

7 SECTION 4(f) EVALUATION

This chapter discusses the effects of the Dulles Corridor Rapid Transit Project on parklands and historic properties to comply with the provisions of Section 4(f) of the U.S. Department of Transportation Act of 1966 (commonly referred to as Section 4(f)), and Section 6(f) of the Land and Water Conservation Fund Act of 1965 (commonly referred to as Section 6(f)).

The alternative formerly known as “LPA Phase 1” in the October 2003 *Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* has been renamed the Wiehle Avenue Extension in this Final EIS and is expected to begin operations in 2011. This change reflects the federal approach to the project’s funding under the Federal Transit Administration’s New Starts program. It will assure consistency among the environmental, engineering and financial documents during the project’s development.

In the October 2003 *Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* as well as this Final EIS, the term “full LPA” represents the Wiehle Avenue Extension and the second phase of the Dulles Corridor Rapid Transit Project. This second phase would extend west from Wiehle Avenue to Washington Dulles International Airport and Route 772 and is expected to begin operations in 2015.

The term “LPA”, “proposed action”, or “selected LPA” refers to both the Wiehle Avenue Extension and the full LPA collectively.

7.1 LEGAL AND REGULATORY CONTEXT

7.1.1 SECTION 4(f) OF THE U.S. DEPARTMENT OF TRANSPORTATION ACT

Section 4(f), as amended, of the U.S. Department of Transportation Act of 1966, (codified at 49 USC § 303) protects public parks and recreational lands, wildlife refuges, and historic sites of national, state, or local significance from acquisition and conversion to transportation use. Federal regulations that implement Section 4(f) may be found at 23 CFR 771.135. Under Section 4(f), the use of such publicly owned lands for transportation purposes can occur only if there is no feasible and prudent alternative to such use, and if the project includes all possible planning to minimize harm to those resources.

7.1.1.1 “Use” under Section 4(f)

Section 4(f) applies to protected resources when a “use” occurs. “Use” can be permanent, temporary adverse, or constructive as defined below.

Permanent use is the incorporation of the resource into the transportation facility; it includes fee simple and permanent easement use.

Temporary adverse use occurs when a transportation project temporarily occupies any portion of the resource, and results in an adverse condition. In order for a temporary use of Section 4(f) land not to be

considered adverse, it must meet certain conditions. First, the duration of the occupancy must be less than the time needed for the construction of the project and there must not be a change in ownership. Second, there are no anticipated permanent adverse physical changes or interference with activities or purposes of the resource, on a temporary or permanent basis. Third, there is a documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource, regarding the above conditions. Finally, both the nature and magnitude of the changes to Section 4(f) resources are minimal and the land is restored to the same or better condition.

Constructive or indirect use occurs when the resource is not physically occupied but the proximity effects of the transportation project are so great that the activities, features or attributes that qualify the property for Section 4(f) protection are substantially impaired.

7.1.1.2 “Feasible and Prudent” Alternatives under Section 4(f)

The use of Section 4(f) lands for transportation purposes can only be permitted if there is no “feasible and prudent” alternative to such use and the project includes all possible planning to minimize harm to the resources from such use.

7.1.2 Section 6(f) of the Land and Water Conservation Fund Act

Section 6(f) of the Land and Water Conservation Fund Act (L&WCF) of 1965 (16 USC § 4601-4 et seq.) preserves, develops, and assures the quality and quantity of outdoor recreation resources through purchase and improvement of recreational lands, wildlife and waterfowl refuges, and similar resources. Section 6(f) contains provisions to protect and maintain the quality of federal, state, and local investments, such as parkland and/or recreational resources. The Act established a funding source for federal acquisition or park and recreation lands and matching grants to state and local governments for recreation planning, acquisition, and development. Once purchased using these funds, these lands are protected from conversion to land uses other than public outdoor recreational uses.

A conversion of use occurs when land purchased with or improved with L&WCF grants is changed from or developed for any other use than outdoor recreation. Any such conversion must be in accordance with an existing comprehensive statewide outdoor recreation plan and must be approved by the Secretary of the Interior. If a conversion occurs, the land must be replaced with other recreational properties of at least equal fair market value and with reasonably equivalent usefulness and location. Temporary uses for construction, etc., are not considered conversions if the property is restored to its original condition after construction.

7.2 PROPOSED ACTION

The Commonwealth of Virginia, through the Department of Rail and Public Transportation (DRPT) and in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), is proposing to implement a 23-mile rapid transit service in the rapidly growing Dulles Corridor in Fairfax and Loudoun counties, Virginia. In addition to the No Build Alternative, a Locally Preferred Alternative (LPA) is being evaluated to serve portions of Fairfax and Loudoun counties and Dulles Airport. The LPA includes an extension of the regional Metrorail system through Tysons Corner, along the Dulles International Airport Access Highway (DIAAH) to Dulles Airport, and along the Dulles Greenway into eastern Loudoun County (see Figure 7.2-1). The LPA would be implemented in two phases. The Wiehle Avenue Extension would include the construction of the LPA to Wiehle Avenue, with Express Bus Service along the remainder of the project corridor. The Wiehle Avenue Extension would begin operations in 2011. The full LPA would



Locally Preferred Alternative

LEGEND

	Major Arterials		Existing Metrorail
	Limited Access Highway		Orange Line and Stations
	U.S. Highways		Proposed Station
	Proposed Metrorail Alignment		Proposed Underground Station
	At-grade/Retained Fill		Dulles Corridor Limits
	Aerial		Rail Yard
	Underground		0 1 2 3 MILES
	Aerial Yard Lead		

Note: Short bridge crossings for highway and DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

include the extension of Metrorail to Route 772 in Loudoun County. The full LPA is expected to begin operations in 2015.

The majority of the alignment is within the median of the Dulles Connector Road, DIAAH, and Dulles Greenway. In general, the study area consists of suburban development of medium density. However, the western portion of the study area nearing and within Loudoun County is less developed.

7.3 EXISTING SECTION 4(f)/6(f) RESOURCES

The study area for Section 4(f) and 6(f) resources varied depending upon the type of resource and potential for use during construction or operation of the LPA. For parklands, a 600-foot-wide corridor was established along the Dulles Connector Road, DIAAH and Dulles Toll Road, and Dulles Greenway. At station and other facility locations, the study area was expanded to widths of 800 to 2,000 feet, depending on the type of facility. For historic resources, coordination with the Virginia Department of Historic Resources (VDHR) determined the Area of Potential Effect (APE) to be 600 feet on each side of the alignment and project facilities. The APE for archaeological resources was determined to be 200 feet on each side of the alignment and project facilities.

Section 4(f) and/or Section 6(f) resources identified within the corridor include historic resources, archaeological sites, and publicly owned parks and recreation areas. Historic and archaeological sites must be listed on or eligible for listing on the National Register of Historic Places (NRHP) to qualify as a Section 4(f) resource, irrespective of ownership. Figure 7.3-1a and Figure 7.3-1b illustrate the locations of the parkland and historic resources potentially affected by the Dulles Corridor Rapid Transit Project. To preserve the location of known archaeological resources are not mapped but have been determined in consultation with the VDHR.

7.3.1 OFFICIALLY DESIGNATED PUBLIC PARKLANDS, RECREATION AREAS, WILDLIFE AND WATERFOWL REFUGES IDENTIFIED

The following describes all public park and recreational areas identified within the study area. There are no officially designated wildlife and/or waterfowl refuges within the study area. Figures 7.3-1a and 7.3-1b shows the locations of these park resources in relation to the LPA.

George Mason High School Athletic Fields are located on a 17-acre campus south of I-66 at 7124 Leesburg Pike. This school includes playing fields that are available for general public use. The school complex is owned by the City of Falls Church.

Mount Royal Park is located north of I-66 and west of the Dulles Connector Road. This small, undeveloped park (approximately 3 acres) is adjacent to the Lemon Road Elementary School in Falls Church and the existing Metrorail West Falls Church Service and Inspection (S&I) Yard. Planned improvements to this open recreational area include the addition of a picnic area; play area, tennis courts, and an exercise area. The Fairfax County Park Authority (FCPA) owns this park.

Pimmit Run Stream Valley Park is a linear park of approximately 68 acres that follows the course of Pimmit Run. The stream runs parallel to a concrete swale spanned by the Dulles Connector Road. The parkland lies north of Idylwood Road, with discontinuous portions on either side of the Dulles Connector Road, which divides it; an informal hiking trail going under the roadways connects the two sections of the park, but this trail is not owned by FCPA and is not considered to be public parkland. Pimmit Run is not

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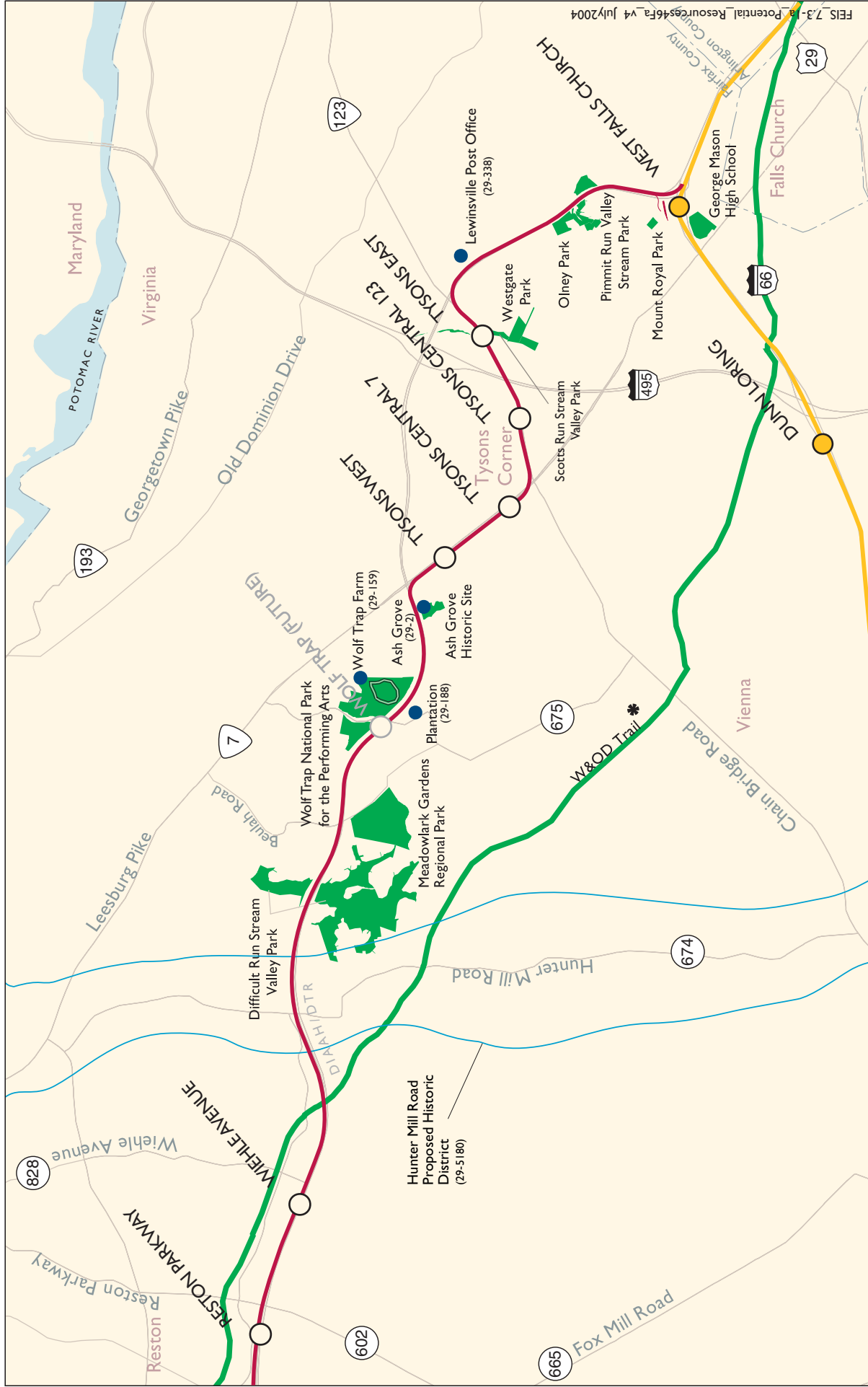


Figure 7.3-1a
Potential 4(f)/6(f) Resources

LEGEND

- Historic Resources
- Historic District
- Publicly owned Parklands
- Section 6(f) also applies
- * Section 6(f) also applies
- Existing Orange Line Metrorail and Stations
- Proposed Metrorail Alignment
- Proposed Station
- County Boundary

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

0 3000 6000 FEET

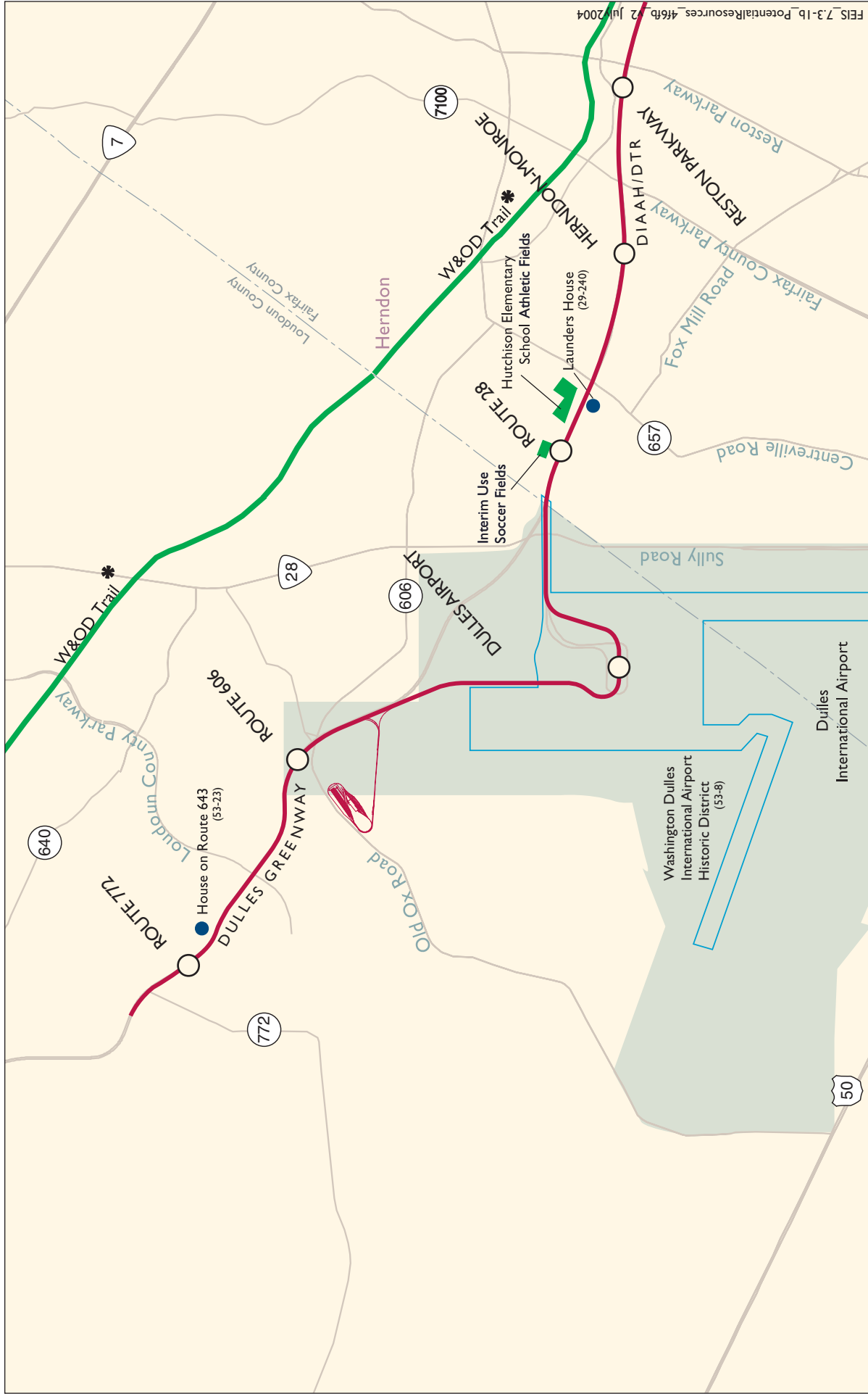


Figure 7.3-1b
Potential 4(f) / 6(f) Resources

LEGEND

- Historic Resources
- Historic District
- Publicly owned Parklands
- Existing Orange Line Metrorail and Stations
- Proposed Metrorail Alignment
- Proposed Station
- County Boundary
-

0 3000 6000 FEET

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

Section 6(f) also applies



navigable under low water conditions and clearly marked trails do not currently exist under the Dulles Connector Road. This undeveloped park is owned and maintained by the FCPA and is used as a hiking trail and natural area.

Olney Park is approximately 18 acres and is located to the west of the Dulles Connector Road, south of Olney Road, and immediately north of Pimmit Run Stream Valley Park. Olney Park is a neighborhood park with various amenities for recreation activities, including two baseball fields, a basketball court, tennis courts, hiking trail, natural area, open area, picnic area, playground, tot lot, restroom facilities, and a parking lot. A stand of mature trees currently blocks the view of the noise wall adjacent to the Dulles Connector Road. The park is owned and maintained by the FCPA.

Westgate Park is approximately 12 acres in size and is located adjacent to Scotts Run Stream Valley Park. It is situated south of Route 123 and Magarity Road, where a portion of the park intersects Scotts Run Stream Valley Park. This park has two baseball fields, two lighted tennis courts, a picnic area, and an open area. The park is owned and operated by the FCPA.

Scotts Run Stream Valley Park is a 23-acre linear park that consists of an open recreation area and a hiking trail that follows the course of Scotts Run. Approximately 12 acres of the park are within the Dulles Corridor primarily in the vicinity of Route 123 and Colshire Drive. In addition, the parkland is not continuous along Scotts Run. The trail starts north of the DIAAH/Dulles Toll Road, which divides it, then follows the stream as it flows to the south side of Route 123 and east of Old Meadow Road where most of the parkland is located. This park is owned and maintained by the FCPA.

Ash Grove Historic Site, approximately 12 acres in size, is located at the southwest intersection of Route 7 and the DIAAH/Dulles Toll Road. The developer of Tysons Village townhouses dedicated the Ash Grove Historic Site to the FCPA. This site currently includes a historic house, a detached brick kitchen, and a wood-framed smokehouse. A stand of mature trees and a wall currently buffer the view of the DIAAH/Dulles Toll Road.

Wolf Trap National Park for the Performing Arts, approximately 130 acres in size, is located north of the DIAAH/Dulles Toll Road at Trap Road. This park, which is owned by the National Park Service (NPS), includes an open-air performing pavilion, restaurant pavilion, and indoor theater.

Meadowlark Gardens Regional Park is approximately 95 acres in size and is located south of the DIAAH/Dulles Toll Road on Meadowlark Gardens Court. The park has both active and passive uses, gardens, meeting and reception rooms, a gift shop, gazebos, and nature trails. The park is buffered from the DIAAH/Dulles Toll Road by a wall and trees and a residential subdivision. It is owned by the Northern Virginia Regional Park Authority (NVRPA).

Difficult Run Stream Valley Park is a linear park consisting of approximately 863 acres. The park, owned and operated by the FCPA, is located on either side of the DIAAH/Dulles Toll Road, and comprises a hiking and equestrian trail that extends into the Wolf Trap Meadow Subdivision. The trail crosses under the DIAAH/Dulles Toll Road approximately a mile west of Route 674 (Beulah Road), but this trail segment is not parkland. The Park Authority does not own the land under the highway bridges. The view of the DIAAH and Dulles Toll Road in the park itself is buffered from the north by a wall and from the south by a partial wall.

Washington & Old Dominion (W&OD) Railroad Regional Park is a 45-mile-long and 100-foot-wide recreational trail that runs between Arlington County and Loudoun County. This paved trail is used for

walking, running, and bicycling. It also includes a 32-mile adjacent gravel trail for horseback riding from Vienna to Purcellville. The trail crosses the DIAAH/Dulles Toll Road approximately one-half mile east of Wiehle Avenue. This trail is owned and maintained by the NVRPA. The W&OD Railroad Regional Park is also protected under Section 6(f) of the Land and Water Conservation Fund Act which financed its acquisition and development. In the 1960s, the federal government acquired an easement across the W&OD Railroad (prior to its conversion to parkland) for the Dulles Toll Road overpass.

Hutchinson Elementary School Athletic Fields, located southwest of Parker Avenue in the Town of Herndon, border the DIAAH/Dulles Toll Road. Through an agreement with the Fairfax County Public School District, the FCPA uses the athletic fields—two baseball diamonds and six football fields—for organized activities after the normal hours of operation.

Interim Use Soccer Fields are located on a 3.76-acre parcel east of Route 28 (Sully Road), north of the DIAAH/Dulles Toll Road. The site was proffered to the Fairfax County Board of Supervisors and has been dedicated for transportation use in the future. The soccer fields that exist on this parcel are a temporary special use until project related station facilities are warranted. Additional information on the proffer terms is provided in Appendix I.

7.3.2 ARCHAEOLOGICAL RESOURCES

Of the seven archaeological sites identified within the APE, only two of these sites are potentially eligible for listing in the NRHP. For the purposes of this Section 4(f) Evaluation, resources that have been determined to be potentially eligible for the NRHP were treated as eligible. The locations of these archaeological resources are kept confidential to protect the sites from disturbance and looting and are not provided in this report. The two archaeological resources evaluated for potential Section 4(f) impacts include:

- § **44LD0379 – Indian Creek Site.** Prehistoric, early/middle archaic occupation archaeological site. This site is potentially eligible for listing in the NRHP.
- § **44LD0406.** Archaeological site of prehistoric and historic occupation with artifacts dating to the early archaic period. This site is potentially eligible for listing in the NRHP.

7.3.3 HISTORIC ARCHITECTURAL RESOURCES

A total of eight historic resources were evaluated under the provisions of Section 4(f). They are described in more detail below. Figures 7.3-1a and 7.3.1b show the locations of these resources in relation to the LPA.

The Lewinsville Post Office (29-338), 1554 Great Falls Road, McLean. The Lewinsville Post Office is a two-story, front-gabled, wood-frame building with a one-story front porch. Constructed in the 1850s, it served as the Lewinsville Post Office from 1857 to 1911. The resource was placed on the Fairfax County Historic Landmarks Inventory in 1981. A Preliminary Information Form (PIF) was submitted to the Virginia Division of Historic Landmarks in 1986 for preliminary consideration for the Virginia Landmarks Register and the NRHP. Based on the information submitted, the State Review Board found on October 14, 1986, that the building was not eligible for the NRHP or the Virginia Landmarks Register. The Board stated that the property could be reconsidered if the applicants could show that the Lewinsville Post Office best represented the Town of Lewinsville as the focus of nineteenth-century social life and was the best

surviving building from that century. Although no further information appears to have been submitted, this resource was considered eligible for this evaluation.

Ash Grove (29-2), 8900 Ash Grove Lane, Vienna. This property consists of a rebuilt eighteenth-century dwelling with two historic outbuildings. Its original core was reportedly built by the Fairfax family, as early as 1790. Within the past decade, a developer purchased the property for construction of the Tysons Village townhouse complex. As part of the development, the developer proffered the site to FCPA. FCPA acquired 12 acres of the site containing the house, the detached brick kitchen, and the wood-frame smokehouse. The Sherman and Fairfax family cemetery was relocated prior to construction of the townhouse development. The property is not listed on the Virginia Landmarks Register or in the NRHP, but is potentially eligible for the latter.

Wolf Trap National Park for the Performing Arts (29-159), 1551 and 1555 Trap Road, Vienna. Presently owned by the National Park Service (NPS), the Wolf Trap National Park for the Performing Arts is a 130-acre complex consisting of an historic farm developed in the twentieth century as the country's only national park for the performing arts. The resources on this property include the original Wolf Trap Farm, the Filene Center auditorium, and its associated outbuildings.

In 1972, the Wolf Trap Farm property was entered on the Fairfax County Historic Landmarks Inventory, and the Filene Center was added to this list in 1977. VDHR files include correspondence that records efforts to create a cultural district around the property to control adjacent development. NPS completed a NRHP Inventory Nomination Form for the historic farmhouse in 1974, but the property was not formally listed in the NRHP.

Plantation (29-188), 1624 Trap Road, Vienna. Plantation is a two-story brick and frame dwelling with extensive alterations and numerous outbuildings. It was built around 1895 as a vernacular cross-gabled dwelling. Part of the Wolf Trap Farm parcel (see above), Plantation was renovated in the 1960s by Catherine Filene Shouse, the donor of Wolf Trap National Park for the Performing Arts. This site was entered on the Fairfax County Historic Landmarks Inventory in 1971. It is not listed on the Virginia Landmarks Register or in the NRHP, but is potentially eligible for the latter.

Hunter Mill Road Proposed Historic District (29-5180), Reston. The proposed district, which stretches along Hunter Mill Road from Baron Cameron Road (Route 606) to Chain Bridge Road (Route 123), is representative of a key transportation resource that has served Northern Virginia for almost 200 years. Archaeological and architectural resources along Hunter Mill Road have been identified as contributing elements to the proposed historic district. The Hunter Mill Road Proposed Historic District is significant for a number of contributions to the history of Northern Virginia, including evidence of Native American sites, the milling and farming industries in Fairfax County, association with numerous Civil War activities and people, the development of public education in Fairfax County, and the original location of Cartersville, a community established by emancipated African-American slaves. It has been determined eligible for listing in the Virginia Landmarks Register and the NRHP.

Launders House (29-240), 2300 Centreville Road, Herndon. This two-story frame dwelling was built around 1910 near the community of Floris. It is clad in weatherboard siding and sits on a concrete foundation. It was surveyed as part of the Fairfax County Historic Resources Management Plan (HRMP) in 1985. The resource is not listed on the Virginia Landmarks Register or in the NRHP, though it is potentially eligible for the latter.

Dulles International Airport Historic District (53-8). Opened in 1962, Dulles Airport encompasses approximately 11,000 acres in Fairfax and Loudoun counties and was the first airport in the world designed exclusively for jet travel. Designed by renowned Finnish-born American architect Eero Saarinen, the concrete, steel, and glass Main Terminal, which dominates the property, exemplifies the architect's efforts to combine architecture and sculpture using new technologies and materials. Saarinen won the Gold Medal Award from the American Institute of Architects posthumously in 1962 for his groundbreaking design.

The construction of Dulles International Airport included precise planning and design of all aspects of the airport, including the terminal, runways, passenger movement devices, airport services and support systems, landscaping, land use, and roadways. One important aspect of the overall design was the construction of a dedicated access road—the DIAAH—to provide an efficient and direct route to the airport from Washington, D.C. The road's original design incorporated a “dual-dual” concept that allowed for the initial construction of dedicated lanes for airport traffic only and reserved the remaining right-of-way for a parallel local roadway to be constructed at a later date. (This outer roadway, the Dulles Toll Road, was constructed in the early 1980s and widened in the late 1990s). In addition, the original 1964 Master Plan for the airport envisioned eventual construction of mass transportation to the airport and reserved the median of the DIAAH for such use. A 1985 update to the Master Plan reaffirmed the continued reservation of the median for a future transit line to the airport and anticipated that this transit access would be provided by an extension of the Washington region's Metrorail system.

In the 1970s, the Advisory Council on Historic Preservation, the Virginia Historic Landmarks Commission, and the American Institute of Architects registered concerns about proposed alterations to the significant property. In 1977, the Keeper of the NRHP asked the US Department of Transportation (US DOT) to nominate the property to the NRHP. US DOT then requested a determination of eligibility from the Keeper of the NRHP, which was made in 1978. Although the property was determined eligible under Criteria A, B, and C, it was never formally listed on the NRHP due to owner objection.

A 1989 historic architectural survey of the property identified 13 of the approximate 62 buildings at the airport as contributing buildings to a historic district associated with the Main Terminal. The proposed district encompasses the integral parts of Saarinen's original intent. Contributing buildings include the Main Terminal and control tower, a group of four maintenance and support facility buildings to the west of the terminal, the group of four service buildings east of the terminal, and two apron buildings, specifically the Apron Tower and the Triturator Building. The 18 original mobile lounges were also identified as historic structures. Terminal area landscaping and the approach road were identified as contributing landscape elements associated with the Main Terminal.

Also identified as a contributing element to this district was the “peekaboo sequence,” a series of viewsheds designed by Saarinen to allow arriving passengers to gradually view structures on the airport property. Saarinen intended that this peekaboo sequence heighten viewer interest by providing passengers approaching the airport along the DIAAH a variety of views of the Main Terminal and control tower from different points along the roadway, each revealing an increasingly greater glimpse of the structures and creating a sense of dramatic expectation. Although several of the peekaboo viewsheds have been compromised or eliminated since Saarinen implemented his original design in the 1960s—a result of commercial construction, changes to the Route 28 interchange, and growth of landscaping and vegetation at the perimeter of the airport property and within the Route 28 interchange—the views that exist today remain important visual elements of the Dulles Airport historic district.

Although the peekaboo sequence has been recognized as a contributing element to the historic district, the eastern boundary of the district was not formally defined until March 2004. In consultation with VDHR, Metropolitan Washington Airports Authority (MWAA) and DRPT recommended that the eastern boundary of the Dulles Airport historic district be located 300 feet east of the Fairfax/Loudoun county line. The county line is located just east of the present Route 28 interchange. The remaining portion of the DIAAH east of this boundary is not considered part of the historic district.

House, Route 643 (53-23), Ryan. This two-story, wood-frame farmhouse with a side-gable, standing-seam metal roof is an example of a typical I-house and probably dates to the late nineteenth century. It has been covered with stucco and has a shed-roofed front porch. The property also includes several small concrete block sheds, barns, and a silo. Surveyed in 1988 (Haynes 1988), the dwelling is presently abandoned and deteriorating. The house is not listed on the Virginia Landmarks Register or in the NRHP, but is potentially eligible for the latter.

7.4 USE OF SECTION 4(f)/6(f) RESOURCES

The potential use of lands and properties protected under Section 4(f) and Section 6(f) by the project are discussed below.

7.4.1 NO BUILD ALTERNATIVE

The No Build Alternative would continue current conditions for all resources identified and would not result in any use of officially designated, parklands, recreation areas, cultural resources, or wildlife and waterfowl refuges. However, under the No Build Alternative, the provision of mass transit improvements in the median of the DIAAH as called for in the master plan for the Washington Dulles International Airport would not be realized and the project's purpose and need would not be satisfied.

7.4.2 WIEHLE AVENUE EXTENSION

The Wiehle Avenue Extension would physically incorporate part of one resource (Hunter Mill Road Proposed Historic District) protected by Section 4(f). Proximity impacts to Section 4(f) resources from the Wiehle Avenue Extension, such as noise, vibration, air quality, or visual impacts, would be minimal and would not substantially impair the activities, features or attributes of any Section 4(f) resource. No impact to Section 6(f) resources would occur. None of the archaeological sites identified are within the limits of disturbance and therefore no further Section 4(f) analysis is warranted for these sites. Table 7.4-1 at the end of this section summarizes impacts to Section 4(f) resources within the study area.

Under the Wiehle Avenue Extension, the alignment would cross three Section 4(f) and one Section 4(f)/6(f) resources. The project's use of these resources is discussed below.

Pimmit Run Stream Valley Park and Difficult Run Stream Valley Park are adjacent to the Dulles Connector Road and DIAAH/Dulles Toll Road. These parks are associated with streams that run perpendicular to and beneath these highways. Presently, these highways span both Pimmit Run and Difficult Run Stream Valley Parks. The LPA alignment is within the median of Dulles Connector Road and DIAAH/Dulles Toll Road and would also span these resources. The bridge structure and piers for the Wiehle Avenue Extension crossing would be placed parallel to the existing bridge structures and piers, outside of park property. Due to the existing conditions, these resources would not experience long-term

noise, vibration, air quality or visual impacts. Non-adverse, temporary, construction related effects would be minimal and occur only during construction of these crossings.

Washington & Old Dominion Railroad Regional Park, also a Section 6(f) resource, runs perpendicular to and underneath the DIAAH/Dulles Toll Road. A new bridge structure would span this resource as a result of the Wiehle Avenue Extension. In a concurrence letter to NVRPA dated March 2004, DRPT confirmed that the design of the Metrorail bridge would meet NVRPA's design guidelines and therefore no visual impact or tunnel effect would result; and no Section 4(f) use of this resource from the Wiehle Avenue Extension would occur. The Virginia Department of Conservation and Recreation (VDCR) has determined, in a letter dated February 2004, that the proposed action would not result in a conversion of use under the L&WCF Act because the Metrorail overpass will be within an existing transportation easement that includes highway overpasses for the DIAAH/Dulles Toll Road.

Hunter Mill Road Proposed Historic District extends underneath the DIAAH/Dulles Toll Road. The proposed historic district is potentially eligible for listing on the NRHP, but has not been formally nominated for listing. The formal boundaries of this potential district have not been determined. Depending on the determination of boundaries, the Wiehle Avenue Extension could potentially result in a physical use of this Section 4(f) resource.

The Wiehle Avenue Extension would pass over the Hunter Mill Road Proposed Historic District within the median of the existing DIAAH/Dulles Toll Road. In addition to the new crossing, three stormwater management ponds, and two traction power substations could fall within the potential district, potentially resulting in a physical use under Section 4(f). However, contributing elements of the historic district would not be used, and the property would not alter the integrity of the historic district. Each of these facilities have been sited to lessen their visibility by being placed adjacent to the DIAAH/Dulles Toll Road (within or next to the existing public right-of-way) and are not near any significant contributing elements of the potential district.

Stormwater management ponds are required to offset an increase in impervious surface that would result from the Wiehle Avenue Extension. The primary purpose of stormwater management ponds is to prevent flooding during storm events. The location of stormwater management ponds is dependent upon the natural topography within an area. Two of the stormwater management ponds are located within Virginia Department of Transportation right-of-way. The other is located adjacent to a non-contributing commercial property. The proposed design for the ponds would integrate them into the landscape, and would not detract from the visual context of the area.

Traction power substations are facilities that supply direct current power for the rail system. A power analysis was conducted to determine the required number, size and optimal spacing of the substations. In accordance with system design and safety criteria, the traction power substations are generally small in scale and are spaced approximately every two miles. The standard traction power substation is 150 feet by 50 feet and approximately one-story high. These would be located next to the Dulles Toll Road in land zoned for commercial or industrial uses. Since the proposed district has not yet been formally nominated for the NRHP, it is possible that these facilities would fall outside the district's formal boundaries. In any case, no contributing elements of the historic district would be used.

Three other resources would experience minor proximity impacts from the Wiehle Avenue Extension. These impacts are discussed below.

Scotts Run Stream Valley Park is located adjacent to Route 123, a major thoroughfare within Fairfax County. The surrounding area consists of suburban development, with various multiple-floor commercial office buildings, apartments and transportation facilities currently within view of this resource. Route 123 has recently been widened from four to eight lanes and its crossing of the park was expanded. In addition, a new multiple-floor office building has been constructed along the eastern side of Scotts Run Stream Valley Park. The Tysons East Station would be located adjacent to the park, where the park abuts Route 123. The station would have a minimal effect on the visual character of the surrounding area and park. Due to the existing conditions of the area, the visual effects resulting from the Wiehle Avenue Extension would not result in a substantial impairment of the activities, features or attributes of this park that qualify it for Section 4(f) protection. Therefore, no use of this Section 4(f) resource would occur.

Ash Grove Historic Site is located adjacent to the DIAAH/Dulles Toll Road and a residential complex. Ash Grove would experience a one decibel (dBA) increase in noise as a result of the implementation of the Wiehle Avenue Extension. Based on the existing conditions at the site, the Wiehle Avenue Extension operations would not substantially impair the protected activities, features, or attributes of historic structures at this location. Therefore no use of this Section 4(f) resource would occur.

The **Plantation house** is located adjacent to the DIAAH/Dulles Toll Road. This historic resource would experience an increase in noise as a result of the implementation of the Wiehle Avenue Extension. Based on the existing conditions at the site, the Wiehle Avenue Extension operations would not substantially impair the protected activities, features, or attributes of historic structures at this location. Therefore no use of this Section 4(f) resource would occur.

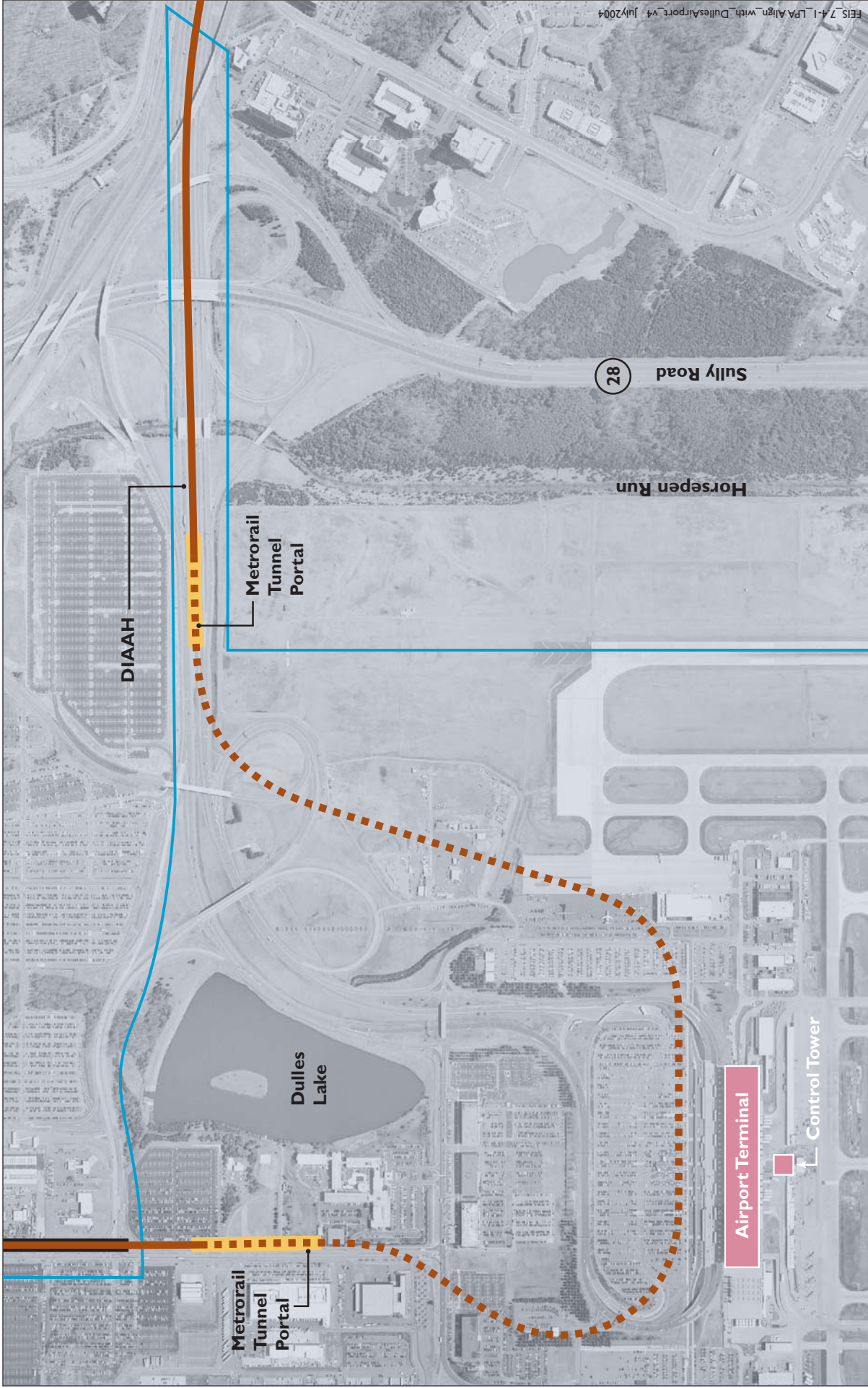
7.4.3 FULL LPA

In addition to those effects discussed with the Wiehle Avenue Extension, the full LPA would result in impacts to Section 4(f)/6(f) resources. Construction of the Route 28 station would require the use of the **interim use soccer fields** located on the north side of the DIAAH/Dulles Toll Road. Facilities planned for the site include a Kiss & Ride lot, bus bays, and an entrance pavilion with elevators and escalators.

The site, also known as Land Bay 5 of the Dulles Green Development, was proffered to the Fairfax County Board of Supervisors for use as a temporary athletic field and/or use as a public transportation destination station, Kiss-and-Ride lot, park-and-ride facility, rail/bus transit station or other public transportation facility in 1999. Because the athletic field is considered a temporary use for the site, conversion of the site to a transportation facility would not constitute a use under Section 4(f). Excerpts from the Dulles Green Proffer detailing the terms of the land dedication are provided in Appendix I.

Dulles International Airport Historic District is eligible for listing in the NRHP. Although this district has not been formally nominated for the NRHP, a consensus-level determination of the district's boundaries has been made with the concurrence of VDHR. Based on the results of consultation with VDHR, the project's impacts to the "peekaboo" views of the main terminal control tower from the DIAAH (a contributing element to the eligible historic district) would constitute a Section 4(f) use of the resource. At the eastern edge of the historic district, the full LPA alignment is located the median of the DIAAH at-grade before transitioning underground as shown in Figure 7.4-1. In this area, the peekaboo views may be altered by security fencing required to prevent trespassers from entering the Metrorail right-of-way and

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EIS 7-4-1_LPA Align with DullesAirport_v4 July2004

Figure 7.4-1

LPA Alignment within Dulles Airport Historic District



0 700 1400 FEET

LEGEND

- Rail Alignment at Grade
- Metrorail Tunnel Portal
- Rail Alignment Underground
- Aerial
- Dulles Historic District



interfering with railroad operations. Although the design of the project in this location has already been modified to minimize the visual interference to the extent possible given site constraints and design criteria, this visual interference would constitute a use under Section 4(f).

In addition, the inbound alignment and inbound portal would use a portion of land within the historic district as the alignment transitions from at-grade to underground and the outbound portal would use a portion of land within the historic district as the alignment transitions from underground to aerial structure. This will require the acquisition of an easement from the MWAA, which operates Dulles International Airport and leases the airport property from the United States government. These portal structures would constitute a physical use of a portion of the historic district, though it would not affect the district's historic significance or integrity. In fact, this use is consistent with Saarinen's overall vision for the airport and his intent that mass transit access be provided in the future.

This use is also consistent with current airport land uses within the district. The alignment is located in areas that are currently used for transportation purposes. The at-grade and aerial portions of the LPA alignment within the proposed historic district are either within the existing DIAAH median, in a parking lot, or along existing roadways. Each of these is an existing and long-standing transportation use. The portion of the alignment that includes the peekaboo sequence is near the eastern boundary of the eligible historic district, away from other contributing structures, and in the vicinity of an interchange for three freeways. The outbound portal would be located the edge of the historic district boundary, adjacent to non-contributing elements such as an airport service roadway, parking lot, hotel, and rental car facilities.

The house on Route 643 in Ryan is located north of the Dulles Greenway. The house is abandoned and deteriorating and has been compromised by new commercial development. This historic site would experience an increase in noise; however, based on existing conditions the operation of the full LPA would not substantially impair the protected activities, features, or attributes of historic structures at this location. Therefore no use of this Section 4(f) resource would occur.

Table 7.4-1: Summary of Section 4(f) Resource Impacts Associated with the Locally Preferred Alternative

Resource	Type of Resource	Relevant LPA Activity	Impacts of the LPA			"Use" Under 4(f) (type)
			Wiehle Avenue Extension (2011)	Wiehle Avenue Extension Opening Year (2025)	Full LPA (2025)	
George Mason High School	Parkland	Proximity to West Falls Church S&I Yard Expansion	No Effect	No Effect	No Effect	No
Mount Royal Park	Parkland	Proximity to West Falls Church S&I Yard Expansion	No Effect	No Effect	No Effect	No
Pimmit Run Stream Valley Park	Parkland	Proximity to a New Bridge Structure for LPA Alignment	No Effect	No Effect	No Effect	No
Oney Park	Parkland	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Westgate Park	Parkland	Proximity to Tysons East Station	No Effect	No Effect	No Effect	No
Scotts Run Stream Valley Park	Parkland	Proximity to Tysons East Station	Minor Visual Effect	Minor Visual Effect	Minor Visual Effect	No

Resource	Type of Resource	Relevant LPA Activity	Impacts of the LPA			"Use" Under 4(f) (type)
			Wiehle Avenue Extension (2011)	Wiehle Avenue Extension Opening Year (2025)	Full LPA (2025)	
Ash Grove Historic Site (29-2)	Parkland/Cultural Resource	Proximity to LPA Alignment	Minor Noise Effect	Minor Noise Effect	Minor Noise Effect	No
Wolf Trap National Park for the Performing Arts (29-159)	Parkland/Cultural Resource	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Meadowlark Gardens Regional Park	Parkland	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Difficult Run Stream Valley Park	Parkland	Proximity to a New Bridge Structure for LPA Alignment	No Effect	No Effect	No Effect	No
Washington & Old Dominion Railroad Regional Park	Parkland	New Bridge Structure for LPA Alignment	No Effect	No Effect	No Effect	No
Hutchinson Elementary School	Public Use Recreational Fields	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Interim Use Soccer Fields	Interim Public Recreational Fields	Route 28 Station	No Effect	No Effect	Converts to Transportation Use	No
Hunter Mill Road Proposed Historic District (29-5180)	Proposed Historic District	Proximity To LPA Alignment; Addition Of Stormwater Management Ponds and Traction Power Substations	Requires Land Acquisition or Easement	Requires Land Acquisition or Easement	Requires Land Acquisition or Easement	Yes Physical Use (Potential)
Site 44LD0379 (Indian Creek Site)	Archaeological Site	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Site 44LD0406	Archaeological Site	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Lewinsville Post Office (29-338), 1554 Great Falls Road, McLean	Architectural Resource	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Plantation (29-5180) 1624 Trap Road, Vienna	Architectural Resource	Proximity to LPA Alignment	Minor Noise Effect	Minor Noise Effect	Minor Noise Effect	No
Launders House (29-240), 2300 Centreville Road, Herndon	Architectural Resource	Proximity to LPA Alignment	No Effect	No Effect	No Effect	No
Dulles International Airport Historic District (53-8)	Historic District	LPA Alignment in Portion of District	No Effect	No Effect	Visual Effect; Requires Easement	Yes Physical Use
House, Route 643 (53-23), Ryan	Architectural Resource	Proximity to LPA Alignment	Minor Noise Effect	Minor Noise Effect	Minor Noise Effect	No

7.5 AVOIDANCE ALTERNATIVES

The LPA would result in a potential permanent use of the Hunter Mill Road Proposed Historic District and the permanent use of the Washington International Airport Historic District. Avoidance alternatives considered are discussed below.

The Hunter Mill Road Proposed Historic District would be potentially affected by the alignment and addition of stormwater management ponds and traction power substations that may fall within the district boundaries. The LPA alignment is an avoidance alternative because it keeps the alignment within the existing transportation corridor. Locating the alignment outside of this transportation corridor would result in greater use of the historic district. Stormwater management ponds are located based on topography and drainage requirements. These factors necessitate the location of the ponds within the boundary of the proposed historic district, though no contributing elements will be affected. The locations of traction power substations are dictated by energy requirements of the system and cannot be moved without potentially affecting Metrorail operations. If the boundaries of the proposed district are formally defined in a NRHP nomination prior to construction, the ponds and substations may be redesigned and shifted to lessen impacts to the extent possible, or may fall outside the district boundaries.

The Dulles International Airport Historic District would be affected by the placement of the alignment within the median of the DIAAH and the addition of inbound and outbound portals within the district boundaries. This would result in a use of a contributing element to the district (the peekaboo sequence) and require a physical use of the property within the historic district boundaries. Avoidance alternatives were not considered feasible or prudent for various reasons:

A key objective of the project is to provide rapid transit access to Dulles International Airport. Transit access to the Dulles Airport was envisioned as part of the original Master Plan. The Federal Aviation Administration (FAA) has determined that the improved access provided by the project would benefit the airport. The addition of the Metrorail also offers an alternate route to the Dulles Airport as the area's population and airport use continue to grow. By locating the LPA outside of the Dulles International Airport Historic District, it would not serve the Dulles Airport in the same capacity and would be inconsistent with the historic Master Plan, which called for the provision of transit service in the median of the DIAAH.

A rail line serving the Dulles Airport has long been planned for this location. As part of the original concept for the airport in the early 1960s, the Master Plan envisioned the eventual construction of mass transportation to the airport and reserved the median of the DIAAH for such use. In 1985, when the Dulles Airport's Master Plan was updated, the FAA recommended that the median of DIAAH continue to be reserved for a future transit line to the airport and anticipated that the future transit line would likely be an expansion of the region's Metrorail system. By incorporating mass transit within the airport complex, it would fulfill part of Saarinen's original concept for the airport.

The placement of the LPA alignment underground approaching and in front of the main terminal building avoids a more serious physical and visual impact on the historic district. Placement of the alignment on either side of the DIAAH or on an aerial alignment approaching the terminal would be more disruptive and introduce new visual obstructions in the view shed. Shifting the inbound portal eastward would require the reconstruction or reconfiguration of bridges and ramps within the Route 28/Dulles Toll Road/Dulles Greenway interchange and further degrade or destroy the remaining peekaboo views of the main terminal and control tower. Extending the outbound portal northward to completely avoid the historic district would

disrupt access to essential airport business operations, including car rental operations facilities, air cargo terminals, and employee parking.

7.6 MEASURES TO MINIMIZE HARM

Several measures would be employed that would minimize harm to those Section 4(f) resources were identified. The project's design in the vicinity of the Dulles International Airport Historic District has already been modified to minimize the effects on the district. The vertical profile of the Metrorail tracks and the concrete safety barrier within the median of the DIAAH were lowered to minimize, to the extent possible given site conditions, any obstruction of these views of the main terminal and control tower. Further lowering of this profile is not feasible given the need to maintain clearance over the 100-year floodplain of Horsepen Run and feasible Metrorail track gradients. The location of the inbound portal was shifted westward to avoid interference with the peekaboo view sequence. The location of the outbound portal was shifted northward toward the edge of the historic district into a parking lot and farther away from other contributing structures.

Access to Pimmit Run Stream Valley Park, Scotts Run Stream Valley Park, Difficult Run Stream Valley Park, and the W&OD Trail will be maintained during construction activities that have the potential to affect access to these parks/trails. Site conditions will be returned to conditions prior to construction. The new bridge that spans the W&OD Railroad Regional Park would be built in compliance with NVRPA Guideline for the Development of W&OD Trail Bridge Crossings.

As design moves forward, the project team will continue to coordinate with affected localities to identify ways to incorporate context sensitive design for proposed facilities that may be affected by the LPA alignment.

The Section 106 Memorandum of Agreement (MOA) identifies measures that will address the project's Adverse Effect on the Dulles International Airport Historic District. The MOA provides for identification of treatment measures that allow users of the Metrorail station and airport travelers to understand and appreciate the airport's unique historic characteristics, highlighting key themes or features of Eero Saarinen's original concepts for the Dulles Airport complex. Potential measures under consideration include: interpretive exhibits or artwork within the station facilities, connecting walkways, or terminal facilities; photo or video documentation of the view sequence; and pruning or removal of non-historic vegetation (trees) on airport property to enhance the historic views. Context sensitive design will be used in the design of aerial structures, portals, and station facilities within the historic district. A treatment plan incorporating these measures will be developed in accordance with the Section 106 MOA (see Appendix F).

The Section 106 MOA also establishes procedures for dealing with unanticipated archaeological discoveries.

During construction activities, the duration of the occupancy would be less than the time needed to complete the project. Construction activities would not result in permanent impacts to the identified Section 4(f)/Section 6(f) resources. After construction activities, the sites would be restored to the same or better condition.

7.7 AGENCY COORDINATION

The U.S. Department of Interior (DOI), National Park Service (NPS), Virginia Department of Historic Resources (VDHR), Virginia Department of Conservation and Recreation (VDCR), the Fairfax County Department of Planning and Zoning, the Loudoun County Planning Department, the Fairfax County School District, Fairfax County Parks Authority (FCPA), and the Northern Virginia Regional Park Authority (NVRPA) were consulted during the preparation of this Section 4(f) Evaluation and throughout the NEPA process. Agency comments and concerns are summarized below. Correspondence related to agency coordination is included in Appendix I.

In response to issues raised at the agency pre-scoping meetings in July 2000, comment letters were received from NPS, NVRPA, and FCPA. Representatives of the project team met with NPS to discuss the status of the project and potential options for a Wolf Trap National Park Station. Representatives of the team also met with NVRPA to discuss parklands and recreational resources within or near the study area.

The FCPA provided comments on the Draft EIS, stating a preference for the Metrorail alternative because it would enhance public accessibility to parkland and provide long-term protection of park resources, among other things. FCPA also commented on the potential to incorporate park and recreation related amenities at station locations and crossings within stream valley parks.

The VDCR and the NVRPA provided input on the W&OD Railroad Regional Park. Concerns were expressed over the potential effects of the alignment in regards to light requirements for the proposed crossing of this resource and the potential to impact access during construction. In 2004, VDCR determined that there would no conversion of use of the W&OD trail and NVRPA determined that the LPA crossing would not have any Adverse Effect on the W&OD trail. At that time, the project team confirmed that the proposed design of the Metrorail overpass would meet NVRPA's design guidelines.

The VDHR was contacted to discuss historic and archaeological resources in February 2001 as part of the Section 106 consultation. Additional agency coordination took place in 2003 and 2004 with VDHR and MWAA to determine eligibility of resources identified within the APE and to delineate the eastern boundary of the eligible Dulles International Airport Historic District. In May 2004, the VDHR concurred with the findings of both the April 2004 *Identification and Evaluation Report-Historic Architecture*, with the exception of one resource, and the April 2004 *Identification and Evaluation Report-Archaeology*. At that time, VDHR confirmed the National Register eligibility of the Dulles International Airport Historic District and the historic characteristics of the remaining views in the Saarinen "peekaboo" sequence. It also concluded that the impacts of the full LPA on the peekaboo sequence constitutes an Adverse Effect on the resource under Section 106. A Memorandum of Agreement (MOA) among FTA, DRPT, and VDHR has been developed to comply with mitigation requirements under Section 106 of the National Historic Preservation Act (16 USC 470). A copy of the MOA is included in Appendix F.

The June 2002 Draft EIS and the October 2003 Supplemental Draft EIS, were circulated for comment to all agencies consulted with as part of the planning process to identify potential effects on properties protected under Section 4(f). Discussions of potential 4(f) impacts to Pimmit Run Stream Valley Park, Difficult Run Stream Valley Park, Scotts Run Stream Valley Park, the W&OD Railroad Regional Park, the Ash Grove Historic Site, and Dulles International Airport Historic District were included in the Draft EIS Section 4(f) Evaluation provided to DOI and other agencies for review. The Hunter Mill Road Proposed

Historic District, determined eligible for the NRHP after the preparation of the Draft EIS, was included in the Supplemental Draft EIS and provided to agencies for review.

This final Section 4(f) Evaluation was provided to DOI for review in July 2004.

7.8 CONCLUSION

Based on the evaluation conducted and coordination with the FTA, the LPA would result in a permanent use of the Dulles International Airport Historic District and a potential permanent use of the Hunter Mill Road Proposed Historic District depending on the district's final boundaries. Construction activities near or within Section 4(f) and Section 6(f) resources would not result in any adverse temporary use of these properties. Minor proximity impacts identified would not substantially impair the protected features of the properties identified. The LPA incorporates measures to minimize impacts identified. FTA has determined that there are no feasible and prudent alternatives to the use of Hunter Mill Road Proposed Historic District and Dulles International Airport Historic District, as that use is described above, and the project included all possible planning to minimize harm, as detailed in the Section 106 MOA and measures identified above.