopper panels in intervals. A double steel door is located in the first bay at the rear of the southwest elevation, while steel and glass doors are located on the rear façade for access to the patio. The patio is partially surrounded by a low brick wall laid in stretcher bond.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Rubber | *No Data* |
| Roof | Parapet | Other | *No Data* |
| Structural System and Exterior Treatment | Steel Frame | Concrete | Block |
| Structural System and Exterior Treatment | Masonry | Stone | Block |
| Windows | Fixed | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** *No Data*
**Resource Type:** *No Data*
**Architectural Style:** *No Data*
**Form:** *No Data*
**Date of Construction:** *No Data*
**Condition:** *No Data*
**Threats to Resource:** *No Data*
**Architectural Description:**

No Data

## Historic District Information

**Historic District Name:** Association Drive Historic District
**Local Historic District Name:** *No Data*
**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first “New Towns” in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. “James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: ‘The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning

for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston'" (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a "27-acre campus," known in the community as the "Center for Educational Associations" (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | National Business Education Association |
| Function/Location | Office, 1914 Association Drive |
| Historic | National Business Education Association |

**Property Addresses**

Current - 1914 Association Drive

| | |
|---|---|
| **County/Independent City(s):** | Fairfax (County) |
| **Incorporated Town(s):** | Reston |
| **Zip Code(s):** | 20191 |
| **Magisterial District(s):** | *No Data* |
| **Tax Parcel(s):** | *No Data* |
| **USGS Quad(s):** | VIENNA |

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

## Additional Property Information

**Architecture Setting:** Suburban

**Acreage:** *No Data*

**Site Description:**

May 2018: The building is located at the east-southeast section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It stands on a level site adjacent to a rectangular, asphalt parking lot between the building and street. A north-south poured-concrete walkway alongside the building's façade is the property ground's primary walkway, with a secondary, smaller walkway sited along the northwest elevation. The building's entrance features the most actualized landscaping on site, particularly a small retaining wall extending from the primary entrance steps that contains a mature Japanese maple tree. Manicured azalea and evergreen shrubs are planted along the façade elevation; the property at the southwest elevation is wooded. Medians at the parking lot are landscaped with grass lawns, and a few trees.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the National Business Education Association purchased a lot on this campus in 1971 and constructed the building at 1914 Association Drive in 1981. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1914 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

| | |
|---|---|
| **Resource Category:** | Commerce/Trade |
| **Resource Type:** | Office/Office Building |
| **Date of Construction:** | 1981 |
| **Historic Time Period:** | The New Dominion (1946 - 1991) |
| **Historic Context(s):** | Architecture/Community Planning, Education |
| **Architectural Style:** | Modernist |
| **Form:** | *No Data* |
| **Number of Stories:** | 2.0 |
| **Condition:** | Good |
| **Interior Plan:** | *No Data* |
| **Threats to Resource:** | Transportation Expansion |

**Architectural Description:**

May 2018: This is a two-story, multiple-bay office building designed in the with Brutalist and Neo-Expressionist influences, seen with the building's unique pentagonal footprint. The structural system is steel frame. Exterior walls are original dark tan brick, laid in a stretcher-bond veneer. The building has a flat roof clad in original tar and gravel. Above the principal entrance bay, and incorporated into the roofline, is an open triangular lightwell. Fenestration is uniform, with a band of parallel, regularly-spaced windows on the truncated southeast and west-southwest elevations. On the northwest and southwest elevations, the windows are recessed, and set within regular, angled niches. Window openings are filled by original Insulite, one-light sash. On the façade is a single-story, two-bay recessed entrance, accessed by brick steps. The primary entrance on this engaged entry's northeastern wall is filled by a doubleleaf wood-and-glass pull door, and a large Insulite glass panel window. Above the door and panel is a fixed spandrel pane.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Other | *No Data* |
| Structural System and Exterior Treatment | Steel Frame | Brick | Stretcher Bond |
| Windows | Fixed | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** *No Data*
**Resource Type:** *No Data*
**Architectural Style:** *No Data*
**Form:** *No Data*
**Date of Construction:** *No Data*
**Condition:** *No Data*
**Threats to Resource:** *No Data*
**Architectural Description:**

No Data

## Historic District Information

**Historic District Name:** Association Drive Historic District
**Local Historic District Name:** *No Data*
**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first "New Towns" in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. "James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: 'The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston'" (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a "27-acre campus," known in the community as the "Center for Educational Associations" (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | KED & Associates, LLP |
| Function/Location | Office, 1916 Association Drive |
| Historic | National Art Education Association |

**Property Addresses**

Current - 1916 Association Drive

**County/Independent City(s):** Fairfax (County)
**Incorporated Town(s):** Reston
**Zip Code(s):** 20191
**Magisterial District(s):** *No Data*
**Tax Parcel(s):** *No Data*
**USGS Quad(s):** VIENNA

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

## Additional Property Information

**Architecture Setting:** Suburban
**Acreage:** *No Data*

**Site Description:**

May 2018: The building is located at the east section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. It is partly subterranean and situated within a slope. An asphalt parking lot is sited immediately adjacent to the building's façade, separated from the concrete walkway by raised berms planted with ground cover. As the parcel footprint is small, 1916 Association Drive has little lawn, other than its roof garden, but is nonetheless framed by the tree cover and open lawn of adjoining parcels. Existing concrete walkways branching from access walkways link the property to paved footpaths connecting other buildings within the complex.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the National Art Educational Association purchased a lot on this campus in 1971 and constructed the earth-sheltered building at 1916 Association Drive in 1977. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. Earth-sheltered buildings and other energy saving techniques rose in popularity in the 1970s in response to the Saudi oil embargo and energy crisis. Designed and constructed between 1974 and 1977, the much larger Terraset Elementary School in Reston is likely the first earth-sheltered building not associated with the military completed in Virginia. Constructed the same year, 1916 Association Drive is not yet 50 years old but may have already attained exceptional individual significance to be eligible for listing in the NRHP under Criterion A for association with the environmental movement and Criterion C for architecture, using Criteria Consideration G, which addresses resources that have achieved significance within 50 years of their initial construction. Additionally, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1916 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Potentially Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

**Resource Category:** Commerce/Trade
**Resource Type:** Office/Office Building
**Date of Construction:** 1977
**Historic Time Period:** The New Dominion (1946 - 1991)
**Historic Context(s):** Architecture/Community Planning, Education
**Architectural Style:** Modernist
**Form:** *No Data*
**Number of Stories:** 1.0
**Condition:** Good

**Interior Plan:** *No Data*

**Threats to Resource:** Transportation Expansion

**Architectural Description:**

May 2018: This is a bermed, one-story, earth-sheltered office building, designed in the Brutalist style with a trapezoidal footprint. The foundation is concrete. The structural system is masonry. It is surrounded on three sides by what appears to be a natural hillside to the southwest and two artificial berms to the northwest and northeast. The building is long and shallow with the façade facing southeast to maximize access to natural light; it is in three parts – two bays articulated by three precast concrete plain round columns, five bays articulated by six precast round pilasters, and two bays also articulated by three concrete columns. These support a wide precast concrete cornice fascia/parapet that has a decorative channeled line to define the bottom third of it and three lines of evenly spaced punctuation. Within the shelter, the soffit is cast-concrete coffering, comparable to other Brutalist-style interior spaces, such as the D.C. Metro. The flat roof is three parts with the two ends covered in a traditional membrane and the larger center portion topped by a membrane and up to a few feet of earth and grass, creating a rooftop lawn that merges with the northwest berm. Two large concrete stacks resembling ocean liner smokestacks enclose two plastic bubble skylights. Windows are original steel, one-light casements. The southwest end of the façade contains a band of floor-to-ceiling, vertical windows secured by steel surrounds, a single glass door, and a windowless section of square slate tiles with a gray concrete grout. The center part of the façade contains another band of windows, a doubleleaf hollow-core steel door with burnished metal pull handles in the second bay, another band of windows, and then a windowless section of gray tiles in the fifth bay. The northeast end of the façade continues with gray square tiles flanked by a single steel door and single floor-to-ceiling glass window. A set of low stairs hugs the building and leads from the concrete walk in front of the façade up the northeast berm to the green roof.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Earth | *No Data* |
| Roof | Parapet | Concrete | *No Data* |
| Structural System and Exterior Treatment | Masonry | Concrete | Panels |
| Windows | Fixed | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** *No Data*

**Resource Type:** *No Data*

**Architectural Style:** *No Data*

**Form:** *No Data*

**Date of Construction:** *No Data*

**Condition:** *No Data*

**Threats to Resource:** *No Data*

**Architectural Description:**

No Data

## Historic District Information

**Historic District Name:** Association Drive Historic District

**Local Historic District Name:** *No Data*

**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first “New Towns” in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. “James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to

Reston: 'The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston'" (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a "27-acre campus," known in the community as the "Center for Educational Associations" (http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

## Property Information

**Property Names**

| Name Explanation | Name |
|---|---|
| Current Name | Multiple Tenants |
| Function/Location | Office, 1920 Association Drive |
| Historic | The Council for Exceptional Children |

**Property Addresses**

Current - 1920 Association Drive

| | |
|---|---|
| **County/Independent City(s):** | Fairfax (County) |
| **Incorporated Town(s):** | Reston |
| **Zip Code(s):** | 20191 |
| **Magisterial District(s):** | *No Data* |
| **Tax Parcel(s):** | *No Data* |
| **USGS Quad(s):** | VIENNA |

**Property Evaluation Status**

Not Evaluated

This Property is associated with the Association Drive Historic District.

## Additional Property Information

**Architecture Setting:** Suburban

**Acreage:** *No Data*

**Site Description:**

May 2018: The building is located at the northeastern section of circular Association Drive, immediately south of Dulles Toll Road and north of Sunrise Valley Drive, within the 1960s planned community of Reston. The building is accessed by the cul-de-sac termination of Association Drive, leading to a large, rectangular parking lot screened by mature oaks, and with small grass medians within the lot. The parklike landscape to the west, north, and south frames 1920 Association Drive with open lawns, a few mature trees dotted here and there, and manicured hedges and plantings around the building's perimeter. Existing concrete walkways branching from access walkways link the property to paved footpaths connecting other buildings within the complex.

**Surveyor Assessment:**

May 2018: An affiliate of the National Education Association, the Council for Exceptional Children constructed the building at 1920 Association Drive in 1973. It is one of ten office buildings, which were built between 1972 and 1991 on what was originally known as the Reston Center for Associations and Educational Institutions. The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1920 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

| Ownership Category | Ownership Entity |
|---|---|
| Private | *No Data* |

## Primary Resource Information

| | |
|---|---|
| **Resource Category:** | Commerce/Trade |
| **Resource Type:** | Office/Office Building |
| **Date of Construction:** | 1973 |
| **Historic Time Period:** | The New Dominion (1946 - 1991) |
| **Historic Context(s):** | Architecture/Community Planning, Education |
| **Architectural Style:** | Modernist |
| **Form:** | *No Data* |
| **Number of Stories:** | 5.0 |
| **Condition:** | Good |
| **Interior Plan:** | *No Data* |
| **Threats to Resource:** | Transportation Expansion |

**Architectural Description:**

May 2018: This building is a five-story, multiple-bay office building designed in the Brutalist style with a Postmodern reference to ancient ziggurats. The structural system is steel frame. The foundation is cast concrete and is partly visible. Exterior walls are original cast concrete and original brick veneer. The building's south and west elevations, or "outer" elevations, are a series of terraced, precast concrete balconies with beveled edges and metal rails that rise to the fifth floor. The outer east and north elevations, which are short, are mostly brick with a vertical line of windows between the building's main block and the attached stairwell. The “inner” elevations east and north, forming the inner outline of the “L” footprint, have a center projecting brick bay. The building’s principal entrances are located on either side of the projecting brick bay. The building has a flat roof with a prominent, upper middle compartment of the roof that appears to be part of the HVAC or, since it is aligned with the projecting brick bay, possibly the location of the elevator wells. Windows are original steel, 1/1 fixed. All fenestration is basically the same, with each floor level from the main floor having bands of ribbon windows. The primary entryway on the "inner" north elevation is a recessed entrance beneath a series of parallel concrete fascia bands. The entrance bay is filled by doubleleaf steel and glass doors, with the address stenciled in the overhead spandrel.

**Exterior Components**

| Component | Component Type | Material | Material Treatment |
|---|---|---|---|
| Foundation | Not Visible | Concrete | Not Visible |
| Roof | Flat | Other | *No Data* |
| Structural System and Exterior Treatment | Steel Frame | Concrete | Other |
| Windows | Casement | Steel | *No Data* |

## Secondary Resource Information

### Secondary Resource #1

**Resource Category:** *No Data*
**Resource Type:** *No Data*
**Architectural Style:** *No Data*
**Form:** *No Data*
**Date of Construction:** *No Data*
**Condition:** *No Data*
**Threats to Resource:** *No Data*
**Architectural Description:**

No Data

## Historic District Information

**Historic District Name:** Association Drive Historic District
**Local Historic District Name:** *No Data*
**Historic District Significance:** May 2018: Originally known as the Reston Center for Associations and Educational Institutions, the proposed Association Drive Historic District is located within Reston, Virginia, which, with Irvine, California, and Columbia, Maryland, was one of the first “New Towns” in the United States. The New Town Movement was global, and in the U.S., was a reaction to post-World War II haphazard, residential sprawl. Unlike previous planning and zoning movements, the New Town Movement called for the development of a complete, self-sufficient, non-exclusionary community of people who represented diverse socio-economic backgrounds, nationalities, ethnicities, races, and ages several years before the Fair Housing Act. New Towns were to be built on previously undeveloped land, controlled by one private development company, and master planned with clearly delineated boundaries by multi-disciplinary teams, including sociologists. They were to be designed for a minimum of 20,000 people and contain good transportation, public utilities, a wide variety of housing types, business and industry, community facilities, provisions for self-government, and open space and recreation. In 1964 and 1965, Reston was hailed by Ada Louise Huxtable in the New York Times among other regional and national publications.

In 1970, the National Educational Association and ten affiliates purchased 56 acres and fulfilled one of the goals of the Reston Master Plan by bringing quality jobs located within architecturally interesting buildings in a park-like setting. “James D. Gates, Executive Secretary of the National Council of Teachers of Mathematics, and coordinator of the NEA move to Reston, stated the following reasons for coming to Reston: ‘The site of the Educational Park, located next to the Dulles Expressway, five miles from Dulles International Airport, adjacent to the Inn and Conference Center and public golf course, was one of our primary reasons for selecting Reston… We were attracted to Reston because of the open space, community facilities and attention given the environment. It affords us flexibility, room for development and planning for the future. Another very important factor is the availability of housing for different income groups. We would like to be able to help provide jobs for people, traditionally bound to the inner city, in a rural environment-in an area of planned development — such as Reston’” (https://www.restonmuseum.org/reston-history). By 1989, the original 56-acre parcel is cited as a “27-acre campus,” known in the community as the “Center for Educational Associations”

(http://mars.gmu.edu/bitstream/handle/1920/1385/460_53_01.pdf?sequence=1&isAllowed=y).

This complex of ten buildings, constructed between 1972 and 1991, housed the national headquarters of such organizations as the Future Business Leaders Association, the Future Homemakers of America, Inc., the National Art Education Association, and the Council for Exceptional Children. Each building within the office park exhibits a unique combination of Modernist Movement styles, including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism, as well as Postmodernism. All buildings contain outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy and are sited within a park-like setting linked by open lawns and graded and concrete paths. Under Criteria Consideration G, which addresses exceptional resources that have achieved significance within 50 years of construction, this office park is potentially eligible for listing in the NRHP with local significance under Criterion A for Community Planning and Development and Education and Criterion C for Architecture.

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2005-1168
**Investigator:** Penne Sandbeck
**Organization/Company:** Thunderbird Archeology, a division of Wetland Studies and Solutions, Inc.
**Sponsoring Organization:** *No Data*
**Survey Date:** 5/1/2018
**Dhr Library Report Number:** *No Data*
**Project Staff/Notes:**

May 2018: Fieldwork and data analysis was executed by Wetlands Studies and Solutions (WSSI) Principal Architectural Historian Anna Maas, MUEP, and Senior Architectural Historian, Penne S. Sandbeck, MA.

## Bibliographic Information

**Bibliography:**

No Data

**Property Notes:**

No Data

**Project Bibliographic Information:**

May 2018: Supplemental Phase I Architectural Survey, Soapstone Connector, Fairfax County, Virginia

Gulf Reston, Inc. A Brief History of Reston, Virginia. [Place of publication not identified]: Gulf Reston, Inc, 1970.

https://www.restonmuseum.org/reston-history

# 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 (see Attachment 1).

## 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

| | COMMENT | RESPONSE |
|---|---|---|
| 1 | Ten (10) respondents disagree with the Study that states that the individual properties may contribute to a potentially eligible historic district. | *Comments Noted.* |
| 2 | Eight (8) respondents agree with the Study that states that the individual properties may contribute to a potentially eligible historic district. | *Comments Noted.* |
| 3 | Seven (7) respondents disagree with the recommendation for a Phase II Study. | *Comments Noted.* |
| 4 | Four (4) respondents agree with the recommendation of a Phase II Study. | *Comments Noted.* |
| 5 | Two (2) respondents are concerned that a determination of eligibility will have a negative effect on owners' rights and property values. | *Comments Noted.* |
| 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." | *Comment Noted.* |
| 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] | *Comment Noted.*<br><br>*The Phase I-level effort does not provide justification for exceptional significance.* |

# Summary of Public Meeting and Comments

| | COMMENT | RESPONSE |
|---|---|---|
| 8 | "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] | *Comment Noted.*<br><br>*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)."* |
| 9 | "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] | *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.* |
| 10 | "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] | *Comment Noted.* |

# Summary of Public Meeting and Comments

| | COMMENT | RESPONSE |
|---|---|---|
| 11 | "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] | *Comment Noted.* |
| 12 | 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." | *Comment Noted.* |
| 13 | "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." | *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.* |
| 14 | 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. | *This was corrected after the public meeting and is reflected in the current draft of the Study.* |
| 15 | 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. | *Determination of eligibility for listing in the Fairfax County Inventory of Historic Sites is not within the scope of the Section 106 process.* |

FOULGER-PRATT

July 16, 2018

Via Electronic and First-Class Mail
Audra.Bandy@fairfaxcounty.gov

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

**RE: Supplemental Phase I Architectural Survey for the Soapstone Connector project located in Fairfax County, Virginia**

Dear Ms. Bandy:

I am writing on behalf of Foulger-Pratt Development, LLC, which is the contract purchaser for a number of properties on Association Drive near the proposed Soapstone Connector. Thank you for providing us with a copy of the *Supplemental Phase I Architectural Survey for the Soapstone Connector project located in Fairfax County, Virginia* dated July 2018 ("the Study"). The Study was prepared by Thunderbird Archeology. As an affected contract purchaser of the impacted property and consulting party for the purposes of Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations *Protection of Historic Properties* (36CFR Part 800) we are providing the following comments on the Study, its findings, and recommendations.

Following a review by our cultural resources consultants at Dutton + Associates of readily available documentation, it is our opinion that the Study's results do not support a recommendation that the Association Drive properties are potentially eligible for listing in the National Register of Historic Places ("NRHP") under Criterion Consideration G. We recognize that the Study is a Phase I level effort and does not represent the level of effort required for a Phase II evaluation study. However, based upon the information available and the very high bar for eligibility using Criterion Consideration G, we do not believe further study is warranted. Our reasons are more specifically outlined below.

The Study identified ten buildings within the proposed project's defined area of potential effect (APE), all constructed between 1972 and 1991. As these properties are less than fifty years of age, which is the typical threshold for listing in the NRHP, the properties were evaluated under NRHP Criterion Consideration G, which defines requirements for determining eligibility of resources less than fifty years of age. According to the National Park Service ("NPS")...

> The NRHP "Criteria for Evaluation" exclude properties that achieved significance within the past fifty years unless they are of *exceptional importance*.
>
> The phrase "exceptional importance" may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual.
>
> Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places.

As such,

> A property that has achieved significance within the past fifty years can be evaluated only when sufficient historical perspective exists to determine that the property is *exceptionally* important. The necessary perspective can be provided by scholarly research and evaluation and must consider both the historic context and the specific property's role in that context. In many communities, properties…cannot be evaluated because there is no scholarly research available to provide an overview of the nature, role, and impact of that building type within the context of historical and architectural developments…

The complex of properties was historically known as the Reston Center for Associations and Educational Institutions and consists of ten buildings built and occupied by various affiliates of the National Educational Association. The buildings are set in a park-like campus and reflect various Modernist and Postmodernist Movement styles including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism. The complex is located within the original boundaries of Reston, a 6,750-acre community conceived of by Robert E. Simon. Reston was intended to follow the "new town" concept in which residential, commercial, and municipal development of all socio-economic levels would co-exist self-sufficiently within a designed landscape incorporating transportation networks, open space, and recreation.

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.

Under Criterion A, it was stated that the complex is associated with the development of Reston, a Master Planned community that was among the first of the New Town Movement in the United States along with Irvine, California and Columbia, Maryland. The historical importance of Reston has been documented and well recognized, and there is no doubt that many of the

buildings and neighborhoods within the area that were part of the community as conceived by Robert Simon are eligible for listing in the NRHP (VDHR# 029-5652). Most of these resources are now fifty years old, having been developed from 1964 to 1967. It was in 1967, however, that Simon ran into financial difficulties and after attempting to garner a loan from the Gulf Oil Company (Gulf Oil) to stay afloat, was eventually forced out of ownership. From 1967 through 1978, Gulf Oil continued to develop the area, loosely following Simon's original plan and model, but straying from it in some regards in order to increase profitability. It was during this period that the property for the Reston Center for Associations and Educational Institutions was sold and developed. The land on which this complex is located was originally slated by the Reston Master Plan for residential development with its own intermediate school flanking a community golf course; however, sluggish sales prevented these plans from coming to fruition. Gulf Oil instead elected to abandon the residential designation of this tract and the surrounding area to market it as commercial and office park space. Within the vicinity of the APE, former planned residential parcels were developed as part of the Reston International Center retail area in 1973. Office space such as the U.S. Geological Survey headquarters, opened in 1974, and the Reston Center for Associations and Educational Institutions began construction in 1972. Additional commercial development occurred in the vicinity, flanking the Dulles Connector, largely obscuring Simon's original Reston plans, at least in this particular area. To this day, the area has continued to be developed by large-scale commercial, office, and retail endeavors. As such, 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.

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. One of the first buildings constructed in the campus was that of the National Council of Teachers of Mathematics. The coordinator of the move for that association stated that among the reasons for moving offices to Reston was its location next to the Dulles Expressway, five miles from Dulles International Airport, and adjacent Inn, Conference Center, and public golf course. 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; however, the span of nearly two decades in which their office buildings were constructed would suggest the latter. Most of the other associations that would later occupy the campus had been in existence for an extended period of time before opening offices in Reston. While, several are headquartered in the Reston campus, others only operate branch offices there. The concentration of education-affiliated associations within a distinct campus is noteworthy; however, just as the campus as a whole developed not as part of the original Reston Master Plan, but out of changing financial conditions, the campus' development by assorted educational associations also appears to have

been organic rather than a deliberate and master planned initiative. Many of these organizations have additional offices elsewhere, and there are numerous additional professional education associations throughout the country with no presence in Reston. While the Reston Center for Associations and Educational Institutions may be historically important in the area of Education, it is not of *exceptional significance.*

The third area of significance in which the resources are recommended potentially eligible is architecture (Criterion C). The nine buildings recommended contributing to the proposed historic district were built between 1972 and 1982 and reflect various Modernist and Postmodernist Movement styles including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism. While each building is unique, together they reflect various interpretations of these styles and are united in a park-like setting, all with outdoor terraces surrounded by regionally favored landscaping such as cedars, oak, boxwood, redbud, dogwood, azalea, and ivy linked by open lawns and concrete paths. 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.

To reiterate NPS guidance presented above:

> A property that has achieved significance within the past fifty years can be evaluated only when sufficient historical perspective exists to determine that the property is exceptionally important. The necessary perspective can be provided by scholarly research and evaluation and must consider both the historic context and the specific property's role in that context.
>
> In many communities, properties…cannot be evaluated because there is no scholarly research available to provide an overview of the nature, role, and impact of that building type within the context of historical and architectural developments…

In the case of this Study, there does not appear to be adequate existing scholarly research or perspective to accurately evaluate the Reston Center for Associations and Educational Institutions for NRHP eligibility under Criterion Consideration G. Though some research has begun on the development of Reston, as well as similar complexes and office parks developed in

the mid- to late twentieth century in the United States, there continues to be a lack in scholarly research on these topics.

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.

Further, the NPS states that "extraordinary importance" of a resource listed under Criterion G should relate to its "extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual." With this caveat in mind, few resources are able to meet this standard. As for examples in Fairfax County that do meet this threshold, there are two historic districts, one house, and one restaurant that have been determined eligible for the NRHP under Criterion Consideration G. Additionally, two resources were listed in the Virginia Landmarks Register (VLR) before they were 50 years of age. For comparison purposes, a brief summary of these resources is provided below:

*NRHP-Eligible/Listed*

- Hollin Hills Historic District: Criteria A and C as a nationally significant example of Community Planning and Development and its Architecture, with distinctive characteristics indicative of the mid-twentieth century and that represent a unique method of construction designed by master architect Charles M. Goodman., who also was the architect for the original Washington National Airport. Hollin Hill received national acclaim and international attention as the first modern subdivision in the Washington metropolitan area to combine "intelligent land planning, handsome house design, [and] a unique merchandising plan". All of these factors allow for the development of a suitable historical perspective and proper evaluation of significance under Criteria Consideration G with the introduction of important advances in subdivision planning and house design. Period of Significance 1946-1971, listed 2013.

- Holmes Run Acres Historic District: Criterion C in the areas of architecture and community planning and development because of the modern-style dwellings and design of the neighborhood. Although the last phase of the development of Holmes Run Acres has not reached the standard 50-year age requirement, the majority of the community was built during the initial phase of development that occurred during 1951–1952. Therefore, the entire development has been included within the proposed boundaries, under Criterion Consideration G with a period of significance from 1951 to 1958. Period of Significance 1951-1958, listed 2007.

- Pope-Leighey House: Criterion C as a Frank Lloyd Wright designed house. The house fits under Criterion B as it was moved to avoid demolition. Criterion G, designed 1939, listed 1970.

- 29 Diner: Criteria C and G as a rare survivor among the once-numerous streamlined Moderne diners that operated in the U.S. While it is rare to find one of these 1940s diners still standing, it is even more unusual to find one still in operation. Constructed 1947, listed 1992

*VLR Listing Only*

- Thermo-Con House: Criterion C as a prototype constructed by the U.S. Army Corps of Engineers in an effort to standardized military base housing. It was designed by E.S. Henderson of Albert Kahn Associates, Inc. Constructed 1949, VLR listed 1997, No NRHP

- U.S. Army Package Power Reactor: Criterion A for exception national significance as the Army's first nuclear-powered generating station, as well as because it was the first water-pressurized reactor to be brought on line in the U.S. Period of Significance 1955-1973, VLR listed 1996, No NRHP

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.

It is clear that the Reston Center for Associations and Educational Institutions is an interesting and noteworthy complex of properties that has ties to the evolution of Reston, educational organizations, and architecture. However, its association with and representation of these themes does not rise to the level of NPS's definition of *exceptional significance* that would qualify them for NRHP eligibility under Criterion Consideration G. At present, the complex and individual buildings located within it should be considered not eligible for listing in the NRHP.

Sincerely,
**Foulger-Pratt Development, LLC**

M. O. Doolittle III

Morgan O. Doolittle III
General Counsel

cc: David H. Dutton, Dutton + Associates
Scott E. Adams, McGuireWoods LLP
Federal Highway Administration
Antony Opperman – Virginia Department of Transportation
Julie Langen - Virginia Department of Historic Resources
Roger Kirchen - Virginia Department of Historic Resources
Marc Holma - Virginia Department of Historic Resources
Demetri Datch
Michael Abrams.

**From:** Ann Youngren <rayoungren88@gmail.com>
**Sent:** Monday, July 23, 2018 10:40 AM
**To:** Bandy, Audra
**Subject:** Soapstone Connector.

I support the study that indicates the buildings and sites on Association Drive in Reston are eligible for listing on the National Register of Historic Places for the following reasons:

1) The collection of buildings are excellent examples of the best architecture of this building type at the end of the 20th century. Buildings of steel and glass, curved brick, exposed structure etc. are adjacent and are on generous sites that can be studied individually. The sites permit generous landscaping that enhance the architecture and keep parking at bay. It is certainly a museum collection of its period.

2) I know of no other building collection and their sites of this period. They should be preserved.

Thank you for your consideration of these points.

Ralph P. Youngren, F.A.I.A.
11501 Hickory Cluster, Reston, Va. 20190

**From:** R Doug Pew <rdougpew@restonpaths.com>
**Sent:** Monday, July 23, 2018 6:03 PM
**To:** Bandy, Audra
**Subject:** Soapstone Connector

1. I support the study that indicates that the site(s) are NOT eligible for listing on the National Register of Historic Places.
2. The developer representing the properties under review indicates that the sites will be demolished to increase the income of the property owners. There appears to be no point considering listing these properties on the National Register of Historic Places since there are plans to demolish them.

R. D. Pew

# Soapstone Connector
# Supplemental Phase I Architectural Survey

## Comment Sheet—July 19, 2018

*Thank you for participating in tonight's meeting. Please take a few moments to complete the following questions. 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* ***August 3, 2018****.*

1. Do you support the study that states that the building and/or sites on Association Drive may be potentially eligible for the National Register of Historic Places? Or do you support the study that indicates that the site(s) are NOT eligible for listing on the National Register of Historic Places?

I am more inclined to support the conclusion that subject properties on Association Drive are at most marginally eligible for special status. I've lived in Reston for 20 years and have never been drawn to the properties, nor do I know neighbors and other fellow Reston citizens who have been drawn to the properties. Considering the intolerable rush-hour congestion that has developed on Sunset Hills Drive and on Wiehle Avenue, I do not believe the nicety of declaring a Historic Place in Reston is worth the delay in completing the Connector or the cost involved.

2. Do you have any other comments relative to the eligibility of the building and/or office park along Association Drive for listing on the National Register of Historic Places?

*Additionally, you may use the site below and send your comments online or use the e-mail address with the subject line: Soapstone Connector. Please provide your comments by* ***August 3, 2018****.*

**For more project information please visit:**
**www.fairfaxcounty.gov/transportation/projects/soapstone-connector**

Audra Bandy, P.E. - Project Manager
Fairfax County Department of Transportation,
4050 Legato Road, Suite 400
Fairfax, VA 22033
703-877-5600
Audra.Bandy@fairfaxcounty.gov

Staple or Tape here

2nd FOLD

Walter J. Culver
11175 Lake Chapel Lane
Reston VA 20191

RETURN ADDRESS

PLACE STAMP
HERE
POST OFFICE
WILL NOT
DELIVER
WITHOUT PROPER

Attention: Audra Bandy, P.E.
Fairfax County Department of Transportation,
Capital Projects and Traffic Engineering Division
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895

Project: Soapstone Connector

1st FOLD

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Tuesday, July 24, 2018 12:49 PM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] Soapstone Connector

Rose Viozzi (not verified) (rmviozzi@gmail.com) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

FYI, I do NOT support designating any hippy-age buildings in the office park for historical preservation. Let's keep moving forward to build this sorely needed connector as soon as possible. Thanks!

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Friday, July 27, 2018 11:31 AM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] Soapstone Connector/Association Drive

Shelley Mastran (not verified) (shellmast2@gmail.com) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

To Whom It Concerns:

I heartily support the study that states that the buildings and sites on Association Drive are eligible for listing in the National Register of Historic Places. Reston has a number of buildings with architectural significance that we have lost, are losing, or will lose. Such loss may be inevitable, but it is incumbent upon us to, at the very least, document the significance of these places. National Register eligibility will ensure that the buildings/sites will be properly acknowledged and significance recorded.

Shelley Mastran
Chair, Reston Historic Trust

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Friday, July 27, 2018 3:59 PM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] Soapstone Connector

Kelley Westenhoff (not verified) (westenhoff@gmail.com) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

I support the study that indicates that the site(s) are NOT eligible for listing on the National Register of Historic Places.

# Fairfax County Architectural Review Board

Chairman: John A. Burns, FAIA
Treasurer: Michele Aubry

https://www.fairfaxcounty.gov/planning-zoning/architectural-review-board

August 1, 2018

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

Dear Ms. Bandy:

Thank you for the opportunity to review and comment on the Supplemental Phase 1 Architectural Survey for the Soapstone Connector project.

We concur with the findings contained in the July 2018 study prepared by Thunderbird Associates that stipulate that there is an eligible district and eligible single-site in the Association Drive area.

Our recommendation is for FCDOT and responsible State and Federal agencies to resolve adverse effects by finding a new alignment option for the Soapstone Connector road, which will avoid adversely affecting historic properties. When other alternatives were explored, they were not explored with the information that has recently been uncovered. It is also noted that the ARB provided a letter over two years ago (see attached Soapstone Connecter letter dated May 2016) citing concerns about impacts from this road project, and the ARB called attention to the fact that the Association Drive cluster may be potentially eligible for its mid-century modern architecture and campus planning and would be impacted. This letter also cited the ARB's belief that its consultation and involvement was coming far too late in the process. We are also disappointed that it took two years to produce this report. The ARB was informed that over 30 alternative alignments were explored but we note that this was done based on incomplete information; the findings relating to impacts on the historic significance of Association Drive were absent from all decision making in selecting an alignment location.

We do not concur with the findings contained in the July 2018 study prepared by Thunderbird Associates that cite indirect effects to buildings in the Association Drives Area. This proposed road alignment poses a significant threat to the eligibility of the Association Drive office complex, as a significant mid-century modern campus-oriented plan. The planning and layout of those sites contribute to the eligibility, not just the architecture, and the new Soapstone Drive Connector poses a significant direct impact to the complex as a whole. The report notes that the proposed alignment also may have secondary indirect effects as vehicular access would be

limited and the area would be reduced in size as significant portions of sites would be consumed, rendering buildings unusable due to parking deficiencies. The ARB is concerned that this adverse effect would likely lead to their ultimate demise, and it would be expected that those sites may be overtaken by redevelopment pressure. The ARB expects these additional adverse effects to be addressed.

The ARB has not seen 30 percent plans or any other plans showing actual engineering, thus the full aspects of road design, storm water mitigation measures, signage, lighting, and aesthetics cannot be judged now. Reston is a unique area, recognized locally and by the National Park Service as having unique planned aspects. The proposed Soapstone alignment is contrary to these aspects.

With the new information the report provides, the Area of Potential Effect (APE) must be revised to acknowledge potential heritage resources now identified in considering alignment alternatives. The APEs associated with the Silver line and subsequent secondary development pressure (private redevelopment and road construction) have been piecemeal and inconsistent at best, with no comprehensive views on primary and secondary impacts (direct or indirect). This piecemeal methodology has resulted in an uninformed decision-making process, and threats to valuable resources that the County's Comprehensive Plan, Heritage Resources Policy Plan and National Historic Preservation Act seek to recognize and protect.

The ARB appreciates your office's consideration of our comments as the County moves forward and continues to advance initiatives that foster Fairfax County's Heritage Resources.

Sincerely,

John A. Burns, FAIA
ARB Chairman

cc: Chairman Bulova and the Board of Supervisors
Fred R. Selden, Director, Dept. of Planning & Zoning (DPZ)
Marianne Gardner, Planning Div. Director, DPZ
Fairfax County History Commission

Attachments:

ARB letter dated May 2016

# Fairfax County Architectural Review Board

Chairman: Jason Sutphin
Vice Chairman: Richard Bierce, AIA
Treasurer: Michele Aubry

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

May 18, 2016

To: Fairfax County Department of Transportation

From: Fairfax County Architectural Review Board

**Subject: The Soapstone Connector (Fairfax County Project No. 2G40-078, prepared by Parsons for the Fairfax County Department of Transportation)**

The Fairfax County Architectural Review Board appreciates being included in the review process for the proposed Soapstone Connector. While the ARB believes that our participation is coming late in the overall process, since a location has already been determined, we do wish to forward pertinent comments relating to the study. It is noted that The Virginia Department of Historic Resources requested ARB involvement in a letter dated October 22, 2015, which is five months before the study reached the ARB.

As the ARB was not invited to participate in the earlier meetings and discussions, thus we have no explanation of why the selected location of the proposed extension is shown where it is now proposed. Part of the connector parallels and crosses the easement for the natural gas pipelines. An alternative location could have continued in a straight line, intersecting Sunset Valley Drive east of the pipeline easement and across from the API building. It appears that such an alignment could have avoided the demolition of the National Association of Secondary School Principals building.

The "Phase IA Cultural Resources Survey of the Proposed Soapstone Connector" report (Fairfax County Project No. 2G40-078, prepared by Parsons for the Fairfax County Department of Transportation) notes two potentially eligible historic districts (W&OD and Wiehle/Sunset Hills), it states that "Based on archival research, a review of real property records, and photo-documentation within the APE, no additional resources likely to be eligible for the NRHP have been identified in the architectural APE." [p. i].

Note that the statement of purpose and intent for Fairfax County Historic Overlay Districts includes a broad variety of significance criteria, not just architecture: "buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance."

The area that the proposed connector impacts has a corporate campus character and that cultural landscape is an integral feature of both the Sunset Hills and Sunrise Valley corridors. The potential Weihle/Sunset Hills historic district includes only a short section of Sunset Hills Road and there is no assessment of a potential historic district along Sunrise Valley Drive. In the absence of a survey, a full and reliable understanding of whether or not there are significant resources in the APE for the Soapstone Connector is missing.

The area for the architectural APE [Figure 3, p.10] is meant to include properties meeting criteria as described in the abstract: "The APE for architectural resources includes a broader area beyond the roadway footprint to assess potential visual and audible effects from the new roadway and overpass." [p. i]. However, the American Press Institute building, despite having a direct line of sight to the bridge over the Dulles Access and Toll Road to the northeast, and to the connector on grade to the east, is not included in the assessment area. The American Press Institute Building (API Building) is highlighted on the map but its exclusion from the APE is not explained.

It is noted that the API building is older than all of the other properties included in the APE by at least five years, and is the only one known to be the work of a significant architect, making its exclusion questionable. An October 5, 2015 letter was sent by the ARB to the Board of Supervisors describing the API Building. Please explain this omission.

Lastly, the study states that the "addition of a new roadway and associated elements (e.g., overpass, utility poles) will not create any additional visual intrusions to the district because they are similar to other features that already occur adjacent to the historic district". [p. 25]. Any existing adverse impacts that have happened over the previous decades should not justify new impacts, which this report suggests. Specific design of the proposed elements is not available for ARB review at this time, nor is an evaluation of those existing elements creating adverse impacts.

Sincerely,

Jason D. Sutphin, Chairman

cc: Virginia Department of Historic Resources
Fred Seldin, Director, Department of Planning and Zoning
Carole Herrick, Chairman, Fairfax County History Commission

# Fairfax County History Commission

10360 North Street
Fairfax, Virginia 22030-2514
fairfaxcounty.gov/history-commission/

August 2, 2018

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

Re: Soapstone Connector

Dear Ms. Bandy,

Thank you for inviting the Fairfax County History Commission (Commission) to attend the July 17, 2018 meeting of Consulting Parties for the Soapstone Connector project. The presentation and subsequent discussion were extremely informative.

The Commission also commends the Fairfax County Department of Transportation (FCDOT) for its decision to undertake a second study of the Reston Center for Associations and Educational Institutions (RCAEI) upon learning of its potential eligibility for the National Register of Historic Places.

The Commission has carefully reviewed the findings of Thunderbird Archeology included in the Soapstone Connector Supplemental Phase I Architectural Survey and concurs with their determination that the RCAEI appears to be eligible for the National Register of Historic Places as a district.

We are aware that this finding is contrary to the conclusion of an earlier report prepared by Dovetail Cultural Resource Group. However, it appears that that determination was based solely on the age of the structures within the RCAEI not their exceptional significance. The Commission urges FCDOT to concur with Thunderbird Archeology's recommendations with respect to RCAEI's National Register eligibility and looks forward to working with the other Consulting Parties towards the completion of the Section 106 process (36 CFR Part 800).

We will be happy to provide any additional information you may require and/or answer any questions you may have concerning this matter. I can be reached at stuntzag@aol.com and 703 994 9054.

Sincerely,

Anne Stuntz

Anne Stuntz
Chairman
Fairfax County History Commission

cc.
Chairman Bulova and the Board of Supervisors,
Fred R. Selden, Director, Dept. of Planning & Zoning (DPZ)
Marianne Gardner, Planning Div. Director, DPZ
John Burns, Chairman, Architectural Review Board

August 2, 2018

**VIA email (Audra.Bandy@fairfaxcounty.gov) and FEDEX**
Audra K. Bandy, P.E.
Project Manager
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

**Re: Soapstone Connector**

Dear Ms. Bandy:

This letter is written with regard to the proposed Soapstone Connector project and the *Supplemental Phase I Architectural Survey for the Soapstone Connector project located in Fairfax County, Virginia* dated July 2018 and which was prepared by Thunderbird Archeology (the "Study") for the Fairfax County Department of Transportation ("FCDOT").

I am the Executive Director of the National Association of Secondary School Principals ("NASSP"). NASSP is the owner of the property located at 1904 Association Drive, Reston, Virginia 20191. NASSP has been designated as a "Consulting Party" for purposes of Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations *Protection of Historic Properties* (36 CFR Part 800). This letter sets forth NASSP's comments on the Study, its findings, and recommendations.

The Study makes certain findings and recommendations regarding NASSP's property located at 1904 Association Drive as well as other buildings located on Association Drive. Specifically, the Study recommends that a Phase II Architectural Evaluation be performed with respect to each of the ten (10) buildings located on Association Drive which are the subject of the Study. With respect to our building at 1904 Association Drive, the Study further states as follows:

"The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria

1904 Association Drive, Reston, VA 20191-1537
P 703.860.0200 F 703.476.5432
www.nassp.org

Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. It also has a circa-1998 two-story addition, which partly impacts the original building's integrity of setting. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1904 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture".

As the owner of 1904 Association Drive, NASSP could be affected by the recommendations of the Study. NASSP has read the Study and, after a thorough examination of it, NASSP has concluded that no further study as to the eligibility of 1904 Association Drive for listing on the National Register of Historic Places ("NRHP") is warranted. NASSP *disagrees* with the recommendations contained in the Study which recommends that a Phase II Architectural Evaluation be commissioned and that there be further examination as to whether 1904 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

The Study identified ten (10) buildings within the proposed Soapstone Connector project's defined area of potential effect (APE). All ten (10) buildings were constructed between 1972 and 1991. As these properties are less than fifty (50) years of age, which is the typical threshold for listing in the National Register of Historic Places ("NRHP"), the properties were evaluated under NRHP Criterion Consideration G, which defines requirements for determining eligibility of resources less than fifty (50) years of age.

According to the U.S. Department of the Interior, National Park Service ("NPS"), the NRHP "Criteria for Evaluation" exclude properties that achieved significance within the past fifty (50) years unless they are of "*exceptional importance*". Further, according to the NPS, the phrase "exceptional importance" may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual. Fifty (50) years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. Thus, according to the NPS, a property that has achieved significance within the past fifty years can be evaluated only when sufficient historical perspective exists to determine that the property is *exceptionally* important. The NPS states that the necessary perspective can be provided by scholarly research and evaluation and must consider both the historic context and the specific property's role in that context. The NPS notes that in many communities, properties cannot be

evaluated because there is no scholarly research available to provide an overview of the nature, role, and impact of that building type within the context of historical and architectural developments.

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.

The land on which this complex is located was originally slated by the Reston Master Plan for residential development with its own intermediate school flanking a community golf course; however, sluggish sales prevented these plans from coming to fruition. Gulf Oil instead elected to abandon the residential designation of this tract and the surrounding area to market it as commercial and office park space.

Based on this information, it is SHAPE America's view that the Reston Center for Associations and Educational Institutions is not directly associated with and does not convey the intent of the original Master Plan for Reston and thus should not be considered of exceptional significance under Criterion A in the area of Community Planning and Development.

While the small group of educational associations located on Association Drive may be interesting, the location of our organization or the collection of organizations on Association Drive is certainly not an event that should be considered of exceptional significance. Our organization elected to construct a building in Reston and to move our national headquarters to Reston in the early 1970s for business reasons that enabled NASSP to exercise independence and to accommodate the growth in NASSP's operations and staff that NASSP was experiencing at the time. NASSP's decision to construct a building and move to Reston was motivated by economic factors that were advantageous to NASSP, and a new building enabled NASSP to control its space needs into the future so as to ensure the fiscal sustainability and independence of NASSP for many years.

According to the Study, the nine buildings which the Study recommends as contributing to the proposed historic district were built between 1972 and 1982 and reflect various Modernist and Postmodernist Movement styles including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism. While our building is reflective of the modernist styles and their interpretation during their period of design, we have seen no

reference or recognition of our building as being an *exceptional* example of its respective modernist style of architecture. While our building at 1904 Association Drive and others on Association Drive are good examples of their style, they are certainly not of exceptional architectural significance.

The small group of educational associations located on Association Drive may be an interesting complex of properties that has ties to the evolution of Reston, education, and architecture; however, our building at 1904 Association Drive individually, and the collection of buildings on Association Drive as a whole do not meet the NPS's definition of exceptional significance that would qualify them for NRHP eligibility under Criterion Consideration G.

NASSP thanks FCDOT for providing us with an opportunity to provide comments on the Study. Should you have any questions, please feel free to contact me.

Sincerely,

JoAnn Bartoletti,
Executive Director

cc: Julie V. Langan, Director Virginia Department of Historic Resources (VDHR)
Roger Kirchen, VDHR
Antony Opperman,VDOT

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www.nassp.org

NCTM
NATIONAL COUNCIL OF
TEACHERS OF MATHEMATICS

August 2, 2018

**VIA email (Audra.Bandy@fairfaxcounty.gov) and FedEx**
Audra K. Bandy, P.E.
Project Manager
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

**Re: Soapstone Connector**

Dear Ms. Bandy:

I write with regard to the proposed Soapstone Connector project and the *Supplemental Phase I Architectural Survey for the Soapstone Connector project located in Fairfax County, Virginia* dated July 2018 and which was prepared by Thunderbird Archeology (the "Study") for the Fairfax County Department of Transportation ("FCDOT").

I am the Executive Director of The National Council of Teachers of Mathematics ("NCTM"). NCTM is the owner of the property located at 1906 Association Drive, Reston, Virginia 20191. NCTM has been designated as a "Consulting Party" for purposes of Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations *Protection of Historic Properties* (36 CFR Part 800). This letter is intended to express NCTM's comments on the Study, its findings, and recommendations.

The Study makes certain findings and recommendations regarding NCTM's property located at 1906 Association Drive as well as other buildings located on Association Drive. Specifically, the Study recommends that a Phase II Architectural Evaluation be performed with respect to each of the ten (10) buildings located on Association Drive which are the subject of the Study. With respect to our building at 1906 Association Drive, the Study further states as follows:

"The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located

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in the New Town of Reston, 1906 Association Drive and the utility building may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture".

As the owner of 1906 Association Drive, NCTM could be affected by the recommendations of the Study. Accordingly, NCTM attended the Consulting Party meeting held at FCDOT's offices on July 17, 2018 wherein FCDOT made a presentation in concert with Thunderbird Archeology concerning the Study. We have read the Study and after careful consideration and examination of the Study, NCTM has concluded that no further study as to the eligibility of 1906 Association Drive for listing on the National Register of Historic Places ("NRHP") is warranted. NCTM *disagrees* with the recommendations contained in the Study which recommends that a Phase II Architectural Evaluation be commissioned and that there be further examination as to whether 1906 Association Drive and its associated sculpture may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

The Study identified ten (10) buildings within the proposed Soapstone Connector project's defined area of potential effect (APE). All ten (10) buildings were constructed between 1972 and 1991. As these properties are less than fifty (50) years of age, which is the typical threshold for listing in the National Register of Historic Places ("NRHP"), the properties were evaluated under NRHP Criterion Consideration G, which defines requirements for determining eligibility of resources less than fifty (50) years of age.

According to the U.S. Department of the Interior, National Park Service ("NPS"), the NRHP "Criteria for Evaluation" exclude properties that achieved significance within the past fifty years unless they are of "*exceptional importance.*" Further, according to the NPS, the phrase "exceptional importance" may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual. Fifty (50) years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. Thus, according to the NPS, a property that has achieved significance within the past fifty years can be evaluated only when sufficient historical perspective exists to determine that the property is *exceptionally* important. The NPS states that the necessary perspective can be provided by scholarly research and evaluation and must consider both the historic context and the specific property's role in that context. The NPS notes that in many

communities, properties cannot be evaluated because there is no scholarly research available to provide an overview of the nature, role, and impact of that building type within the context of historical and architectural developments.

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.

The land on which this complex is located was originally slated by the Reston Master Plan for residential development with its own intermediate school flanking a community golf course; however, sluggish sales prevented these plans from coming to fruition. Gulf Oil instead elected to abandon the residential designation of this tract and the surrounding area to market it as commercial and office park space.

Based on this information, it is NCTM's view that the Reston Center for Associations and Educational Institutions is not directly associated with and does not convey the intent of the original Master Plan for Reston and thus should not be considered of exceptional significance under Criterion A in the area of Community Planning and Development.

While the small group of educational associations located on Association Drive may be interesting, the location of our organization or the collection of organizations on Association Drive is certainly not an event that should be considered of exceptional significance. Our organization elected to construct a building in Reston and to move our national headquarters to Reston in 1973 for business reasons that enabled our organization to be in close proximity to (i) an airport (Dulles Airport) to meet the needs of NCTM's Board of Directors and members who are located throughout the U.S., and (ii) business amenities such as an adjacent Inn and Conference center. Further, the move to Reston and NCTM's construction of a new building on Association Drive enabled NCTM to accommodate the growth that it was experiencing at the time, and the new building provided NCTM with the flexibility to accommodate even more growth in the future. Another factor in the decision to locate NCTM's national headquarters in Reston was the availability of housing for different income groups which could meet the needs of NCTM's diverse workforce.

According to the Study, the nine buildings which the Study recommends as contributing to the proposed historic district were built between 1972 and 1982

and reflect various Modernist and Postmodernist Movement styles including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism. While our building is reflective of the modernist styles and their interpretation during their period of design, we have seen no reference or recognition of our building as being an *exceptional* example of its respective modernist style of architecture. While our building at 1906 Association Drive and others on Association Drive are good examples of their style, they are certainly not of exceptional architectural significance.

The Reston Center for Educational Associations may be an interesting complex of properties that has ties to the evolution of Reston, education, and architecture; however, our building at 1906 Association Drive individually, and the collection of buildings on Association Drive as a whole do not meet the NPS's definition of exceptional significance that would qualify them for NRHP eligibility under Criterion Consideration G.

NCTM thanks FCDOT for providing us with an opportunity to provide comments on the Study. Should you have any questions, please feel free to contact me.

Sincerely,

Ken Krehbiel
Executive Director

cc: Julie V. Langan, Director Virginia Department of Historic Resources (VDHR)
Roger Kirchen, VDHR
Antony Opperman, VDOT

**Soapstone Connector Architectural Survey**

The Association Drive campus of buildings as a group is varied and beautiful, has significant and striking architecture with mature landscaping. I support the study that states that the site may be eligible for the National Register of Historic Places. The site deserves further study, research and documentation. It would be important to know the dates each building was completed and the architects who designed them. They should be well identified and photographed.

I do not know, but I sense a connection between this group and Marcel Breuer's API building. The API building was done after Bob Simon lost control of Reston, but I have read that Breuer was inspired to take on the relatively small project because of Bob Simon's vision for Reston. Perhaps this grouping had a related influence.

Given the owners of each of these buildings apparently have contracted to sell their property to a developer, it is extremely important that there be documentation of what this area has been. This stretch of Sunrise Valley Drive has been one of Reston's most beautiful non-residential areas, not only because of the architecture itself but also because the buildings are beautifully set in a coordinated campus with what is now mature and beautifully maintained landscaping. This gem would not be replicated today.

Cheryl Terio-Simon
11400 Washington Plaza West
Reston, Virginia 20190
August 1, 2018

**Richard B. Wirthlin Family LLC**
**PO Box 8158**
**Reston, VA 20195**

August 2, 2018

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

Dear Ms. Bandy:

Thank you for providing us with an opportunity to provide comments on the *Supplemental Phase I Architectural Survey for the Soapstone Connector project located in Fairfax County, Virginia* dated July 2018 ("the study"). As an affected property owner (1920 Association Drive) we are providing the following comments on the study, its findings, and recommendations.

The study identified ten buildings (Reston Center for Associations and Educational Institutions, or "Center for Education Associations" as it is legally named in its articles of incorporation) within the proposed project's defined area of potential effect (APE), all constructed between 1972 and 1991. As these properties are less than fifty years of age, which is the typical threshold for listing in the National Register of Historic Places (NRHP), the properties were evaluated under NRHP Criterion Consideration G, which defines requirements for determining eligibility of resources less than fifty years of age. According to the National Park Service (NPS)…

> The NRHP "Criteria for Evaluation" exclude properties that achieved significance within the past fifty years unless they are of *exceptional importance*.
>
> The phrase "exceptional importance" may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual.
>
> Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places.

As such,

> A property that has achieved significance within the past fifty years can be evaluated only when sufficient historical perspective exists to determine that the property is *exceptionally* important. The necessary perspective can be provided by scholarly research and evaluation and must consider both the historic context and the specific property's role in that context. In many communities, properties…cannot be evaluated because there is no scholarly research available to provide an overview of the nature, role, and impact of that building type within the context of historical and architectural developments…

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.

The land on which this complex is located was originally slated by the Reston Master Plan for residential development with its own intermediate school flanking a community golf course; however, sluggish sales prevented these plans from coming to fruition. Gulf Oil instead elected to abandon the residential designation of this tract and the surrounding area to market it as commercial and office park space.

Based on this information, ***it is our opinion that the Reston Center for Associations and Educational Institutions is not directly associated with or convey the intent of the original Master Plan for Reston and should not be considered of exceptional significance under Criterion A in the area of Community Planning and Development***.

Although the concentration of education-affiliated associations within a discrete campus is noteworthy, and 1920 Association Drive was originally constructed in about 1974 to be the home of the Council for Exceptional Children, that association sold its property to a private, for profit company who purchased it with an understanding of the need for substantial renovations and to then market the office space for commercial leasing to businesses.

Originally the intent of the Center for Educational Associations, consisting of 10 members (each member owning one of the 10 parcels, and jointing owning the roadway parcel) envisioned users of these buildings to be limited exclusively to non-profit education associations. By 1999 it became apparent that the market demand by such a user base was too limited and usability of the buildings had to be extended to other types of tenants. 1920 Association Drive was renovated by the new 1999 buyer and then was sold in 2002 to the Richard B. Wirthlin Family LLC which acquired the property as an investment and leased approximately ½ of it to its related company, Wirthlin Worldwide, a market research company. Since 2002, Wirthlin Worldwide was sold and moved out of the building and now the building is leased to 10 different tenants.

It appears the building had design flaws from the outset as users of the building during the time it was occupied by the Council for Exceptional Children have reported that leaks from the balcony windows on all floors have been a recurrent problem in the building. The renovation work in 1999/2000 did include replacement of all of the windows but the leak problem was not fully resolved and continues to be a recurrent problem to this day.

Due to the high vacancy rates since 2009 in the Reston market, particularly for older buildings like ours, the market has been particularly hard to keep leased at rates that justify the investment in this building. If based on rates alone, the market value is considerably less than the acquisition costs in 2002. It is, however, worth somewhat more as a redevelopment property.

While the Reston Center for Associations and Educational Institutions may be historically important in the area of Education***, we do not believe that the location of our organization or the collection of organizations on Association Drive is an event that should be considered of exceptional significance. Several of the original education associations have sold to commercial buyers and relocated to different locations. Further there are a large number of significant education associations around the DC metro area, and the country at large that are not and never were part of this original assemblage of 10 associations.***

According to the study, the nine buildings recommended contributing to the proposed historic district were built between 1972 and 1982 and reflect various Modernist and Postmodernist Movement styles including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism. Our particular building was designed by Gwathmey + Duke located in Springfield, VA. While our building is reflective of the modernist styles and their interpretation during their period of design, we have seen no reference or recognition of our building as being an *exceptional* example of its respective modernist style of architecture. ***While our building and others on Association Drive are good examples of their style, they are not of exceptional architectural significance.***

The Reston Center for Associations and Educational Institutions is an interesting complex of properties that has ties to the evolution of Reston, education, and architecture; ***however, our building individually, and the collection of buildings as a whole do not meet the NPS's definition of exceptional significance that would qualify them for NRHP eligibility under Criterion Consideration G.***

Sincerely,

Joel A. White, Business Manager
703-655-0918 (cell)
JWhite@Wirthlin.us

cc: Julie V. Langan, Director Virginia Department of Historic Resources (VDHR)
Roger Kirchen, VDHR
Antony Opperman,VDOT

SHAPE America SOCIETY OF HEALTH AND PHYSICAL EDUCATORS®
health. moves. minds.

1900 Association Drive • Reston, VA 20191

August 2, 2018

**VIA email (Audra.Bandy@fairfaxcounty.gov) and FEDEX**
Audra K. Bandy, P.E.
Project Manager
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033

**Re: Soapstone Connector**

Dear Ms. Bandy:

I write with regard to the proposed Soapstone Connector project and the *Supplemental Phase I Architectural Survey for the Soapstone Connector project located in Fairfax County, Virginia* dated July 2018 and which was prepared by Thunderbird Archeology (the "Study") for the Fairfax County Department of Transportation ("FCDOT").

I am the CEO of the Society of Health and Physical Educators (formerly known as American Association for Health, Physical Education and Recreation) ("SHAPE America"). SHAPE America is the owner of the property located at 1900 Association Drive, Reston, Virginia 20191. SHAPE America has been designated as a "Consulting Party" for purposes of Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations *Protection of Historic Properties* (36 CFR Part 800). This letter is intended to express SHAPE America's comments on the Study, its findings, and recommendations.

The Study makes certain findings and recommendations regarding SHAPE America's property located at 1900 Association Drive as well as other buildings located on Association Drive. Specifically, the Study recommends that a Phase II Architectural Evaluation be performed with respect to each of the ten (10) buildings located on Association Drive which are the subject of the Study. With respect to our building at 1900 Association Drive, the Study further states as follows:

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800.213.7193 (toll-free)
703.476.9527 (fax)
www.shapeamerica.org

"The building is not yet 50 years old and does not possess sufficient significance under any NRHP criteria to be considered individually eligible for listing in the NRHP under Criteria Consideration g, which addresses exceptional resources that have achieved significance within 50 years of construction. However, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1900 Association Drive and its associated sculpture may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture".

As the owner of 1900 Association Drive, SHAPE America could be affected by the recommendations of the Study. Accordingly, SHAPE America attended the Consulting Party meeting held at FCDOT's offices on July 17, 2018 wherein FCDOT made a presentation in concert with Thunderbird Archeology concerning the Study. We have read the Study and after careful consideration and examination of the Study, SHAPE America has concluded that no further study as to the eligibility of 1900 Association Drive for listing on the National Register of Historic Places ("NRHP") is warranted. SHAPE America *disagrees* with the recommendations contained in the Study which recommends that a Phase II Architectural Evaluation be commissioned and that there be further examination as to whether 1900 Association Drive and its associated sculpture may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture.

The Study identified ten (10) buildings within the proposed Soapstone Connector project's defined area of potential effect (APE). All ten (10) buildings were constructed between 1972 and 1991. As these properties are less than fifty (50) years of age, which is the typical threshold for listing in the National Register of Historic Places ("NRHP"), the properties were evaluated under NRHP Criterion Consideration G, which defines requirements for determining eligibility of resources less than fifty (50) years of age.

According to the U.S. Department of the Interior, National Park Service ("NPS"), the NRHP "Criteria for Evaluation" exclude properties that achieved significance within the past fifty years unless they are of "*exceptional importance*". Further, according to the NPS, the phrase "exceptional importance" may be applied to the extraordinary importance of an event or to an entire category of resources so fragile that survivors of any age are unusual. Fifty (50) years is a general estimate of

the time needed to develop historical perspective and to evaluate significance. This consideration guards against the listing of properties of passing contemporary interest and ensures that the National Register is a list of truly historic places. Thus, according to the NPS, a property that has achieved significance within the past fifty years can be evaluated only when sufficient historical perspective exists to determine that the property is *exceptionally* important. The NPS states that the necessary perspective can be provided by scholarly research and evaluation and must consider both the historic context and the specific property's role in that context. The NPS notes that in many communities, properties cannot be evaluated because there is no scholarly research available to provide an overview of the nature, role, and impact of that building type within the context of historical and architectural developments.

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.

The land on which this complex is located was originally slated by the Reston Master Plan for residential development with its own intermediate school flanking a community golf course; however, sluggish sales prevented these plans from coming to fruition. Gulf Oil instead elected to abandon the residential designation of this tract and the surrounding area to market it as commercial and office park space.

Based on this information, it is SHAPE America's view that the Reston Center for Associations and Educational Institutions is not directly associated with and does not convey the intent of the original Master Plan for Reston and thus should not be considered of exceptional significance under Criterion A in the area of Community Planning and Development.

While the small group of educational associations located on Association Drive may be interesting, the location of our organization or the collection of organizations on Association Drive is certainly not an event that should be considered of exceptional significance. Our organization elected to construct a building in Reston and to move our national headquarters to Reston in 1980 for business reasons that enabled our organization to exercise independence, to accommodate the growth in our staff and operations that we were experiencing at the time, and to engage in sound fiscal

management and planning which enabled us to control our space needs into the future so as to ensure the fiscal sustainability and independence of our organization for many years.

According to the Study, the nine buildings which the Study recommends as contributing to the proposed historic district were built between 1972 and 1982 and reflect various Modernist and Postmodernist Movement styles including International Style, Miesian, Brutalism, Neo-Expressionism, and Neo-Formalism. While our building is reflective of the modernist styles and their interpretation during their period of design, we have seen no reference or recognition of our building as being an *exceptional* example of its respective modernist style of architecture. While our building at 1900 Association Drive and others on Association Drive are good examples of their style, they are certainly not of exceptional architectural significance.

The small group of educational associations located on Association Drive may be an interesting complex of properties that has ties to the evolution of Reston, education, and architecture; however, our building at 1900 Association Drive individually, and the collection of buildings on Association Drive as a whole do not meet the NPS's definition of exceptional significance that would qualify them for NRHP eligibility under Criterion Consideration G.

As an aside and for the record, 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. As the CEO of the nation's largest membership organization of health and physical education professionals, I feel that it is incumbent on our organization to set the record straight and to note that the sculpture located at 1900 Association Drive is of three individuals wearing shorts and t-shirts which is attire commonly worn in a gym or physical education class.

SHAPE America thanks FCDOT for providing us with an opportunity to provide comments on the Study. Should you have any questions, please feel free to contact me.

Sincerely,

Stephanie A. Morris,
CEO

cc: Julie V. Langan, Director Virginia Department of Historic Resources (VDHR) (via email: Julie.Langan@dhr.virginia.gov)
Roger Kirchen, VDHR (via email: Roger.Kirchen@dhr.virginia.gov)
Antony Opperman,VDOT (via email: A.Opperman@vdot.virginia.gov)

*27600v.2 -SHAPE*

# County of Fairfax, Virginia

**MEMORANDUM**

**DATE:** August 2, 2018

**TO:** Audra Bandy, Fairfax County Department of Transportation

**FROM:** Laura Arseneau, AICP, Historic Preservation Planner, DPZ-PD

**SUBJECT: Heritage Resource Staff Comments for Supplemental Phase I Architectural Survey for the Soapstone Connector Project**

Thank you for the opportunity to review and comment on the Supplemental Phase I Architectural Survey for the Soapstone Connector Project. The Supplemental Phase I Architectural Survey of the 22.78-acre office park, originally known as the Reston Center for Associations and Educational Institutions, provides compelling evidence to support the potential National Register eligibility of the structures as part of a Modernist architectural office campus located in the New Town of Reston, as well as examples of Modernist architecture alone.

The Department of Planning and Zoning completed a separate reconnaissance-level survey in 2016, presented an update to the Architectural Review Board in March 2017, and a provided a formal memo with the findings in November 2017 (see attached). This county completed survey recommended additional research to determine if the buildings were potentially eligible for listing as a historic district in the Fairfax County Inventory of Historic Sites.

Heritage Resources staff supports the recommendations provided in the Supplemental Phase I Survey for the potential National Register eligibility of an overall comprehensive district for the Modernist architecture of the Reston Center for Associations and Educational Institutions in the New Town of Reston, as well as the potential eligibility of the single-site located at 1916 Association Drive for architecture and association with the environmental movement, using Criteria Consideration G. The building at 1916 Association Drive is located to the east of the proposed Soapstone Connector alignment (see Figures 1 and 2) and will not be impacted to the same degree as other buildings in the area.



**Department of Planning and Zoning**
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12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-653-9447
www.fairfaxcounty.gov/planning-zoning

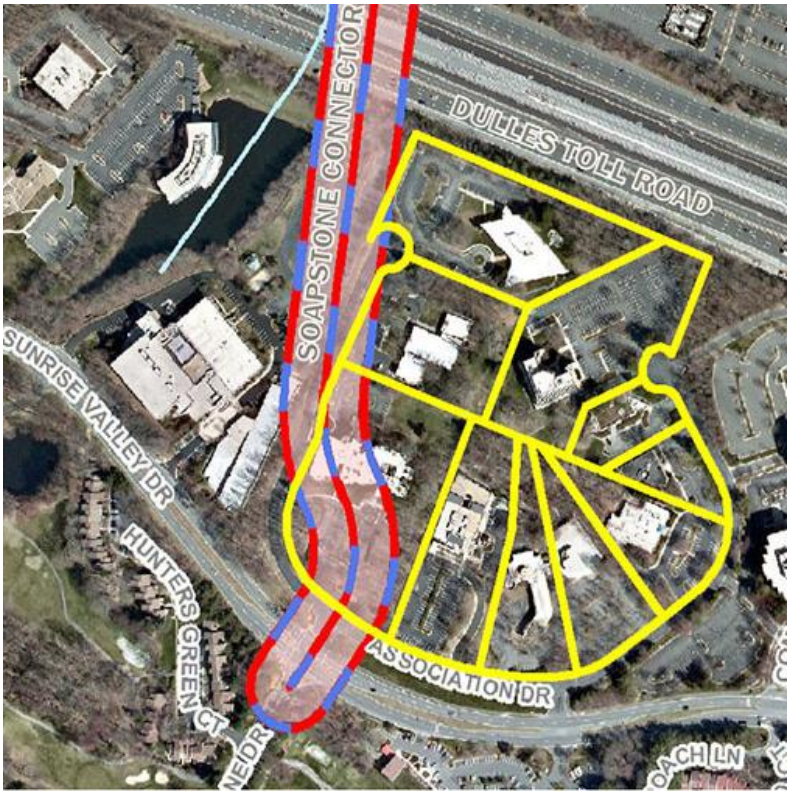



*Figure 1- FCDOT Proposed Soapstone Connector Alignment*

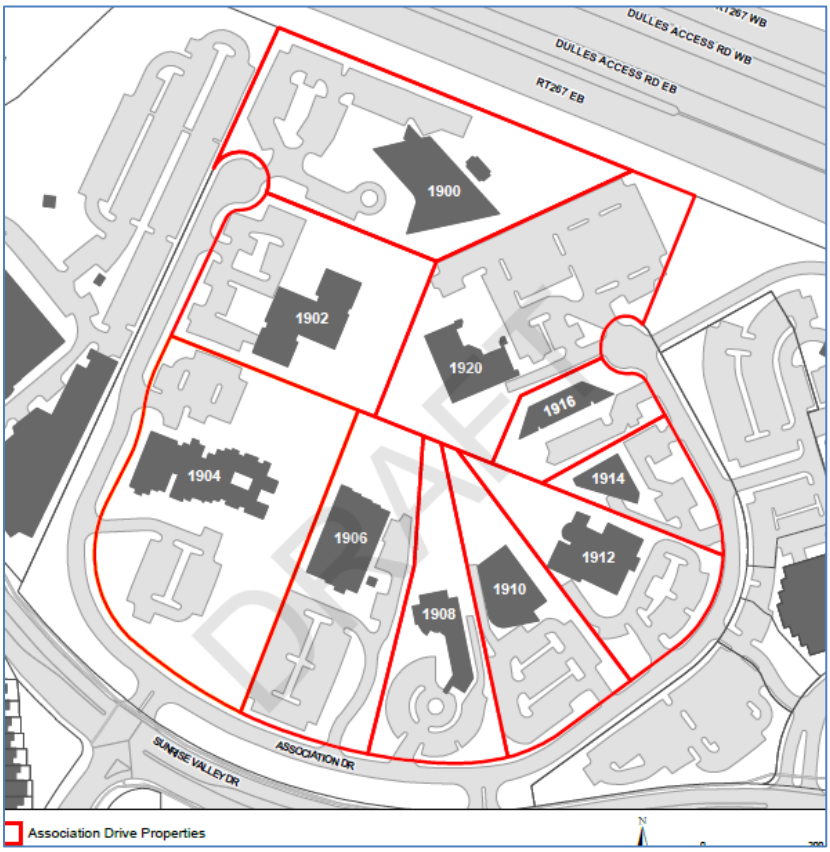



*Figure 2- Exhibit 3 from Supplemental Phase 1 Survey Draft*

Staff further concurs with the Study's recommendation to conduct a Phase II Architectural Evaluation to determine the eligibility for listing of the district of Modernist structures and the individual building located at 1916 Association Drive.

Based on the information in the Supplemental Phase I Survey staff believes that the current proposed alignment of the Soapstone Connector will likely have an adverse effect on the eligibility of the district of Modernist structures in the New Town of Reston. The alignment would result in the entire demolition of the building at 1904 Association Drive and would impact the vehicular access points and parking at 1900 and 1902 Association Drive. Furthermore, since the connector will be elevated to go over the toll road, the roadway could have a negative visual impact on many of the buildings in the potentially eligible district (See Figures 1 and 2). With respect to the building at 1916 Association Drive, the current proposed alignment may not have an adverse impact on this structure's individual eligibility.

Staff continues to appreciate your efforts in helping to determine the significance and eligibility of these structures. We look forward to future collaborative efforts to ensure the best outcome is achieved.

Please contact me with any questions at 703-324-1380 or Laura.arseneau@fairfaxcounty.gov.

Attachment: Heritage Resources Survey Memo from the Dept. of Planning and Zoning dated November 9, 2017

Cc: Fred Selden, Director, Dept. of Planning and Zoning
Marianne Gardner, Director, Planning Division, Dept. of Planning and Zoning
Leanna O'Donnell, Branch Chief, Policy and Plan Development, Planning Division, Dept. of Planning and Zoning
Fairfax County Architectural Review Board
Fairfax County History Commission

# County of Fairfax, Virginia

**MEMORANDUM**

**DATE:** November 9, 2017

**TO:** Architectural Review Board Members

**FROM:** Leanna H. O'Donnell, Branch Chief, Policy and Plan Development

**SUBJECT:** Heritage Resources Survey - Association Drive, Reston

Following discussion at the ARB's April 14, 2016 and January 12, 2017 meetings regarding the proposed Soapstone Connector in Reston, the ARB requested that staff provide its reconnaissance survey findings for properties located along Association Drive. Staff provided an overview of the survey to the ARB at its March 9, 2017 meeting. This memo is in response to the ARB's request for additional information.

As background, Heritage Resources staff in the Department of Planning and Zoning conducted a heritage resources reconnaissance survey of the Reston Transit Station Areas (TSAs) in 2016. This area included the Herndon TSA, the Reston Town Center TSAs, and the Wiehle-Reston East TSA (Attachment 1). The intent of the reconnaissance survey was to identify potentially significant architectural resources in these planning areas which may possibly qualify for inclusion in the Fairfax County Inventory of Historic Sites (IHS), and therefore warrant further research. Of particular concern were any structures that had not yet been recognized in the IHS that may have social or architectural significance to the original planning and development concepts for Reston in the 1960s and 1970s.

The Association Drive area (Attachment 2) is located in the Wiehle-Reston East TSA. This area has been identified by staff for further research, as it may be potentially eligible for inclusion in the Inventory of Historic Sites as a district. The area is likely significant because it is home to several educational institutions which moved to Reston in the 1970s (through the early 1980s) and located in an office park called the Center for Associations and Educational Institutions.

In 1970, the National Education Association and ten national affiliates purchased 56 acres in Reston, adjoining the site of Reston's Inns and Conference Center complex (Gulf Reston, Inc. 1970, 26). The Vosbeck, Vosbeck, Kendrick & Redinger architectural firm designed the office park on Association Drive, creating a "campus-like atmosphere," (Washington Post, Times Herald 1970, D8). The same firm also designed three of the ten buildings on Association Drive.

Walter Everett, then American Press Institute (API) Executive Director, noted the convergence of educational organizations when he said in 1971 that Reston was selected for their site because it "represents a forward-looking concept in community planning, is convenient to reach by air, and is the center for a growing number of educational and newspaper-related organizations," (Gulf Reston, Inc. 1970, 34).

DPZ staff have identified the properties on Association Drive for further research to determine if the area is potentially eligible for listing in the IHS as a district under the three criteria listed below. To be determined eligible for listing in the IHS, a site must meet at least one of the criteria listed in the IHS District Nomination Form.

CRITERIA:

- Have significant character, interest, or value as part of the development, heritage, or cultural characteristics of the County, State, or Nation;
- Exemplify the cultural, economic, social, political, or historic heritage of the County or its communities;
- Embody the distinctive characteristics of a type, period, or method of design or construction.

These are the ten properties located on Association Drive identified as potentially eligible for listing in the IHS as a district:

| Tax Map # | Address | Building or Association Name | Year Built | Architects |
|---|---|---|---|---|
| 17-4 ((12)) 4 | 1900 Association Drive | SHAPE America (Society of Health and Physical Educators) | 1980 (Land purchased in 1971) | Vosbeck, Vosbeck, Kendrick & Redinger |
| 17-4 ((12)) 3 | 1902 Association Drive | Ourisman Building | 1975 | Jansons Associates |
| 17-4 ((12)) 2 | 1904 Association Drive | National Association of Secondary School Principals | 1973 | Vosbeck, Vosbeck, Kendrick & Redinger |
| 17-4 ((12)) 1 | 1906 Association Drive | National Association of Teachers of Math | 1973 | Vosbeck, Vosbeck, Kendrick & Redinger |
| 17-4 ((12)) 10 | 1908 Association Drive | DECA Building | 1976 | Benham-Blair-Winesett-Duke, Inc. |

| | | | | |
|---|---|---|---|---|
| 17-4 ((12)) 9 | 1910 Association Drive | Family, Career and Community Leaders of America, Inc. (Originally Future Homemakers) | 1982 | Hellmuth, Obata & Kassabaum |
| 17-4 ((12)) 8 | 1912 Association Drive | Future Business Leaders of America Phi Beta Lambda, Inc. | 1991 (Land purchased in 1981) | Unknown |
| 17-4 ((12)) 7 | 1914 Association Drive | National Business Education Association | 1981 (Land purchased in 1971) | Benham-Blair and Affiliates, Inc |
| 17-4 ((12)) 6 | 1916 Association Drive | KED & Associates | 1977 | Benham-Blair-Winesett-Duke, Inc. |
| 17-4 ((12)) 5A | 1920 Association Drive | CFEC Building | 1973 | Gwathmey-Duke, Inc. |

Photographs of each property identified for further research listed in the table above are shown in Attachment 3.

The Comprehensive Plan guidance for this area encourages redevelopment. It should be noted that this Plan guidance was adopted prior to heritage resources survey work.

- "Existing development in the area is predominantly suburban office parks housing typical office uses with limited retail and support service uses located on the ground floor of several office buildings. The Association Drive office park is notable in that it consists of ten low-density office buildings built in the 1970s and early 1980s that are owned by various professional associations and represent a prime redevelopment opportunity." (Fairfax County Comprehensive Plan, Weihle-Reston East Transit Station Area, South Subdistrict, page 157)

Fairfax County proposes to extend existing Soapstone Drive in Reston over the Dulles Airport Access and Toll Road (Route 267) to Sunset Hills Road. The Soapstone Connector Project would provide a direct connection between Sunset Hills Road and Sunrise Valley Drive as recommended by the Reston Metrorail Access Group (RMAG). An environmental assessment of this project is under review. The proposed alignment will likely impact three or more properties on the west side of Association Drive area.

Staff believes the original town planning concepts adopted in the planning and executed in the development of Reston are exceptionally represented by the physical design of the office park and its associated buildings. The complex retains a high degree of design integrity, with many of the original educational associations remaining. 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. While inclusion in the Inventory is an honorary designation and imposes

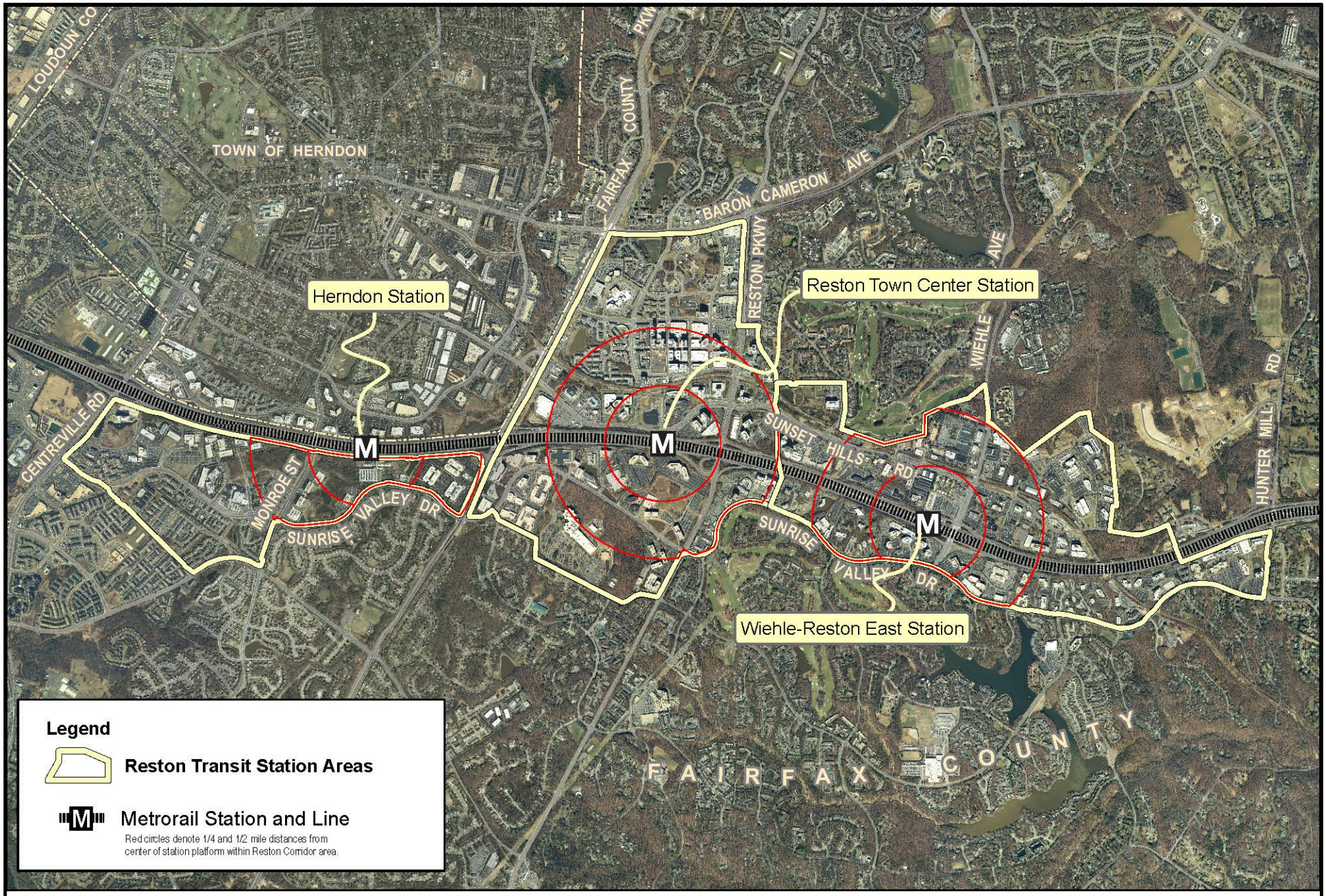
no land use restrictions on the sites, the listing itself does provide for detailed documentation of the potential site and resource. The Fairfax County Comprehensive Plan recognizes Inventory sites, and lists them in the Heritage Resources sections of the Plan to encourage their preservation and adaptive reuse as part of future redevelopment. If this site is to be added to the Inventory of Historic Sites in the future, staff can explore these options as part of the planned redevelopment of the Wiehle East Transit Station Area. However, preservation may be difficult given the planned roadway improvement and the Comprehensive Plan recommendation for higher intensity mixed use development for this area.

## References

Gulf Reston, Inc. "A brief history of Reston, Virginia." Gulf Reston, Inc., 1970.

*The Washington Post, Times Herald.* "5 Groups to Move to Reston: Capital Commerce." July 10, 1970: D8.

CC: Fairfax County History Commission Members




# Reston Metrorail Stations

**Fairfax County, Virginia**

G:\projects\ocp\pd\Comp_Plan_Text_Graphics\-Area_III\Reston\Phase_I\Map_Compositions\Map2_Aerial with stations10-16-2013.mxd

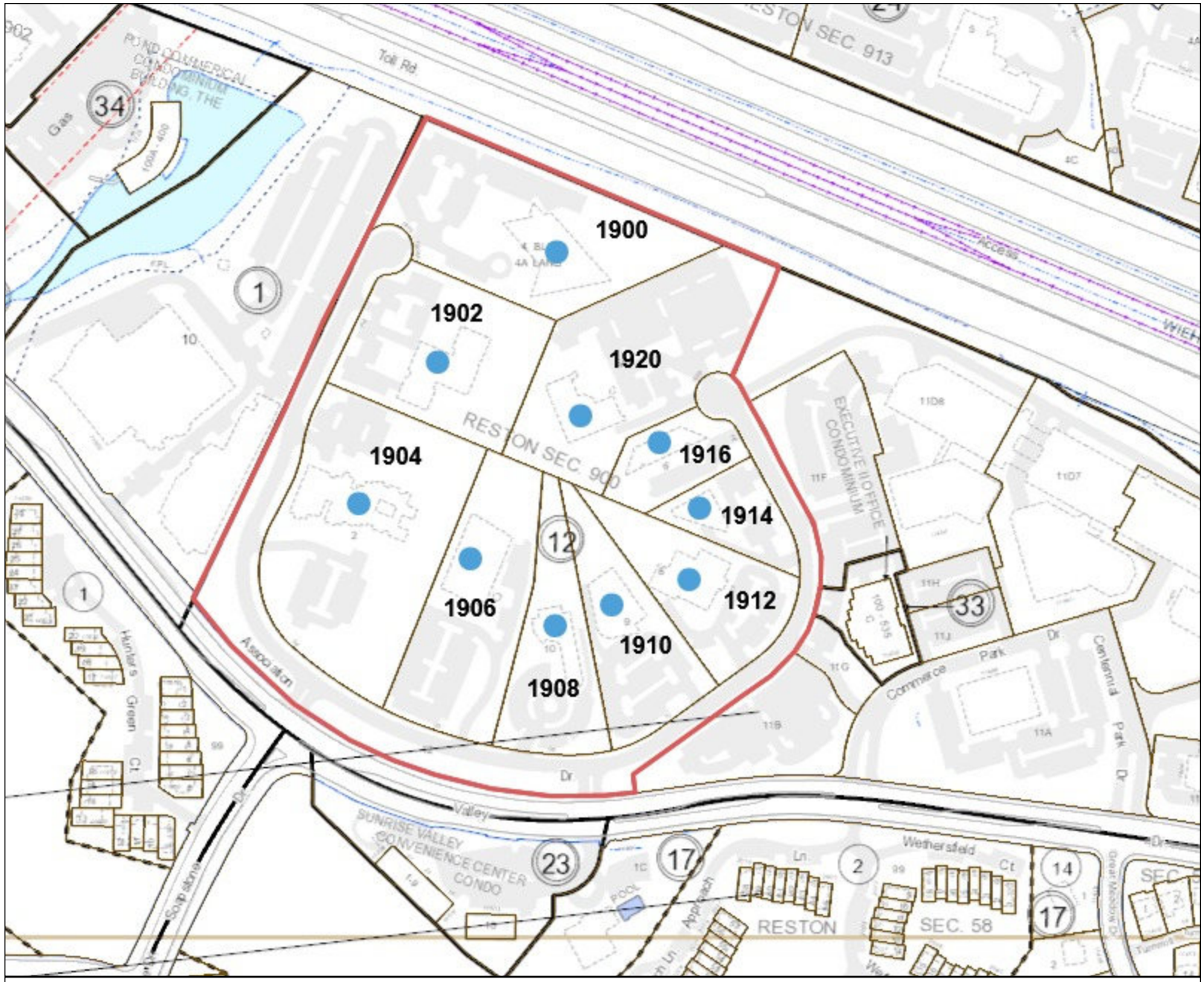
Map prepared September 2013 by DPZ.
Flight date March 2011.

½ Miles

N

**Attachment 1**

# Association Drive



Legend

- Parcels
- Fairfax County Border

Notes:

Map produced: 7/13/2017

0 0.14 0.3 Miles

This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.

**Attachment 2**

**Attachment 3.1**

Attachment 3.2 1900 Association Drive

**Attachment 3.3** **1902 Association Drive**

**Attachment 3.4**

Attachment 3.5 1906 Association Drive

**Attachment 3.6** **1908 Association Drive**

Attachment 3.7

1910 Association Drive

**Attachment 3.8**

**1912 Association Drive**

**Attachment 3.9**

**1914 Association Drive**

Attachment 3.10

1916 Association Drive

**Attachment 3.11** **1920 Association Drive**

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Friday, August 3, 2018 6:42 PM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] Supplemental Phase I Architectural Survey related to the Association Drive properties

Charles T. Hathway (not verified) (chathway@bmcproperties.com) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

On behalf of BDC Sunrise Valley LLC, owner of 11600 Sunrise Valley Drive, we are writing to state that we believe that no further investigation is necessary into the architectural significance of the properties within the Association Drive development. The buildings represent outdated, auto-oriented, suburban architectural design that should not be designated as eligible for listing on the National Registry of Historic Places. Additionally, as a whole, the Association Drive buildings and their environs should not become an Association Drive Historic District under Criterion A (Community Planning and Development) because of their significant dependence on the automobile and therefore inefficient use of space, nor under Criterion C for Architecture when none of the buildings are individually worthy of being listed.

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Friday, August 3, 2018 8:35 PM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] PLEASE do not move forward without conducting a thorough assessment of the buidlings on site

Lynne Mulston (not verified) (lynne.muston@gmail.com) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

In looking at historical status of Association Drive cluster of original campus of association headquarters, please evaluate whether these buildings might be protected. We MUST avoid a repeat of the DISASTER that occurred with the API building and the loss of this architectural treasure!

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Friday, August 3, 2018 8:40 PM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] Soapstone Overpass vs. Association Drive buildings historical survey

Tammi Petrine (not verified) (PARA1010@VERIZON.NET) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

YES! Please study architectural and historical significance of Association Drive cluster before proceeding with Soapstone Overpass project.
AS Cheyl Terio Simon stated in the public meeting, Reston has already lost the Marcel Brueur gem and can NOT afford to lose other cultural icons of Original Reston. This association campus is beautiful and deserves saving.
Thank you.

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Friday, August 3, 2018 8:49 PM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] Soapstone Connector - Supplemental Phase I Architectural Survey

Robert T Petrine (not verified) (rpetrine@gmail.com) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

I support the study that states that the building and/or sites on Association Drive may be potentially eligible for the National Register of Historic Places as recommended by Thunderbird Archeology, July 2018.
Please conduct the Phase II Architectural Evaluation to determine whether these buildings might be protected.
We need to avoid a repeat of the API Building disaster.

KED & Associates, LLP

**Mailing Address:**
**P.O. Box 8638, Reston, VA20195**
**Street Address:**
**1916 Association Drive, Reston, VA20191**
**Tel: 703.766.3777 Fax: 703.766.3644**
www.ked-iplaw.com
mail@ked-iplaw.com

August 3, 2018

**VIA EMAIL**
**Audra.Bandy@fairfaxcounty.gov**
**AND FIRST-CLASS MAIL**

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

Re: Supplemental Phase I Architectural Survey for the Soapstone Connector Project

Dear Ms. Bandy:

I am writing on behalf of 1916 Holdings, LLC, which is the record owner of the property located at 1916 Association Drive, Reston, Virginia 20191 (the "Property"). I am a majority member of 1916 Holdings, LLC (the "Owner") and a partner at KED & Associates LLP with its office located on the Property. While I did receive a copy of the Supplemental Phase I Architectural Survey (the "Survey"), I did not receive any notice of the public hearing that took place on July 19, 2018 pertaining to the possible designation of the Property on the National Registry of Historic Places (NRHP).

Needless to say, had I or the Owner's representative been present, the Owner would have duly noted its objection. Nonetheless, I am submitting our written comments regarding the findings and recommendations contained in the Survey. In short, the Owner respectfully disagrees with and objects to such findings and recommendations. While we understand the stated rationale behind the Survey, we do not believe any further study is warranted given the reasons set forth below.

The Survey specifically provides two (2) rationales for the possible eligibility of the Property to be listed on the NRHP.

(1) "Constructed the same year, 1916 Association Drive is not yet 50 years old buy may have already attained exceptional individual significance to be eligible for listing in the NRHP under Criterion A for association with the environmental movement and Criterion C for architecture, using Criteria Consideration g, which addresses resources that have achieved significance within 50 years of their initial construction."

(2) "Additionally, as part of a well-conceived and planned complex of Modernist buildings deliberately located in the New Town of Reston, 1916 Association Drive may contribute to a potential Association Drive Historic District under Criterion A for Community Planning and Development and Criterion C for Architecture."

As to rationale (2) noted above, the Owner endorses those objections noted in Foulger-Pratt's letter to Audra K. Bandy, PE of the Fairfax County Department of Transportation dated July 16, 2018. In summary, the Owner supports the arguments set forth in said letter concluding that the "complex of properties historically known as the Reston Center for Associations and Educational Institutions" and the "individual buildings located within it should be considered not eligible for listing in the NRHP."

As to rationale (1) noted above, the Owner's position is that the Property is also not individually eligible for listing in NRHP. The pertinent criteria consideration g, Criterion A and Criterion C for the Property are addressed in turn below.

Criteria Consideration g
The National Register Bulletin 15 (the "Bulletin") specifically provides that

> "properties that have achieved significance within the past 50 years shall not be considered eligible" unless "they are integral parts of districts that do meet the criteria" or "if it is of exceptional importance."

The Property does not qualify under either standard. The complex of which the Property forms a part does not meet the criteria for eligibility as set forth in Foulger-Pratts letter. As to whether the Property is of exceptional importance, the Property is not so unusual as to be considered rare and is not a best representative of such architectural type within the geographical area of Reston, Virginia. The Survey itself specifically notes that another earth-sheltered type building exists in Reston, Virginia, specifically, the Terraset Elementary School, likely the first non-military earth-sheltered building in the area. Moreover, there is a lack of scholarly research or evaluation to provide historical context for the Property. Accordingly, the Property should not be considered eligible for listing in the NRHP as it does not rise to the level of exceptional importance for a building less than fifty years old.

Criterion A
There is a lack of perspective from a historical or architectural standpoint to justify the proposition that the Property is associated with one or more events important in the defined historic context of the environmental movement. The Bulletin specifically provides that the "[m]ere association with historic events or trends is not enough in and of itself to qualify under Criterion A: the property's specific association must be considered important as well." The mere fact that the Property may have been built during the rise in popularity in the 1970s of earth-sheltered buildings in response to the Saudi oil embargo and energy crisis, and therefore may have some importance, is not enough. And given the lack of historical research beyond the tangential association in terms of the time it was built in 1977, the Property does not present a large enough value to the historical event to justify an intrusion on the Owner's property rights.

Criterion C
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 a 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. And the features that remain are in no way a unique or an excellent example of an earth-sheltered building. As noted above, Terraset Elementary School is another, presumably more significant, example of an earth-sheltered building in Reston, Virginia. Moreover, the Property has been modified so extensively that it lacks historic integrity. While the Property may not be in a complete state of disrepair, nonetheless, it requires substantial repairs, which further compromises its integrity. In summary, the Property is merely a common, ordinary building that lacks distinctive characteristics and has not retained its historic integrity necessary to convey its significance.

Finally, the circumstances as presented here are atypical for the process of listing on the NRHP. Unlike many of the applications for listing, there is no owner consent. And there is no question that any finding that deems the Property eligible for listing on the NRHP over the Owner's objections substantially diminishes not only the Owner's property rights but also the value of the Property. In December 2010, the Owner purchased the Property with the intent to build-out the Property for expansion. In doing so, the Owner relied on being able to develop the Property. To such end, the Owner made good faith efforts including incurring costs for architectural and legal services shortly after the Owner's purchase of the Property, and continues to incur costs subsequent to the revised Reston Master Plan in creating a revised development plan.

In summary, the potential hardship to the Owner 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. For this and the other reasons set forth in this letter, the Property should be deemed not eligible for listing in the NHRP.

Very truly yours,
KED & ASSOCIATES, LLP

Daniel Y.J. Kim, Esq.

cc: Carol L. Druzbick, Esq.
Theodore Y. Kim, Esq.

**From:** wcm_noreply@fairfaxcounty.gov on behalf of Transportation <wcm_noreply@fairfaxcounty.gov>
**Sent:** Friday, August 3, 2018 11:12 PM
**To:** Bandy, Audra
**Subject:** [Soapstone Connector Feedback Form] Buildings on Association Drive

Kathy Kaplan (not verified) (kwkaplan@aol.com) sent a message using the contact form at https://www.fairfaxcounty.gov/transportation/contact/soapstone_connector_feedback_for.

Message

After looking at the report on buildings built along Association Drive, and my previous visits to buildings on Association Drive during the Reston Master Plan Special Study Task Force , it is clear that the buildings are exceptional architecturally and need to be evaluated for consideration as Historical Sites.

**From:** Maas, Anna <AMaas@wetlands.com>
**Sent:** Wednesday, August 8, 2018 2:58 PM
**To:** Bandy, Audra
**Cc:** Sipe, Boyd; Sandbeck, Penne; Miller, Douglas
**Subject:** Fw: Soapstone project

Hi Audra,
We received the following comment at WSSI's "Contact Us" address, which we should add to the matrix.

Also, please let me know the date of the BOS meeting, whether we should attend, and when we should anticipate sending the report to DHR.
Thanks,
Anna

**Anna Maas, MUEP** | Principal Architectural Historian / Preservation Planner
Thunderbird Archeology

**Wetland Studies and Solutions, Inc.**, a division of The Davey Tree Expert Company
direct: 703.679.5634 | cell: 540.270.1757 | main: 703.679.5600
amaas@wetlands.com | www.wetlands.com

**Please consider the environment before printing.**

-----Original Message-----
From: Judye Heitfield <judyelh@gmail.com>
Sent: Friday, August 03, 2018 9:38 PM
To: WSSI - Contact Us <ContactUs@wetlandstudies.com>
Subject: Soapstone project

In looking at historical status of Association Drive cluster of original campus of association headquarters, please evaluate whether these buildings might be protected. We MUST avoid a repeat of the DISASTER that occurred with the API building and the loss of this architectural treasure!
Thank you,
Judye Heitfield

Attachment 4

# SOAPSTONE CONNECTOR ENVIRONMENTAL ASSESSMENT
## Section 106 Coordination Chronology
January 10, 2018

Fairfax County Project No. 2G40-078

| Date | To | From | Subject Matter/Topic of Correspondence |
|---|---|---|---|
| April 8, 2015 | Stuart Tyler, Parsons | Audra Bandy, Fairfax County Department of Transportation (FCDOT) | **Notice to Proceed (NTP)** for Environmental Documentation for the Soapstone Connector |
| August 17, 2015 | Audra Bandy, FCDOT | Steve Varner, Virginia Department of Transportation (VDOT) | **National Environmental Policy Act (NEPA) Concurrence Form** Signed by Federal Highway Administration (FHWA) (Suggested Level of NEPA Document = Environmental Assessment (EA)) |
| October 1, 2015 | Marc Holma, Virginia Department of Historic Resources (DHR)<br><br>**Fred Selden, Fairfax County Department of Planning and Zoning (DPZ), with a copy to Linda Cornish Blank, Fairfax County Architectural Review Board (ARB)**<br><br>Dan Iglhaut, NOVA Parks | Audra Bandy, FCDOT | **Scoping and Section 106 Initiation Letters**:<br>• Section 106 initiation letter to Marc Holma, DHR (transmitting draft Area of Potential Effects (APE) maps, indicating that a Phase IA Cultural Resources Survey was being prepared, and notifying that consultation was being conducted with NOVA Parks, owners of the Washington &Old Dominion (W&OD) Railroad Regional Park, and Fairfax County).<br>• **Agency scoping letter to Fred Selden, Fairfax County DPZ, with a copy to Linda Cornish Blank, Fairfax County ARB, with information regarding Section 106 consultation and requesting that the County designate a Section 106 point of contact.**<br>• Agency scoping letter to Dan Iglhaut, NOVA Parks, with information regarding Section 106 consultation and requesting that the Park Authority designate a Section 106 point of contact. |

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| October 22, 2015 | Audra Bandy, FCDOT | Marc Holma, DHR | • Acknowledged receipt of October 1, 2015 letter and understanding of project.<br>• Recognized presence of W&OD Railroad (DHR Inventory No. 053-0276) and the Wiehle-Sunset Hills Historic District (DHR Inventory No. 029-0014) in the APE.<br>• Indicated that other historic properties may also be within the APE that may revealed as a result of the planned Phase I Cultural Resources Survey.<br>• Identified where APE should be expanded.<br>• Requested that Metropolitan Washington Airports Authority (MWAA), which manages Dulles International Airport, and the Washington Metropolitan Area Transit Authority (WMATA), which will operate the Silver Line of the Metrorail system once it is completed, be added as consulting parties. **Also indicated that if not already done so, to engage Ms. Linda Cornish Blank, historic preservation planner with the Fairfax County Department of Planning and Zoning. (NOTE: This had already been done by way of the October 1, 2015 letter to Mr. Fred Selden, with a copy to Ms. Blank.)** |
| November 6, 2015 | Audra Bandy, FCDOT, with a copy to:<br><br>**Linda Cornish Blank, Historic Preservation Planner, DPZ/ARB**<br><br>ATTACHMENT:<br>October 5, 2015 Letter from ARB | Fred Selden, Fairfax County DPZ | Submitted comments in response to October 1, 2015 scoping letter. Heritage Resources comments:<br>• **Please include the Fairfax County Architectural Review Board (ARB) as a consulting party for the Soapstone Connector Environmental Assessment; Section 106.**<br>• **Point of contact for the ARB: Linda Cornish Blank, Historic Preservation Planner, Dept. of Planning & Zoning.**<br>• The ARB expressed concern about historic properties [in particular the demolition permit (Permit #152320167) for the former American Press Institute (API) Conference Center, 11690 Sunrise Valley Drive, located within the Wiehle-Reston East Transit Station Area] potentially being affected by development in the Transit Station Areas along the silver line (Reston Master Plan Study Phase I) in a letter dated October 5, 2015 to the Fairfax County Board of Supervisors. Letter was attached. As stated in the letter, this area has not been surveyed to identify cultural resources.<br>• In order to determine if historic properties will be affected by the Soapstone Connector project, a comprehensive cultural resource survey is required.<br>• The site file search of previously identified cultural resources cited in the [October 1, 2015 scoping] letter, while a good start, cannot be considered complete due to the lack of a comprehensive cultural resource survey. |
| March 8, 2016 | Marc Holma, DHR, with a copy to: | Audra Bandy, FCDOT | • Transmittal of Soapstone Connector Phase IA Cultural Resources Survey, which included a site files search; an assessment of archaeological potential based on prior disturbance and development in the project area; research on additional buildings and structures that are |

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| | **Linda Cornish Blank, Fairfax County DPZ/ARB**<br><br>Dan Iglhaut, NOVA Parks<br><br>Shyam Kannan, WMATA<br><br>Gregg Wollard, MWAA<br><br>Fred Selden. Fairfax County DPZ | | located in and near the APE that may be 50 years old or older; and an assessment of viewsheds to and from historic properties in the APE.<br>• Indicated that APE was expanded according to comment in DHR's October 22, 2015 letter and the list of consulting parties was expanded as well.<br>• Noted that consultation with the Fairfax County Park Authority (FCPA) resulted in concurrence on November 5, 2015, that no additional archaeological investigations are necessary for the project.<br>• Summarized that based on archival research, a review of real property records, and photo-documentation within the APE, no additional resources likely to be eligible for the NRHP have been identified in the architectural APE.<br>• Also noted that there is limited potential for adverse effects to the two previously identified historic properties (W&OD Railroad Historic District and Wiehle/Sunset Hills Historic District) and requested concurrence on the determination of effect (no adverse effect). |
| **March 18, 2016 (part of email chain)** | **Audra Bandy, FCDOT** | **Linda Cornish Blank, Fairfax County DPZ/ARB** | • **Acknowledged receipt of Phase IA Cultural Resources Survey on March 15, 2016.**<br>• **Indicated "As cited in your letter dated March 8, the Fairfax County ARB is a consulting party. As such, they would like the opportunity to review the document. This board meets once a month with its next meeting April 14. I am requesting that the document be made available to the ARB members for their review with comment to be provided at the April 14 meeting and then forwarded to you."**<br>• **Asked for additional review time beyond the 30-day period suggested in the letter.** |
| **March 23, 2016 (part of email chain)** | **Linda Cornish Blank, Fairfax County DPZ/ARB** | **Audra Bandy, FCDOT** | • **Agreed to extend comment review deadline to April 14th to allow additional time for ARB to comment.**<br>• **Offered to attend April 14, 2016 ARB meeting.**<br>• **Offered to provide Phase IA Cultural Resources Survey in PDF form.** |
| **March 24, 2016 (part of email chain)** | **Audra Bandy, FCDOT** | **Linda Cornish Blank, Fairfax County DPZ/ARB** | • **Asked Audra Bandy to distribute survey to ARB members and to have someone attend the April 14th ARB meeting.** |

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| **March 25, 2016 (part of email chain)** | **Linda Cornish Blank, Fairfax County DPZ/ARB** | **Audra Bandy, FCDOT** | • **Confirmed attendance at April 14, 2016 ARB meeting.**<br>• **Stated that it would be more appropriate for the DPZ Coordinator (Linda Cornish Blank) to send the Phase IA Study to the ARB.**<br>• **Asked if PDF of document was needed.** |
| **April 8, 2016 (part of email chain)** | **Audra Bandy, FCDOT** | **Linda Cornish Blank, Fairfax County DPZ/ARB** | • **Stated that she did not receive Audra Bandy's March 25, 2016 email.**<br>• **Requested PDF of Phase IA Cultural Resources Survey.** |
| **April 11, 2016 (part of email chain)** | **Linda Cornish Blank, Fairfax County DPZ/ARB** | **Audra Bandy, FCDOT** | • **Transmitted an electronic file of the Phase IA Cultural Resources Survey for dissemination to ARB members.**<br>• **Extended deadline for formal comment by ARB to April 21, 2016.** |
| April 12, 2016 | Audra Bandy, FCDOT, with a copy to:<br><br>**Linda Cornish Blank, Fairfax County DPZ/ARB**<br><br>Erik Schwenke, MWAA | Marc Holma, DHR | • Acknowledged receipt of Phase IA Cultural Resources Survey.<br>• Expressed that DHR appreciates that Fairfax County has taken the suggestions for additional consulting parties into account and acted upon them and asked for any comments received from MWAA and Ms. Blank, as well as any other consulting party, for their consideration.<br>• Concurred with the new indirect APE.<br>• Agreed that no further archaeological survey is necessary due to prior disturbance and development in the project area.<br>• Noted that DHR does not recognize within their Survey Guidelines a "Phase IA" survey and requested the completion of a Phase I field survey and resulting report. |
| **April 14, 2016** | **Audra Bandy and Doug Miller, FCDOT, attended Fairfax County ARB meeting** | | • **Extended deadline again for comment by ARB to May 18, 2016.**<br>• **Explained the history and background of the Soapstone Connector project and the status of the NEPA document.**<br>• **Noted that ARB felt that they were not included in the process until the very end, but explained that this was not the case and explained that FCDOT was still in the beginning stages of the overall project.**<br>• **Stated that FCDOT was still collecting comments for the EA.**<br>• **Linda Cornish Blank stated that if ARB wanted to be involved earlier with projects, then the ARB would need to discuss this with the Board of Supervisors since it would be a policy concern.** |
| April 18, 2016 | Surbhi Ashton, Parsons | Erik Schwenke, MWAA | Acknowledged receipt and review of the March 8, 2016 Phase IA Cultural Resources Survey and indicated that MWAA had no comments at this time. |

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| April 18, 2016 | **Linda Cornish Blank, Fairfax County DPZ/ARB** | **Audra Bandy, FCDOT** | **Provided link to Soapstone Connector project website and reiterated extension of comment deadline to May 18, 2016.** |
| **May 18, 2016** | **Fairfax County DOT, with a copy to:**<br><br>**DHR**<br><br>**Fred Selden, Fairfax County DPZ**<br><br>**Carole Herrick, Chairman, Fairfax County History Commission** | **Fairfax County ARB** | • Expressed appreciation for being included in the review process for the proposed Soapstone Connector albeit late in the overall process since a location has already been determined.<br>• Noted that DHR requested ARB involvement in a letter dated October 22, 2015, which is five months before the study reached the ARB. [As indicated in this chronology, Section 106 was initiated October 1, 2015, which included an invitation to Fairfax County DPZ/ARB, and Fairfax County DPZ/ARB responded with a letter accepting consulting party status on November 6, 2015.]<br>• Questioned the selected location of the proposed extension.<br>• Indicated that the statement of purpose and intent for Fairfax County Historic Overlay Districts includes a broad variety of significance criteria, not just architecture: "buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance" and that the area that the proposed connector impacts has a corporate campus character and that cultural landscape is an integral feature of both the Sunset Hills and Sunrise Valley corridors. Further, the potential Wiehle/Sunset Hills historic district includes only a short section of Sunset Hills Road and there is no assessment of a potential historic district along Sunrise Valley Drive. In the absence of a survey, a full and reliable understanding of whether or not there are significant resources in the APE for the Soapstone Connector is missing.<br>• Noted that the API building is not included in the assessment area and that the building is highlighted on the map but its exclusion from the APE is not explained.<br>• Highlighted lack of a specific design for ARB review at this time. |
| July 26, 2016 | Fairfax County Board of Supervisors Decision | | Sekas Homes East Application, which includes the site of the API Building, was approved by the Fairfax County Board of Supervisors; the application was finalized, which authorizes the builder to demolish the API building; DPZ was instructed to conduct a review of the corridor for any historic items. |
| December 13, 2016 | Marc Holma, DHR, with a copy to: | Audra Bandy, FCDOT | • Transmittal of Soapstone Connector Phase IB Cultural Resources Survey, which documented a vehicular and pedestrian reconnaissance of the architectural APE, defined as the entire new roadway and overpass footprint plus any areas within the viewshed where an impact to a resource's setting and feeling could occur. The goals of the Phase IB survey |

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| | **Linda Cornish Blank, Fairfax County DPZ/ARB**<br><br>Dan Iglhaut, NOVA Parks<br><br>Shyam Kannan, WMATA<br><br>Gregg Wollard, MWAA<br><br>Fred Selden. Fairfax County DPZ<br><br><u>ATTACHMENTS:</u><br>A: DHR April 12, 2016 letter<br>B: MWAA April 18, 2016 email and Fairfax County ARB May 18, 2016 letter<br>C: Fairfax County DPZ November 6, 2015 Scoping Response (that requested that the ARB be identified as a consulting party), with letter from ARB dated October 5, 2015. | | were to identify any buildings, structures, objects, or districts over 50 years in age and make recommendations on the potential NRHP eligibility for all identified resources.<br>• No newly recorded resources were identified during the survey.<br>• Recommended that the W&OD Railroad Historic District (DHR #053-0276) remain eligible for the NRHP and the Wiehle/Sunset Hills Historic District (DHR #029-0014) recommended not eligible for the NRHP.<br>• Transmitted comments from MWAA and the Fairfax County ARB.<br>• MWAA had no comments on the Phase IA survey.<br>• Three primary concerns were cited in the May 18, 2016 ARB letter (with responses in italics):<br>*1.* ARB expressed a belief that its involvement was coming late in the project review process. *A scoping/Section 106 consultation letter was in fact sent at the beginning of the NEPA process to DPZ, with a copy to Ms. Linda Cornish Blank, on October 1, 2015. DPZ's response was received on November 6, 2015, including an attachment from ARB dated October 5, 2015.*<br>*2.* Second, ARB indicated that there was no assessment of a potential historic district along Sunrise Valley Drive. T*he survey found no resources within the APE along Sunrise Valley Drive that would comprise or contribute to a historic district.*<br>3. Finally, the ARB expressed concern that the API building was not included in the assessment area of the project and that its exclusion from the APE was not explained. *The Phase IA Survey did reference the building and the ARB October 5, 2015 letter highlighting the API building was included in Attachment A of the Phase IA survey, along with DPZ's entire November 6, 2015 scoping response. Note that following completion of the Phase IA, additional fieldwork was completed at the site and it was confirmed that the building is not in the APE. Rather, vegetation and a bank of trees, along with the multi-story building located at 1939 Roland Clarke Place (The Pond Building), obstruct the view to/from the Soapstone Connector to/from the two-story API building.*<br>• Concluded that there is one historic property, the W&OD Railroad Historic District, within the project's APE, that the Soapstone Connector would have no adverse effect on the historic property, and requested concurrence on the identification of the historic property within the APE and the determination of no adverse effect for the project. |

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| January 12, 2017 | Audra Bandy, FCDOT | Marc Holma, DHR | Concurrence with Fairfax County's recommendations regarding Fairfax County Project No. 2040-078 (DHR File #2015-1168) that:<br>1. The Washington & Old Dominion Railroad Historic District (053-0276) remains eligible for the NRHP.<br>2. The Wiehle/Sunset Hills Historic District (029-0014) is not eligible for the NRHP.<br>3. The Soapstone Connector project will have no adverse effect on historic properties. |
| January 12, 2017 | **Audra Bandy and Doug Miller, FCDOT, meeting with Fairfax County DPZ/ARB**<br><br>**Attendees:**<br>**John A. Burns, FAIA, Chairman**<br>**Christopher Daniel, Vice Chairman**<br>**Jason Sutphin**<br>**Richard Bierce, AIA**<br>**Michele Aubry, Treasurer**<br>**Robert W. Mobley, AIA**<br>**Joseph Plumpe, ASLA**<br>**Susan Notkins, AIA***<br>**Elise Murray*** | | • ARB staff indicated understanding that the Phase IB survey was conducted in direct response to DHR's previous comments.<br>• Requested a listing of all of the properties that were surveyed; ARB's major concern was with the lack of an overall database of surveyed buildings by the County, which is more of a systemic issue (the ARB fully acknowledged this) that is beyond the reach of the Soapstone Connector project.<br>• Provided a list of comments/questions from DPZ Heritage Resources Staff. |
| January 25, 2017 | **Linda Cornish Blank, Fairfax County DPZ/ARB** | Audra Bandy, FCDOT | Transmittal of memo that responded to DPZ Heritage Resources staff comments.<br><br>In response to the request for a listing of all properties, indicated in the memo that the Phase IA Cultural Resource Survey consisted of a site files search, a review of previous cultural resources investigations, archival research, and a review of real property records for parcels in the APE. A map was inserted showing the parcels in the architectural APE. Of the 92 parcels in the APE, none contain buildings or structures constructed more than 50 years ago (through 1966) and none of the project area coincides with a Historic Overlay District, according to the Fairfax County Tax Administration's Real Estate Assessment Information Site. Reference was added to Table 2 in the Phase IA for detailed information on each parcel. |

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Holma:

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

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

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

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www.fairfaxcounty.gov/fcdot

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

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

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

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

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

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

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

Thank you for your assistance.

Sincerely,

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

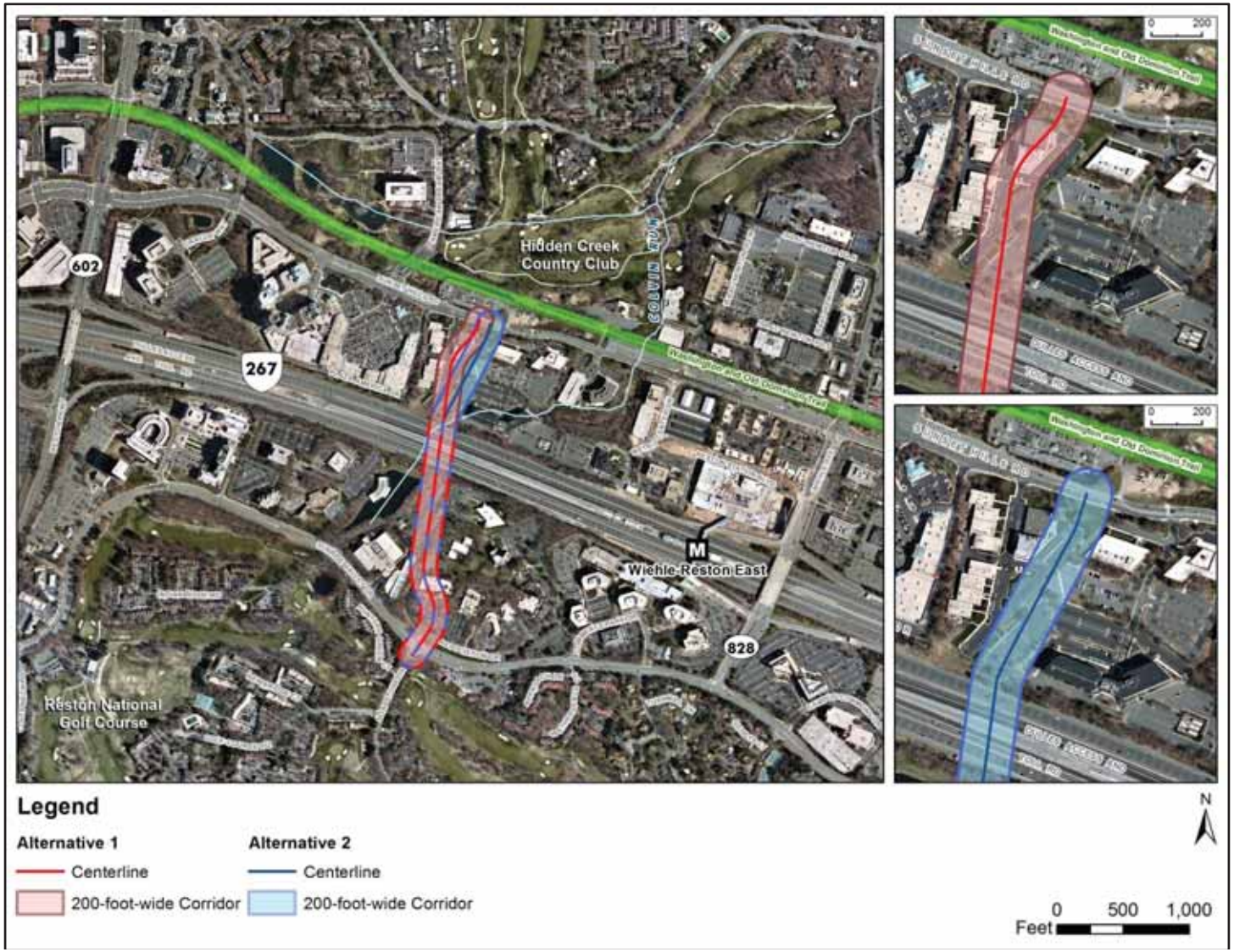


**Figure 1. Soapstone Connector Project Location Map**

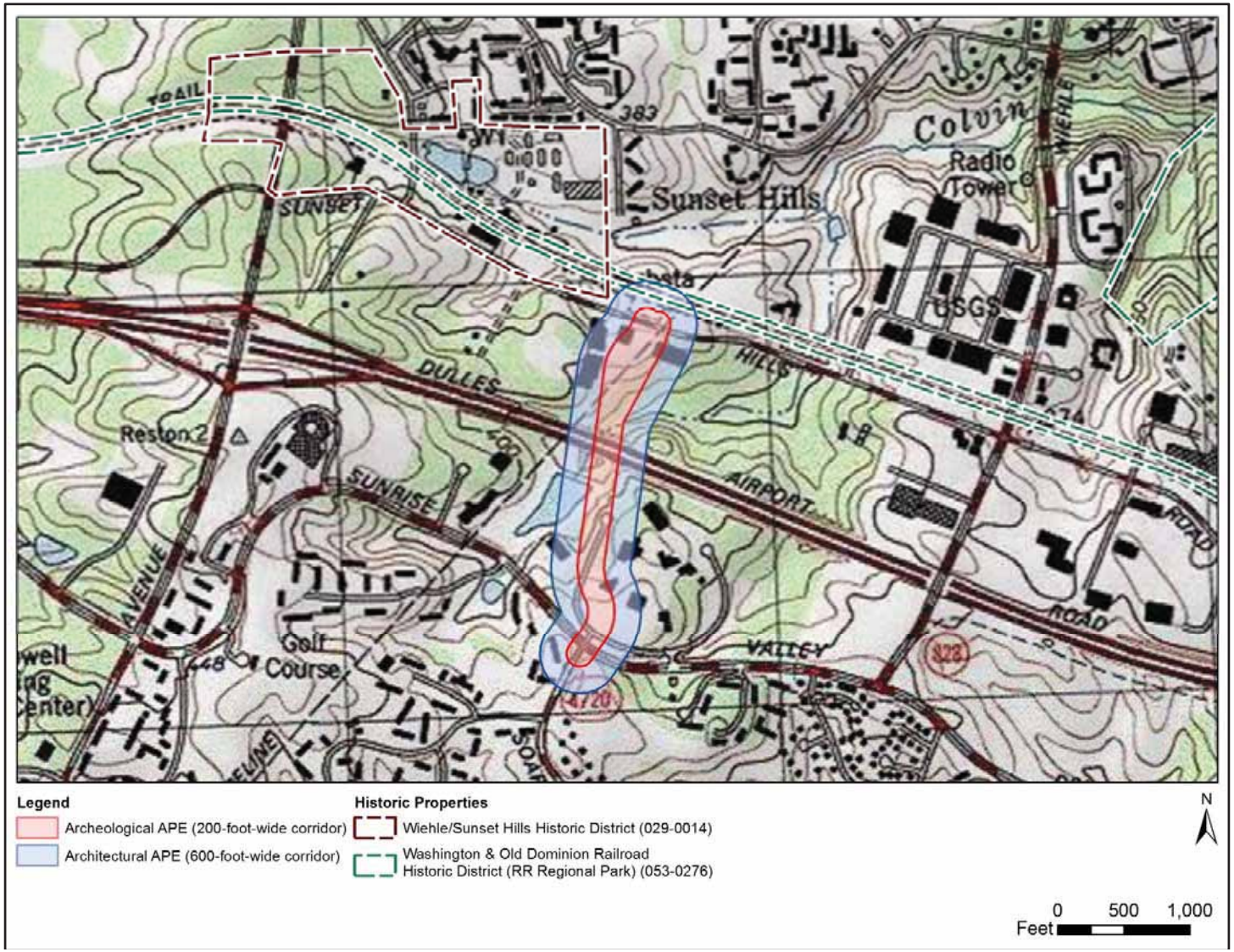


**Figure 2. Soapstone Connector Area of Potential Effects**

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Selden:

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

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

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www.fairfaxcounty.gov/fcdot

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

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

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

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

Thank you for your assistance.

Sincerely,

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

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

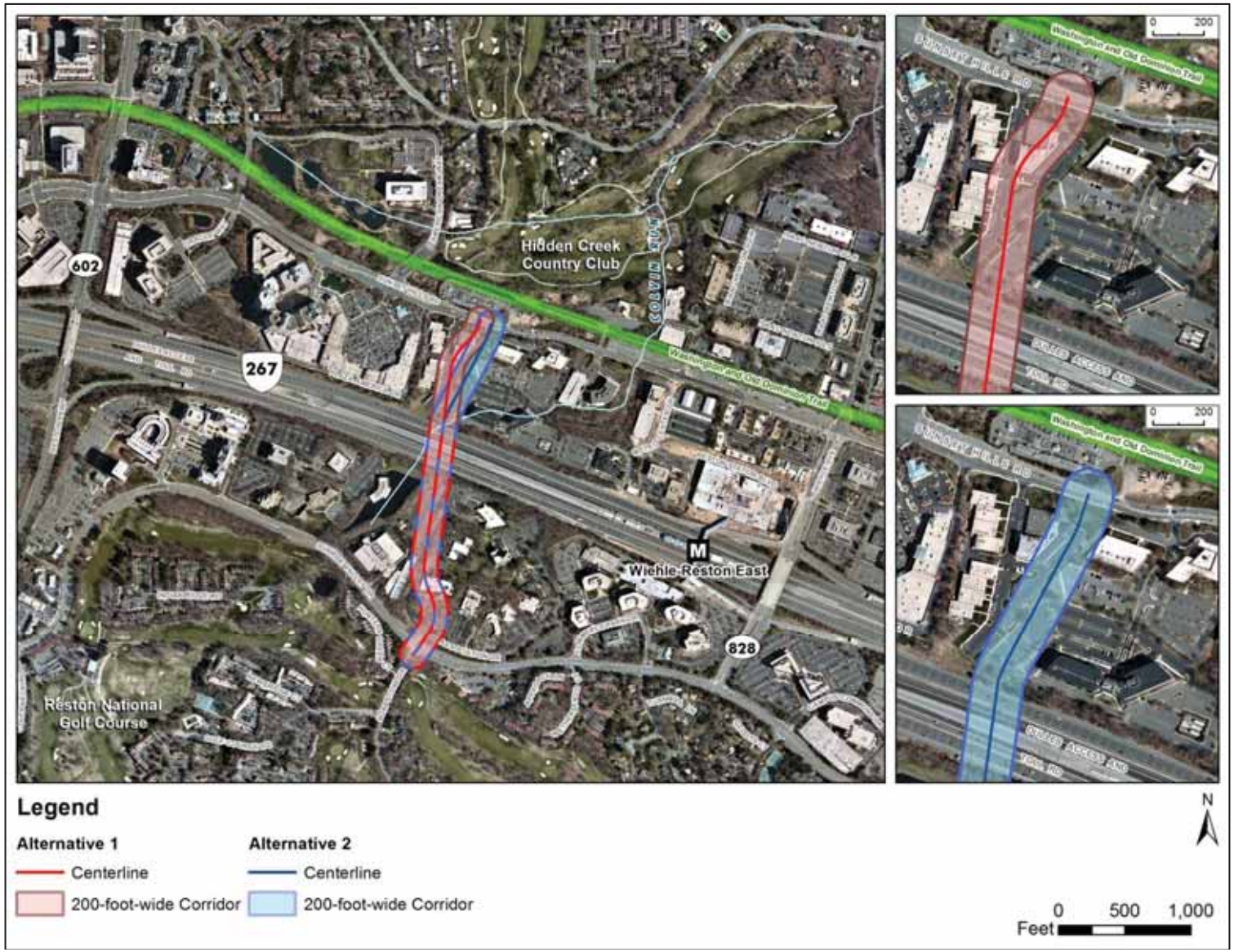


**Figure 1. Soapstone Connector Project Location Map**

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Iglhaut:

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

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

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

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

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

Monday, October 26, 2015
6 - 8 p.m.
South Lakes High School
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Additional information about the study is available on FCDOT's website at: http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm. If you have questions or need additional information about the project, please email me at audra.bandy@fairfaxcounty.gov or call me at 703-877-5600.

Thank you for your assistance.

Sincerely,

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

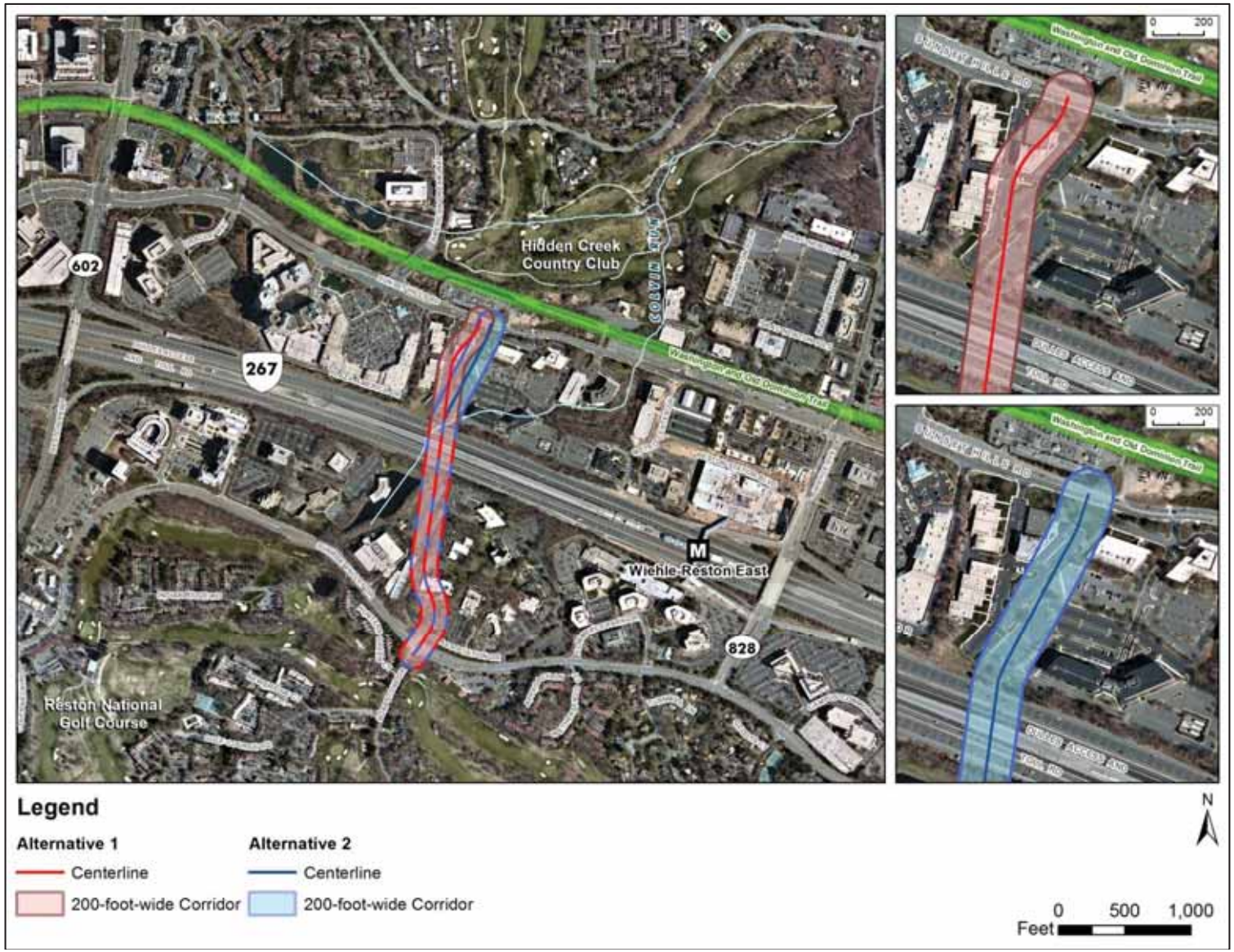


**Figure 1. Soapstone Connector Project Location Map**

# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

Molly Joseph Ward
*Secretary of Natural Resources*

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
*Director*

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

22 October 2015

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

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

Dear Ms Bandy:

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

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

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

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

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

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

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

Sincerely,

Marc Holma, Architectural Historian
Division of Review and Compliance

# County of Fairfax, Virginia

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

November 6, 2015

County of Fairfax
NOV 09 2015
Department of Transportation

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

Dear Ms. Bandy:

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

Land Use

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



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DEPARTMENT OF PLANNING & ZONING

Multi-modal Connectivity

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

Trails

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

Heritage Resources

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

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

Major Utility Impacts

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

Water Quality

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

Stormwater Runoff

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

Lighting

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

Roadway Noise

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

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

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

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

Sincerely,

Fred R. Selden, Director
Department of Planning and Zoning

FRS/JRB

cc: Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation
James W. Patteson, Director, Department of Public Works and Environmental Services
Valerie A. Fulcher, CAP-OM, Executive Secretary Sr., Virginia Department of Environmental Quality, Environmental Impact Review
Linda Cornish Blank, Historic Preservation Planner, Dept. of Planning and Zoning

Attachments:
Letter from Fairfax County Architectural Review Board (ARB)

# Fairfax County Architectural Review Board

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

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

October 5, 2015

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

Dear Chairman Bulova and Members of the Board of Supervisors:

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

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

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

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

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

Thus, Fairfax County is consciously planning for significant redevelopment in these locations, potentially causing adverse effect to heritage resources. Although the TODs are outside the boundary of the Silver Line right-of-way, in the parlance of federal compliance regulations, "*Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.*" [36 C.F.R. § 800.5(a)(1)].

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

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

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

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

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

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

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

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

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

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

Thank you for your consideration.

Sincerely,

Jason Sutphin, Chairman
Fairfax County ARB

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

# County of Fairfax, Virginia

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

March 8, 2016

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

**SUBJECT: Soapstone Connector Phase IA Cultural Resources Survey**
Fairfax County, Virginia
DHR# 2015-1168

Dear Mr. Holma:

As you know, the Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector, a new roadway and overpass over the Dulles Corridor in Reston, Fairfax County. Please find enclosed a copy of the Phase IA Cultural Resources Survey conducted for the project (**Enclosure 1**). The survey included a site files search; an assessment of archaeological potential based on prior disturbance and development in the project area; research on additional buildings and structures that are located in and near the Area of Potential Effects (APE) that may be 50 years old or older; and an assessment of viewsheds to and from historic properties in the APE.

We initiated consultation with your office in accordance with Section 106 of the National Historic Preservation Act (NHPA) on October 1, 2015, and received your response on October 22, 2015. To address your comments, we expanded the architectural APE to account for potential visual impacts to historic properties from the height of the proposed overpass carrying the new road over the Dulles Corridor. The archaeological and expanded architectural APEs are shown in the enclosed report.

Regarding consulting parties, we provided scoping information on the project to the Metropolitan Washington Airports Authority (MWAA) and the Washington Metropolitan Area Transit Authority (WMATA) in letters dated October 1, 2015. Per your suggestion, we added Linda Cornish Blank to the list of recipients with the Fairfax County Department of Planning and Zoning (DPZ). Copies of the Phase IA Cultural Resources Survey are being provided to the consulting parties (Northern Virginia Regional Park Authority, Fairfax County [DPZ and Architectural Review Board], WMATA, and MWAA) for their review and comment concurrent with your review.

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

FCDOT Serving Fairfax County Since 1977

The site files search indicates that no archaeological sites have been identified in the APE. The results of the archaeological assessment indicate that no intact archeological resources are likely to occur in the project area. Consultation with the Fairfax County Park Authority (FCPA) resulted in concurrence on November 5, 2015, that no additional archaeological investigations are necessary for the project.

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

There is limited potential for adverse effects to the two previously identified historic properties. The area around the W&OD Railroad Historic District has already been subject to suburban development. The historic district is actively used as a regional park, with a paved bicycle and pedestrian trail. It is bounded by an electrical substation and visible to and from existing roadways and office buildings. Addition of a new roadway and associated elements (e.g., overpass, utility poles) will not create any additional visual intrusions to the district because they are similar to other features that already occur adjacent to the historic district. Further, the grade of the trail within the APE is below the grade at which the end of the new Soapstone Connector will intersect with Sunset Hills Road. Views to and from the trail are partially obscured by trees and the electrical substation. No adverse effects to the historic property will result from the proposed project.

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

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

We would appreciate your concurrence on the determination of effect for the project within 30 days of receipt of this letter. If you have questions or need additional information about the project, please email me at audra.bandy@fairfaxcounty.gov or call me at 703-877-5600.

Thank you for your assistance.

Sincerely,

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

Enclosure

cc: Linda Cornish Blank, Architectural Review Board, Fairfax County
Dan Iglhaut, Northern Virginia Regional Park Authority
Shyam Kannan, Washington Metropolitan Area Transit Authority
Gregg Wollard, Metropolitan Washington Airports Authority
Fred Selden, Fairfax County Department of Planning and Zoning

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**From:** Bandy, Audra [mailto:Audra.Bandy@fairfaxcounty.gov]
**Sent:** Monday, April 11, 2016 9:40 AM
**To:** Blank, Linda C. <Linda.Blank@fairfaxcounty.gov>
**Cc:** O'Donnell, Leanna <Leanna.O'Donnell@fairfaxcounty.gov>; Holma, Marc (DHR) (Marc.Holma@dhr.virginia.gov) <Marc.Holma@dhr.virginia.gov>; Miller, Douglas <Douglas.Miller3@fairfaxcounty.gov>
**Subject:** RE: Soapstone connector

Linda,

Attached is the PDF of the Survey. Please ask the ARB to read the document before the meeting on Thursday. I will attend the meeting and will be happy to answer any questions that they may have. I would ask that you have formal comment back to FCDOT by COB on Thursday, April 21st. If you don't feel that this is enough time to review and for the group to have an complete discussion on Thursday, please call me at 703.877.5713, so we can discuss an alternate schedule.

Thank you,

Audra

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**From:** Blank, Linda C.
**Sent:** Friday, April 08, 2016 5:29 PM
**To:** Bandy, Audra
**Cc:** O'Donnell, Leanna; Holma, Marc (DHR) (Marc.Holma@dhr.virginia.gov); Miller, Douglas
**Subject:** Re: Soapstone connector

Audra: I didn't receive your March 25 email. Please send the PDF so I can send it to the ARB on Monday. Will still be on the agenda but the ARB will need time to provide comment.

Thanks, Linda

Linda Cornish Blank
Historic Preservation Planner
Fairfax County Dept. of Planning & Zoning
Linda.blank@fairfaxcounty.gov
703 324-1241

On Apr 8, 2016, at 1:47 PM, Bandy, Audra <Audra.Bandy@fairfaxcounty.gov> wrote:

Please see the email below.

Audra

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**From:** Bandy, Audra
**Sent:** Friday, March 25, 2016 10:01 AM
**To:** Blank, Linda C.
**Cc:** O'Donnell, Leanna; Holma, Marc (DHR) (Marc.Holma@dhr.virginia.gov); Miller, Douglas
**Subject:** RE: Soapstone connector

Hi Linda,

I believe it would be more appropriate for you to send the email with the PDF of the Phase IA Cultural Resources Survey to the members of the ARB. Please let me know if you need a PDF of the document.

I will most likely be the one to attend the meeting on April 14th, but will let you know if that changes, or if additional staff will attend, as well.

Thank you,

Audra

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**From:** Blank, Linda C.
**Sent:** Thursday, March 24, 2016 3:02 PM
**To:** Bandy, Audra
**Cc:** O'Donnell, Leanna; Holma, Marc (DHR) (Marc.Holma@dhr.virginia.gov); Miller, Douglas
**Subject:** RE: Soapstone connector

Hi Audra: Thanks for your response. It would be great if you would email the ARB members the PDF of the Phase IA Cultural Resources Survey. Attached is the email list. And if someone could attend the April 14 meeting that would be great.

That meeting will be held at the Workhouse Arts Center, Lorton Va 22079 (Located in Google maps as 9601 Ox Road)

Many thanks, Linda

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**From:** Bandy, Audra
**Sent:** Wednesday, March 23, 2016 4:40 PM
**To:** Blank, Linda C.
**Cc:** O'Donnell, Leanna; Holma, Marc (DHR) (Marc.Holma@dhr.virginia.gov); Miller, Douglas

**Subject:** RE: Soapstone connector

Hi Linda,

We can provide you with a pdf of the Phase IA Cultural Resources Survey, if you do not have one already. I am fine if you email the pdf to the members of the ARB, for their review. We can also move the comment deadline to April 14th, to allow the ARB comment. Would you like the County to attend the April 14th meeting? It may be helpful to have someone there if any questions arise.

Thank you,

Audra

---

**From:** Blank, Linda C.
**Sent:** Friday, March 18, 2016 12:00 PM
**To:** Bandy, Audra
**Cc:** O'Donnell, Leanna; Holma, Marc (DHR) (Marc.Holma@dhr.virginia.gov)
**Subject:** Soapstone connector

Hi Audra:

Thank you for sending the Phase IA cultural resources survey. I received it March 15, and have just begun reviewing the document.

As cited in your letter dated March 8, the Fairfax County ARB is a consulting party. As such, they would like the opportunity to review the document. This board meets once a month with its next meeting April 14. I am requesting that the document be made available to the ARB members for their review with comment to be provided at the April 14 meeting and then forwarded to you. Members are volunteers and they do not have access to county servers, email, etc. Are you able to provide the members electronic access to the document or is mailing each member a hard copy an option?

I realize this is beyond the 30 day period that you requested comment be completed, however, for the ARB a consulting party to provide comment additional time is needed.

Thank you for your kind consideration and I look forward to hearing from you regarding how the Phase IA cultural resources survey can be distributed to the 11 ARB members.

Linda

Linda Cornish Blank
Historic Preservation Planner
Fairfax County Dept. of Planning & Zoning
Linda.blank@fairfaxcounty.gov

# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

Molly Joseph Ward
*Secretary of Natural Resources*

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
*Director*

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

12 April 2016

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

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

Dear Ms Bandy:

The Department of Historic Resources (DHR) has received for our review and comment the report "Phase 1A Cultural Resources Survey of the Proposed Soapstone Connector, Fairfax County, Virginia" (8 March 2016) prepared by Parsons for the above referenced project. The accompanying cover letter states that per our 22 October 2016 correspondence, Fairfax County has agreed to expand the project Area of Potential Effects (APE) to account for potential visual effects on architectural properties from the height of the proposed overpass carrying the new road over the Dulles Corridor. Additionally, Fairfax County has added as consulting parties Metropolitan Washington Airports Authority (MWAA) and Ms Linda Cornish Blank, the historic preservation planner with the Fairfax County Department of Planning and Zoning, according to our recommendation. The DHR appreciates that Fairfax County has taken our suggestions into account and acted upon them. We concur with the new indirect APE. Please provide us with any comments received from MWAA and Ms Blank, as well as any other consulting party, for our consideration.

Your 1 October 2016 Section 106 initiation letter identified two know historic properties within the Area of Potential Effects (APE). These are the Washington & Old Dominion (W&OD) Railroad (DHR Inventory No. 053-0276) and the Wiehle-Sunset Hills Historic District (DHR Inventory No. 029-0014). The subject Phase 1A cultural resources survey confirms this and states "based on archival research, a review of real property records, and photo-documentation within the APE, no additional resources are likely to be eligible for listing in the [National Register of Historic Places] have been identified in the architectural APE" (page i). It should be noted that DHR does not recognize within our Survey Guidelines a "Phase 1A" survey and, therefore, a Phase I field survey and resulting report will need to be complete and submitted to DHR for our review and comment. Please ensure that two (2) hard-bound

archival copies and one (1) electronic copy on disc will need to be provide to us pursuant to our Survey Guidelines.

The DHR does agree, however, that no further archaeological survey is necessary due to prior disturbance and development in the project area.

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

Sincerely,

Marc Holma, Architectural Historian
Division of Review and Compliance

C: Ms Linda Cornish Blank, Fairfax County
Mr. Erik Schwenke, MWAA

Ashton, Surbhi

From: Schwenke, Erik <Erik.Schwenke@MWAA.com>
Sent: Monday, April 18, 2016 3:22 PM
To: Ashton, Surbhi
Cc: Wollard, Gregg
Subject: Soapstone Connector Phase IA Cultural Resources Survey

Surbhi,

I have reviewed the March 8, 2016 Phase IA Cultural Resources Survey of the Proposed Soapstone Connector in Fairfax County Virginia and have no comments at this time.

We appreciate the opportunity to review and comment on this project.

Sincerely,
Erik

**Erik N. Schwenke**
Environmental Planner

Office of Engineering
Planning Department
45045 Aviation Drive, 3rd Floor
Dulles, Virginia 20166
703-572-0268
erik.schwenke@mwaa.com
**mwaa.com**

**From:** Bandy, Audra [mailto:Audra.Bandy@fairfaxcounty.gov]
**Sent:** Monday, April 18, 2016 12:54 PM
**To:** Blank, Linda C. <Linda.Blank@fairfaxcounty.gov>
**Subject:** Follow-up from ARB Meeting on April 14th

Hi Linda,

Thank you for the opportunity to attend the ARB meeting last Thursday night. I hope that we were able to provide the group with some helpful information.

Below is a link to the Soapstone Connector project website. Please let me know if you have any questions and I'll look forward to the comments ARB has on the project by May 18th.

http://www.fairfaxcounty.gov/fcdot/soapstoneconnector.htm

Thanks,

Audra

Audra K. Bandy, P.E.
Transportation Planner
Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033
T: 703.877.5713 TTY:711 F: 703.877.5776
audra.bandy@fairfaxcounty.gov

**Please consider the environment before printing this e-mail.**

# Fairfax County Architectural Review Board

Chairman: Jason Sutphin
Vice Chairman: Richard Bierce, AIA
Treasurer: Michele Aubry

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

May 18, 2016

To: Fairfax County Department of Transportation

From: Fairfax County Architectural Review Board

**Subject: The Soapstone Connector (Fairfax County Project No. 2G40-078, prepared by Parsons for the Fairfax County Department of Transportation)**

The Fairfax County Architectural Review Board appreciates being included in the review process for the proposed Soapstone Connector. While the ARB believes that our participation is coming late in the overall process, since a location has already been determined, we do wish to forward pertinent comments relating to the study. It is noted that The Virginia Department of Historic Resources requested ARB involvement in a letter dated October 22, 2015, which is five months before the study reached the ARB.

As the ARB was not invited to participate in the earlier meetings and discussions, thus we have no explanation of why the selected location of the proposed extension is shown where it is now proposed. Part of the connector parallels and crosses the easement for the natural gas pipelines. An alternative location could have continued in a straight line, intersecting Sunset Valley Drive east of the pipeline easement and across from the API building. It appears that such an alignment could have avoided the demolition of the National Association of Secondary School Principals building.

The "Phase IA Cultural Resources Survey of the Proposed Soapstone Connector" report (Fairfax County Project No. 2G40-078, prepared by Parsons for the Fairfax County Department of Transportation) notes two potentially eligible historic districts (W&OD and Wiehle/Sunset Hills), it states that "Based on archival research, a review of real property records, and photo-documentation within the APE, no additional resources likely to be eligible for the NRHP have been identified in the architectural APE." [p. i].

Note that the statement of purpose and intent for Fairfax County Historic Overlay Districts includes a broad variety of significance criteria, not just architecture: "buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance."

The area that the proposed connector impacts has a corporate campus character and that cultural landscape is an integral feature of both the Sunset Hills and Sunrise Valley corridors. The potential Weihle/Sunset Hills historic district includes only a short section of Sunset Hills Road and there is no assessment of a potential historic district along Sunrise Valley Drive. In the absence of a survey, a full and reliable understanding of whether or not there are significant resources in the APE for the Soapstone Connector is missing.

The area for the architectural APE [Figure 3, p.10] is meant to include properties meeting criteria as described in the abstract: "The APE for architectural resources includes a broader area beyond the roadway footprint to assess potential visual and audible effects from the new roadway and overpass." [p. i]. However, the American Press Institute building, despite having a direct line of sight to the bridge over the Dulles Access and Toll Road to the northeast, and to the connector on grade to the east, is not included in the assessment area. The American Press Institute Building (API Building) is highlighted on the map but its exclusion from the APE is not explained.

It is noted that the API building is older than all of the other properties included in the APE by at least five years, and is the only one known to be the work of a significant architect, making its exclusion questionable. An October 5, 2015 letter was sent by the ARB to the Board of Supervisors describing the API Building. Please explain this omission.

Lastly, the study states that the "addition of a new roadway and associated elements (e.g., overpass, utility poles) will not create any additional visual intrusions to the district because they are similar to other features that already occur adjacent to the historic district". [p. 25]. Any existing adverse impacts that have happened over the previous decades should not justify new impacts, which this report suggests. Specific design of the proposed elements is not available for ARB review at this time, nor is an evaluation of those existing elements creating adverse impacts.

Sincerely,

Jason D. Sutphin, Chairman

cc: Virginia Department of Historic Resources
Fred Seldin, Director, Department of Planning and Zoning
Carole Herrick, Chairman, Fairfax County History Commission

# County of Fairfax, Virginia

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

December 13, 2016

Ms. Julie V. Langan, Director
Attention: Mr. Marc Holma
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

**SUBJECT: Phase IB Cultural Resources Survey, Determination of Eligibility, and Determination of No Adverse Effect**
Soapstone Connector
Fairfax County, Virginia
Fairfax County Project No. 2G40-078
VDHR #2015-1168

Dear Mr. Holma:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector, a new roadway and overpass over the Dulles Corridor in Reston, Fairfax County. On March 8, 2016, I sent to you a Phase IA Cultural Resources Survey. The survey identified two resources within the architectural Area of Potential Effects: the Washington & Old Dominion (W&OD) Railroad Historic District (DHR #053-0276), which was considered eligible for the National Register of Historic Places (NRHP), and the Wiehle/Sunset Hills Historic District (DHR #029-0014), which was not evaluated but considered potentially eligible for the NRHP. In my letter, I requested your concurrence on a determination of no adverse effect on historic properties for the project.

The April 12, 2016 letter received from your office in response indicated concurrence that no further archaeological survey is necessary due to prior disturbance and development in the project area (see **Attachment A**). The letter also expressed agreement with the identification of Section 106 consulting parties and the expanded Area of Potential Effects (APE) to account for potential visual effects on architectural properties from the height of the proposed overpass carrying the new road over the Dulles Corridor. Finally, the letter conveyed that the Virginia Department of Historic Resources (DHR) does not recognize within your Survey Guidelines a "Phase IA" survey and, therefore, a Phase I field survey and resulting report would need to be completed and submitted to DHR for review and comment.

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

Accordingly, please find enclosed 2 hardcopies (and 1 copy on CD-ROM) of the report entitled, *Phase IB Architectural Survey of the Proposed Soapstone Connector, Fairfax County, Virginia*. Fairfax County finds that the report meets the Secretary of the Interior's Standards and Guidelines (1983), as well as the DHR Guidelines for cultural resources reports (2011). The Phase IB survey, building upon the Phase IA survey that comprised a background literature and records review, archival research, and a review of real estate records on parcels within the direct and indirect APE, included a vehicular and pedestrian reconnaissance of the architectural APE. The APE for the Phase IB survey is defined as the entire new roadway and overpass footprint plus any areas within the viewshed where an impact to a resource's setting and feeling could occur. The goals of the Phase IB survey were to identify any buildings, structures, objects, or districts over 50 years in age and make recommendations on the potential NRHP eligibility for all identified resources.

The Phase IB architectural survey identified two resources that meet the 50-year age requirement for the NRHP. Both of these resources have been previously recorded with the DHR; no newly recorded resources were identified during the survey. Fairfax County recommends that the W&OD Railroad Historic District (DHR #053-0276) remains eligible for the NRHP. The Wiehle/Sunset Hills Historic District (DHR #029-0014) is recommended not eligible for the NRHP.

In March 2016, Fairfax County distributed copies of the Phase IA Cultural Resources Survey to the consulting parties (Northern Virginia Regional Park Authority [NVRPA]; Fairfax County Department of Planning and Zoning [DPZ] and Architectural Review Board [ARB]; Washington Metropolitan Area Transit Authority [WMATA]; and Metropolitan Washington Airports Authority [MWAA]) for their review and comment concurrent with your review. As requested in your April 12, 2016 letter, we are transmitting for your consideration the comments received. Of the five consulting parties, only MWAA and the Fairfax County ARB responded (see **Attachment B**). MWAA had no comments on the Phase IA survey. There were three primary concerns cited in the letter dated May 18, 2016 from Fairfax County ARB:

1. ARB expressed a belief that its involvement was coming late in the project review process. A scoping/Section 106 consultation letter was in fact sent at the beginning of the National Environmental Policy Act (NEPA) process to DPZ, with a copy to Ms. Linda Cornish Blank, on October 1, 2015. DPZ's response was received on November 6, 2015, including an attachment from ARB dated October 5, 2015 (**Attachment C**).
2. Second, ARB indicated that there was no assessment of a potential historic district along Sunrise Valley Drive. The survey found no resources within the APE along Sunrise Valley Drive that would comprise or contribute to a historic district.
3. Finally, the ARB expressed concern that the American Press Institute (API) building was not included in the assessment area of the project and that its exclusion from the APE was not explained. The Phase IA Survey mentioned the building on page 7: "*One additional resource, the American Press Institute Conference Center (11690 Sunrise Valley Drive), has been identified by the Fairfax County Architectural Review Board as being potentially eligible for the NRHP, and it is located just west of the APE on the south side of the Dulles Corridor (Figure 2; Sutphin 2015).*" The ARB October 5, 2015 letter referencing the API

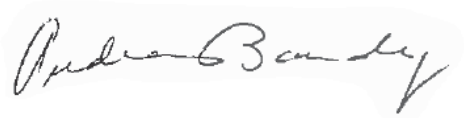
building was included in Attachment A of the Phase IA survey, along with DPZ's entire November 6, 2015 scoping response. Note that following completion of the Phase IA, additional fieldwork was completed at the site and it was confirmed that the building is not in the APE. Rather, vegetation and a bank of trees, along with the multi-story building located at 1939 Roland Clarke Place (The Pond Building), obstruct the view to/from the Soapstone Connector to/from the two-story API building.

In summary, there is one historic property, the W&OD Railroad Historic District, within the project's APE. The Soapstone Connector would not alter the characteristics of the property that make it eligible for the NRHP. The W&OD Railroad Historic District is actively used as a regional park, with a paved bicycle and pedestrian trail, and the surrounding area has already been subject to suburban development. It is bounded by an electrical substation and visible to and from existing roadways and office buildings; therefore, the Soapstone Connector will not create any additional visual intrusions because they are similar to other features that already occur adjacent to the historic district. Further, the grade of the trail within the APE is below the grade at which the end of the new Soapstone Connector will intersect with Sunset Hills Road. Views to and from the trail are partially obscured by trees and the electrical substation. Accordingly, the Soapstone Connector would have no adverse effect on the historic property.

We would appreciate your concurrence on the identification of the historic property within the APE and the determination of no adverse effect for the project within 30 days of receipt of this letter. If you have questions or need additional information about the project, please email me at audra.bandy@fairfaxcounty.gov or call me at 703-877-5600.

Thank you for your assistance.

Sincerely,



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

Enclosure

cc: Linda Cornish Blank, Architectural Review Board, Fairfax County
Dan Iglhaut, NOVA Parks
Shyam Kannan, Washington Metropolitan Area Transit Authority
Gregg Wollard, Metropolitan Washington Airports Authority
Fred Selden, Fairfax County Department of Planning and Zoning

The Virginia Department of Historic Resources concurs with the Fairfax County Department of Transportation's recommendations regarding Fairfax County Project No. 2G40-078 (DHR File #2015-1168) that:

1) The Washington & Old Dominion Railroad Historic District (053-0276) remains eligible for the NRHP.
2) The Wiehle/Sunset Hills Historic District (029-0014) is not eligible for the NRHP.
3) The Soapstone Connector project will have no adverse effect on historic properties.

_____ _____

Ms. Julie V. Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date

# ATTACHMENT A

## April 12, 2016 Letter from Virginia Department of Historic Resources

# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

Molly Joseph Ward
*Secretary of Natural Resources*

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
*Director*

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

12 April 2016

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

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

Dear Ms Bandy:

The Department of Historic Resources (DHR) has received for our review and comment the report "Phase 1A Cultural Resources Survey of the Proposed Soapstone Connector, Fairfax County, Virginia" (8 March 2016) prepared by Parsons for the above referenced project. The accompanying cover letter states that per our 22 October 2016 correspondence, Fairfax County has agreed to expand the project Area of Potential Effects (APE) to account for potential visual effects on architectural properties from the height of the proposed overpass carrying the new road over the Dulles Corridor. Additionally, Fairfax County has added as consulting parties Metropolitan Washington Airports Authority (MWAA) and Ms Linda Cornish Blank, the historic preservation planner with the Fairfax County Department of Planning and Zoning, according to our recommendation. The DHR appreciates that Fairfax County has taken our suggestions into account and acted upon them. We concur with the new indirect APE. Please provide us with any comments received from MWAA and Ms Blank, as well as any other consulting party, for our consideration.

Your 1 October 2016 Section 106 initiation letter identified two know historic properties within the Area of Potential Effects (APE). These are the Washington & Old Dominion (W&OD) Railroad (DHR Inventory No. 053-0276) and the Wiehle-Sunset Hills Historic District (DHR Inventory No. 029-0014). The subject Phase 1A cultural resources survey confirms this and states "based on archival research, a review of real property records, and photo-documentation within the APE, no additional resources are likely to be eligible for listing in the [National Register of Historic Places] have been identified in the architectural APE" (page i). It should be noted that DHR does not recognize within our Survey Guidelines a "Phase 1A" survey and, therefore, a Phase I field survey and resulting report will need to be complete and submitted to DHR for our review and comment. Please ensure that two (2) hard-bound

archival copies and one (1) electronic copy on disc will need to be provide to us pursuant to our Survey Guidelines.

The DHR does agree, however, that no further archaeological survey is necessary due to prior disturbance and development in the project area.

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

Sincerely,

Marc Holma, Architectural Historian
Division of Review and Compliance

C: Ms Linda Cornish Blank, Fairfax County
Mr. Erik Schwenke, MWAA

# ATTACHMENT B

## Fairfax County Architectural Review Board and Metropolitan Washington Airports Authority Comments on Phase IA Cultural Resources Survey

# Fairfax County Architectural Review Board

Chairman: Jason Sutphin
Vice Chairman: Richard Bierce, AIA
Treasurer: Michele Aubry

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

May 18, 2016

To: Fairfax County Department of Transportation

From: Fairfax County Architectural Review Board

**Subject: The Soapstone Connector (Fairfax County Project No. 2G40-078, prepared by Parsons for the Fairfax County Department of Transportation)**

The Fairfax County Architectural Review Board appreciates being included in the review process for the proposed Soapstone Connector. While the ARB believes that our participation is coming late in the overall process, since a location has already been determined, we do wish to forward pertinent comments relating to the study. It is noted that The Virginia Department of Historic Resources requested ARB involvement in a letter dated October 22, 2015, which is five months before the study reached the ARB.

As the ARB was not invited to participate in the earlier meetings and discussions, thus we have no explanation of why the selected location of the proposed extension is shown where it is now proposed. Part of the connector parallels and crosses the easement for the natural gas pipelines. An alternative location could have continued in a straight line, intersecting Sunset Valley Drive east of the pipeline easement and across from the API building. It appears that such an alignment could have avoided the demolition of the National Association of Secondary School Principals building.

The "Phase IA Cultural Resources Survey of the Proposed Soapstone Connector" report (Fairfax County Project No. 2G40-078, prepared by Parsons for the Fairfax County Department of Transportation) notes two potentially eligible historic districts (W&OD and Wiehle/Sunset Hills), it states that "Based on archival research, a review of real property records, and photo-documentation within the APE, no additional resources likely to be eligible for the NRHP have been identified in the architectural APE." [p. i].

Note that the statement of purpose and intent for Fairfax County Historic Overlay Districts includes a broad variety of significance criteria, not just architecture: "buildings, structures, neighborhoods, landscapes, places, and areas that have special historical, cultural, architectural, or archaeological significance."

The area that the proposed connector impacts has a corporate campus character and that cultural landscape is an integral feature of both the Sunset Hills and Sunrise Valley corridors. The potential Weihle/Sunset Hills historic district includes only a short section of Sunset Hills Road and there is no assessment of a potential historic district along Sunrise Valley Drive. In the absence of a survey, a full and reliable understanding of whether or not there are significant resources in the APE for the Soapstone Connector is missing.

The area for the architectural APE [Figure 3, p.10] is meant to include properties meeting criteria as described in the abstract: "The APE for architectural resources includes a broader area beyond the roadway footprint to assess potential visual and audible effects from the new roadway and overpass." [p. i]. However, the American Press Institute building, despite having a direct line of sight to the bridge over the Dulles Access and Toll Road to the northeast, and to the connector on grade to the east, is not included in the assessment area. The American Press Institute Building (API Building) is highlighted on the map but its exclusion from the APE is not explained.

It is noted that the API building is older than all of the other properties included in the APE by at least five years, and is the only one known to be the work of a significant architect, making its exclusion questionable. An October 5, 2015 letter was sent by the ARB to the Board of Supervisors describing the API Building. Please explain this omission.

Lastly, the study states that the "addition of a new roadway and associated elements (e.g., overpass, utility poles) will not create any additional visual intrusions to the district because they are similar to other features that already occur adjacent to the historic district". [p. 25]. Any existing adverse impacts that have happened over the previous decades should not justify new impacts, which this report suggests. Specific design of the proposed elements is not available for ARB review at this time, nor is an evaluation of those existing elements creating adverse impacts.

Sincerely,

Jason D. Sutphin, Chairman

cc: Virginia Department of Historic Resources
Fred Seldin, Director, Department of Planning and Zoning
Carole Herrick, Chairman, Fairfax County History Commission

Ashton, Surbhi

From: Schwenke, Erik <Erik.Schwenke@MWAA.com>
Sent: Monday, April 18, 2016 3:22 PM
To: Ashton, Surbhi
Cc: Wollard, Gregg
Subject: Soapstone Connector Phase IA Cultural Resources Survey

Surbhi,

I have reviewed the March 8, 2016 Phase IA Cultural Resources Survey of the Proposed Soapstone Connector in Fairfax County Virginia and have no comments at this time.

We appreciate the opportunity to review and comment on this project.

Sincerely,
Erik

**Erik N. Schwenke**
Environmental Planner

Office of Engineering
Planning Department
45045 Aviation Drive, 3rd Floor
Dulles, Virginia 20166
703-572-0268
erik.schwenke@mwaa.com
**mwaa.com**

# ATTACHMENT C

## Fairfax County Department of Planning and Zoning Scoping Response

# County of Fairfax, Virginia

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

November 6, 2015

County of Fairfax
NOV 09 2015
Department of Transportation

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

Dear Ms. Bandy:

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

Land Use

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



**Department of Planning and Zoning**
Directors Office
12055 Government Center Parkway, Suite 755
Fairfax, Virginia 22035
Phone 703-324-1325 FAX 703-324-1485
www.fairfaxcounty.gov/dpz/
DEPARTMENT OF PLANNING & ZONING

Multi-modal Connectivity

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

Trails

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

Heritage Resources

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

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

Major Utility Impacts

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

Water Quality

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

Stormwater Runoff

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

Lighting

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

Roadway Noise

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

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

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

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

Sincerely,

Fred R. Selden, Director
Department of Planning and Zoning

FRS/JRB

cc: Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation
James W. Patteson, Director, Department of Public Works and Environmental Services
Valerie A. Fulcher, CAP-OM, Executive Secretary Sr., Virginia Department of Environmental Quality, Environmental Impact Review
Linda Cornish Blank, Historic Preservation Planner, Dept. of Planning and Zoning

Attachments:
Letter from Fairfax County Architectural Review Board (ARB)

# Fairfax County Architectural Review Board

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

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

October 5, 2015

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

Dear Chairman Bulova and Members of the Board of Supervisors:

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

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

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

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

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

Thus, Fairfax County is consciously planning for significant redevelopment in these locations, potentially causing adverse effect to heritage resources. Although the TODs are outside the boundary of the Silver Line right-of-way, in the parlance of federal compliance regulations, "*Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.*" [36 C.F.R. § 800.5(a)(1)].

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

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

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

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

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

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

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

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

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

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

Thank you for your consideration.

Sincerely,

Jason Sutphin, Chairman
Fairfax County ARB

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

The Virginia Department of Historic Resources concurs with the Fairfax County Department of Transportation's recommendations regarding Fairfax County Project No. 2G40-078 (DHR File #2015-1168) that:

1) The Washington & Old Dominion Railroad Historic District (053-0276) remains eligible for the NRHP.
2) The Wiehle/Sunset Hills Historic District (029-0014) is not eligible for the NRHP.
3) The Soapstone Connector project will have no adverse effect on historic properties.

Ms. Julie V. Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

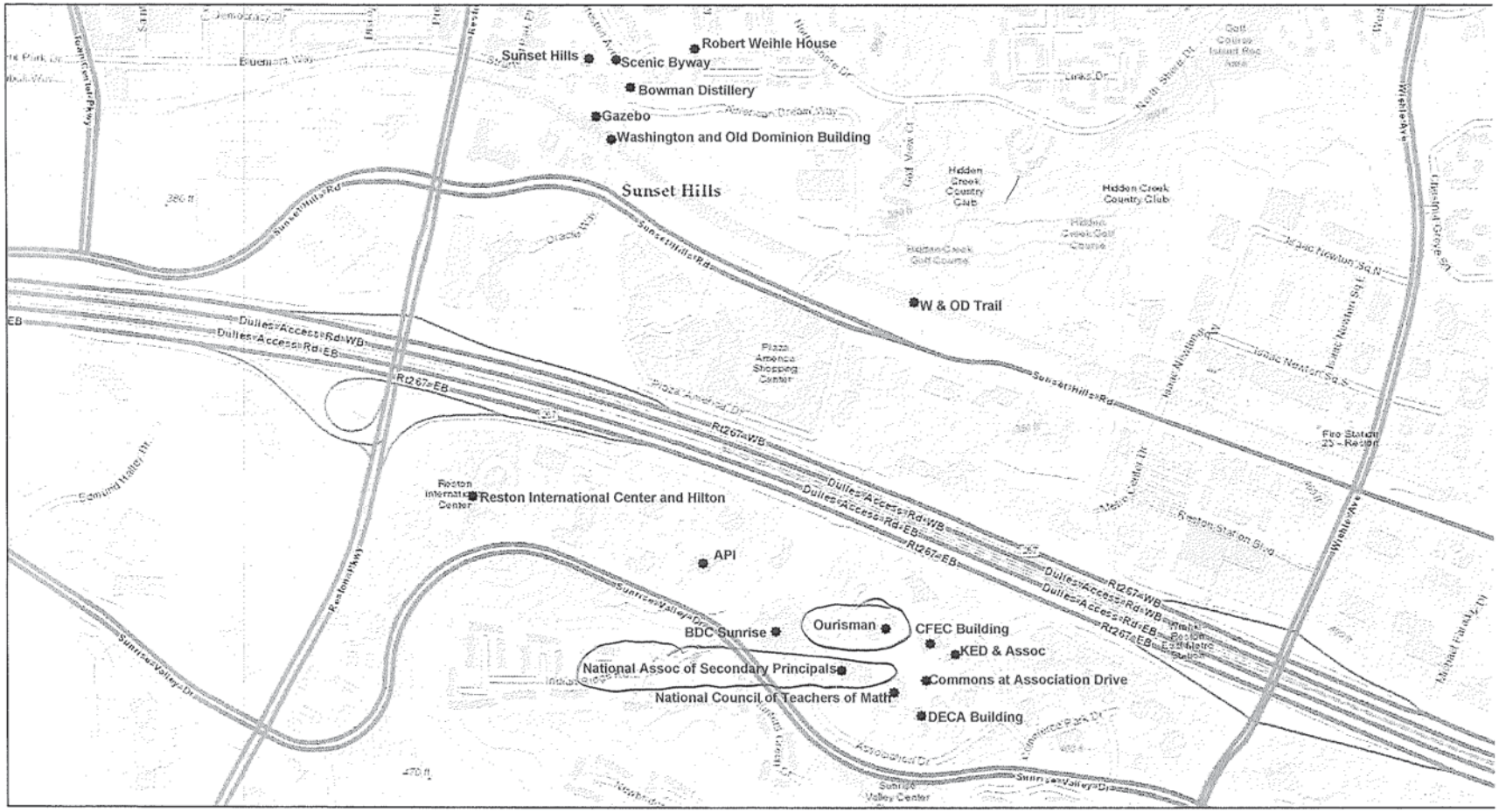
12 JAN 17
Date

2015-1168

Soapstone Connector; Phase 1B Cultural Resources Survey
DPZ Heritage Resources staff Review comments
January 2017

- Map page 6: How was the APE determined? There is no section provided to show how the APE/viewshed was determined. There is not equal distance from the project footprint boundary line to the viewshed/APE boundary line; how is this justified?
- What would be the impact of the project on resources? There is no detail, how will elements such as the railings, lighting impact the resources?
- Don't concur with finding of no resources within the APE. Area is part of the history of Reston with design integrity. The social aspect of the Associations banding together with the building design/architecture, the road configuration, and the park setting.
- Site planning is significant in the History of Reston, circular layout is a common theme surrounding open space. Building features and landscape design—common design element throughout Reston. Ties to Lake Anne site planning.
- Buildings date from 1973- 1991. Lane Anne Village Center was recognized by the Fairfax County Board of Supervisors as a local historic HOD Feb. 1984; 20 years old.
- How did the local criteria for heritage resources fit into the survey review vs the national criteria? Use of 50 year rule is arbitrary given the local recognition of the History of Reston.
- Why is there no listing of the properties that were surveyed?

# Historic_Windshield_Survey




January 12, 2017

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Sources: Esri, HERE, DeLorme, Intermap, increment P, GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadast Ordnance Survey, Esri Japan, METI, Esri China (Hong I swisstopo, MapmyIndia, © OpenStreetMap contributors, and th User Community

Dank
County of Fairfax, County of Loudoun, Montgomery County, MD, VITA, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA

# SOAPSTONE CONNECTOR ENVIRONMENTAL ASSESSMENT
## Responses to DPZ Heritage Resources Staff Review Comments
January 25, 2017

Fairfax County Project No. 2G40-078

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Following are responses (italicized text) to DPZ Heritage Resources Staff Review comments (bold text) that were received on January 12, 2017:

- **Map page 6: How was the APE determined? There is no section provided to show how the APE/viewshed was determined. There is not equal distance from the project footprint boundary line to the viewshed/APE boundary line; how is this justified?**

*As defined by 36 CFR 800.16(d) in Advisory Council on Historic Preservation (ACHP) regulations implementing Section 106 of the National Historic Preservation Act (NHPA), the area of potential effects (APE) represents the "…geographic area or areas within which an undertaking could cause changes in the character or use of historic properties, if any such properties exist." In delineating the APE, factors taken into consideration include the elements of the proposed undertaking, the existence of buildings, vegetation and terrain, possible visual concerns in terms of changes to viewshed caused by the addition of an overpass and other vertical intrusions to the existing viewshed, audible effects, and construction activities necessary for the proposed undertaking. Accordingly, the APE boundary is not a uniform distance from the project.*

*As described in the* Phase IA Cultural Resources Survey *(Parsons, March 8, 2016), the APE for archeological resources for the proposed project consists of the potential footprint of the two alternatives, a corridor approximately one-half mile long and 200 feet wide (see Figure 1). This APE is considered sufficient to include all proposed activities associated with construction of the new roadway including asphalt paving, construction of new road segments, an overpass, intersections, and associated features.*

*The architectural APE is much broader to assess potential visual and audible effects to resources beyond the immediate project area because the project will introduce new vertical intrusions, including an overpass, vertical lighting, signaling, and sign posts. The architectural APE spans the length of the Dulles Corridor between the two existing overpasses, Reston Parkway to the west and Wiehle Avenue to the east, and buildings immediately adjacent to the Dulles Corridor that might be visible to and from the new Soapstone Connector overpass (Figure 1). The APE also includes areas at the north and south termini of the new roadway to account for the presence of new traffic intersections. All of the proposed roadway elements will be similar to existing features already present in the project area. This APE is considered sufficient to address any possible visual or audible intrusions from construction or operation of the new roadway.*

*The Virginia Department of Historic Resources (VDHR) concurred with the direct and indirect APE on April 12, 2016.*

- **What would be the impact of the project on resources? There is no detail, how will elements such as the railings, lighting impact the resources?**

*The* Phase IA Cultural Resources Survey *(Parsons, March 8, 2016) concluded that no archaeological sites were identified in the APE. On April 12, 2016, VDHR concurred that no further archaeological survey is necessary due to prior disturbance and development in the project area.*

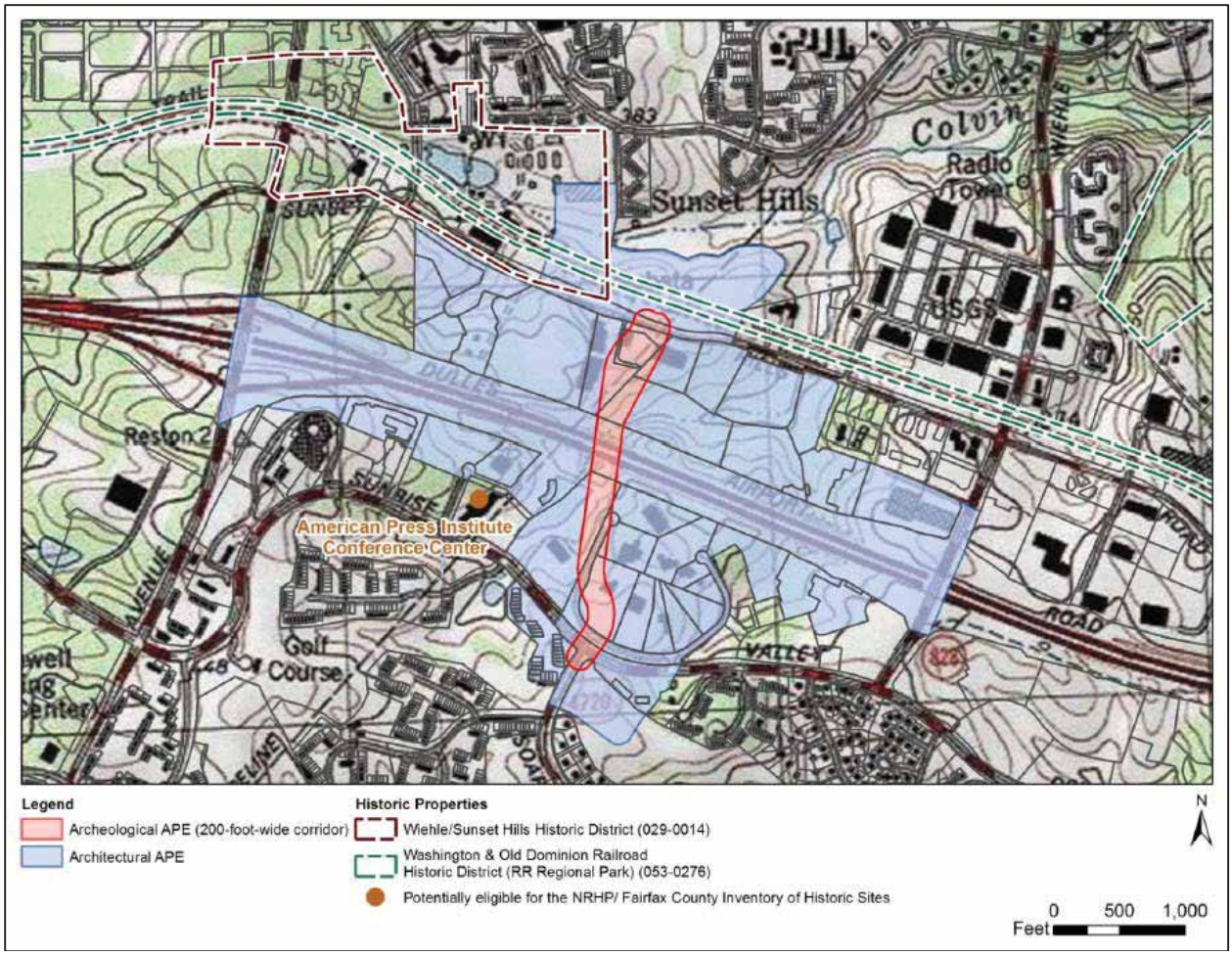


**Figure 1. Soapstone Connector APE**
*(from* Phase IA Cultural Resources Survey*, Parsons, March 8, 2016)*

*The Phase IA survey also concluded that two previously identified architectural resources occur in the architectural APE, the Washington and Old Dominion (W&OD) Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). The subsequent* Phase IB Cultural Resources Survey *(Dovetail, October 2016) recommended that the W&OD Railroad Historic District remains eligible for the NRHP and that the Wiehle/Sunset Hills Historic District is not eligible for the NRHP. VDHR concurred with these recommendations on January 12, 2017. Further, VDHR concurred that the Soapstone Connector project will have no adverse effect on historic properties.*

- **Don't concur with finding of no resources within the APE. Area is part of the history of Reston with design integrity. The social aspect of the Associations banding together with the building design/architecture, the road configuration, and the park setting.**

---

*See responses to two comments above. With respect to the Associations, neither the Phase IA nor the Phase IB survey found any resources within the APE that would comprise or contribute to a historic district.*

- **Site planning is significant in the History of Reston, circular layout is a common theme surrounding open space. Building features and landscape design—common design element throughout Reston. Ties to Lake Anne site planning.**

*See response to comment above.*

- **Buildings date from 1973- 1991. Lake Anne Village Center was recognized by the Fairfax County Board of Supervisors as a local historic HOD Feb. 1984; 20 years old.**

*The project may involve federal assistance and federal permitting, licensing, or approval (36 Code of Federal Register [CFR] 800.16(y)). As a result, the proposed undertaking is under the purview of Section 106 of the National Historic Preservation Act (NHPA), as amended. Section 106 of the NHPA governs federal actions that could affect historic properties. Identification of National Register of Historic Places (NRHP)-eligible resources, including archeological sites, architectural resources, and Native American resources, was conducted according to requirements of 36 CFR 800 for Section 106 of the NHPA. According to the NRHP criteria: Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. Lake Anne Village Center is not within the APE.*

- **How did the local criteria for heritage resources fit into the survey review vs the national criteria? Use of 50 year rule is arbitrary given the local recognition of the History of Reston.**

*See response to comment above. The 50-year rule is not arbitrary but based on federal regulation (36 CFR 60.4).*

- **Why is there no listing of the properties that were surveyed?**

*The* Phase IA Cultural Resource Survey *consisted of a site files search, a review of previous cultural resources investigations, archival research, and a review of real property records for parcels in the APE. Figure 2 shows the parcels in the architectural APE. Of the 92 parcels in the APE, none contain buildings or structures constructed more than 50 years ago (through 1966) and none of the project area coincides with a Historic Overlay District, according to the Fairfax County Tax Administration's Real Estate Assessment Information Site. See Table 2 in the Phase IA for detailed information on each parcel.*

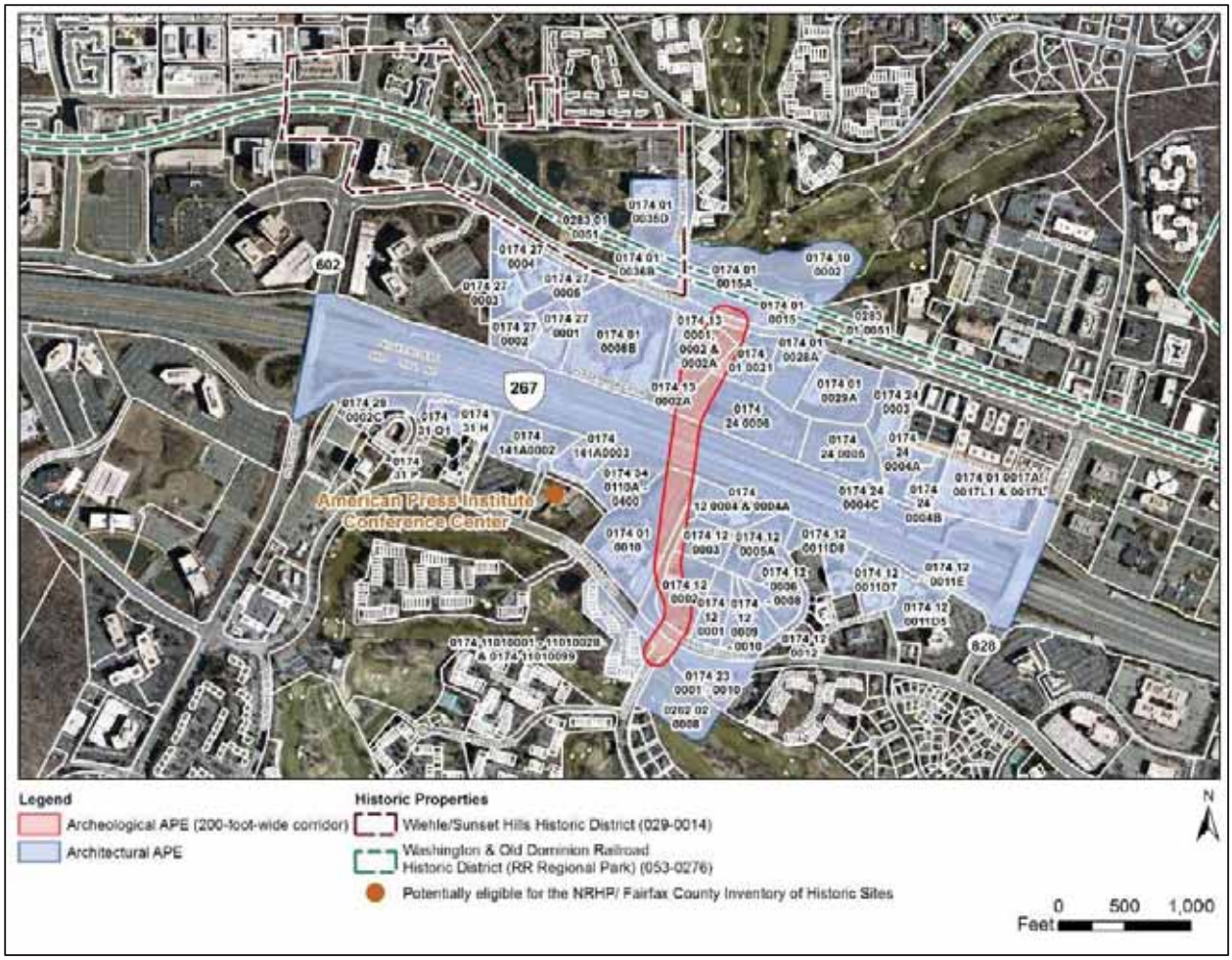


**Figure 2. Fairfax County Parcels in the Architectural APE**
*(from* Phase IA Cultural Resources Survey, *Parsons, March 8, 2016)*

## Bandy, Audra

**From:** Bandy, Audra
**Sent:** Friday, February 9, 2018 5:01 PM
**To:** Arseneau, Laura
**Cc:** Miller, Douglas
**Subject:** RE: Soapstone Connector/ Association Drive Buildings Documentation Email

Laura,

Thank you for the opportunity to update the ARB on FCDOT's plans to provide the documentation requested by VDHR regarding the Soapstone Connector EA. In an effort to provide similar follow up documentation as last time (following the January 11th 2018 meeting), can you please provide me with an updated email, similar to below? Additionally, the link to the documentation that we provided to the ARB is below.

http://dhr.virginia.gov/pdf_files/SpecialCollections/FQ-099_AH_Recon_Southern_Fauquier_2016_DOVE_report_Cost-Share.pdf

Please let me know if you have any questions or would like additional information,

Audra

Audra K. Bandy, P.E.
Transportation Planner
Fairfax County Department of Transportation
T: 703.877.5713 TTY:711 F: 703.877.5949

---

**From:** Arseneau, Laura
**Sent:** Tuesday, January 16, 2018 8:37 AM
**To:** Bandy, Audra <Audra.Bandy@fairfaxcounty.gov>; Miller, Douglas <Douglas.Miller3@fairfaxcounty.gov>; Christopher Daniel (christopheralan.daniel@gmail.com) <christopheralan.daniel@gmail.com>; Elise R Murray (eliseRmurray@yahoo.com) <eliseRmurray@yahoo.com>; John A. Burns (John_a_burns@nps.gov) <John_a_burns@nps.gov>; John Anderson Carter (johnandcarter@msn.com) <johnandcarter@msn.com>; Joseph Plumpe (jplumpe@studio39.com) <jplumpe@studio39.com>; Michele Aubry (mcaubry@aol.com) <mcaubry@aol.com>; Richard Bierce (crbierce@aol.com) <crbierce@aol.com>; ROBERT WILSON MOBLEY AIA (rwmaia1@verizon.net) <rwmaia1@verizon.net>; Susan Notkins <susann1179@aol.com>; Sutphin, Jason <Jason.Sutphin@fairfaxva.gov>
**Cc:** Holma, Marc (DHR) <Marc.Holma@dhr.virginia.gov>; O'Donnell, Leanna <Leanna.O'Donnell@fairfaxcounty.gov>
**Subject:** Soapstone Connector/ Association Drive Buildings Documentation Email

All-

As discussed at the January 11, 2018 Architectural Review Board meeting, in regards to the Soapstone Connector project and documentation and research of the buildings along Association Drive, the ARB agreed that the documentation requested by VDHR via Marc Holma, will satisfy the ARB's concurrent request of documentation and research for the buildings along Association Drive.

This documentation and research would be in the form of a V-CRIS reconnaissance survey, similar to the example reconnaissance survey in Loudon County as shown to the ARB members at the January 11, 2018 ARB meeting and included in the hyperlink below.

https://www.loudoun.gov/DocumentCenter/View/113196

Please let me know if you have any additional comments or questions.

***Thank you,***
***Laura Arseneau, AICP***
***Senior Historic Preservation Planner/***
***ARB Administrator***
***Fairfax County DPZ-PD***
***703-324-1209***
Laura.arseneau@fairfaxcounty.gov
Please consider the environment before printing this email.

## Bandy, Audra

**From:** Arseneau, Laura
**Sent:** Monday, February 12, 2018 2:35 PM
**To:** Bandy, Audra; Miller, Douglas
**Cc:** Dressel, Denice; O'Donnell, Leanna; Christopher Daniel; elise murray; john_a_burns; Joseph Plumpe; Michele Aubry; Richard Bierce; ROBERT WILSON MOBLEY AIA; Susan Notkins; Sutphin, Jason
**Subject:** Soapstone Connector/Association Drive Documentation

All-

**Please note that this email supersedes the previous email dated January 16, 2018 regarding the January 11, 2018 ARB decision.**

As discussed at the February 8, 2018 Architectural Review Board meeting, in regards to the Soapstone Connector project and documentation and research of the buildings along Association Drive, the ARB agreed that the documentation requested by VDHR via Marc Holma, will satisfy the ARB's concurrent request of documentation and research for the buildings along Association Drive.

This documentation and research would be in the form of a V-CRIS reconnaissance survey (in the form of exterior photographs only, unless documentation of interior photos is warranted) similar to the example reconnaissance survey in Fauquier County as shown to the ARB members at the February 8, 2018 ARB meeting and included in the hyperlink below.

http://dhr.virginia.gov/pdf_files/SpecialCollections/FQ-099_AH_Recon_Southern_Fauquier_2016_DOVE_report_Cost-Share.pdf

ARCHITECTURAL RECONNAISSANCE SURVEY, SOUTHERN FAUQUIER ...

dhr.virginia.gov

ARCHITECTURAL RECONNAISSANCE SURVEY, SOUTHERN FAUQUIER COUNTY, VIRGINIA . by . Danae Peckler, Katy Wolford, and LeeAnne Brooks . Prepared for. Virginia Department of ...

Please let me know if you have any additional comments or questions.

***Thank you,***
***Laura Arseneau, AICP***
***Senior Historic Preservation Planner/***
***ARB Administrator***

***Fairfax County DPZ-PD***
***703-324-1209***
*Laura.arseneau@fairfaxcounty.gov*
Please consider the environment before printing this email.

Attachment 6

# PHASE IB ARCHITECTURAL SURVEY OF THE PROPOSED SOAPSTONE CONNECTOR, FAIRFAX COUNTY, VIRGINIA

**Fairfax County Project No. 2G40-078**
**DHR #2015-1168**

***by***

**Catherine Schlupp and Heather Dollins Staton**

***Prepared for***

**Fairfax County Department of Transportation**

***Prepared by***

DOVETAIL
CULTURAL RESOURCE GROUP

**October 2016**

# Phase IB Architectural Survey of the Proposed Soapstone Connector, Fairfax County, Virginia

**Fairfax County Project No. 2G40-078**
**DHR #2015-1168**

*by*

Catherine Schlupp and Heather Dollins Staton

*Prepared for*

**Fairfax County Department of Transportation**
4050 Legato Road
Fairfax, Virginia 22033

*Prepared by*

**Dovetail Cultural Resource Group**
300 Central Road, Suite 200
Fredericksburg, Virginia 22401

Dovetail Job #16-050
October 2016

October 24, 2016

Kerri S. Barile, Principal Investigator
Dovetail Cultural Resource Group

Date

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# ABSTRACT

On behalf of the Fairfax County Department of Transportation (FCDOT) and FCDOT's consultant, Parsons Transportation Group, Inc. (Parsons), Dovetail Cultural Resource Group (Dovetail) conducted a Phase IB architectural survey in support of the Environmental Assessment (EA) for the Soapstone Connector project in Fairfax County, Virginia. The EA is being prepared by FCDOT in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) (Parsons 2016). The project includes the construction of an approximately 0.5-mile-long new roadway that spans between Sunrise Valley Drive and Sunsets Hills Road in Reston, Virginia. This project includes the construction of a new overpass that crosses over the Dulles Corridor, which comprises the Dulles International Airport Access Highway, the Dulles Toll Road, and the Silver Line, a part of the Washington Metropolitan Area Transit Authority. The study and ensuing report meet all guidelines and regulations promulgated by the Virginia Department of Historic Resources (DHR) as necessary.

In March 2016, Parsons completed a Phase IA cultural resource study associated with the current project. Their study included a background literature and records review, limited archival research, and a review of real estate records on parcels within the direct and indirect Area of Potential Effects (APE). Upon review of the ensuing report, the DHR issued feedback in a letter dated April 12, 2016 requesting that a formal Phase I survey be completed for all above-ground resources in the indirect APE that meet the minimum age requirement for the National Register of Historic Places (NRHP). The current study, building upon the Phase IA survey completed by Parsons, included a vehicular and pedestrian reconnaissance of the architectural APE. The APE for the Phase IB survey is defined as the entire new roadway and overpass footprint plus any areas within the viewshed where an impact to a resource's setting and feeling could occur. The goals of the Phase IB survey were to identify any architectural resources over 50 years in age and make recommendations on the potential NRHP eligibility for all identified resources.

The architectural survey identified a total of two resources that meet the 50-year age requirement for the NRHP. Both of these resources have been previously recorded with the DHR; no newly recorded resources were identified during the current project. Dovetail **recommends that the Washington & Old Dominion Railroad Historic District (053-0276) remains individually eligible for the NRHP.** The Wiehle/Sunset Hills Historic District (029-0014), is located within the architectural APE but it is **recommended not eligible for the NRHP.**

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# TABLE OF CONTENTS

ABSTRACT ..... i
INTRODUCTION ..... 1
PROJECT METHODOLOGY ..... 3
RESULTS OF THE Survey ..... 5
Previously Recorded Resources ..... 5
Newly Recorded Resources ..... 8
SUMMARY AND RECOMMENDATIONS ..... 9
REFERENCES ..... 11

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# List of Figures

Figure 1: Map of Virginia and Fairfax County with Location of Architectural APE..... 2
Figure 2: Previously Recorded Resources Within Project Viewshed..... 6

# List of Photos

Photo 1: Washington & Old Dominion Railroad Historic District (053-0276), Looking West Towards American Dream Way. ..... 7
Photo 2: Wiehle/Sunset Hills Historic District (029-0014), Stratford House Drive, Looking Southwest. ..... 8

# List of Tables

Table 1: Previously Recorded Architectural Resources within the Architectural APE..... 5
Table 2: Surveyed Architectural Resources Recorded During the Phase IB Survey. ..... 10

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# INTRODUCTION

On behalf of the Fairfax County Department of Transportation (FCDOT) and FCDOT's consultant, Parsons Transportation Group, Inc. (Parsons), Dovetail Cultural Resource Group (Dovetail) conducted a Phase IB architectural survey in support of the Environmental Assessment (EA) for the Soapstone Connector project in Fairfax County, Virginia (Figure 1, p. 2). The EA is being prepared by FCDOT in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) (Parsons 2016). The project includes the construction of an approximately 0.5-mile-long new roadway that spans between Sunrise Valley Drive and Sunsets Hills Road in Reston, Virginia. This project also involves the construction of a new overpass that crosses over the Dulles Corridor, which comprises the Dulles International Airport Access Highway, the Dulles Toll Road, and the Silver Line, a part of the Washington Metropolitan Area Transit Authority. The study and ensuing report meet all guidelines and regulations promulgated by the Virginia Department of Historic Resources (DHR) as necessary.

Parsons completed a Phase IA cultural resource survey of the Soapstone Connector project in March 2016. As part of that survey, Parsons completed a literature review and limited archival research for the project, noting two previously recorded resources within the architectural Area of Potential Effects (APE), which included "a broader area beyond the roadway footprint to assess potential visual and audible effects from the new roadway and overpass" (Parsons 2016). The two resources noted during the Phase IA study are the Washington & Old Dominion Railroad Historic District (053-0276) and the Wiehle/Sunset Hills Historic District (029-0014). No unrecorded resources 50 years in age or older—the National Register of Historic Places (NRHP) age requirement—were noted by Parsons.

Upon review of the ensuing report, the DHR issued feedback in a letter dated April 12, 2016 which requested that a formal Phase I survey be completed for all above-ground resources in the indirect APE that meet the minimum age requirement for the NRHP. Specifically, they requested a study of the two previously recorded resources noted by Parsons. The current Dovetail Phase IB architectural survey was built upon the Parsons Phase IA study and the DHR's feedback on this document. Since the current report is a companion document to the Parsons report, the historic context and background research sections are omitted from this report. Refer to Parsons Phase IA report for this information (Parsons 2016).

The goals of the survey were to identify any cultural resources 50 years in age or older and to make recommendations on the NRHP eligibility for all identified resources. The architectural APE for the Phase IB study is defined as the entire new roadway and overpass footprint plus any areas within the viewshed where impacts to a resource's setting and feeling could occur. The Phase IB architectural survey was completed on August 1, 2016 by Catherine Schlupp and Kerri S. Barile. Dr. Barile served as the Principal Investigator and meets or exceeds the standards established for Architectural Historian and Historian by the Secretary of the Interior.

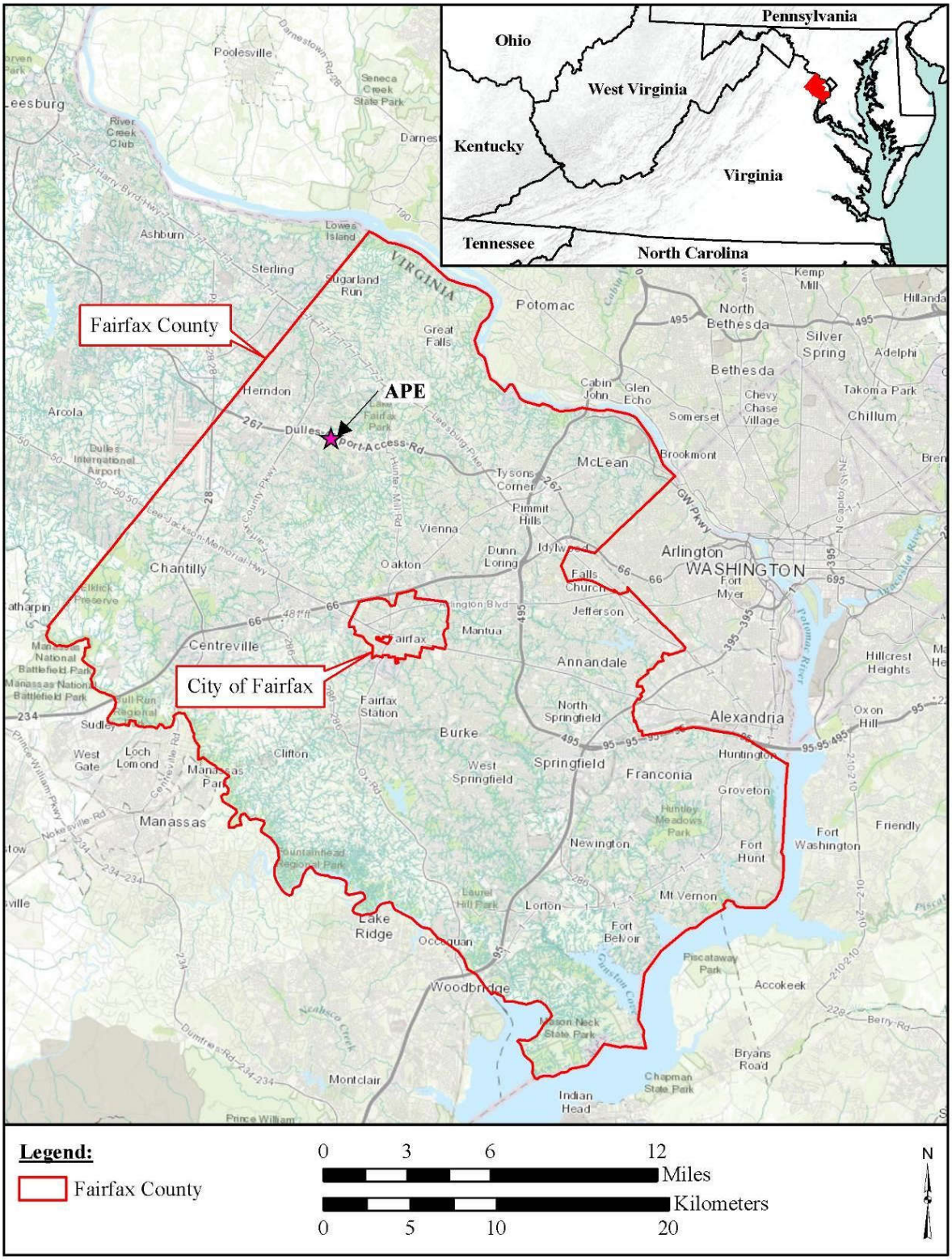


Figure 1: Map of Virginia and Fairfax County with Location of Architectural APE (Esri 2016a).

# PROJECT METHODOLOGY

The current project consisted of a Phase IB architectural survey which included a vehicular and pedestrian reconnaissance of the architectural APE—defined as the entire new roadway and overpass footprint plus any areas within the viewshed where impacts to a resource's setting and feeling could occur. The background review and historic context were completed during a Phase IA study in March 2016 by Parsons (Parsons 2016). These elements were briefly revisited during the current study to assure that the data was up to date, but these chapters are not included in full in the current report as they were presented in a previous project document (Parsons 2016).

The architectural survey was conducted to evaluate any historic buildings, structures, objects, or districts 50 years in age or older within the architectural APE. Each resource was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values; and Criterion D, for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

The APE was visually inspected through a vehicular and pedestrian reconnaissance to identify buildings, objects, structures, and districts 50 years in age or older. Once identified, each resource was evaluated for architectural significance and historic and physical integrity. The resources were documented through written notes and digital photographs. The information obtained during the survey was then used to update or generate a new DHR Virginia Cultural Resource Information System (V-CRIS) form, to print archival-quality, black and white digital photography, and to make recommendations on each site's NRHP potential.

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# RESULTS OF THE SURVEY

The architectural investigation of the Soapstone Connector project involved a field survey of all above-ground resources that meet the NRHP criteria of 50 years in age or older within the architectural APE. The current survey identified two previously recorded resources within the architectural APE and no newly recorded resources.

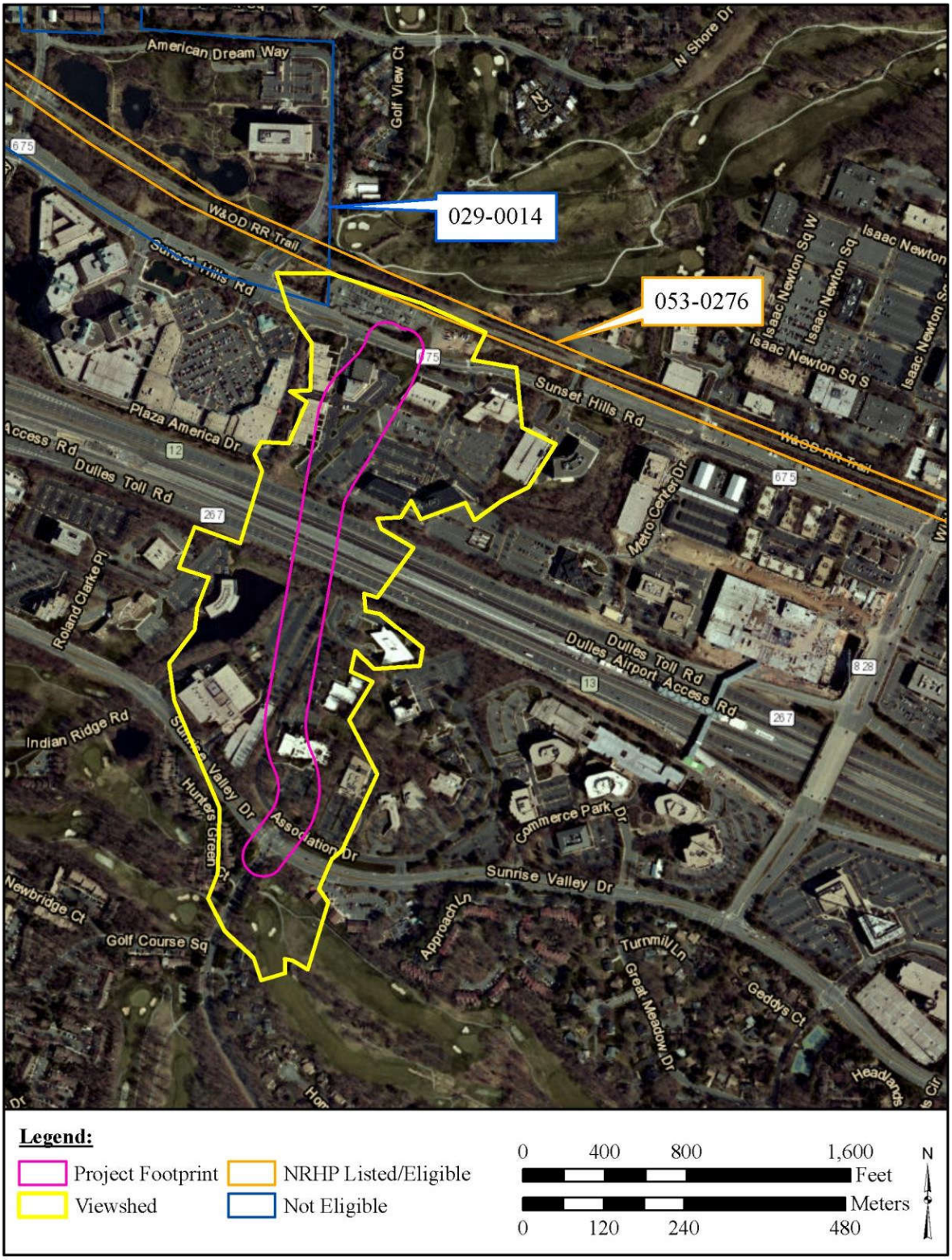
## Previously Recorded Resources

Of the two resources surveyed during this effort, both were previously recorded with the DHR. These resources are detailed in Table 1 and depicted below (Figure 2, p. 6).

Table 1: Previously Recorded Architectural Resources within the Architectural APE.

| DHR Number | Name/Address | Date of Construction | Description | Eligibility Recommendation |
|---|---|---|---|---|
| 029-0014 | Wiehle/Sunset Hills Historic District | 1890 | Mixed-use, residential and commercial area | Not Eligible |
| 053-0276 | Washington & Old Dominion Railroad Historic District | ca. 1855 | 45-mile, bike and pedestrian trail, running west to east | Remains Eligible |

One resource, the Washington & Old Dominion Railroad Historic District (053-0276), is the site of a former rail line, constructed around 1855, that runs from Arlington County in the east to the Town of Purcellville in the west. First organized in the 1850s, the railroad only saw brief private use before being commandeered by the Union Army during the Civil War (Neville 2000). The railroad reopened to passenger and commercial traffic in 1868 and continued to serve western cities and suburbs, including Falls Church and Dunn Loring, throughout the nineteenth century. As population figures throughout the area exploded in the early twentieth century, the railroad became a major transportation artery for the rapidly-expanding suburban communities. However, by 1950, the majority of residents had adopted the car as their main method of transportation, leading to the line's eventual closure in 1968. The property was sold, and the Washington & Old Dominion Railroad Regional Park opened in 1974. The portion of the park surveyed during this effort begins in the east at Metro Center Drive and continues to American Dream Way in the west, measuring approximately 0.5 miles (Photo 1, p. 7). A paved-asphalt bike trail and gravel pedestrian path runs along the former site of the track with mature tree growth surrounding the park. In 2000, DHR staff determined that the park was individually eligible for listing in the NRHP under Criterion A for Transportation. During the current survey, Dovetail noted this resource has undergone no major alterations since 2000. Because the Washington & Old Dominion Railroad Historic District retains the historic integrity and architectural significance that made it eligible for the NRHP, Dovetail **recommends that the resource retain its previous status as individually eligible for the NRHP under Criterion A.**




**Legend:**

Project Footprint
Viewshed
NRHP Listed/Eligible
Not Eligible

0 400 800 1,600 Feet
0 120 240 480 Meters
N

Figure 2: Previously Recorded Resources Within Project Viewshed (Esri 2016b).

Photo 1: Washington & Old Dominion Railroad Historic District (053-0276), Looking West Towards American Dream Way.

The core of the Wiehle/Sunset Hills Historic District (029-0014) is centered around the Smith-Bowman distillery complex, founded in the mid-1930s, and the 1890 mansion house known as Sunset Hills which was built for the prominent local Wiehle family (David 1987). However, while these resources remain important architectural features in the area, the majority of the land that once made up their associated land and properties has been sold off and developed. The area is now dominated by modern high-rise apartment buildings, mixed-use buildings, and large commercial properties (Photo 2, p. 8). For the current project, both the distillery complex and Sunset Hills mansion house fall outside the architectural APE and were not evaluated during the survey. The only resource within the Wiehle/Sunset Hills Historic District boundaries that is also within the Soapstone Connector architectural APE is the Fannie Mae building at 11600 American Dream Way. This building was constructed in 1996 and as such, was not included in the current survey. In 1987 the County of Fairfax completed a Preliminary Information Form (PIF) for the Wiehle/Sunset Hills Historic District; however, DHR staff did not make a formal eligibility determination on the district. In recent decades, the district appears to have a loss of integrity as a result of modern growth and infill. As a result Dovetail **recommends the district not eligible for the NRHP under Criteria A–C. As an architectural resource, the Wiehle/Sunset Hills Historic District (029-0014) is not eligible under Criterion D.**

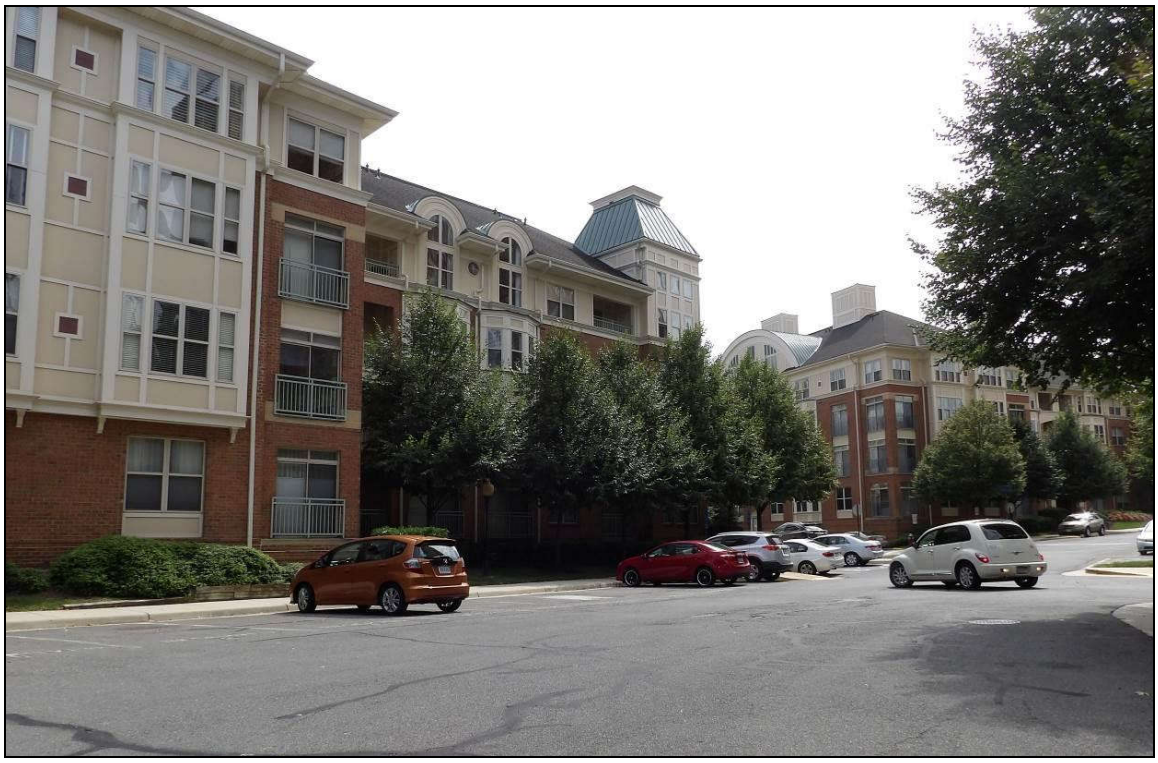


Photo 2: Wiehle/Sunset Hills Historic District (029-0014), Stratford House Drive, Looking Southwest.

## Newly Recorded Resources

No newly recorded resources 50 years in age or older were noted in the architectural APE during the current Phase IB survey.

# SUMMARY AND RECOMMENDATIONS

On behalf of the FCDOT and FCDOT's consultant, Parsons, Dovetail conducted a Phase IB architectural survey in support of the EA for the Soapstone Connector project in Fairfax County, Virginia. The EA is being prepared by FCDOT in cooperation with the VDOT and the FHWA (Parsons 2016). The project includes the construction of an approximately 0.5-mile-long new roadway that spans between Sunrise Valley Drive and Sunsets Hills Road in Reston, Virginia. This project includes the construction of a new overpass that crosses over the Dulles Corridor, which comprises the Dulles International Airport Access Highway, the Dulles Toll Road, and the Silver Line, a part of the Washington Metropolitan Area Transit Authority. The study and ensuing report meet all guidelines and regulations promulgated by the DHR as necessary.

The Phase IA study was carried out by Parsons in March 2016. Upon review of the ensuing report, the DHR issued feedback in a letter dated April 12, 2016 requesting that a formal Phase I survey be completed for all above-ground resources in the indirect APE that meet the minimum age requirement for the NRHP. The current study, building upon the Phase IA survey completed by Parsons, included a Phase IB architectural survey involving a vehicular and pedestrian reconnaissance of the architectural APE.

The architectural survey identified a total of two resources located within the architectural APE that meet the age requirement for the NRHP (Table 2, p. 10.) Both of resources had been previously recorded with the DHR. The Washington & Old Dominion Railroad Historic District (053-0276) is a former rail line constructed around 1855 and later converted into a park and trail. It was previously determined by DHR to be eligible for listing in the NRHP. Dovetail concurs with the previous determination and **recommends that this resource retain its status as individually eligible for listing in the NRHP under Criterion A for Transportation.**

In 1987, DHR staff received a PIF for the Wiehle/Sunset Hills Historic District (029-0014), but did not make a formal eligibility determination on the district. Since that time, the majority of the proposed district has continued to undergone extensive development. Most of the buildings are under 50 years of age and lack outstanding architectural characteristics or associations with individuals or events of historical significance. Therefore, Dovetail **recommends that the Sunset Hills Historic District (029-0014) is not eligible for listing in the NRHP under Criteria A–C.** As an architectural resource, Dovetail **recommends that it is not individually eligible under Criterion D.**

Table 2: Surveyed Architectural Resources Recorded During the Phase IB Survey.

| DHR Number | Name/Address | Date of Construction | Eligibility Recommendation |
|---|---|---|---|
| 029-0014 | Wiehle/Sunset Hills Historic District | 1890 | Not Eligible |
| 053-0276 | Washington & Old Dominion Railroad Historic District | ca. 1855 | Remains Eligible |

# REFERENCES


David, Elizabeth S.

1987 Preliminary Information Form for the *Sunset Hills Historic District (029-0014), Reston, Virginia.* Prepared by the County of Fairfax, Virginia.

Esri

2016a World Topo. Electronic document, http://services.arcgisonline.com/arcgis/services, accessed August 2016.

2016b United States Geological Survey. Electronic document, http://services.arcgisonline.com/arcgis/services, accessed August 2016.

Neville, Ashley

2000 *Nomination to the National Register of Historic Places: Washington & Old Dominion Railroad Regional Trail (053-0276), Reston, Virginia.* Prepared by Gray and Pape, Inc. Richmond, Virginia.

Parsons Transportation Group, Inc. (Parsons)

2016 *Phase IA Cultural Resources Survey of the Proposed Soapstone Connector, Fairfax County, Virginia.* Washington, D.C.

Attachment 7

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

Fairfax County Project No. 2G40-078

*Prepared by*

Parsons

*Prepared for*

Fairfax County Department of Transportation

March 8, 2016

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

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

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

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

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

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

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

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

1.0 INTRODUCTION ..... 1
1.1 Project Area ..... 1
1.2 Proposed Project ..... 3
1.3 Area of Potential Effects ..... 3
2.0 METHODOLOGY ..... 6
2.1 Literature Review ..... 6
2.2 Archival Research ..... 6
3.0 RESULTS OF ARCHIVAL AND BACKGROUND RESEARCH ..... 7
3.1 Previous Investigations ..... 7
3.2 Previously Recorded Cultural Resources ..... 7
3.3 Results of Background Research ..... 7
4.0 ARCHAEOLOGICAL POTENTIAL ..... 23
4.1 Prior Disturbance/Development in the Project Area ..... 23
4.2 Assessment of Archeological Potential ..... 23
5.0 SUMMARY AND RECOMMENDATIONS ..... 25
5.0 REFERENCES ..... 29
6.0 LIST OF PREPARERS ..... 31
APPENDIX A: CORRESPONDENCE ..... 33

## LIST OF FIGURES

Figure 1. Soapstone Connector Project Location Map. ..... 2
Figure 2. Soapstone Connector APE ..... 5
Figure 3. Fairfax County Parcels in the Architectural APE..... 10
Figure 4. W&OD Railroad Historic District, facing east from the overpass on American Way. The trail is below the grade of Sunset Hills Road and rises toward the proposed new intersection with the Soapstone Connector. ..... 26
Figure 5. View facing northeast toward the W&OD Railroad Historic District and the Fannie Mae building. View obscured by substation. ..... 27
Figure 6. View northeast from near the proposed new intersection of the Soapstone Connector with Sunset Hills Road toward W&OD Railroad Historic District, east of the electrical substation. Hidden Creek Country Club (golf course) continues in background..... 28

## LIST OF TABLES

Table 1. Major Transportation Features in the APE.....7
Table 2. Fairfax County Parcels in the Architectural APE.....11

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

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# 1.0 INTRODUCTION

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

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

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

## 1.1 Project Area

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

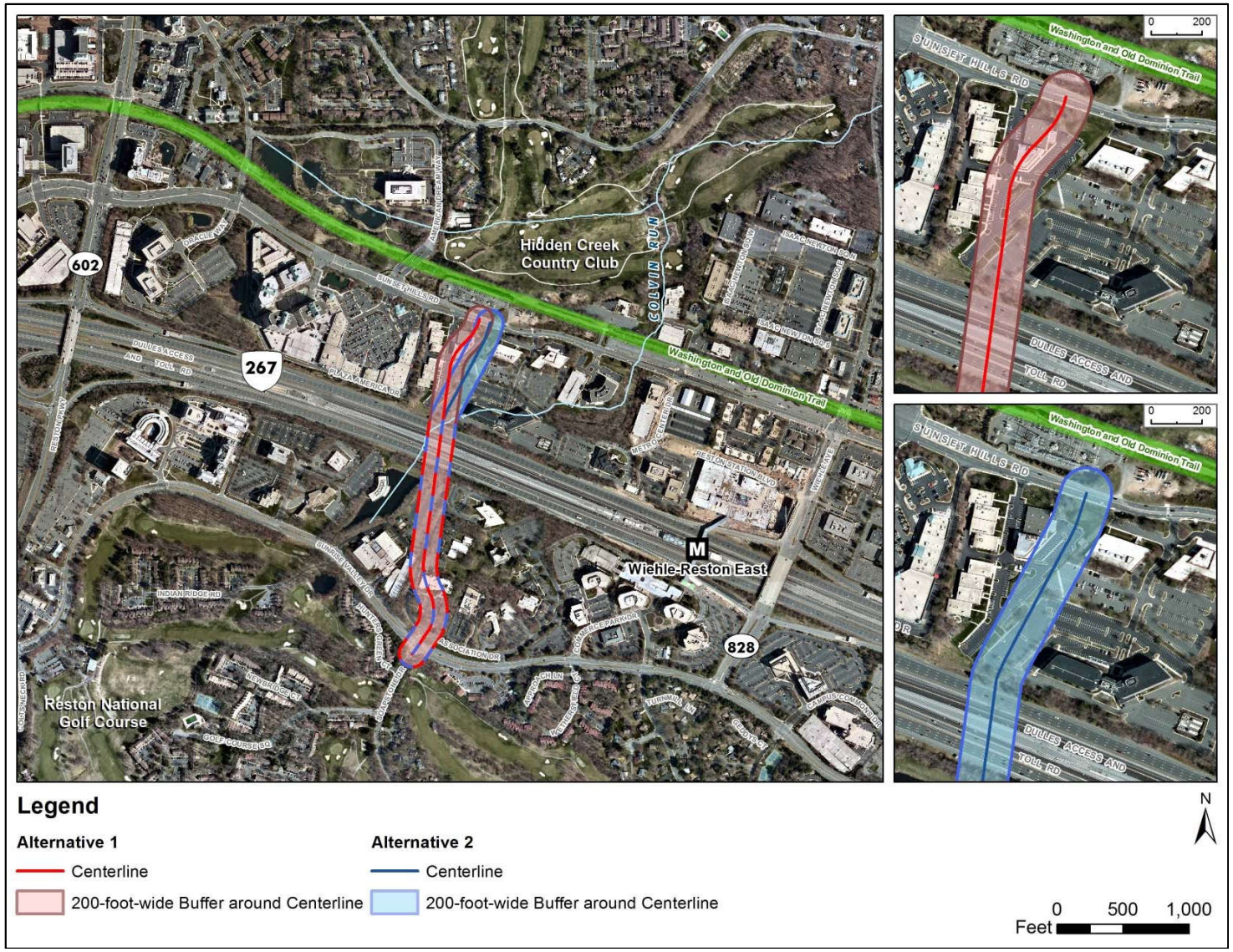


**Figure 1. Soapstone Connector Project Location Map**

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

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

## 1.2 Proposed Project

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

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

## 1.3 Area of Potential Effects

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

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

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

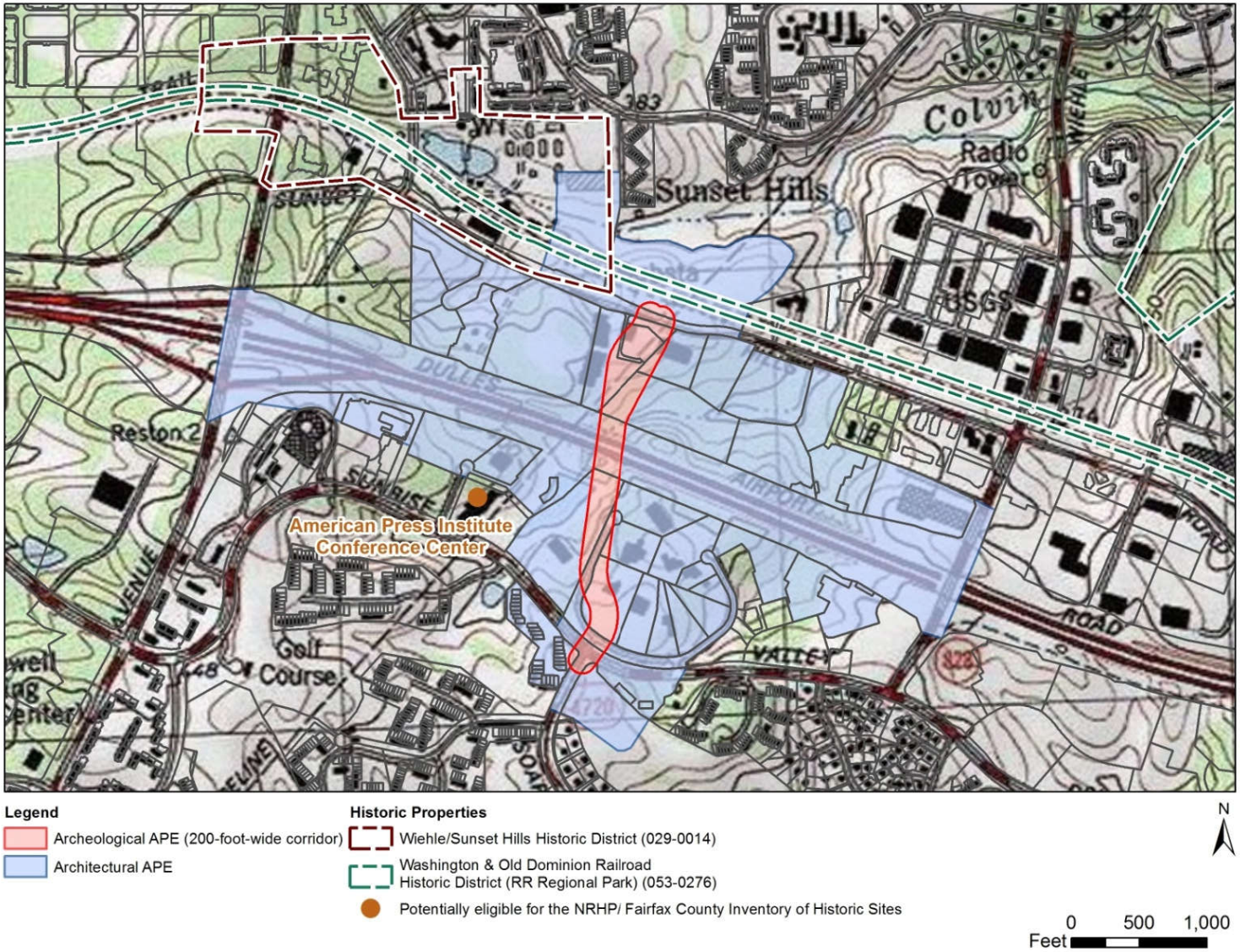


**Figure 2. Soapstone Connector APE**

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

# 2.0 METHODOLOGY

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

## 2.1 Literature Review

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

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

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

## 2.2 Archival Research

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

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

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

# 3.0 RESULTS OF ARCHIVAL AND BACKGROUND RESEARCH

## 3.1 Previous Investigations

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

## 3.2 Previously Recorded Cultural Resources

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

## 3.3 Results of Background Research

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

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

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

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

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

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

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

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

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

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

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

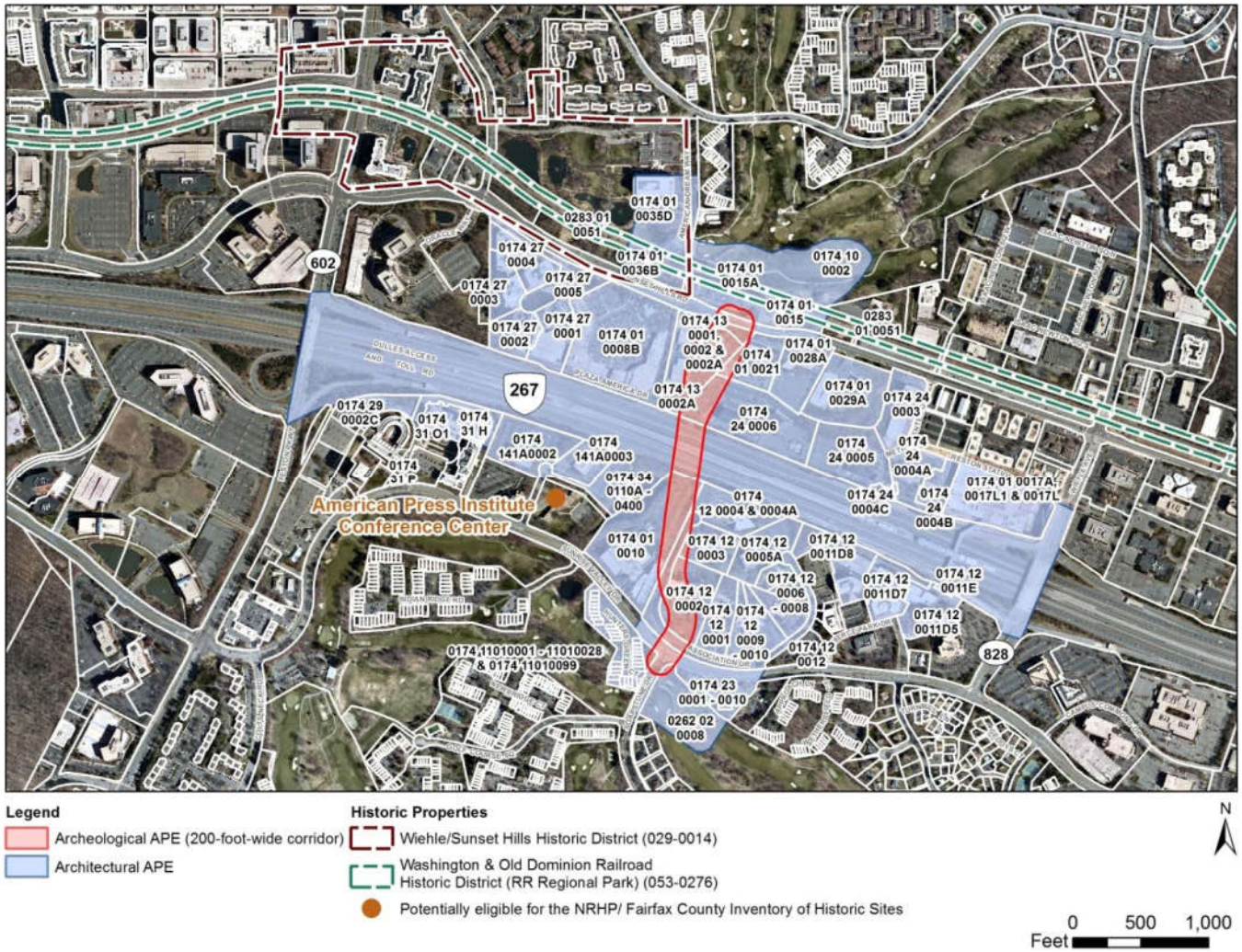


**Figure 3. Fairfax County Parcels in the Architectural APE**

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

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

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

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

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

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

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

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

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

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

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

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

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

# 4.0 ARCHAEOLOGICAL POTENTIAL

## 4.1 Prior Disturbance/Development in the Project Area

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

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

## 4.2 Assessment of Archeological Potential

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

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

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

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

## 5.0 SUMMARY AND RECOMMENDATIONS

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

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

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

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

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

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

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

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

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

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

## 5.0 REFERENCES

Fairfax County

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

Google Earth

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

Selden, Fred R.

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

Stallman, Sandy

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

Sutphin, Jason

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

United States Geological Survey (USGS)

1966 *Vienna 7.5-Minute Topographic Quadrangle Map*. United States Geological Survey, Reston, Virginia.

1973 Aerial Photograph, Reston, dated March 23, 1973.

1982 *Vienna 7.5-Minute Topographic Quadrangle Map*. United States Geological Survey, Reston, Virginia.

2013 *Vienna 7.5-Minute Topographic Quadrangle Map*. United States Geological Survey, Reston, Virginia. electronic document, accessed on January 19, 2016.

https://www.topoquest.com/map.php?lat=38.93194&lon=-77.31638&datum=nad27&zoom=16&map=24k&coord=d&mode=zoomout&size=l

Virginia Department of Transportation
2016 Bridges and Large Culvert Conditions by VDOT District, Northern Virginia. Electronic document, accessed January 15, 2016, http://dashboard.virginiadot.org/Pages/Maintenance/AdvancedBridgeReport.aspx?districtCode=9

## 6.0 LIST OF PREPARERS

Rachael E. Mangum, Cultural Resources Specialist
M.A. Anthropology, The George Washington University, 2008
B.A. Anthropology, Wake Forest University, 1997
Years of Experience: 16

Susan L. Bupp, Senior Cultural Resources Specialist (technical review)
M.A. Anthropology, University of Wyoming, Laramie, 1981
B.A. Anthropology, Wichita State University, Kansas, 1977
Years of Experience: 40

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# APPENDIX A:
# CORRESPONDENCE

# County of Fairfax, Virginia

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

November 6, 2015

County of Fairfax
NOV 09 2015
Department of Transportation

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

Dear Ms. Bandy:

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

Land Use

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



**Department of Planning and Zoning**
Directors Office
12055 Government Center Parkway, Suite 755
Fairfax, Virginia 22035
Phone 703-324-1325 FAX 703-324-1485
www.fairfaxcounty.gov/dpz/
DEPARTMENT OF PLANNING & ZONING

Multi-modal Connectivity

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

Trails

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

Heritage Resources

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

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

Major Utility Impacts

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

Water Quality

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

Stormwater Runoff

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

Lighting

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

Roadway Noise

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

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

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

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

Sincerely,

Fred R. Selden, Director
Department of Planning and Zoning

FRS/JRB

cc: Board of Supervisors
Edward L. Long Jr., County Executive
Robert A. Stalzer, Deputy County Executive
Tom Biesiadny, Director, Fairfax County Department of Transportation
James W. Patteson, Director, Department of Public Works and Environmental Services
Valerie A. Fulcher, CAP-OM, Executive Secretary Sr., Virginia Department of Environmental Quality, Environmental Impact Review
Linda Cornish Blank, Historic Preservation Planner, Dept. of Planning and Zoning

Attachments:
Letter from Fairfax County Architectural Review Board (ARB)

# Fairfax County Architectural Review Board

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

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

October 5, 2015

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

Dear Chairman Bulova and Members of the Board of Supervisors:

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

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

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

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

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

Thus, Fairfax County is consciously planning for significant redevelopment in these locations, potentially causing adverse effect to heritage resources. Although the TODs are outside the boundary of the Silver Line right-of-way, in the parlance of federal compliance regulations, "*Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.*" [36 C.F.R. § 800.5(a)(1)].

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

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

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

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

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

---

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

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

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

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

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

Thank you for your consideration.

Sincerely,

Jason Sutphin, Chairman
Fairfax County ARB

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

# FAIRFAX COUNTY PARK AUTHORITY

# M E M O R A N D U M

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

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

DATE: November 5, 2015

SUBJECT: Soapstone Connector EA
Tax Map: 17-4

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

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

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

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

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

# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

Molly Joseph Ward
*Secretary of Natural Resources*

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
*Director*

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

22 October 2015

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

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

Dear Ms Bandy:

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

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

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

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

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

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

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

Sincerely,

Marc Holma, Architectural Historian
Division of Review and Compliance

October 1, 2015

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

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

Dear Mr. Holma:

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

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

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

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

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

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

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

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

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

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

Thank you for your assistance.

Sincerely,

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

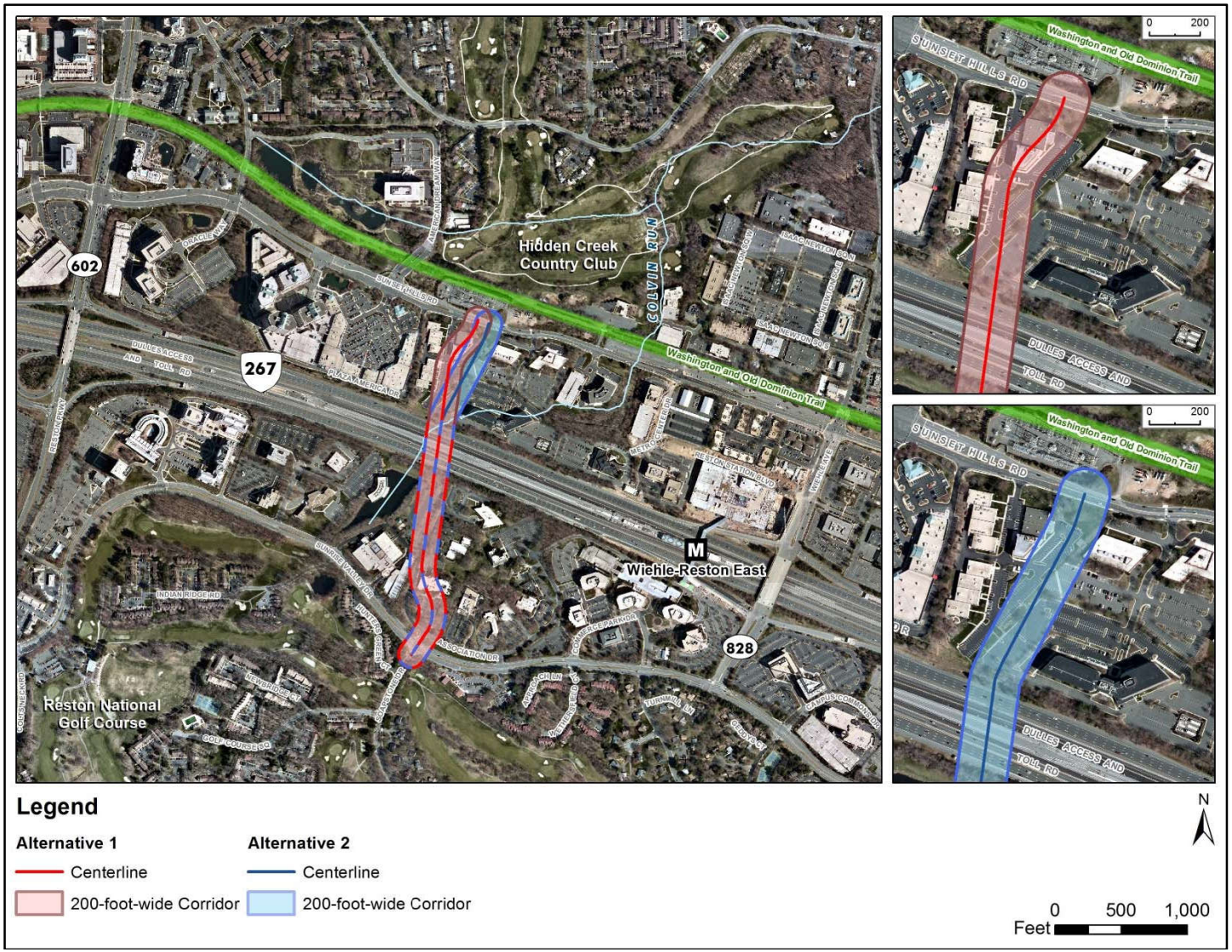


**Figure 1. Soapstone Connector Project Location Map**

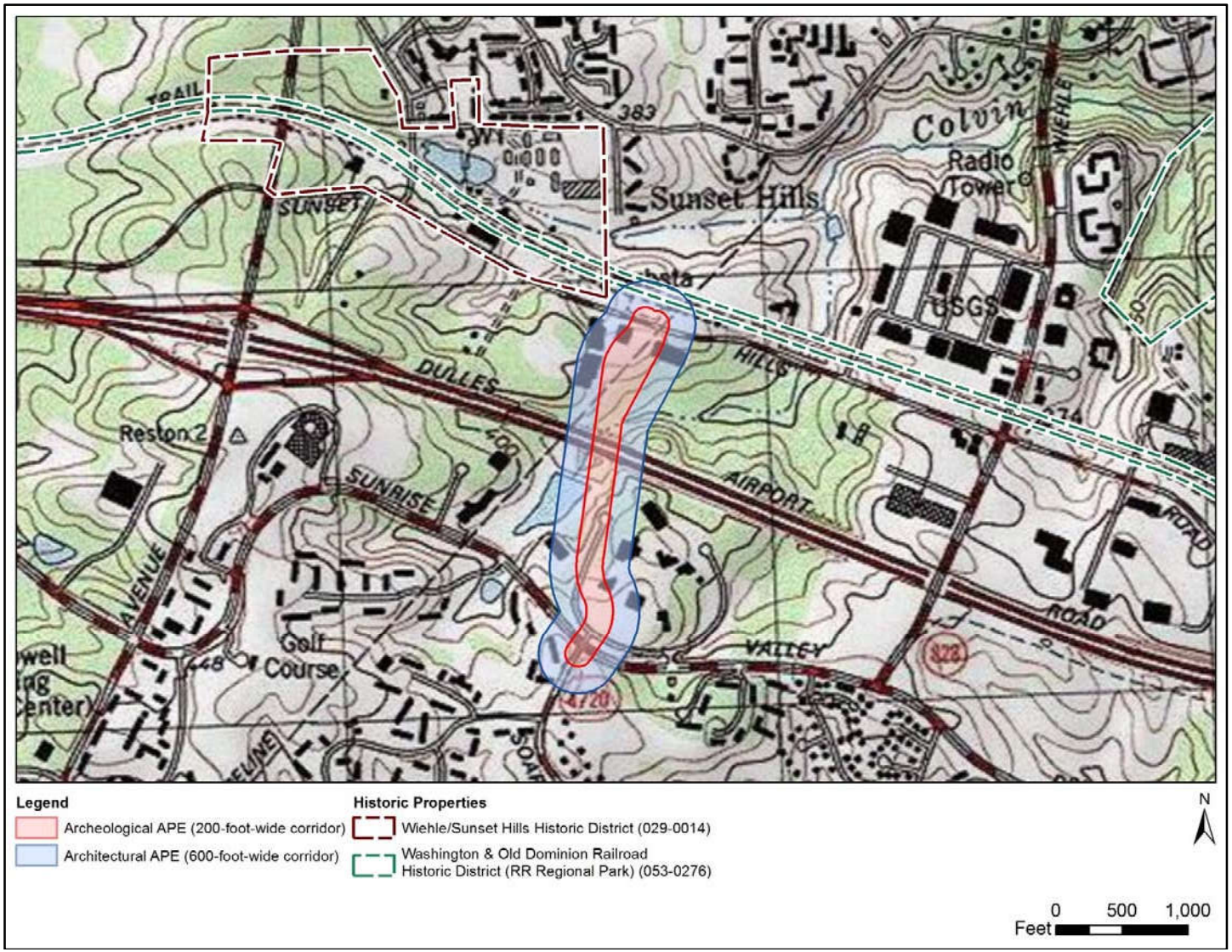


**Figure 2. Soapstone Connector Area of Potential Effects**

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Selden:

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

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

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

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

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

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

Thank you for your assistance.

Sincerely,

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

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

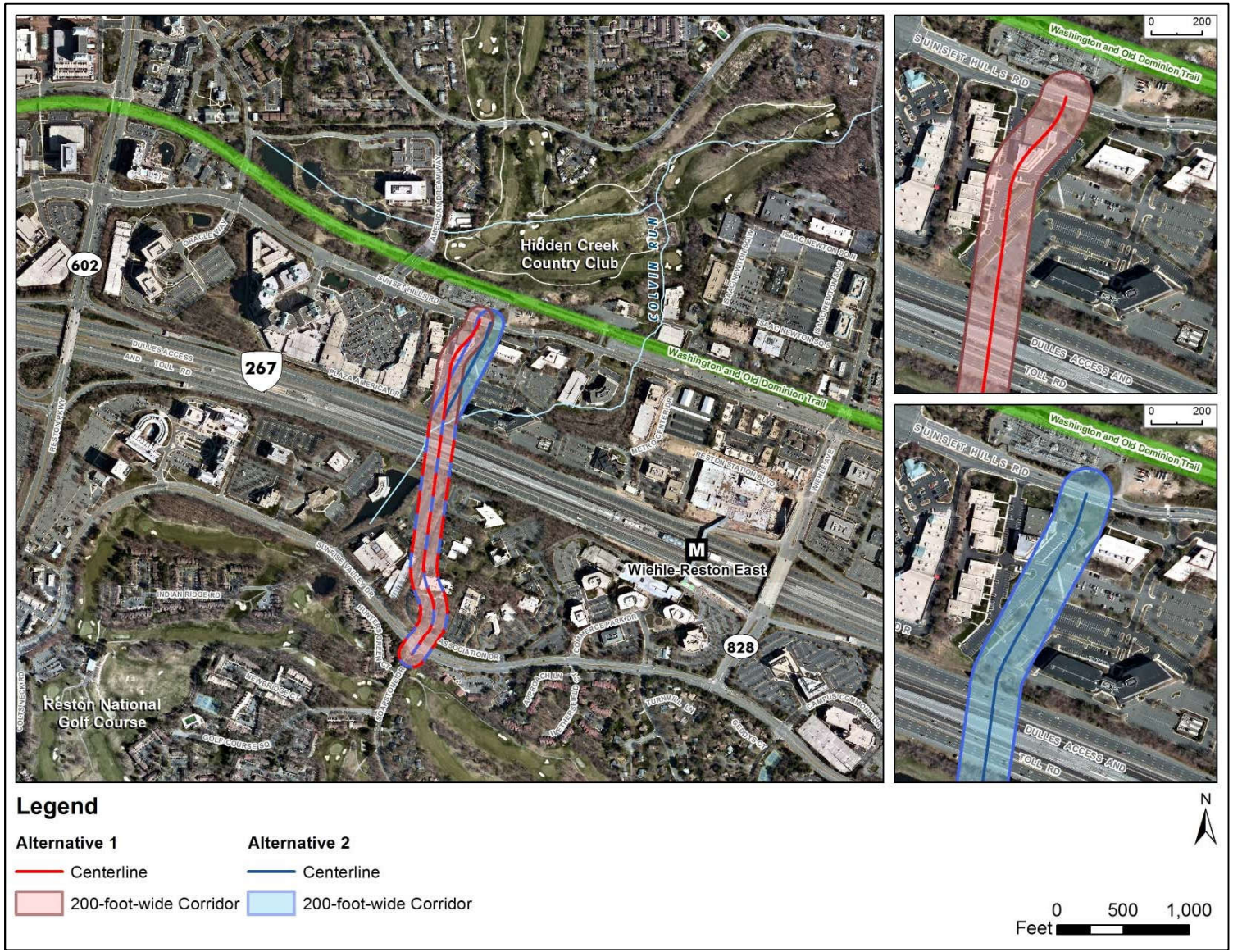


**Figure 1. Soapstone Connector Project Location Map**

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Iglhaut:

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

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

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

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

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

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Thank you for your assistance.

Sincerely,

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

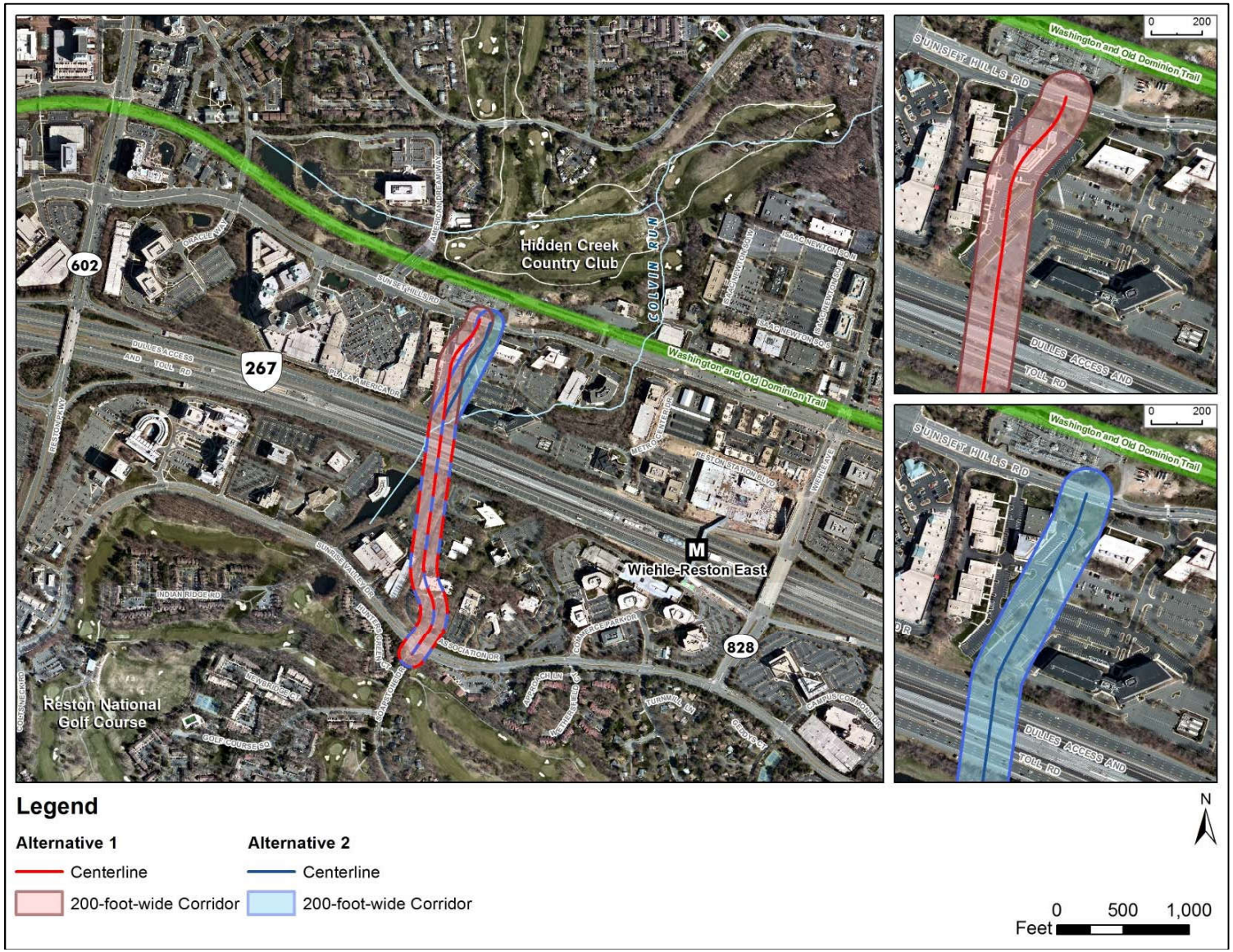


**Figure 1. Soapstone Connector Project Location Map**

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Bowden:

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

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

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Thank you for your assistance.

Sincerely,

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

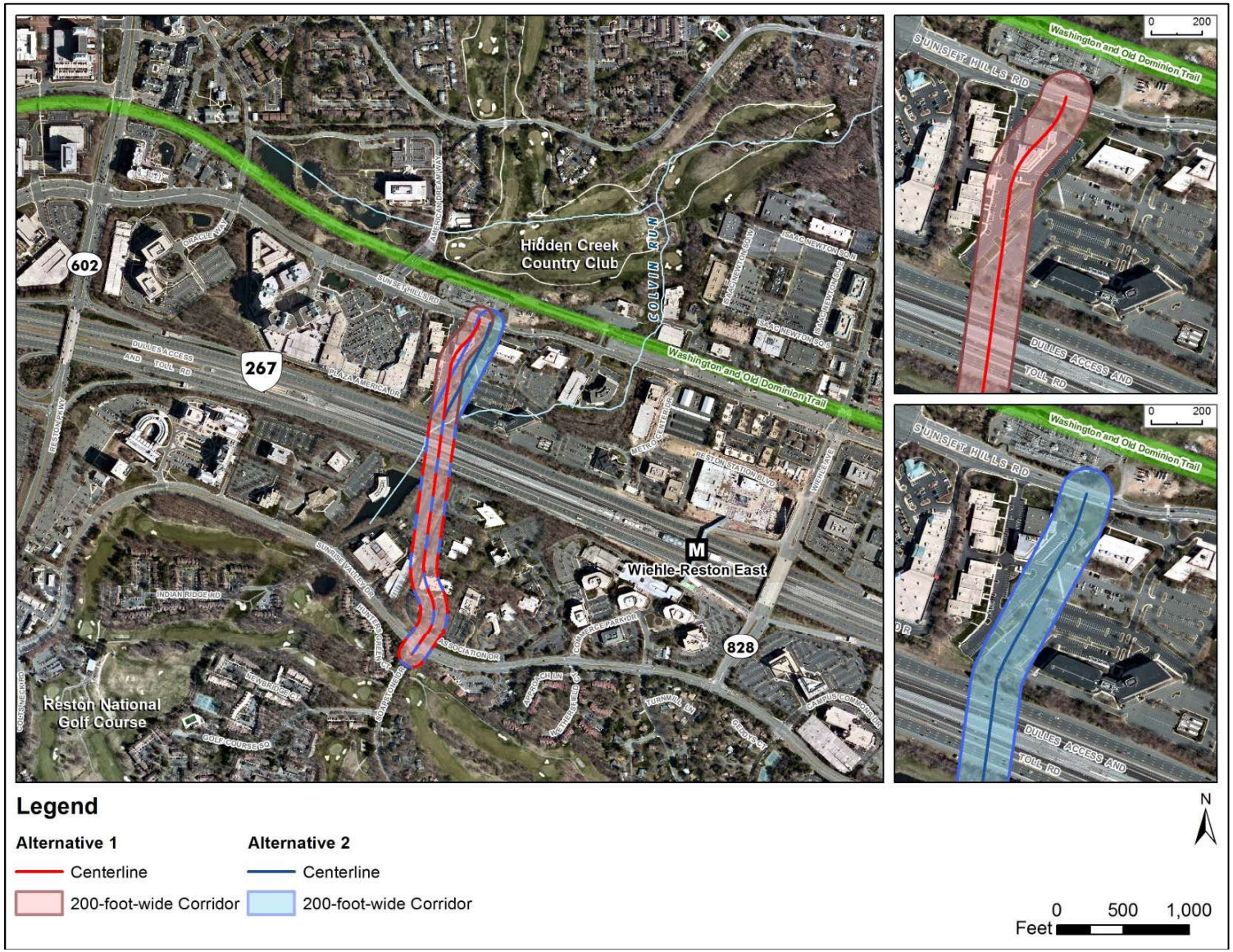


**Figure 1. Soapstone Connector Project Location Map**

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Kannan:

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

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

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

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Thank you for your assistance.

Sincerely,

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

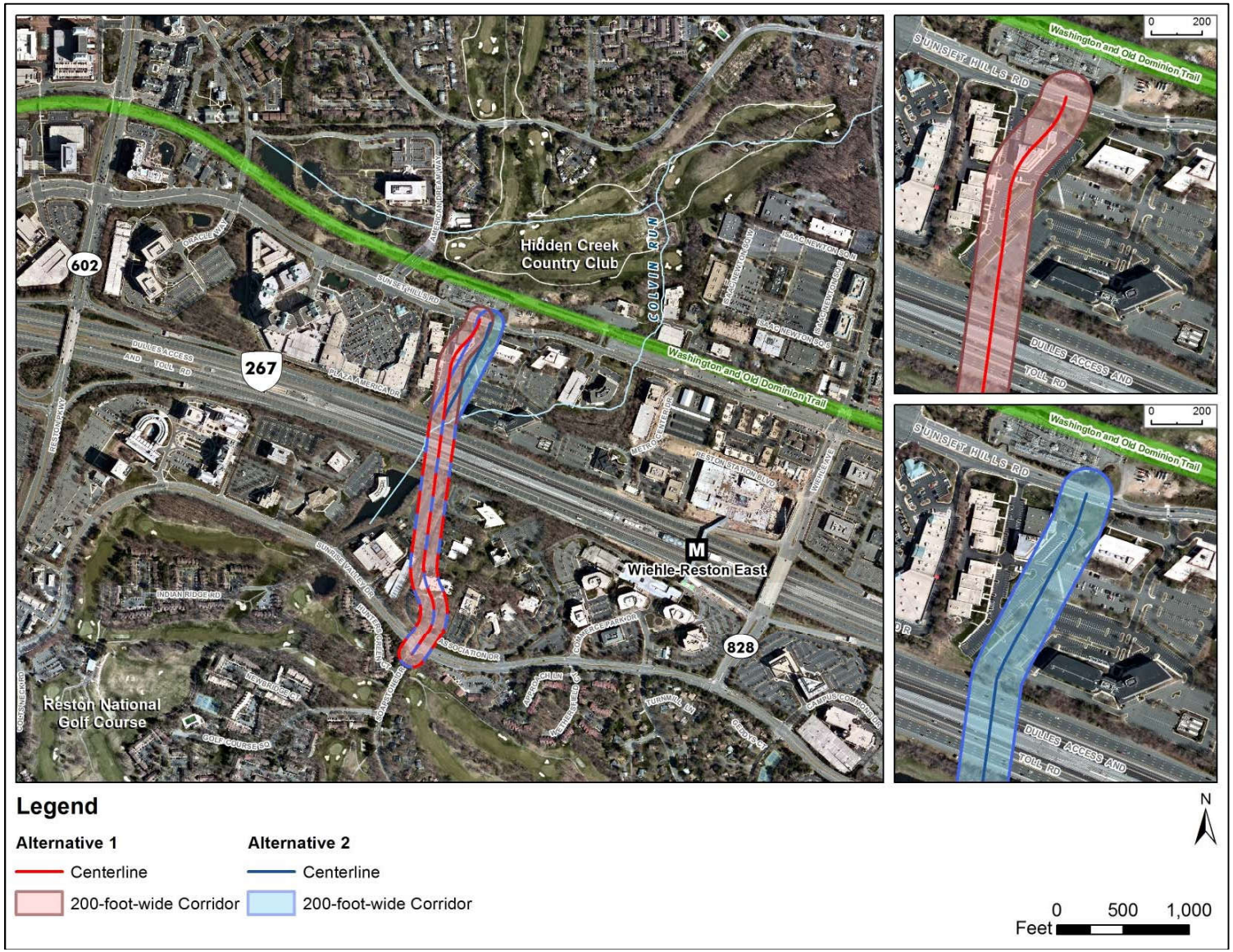


**Figure 1. Soapstone Connector Project Location Map**

# County of Fairfax, Virginia

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

October 1, 2015

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

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

Dear Mr. Mwollard:

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

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

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Thank you for your assistance.

Sincerely,

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

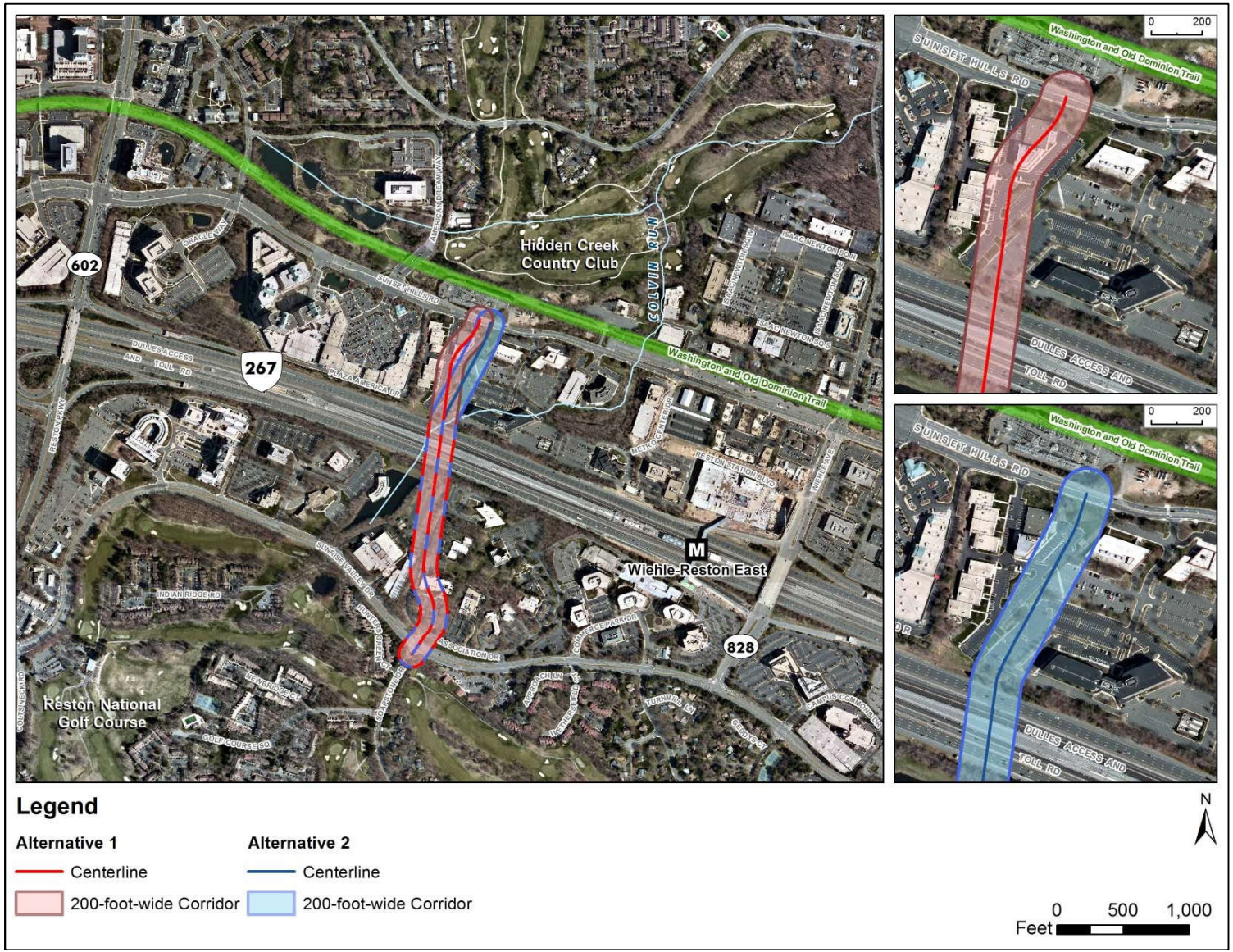


**Figure 1. Soapstone Connector Project Location Map**

Attachment 8

# County of Fairfax, Virginia

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

December 13, 2016

Ms. Julie V. Langan, Director
Attention: Mr. Marc Holma
Office of Review and Compliance
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

**SUBJECT: Phase IB Cultural Resources Survey, Determination of Eligibility, and Determination of No Adverse Effect**
Soapstone Connector
Fairfax County, Virginia
Fairfax County Project No. 2G40-078
VDHR #2015-1168

Dear Mr. Holma:

The Fairfax County Department of Transportation (FCDOT), in cooperation with the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA), is preparing an Environmental Assessment (EA) for the Soapstone Connector, a new roadway and overpass over the Dulles Corridor in Reston, Fairfax County. On March 8, 2016, I sent to you a Phase IA Cultural Resources Survey. The survey identified two resources within the architectural Area of Potential Effects: the Washington & Old Dominion (W&OD) Railroad Historic District (DHR #053-0276), which was considered eligible for the National Register of Historic Places (NRHP), and the Wiehle/Sunset Hills Historic District (DHR #029-0014), which was not evaluated but considered potentially eligible for the NRHP. In my letter, I requested your concurrence on a determination of no adverse effect on historic properties for the project.

The April 12, 2016 letter received from your office in response indicated concurrence that no further archaeological survey is necessary due to prior disturbance and development in the project area (see **Attachment A**). The letter also expressed agreement with the identification of Section 106 consulting parties and the expanded Area of Potential Effects (APE) to account for potential visual effects on architectural properties from the height of the proposed overpass carrying the new road over the Dulles Corridor. Finally, the letter conveyed that the Virginia Department of Historic Resources (DHR) does not recognize within your Survey Guidelines a "Phase IA" survey and, therefore, a Phase I field survey and resulting report would need to be completed and submitted to DHR for review and comment.

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Accordingly, please find enclosed 2 hardcopies (and 1 copy on CD-ROM) of the report entitled, *Phase IB Architectural Survey of the Proposed Soapstone Connector, Fairfax County, Virginia*. Fairfax County finds that the report meets the Secretary of the Interior's Standards and Guidelines (1983), as well as the DHR Guidelines for cultural resources reports (2011). The Phase IB survey, building upon the Phase IA survey that comprised a background literature and records review, archival research, and a review of real estate records on parcels within the direct and indirect APE, included a vehicular and pedestrian reconnaissance of the architectural APE. The APE for the Phase IB survey is defined as the entire new roadway and overpass footprint plus any areas within the viewshed where an impact to a resource's setting and feeling could occur. The goals of the Phase IB survey were to identify any buildings, structures, objects, or districts over 50 years in age and make recommendations on the potential NRHP eligibility for all identified resources.

The Phase IB architectural survey identified two resources that meet the 50-year age requirement for the NRHP. Both of these resources have been previously recorded with the DHR; no newly recorded resources were identified during the survey. Fairfax County recommends that the W&OD Railroad Historic District (DHR #053-0276) remains eligible for the NRHP. The Wiehle/Sunset Hills Historic District (DHR #029-0014) is recommended not eligible for the NRHP.

In March 2016, Fairfax County distributed copies of the Phase IA Cultural Resources Survey to the consulting parties (Northern Virginia Regional Park Authority [NVRPA]; Fairfax County Department of Planning and Zoning [DPZ] and Architectural Review Board [ARB]; Washington Metropolitan Area Transit Authority [WMATA]; and Metropolitan Washington Airports Authority [MWAA]) for their review and comment concurrent with your review. As requested in your April 12, 2016 letter, we are transmitting for your consideration the comments received. Of the five consulting parties, only MWAA and the Fairfax County ARB responded (see **Attachment B**). MWAA had no comments on the Phase IA survey. There were three primary concerns cited in the letter dated May 18, 2016 from Fairfax County ARB:

1. ARB expressed a belief that its involvement was coming late in the project review process. A scoping/Section 106 consultation letter was in fact sent at the beginning of the National Environmental Policy Act (NEPA) process to DPZ, with a copy to Ms. Linda Cornish Blank, on October 1, 2015. DPZ's response was received on November 6, 2015, including an attachment from ARB dated October 5, 2015 (**Attachment C**).
2. Second, ARB indicated that there was no assessment of a potential historic district along Sunrise Valley Drive. The survey found no resources within the APE along Sunrise Valley Drive that would comprise or contribute to a historic district.
3. Finally, the ARB expressed concern that the American Press Institute (API) building was not included in the assessment area of the project and that its exclusion from the APE was not explained. The Phase IA Survey mentioned the building on page 7: "*One additional resource, the American Press Institute Conference Center (11690 Sunrise Valley Drive), has been identified by the Fairfax County Architectural Review Board as being potentially eligible for the NRHP, and it is located just west of the APE on the south side of the Dulles Corridor (Figure 2; Sutphin 2015).*" The ARB October 5, 2015 letter referencing the API

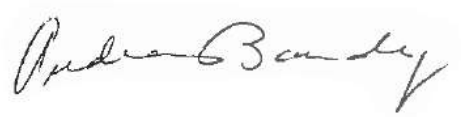
building was included in Attachment A of the Phase IA survey, along with DPZ's entire November 6, 2015 scoping response. Note that following completion of the Phase IA, additional fieldwork was completed at the site and it was confirmed that the building is not in the APE. Rather, vegetation and a bank of trees, along with the multi-story building located at 1939 Roland Clarke Place (The Pond Building), obstruct the view to/from the Soapstone Connector to/from the two-story API building.

In summary, there is one historic property, the W&OD Railroad Historic District, within the project's APE. The Soapstone Connector would not alter the characteristics of the property that make it eligible for the NRHP. The W&OD Railroad Historic District is actively used as a regional park, with a paved bicycle and pedestrian trail, and the surrounding area has already been subject to suburban development. It is bounded by an electrical substation and visible to and from existing roadways and office buildings; therefore, the Soapstone Connector will not create any additional visual intrusions because they are similar to other features that already occur adjacent to the historic district. Further, the grade of the trail within the APE is below the grade at which the end of the new Soapstone Connector will intersect with Sunset Hills Road. Views to and from the trail are partially obscured by trees and the electrical substation. Accordingly, the Soapstone Connector would have no adverse effect on the historic property.

We would appreciate your concurrence on the identification of the historic property within the APE and the determination of no adverse effect for the project within 30 days of receipt of this letter. If you have questions or need additional information about the project, please email me at audra.bandy@fairfaxcounty.gov or call me at 703-877-5600.

Thank you for your assistance.

Sincerely,



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

Enclosure

cc: Linda Cornish Blank, Architectural Review Board, Fairfax County
Dan Iglhaut, NOVA Parks
Shyam Kannan, Washington Metropolitan Area Transit Authority
Gregg Wollard, Metropolitan Washington Airports Authority
Fred Selden, Fairfax County Department of Planning and Zoning

The Virginia Department of Historic Resources concurs with the Fairfax County Department of Transportation's recommendations regarding Fairfax County Project No. 2G40-078 (DHR File #2015-1168) that:

1) The Washington & Old Dominion Railroad Historic District (053-0276) remains eligible for the NRHP.
2) The Wiehle/Sunset Hills Historic District (029-0014) is not eligible for the NRHP.
3) The Soapstone Connector project will have no adverse effect on historic properties.

_____ _____

Ms. Julie V. Langan, Director
Virginia Department of Historic Resources
Virginia State Historic Preservation Officer

Date