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Application, Appendix, DEQ Supplement, Direct Testimony and Exhibits of Virginia Electric and Power Company

Before the State Corporation Commission of Virginia

Aviator 230 kV Line Loop and Aviator Substation

Application No. 313

Case No. PUR-2022-00012

Filed: February 2, 2022

Volume 2 of 3

COMMONWEALTH OF VIRGINIA
BEFORE THE
STATE CORPORATION COMMISSION

APPLICATION OF

VIRGINIA ELECTRIC AND POWER COMPANY

FOR APPROVAL AND CERTIFICATION
OF ELECTRIC FACILITIES

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Based on consultations with the Department of Environmental Quality ("DEQ"), Virginia Electric and Power Company ("Dominion Energy Virginia" or the "Company") has developed this DEQ Supplement to facilitate review and analysis of the proposed Project by DEQ and other relevant agencies.

1. Project Description

In this Application, in order to provide service requested by a retail electric service customer (the "Customer"), to maintain reliable service for the overall growth in the area, and to comply with mandatory North American Electric Reliability Corporation ("NERC") Reliability Standards, Dominion Energy Virginia proposes in Loudoun County, Virginia, to:

(i) Construct a new approximately 0.9-mile overhead 230 kV double circuit transmission line loop on new 100-foot-wide right-of-way by cutting existing 230 kV overhead Poland Road-Shellhorn[1] Line #2137 (Brambleton-Poland Road Line #2183) at Structures #2137/133-134 (Structures #2183/58-57), resulting in (i) 230 kV Aviator-Shellhorn[2] Line #2137, and (ii) 230 kV Aviator-Poland Road Line #2221 (the "Aviator Loop"). The 0.9-mile proposed route of the Aviator Loop includes removal of one existing overhead span of double circuit 230 kV line located entirely within existing right-of-way between existing Structures #2137/133-134 (Structures #2183/58-57), and installation of a new overhead double circuit 230 kV line in new right-of-way for approximately 0.1 mile from existing Structure #2137/133 (Structure #2183/58) to a proposed new triple circuit steel pole located along Route 50 across from the existing Poland Road Substation (the "Aviator Junction"), and for approximately 0.06 mile from the Aviator Junction to existing Structure #2137/134 (Structure #2183/57) at Poland Road Substation;[3] and

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[1] The Company's future Sojourner Switching Station is anticipated to be in service by the end of 2022. Once in service, the Poland Road-Shellhorn Line #2137 will be renamed Poland Road-Sojourner. *See* Appendix Attachment I.A.2. As the Company's future Sojourner Switching Station is not in service as of the date of this filing, references in this filing will be to existing Poland Road-Shellhorn Line #2137.

[2] At the time the proposed Aviator-Shellhorn Line #2137 is energized, the Company's future Sojourner Switching Station is anticipated to be in service. *See supra* n. 1. At that time, proposed Aviator-Shellhorn Line #2137 will be renamed Aviator-Sojourner. *See* Appendix Attachment I.A.3. As the Company's future Sojourner Switching Station is not in service as of the date of this filing, references in this filing will be to the proposed Aviator-Shellhorn Line #2137.

[3] The Company considers the work associated with Brambleton-Poland Road Line #2183—which includes removal of one span of existing transmission line between Structures #2183/58-57, and installation of new conductor and shield wire from existing Structure #2183/58 for 0.1 mile to a proposed new triple circuit steel pole located at the Aviator Junction, and for 0.06 mile from the Aviator Junction to Structure #2183/57 at Poland Road Substation—to qualify as "ordinary extensions or improvements in the usual course of business" pursuant to § 56-265.2 A 1 of the Code of Virginia ("Va. Code") and, therefore, does not require approval pursuant to Va. Code § 56-46.1 B or a certificate of public convenience and necessity ("CPCN") from the State Corporation Commission (the "Commission" or "SCC"). Notably, removal of the existing span will take place by Virginia Department of Transportation ("VDOT") permit, in existing right-of-way. As the Company considers this work to be ordinary course, detailed supporting documentation has not been provided in the Appendix. However, costs associated with this work on Line #2183 have been included for the Commission's consideration. Should the Commission determine that a CPCN is required for the work associated with Line #2183 as described in the Appendix, the Company requests that the Commission grant such CPCN as part of its final order in this proceeding. *See* Sections I.F, I.I, and III.I of the Appendix filed herewith.

(ii) Construct a new 230-34.5 kV substation located on land purchased by the Company from the Customer along Willard Road (the "Aviator Substation") and upgrade line protection at the Company's existing Poland Road Substation and future Sojourner Switching Station.

The Aviator Loop, Aviator Substation, and related substation work are collectively referred to as the "Project."

For this Project, the Company requested the services of Environmental Resources Management ("ERM") to help collect information within the study area, identity potential routes, perform a routing analysis comparing the route alternatives, and document the routing efforts in an Environmental Routing Study. After investigating various electrical solutions, the Company identified one electrical solution for the Project: a 230 kV overhead or underground route that would cut the existing Line #2137 out of Poland Road Substation and extend northeast to the proposed Aviator Substation.

ERM originally identified eight potential route alternatives between Line #2137 and the Aviator Substation, which included the identification of six overhead and two underground routes. Of the six overhead routes, one overhead route (Overhead Route 1A) was identified as the Proposed Route and one overhead route (Overhead Route 1B) was identified as a potentially viable alternative to the Proposed Route. The two routes for the Project are described as follows:

Proposed Route (Overhead Route 1A)

The length of the corridor for Proposed Route is approximately 0.90 mile. Beginning from the cut-in location, the route heads southeast for about 0.32 mile, paralleling the northern side of Route 50 and crossing Willard Road. This portion of the route also parallels portions of existing Dominion Energy Virginia distribution line rights-of-way and a Loudoun Water right-of-way. The Company's Distribution Planning group is working to underground the electric distribution lines and the attached telecommunications equipment, as needed, along the north side of Route 50 where Overhead Route 1A is located. After crossing Willard Road, the route pivots slightly to the northeast for 0.06 mile before turning north through a wooded area behind industrial businesses for approximately 0.18 mile. The route continues northwest for about 0.07 mile before turning north and paralleling the east side of Willard Road for the remaining 0.21 mile before terminating at the substation location. The 0.9-mile Overhead Route 1A includes removal of one existing overhead span of double circuit 230 kV line located entirely within existing right-of-way between existing Structures #2137/133-134 (Structures #2183/58-57), and installation of a new overhead double circuit 230 kV line in new right-of-way for approximately 0.1 mile from existing Structure #2137/133 (Structure #2183/58) to the Aviator Junction, and for approximately 0.06 mile from the Aviator Junction to existing Structure #2137/134 (Structure #2183/57) at Poland Road Substation.

Alternative Route (Overhead Alternative Route 1B)

The length of the corridor for the Alternative Route is approximately 0.58 mile. Beginning from the cut-in location, the route heads northeast for 0.05 mile across an undeveloped Chantilly Crushed Stone ("CCS") parcel. The route then heads east for 0.13 mile and turns north for an additional 0.08 mile following the parcel boundary of a CCS owned parcel that is part of active business operation. The route then continues east for 0.13 mile across Willard Road and an undeveloped CCS parcel. Heading into the substation parcel, the route turns to the north and continues for 0.19 mile before terminating at the proposed Aviator Substation.

2. Environmental Analysis

The Company solicited comments from all relevant state and local agencies about the proposed Project in December 2021. Copies of these letters are included as Attachment 2. The DEQ provided a letter in response to the Company's request for the proposed Project on December 22, 2021. A copy of this letter is included as Attachment 2.1.

A. Air Quality

For the Project, the Company will control fugitive dust during construction in accordance with DEQ regulations. During construction, if the weather is dry for an extended period of time, there will be airborne particles from the use of vehicles and equipment within the right-of-way. However, minimal earth disturbance will take place and vehicle speed, which is often a factor in airborne particulate, will be kept to a minimum. Erosion and sedimentation control is addressed in Section 2.G of this DEQ Supplement. Equipment and vehicles that are powered by gasoline or diesel motors will be used during the construction of the line so there will be exhaust from those motors.

Tree clearing will be required as part of this Project. The Company does not expect to burn cleared material, but, if necessary, the Company will coordinate with the responsible locality to obtain these permits and will comply with any conditions set forth by the locality, or take actions as otherwise set forth in the Company's right-of-way easements. The Company's tree clearing methods are described in Section 2.K.

B. Water Source

(No water source is required for transmission lines so this discussion will focus on water bodies that will be crossed by the proposed transmission lines.)

On behalf of the Company, ERM identified and mapped waterbodies in the study area using publicly available geographic information system ("GIS") databases, U.S. Geological Survey ("USGS") topographic maps (1:24,000), and recent (2017) digital aerial photography. The Proposed Route and Alternative Route both cross intermittent waterbodies (tributaries to Sand Branch). Waterbodies in the Project area are shown on Figure 2 of Appendix D in the Environmental Routing Study.

The span between transmission line structures proposed by Dominion Energy Virginia would likely be adequate to span the waterbodies identified along the Proposed and Alternative Routes. However, tree clearing would likely be required within the forested riparian areas at these crossing locations. All routes would likely have an effect on surface waters along these routes due to the removal of forested riparian areas adjacent to streams.

According to the U. S. Army Corps of Engineers ("Corps") documentation, no waters considered navigable under Section 10 of the Rivers and Harbors Act are crossed by the Project.

Proposed Route (Overhead Route 1A)

Based on ERM's review of remote sensing data sources including USGS National Hydrography Dataset ("NHD") and Loudoun County data, the Proposed Route does not cross any perennial waterbodies or natural open water features. Four intermittent waterbodies and one stormwater pond are crossed by the Proposed Route.

Alternative Route (Overhead Alternative Route 1B)

Based on ERM's review of remote sensing data sources including NHD and Loudoun County data, the Alternative Route does not cross any perennial waterbodies or open water features. Three intermittent waterbodies are crossed by the Alternative Route.

The Company solicited comments from the Virginia Marine Resources Commission ("VMRC") regarding the proposed Project in December 2021. According to a VMRC letter dated January 20, 2022, the proposed Project falls outside jurisdictional areas of the VMRC and a permit will not be required. A copy of this letter is included as Attachment 2.B.1. A Joint Permit Application ("JPA") will be submitted for review by the VMRC, DEQ, and the Corps to authorize jurisdictional crossings and for any impacts to jurisdictional features.

C. Discharge of Cooling Waters

No discharge of cooling waters is associated with the Project.

D. Tidal and Non-tidal Wetlands

No tidal wetlands were identified within the Project area. Non-tidal wetlands are summarized below.

On behalf of the Company, ERM has identified wetlands within the Project area using remote sensing data sources to conduct an offsite desktop wetlands delineation. A copy of ERM's Wetland and Waterbody Desktop Summary for the Project is included in

Attachment 2.D.1.[4] These sources include the USGS 7.5-minute series topographic quadrangle maps, the National Wetland Inventory Online Maps from the U.S. Fish and Wildlife Service ("FWS"), soils data from the Natural Resources Conservation Service Web Soil Survey, USGS Topographic Maps (2014), aerial photography dating between 2020 and 2021, and National Agricultural Imagery Program ("NAIP") and Virginia Base Mapping Program ("VBMP") Digital Ortho-Rectified Infrared Images dating from 2020. ERM did not field delineate wetlands within the Project area.

All wetlands will require protective matting to be installed to support construction vehicles and equipment and materials during construction. While most wetlands will be spanned, forested wetlands will be cleared but allowed to return to scrub-shrub wetlands after construction is completed. All wetlands will require protective matting to be installed to support construction vehicles and equipment and materials during construction.

Proposed Route (Overhead Route 1A)

Based on ERM's Desktop Wetland Analysis data, the centerline of the Proposed Route would cross approximately 0.15 linear mile of wetland habitat and will require the clearing and/or disturbance of up to approximately 3.38 acres of wetland area. Of the 3.38 acres of wetland habitat that could be disturbed along this route, approximately 3.19 acres consist of palustrine forested ("PFO") wetland area, <0.01 acre consist of palustrine emergent ("PEM") wetland, 0.06 acre consist of palustrine scrub-shrub ("PSS") wetlands, and 0.14 acre consist of riverine/stream wetland areas.

Alternative Route (Overhead Alternative Route 1B)

Based on ERM's Desktop Wetland Analysis data, the centerline of the Alternative Route would cross approximately <0.1 linear mile of wetland habitat and will require the clearing and/or disturbance of up to approximately 2.10 acres of wetland area. Of the 2.10 acres of wetland habitat that could be disturbed along this route, approximately 1.61 acres consist of PFO wetland area, 0.22 acre consist of PSS wetlands, 0.17 acre consist of PEM wetland, and 0.11 acre consist of riverine/stream wetland areas.

Prior to construction, the Company will delineate wetlands and other waters of the United States using the *Routine Determination Method*, as outlined in the *1987 Corps of Engineers Wetland Delineation Manual* and methods described in the *2012 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region* (Version 2.0). The Company will obtain any necessary permits to impact jurisdictional resources. While most wetlands will be spanned, forested wetlands and scrub-shrub wetlands will require at least initial vegetation clearing. All wetlands will

[4] Attachment 2.D.1 includes information on Overhead Route 1C. This route was dismissed as a viable route due to landowner impacts and, therefore, will not be noticed to the public by the Company.

require protective matting to be installed to support construction vehicles and equipment and materials during construction.

The Company solicited comments from the DEQ Office of Wetlands and Stream Protection and the Corps in December 2021. In an email response dated December 27, 2021, DEQ indicated that if the Project will impact surface waters, then a Virginia Water Protection ("VWP") permit from DEQ may be required and that measures should be taken to avoid and minimize impacts to surface waters and wetlands. See Attachment 2.D.2. The Company has sited structures to avoid wetlands and streams to the extent practicable. Temporary impacts will be restored to pre-existing conditions, and permanent impacts will be compensated for in accordance with all applicable state regulations and laws. The Project is expected to require a VWP general permit and a Nationwide Permit 57. A Joint Permit Application will be submitted for further evaluation and final permit need determination by DEQ.

E. Solid and Hazardous Waste

Environmentally regulated sites in the study area have been identified using publicly available GIS databases obtained from the U.S. Environmental Protection Agency ("EPA") and the DEQ. These databases provide information about facilities, sites, or places subject to environmental regulation or of environmental interest. These include sites that use and/or store hazardous materials, waste producing facilities operating under permits from the EPA or other regulatory authorities, Superfund sites, the storage of petroleum, petroleum release sites, and solid waste sites. The identification of a site in the databases does not mean that the site necessarily has contaminated soil or groundwater.

A summary of the information from the EPA and DEQ databases within a 1.0-mile buffer of the centerlines of the Proposed Route and Alternative Route is provided in Table E-1 below and depicted in Attachment 2.E.1.

TABLE E-1
Aviator 230 kV Line and Substation Project

Environmental Regulated Facilities and Hazardous Waste/Petroleum Release Sites within 1.0 Mile

Database	Proposed Route (Overhead Route 1A)	Alternative Route (Overhead Alternative Route 1B)
Waste	11	8
Toxics	4	4
Land	5	5
Air	11	11
Water	8	8
Solid Waste Facilities	1	1
Petroleum Facilities	17	17
Petroleum Releases	22	20
Total [1]	**79**	**74**

[1] Note that a single facility may be associated with multiple environmental permits; as such, the total number reflects the number of permits and releases within the specified distance from the Project.

Notes

Waste (Facilities that handle or generate hazardous wastes)
Toxics (Facilities that release toxic substances to the environment)
Land (Site cleanup under RCRA, Superfund, or Brownfield programs, and/or DEQ VRP or PReP programs)
Air (Facilities with a release of pollutants to the air)
Water (Facilities that discharge storm or process water to surface water)
Solid Waste Facilities (Former and existing landfills)
Petroleum Facilities (Regulated petroleum storage)
Petroleum Releases (Typically associated with storage tank releases)

No Brownfield or Superfund sites identified in the reviewed databases were located within 1.0 mile of the Proposed and Alternative Routes. The northern boundary of the proposed Aviator Substation is located adjacent to the Dulles International Airport Resource Conservation and Recovery Act ("RCRA") Corrective Action site boundary; however, Sand Branch separates the Aviator Substation from the site. In addition, the area of concern ("AOC") within the RCRA Corrective Action boundary situated closest to the Project area is located approximately 1.1 miles to the northeast of the Project. Finally, based on EPA files, contaminated groundwater migration at the site is listed as "under control." Due to the separation provided by Sand Branch, the distance between the closest AOC and the Project, and available information from the EPA, it is unlikely that the RCRA Corrective Action site impacted soil and/or groundwater in the Project area.

To evaluate the potential impact to the routes, ERM further assessed the sites within 1,000 feet of Proposed and Alternative Routes (Table E-2).

TABLE E-2
Aviator 230 kV Line and Substation Project

Environmental Regulated Facilities and Hazardous Waste/Petroleum Release Sites within 1,000 Feet

Database	Proposed Route (Overhead Route 1A)	Alternative Route (Overhead Alternative Route 1B)
Waste	1	1
Toxics	1	1
Land	2	2
Air	2	2
Water	3	3
Solid Waste Facilities	0	0
Petroleum Facilities	4	6
Petroleum Releases	8	9
Total [1]	**21**	**24**

[1] Note that a single facility may be associated with multiple environmental permits; as such, the total number reflects the number of permits and releases within the specified distance from the Project.

Notes

Waste (Facilities that handle or generate hazardous wastes)
Toxics (Facilities that release toxic substances to the environment)
Land (Site cleanup under RCRA, Superfund, or Brownfield programs, and/or DEQ VRP or PReP programs)
Air (Facilities with a release of pollutants to the air)
Water (Facilities that discharge storm or process water to surface water)
Solid Waste Facilities (Former and existing landfills)
Petroleum Facilities (Regulated petroleum storage)
Petroleum Releases (Typically associated with storage tank releases)

Based on a review of sites listed in the EPA and DEQ databases within 1,000 feet of the various route centerlines and the estimated depth to groundwater and flow direction, ERM further evaluated one reported petroleum release associated with an excavation contractor and five reported petroleum releases associated with a trucking company, which are located partially within the right-of-way of the Proposed Route. According to DEQ files, the petroleum release sites are listed as closed. The DEQ deems a petroleum release closed once no further risk to the general public has been identified, although petroleum residue might remain. The risk assessment does not always consider the risk to subsurface utility work nor address additional costs associated with managing contaminated soil or groundwater. Based on review of available DEQ files, the sites associated with petroleum releases are summarized below.

Proposed Route (Overhead Alternative 1A)

There are six confirmed petroleum releases located within 100 feet of the Proposed Route.

The Air Power Incorporated petroleum release located on the north side of Route 50 was reported and confirmed in 1998. The release case was closed in 2007. Additional information regarding the release was not readily available in DEQ files. Based on review of the most recent USGS topographic map, the petroleum release is estimated to be located hydraulically cross-gradient of the centerline, and local depth to groundwater is estimated to be approximately 10 feet below ground surface. Due to

the overlap between the petroleum release site and the Proposed Route right-of-way, the petroleum release may have impacted soil and/or groundwater in the Project area. The Company has engaged ERM to perform a file review to determine impacts from the petroleum release.

Five petroleum releases are associated with the Santee/Labyrinth Trucking facility located on the north side of Route 50 and west of Willard Road, which is partially within the Proposed Route right-of-way. The five confirmed petroleum releases were reported between 1992 and 1998, and each release case was closed within 1 to 2 years; the fifth and last petroleum release case was closed by 1999. Based on available aerial imagery, it appears that the primary staging areas and trucking operation, where the petroleum releases may have occurred, are located approximately 100 feet north of the Proposed Route right-of-way. Based on review of the most recent USGS topographic map, the petroleum release is estimated to be located hydraulically cross-gradient of the centerline, and local depth to groundwater is estimated to be approximately 10 feet below ground surface. Due to the adjacent location of the petroleum release sites and the Proposed Route right-of-way, the petroleum releases may have impacted soil and/or groundwater in the Project area. The Company has engaged ERM to perform a file review to determine impacts from the petroleum release.

Alternative Route (Overhead Alternative Route 1B)

There are no confirmed petroleum releases located within 100 feet and up-gradient of the Alternative Route.

Care will be taken to operate and maintain construction equipment to prevent any fuel or oil spills. Any waste created by the construction crews will be disposed of in a proper manner and recycled where appropriate and will be further detailed in the Company's stormwater pollution prevention plan, a component of the Virginia Stormwater Management Program, which will be submitted to the Virginia Department of Conservation and Recreation ("VDCR").

F. Natural Heritage, Threatened and Endangered Species

On behalf of the Company, ERM conducted online database searches for threatened and endangered species in the vicinity of the Project, including the VDCR Natural Heritage Data Explorer ("NHDE"). The NDHE includes three components: Conservation Sites ("CS"), Stream Conservation Units ("SCU"), and General Location Areas for Natural Heritage Resources ("GLNHR"). ERM also obtained query results from the Virginia Department of Wildlife Resources ("VDWR") Fish and Wildlife Information Service ("VaFWIS"), and the FWS Information for Planning and Consultation ("IPaC") System to identify federally- and state-listed species that may occur within the study area. Digital data were obtained from the VDCR NHDE to identify locations within the study area that potentially support protected species.

To obtain the most current eagle nest data, ERM reviewed the Center for Conservation Biology ("CCB") VA Eagle Nest Locator mapping portal, which provides information about the Virginia bald eagle population including the results of the CCB's annual eagle nest survey. The agency lists of threatened and endangered species were reviewed and are described in Section 3.2.4 of the Environmental Routing Study. A total of four federal and state listed species have the potential to occur within the Project area.

The USFWS IPaC review identified one (1) federally listed species protected under the Endangered Species Act ("ESA") that potentially occur or have been documented within the proposed Project area. This species is the northern long-eared bat (*Myotis septentrionalis*). The VDWR operates a *Northern Long-eared Bat Winter Habitat and Roost Trees* online mapping system, which shows general locations of known Northern Long-eared Bat hibernacula and roost trees. A review of this system did not show a hibernaculum or roost trees in Loudoun County.

Based on VDCR and VDWR queries, in addition to the one federally listed species discussed above identified by the USFWS IPaC review (which is also state-listed), there are thirteen more state-listed species that potentially occur or have been documented within the proposed Project area. Three of the additional VDCR and VDWR identified species (dwarf wedgemussel [*Alasmidonta heterodon*], yellow lance [*Elliptio lanceolate*], and Atlantic sturgeon [*Acipenser oxyrinchus*]) are also federally listed. A summary of the 14 species with potential habitat within the Project area are listed in Table F-2 below. Of the 14 species identified, only the Wood turtle historically has been documented by state agencies in areas adjacent to or crossed by any of the routes.

TABLE F-2
Aviator 230 kV Line Loop and Aviator Substation Project

Potential Federal-and State-Listed Species in the Project Area

Species	Status	Database	Habitat	Results
Northern long-eared bat ("NLEB") (*Myotis septentrionalis*)	FT, ST	USFWS IPaC, VDWR-NLEB Winter Habitat and Roost Tree Map, VDWR VaFWIS	Generally associated with old-growth or late successional interior forests. Partially dead or decaying trees are used for breeding, summer day roosting, and foraging. Hibernation occurs primarily in caves, mines, and tunnels.	Species not confirmed as present, and no known hibernacula or maternity roost trees are documented within the Project area. To protect the NLEB, the Company will conduct any tree removal outside the known pup season June 1-July 31.
Dwarf wedgemussel (*Alasmidonta heterodon)*	FE, SE	VDWR VaFWIS	Deep quick running water on cobble, fine gravel, or on firm silt or sandy bottoms.	Species not confirmed as present and no instream work would be performed. No impacts are anticipated.
Yellow lance (*Elliptio lanceolate)*	FT, ST	VDWR VaFWIS	Main channels of drainages and streams as small as one meter across with clean, coarse, medium-sized sand or gravel substrate.	Species not confirmed as present and no instream work would be performed. No impacts are anticipated.

TABLE F-2
Aviator 230 kV Line Loop and Aviator Substation Project

Potential Federal-and State-Listed Species in the Project Area

Species	Status	Database	Habitat	Results
Atlantic sturgeon (*Acipenser oxyrinchus*)	FE, SE	VDWR VaFWIS	Inhabit rivers, lakes, ponds, and other freshwater ecosystems. However, most species live primarily in saltwater or brackish water, and migrate to freshwater to spawn	Species not confirmed as present and no instream work would be performed. No impacts are anticipated.
Little brown bat (*Myotis lucifugus)*	SE	VDWR VaFWIS and VDWR Little Brown Bat and Tri-colored Bat Winter Habitat and Roosts Application	Roosts in caves, buildings, rocks, trees, under bridges, and in mines and tunnels. Found in all forested regions of the state.	Species not confirmed as present and no hibernaculum identified within 0.5-mile-radius of the Project. No impacts are anticipated.
Tri-colored bat (*Perimyotis subflavus)*	SE	VDWR VaFWIS and VDWR Little Brown Bat and Tri-colored Bat Winter Habitat and Roosts Application	Typically roost in trees near forest edges during summer. Hibernate deep in caves or mines in areas with warm, stable temperatures during winter.	Species not confirmed as present and no hibernaculum identified within 0.5-mile-radius of the Project. No impacts are anticipated.
Appalachian grizzled skipper (*Pyrgus Wyandot)*	ST	VDWR VaFWIS	Semi-open slopes with sparse herbaceous vegetation and exposed rock or soil.	VaFWIS Search Report listed as not confirmed. No impacts are anticipated.
Brook floater (*Alasmidonta varicose)*	SE	VDWR VaFWIS	Creeks and small rivers, found among rocks in gravel substrates and in sandy shoals, flowing-water habitats only.	VaFWIS Search Report listed as not confirmed and no instream work would be performed. No impacts are anticipated.
Green floater (*Lasmigona subviridis)*	ST	VDWR VaFWIS	Small to medium streams in quiet pools and eddies with gravel and sand substrates.	VaFWIS Search Report listed as not confirmed and no instream work would be performed. No impacts are anticipated.
Henslow's sparrow (*Ammodramus henslowii)*	ST	VDWR VaFWIS	Open grasslands with few or no woody plants and tall dense grasses and litter layer.	VaFWIS Search Report listed as not confirmed. No impacts are anticipated.
Loggerhead shrike, and migrant Loggerhead shrike (*Lanius ludovicianus* and *Lanius ludovicianus migrans)*	ST	VDWR VaFWIS	Open country with scattered shrubs and trees or other tall structures for perching.	VaFWIS Search Report listed as not confirmed. No impacts are anticipated.
Peregrine falcon (*Falco peregrinus)*	ST	VDWR VaFWIS	Tall structures, such as powerline poles, buildings, and rock ledges, in generally open landscapes.	VaFWIS Search Report listed as not confirmed. No impacts are anticipated.
Wood turtle (*Glyptemys insculpta)*	ST	VDWR VaFWIS	Forested floodplains, fields, wet meadows, and farmland with a perennial stream nearby.	Confirmed in VAFWIS Search Report, no instream work would be performed but forested floodplains may be cleared. Coordination with VDWR will be needed

Federal/State Status:
FE Federally listed as endangered.
FT Federally listed as threatened.
SE State listed as endangered
ST State listed as threatened

A copy of the database search results can be found in Attachment 2.F.1. Additionally, the Company requested comments from the USFWS, VDWR, and VDCR regarding the proposed Project in December 2021. A copy of the email response from VDCR, dated December 22, 2021, in included as Attachment 2.F.2. On behalf of the Company, ERM submitted the Project to the VDCR Division of Natural Heritage ("DNH") for review. The DNH completed this request on August 9, 2021.

According to an official review conducted on August 9, 2021, the VDCR DNH concluded that the Proposed Route and Alternative Route would not affect any documented state-listed plants or insects and does not cross any State Natural Area Preserves under VDCR's jurisdiction. However, according to a VDCR biologist, several rare plants, which are typically associated with prairie vegetation and inhabit semi-open diabase glades in Virginia, may occur in the Project area if suitable habitat is present. Diabase glades are characterized by historically fire-dominated grassland vegetation on relatively nutrient-rich soils underlain by Triassic bedrock. Diabase flatrock, a hard, dark-colored volcanic rock, is found primarily in northern Virginia counties and is located within the geologic formation known as the Triassic Basin. Where the bedrock is exposed, a distinctive community type of drought-tolerant plants occurs. Diabase flatrocks are extremely rare natural communities that are threatened by activities such as quarrying and road construction.

Due to the potential for this site to support populations of natural heritage resources, VDCR recommends an inventory for rare plants associated with diabase glades in the study area. With the survey results, the VDCR can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources.

The VDCR review identified an Ecological Core map unit (Core ID 34123, 74 acres) adjacent to the Proposed Route. The right-of-way of the Proposed Route crosses approximately 5 feet of the Core, which amounts to 0.003 acre of impact. The area of forested habitat is ranked by the VDCR as C5 'General' for ecological core value (on a scale of C1 for outstanding value to C5 for general value). Given that only a very small area of the Core would be crossed by the Proposed Route, impacts are expected to be minimal. There is a planned data center development in the Project area—some of which development will occur prior to the Company's construction of the Project. Construction of this data center development will impact greater areas of this same Ecological Core than construction of the Project. Moreover, it is worth noting that the impacted Ecological Core (C5) is the lowest ranking relevant core on the scale.

The Proposed Route and Alternative Route do not intersect with any secondary buffers of currently documented bald eagle nests as identified in The Bald Eagle Protection Guidelines for Virginia (2012). The nearest bald eagle nest (CCB ID: LD 1901) is located approximately 5.75 miles north of northern boundary of the Project study area and was documented to be occupied in 2019. Neither the Proposed Route nor the Alternative Route

are within the 660-foot management buffer for the nest. The Company will work with the appropriate jurisdictional agencies to minimize impacts on this species.

Construction and maintenance of the new transmission line facilities could have some minor effects on wildlife; however, impacts on most species will be short-term in nature, and limited to the period of construction.

Proposed Route (Overhead Route 1A)

Of the 14 species identified above, only the Wood turtle historically has been documented by state agencies in areas adjacent to or crossed by any of the routes. The Proposed Route would require approximately 8.63 acres of tree clearing, which is slightly greater than the amount of tree clearing required for the Alternative Route (8.06 acres). The Proposed Route has four intermittent waterbody crossings; however, as the crossings would be spanned by the transmission line, impacts to aquatic species are not anticipated. According to the CCB, this route does not cross a primary or secondary buffer zone of a documented bald eagle nest.

Alternative Route (Overhead Alternative Route 1B)

Impacts of the Alternative Route to threatened and endangered species are similar to those described above for the Proposed Route. The only difference between the routes, with regards to potential impacts on wildlife, is that the Alternative Route would require slightly less forested land clearing than the Proposed Route (8.06 acres versus 8.63 acres).

New and updated information is continually added to DCR's Biotics database. Following the DCR-DNH SCC planning stage project review, the Company shall re-submit project information with completed information services order form and a map to DCR-DNH or submit the project on-line through the Natural Heritage Data Explorer. This review shall occur during the final design stage of engineering and upon any major modifications of the project during construction (*i.e.*, deviations, permanent or temporary, from the original study area and/or the relocation of a tower(s) into sensitive areas) for an update on natural heritage information and coordination of potential project modifications to avoid and minimize impacts to natural heritage resources.

G. Erosion and Sediment Control

The DEQ approved the Company's *Standards & Specification for Erosion & Sediment Control and Stormwater Management for Construction of Linear Electric Transmission Facilities (TE VEP 8000).* These specifications are given to the Company's contractors and require erosion and sediment control measures to be in place before construction of the line begins and specifies the requirements for rehabilitation of the right-of-way. A copy of the current DEQ approval letter dated August 13, 2019, is provided as Attachment 2.G.1. According to the approval letter, coverage was effective through August 12, 2020. The Company submitted the renewal application on August 3, 2020, and is awaiting approval.

H. Archaeological, Historic, Scenic, Cultural or Architectural Resources

Dutton + Associates ("D+A") was retained by the Company to conduct a Stage I Pre-Application Analysis for the proposed Project. This analysis was completed in December 2021 and submitted to VDHR on January 27, 2022. The report is included as Attachment 2.H.1.[5] Preliminary background research was conducted pursuant to the *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (VDHR 2008) and *Commonwealth of Virginia State Corporation Commission Division of Public Utility Regulation Guidelines for Transmission Line Applications Filed Under Title 56 of the Code of Virginia* (August 2017).

As required by VDHR guidance for electric transmission line projects, D+A considered National Historic Landmark ("NHL") properties located within a 1.5-mile radius of the centerline; National Register of Historic Places ("NRHP")-listed properties, NHLs, battlefields, and historic landscapes within a 1.0-mile radius of the centerline; NRHP-eligible and -listed properties, NHLs, battlefields, and historic landscapes within a 0.5-mile radius of the centerline; and all of the above qualifying architectural resources as well as archaeological sites located within the right-of-way for each alternative route. Information on the resources in each tier was collected from the Virginia Cultural Resource Information System ("V-CRIS"). D+A also collected information on battlefields surveyed and assessed by the National Park Service's American Battlefield Protection Program ("ABPP"). In its focus on nationally significant Civil War battlefields, the ABPP identifies the historic extent of the battle (study area), the areas of fighting on the battlefield (core area located within the study area), and potential National Register boundaries. Mapping of those ABPP boundaries in the form of ArcGIS shape files was reviewed as part of the analysis of potential cultural resource impacts. In addition to those resources, Dominion Energy Virginia is considering potential effects to VDHR easements.

A summary of the considered resources identified in the vicinity of each Project route alternative and recommendations concerning Project effects is provided in the following discussion. The information presented here derives from existing records and does not purport to encompass the entire suite of historic and archaeological resources that may ultimately be affected by the undertaking.

Proposed Route (Overhead Route 1A)

No known archaeological sites or historic resources are located within the review tiers for the Proposed Route. Because no previously recorded resources were identified within the VDHR-designated tiers, no field reconnaissance was performed.

[5] Attachment 2.H.1 includes information on Overhead Route 1C. This route was dismissed as a viable route due to landowner impacts and, therefore, will not be noticed to the public by the Company.

Alternative Route (Overhead Alternative Route 1B)

No known archaeological sites or historic resources are located within the review tiers for the Alternative Route. Because no previously recorded resources were identified within the VDHR-designated tiers, no field reconnaissance was performed.

I. Chesapeake Bay Preservation Areas

The Project is not located in a locality subject to the Chesapeake Bay Preservation Act. Construction, installation, operation and maintenance of electric transmission lines are conditionally exempt from the Chesapeake Bay Act as stated in the exemption for public utilities, railroads, public roads and facilities in 9 VAC 25-830-150. The Company will meet those conditions.

J. Wildlife Resources

Relevant agency databases were reviewed and requests for comments from the USFWS, VDWR, and VDCR were submitted to determine if the proposed Project has the potential to affect any threatened or endangered species. As discussed in Section 2.F and identified in Attachment 2.F.1, certain federal and state listed species were identified as potentially occurring in the Project area. The Company will coordinate with the USFWS, VDWR, and VDCR as appropriate to determine whether additional surveys are necessary and to minimize impacts on wildlife resources. In general, the Project area includes a combination of undeveloped forested land (deciduous species with scattered pine), open space, and developed land consisting of public roads, industrial, and commercial use. Native grasses can be used during revegetation to maintain a healthy plant species diversity.

Proposed Route (Overhead Route 1A)

The majority of the Proposed Route crosses undeveloped forested land (8.63 acres), and developed land (8.91 acres), with smaller areas of open space (4.53 acres) also crossed. Based on review of recent (2021) aerial photography, a total of approximately 8.63 acres of trees would need to be cleared within the right-of-way for the transmission line and the footprint of the Aviator Substation.

Alternative Route (Overheard Alternative Route 1B)

The majority of the Alternative Route crosses undeveloped forested land (8.06 acres), and developed land (7.35 acres), with smaller areas of open space (3.20 acres) also crossed. Based on review of recent (2021) aerial photography, a total of approximately 8.63 acres of trees would need to be cleared within the right-of-way for the transmission line and the footprint of the Aviator Substation.

K. Recreation, Agricultural, and Forest Resources

The Proposed and Alternative Routes are expected to have minimal incremental impacts on recreational, agricultural, and forest resources. Route collocation and impacts on forest land are described below.

The Virginia Scenic Rivers Act seeks to identify, designate, and protect rivers and streams that possess outstanding scenic, recreational, historic, and natural characteristics of statewide significance for future generations. No state scenic rivers will be crossed by the Proposed or Alternative Route.

According to the Virginia Department of Forestry ("VDOF"), the Proposed and Alternative Routes cross no Agricultural and Forestal Districts ("AFDs"). Combined, approximately 36.6 acres of the soils crossed by the two routes are classified as farmlands of state importance. No prime farmland is crossed by either route.

Under the Virginia Open-Space Land Act, any public body can acquire title or rights to real property to provide means of preservation of open-space land. Such conservation easements must be held for no less than five years in duration and can be held in perpetuity. According to the DCR's NHDE, the Proposed and Alternative Routes do not cross Virginia Outdoors Foundation ("VOF") easements. No Loudoun County Conservation Easements, or other conservation lands are crossed by the routes.

Proposed Route (Overhead Route 1A)

The Proposed Route would be collocated for a total of 0.53 mile, including 0.02 mile of existing overhead line collocation, 0.32 mile of paralleled road, distribution and underground utilities, and 0.18 mile of planned access road collocation (as part of a planned data center development).

A review of Natural Resources Conservation Service ("NRCS") Data soils data indicates that approximately 19.11 acres of the footprint of the Proposed Route are classified as farmland of statewide importance. According to a review of recent 2021 aerial photography, there is no land being used for agricultural purposes within or near the right-of-way of the Proposed Route. The Proposed Route crosses no AFDs or agricultural lands nor does the route run parallel to or cross any Virginia Byways, Scenic Rivers, Resource Protection Areas, or Virginia Birding and Wildlife Trails.

Alternative Route (Overhead Alternative Route 1B)

The Alternative Route would be collocated for a total of 0.24 mile, including 0.16 mile of existing overhead distribution line collocation and 0.08 mile of planned access road collocation (as part of a planned data center development).

A review of NRCS soils data indicates that approximately 17.45 acres of the footprint of the Alternative Route are classified as farmland of statewide importance. According

to a review of recent 2021 aerial photography, there is no land being used for agricultural purposes within or near the right-of-way of the Alternative Route. The Alternative Route crosses no AFDs or agricultural lands nor does the route run parallel to or cross any Virginia Byways, Scenic Rivers, Resource Protection Areas, or Virginia Birding and Wildlife Trails.

Any tree along the right-of-way that is tall enough to endanger the conductors if it were to break at the stump or uproot and fall directly towards the conductors and exhibits signs or symptoms of disease or structural defect that make it an elevated risk for falling will be designated as a "danger tree" and may be removed. The Company's arborist will contact the property owner if possible before any danger trees are cut, except in emergency situations. The Company's Forestry Coordinator will field inspect the right-of-way and designate any danger trees present. Qualified contractors working in accordance with the Company's Electric Transmission specifications will perform all danger tree cutting. The Project is expected to have minimal impacts on forest resources.

In December 2021, the Company solicited DCR, VOF, and VDOF for comments on the proposed Project. In an email dated December 28, 2021, the VOF stated that there are no VOF easements within the immediate vicinity of the Project. See Attachment 2.K.1. In an email response dated December 22, 2021, the DCR Planning Bureau indicated that it had no comments associated with the Project. See Attachment 2.K.2. In a response letter dated January 18, 2022, VDOF concluded that the Project will require the removal of forest within the Sand Branch watershed and recommended avoidance and minimization of impacts to high conservation value forest, streams or wetlands, and conserved lands. If the case where avoidance is not possible, VDOF recommends mitigation of the impacts in such a way as to maintain or improve overall water quality, ecosystem function, and scenic value. See Attachment 2.K.3.

L. Use of Pesticides and Herbicides

Of the techniques available, selective foliar is the preferred method of herbicide application. The Company typically maintains transmission line right-of-way by means of selective, low volume applications of EPA-approved, non-restricted use herbicides. The goal of this method is to exclude tall growing brush species from right-of-way by establishing early successional plant communities of native grasses, forbs, and low growing woody vegetation. "Selective" application means the Company sprays only the undesirable plant species (as opposed to broadcast applications). "Low volume" application means the Company uses only the volume of herbicide necessary to remove the selected plant species. The mixture of herbicides used varies from one cycle to the next to avoid the development of resistance by the targeted plants. There are four means of dispersal available to the Company, including by-hand application, backpack, fixed nozzle-radiarc, and aerial. Very little right-of-way maintenance incorporates aerial equipment. The Company uses licensed contractors to perform this work that are either certified applicators or registered technicians in the Commonwealth of Virginia.

DEQ has previously requested that only herbicides approved for aquatic use by the EPA or the USFWS be used in or around any surface water. The Company intends to comply with this request.

M. Geology and Mineral Resources

The Proposed Route and Alternative Route are located within the Piedmont geologic province, which is characterized by strongly weathered bedrock due to the humid climate, thick overlying soils and saprolite (weathered bedrock), and rolling topography that becomes more pronounced closer to the Blue Ridge mountains to the west. In general, the Piedmont province consists of several complex geologic terranes where faults separate rock units with differing igneous and metamorphic histories. Based on the Geologic Map of Virginia, the Project area is located within a Mesozoic basin formed during the opening of the Atlantic Ocean. Within this Mesozoic basin, Triassic shales and siltstones that were deposited between approximately 225 and 190 million years ago and were subsequently intruded by Jurassic-age fine-grained igneous dikes (*e.g.*, diabase) comprise the bedrock beneath the Project area (William and Mary Department of Geology 2021).

ERM reviewed publicly available Virginia Department of Mines, Minerals, and Energy ("DMME" now Virginia Energy) (DMME 2021) and USGS Mineral Resources Data System (MRDS; USGS 1996) datasets, USGS topographic quadrangles, and recent (2021) digital aerial photographs to identify mineral resources in the Project area. Based on the review, one active mineral resource was identified within 0.25 mile of the Proposed and Alternative Routes. Both routes are partially located within and immediately adjacent to parcels owned by the CCS trap rock quarry. According to available DMME permit information, the quarry was originally permitted in 1968 to disturb approximately 304 acres, and to date, quarry operations have disturbed approximately 300 acres. The boundary of the actively mined quarry is located approximately 0.3 mile northwest of the Proposed Route and Alternative Route. The quarry owners have expressed concerns with overhead lines on their property in the past with regard to the ability to operate cranes and other large construction equipment within the transmission line right-of-way. The Company has been coordinating with CCS to identify a route that would have the least amount of impact on their existing and future operations. While two industrial/commercial buildings would need to be relocated for construction of Overhead Route 1A, CCS has identified this route as having the least impact on its business operations. Additionally, this route is the furthest from the existing excavated portion of the quarry and would have the least potential to cause impacts on future expansion of the quarry. No additional active mines were identified within 0.25 mile of the Project. As such, Project activities associated with the Proposed Route are not anticipated to impact, or be impacted by, quarry operations, apart from restricting potential future rock extraction within the Project area.

N. Transportation Infrastructure

Two public roads occur within the study area – Route 50 and Willard Road – both of which are roads maintained by VDOT. In addition to these existing roads, there are two planned road projects in the Project area: the Route 50 North Collector Road and Willard Road

Expansion. The Route 50 North Collector Road is still in the design study phase and currently it is estimated to be completed in the next five years. The preliminary design shows the road extending west from Route 28 crossing the southern border of MWAA property and then heading south on the east side of Willard Road to intersect with Route 50. Willard Road is an existing road in the Project area and has appeared on various development plans associated with a planned data center development as slated for widening. Loudoun County has indicated that there are no plans for widening Willard Road in the Countywide Transportation Plan for the next five years.

Proposed Route (Overhead Route 1A)

The Proposed Route crosses two roads (Route 50 and Willard Road), both road crossings would be spanned. The Proposed Route crosses an area currently mapped as part of the Route 50 North Collector Road. Given the preliminary nature and lack of design of the Route 50 North Collector Road, impacts cannot be qualified. Additionally, given the preliminary nature and lack of design of the possible expansion of Willard Road, impacts cannot be qualified.

Alternative Route (Overhead Alternative Route 1B)

The Alternative Route crosses one road (Willard Road). The road crossing would be spanned. Given the preliminary nature and lack of design of the possible expansion of Willard Road, impacts cannot be qualified.

Temporary closures of roads and/or traffic lanes would be required during construction of the Proposed Route or Alternative Route. No long-term impacts to roads are anticipated. The Company will comply with VDOT requirements for access to the rights-of-way from public roads as well as the underground crossings of the roads. At the appropriate time, the Company will obtain the necessary VDOT permits as required and comply with permit conditions.

The Company will work with Loudoun County to ensure the planned roads and proposed transmission facilities can co-exist. In December 2021, the Company solicited comments from VDOT on the proposed Project.

The Company solicited comments from the Virginia Department of Aviation ("DOAv") regarding the proposed Project. According to an email response dated December 27, 2021, the Project requires a 7460 form be submitted to the FAA for an airspace study. This response is included as Attachment 2.N.1.

The design of the proposed Project must prevent interference with pilots' safe ingress and egress at airports in the vicinity of the Project. Such hazard or impediments include interference with navigation and communication equipment and glare from materials and external lights.

The Company has reviewed the FAA's website to identify airports within 10 miles of the proposed Project. Based on this review, the following FAA-restricted airports are located within 10 miles of the Project. Distances provided below are from the nearest Project facility (Aviator Loop or Aviator Substation) to the nearest airport runway:

- Dulles International Airport, approximately 1.2 miles north of the Project
- Leesburg Executive Airport, approximately 9.5 miles north of the Project

The Leesburg Executive Airport is located far enough away from the Project area that there is no potential to impact the airports federally-defined airspace. Structures associated with the Proposed Route and Alternative Route would be located within the federally-defined airspace of Dulles International Airport. The Company has reviewed and mapped the airspace for the airport and has confirmed that no structures from either route will penetrate into the federally-defined airspace. The nearest public airport is the Dulles International Airport located about 1.2 miles from the proposed Aviator Substation. Since the FAA manages air traffic in the United States, it will evaluate any physical objects that may affect the safety of aeronautical operations through an obstruction evaluation. If required during the permitting process, the Company will submit a FAA Form 7460-1, Notice of Proposed Construction or Alteration, pursuant to 14 CFR Part 77 (Part 77), for any tower locations that meet the review criteria.

The Company solicited comments from the FAA regarding the proposed Project. According to an email response dated December 23, 2021, the Project requires a 7460 form be submitted to the FAA for an airspace study. This response is included as Attachment 2.N.2.

ATTACHMENTS

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Mr. Troy Andersen
US Fish and Wildlife Service
Ecological Services Virginia Field Office
6669 Short Lane
Gloucester, Virginia 23061

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Mr. Andersen,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

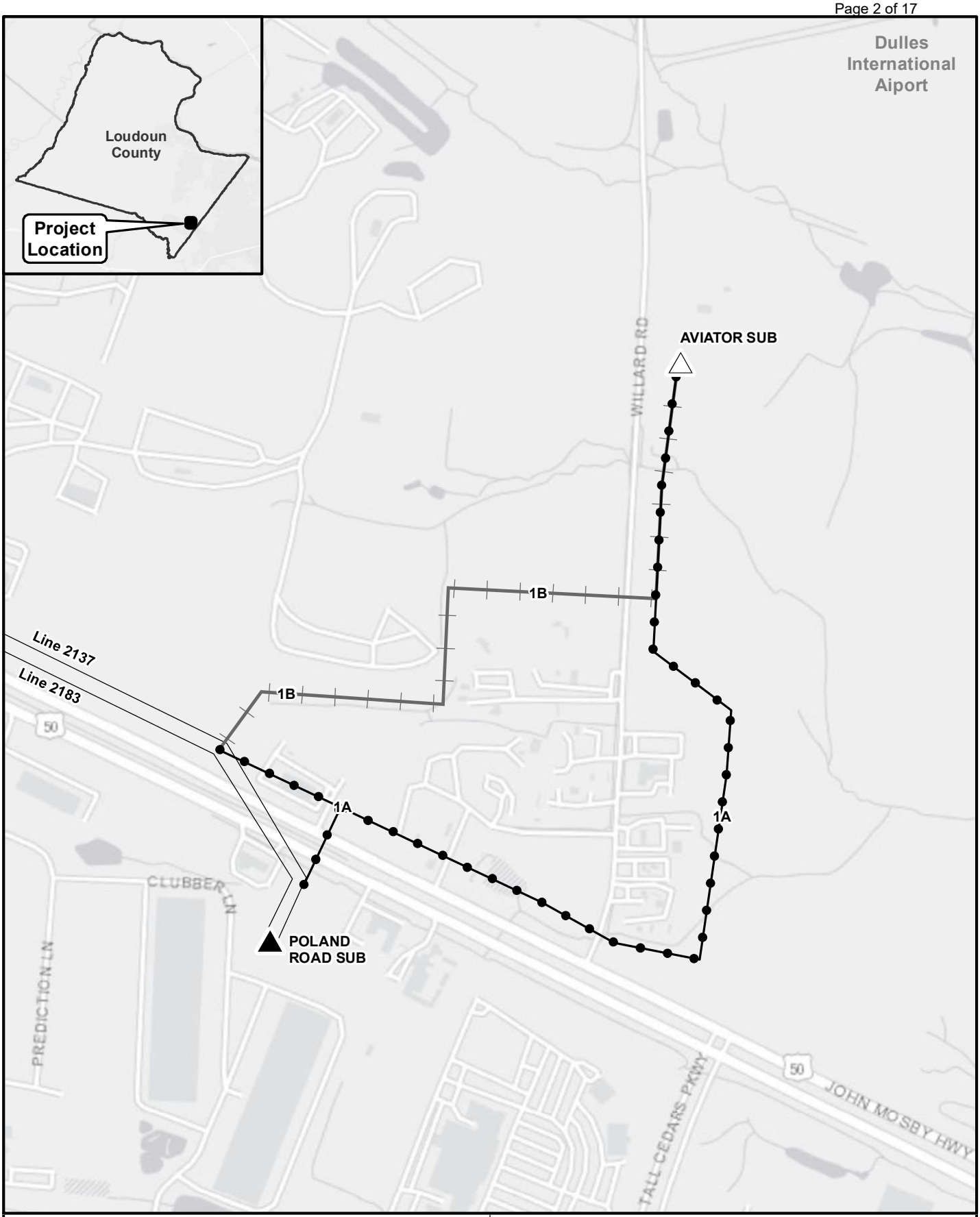
We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map



Overview Map
Aviator 230 kV Line Loop and Aviator Substation
Loudoun County, Virginia

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Ms. Amy M. Ewing
Virginia Department of Wildlife Resources
P.O. Box 90778
Henrico, Virginia 23228

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Ms. Ewing,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Ms. Rene Hypes
Virginia Department of Conservation and Recreation
Environmental Review Coordinator, Natural Heritage Program
600 East Main Street, Suite 1400
Richmond, Virginia 23219

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Ms. Hypes,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Mr. Karl Didier
Forestland Conservation Division
Virginia Department of Forestry
900 Natural Resources Drive, Suite 800
Charlottesville, Virginia 22903

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Mr. Didier,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Regulator of the Day
US Army Corps of Engineers
Norfolk District
803 Front Street
Norfolk, Virginia 23510

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Regulator of the Day,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Mr. Keith Tignor
Endangered Plant and Insect Species Program
Virginia Department of Agriculture and Consumer Affairs
102 Governor Street
Richmond, Virginia 23219

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Mr. Tignor,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Ms. Bettina Rayfield, Manager
Office of Environmental Impact Review
Department of Environmental Quality, Central Office
PO Box 1105
Richmond, Virginia 23218

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Ms. Rayfield,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Ms. Robbie Rhur
Planning Bureau
Department of Conservation and Recreation
600 East Main Street, 17th Floor
Richmond, Virginia 23219

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Ms. Rhur,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Services, Inc.
120 Tredegar Street
Richmond, VA 23219
DominionEnergy.com

December 22, 2021

BY EMAIL

Mr. Mark Eversole
Habitat Management Division
Virginia Marine Resources Commission
Building 96, 380 Fenwick Road
Fort Monroe, Virginia 23651

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation Loudoun County, Virginia

Dear Mr. Eversole,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is in the process of preparing an application for a certificate of public convenience and necessity from the State Corporation Commission ("SCC"). At this time, in advance of an SCC filing, the Company respectfully requests that you submit any comments or additional information that would have bearing on the proposed Project within 30 days of the date of this letter. If you would like to receive a GIS shapefile of the transmission line routes to assist in the project review or if there are any questions, please do not hesitate to contact Rachel Studebaker at (804) 217-1847 or rachel.m.studebaker@dominionenergy.com.

We appreciate your assistance with this project review and look forward to any additional information you may have to offer.

Sincerely,

Dominion Energy Virginia

Jason P. Ericson
Director, Environmental Services

Attachment: Project Notice Map

Dominion Energy Virginia
10900 Nuckols Road, 4th Floor, Glen Allen, Virginia 23060

December 21, 2021 **[BY EMAIL]**

Scott Denny
Virginia Department of Aviation, Airport Services Division
5702 Gulfstream Road
Richmond, VA 23250

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation; Loudoun County, Virginia

Dear Mr. Denny,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is preparing an application for a Certificate of Public Convenience and Necessity ("CPCN") to the State Corporation Commission (SCC). At this time, in advance of the SCC filing, the Company respectfully requests that you submit any comments or additional information on the Project within 30 days of the date of this letter. Enclosed is a Project Overview Map depicting the project location. If you would like to receive a GIS shapefile of the route or if you have any questions, please do not hesitate to contact me at (804) 201-3053 or greg.r.baka@dominionenergy.com.

Dominion Energy greatly appreciates your assistance with this project review.

Sincerely,

Greg Baka

Greg Baka
Local Permitting Consultant

Attachment: Project Overview Map **[BY EMAIL]**

Dominion Energy Virginia
10900 Nuckols Road, 4th Floor, Glen Allen, Virginia 23060

December 21, 2021 **[BY EMAIL]**

Mike Helvey
Obstruction Evaluation Group Manager
Federal Aviation Administration, FAA Eastern Regional Office
800 Independence Ave, SW, Room 400 East
Washington, D.C. 20591

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation; Loudoun County, Virginia

Dear Mr. Helvey,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is preparing an application for a Certificate of Public Convenience and Necessity ("CPCN") to the State Corporation Commission (SCC). At this time, in advance of the SCC filing, the Company respectfully requests that you submit any comments or additional information on the Project within 30 days of the date of this letter. Enclosed is a Project Overview Map depicting the project location. If you would like to receive a GIS shapefile of the route or if you have any questions, please do not hesitate to contact me at (804) 201-3053 or greg.r.baka@dominionenergy.com.

Dominion Energy greatly appreciates your assistance with this project review.

Sincerely,

Greg Baka

Greg Baka
Local Permitting Consultant

Attachment: Project Overview Map **[BY EMAIL]**

Dominion Energy Virginia
10900 Nuckols Road, 4th Floor, Glen Allen, Virginia 23060

December 21, 2021 **[BY EMAIL]**

Roger Kirchen
Department of Historic Resources, Review and Compliance Division
2801 Kensington Avenue
Richmond, Virginia 23221

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation; Loudoun County, Virginia

Dear Mr. Kirchen,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is preparing an application for a Certificate of Public Convenience and Necessity ("CPCN") to the State Corporation Commission (SCC). At this time, in advance of the SCC filing, the Company respectfully requests that you submit any comments or additional information on the Project within 30 days of the date of this letter. Enclosed is a Project Overview Map depicting the project location. If you would like to receive a GIS shapefile of the route or if you have any questions, please do not hesitate to contact me at (804) 201-3053 or greg.r.baka@dominionenergy.com.

Dominion Energy greatly appreciates your assistance with this project review.

Sincerely,

Greg Baka

Greg Baka
Local Permitting Consultant

Attachment: Project Overview Map **[BY EMAIL]**

Dominion Energy Virginia
10900 Nuckols Road, 4th Floor, Glen Allen, Virginia 23060

December 21, 2021 **[BY EMAIL]**

Martha Little, Deputy Director
Virginia Outdoors Foundation
600 East Main Street, Suite 402
Richmond, VA 23219

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation; Loudoun County, Virginia

Dear Ms. Little,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is preparing an application for a Certificate of Public Convenience and Necessity ("CPCN") to the State Corporation Commission (SCC). At this time, in advance of the SCC filing, the Company respectfully requests that you submit any comments or additional information on the Project within 30 days of the date of this letter. Enclosed is a Project Overview Map depicting the project location. If you would like to receive a GIS shapefile of the route or if you have any questions, please do not hesitate to contact me at (804) 201-3053 or greg.r.baka@dominionenergy.com.

Dominion Energy greatly appreciates your assistance with this project review.

Sincerely,

Greg Baka

Greg Baka
Local Permitting Consultant

Attachment: Project Overview Map **[BY EMAIL]**

Dominion Energy Virginia
10900 Nuckols Road, 4th Floor, Glen Allen, Virginia 23060

December 21, 2021 **[BY EMAIL]**

John D. Lynch
Northern Virginia District Engineer
Virginia Department of Transportation, Northern Virginia District Office
4975 Alliance Drive
Fairfax, VA 22030

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation; Loudoun County, Virginia

Dear Mr. Lynch,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is preparing an application for a Certificate of Public Convenience and Necessity ("CPCN") to the State Corporation Commission (SCC). At this time, in advance of the SCC filing, the Company respectfully requests that you submit any comments or additional information on the Project within 30 days of the date of this letter. Enclosed is a Project Overview Map depicting the project location. If you would like to receive a GIS shapefile of the route or if you have any questions, please do not hesitate to contact me at (804) 201-3053 or greg.r.baka@dominionenergy.com.

Dominion Energy greatly appreciates your assistance with this project review.

Sincerely,

Greg Baka

Greg Baka
Local Permitting Consultant

Attachment: Project Overview Map **[BY EMAIL]**

Dominion Energy Virginia
10900 Nuckols Road, 4th Floor, Glen Allen, Virginia 23060

December 21, 2021 **[BY EMAIL]**

Sunil Rabindranath
Project Manager, Engineering Division
Metropolitan Washington Airports Authority
P.O. Box 17045, MA-224
Washington, DC 20041

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation; Loudoun County, Virginia

Dear Mr. Rabindranath,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is preparing an application for a Certificate of Public Convenience and Necessity ("CPCN") to the State Corporation Commission (SCC). At this time, in advance of the SCC filing, the Company respectfully requests that you submit any comments or additional information on the Project within 30 days of the date of this letter. Enclosed is a Project Overview Map depicting the project location. If you would like to receive a GIS shapefile of the route or if you have any questions, please do not hesitate to contact me at (804) 201-3053 or greg.r.baka@dominionenergy.com.

Dominion Energy greatly appreciates your assistance with this project review.

Sincerely,

Greg Baka

Greg Baka
Local Permitting Consultant

Attachment: Project Overview Map **[BY EMAIL]**

Dominion Energy Virginia
10900 Nuckols Road, 4th Floor, Glen Allen, Virginia 23060

December 21, 2021 **[BY EMAIL]**

Kamal Suliman
Regional Operations Director
Virginia Department of Transportation, Northern Virginia District Office
4975 Alliance Drive
Fairfax, VA 22030

RE: Dominion Energy Virginia's Proposed Aviator 230kV Line Loop and Aviator Substation; Loudoun County, Virginia

Dear Mr. Suliman,

Dominion Energy Virginia (the "Company") is proposing to build a new approximately 0.84-mile overhead 230 kV double circuit transmission line loop ("Aviator Loop") and 230-34.5 kV substation ("Aviator Substation") in Loudoun County, Virginia, in order to meet customer needs in the area ("Project"). The Project requires the construction of the Aviator Loop in new right-of-way along a proposed route that would cut the existing 230 kV transmission Line #2137 north of Route 50 across from the Company's existing Poland Road Substation, creating a loop that extends to Aviator Substation and terminates at Poland Road Substation ("Proposed Route 1A"). As part of Proposed Route 1A, the Company also intends to remove one existing overhead span across Route 50 (Lines #2137 and #2183) and relocate these lines to a new perpendicular crossing of Route 50, consisting of approximately 0.06 mile of new right-of-way from Poland Road Substation to the Proposed Route 1A.

In addition to Proposed Route 1A, the Company identified an approximately 0.58-mile overhead alternative route for the Aviator Loop for notice and consideration by the Commission ("Overhead Alternative Route 1B").

The Company is preparing an application for a Certificate of Public Convenience and Necessity ("CPCN") to the State Corporation Commission (SCC). At this time, in advance of the SCC filing, the Company respectfully requests that you submit any comments or additional information on the Project within 30 days of the date of this letter. Enclosed is a Project Overview Map depicting the project location. If you would like to receive a GIS shapefile of the route or if you have any questions, please do not hesitate to contact me at (804) 201-3053 or greg.r.baka@dominionenergy.com.

Dominion Energy greatly appreciates your assistance with this project review.

Sincerely,

Greg Baka

Greg Baka
Local Permitting Consultant

Attachment: Project Overview Map **[BY EMAIL]**

Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

1111 E. Main Street, Suite 1400, Richmond, Virginia 23219
P.O. Box 1105, Richmond, Virginia 23218
(800) 592-5482 FAX (804) 698-4178
www.deq.virginia.gov

Ann F. Jennings
Secretary of Natural and Historic Resources

David K. Paylor
Director
(804) 698-4000

December 22, 2021

Rachel Studebaker
Dominion Energy Services
120 Tredegar Street
Richmond, VA 23219

RE: Dominion Energy Virginia's Aviator 230kV Line Loop and Aviator Substation
Loudoun County, Virginia

Dear Ms. Studebaker:

This letter is in response to the scoping request for the above-referenced project.

As you may know, the Department of Environmental Quality, through its Office of Environmental Impact Review (DEQ-OEIR), is responsible for coordinating Virginia's review of environmental impacts for electric power generating projects and power line projects in conjunction with the licensing process of the State Corporation Commission.

DOCUMENT SUBMISSIONS

In order to ensure an effective coordinated review of the environmental impact analysis may be sent directly to OEIR. We request that you submit one electronic to eir@deq.virginia.gov (25 MB maximum) or make the documents available for download at a website, file transfer protocol (ftp) site or the VITA LFT file share system (Requires an "invitation" for access. An invitation request should be sent to eir@deq.virginia.gov.). The required "Wetlands Impact Consultation" can be sent directly to Michelle Henicheck at michelle.henicheck @deq.virginia.gov or at the address above.

ENVIRONMENTAL REVIEW UNDER VIRGINIA CODE 56-46.1

While this Office does not participate in scoping efforts beyond the advice given herein, other agencies are free to provide scoping comments concerning the preparation of the environmental impact analysis document. Accordingly, we have coordinated your request with the following state agencies and those localities and Planning District Commissions, including but not limited to:

Department of Environmental Quality:

- DEQ Regional Office

- Air Division
- Office of Wetlands and Stream Protection
- Office of Local Government Programs
- Division of Land Protection and Revitalization
- Office of Stormwater Management

Department of Conservation and Recreation
Department of Health
Department of Agriculture and Consumer Services
Department of Wildlife Resources
Virginia Marine Resources Commission
Department of Historic Resources
Department of Mines, Minerals, and Energy
Department of Forestry
Department of Transportation

DATA BASE ASSISTANCE

Below is a list of databases that may assist you in the preparation of a NEPA document:

- DEQ Online Database: Virginia Environmental Geographic Information Systems

  Information on Permitted Solid Waste Management Facilities, Impaired Waters, Petroleum Releases, Registered Petroleum Facilities, Permitted Discharge (Virginia Pollution Discharge Elimination System Permits) Facilities, Resource Conservation and Recovery Act (RCRA) Sites, Water Monitoring Stations, National Wetlands Inventory:
  - www.deq.virginia.gov/ConnectWithDEQ/VEGIS.aspx

- DEQ Virginia Coastal Geospatial and Educational Mapping System (GEMS)

  Virginia's coastal resource data and maps; coastal laws and policies; facts on coastal resource values; and direct links to collaborating agencies responsible for current data:
  - http://128.172.160.131/gems2/

- MARCO Mid-Atlantic Ocean Data Portal

  The Mid-Atlantic Ocean Data Portal is a publicly available online toolkit and resource center that consolidates available data and enables users to visualize and analyze ocean resources and human use information such as fishing grounds, recreational areas, shipping lanes, habitat areas, and energy sites, among others.

  http://portal.midatlanticocean.org/visualize/#x=-73.24&y=38.93&z=7&logo=true&controls=true&basemap=Ocean&tab=data&legends=false&layers=true

- DHR Data Sharing System.

  Survey records in the DHR inventory:

  - www.dhr.virginia.gov/archives/data_sharing_sys.htm

- DCR Natural Heritage Search

  Produces lists of resources that occur in specific counties, watersheds or physiographic regions:
  - www.dcr.virginia.gov/natural_heritage/dbsearchtool.shtml

- DWR Fish and Wildlife Information Service

  Information about Virginia's Wildlife resources:
  - http://vafwis.org/fwis/

- Total Maximum Daily Loads Approved Reports
  - https://www.deq.virginia.gov/programs/water/waterqualityinformationtmdls/tmdl/tmdldevelopment/approvedtmdlreports.aspx

- Virginia Outdoors Foundation: Identify VOF-protected land
  - http://vof.maps.arcgis.com/home/index.html

- Environmental Protection Agency (EPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) Database: Superfund Information Systems

  Information on hazardous waste sites, potentially hazardous waste sites and remedial activities across the nation, including sites that are on the National Priorities List (NPL) or being considered for the NPL:
  - www.epa.gov/superfund/sites/cursites/index.htm

- EPA RCRAInfo Search

  Information on hazardous waste facilities:
  - www.epa.gov/enviro/facts/rcrainfo/search.html

- Total Maximum Daily Loads Approved Reports
  - https://www.deq.virginia.gov/programs/water/waterqualityinformationtmdls/tmdl/tmdldevelopment/approvedtmdlreports.aspx

- EPA Envirofacts Database

  EPA Environmental Information, including EPA-Regulated Facilities and Toxics Release Inventory Reports:
  - www.epa.gov/enviro/index.html

- EPA NEPAssist Database

  Facilitates the environmental review process and project planning:
  http://nepaassisttool.epa.gov/nepaassist/entry.aspx

If you have questions about the environmental review process, please feel free to contact me (telephone (804) 659-1915 or e-mail bettina.rayfield@deq.virginia.gov).

I hope this information is helpful to you.

Sincerely,

Bettina Rayfield, Program Manager
Environmental Impact Review and
Long-Range Priorities

COMMONWEALTH of VIRGINIA

Marine Resources Commission
380 Fenwick Road
Bldg 96
Fort Monroe, VA 23651-1064

Andrew R. Wheeler
Secretary of Natural and Historic Resources

January 20, 2022

Department of Environmental Quality
Attn: Rachel Studebaker
1111 East Main Street
Richmond, VA 23219

Re: Aviator 230 kV Line Loop and Aviator Substation Project

Dear Ms. Studebaker,

This will respond to the request for comments regarding the Aviator 230 kV Line Loop and Aviator Substation Project, prepared by Dominion Energy. Specifically, the Dominion Energy has proposed to construct a substation and install a new transmission line adjacent to Willard Road in Loudoun County, Virginia.

We reviewed the provided project documents and found the proposed project is outside the jurisdictional areas of the Virginia Marine Resources Commission (VMRC) and will not require a permit from this agency.

Please be advised that the VMRC, pursuant to §28.2-1200 et seq of the Code of Virginia, has jurisdiction over encroachments in, on, or over the beds of the bays, ocean, rivers, streams, or creeks which are the property of the Commonwealth. Accordingly, if any portion of the subject project involves any encroachments channelward of ordinary high water along non-tidal, natural rivers and streams with a drainage area greater than 5-square miles, a permit may be required from our agency. Any jurisdictional impacts will be reviewed by the VMRC during the JPA process. Should the proposed project change, a new review by this agency may be required relative to these jurisdictional areas.

Please contact me at (757) 247-2285 or by email at claire.gorman@mrc.virginia.gov if you have any questions. Thank you for the opportunity to comment.

Sincerely,

Claire Gorman

CG
HM

ERM

919 East Main Street
Suite 1701
Richmond, Virginia
23219

Telephone: (804) 253-1090
Fax: (804) 253-1091

www.erm.com

January 7, 2022

Ms. Bettina Rayfield, Manager
Virginia Department of Environmental Quality
Office of Environmental Impact Review
P.O. Box 1105
Richmond, Virginia 23218

Subject: Wetland and Waterbody Desktop Summary
Aviator 230 kV Line Loop and Aviator Substation Project
New SCC Filing

Dear Ms. Rayfield:

Environmental Resources Management (ERM), on behalf of Virginia Electric and Power Company ("Dominion Energy Virginia" or the "Company"), conducted a desktop wetland and waterbody review of publicly-available information for the proposed Aviator 230kV Line Loop and Aviator Substation Project (Project) located in Loudoun County, Virginia. Field delineations were not performed and would be required to verify the accuracy and extent of aquatic resource boundaries. Attachment 1 depicts the general location of the proposed project. Attachment 2 illustrates the wetland boundaries that were identified as part of the desktop review.

For this Project, Dominion Energy Virginia proposes a new build option that will address reliability and accommodate increased future demand in the area. The Company considered the facilities required to construct and operate the new feeds; the length of new rights-of-way that will be required; the amount of existing development in each area; the potential for environmental impacts on communities; and the relative cost of the Project. Dominion Energy Virginia is filing an application with the State Corporation Commission (SCC) for the Project.

After review of the new build options, Dominion Energy Virginia decided to further investigate one electrical option for this Project, which is located entirely within Loudoun County, Virginia. Routes will involve cutting the existing Line #2137 at one of two proposed junction sites (on the north side of Route 50 or the south side of Route 50) and extending a new 230 kV double circuit transmission line northeast to the proposed Aviator Substation. A total of three viable overhead route alternatives were identified. All routes will require the construction of the proposed Aviator Substation located on a parcel south of the Metropolitan Washington Airports Authority (MWAA) property.

The purpose of this desktop analysis was to identify and evaluate potential impacts of the project on Waters of the United Sates, including wetlands (WOTUS). In accordance with Virginia Department of Environmental Quality (DEQ) and the SCC's Memorandum of Agreement, the evaluation was conducted using various data sets that may indicate wetland location and type. The information summarized in this report will be submitted to the DEQ as part of the DEQ Wetland Impacts Consultation.

This assessment did not include the field investigations required for wetland delineations in accordance with the U.S. Army Corps of Engineers Wetland Delineation Manual (Environmental Laboratory, 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Eastern Mountains and Piedmont Region (Version 2.0).

Project Study Area and Potential Routes

The Project study area lies within a heavily developed part of Loudoun County in an area just south of the Dulles Airport. The study area encompasses industrial, residential, commercial, and undeveloped properties. The northern boundary of the study area overlaps with Washington Dulles International Airport. A large rock quarry, operated by Chantilly Crushed Stone Inc. (CCS), occupies much of the western half of the study area north of Route 50. The western side of the quarry is flanked by several other industrial businesses, including a transportation and paving company, a producer of construction aggregates, two trucking companies, an excavating contractor, and several other construction companies. There also is a parcel with two residences in this area as well. Much of the central portion of the study area currently is undeveloped. The eastern half of the study is occupied by several industrial and commercial businesses, including a concrete supplier, a composting company, and an existing data center development. Finally, the southern half of the study area south of Route 50 contains a number of commercial businesses and Dominion's Poland Road Substation.

Within the Project study area, ERM identified multiple preliminary route alternatives that could meet the Project objectives. Given the amount of planned development in the general area, ERM focused on developing routes that follow existing roadways, transportation, and utility corridors within the study area. Three viable overhead routes were identified that had the potential to meet the Project objectives. All routes will require the construction of the proposed Aviator Substation located on a parcel south of the MWAA property.

Route Alternatives

Route 1A

Overhead Route 1A would construct an overhead double circuit 230 kV line from the proposed cut-in of existing 230 kV Poland Road-Shellhorn Line #2137 (Brambleton-Pland Road Line #2183) at Structure #2137/133-134 (Structure # 2183/58-57) to the proposed Aviator Substation. The length of the corridor for Overhead Route 1A is 0.90 mile. The route heads southeast for about 0.32 mile, paralleling the northern side of Route 50 and crossing Willard Road. This portion of the route also parallels portions of existing Dominion Energy Virginia distribution line rights-of-way and a Loudoun Water right-of-way. The Company's Distribution Planning group is working to underground the electric distribution lines and to relocate attached telecommunications equipment, as needed, along the north side of Route 50 where Overhead Route 1A is located. After crossing Willard Road, the route pivots slightly to the north east for 0.06 mile before turning north through a wooded area behind industrial businesses for approximately 0.18 mile. The route continues northwest for about 0.07 mile before turning north and paralleling the east side of Willard Road for the remaining 0.21 mile before terminating at the substation location. The 0.9-mile Overhead Route 1A includes removal of one existing overhead span of double circuit 230 kV line located entirely within existing right-of-way between existing Structures #2137/133-134 (Structures #2183/58-57), and installation of a new overhead double circuit 230 kV line in new right-of-way for approximately 0.1 mile from existing Structure #2137/133 (Structure #2183/58) to a proposed new triple circuit steel pole located along Route 50 across from the existing Poland Road Substation (the "Aviator Junction"), and for approximately 0.06 mile from the Aviator Junction to existing Structure #2137/134 (Structure #2183/57) at Poland Road Substation.

Route 1B

Overhead Route 1B would construct an overhead double circuit 230 kV line from the proposed cut-in location of the existing Line #2137 on the north side of Route 50 to the proposed Aviator Substation. The length of the corridor for Overhead Route 1B is approximately 0.58 mile. Beginning from the proposed cut in of existing Line #2137 (Line #2183) at Structure #2137/133-134 (Structure #2183/58-57) on the north side of Route 50, the route heads northeast for 0.05 mile across an undeveloped CCS parcel. The route then heads east for 0.13 mile and turns north for an additional 0.08 mile following the parcel boundary of a CCS owned parcel that is part of active business operation associated with the quarry. The route then continues east for 0.13 mile, crossing an undeveloped CCS parcel and Willard Road. The route next turns to the north and continues for 0.19 mile before terminating at the proposed substation location.

Route 1C

Overhead Route 1C would construct an overhead double circuit 230 kV line from the proposed cut-in location between the existing Line #2137 on the north side of Route 50 and the proposed Aviator Substation. The length of the corridor for Overhead Route 1C is approximately 0.57 mile. Beginning from the proposed cut in of existing Line #2137 (Line #2183) at Structure #2137/133-134 (Structure #2183/58-57) on the north side of Route 50, the route heads northeast for 0.05 mile across an undeveloped CCS parcel. The route then heads east for 0.13 mile, following the southern parcel boundary of a CCS owned parcel that is part of active business operation. The route next continues east for 0.13 mile, crossing areas currently used for parking and/or storage on a parcel owed by Loudoun Conservation LLC, and then crosses Willard Road. The route then turns to the north and continues for 0.26 mile before terminating at the proposed substation location.

Desktop Evaluation Methodology

The area of effect considered for this study consists of the proposed rights-of-way identified above within which the electric transmission lines would be constructed and operated. Data sources used for this review include the following, each of which is described briefly below:

- National Agricultural Imagery Program (NAIP) Digital Ortho-Rectified Natural Color Images, Virginia, 1-meter pixel resolution, photo date 2020;
- NAIP Digital Ortho-Rectified Infrared Images, Virginia, 1-meter pixel resolution, photo date 2020;
- U.S. Geological Survey (USGS) 7.5-minute current (2019);
- U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) mapping (2020);
- U.S. Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS) Soil Survey Geographic (SSURGO) database for Loudon County, Virginia (2021); and
- Loudoun County, Virginia Weblogis – Online Mapping System (2021)

Natural Color and Infrared Aerial Photography

Recent (2021) natural color aerial photography was used to provide a visual overview of the project area and to assist in evaluating current conditions. Recent (2020) infrared aerial photography was used to identify the potential presence of wetlands based on signatures associated with the levels of reflectance. For example, areas that are inundated with water appear very dark (almost black) due to the low level of

reflectance in the infrared spectrum. The presence of these dark colors can be used as a potential indicator of hydric or inundated soils that are likely associated with wetlands.

USGS Topographic Maps

The recent (2019) USGS topographic maps show the topography of the area. The USGS topographic maps also depict other important landscape features such as forest cover, development, buildings, agricultural areas, streams, lakes, and wetlands.

NWI Maps

The NWI maps provide the boundaries and classifications of potential wetland areas as mapped by the USFWS. However, NWI data are based primarily on aerial photo interpretations with limited ground-truthing and may represent incorrect boundaries or wetland cover types. NWI data can be unreliable in some areas, especially in forested landscapes, when aerial photography is used as the major data source. The classifications of the majority of the NWI polygons in the study area appear to be accurate based on a review of the cover types observed in the aerial photography. However, in areas where there was an obvious discrepancy between the NWI classification and the aerial photography, ERM modified the classification to more accurately reflect current conditions. For example, an area mapped by NWI data as open water was adjusted to an emergent wetland type. For the purposes of this review, wetlands mapped as unconsolidated bottom or riverine were considered open water. In order to acknowledge ERM's adjustment of NWI classifications where appropriate, all of the wetland types referenced in this assessment are referred to as "assigned wetland cover types" regardless of whether the cover type was actually modified from the NWI classification.

USDA-NRCS Soils Data

The soils in the study area were identified and assessed using the SSURGO database, which is a digital version of the original county soil surveys. The attribute data within the SSURGO database provides the proportionate extent of the component soils and their properties (e.g., hydric rating) for each soil map unit. The soils in the study area were grouped into three categories based on the hydric rating of the component soils within each map unit: hydric, partially hydric, and non-hydric. Hydric soils were defined as those where the major component soils, and minor components in some cases, are designated as hydric. Hydric components in these map units account for more than 80 percent of the map unit. Partially hydric soils include map units that only contain minor component soils that are designated as hydric. The partially hydric map units in the project area contain 10 percent or less hydric soils. The remaining map units do not contain any component soils that are designated as hydric. Areas mapped as hydric or partially hydric have a higher probability of containing wetlands than areas with no hydric soils.

USGS Hydrography and Loudoun County Waterbody Datasets

The NHD and County of Loudoun Waterbody datasets contain features such as lakes, ponds, streams, rivers, and canals. The waterbodies mapped by the NHD appeared consistent with those visible on the USGS maps and aerial photography. The County of Loudoun Waterbody datasets were used in coordination with the USGS Hydrography dataset for additional refinement.

Probability Analysis

ERM used a stepwise process to identify probable wetland areas along the transmission line routes, as follows:

1. Infrared and natural color aerial photography was used in conjunction with USGS topographic maps and soils maps to identify potential wetland areas. Boundaries were assigned to the areas that appeared to exhibit wetland signatures based on this review and a cover type was determined based on aerial photo interpretation. For the purpose of the study, these areas are referred to as Interpreted Wetlands.

2. To further determine the probability of a wetland occurring within a given location, the Interpreted Wetland polygon shape files were digitally layered with the NWI mapping and soils information from the SSURGO database.

3. The probability of a wetland occurring was assigned based on the number of overlapping data layers (i.e., indicators of potential wetland presence) that occurred in a particular area.

The criteria assigned to each probability are outlined in Table 1.

Table 1: Criteria Used to Rank the Probability of Wetland Occurrence

Probability	Criteria
High	Areas where layers of hydric soils, Interpreted Wetlands, and NWI data overlap
Medium/High	NWI data overlaps hydric soils; or NWI data overlaps Interpreted Wetlands with or without partially hydric soils; or Hydric soils overlap Interpreted Wetlands
Medium	Interpreted Wetlands with or without overlap by partially hydric soils
Medium/Low	Hydric soils only; or NWI data with or without overlap by partially hydric soils
Low	Partially hydric soils only
Very Low	Non-hydric soils only

Wetland and Waterbody Crossings

The desktop analysis provides a probability of wetlands and waterbody occurrence within each route alternative. As stated above, field delineations were not performed and would be required to verify the accuracy and extent of aquatic resource boundaries. A range of wetland occurrence probabilities are reported by this study from very low to high. The probability of wetland occurrence increases as multiple indicators begin to overlap towards the “high” end of the spectrum. The medium, medium-high, and high probability category are the most reliable representation of in-situ conditions, due to overlapping data sets, and these categories are reported in the summary below as a percentage of the total acreage of each alternative route. Attachment 2 depicts the interpreted wetlands displayed on color base map images.

Results

Results of the probability analysis are presented in Table 2 below. Summaries of impacts by route are provided in the sections following the table.

Table 2: Summary of the Probabilities of Wetland and Waterbody Occurrence along Project Routes [a, b]

Probability	Total Acres [c]	Wetland and Waterbody Type (acres)			
		PFO Forested	PSS Scrub/Shrub	PEM Emergent	Riverine Stream
Route 1A					
High	0.00	0.00	0.00	0.00	0.00
Medium/High	1.10	0.95	0.06	0.00	0.09
Medium	2.28	2.24	0.00	0.00	0.05
Medium/Low	0.00	0.00	0.00	0.00	0.00
Low	0.00	0.00	0.00	0.00	0.00
Very Low	NA	NA	NA	NA	NA
Route 1B					
High	0.00	0.000	0.00	0.00	0.00
Medium/High	0.29	0.01	0.06	0.17	0.05
Medium	1.81	1.60	0.16	0.00	0.06
Medium/Low	0.00	0.00	0.00	0.00	0.00
Low	0.00	0.00	0.00	0.00	0.00
Very Low	NA	NA	NA	NA	NA
Route 1C					
High	0.00	0.00	0.00	0.00	0.00
Medium/High	0.29	0.01	0.06	0.17	0.05
Medium	1.77	1.60	0.00	0.13	0.05
Medium/Low	0.00	0.00	0.00	0.00	0.00
Low	0.00	0.00	0.00	0.00	0.00
Very Low	NA	NA	NA	NA	NA

a The numbers in this table have been rounded for presentation purposes; as a result, the totals may not reflect the sum of the addends.
b Substation wetlands and waterbodies are included within each route rather than individually.
c Total acres may not total the sum of wetland and waterbody types. This is due to the fact that some of the lower probability rankings do not overlap with NWI or interpreted wetlands, and therefore do not have a wetland/waterbody type associated with them.

Route 1A

The length of the corridor for the Route 1A is approximately 0.90 miles, and encompasses a total of approximately 9.60 acres of right-of-way and 12.48 acres of substation for a total of 22.08 acres. Based on the methodology discussed above, the right-of-way and substation would encompass approximately 15.31 percent (3.38 acres) of land with a medium or higher probability of containing wetlands and waterbodies.

Route 1B

Route 1B is approximately 0.59 miles long and encompasses a total of approximately 6.12 acres of right-of-way and 12.48 acres of substation for a total of 18.60 acres. Based on the methodology discussed above, the right-of-way and substation will encompass approximately 11.29 percent (2.10 acres) of land with a medium or higher probability of containing wetlands and waterbodies.

Route 1C

Route 1C is approximately 0.57 miles and encompasses a total of approximately 5.94 acres of right-of-way and 12.48 acres of Substation for a total of 18.42 acres. Based on the methodology discussed above, the right-of-way and substation will encompass approximately 11.18 percent (2.06 acres) of land with a medium or higher probability of containing wetlands and waterbodies.

Waterbody Crossings

Based on the NHD and USGS quadrangle map, there are two unnamed intermittent tributaries to Sand Branch that cross through the study area. The number and type of waterbody crossings for each of the proposed routes are described below and presented on Attachment 2.

Route 1A

ERM identified three intermittent streams within the right-of-way of Route 1A in addition to one intermittent stream along the northern boundary of the proposed Aviator Substation. Two of the streams align in close proximity with the streams shown on NHD and USGS quadrangle mapping. The other two stream were evident on aerial imagery within a wetland located south of the proposed substation. The route also crosses one stormwater retention facility that is not identified by NWI or NHD datasets, located just north of Route 50. It appears to function as a “dry” stormwater facility that was constructed in uplands, designed to hold water for a short period of time before allowing water to discharge into a nearby wetland. Aerial imagery shows that the facility is regularly maintained within the limits of existing exclusion fencing. As such, no open waterbody features (e.g., reservoirs, lakes, and ponds) are crossed by this route.

Route 1B

ERM identified two intermittent streams within the right-of-way of Route 1B in addition to one intermittent stream along the northern boundary of the proposed Aviator Substation. Two of the streams align in close proximity with the streams shown on NHD and USGS quadrangle mapping, and the other stream was evident on aerial imagery within the CCS parcel. No open waterbody features are crossed by this route.

Route 1C

ERM identified one intermittent stream within the right-of-way of Route 1C in addition to one intermittent stream along the northern boundary of the proposed Aviator Substation. The two streams align in close proximity with the streams shown on NHD and USGS quadrangle mapping. ERM also found that the route crosses one small freshwater pond which was only identified in NWI and NHD data. In reviewing recent (2021) aerial imagery, the portion of the feature crossed by Route 1C consists of a gravel/dirt parking lot and that no open water feature is present. Therefore, no open waterbody features are crossed by this route.

Project Impacts

Avoiding or minimizing new impacts on wetlands and waterbodies was among the criteria Dominion Virginia Power used in developing potential routes for the Project. While crossings of wetlands and waterbodies could not be entirely avoided in siting this linear facility, Dominion Virginia Power has minimized crossings of these features to the extent practicable.

Where the removal of woody vegetation occurs within wetlands, Dominion Virginia Power would use the least intrusive method reasonably possible to clear the corridor. Hand-cutting of vegetation would be

conducted, where needed, to avoid and minimize impacts on streams and/or wetlands. There would be no change in contours or redirection of the flow of water, and the amount of spoil from trenching would be minimal. Excess soil in wetlands generated during construction would be removed in compliance with current Clean Water Act regulations.

Mats would be used for construction equipment to travel over wetlands, as appropriate. Grading in wetlands will consist of the minimum necessary for safe and efficient equipment operation. Potential direct impacts on wetlands would be temporary in nature, but a reduction in wetland functions and values would occur where tree clearing within wetlands is necessary.

Closing

This Wetland and Waterbody Summary report was prepared in accordance with the Memorandum of Agreement between the DEQ and the SCC for purposes of initiating a Wetlands Impact Consultation. Please note: a formal onsite wetland delineation was not conducted as part of this review.

In addition, Dominion Virginia Power has a project website where the SCC application will be available after filing, as well as maps and discussions about the project. It can be accessed by going to https://www.dominionenergy.com/aviator. If you have any questions regarding this wetland assessment please contact me by email at chris.senfield@erm.com.

Yours sincerely,

Environmental Resources Management

Chris Senfield, PWS, PWD
Principal Consultant, Scientist

cc: Greg Baka, Virginia Electric and Power Company
Rachel Studebaker, Virginia Electric and Power Company

Enclosures: Attachments 1 and 2

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ATTACHMENT 1

Dominion Energy®

Attachment 1
Overview Map
Aviator 230 kV Line Loop and Aviator Substation
Loudoun County, Virginia

Proposed Aviator Substation

1B

1B 1C

1C

1A

1A

Poland Road Substation

- Proposed Route
- Overhead Route 1A (0.90 Miles - 100 ft ROW)
- Alternative Route
- Overhead Route 1B (0.58 Miles - 100 ft ROW)
- Alternative Route
- Overhead Route 1C (0.57 Miles - 100 ft ROW)
- Proposed Aviator Substation (Approximately 12.48 Acres)

Existing Dominon Infrastructure

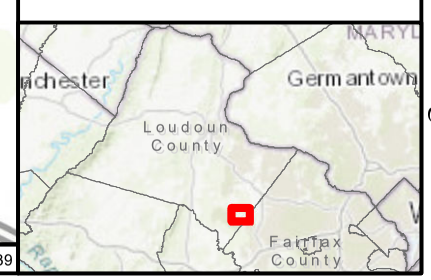
- Transmission Line
- Poland Road Substation

0 500 1,000
Feet

1:12,000

ERM

N W E S



This information is for environmental review purposes only

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Attachment 2.D.1
Page 11 of 13

ATTACHMENT 2

The features depicted on this map are an estimate of possible wetland extent based on desktop data review only, and are subject to change in extent and location based on actual field delineation of wetlands.

Wetland Probability
- High (None)
- Medium/High
- Medium

Wetland Cover Type
- PEM
- PSS
- PFO
- Riverine

Dominion Energy®

Attachment 2
Wetland Probability Map
Aviator 230 kV Line Loop and Aviator Substation
Loudoun County, Virginia

- Proposed Route
  Overhead Route 1A
  (0.90 Miles - 100 ft ROW)
- Alternative Route
  Overhead Route 1B
  (0.58 Miles - 100 ft ROW)
- Alternative Route
  Overhead Route 1C
  (0.57 Miles - 100 ft ROW)
- Proposed Aviator Substation
  (Approximately 12.48 Acres)

Existing Dominon Infrastructure
- Transmission Structure
- Transmission Line
- Distribution Line
- Poland Road Substation
- NWI Wetland

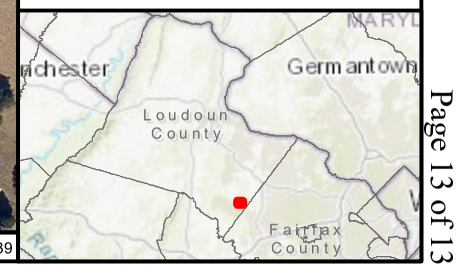
Hydric Soil - SSURGO
- Hydric
- Partially Hydric
- Not Hydric

0 162.5 325
Feet

1:3,900

ERM

N W E S



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Attachment 2.D.1
Page 13 of 13

Rachel M Studebaker (Services - 6)

From: Holland, Benjamin <benjamin.holland@deq.virginia.gov>
Sent: Monday, December 27, 2021 12:05 PM
To: Rachel M Studebaker (Services - 6)
Cc: rr Environmental Impact Review; Miller, Mark
Subject: [EXTERNAL] DEQ NRO scoping request response: Dominion Energy Virginia's Proposed Aviator 230 kV Line Loop and Aviator Substation, Loudoun County, Virginia

CAUTION! This message was NOT SENT from DOMINION ENERGY
Are you expecting this message to your DE email? Suspicious? Use PhishAlarm to report the message. Open a browser and type in the name of the trusted website instead of clicking on links. DO NOT click links or open attachments until you verify with the sender using a known-good phone number. Never provide your DE password.

DEQ Northern Regional Office comments regarding the scoping request for *Dominion Energy Virginia's Proposed Aviator 230 kV Line Loop and Aviator Substation, Loudoun County, Virginia,* are as follows:

Land Protection Division – The project manager is reminded that if any solid or hazardous waste is generated/encountered during construction, the project manager would follow applicable federal, state, and local regulations for their disposal.

Air Compliance/Permitting - The project manager is reminded that during the construction phases that occur with this project; the project is subject to the Fugitive Dust/Fugitive Emissions Rule 9 VAC 5-50-60 through 9 VAC 5-50-120. In addition, should any open burning or use of special incineration devices be employed in the disposal of land clearing debris during demolition and construction, the operation would be subject to the Open Burning Regulation 9 VAC 5-130-10 through 9 VAC 5-130-60 and 9 VAC 5-130-100.

Virginia Water Protection Permit (VWPP) Program – The project manager is reminded that a VWP permit from DEQ may be required should impacts to surface waters be necessary. Measures should be taken to avoid and minimize impacts to surface waters and wetlands during construction activities. The disturbance of surface waters or wetlands may require prior approval by DEQ and/or the U.S. Army Corps of Engineers. The Army Corps of Engineers is the authority for an official confirmation of whether there are federal jurisdictional waters, including wetlands, which may be impacted by the proposed project. DEQ may confirm additional waters as jurisdictional beyond those under federal authority. Review of National Wetland Inventory maps or topographic maps for locating wetlands or streams may not be sufficient; there may need to be a site-specific review of the site by a qualified professional. Even if there will be no intentional placement of fill material in jurisdictional waters, potential water quality impacts resulting from construction site surface runoff must be minimized. This can be achieved by using Best Management Practices (BMPs). If construction activities will occur in or along any streams (perennial, intermittent, or ephemeral), open water or wetlands, the applicant should contact DEQ-NRO VWPP staff to determine the need for any permits prior to commencing work that could impact surface waters or wetlands. Upon receipt of a Joint Permit Application for the proposed surface water impacts, DEQ VWP Permit staff will review the proposed project in accordance with the VWP permit program regulations and current VWP permit program guidance. VWPP staff reserve the right to provide comment upon receipt of a permit application requesting authorization to impact state surface waters, and at such time that a wetland delineation has been conducted and associated jurisdiction determination made by the U.S. Army Corps of Engineers.

Erosion and Sediment Control, Storm Water Management – DEQ has regulatory authority for the Virginia Pollutant Discharge Elimination System (VPDES) programs related to municipal separate storm sewer systems (MS4s) and construction activities. Erosion and sediment control measures are addressed in local ordinances and State regulations. Additional information is available

at http://www.deq.virginia.gov/Programs/Water/StormwaterManagement.aspx. Non-point source pollution resulting from this project should be minimized by using effective erosion and sediment control practices and structures. Consideration should also be given to using permeable paving for parking areas and walkways where appropriate, and denuded areas should be promptly revegetated following construction work. If the total land disturbance exceeds 10,000 square feet, an erosion and sediment control plan will be required. Some localities also require an E&S plan for disturbances less than 10,000 square feet. A stormwater management plan may also be required. For any land disturbing activities equal to one acre or more, you are required to apply for coverage under the VPDES General Permit for Discharges of Storm Water from Construction Activities. The Virginia Stormwater Management Permit Authority may be DEQ or the locality. VEPCO does not currently (December 27, 2021) have approved Annual Standards and Specifications for this project type, and would be subject to the stormwater, general permit, and E&S requirements at the thresholds listed above.

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Note: I will be away on military orders from January 26, 2022, through July 2022. During that time, please direct correspondence to Mark Miller, NRO Enforcement Manager, at mark.miller@deq.virginia.gov, or (571) 866-6487.

BENJAMIN D. HOLLAND, MPH
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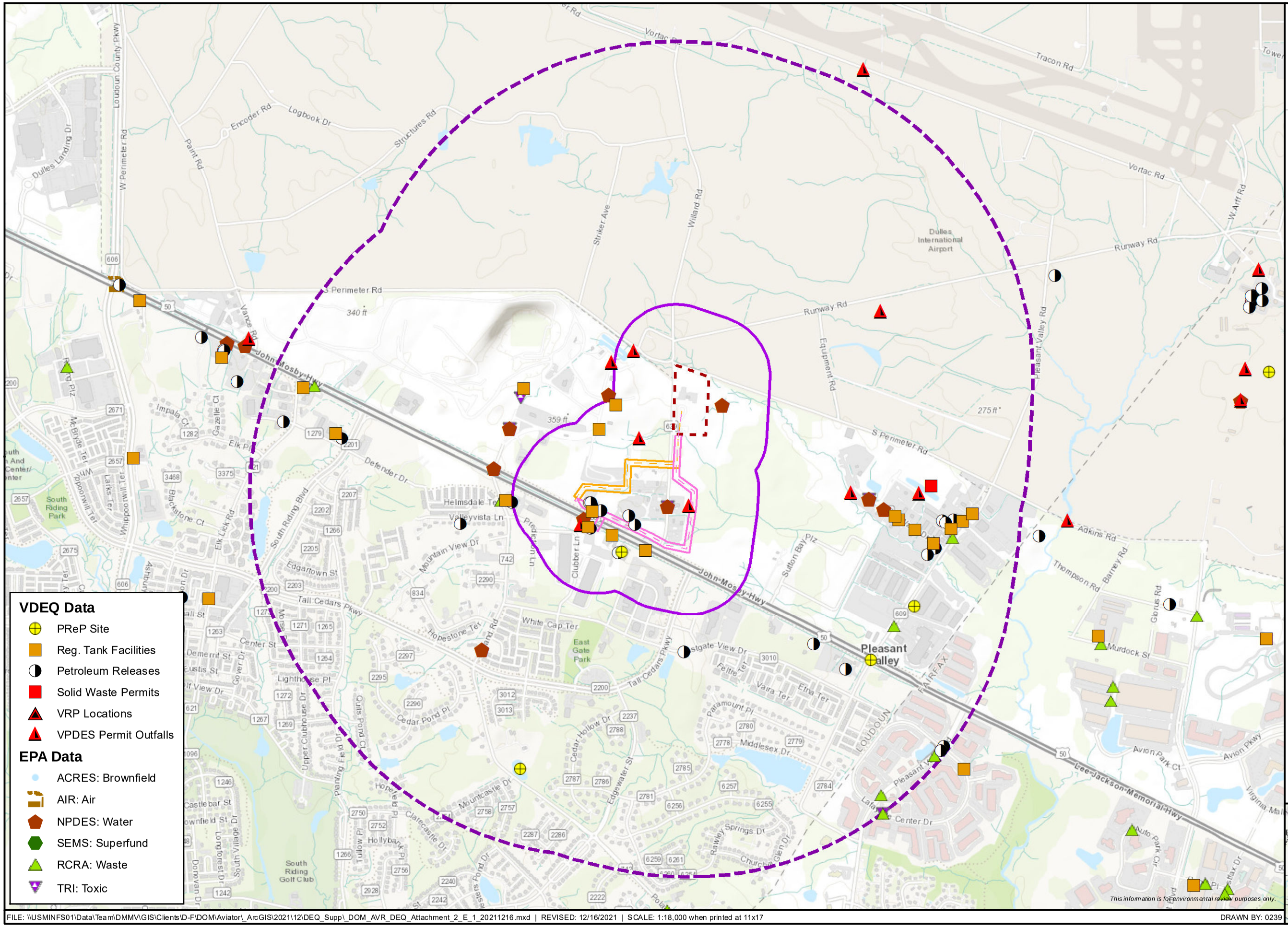

VDEQ Data

- PReP Site
- Reg. Tank Facilities
- Petroleum Releases
- Solid Waste Permits
- VRP Locations
- VPDES Permit Outfalls

EPA Data

- ACRES: Brownfield
- AIR: Air
- NPDES: Water
- SEMS: Superfund
- RCRA: Waste
- TRI: Toxic

Dominion Energy®

Attachment 2.E.1
Transmission Line Route Alternatives
Aviator 230 kV Line Loop and Aviator Substation
Loudoun County, Virginia

- Overhead Route 1A
- Overhead Route 1B
- Route 1A Right of Way
- Route 1B Right of Way
- Proposed Substation
- 1,000-Foot Buffer
- 1-Mile Buffer

0 750 1,500
Feet

1:18,000

ERM

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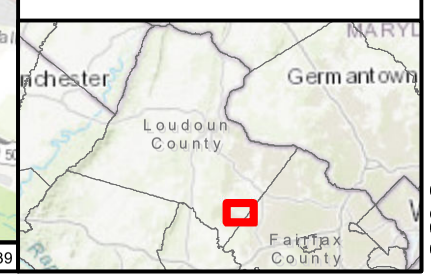


FILE: \\USMINFS01\Data\Team\DMMV\GIS\Clients\D-F\DOM\Aviator_ArcGIS\2021\12\DEQ_Supp_DOM_AVR_DEQ_Attachment_2_E_1_20211216.mxd | REVISED: 12/16/2021 | SCALE: 1:18,000 when printed at 11x17 DRAWN BY: 0239

Matthew J. Strickler
Secretary of Natural Resources

Clyde E. Cristman
Director

COMMONWEALTH of VIRGINIA
DEPARTMENT OF CONSERVATION AND RECREATION

Rochelle Altholz
Deputy Director of Administration and Finance

Russell W. Baxter
Deputy Director of Dam Safety & Floodplain Management and Soil & Water Conservation

Nathan Burrell
Deputy Director of Government and Community Relations

Thomas L. Smith
Deputy Director of Operations

August 9, 2021

Chris Senfield
Environmental Resources Management, Inc.
919 East Main Street, Suite 1701,
Richmond, VA 23219

Re: Dominion Aviator Project

Dear Mr. Senfield:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in Biotics, natural heritage resources have not been documented within the submitted project boundary including a 100 foot buffer. However, according to a DCR biologist, several rare plants, which are typically associated with prairie vegetation and inhabit semi-open diabase glades in Virginia, may occur at this location if suitable habitat is present. Diabase glades are characterized by historically fire-dominated grassland vegetation on relatively nutrient-rich soils underlain by Triassic bedrock. Diabase flatrock, a hard, dark-colored volcanic rock, is found primarily in northern Virginia counties and is located within the geologic formation known as the Triassic Basin. Where the bedrock is exposed, a distinctive community type of drought-tolerant plants occurs. Diabase flatrocks are extremely rare natural communities that are threatened by activities such as quarrying and road construction (Rawinski, 1995).

In Northern Virginia, diabase supports occurrences of several global and state rare plant species: Earleaf False foxglove (*Agalinis auriculata*, G3/S1/NL/NL), Purple milkweed (*Asclepias purpurascens*, G5?/S2/NL/NL), American bluehearts (*Buchnera americana*, G5?/S1S2/NL/NL), Downy phlox (*Phlox pilosa*, G5/S1/NL/NL), Torrey's Mountain-mint (*Pycnanthemum torreyi*, G2/S2/NL/NL), Stiff goldenrod (*Solidago rigida var. rigida*, G5T5/S2/NL/NL), and Hairy hedgenettle (*Stachys arenicola*, G4?/S1/NL/NL).

Due to the potential for this site to support populations of natural heritage resources, DCR recommends an inventory for rare plants associated with diabase glades in the study area. With the survey results, we can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to the documented resources.

DCR-Division of Natural Heritage biologists are qualified to conduct inventories for rare, threatened, and endangered species. Please contact Anne Chazal, Natural Heritage Chief Biologist, at anne.chazal@dcr.virginia.gov or 804-786-9014 to discuss availability and rates for field work.

DCR also recommends the development and implementation of an invasive species plan to be included as part of the maintenance practices for the right-of-way (ROW). The invasive species plan should include an invasive species inventory for the project area based on the current DCR Invasive Species List (http://www.dcr.virginia.gov/natural-heritage/document/nh-invasive-plant-list-2014.pdf) and methods for treating the invasives. DCR also recommends the ROW restoration and maintenance practices planned include appropriate revegetation using native species in a mix of grasses and forbs, robust monitoring and an adaptive management plan to provide guidance if initial revegetation efforts are unsuccessful or if invasive species outbreaks occur.

In addition, the proposed project will fragment Ecological Cores (**C5**) as identified in the Virginia Natural Landscape Assessment (https://www.dcr.virginia.gov/natural-heritage/vaconvisvnla), one of a suite of tools in Virginia ConservationVision that identify and prioritize lands for conservation and protection.

Ecological Cores are areas of unfragmented natural cover with at least 100 acres of interior that provide habitat for a wide range of species, from interior-dependent forest species to habitat generalists, as well as species that utilize marsh, dune, and beach habitats. Cores also provide benefits in terms of open space, recreation, water quality (including drinking water protection and erosion prevention), and air quality (including carbon sequestration and oxygen production), along with the many associated economic benefits of these functions. The cores are ranked from C1 to C5 (C5 being the least ecologically relevant) using many prioritization criteria, such as the proportions of sensitive habitats of natural heritage resources they contain.

Fragmentation occurs when a large, contiguous block of natural cover is dissected by development, and other forms of permanent conversion, into one or more smaller patches. Habitat fragmentation results in biogeographic changes that disrupt species interactions and ecosystem processes, reducing biodiversity and habitat quality due to limited recolonization, increased predation and egg parasitism, and increased invasion by weedy species.

Therefore minimizing fragmentation is a key mitigation measure that will reduce deleterious effects and preserve the natural patterns and connectivity of habitats that are key components of biodiversity. DCR recommends efforts to minimize edge in remaining fragments, retain natural corridors that allow movement between fragments and designing the intervening landscape to minimize its hostility to native wildlife (natural cover versus lawns). Mapped cores in the project area can be viewed via the Virginia Natural Heritage Data Explorer, available here: http://vanhde.org/content/map.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the DCR, DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

There are no State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

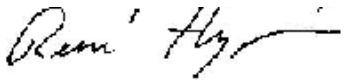
New and updated information is continually added to Biotics. Please re-submit a completed order form and project map for an update on this natural heritage information if the scope of the project changes and/or six months has passed before it is utilized.

A fee of $625.00 has been assessed for the service of providing this information. Please find attached an invoice for that amount. Please return one copy of the invoice along with your remittance made payable to the Treasurer of Virginia, DCR Finance, 600 East Main Street, 24th Floor, Richmond, VA 23219. Payment is due within thirty days of the invoice date. Please note late payment may result in the suspension of project review service for future projects.

The Virginia Department of Wildlife Resources (VDWR) maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from http://vafwis.org/fwis/ or contact Ernie Aschenbach at 804-367-2733 or Ernie.Aschenbach@dwr.virginia.gov.

Should you have any questions or concerns, feel free to contact me at 804-371-2708. Thank you for the opportunity to comment on this project.

Sincerely,



S. René Hypes
Natural Heritage Project Review Coordinator

Literature Cited

Rawinski, T.J. 1995. Natural communities and ecosystems: Conservation priorities for the future. Unpublished report for DCR-DNH.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Virginia Ecological Services Field Office
6669 Short Lane
Gloucester, VA 23061-4410
Phone: (804) 693-6694 Fax: (804) 693-9032
http://www.fws.gov/northeast/virginiafield/

In Reply Refer To: December 02, 2021
Consultation Code: 05E2VA00-2022-SLI-1000
Event Code: 05E2VA00-2022-E-03407
Project Name: Aviator 230kV

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered

species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

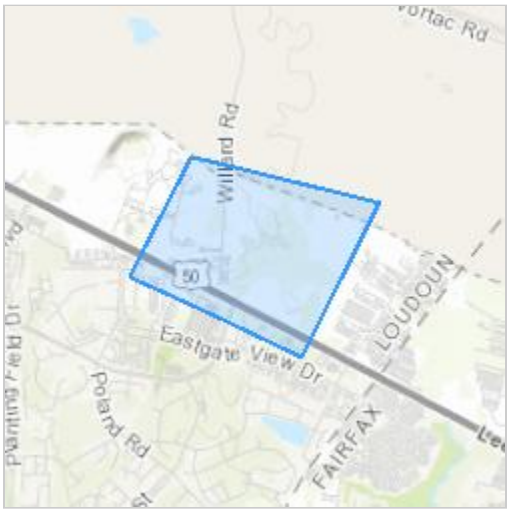
Virginia Ecological Services Field Office
6669 Short Lane
Gloucester, VA 23061-4410
(804) 693-6694

Project Summary

Consultation Code: 05E2VA00-2022-SLI-1000
Event Code: Some(05E2VA00-2022-E-03407)
Project Name: Aviator 230kV
Project Type: TRANSMISSION LINE
Project Description: The project is located in Loudoun County, Virginia within a developed area just south of Dulles Airport. Planning is being conducted for potential electric transmission line routes. Over 90 days has past since a species list was requested, so this request is needed to update the project file.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@38.919615699999994,-77.48497077941792,14z



Counties: Loudoun County, Virginia

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

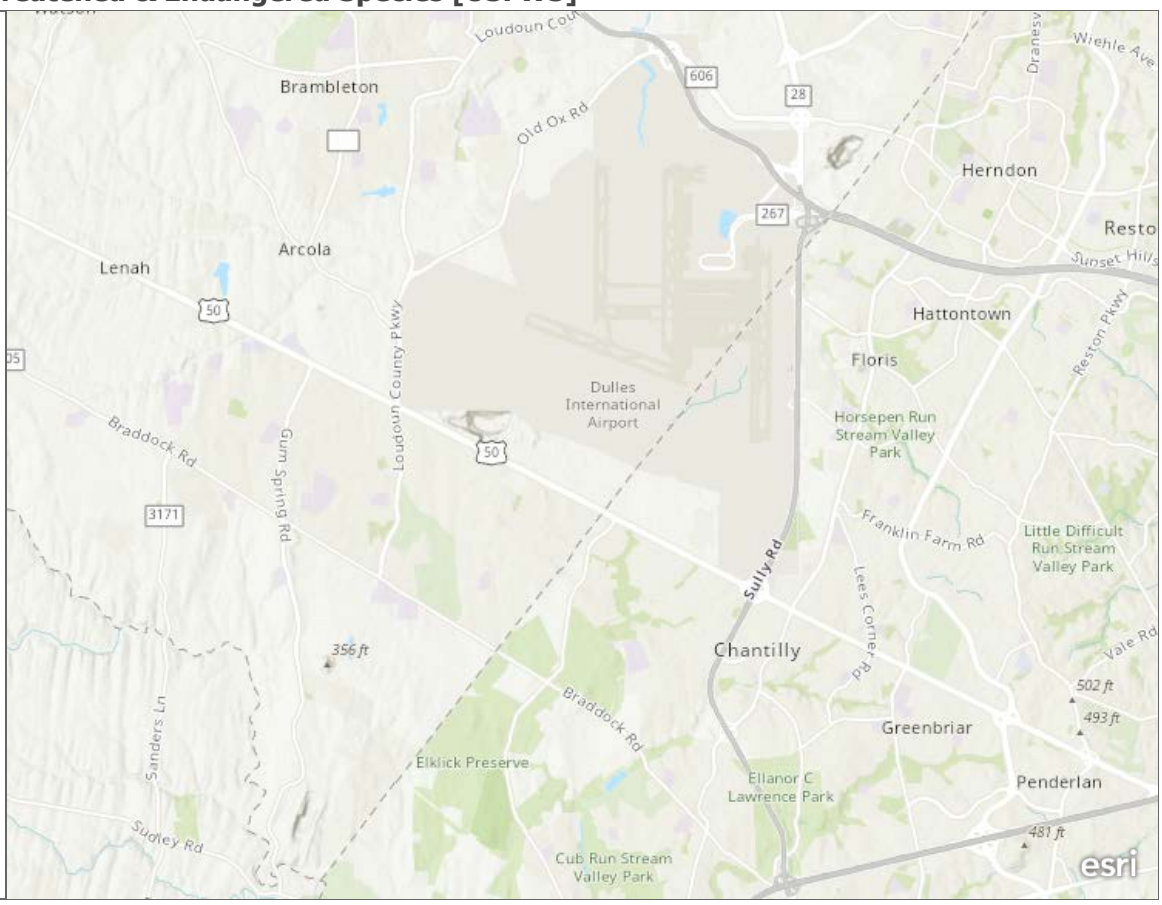
Critical Habitat for Threatened & Endangered Species [USFWS]

Final Linear Features

Final Polygon Features

Proposed Linear Features

Proposed Polygon Features



A specific geographic area(s) that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection.

U.S. Fish and Wildlife Service | The data found in this file were developed by the U.S. Fish & Wildlife Service field offices. For more information please refer to the species level metadata found with the individual shapefiles. The ECOS Joint Development Team is responsible for creating and serving this conglomerate file. No data alterations are made by ECOS. | Esri, NASA, NGA, USGS | County of Loudoun, County of Prince William, Fairfax County, VA, VITA, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

VaFWIS Search Report Compiled on 11/30/2021, 2:31:32 PM

Help

Known or likely to occur within a **2 mile radius around point 38.9207200 -77.4878096** in **059 Fairfax County, 107 Loudoun County, VA**

View Map of Site Location

732 Known or Likely Species ordered by Status Concern for Conservation (displaying first 35) (35 species with Status* or Tier I** or Tier II**)

BOVA Code	Status*	Tier**	Common Name	Scientific Name	Confirmed	Database(s)
060003	FESE	Ia	Wedgemussel, dwarf	Alasmidonta heterodon		BOVA
010032	FESE	Ib	Sturgeon, Atlantic	Acipenser oxyrinchus		BOVA
050022	FTST	Ia	Bat, northern long-eared	Myotis septentrionalis		BOVA
060029	FTST	IIa	Lance, yellow	Elliptio lanceolata		BOVA,HU6
050020	SE	Ia	Bat, little brown	Myotis lucifugus		BOVA
050027	SE	Ia	Bat, tri-colored	Perimyotis subflavus		BOVA
060006	SE	Ib	Floater, brook	Alasmidonta varicosa		BOVA
030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes	BOVA,TEWaters,Habitat,HU6
040096	ST	Ia	Falcon, peregrine	Falco peregrinus		BOVA
040293	ST	Ia	Shrike, loggerhead	Lanius ludovicianus		BOVA
040379	ST	Ia	Sparrow, Henslow's	Centronyx henslowii	Potential	BOVA,BBA,HU6
100155	ST	Ia	Skipper, Appalachian grizzled	Pyrgus wyandot		BOVA,HU6
060081	ST	IIa	Floater, green	Lasmigona subviridis		BOVA
040292	ST		Shrike, migrant loggerhead	Lanius ludovicianus migrans		BOVA
030063	CC	IIIa	Turtle, spotted	Clemmys guttata		BOVA,HU6
030012	CC	IVa	Rattlesnake, timber	Crotalus horridus		BOVA
010077		Ia	Shiner, bridle	Notropis bifrenatus		BOVA
040092		Ia	Eagle, golden	Aquila chrysaetos		BOVA

040040		Ia	Ibis, glossy	Plegadis falcinellus		BOVA,HU6
040306		Ia	Warbler, golden-winged	Vermivora chrysoptera		BOVA
100248		Ia	Fritillary, regal	Speyeria idalia idalia		BOVA,HU6
040213		Ic	Owl, northern saw-whet	Aegolius acadicus		BOVA,HU6
040052		IIa	Duck, American black	Anas rubripes		BOVA,HU6
040033		IIa	Egret, snowy	Egretta thula		BOVA
040029		IIa	Heron, little blue	Egretta caerulea caerulea		BOVA
040036		IIa	Night-heron, yellow-crowned	Nyctanassa violacea violacea		BOVA
040181		IIa	Tern, common	Sterna hirundo		BOVA,HU6
040320		IIa	Warbler, cerulean	Setophaga cerulea		BOVA,HU6
040140		IIa	Woodcock, American	Scolopax minor		BOVA,HU6
060071		IIa	Lampmussel, yellow	Lampsilis cariosa		BOVA
040203		IIb	Cuckoo, black-billed	Coccyzus erythropthalmus		BOVA
040105		IIb	Rail, king	Rallus elegans		BOVA
040304		IIc	Warbler, Swainson's	Limnothlypis swainsonii		BOVA,HU6
100154		IIc	Butterfly, Persius duskywing	Erynnis persius persius		BOVA,HU6
100166		IIc	Skipper, Dotted	Hesperia attalus slossonae		BOVA,HU6

To view **All 732 species** View 732

*FE=Federal Endangered; FT=Federal Threatened; SE=State Endangered; ST=State Threatened; FP=Federal Proposed; FC=Federal Candidate; CC=Collection Concern

**I=VA Wildlife Action Plan - Tier I - Critical Conservation Need; II=VA Wildlife Action Plan - Tier II - Very High Conservation Need; III=VA Wildlife Action Plan - Tier III - High Conservation Need;
IV=VA Wildlife Action Plan - Tier IV - Moderate Conservation Need
Virginia Widlife Action Plan Conservation Opportunity Ranking:
a - On the ground management strategies/actions exist and can be feasibly implemented.;
b - On the ground actions or research needs have been identified but cannot feasibly be implemented at this time.;
c - No on the ground actions or research needs have been identified or all identified conservation opportunities have been exhausted.

View Map of All Query Results from All Observation Tables

Bat Colonies or Hibernacula: **Not Known**

Anadromous Fish Use Streams

N/A

Impediments to Fish Passage

N/A

Colonial Water Bird Survey

N/A

Threatened and Endangered Waters (5 Reaches)

View Map of All Threatened and Endangered Waters

Stream Name	T&E Waters Species						View Map
	Highest TE*	BOVA Code, Status*, Tier**, Common & Scientific Name					
Cub Run (012081)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Cub Run (014294)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Cub Run (016035)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Cub Run (025116)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Cub Run (09374)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes

Managed Trout Streams

N/A

Bald Eagle Concentration Areas and Roosts

N/A

Bald Eagle Nests

N/A

Species Observations (11 records)

View Map of All Query Results
Species Observations

obsID	class	Date Observed	Observer	N Species			View Map
				Different Species	Highest	Highest	

					TE*	Tier**	
627274	SppObs	Oct 12 2017	Jason; Hill| Drew; Miller	16			Yes
621915	SppObs	Aug 19 2014	John; Burke| Chris; Ruck| LeAnne; Astin| Joe; Sanchirico|	9			Yes
615551	SppObs	Aug 27 2012	Shannon; Curtis| Heather; Ambrose| Chad; Grupe| Takisha;	9			Yes
319434	SppObs	Sep 4 2007	David Wong / Brenda Morgan	12			Yes
306688	SppObs	Oct 9 2004	Todd Bolton	1			Yes
306685	SppObs	Aug 25 2004	Todd Bolton	1			Yes
302377	SppObs	Oct 8 2003	Robert Ballantine	4			Yes
302369	SppObs	Oct 8 2003	Robert Ballantine	5			Yes
62561	SppObs	Dec 4 1999	Richard H. Efthim (Principle Permittee), Smithsonian Institute, Naturalist Center	1			Yes
59656	SppObs	Sep 2 1999	MS. AMY MAHER, COUNTY OF FAIRFAX, DEPT. OF PUBLIC WORKS	10			Yes
59657	SppObs	Aug 19 1999	MS. AMY MAHER, COUNTY OF FAIRFAX, DEPT. OF PUBLIC WORKS	9			Yes

Displayed 11 Species Observations

Habitat Predicted for Aquatic WAP Tier I & II Species (8 Reaches)

View Map Combined Reaches from Below of Habitat Predicted for WAP Tier I & II Aquatic Species

Stream Name	Tier Species						View Map
	Highest TE*	BOVA Code, Status*, Tier**, Common & Scientific Name					
Cabin Branch (20700081)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Cub Run (20700101)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Dead Run (20700101)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Elklick Run (20700101)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Elklick Run (20700102)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
Sand Branch (20700101)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes

tributary (20700101)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes
tributary (20700102)	ST	030062	ST	Ia	Turtle, wood	Glyptemys insculpta	Yes

Habitat Predicted for Terrestrial WAP Tier I & II Species

N/A

Virginia Breeding Bird Atlas Blocks (4 records)

View Map of All Query Results
Virginia Breeding Bird Atlas Blocks

BBA ID	Atlas Quadrangle Block Name	Breeding Bird Atlas Species			View Map
		Different Species	Highest TE*	Highest Tier**	
50204	Arcola, CE	41		III	Yes
50206	Arcola, SE	72	ST	I	Yes
51203	Herndon, CW	29		IV	Yes
51205	Herndon, SW	49		III	Yes

Public Holdings:

N/A

Summary of BOVA Species Associated with Cities and Counties of the Commonwealth of Virginia:

FIPS Code	City and County Name	Different Species	Highest TE	Highest Tier
059	Fairfax	559	FESE	I
107	Loudoun	438	FTSE	I

USGS 7.5' Quadrangles:
Arcola
Herndon

USGS NRCS Watersheds in Virginia:

N/A

USGS National 6th Order Watersheds Summary of Wildlife Action Plan Tier I, II, III, and IV Species:

HU6 Code	USGS 6th Order Hydrologic Unit	Different Species	Highest TE	Highest Tier
PL17	Broad Run-Lenah Run	49	ST	I
PL18	Horsepen Run	61	ST	I
PL45	Cub Run	70	FTST	I

Compiled on 11/30/2021, 2:31:32 PM I1150487.0 report=all searchType= R dist= 3218 poi= 38.9207200 -77.4878096

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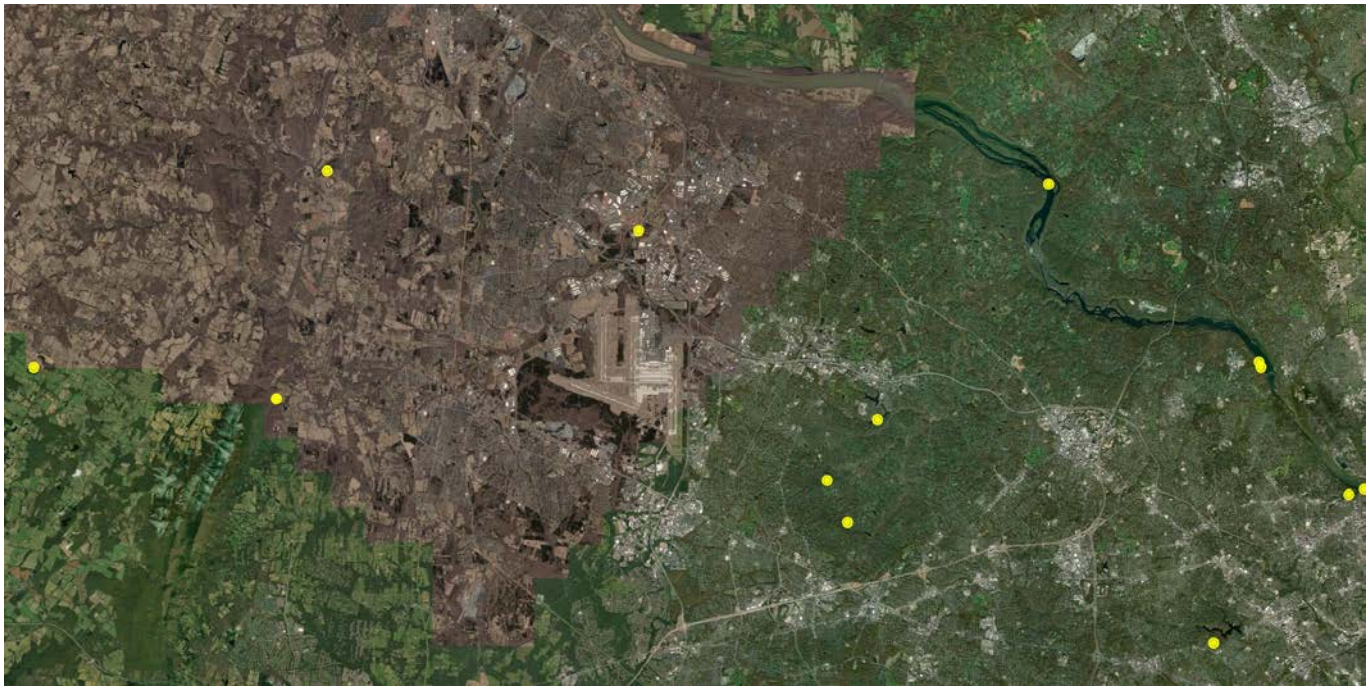
CCB Mapping Portal



Layers: VA Eagle Nest Locator, VA Eagle Nest Buffers

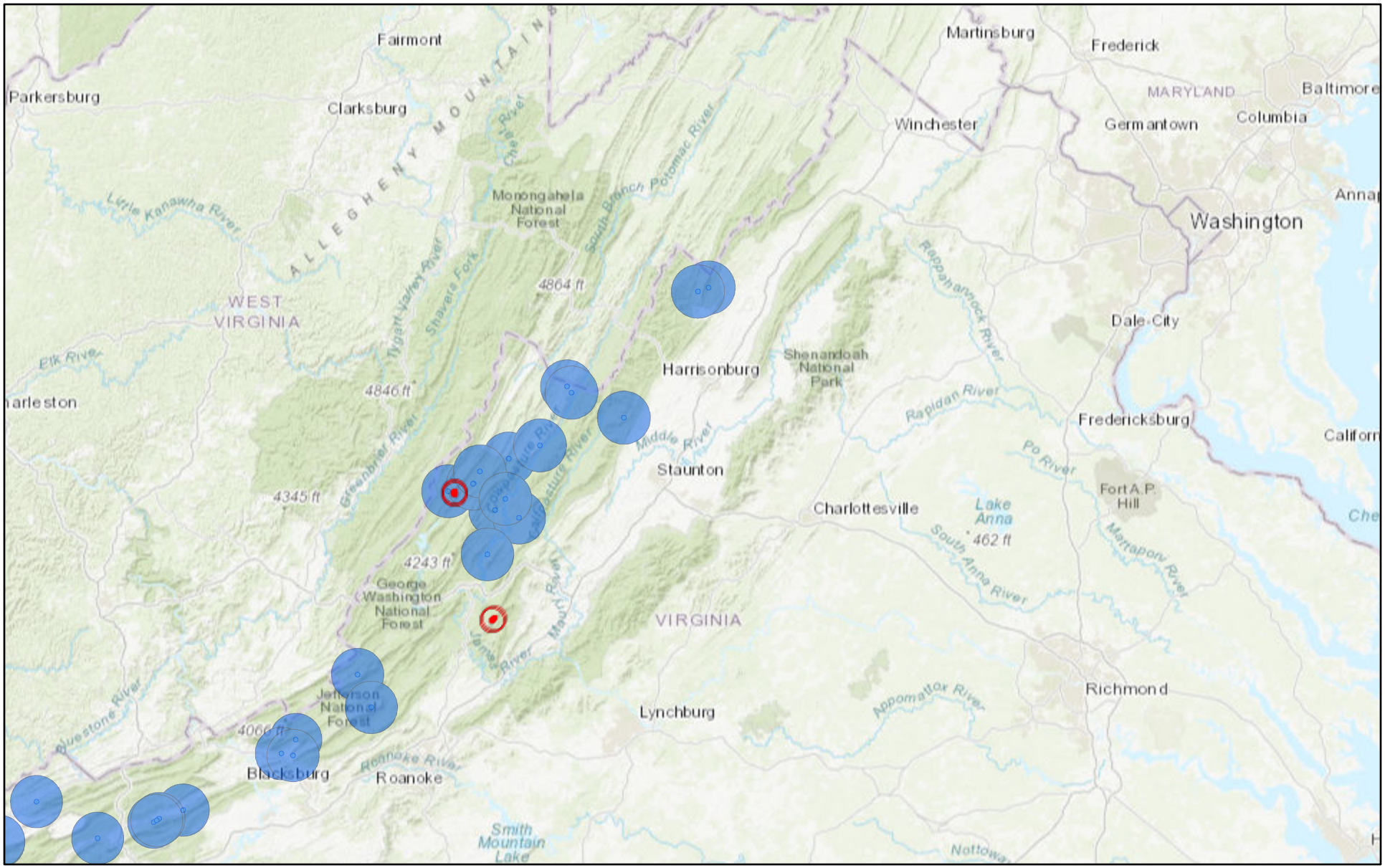
Map Center [longitude, latitude]: [-77.44434356689453, 38.95273435582513]

Map Link:
https://ccbbirds.org/maps/#layer=VA+Eagle+Nest+Locator&layer=VA+Eagle+Nest+Buffers&zoom=12&lat=38.95273435582513&lng=-77.44434356689453&legend=legend_tab_7c321b7e-e523-11e4-aaa0-0e0c41326911&base=World+Imagery+%28ESRI%29

Report Generated On: 12/02/2021

The Center for Conservation Biology (CCB) provides certain data online as a free service to the public and the regulatory sector. CCB encourages the use of its data sets in wildlife conservation and management applications. These data are protected by intellectual property laws. All users are reminded to view the Data Use Agreement to ensure compliance with our data use policies. For additional data access questions, view our Data Distribution Policy, or contact our Data Manager, Marie Pitts, at mlpitts@wm.edu or 757-221-7503.

NLEB Locations and Roost Trees



12/2/2021, 4:58:39 PM

NLEB Known Occupied Maternity Roost (Summer Habitat)

NLEB Hibernaculum 5.5 Mile Buffer

NLEB Hibernaculum Half Mile Buffer

1:2,311,162

0 15 30 60 mi

0 20 40 80 km

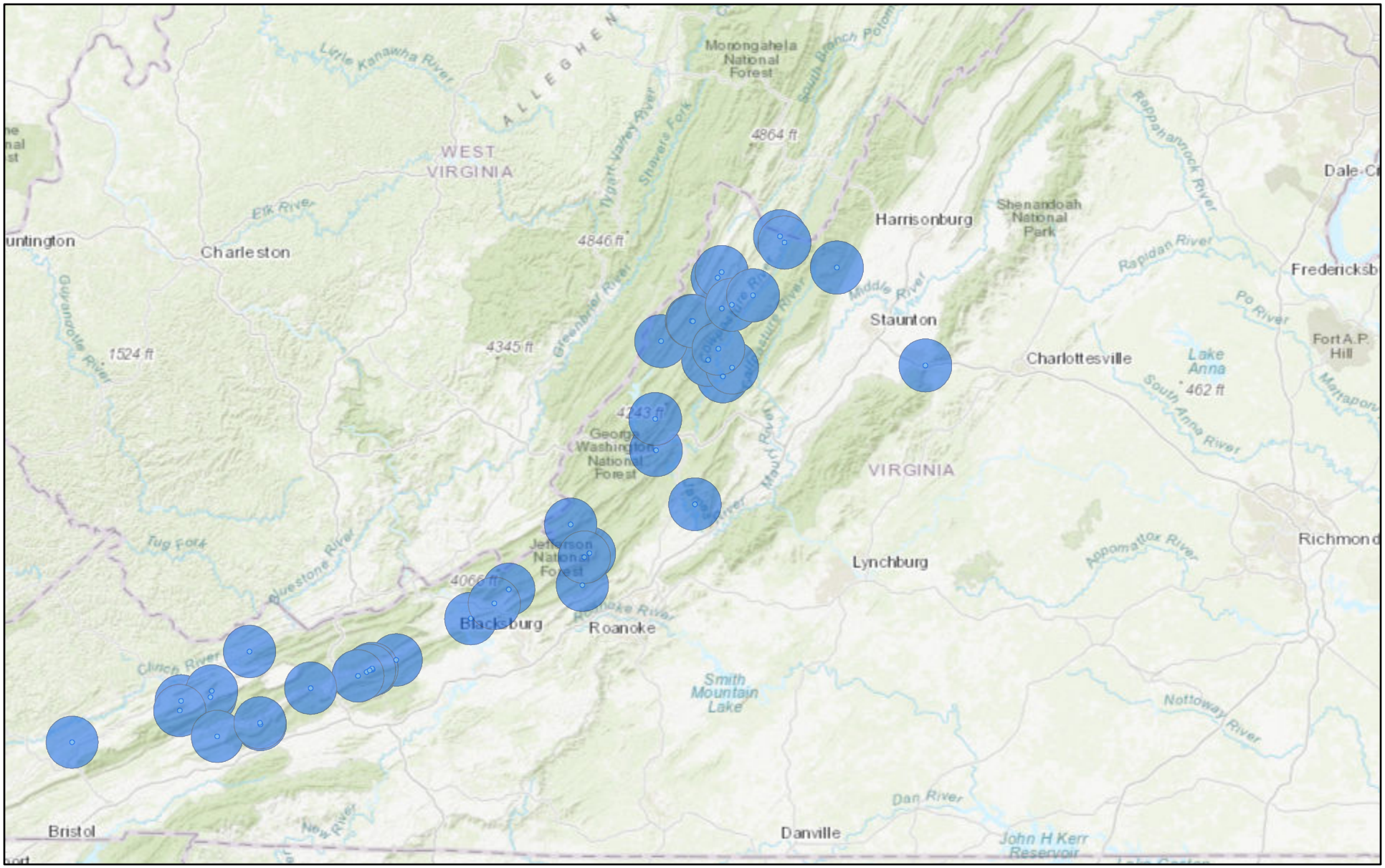
Esri, HERE, Garmin, FAO, USGS, EPA, NPS

VA Dept. Game & Inland Fisheries

Esri, HERE, Garmin, FAO, USGS, EPA, NPS |

Attachment 2.F.1
Page 19 of 20

ArcGIS Web Map



12/2/2021, 5:03:16 PM

Tri-colored and Little Brown Hibernaculum Half Mile Buffer

Tri-colored and Little Brown Hibernaculum 5.5 Mile Buffer

1:2,311,162

0 15 30 60 mi

0 20 40 80 km

Esri, HERE, Garmin, FAO, USGS, EPA, NPS

Dept. Game and Inland Fisheries

Esri, HERE, Garmin, FAO, USGS, EPA, NPS |

Attachment 2.F.1
Page 20 of 20

Rachel M Studebaker (Services - 6)

From: Hypes, Rene' <rene.hypes@dcr.virginia.gov>
Sent: Wednesday, December 22, 2021 1:47 PM
To: Rachel M Studebaker (Services - 6)
Subject: [EXTERNAL] Re: Aviator 230 kV Line Loop and Aviator Substation Project

CAUTION! This message was NOT SENT from DOMINION ENERGY
Are you expecting this message to your DE email? Suspicious? Use PhishAlarm to report the message. Open a browser and type in the name of the trusted website instead of clicking on links. DO NOT click links or open attachments until you verify with the sender using a known-good phone number. Never provide your DE password.

Ms. Studebaker,

Thank you for the notification. In order for us to initiate the review of this project, we need a completed information services order form along with the attached project map and information. It would also be helpful if you could provide an ArcGIS shapefile of the project area. Please note, our standard review time is 30 calendar days starting upon receipt of the completed information services order form. I am happy to speak to you or your supervisor about our review process.

Please let me know if you have any questions.

Happy Holidays!

Rene' Hypes

On Wed, Dec 22, 2021 at 12:56 PM Rachel.M.Studebaker@dominionenergy.com <Rachel.M.Studebaker@dominionenergy.com> wrote:

> Ms. Hypes,
>
> Apologies, I forgot to attach the Project location map. Please see attached.
>
> **From:** Rachel M Studebaker (Services - 6)
> **Sent:** Wednesday, December 22, 2021 12:11 PM
> **To:** Hypes, Rene' <rene.hypes@dcr.virginia.gov>
> **Subject:** Aviator 230 kV Line Loop and Aviator Substation Project
>
> Mr. Hypes,

Please see the attached letter and project map notifying you of the Proposed Aviator 230 kV Line Loop and Aviator Substation Project located in Loudoun County, Virginia.

Please contact me with any questions or for additional information.

Thank you,

Rachel Studebaker

Environmental Specialist III

Dominion Energy Services

120 Tredegar Street, Richmond, VA 23219

Cell: (804) 217-1847

CONFIDENTIALITY NOTICE: This electronic message contains information which may be legally confidential and or privileged and does not in any case represent a firm ENERGY COMMODITY bid or offer relating thereto which binds the sender without an additional express written confirmation to that effect. The information is intended solely for the individual or entity named above and access by anyone else is unauthorized. If you are not the intended recipient, any disclosure, copying, distribution, or use of the contents of this information is prohibited and may be unlawful. If you have received this electronic transmission in error, please reply immediately to the sender that you have received the message in error, and delete it. Thank you.

--

S. Rene' Hypes (she/her)

Project Review Coordinator

Department of Conservation and Recreation

Division of Natural Heritage

600 East Main Street, 24th Floor

Richmond, Virginia 23219

804-371-2708 (phone)

804-371-2674 (fax)

rene.hypes@dcr.virginia.gov

Conserving VA's Biodiversity through Inventory, Protection and Stewardship

http://www.dcr.virginia.gov/natural-heritage

Commonwealth of Virginia

VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY

1111 E. Main Street, Suite 1400, Richmond, Virginia 23219
P.O. Box 1105, Richmond, Virginia 23218
(800) 592-5482
www.deq.virginia.gov

Matthew J. Strickler
Secretary of Natural Resources

David K. Paylor
Director
(804) 698-4000

August 13, 2019

Mr. Jason E. Williams
Director Environmental Services
Dominion Energy
5000 Dominion Boulevard
Glen Allen, VA 23060

Transmitted electronically: jason.e.william@dominionenergy.com

Subject: Dominion Energy (Electric Transmission) – Annual Standards and Specifications for Erosion & Sediment Control and Stormwater Management (AS&S for ESC and SWM)

Dear Mr. Williams:

The Virginia Department of Environmental Quality ("DEQ") hereby approves the Annual Standards and Specifications for Erosion & Sediment Control and Stormwater Management for Dominion Energy (Electric Transmission) dated "May 29, 2019". This coverage is effective from August 13, 2019 to August 12, 2020.

To ensure compliance with approved specifications, the Virginia Erosion and Sediment Control Law and the Virginia Stormwater Management Act, DEQ staff will conduct random site inspections, respond to complaints, and provide on-site technical assistance with specific erosion and sediment control and stormwater management measures and plan implementation.

Please note that your approved Annual Standards and Specifications include the following requirements:

1. Variance, exception, and deviation requests must be submitted separately from this Annual Standards and Specifications submission to DEQ. DEQ may require project-specific plans associated with variance requests to be submitted for review and approval.

2. The following information must be submitted to DEQ for each project at least two weeks in advance of the commencement of regulated land-disturbing activities. Notifications shall be sent by email to: StandardsandSpecs@deq.virginia.gov
    - i: Project name or project number;
    - ii: Project location (including nearest intersection, latitude and longitude, access point);
    - iii: On-site project manager name and contact info;
    - iv: Responsible Land Disturber (RLD) name and contact info;
    - v: Project description;

vi: Acreage of disturbance for project;
vii: Project start and finish date; and
viii: Any variances/exceptions/waivers associated with this project.

3. Project tracking of all regulated land disturbing activities (LDA) must be submitted to the DEQ on a bi-annual basis. Project tracking records shall contain the same information as required in the two week e-notifications for each regulated LDA.
4. Erosion & Sediment Control and Stormwater Management plan review and approval must be conducted by DEQ-Certified plan reviewers and documented in writing.

To ensure an efficient information exchange and response to inquiries, the DEQ Central Office is your primary point of contact. Central Office staff will coordinate with our Regional Office staff as appropriate.

Thank you very much for your submission and continued efforts to conserve and protect Virginia's precious natural resources.

Sincerely,

Jaime B. Robb

Jaime B. Robb, Manager
Office of Stormwater Management

Cc: Amelia Boschen, *Amelia.h.boschen@dominionenergy.com*
Elizabeth Hester, *Elizabeth.l.hester@dominionenergy.com*
Stacey Ellis, *Stacey.t.ellis@dominionenergy.com*

Case Decision Information:
As provided by Rule 2A:2 of the Supreme Court of Virginia, you have thirty days from the date of service (the date you actually received this decision or the date it was mailed to you, whichever occurred first) within which to appeal this decision by filing a notice of appeal in accordance with the Rules of the Supreme Court of Virginia with the Director, Department of Environmental Quality. In the event that this decision is served on you by mail, three days are added to that period.

REPORT >

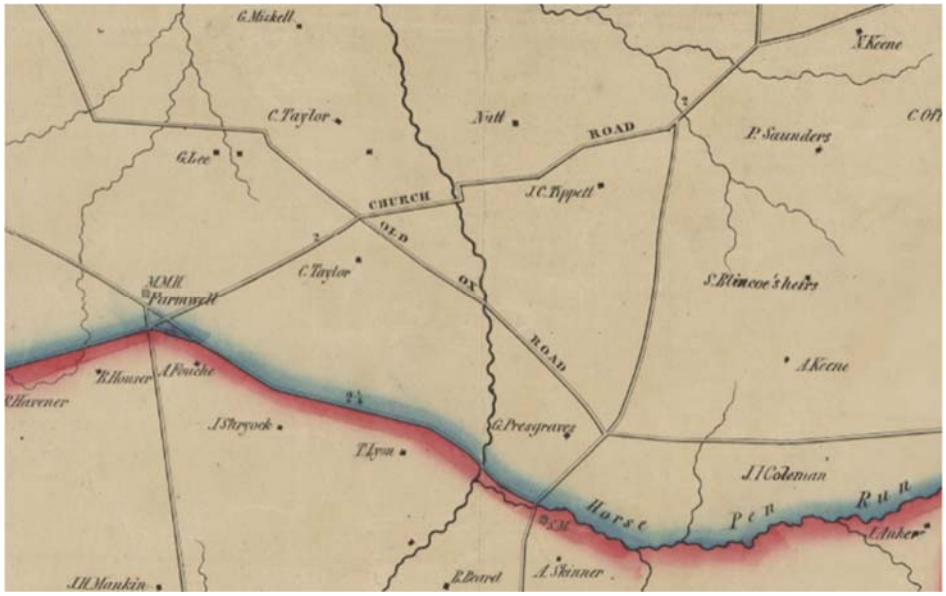
Pre-Application Analysis Of Cultural Resources for the Aviator 230kV Line Loop and Substation

LOCATION > Loudoun County, Virginia

DATE> JANUARY 2022

PREPARED FOR >

Dominion Energy



"Loudoun County", 1854 Yardley Taylor. Source: Library of Congress

PREPARED BY >

Dutton + Associates, LLC

PROJECT REVIEW # >

Dutton + Associates

CULTURAL RESOURCE SURVEY, PLANNING, AND MANAGEMENT

SCC Pre-Application Analysis of Cultural Resources for the Aviator 230kV Line Loop and Substation

Loudoun County, Virginia

***PREPARED FOR*:**
DOMINION ENERGY
10900 NUCKOLS ROAD, 4TH FLOOR
GLEN ALLEN, VA 23060

***PREPARED BY*:**
DUTTON + ASSOCIATES, LLC
1115 Crowder Drive
Midlothian, Virginia 23236
804.644.8290

PRINCIPAL INVESTIGATOR:
Robert J. Taylor, Jr. M.A.

January 2022

ABSTRACT

In January 2022, Dutton + Associates, LLC (D+A) completed a Pre-Application Analysis (analysis) of cultural resources for the Aviator 230kV Line Loop and Substation project in Loudoun County, Virginia. The analysis was performed for Dominion Energy Virginia (Dominion) in support of a State Corporation Commission (SCC) application. The analysis was conducted in accordance with Virginia Department of Historic Resources' (VDHR) guidance titled Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia (January 2008) and Commonwealth of Virginia State Corporation Commission Division of Public Utility Regulation Guidelines for Transmission Line Applications Filed Under Title 56 of the Code of Virginia (August 2017).

The Aviator 230kV Line Loop and Substation project entails the construction of a new electric transmission line to connect to the proposed Aviator substation in the Chantilly vicinity of Loudoun County. The project is proposed in order to provide service requested by a retail electric service customer (the "Customer"); to maintain reliable service for the overall growth in the area; and to comply with mandatory North American Electric Reliability Corporation ("NERC") Reliability Standards.

The background research conducted as part of this analysis was consistent with VDHR guidance and designed to identify all previously recorded National Historic Landmarks (NHL) located within 1.5-miles of the proposed project, all National Register of Historic Places (NRHP)-listed properties, battlefields, and historic landscapes located within 1-mile of the proposed project or closer, all historic properties considered eligible for listing in the NRHP located within 0.5-miles of the proposed project or closer, and all archaeological sites located directly within the proposed project area. Historic properties include architectural and archaeological (terrestrial and underwater) resources, historic and cultural landscapes, battlefields, and historic districts. For each historic property within the defined tiers, a review of existing documentation and a field reconnaissance was undertaken to assess each property's significant character-defining features, as well as the character of its current setting. Following identification of historic properties, D+A assessed the potential for impacts to any identified properties as a result of the proposed project. Specific attention was given to determining whether or not construction related to the project could introduce new visual elements into the property's viewshed or directly impact the property through construction, which would either directly or indirectly alter those qualities or characteristics that qualify the historic property for listing in the NRHP.

With regards to architectural resources, there are no (0) historic properties that are either designated and NHL, listed in, or determined eligible or potentially eligible for listing in the NRHP are located within the defined study tiers. ***It is therefore D+A's opinion that the proposed Aviator 230kV Line Loop and Substation project will have no impact on any architectural resources that are designated an NHL, listed in the NRHP, or determined eligible or potentially eligible for listing.***

With regards to archaeology, there are no (0) previously identified sites located directly within or adjacent to the ROW for any of the project route alternatives. However, only a small portion of the study area and route alternatives have been subject to previous cultural resources survey. No

archaeological field work was conducted as part of this effort and no previously recorded sites were visited or assessed at this time. ***It is therefore D+A's opinion that the proposed Aviator 230kV Line Loop and Substation will have no impact on known archaeological sites that are considered NRHP-eligible, however, survey of the preferred route alternative should be conducted.***

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1. INTRODUCTION

In January 2022, Dutton + Associates, LLC (D+A) completed a Pre-Application Analysis (analysis) of cultural resources for the Aviator 230kV Line Loop and Substation project in Loudoun County, Virginia (the study area) (Figure 1-1). The analysis was performed for Dominion Energy Virginia (Dominion) in support of a State Corporation Commission (SCC) application. The analysis was conducted in accordance with Virginia Department of Historic Resources' (VDHR) guidance titled *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (January 2008) and Commonwealth of Virginia State Corporation Commission Division of Public Utility Regulation *Guidelines for Transmission Line Applications Filed Under Title 56 of the Code of Virginia* (August 2017).

This analysis was performed at a level that meets the purpose and intent of VDHR and the SCC's guidance. It provides information on the presence of previously recorded National Historic Landmark (NHL) properties located within a 1.5-mile buffer area established around the project area, properties listed on the National Register of Historic Places (NRHP), battlefields, and historic landscapes located within a 1-mile buffer around the project area, and properties previously determined eligible for listing in the NRHP located within a 0.5-mile buffer area around the project area, and previously identified archaeological resources directly within the project area. This analysis will not satisfy Section 106 identification and evaluation requirements in the event federal permits or licenses are needed; however, it can be used as a planning document to assist in making decisions under Section 106 as to whether further cultural resource identification efforts may be warranted.

This report contains a research design which describes the scope and methodology of the analysis, discussion of previously identified historic properties, and an assessment of potential impacts. D+A Senior Architectural Historian Robert J. Taylor, Jr. M.A. served as Principal Investigator and oversaw the general course of the project and supervised all aspects of the work. Copies of all notes, maps, correspondence, and historical research materials are on file at the D+A main office in Midlothian, Virginia.

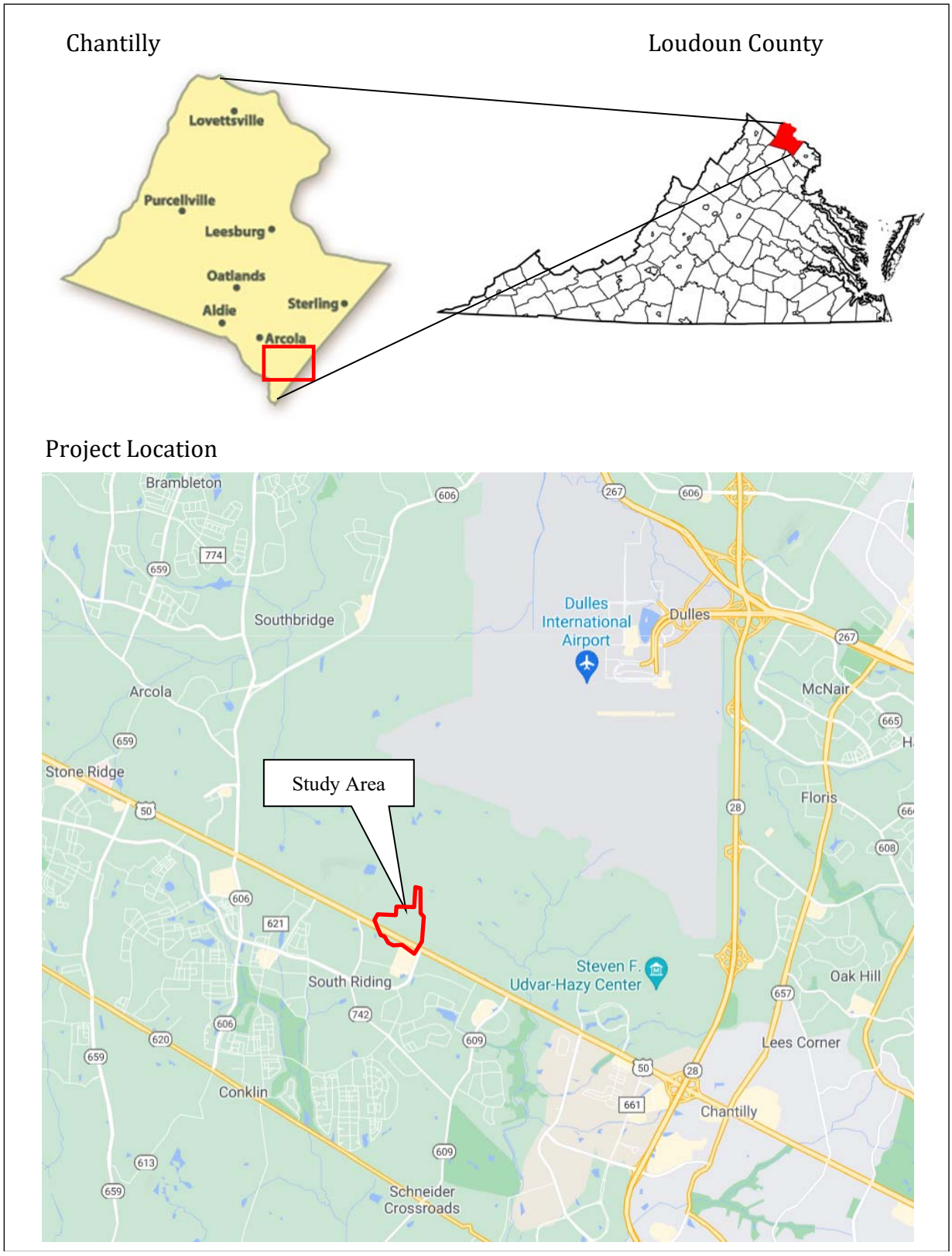


Figure 1-1: Study Area general location

Figure 1-2: Study Area Setting. Source: Google Earth

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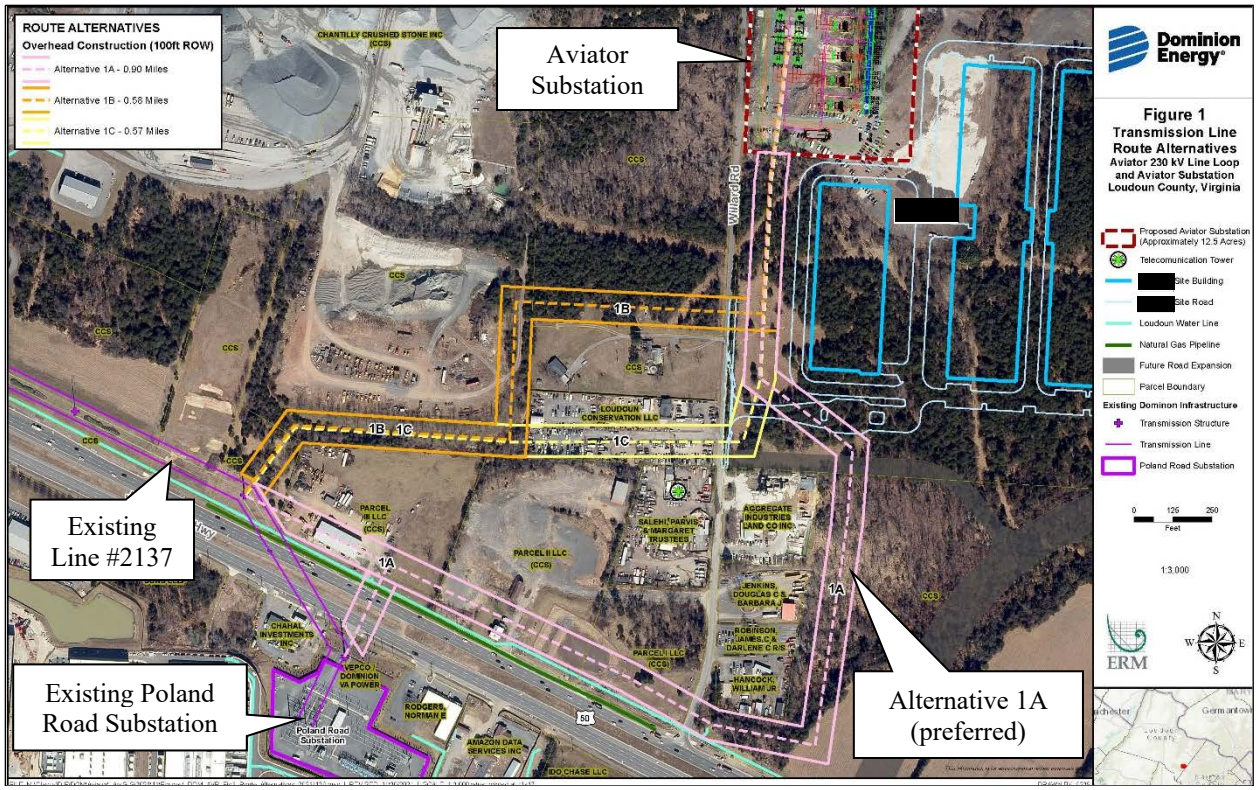
2. PROJECT DESCRIPTION

The Aviator 230kV Line Loop and Substation project entails the construction of a new electric transmission line to connect to the proposed Aviator substation in the Chantilly vicinity of Loudoun County. After review of the potential electrical solutions, Dominion is investigating three route alternatives that would provide a line loop connection by cutting the existing 230 kV Poland Road-Shellhorn Line #2137 (Brambleton-Poland Road Line #2183) and extending a new 230 kV double circuit transmission line northeast to the proposed Aviator Substation. As shown in Figure 2-1, one of the alternatives (Alternative 1A) would also involve the removal of one existing diagonal overhead span of double circuit 230 kV line across Route 50 with a new perpendicular crossing.

All three route alternatives are in relatively close proximity to one other, and therefore are collectively grouped as "the project study area," however, the individual route alternatives are discussed separately within this analysis when appropriate. All three route alternatives would require new right-of-way (ROW), but will generally follow or parallel existing roads or other ROW where feasible. For all alternatives, the proposed structures will be steel monopoles with minimum height of 100 feet, a maximum height of 125 feet, and an average height of 105 feet and be centered within a new 100-foot ROW (Figures 2-3).

At this time, the currently preferred alternative is Route 1A. Route 1A would begin at a tap point on the existing Line #2137 near the Poland Road substation on the south side of Route 50, and extend across Route 50 before turning and following the north side of the road for approximately 0.25 mile before turning north and extending along the east edge of industrial properties for approximately 0.22 mile before jogging slightly west and then extending north along the east side of Willard Road for approximately 0.20 mile to the Aviator substation.



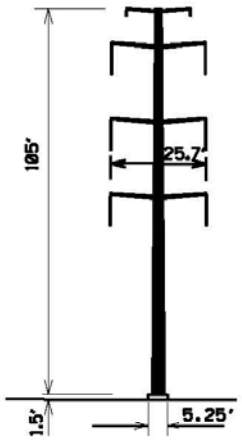
Redacted Customer-Sensitive Information

Figure 2-1: Aviator 230 kV Line Loop Alternatives. Source: ERM

ATTACHMENT II.B.3.1

DOUBLE CIRCUIT SUSPENSION STEEL POLE

PRELIMINARY



PROPOSED STRUCTURES

a. MAPPING THAT IDENTIFIES EACH PORTION OF THE PREFERRED ROUTE: SEE ATTACHMENT II.B.3

b. RATIONALE FOR THE SELECTION OF THE STRUCTURE TYPE: THE SINGLE SHAFT STEEL POLE ALLOWS THE INSTALLATION OF THE DOUBLE CIRCUIT LINE IN A 100' R/W AND REDUCES THE FOOTPRINT OF THE STRUCTURE

c. NUMBER OF EACH TYPE OF STRUCTURE AND LENGTH OF EACH PORTION OF THE R/W: 2 AND 0.72 MILES

d. STRUCTURE MATERIAL AND RATIONALE FOR THE SELECTION OF SUCH MATERIAL: GALVANIZED STEEL TO MATCH EXISTING STRUCTURES

e. FOUNDATION MATERIAL: CONCRETE

f. AVERAGE WIDTH AT CROSSARM: 25.7'

G. AVERAGE WIDTH AT BASE: 5.25' DIAMETER

h. MAX, MIN, AND AVERAGE STRUCTURE HEIGHTS: 110 FEET, 100', AND 105' (DOES NOT INCLUDE FOUNDATION REVEAL)

i. AVERAGE SPAN LENGTH: 382 FEET (RANGE 193 - 662 FEET)

j. MINIMUM CONDUCTOR-GROUND CLEARANCE UNDER MAXIMUM OPERATING CONDITIONS: 22.5'

NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

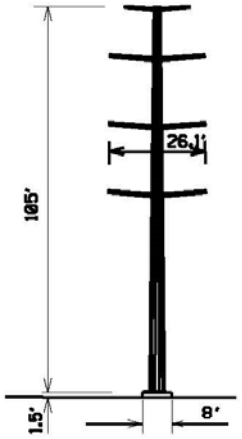
$DGNSPEC$

Figure 2-2: Detail of representative typical double-circuit suspension transmission structure. Source: Dominion Energy Virginia

ATTACHMENT II.B.3.11

DOUBLE CIRCUIT DOUBLE DEADEND STEEL POLE

PRELIMINARY



PROPOSED STRUCTURES

a. MAPPING THAT IDENTIFIES EACH PORTION OF THE PREFERRED ROUTE: SEE ATTACHMENT II.B.3

b. RATIONALE FOR THE SELECTION OF THE STRUCTURE TYPE: THE SINGLE SHAFT STEEL POLE ALLOWS THE INSTALLATION OF THE DOUBLE CIRCUIT LINE IN A 100' R/W AND REDUCES THE FOOTPRINT OF THE STRUCTURE

c. NUMBER OF EACH TYPE OF STRUCTURE AND LENGTH OF EACH PORTION OF THE R/W: 7 AND 0.72 MILES

d. STRUCTURE MATERIAL AND RATIONALE FOR THE SELECTION OF SUCH MATERIAL: GALVANIZED STEEL TO MATCH EXISTING STRUCTURES

e. FOUNDATION MATERIAL: CONCRETE

f. AVERAGE WIDTH AT CROSSARM: 26.1'

G. AVERAGE WIDTH AT BASE: 8' DIAMETER

h. MAX, MIN, AND AVERAGE STRUCTURE HEIGHTS: 115 FEET, 100', AND 102' (DOES NOT INCLUDE FOUNDATION REVEAL)

i. AVERAGE SPAN LENGTH: 382 FEET (RANGE 193 - 662 FEET)

j. MINIMUM CONDUCTOR-GROUND CLEARANCE UNDER MAXIMUM OPERATING CONDITIONS: 22.5'

NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

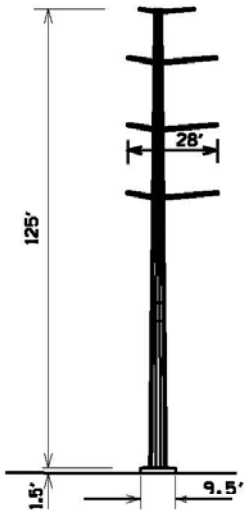
$DGNSPEC$

Figure 2-3: Detail of representative typical double-circuit deadend transmission structure. Source: Dominion Energy Virginia

ATTACHMENT II.B.3.111

TRIPLE CIRCUIT DOUBLE DEADEND STEEL POLE

PRELIMINARY



PROPOSED STRUCTURES

a. MAPPING THAT IDENTIFIES EACH PORTION OF THE PREFERRED ROUTE: SEE ATTACHMENT II.B.3

b. RATIONALE FOR THE SELECTION OF THE STRUCTURE TYPE: ALLOWS THE EXISTING LINE TO BE CUT TO LOOP TO AVIATOR AND MINIMIZES FOOTPRINT OF STRUCTURE

c. NUMBER OF EACH TYPE OF STRUCTURE AND LENGTH OF EACH PORTION OF THE R/W: 1 AND 0.72 MILES

d. STRUCTURE MATERIAL AND RATIONALE FOR THE SELECTION OF SUCH MATERIAL: GALVANIZED STEEL TO MATCH EXISTING STRUCTURES

e. FOUNDATION MATERIAL: CONCRETE

f. AVERAGE WIDTH AT CROSSARM: 28'

G. AVERAGE WIDTH AT BASE: 9.5' DIAMETER

h. MAX, MIN, AND AVERAGE STRUCTURE HEIGHTS: 125 FEET, 125', AND 125' (DOES NOT INCLUDE FOUNDATION REVEAL)

i. AVERAGE SPAN LENGTH: 382 FEET (RANGE 193 - 662 FEET)

j. MINIMUM CONDUCTOR-GROUND CLEARANCE UNDER MAXIMUM OPERATING CONDITIONS: 22.5'

NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

$DGNSPEC$

Figure 2-4: Detail of representative typical triple-circuit deadend transmission structure. Source: Dominion Energy Virginia

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3. RESEARCH DESIGN

The intent of this effort was to identify all known historic properties within the vicinity of the proposed project area in order to assess them for potential impacts brought about by the project. Historic properties include architectural and archaeological (terrestrial and underwater) resources, historic and cultural landscapes, battlefields, and historic districts. For each previously recorded historic property, an examination of property documentation, current aerial photography, and a field reconnaissance was undertaken to assess each property's integrity of feeling, setting, and association, and to provide photo documentation of the property including views toward the proposed project. The D+A personnel who directed and conducted this survey meet the professional qualification standards of the Department of the Interior (48 FR 44738-9).

ARCHIVAL RESEARCH

In December 2021, D+A conducted archival research with the goal of identifying all previously recorded historic properties and any additional historic property locations referred to in historic documents and other archives, as well as consultation with local informants and other professionals with intimate knowledge of the project area as appropriate. Background research was conducted at the VDHR and on the internet and included the following sources:

- VDHR Virginia Cultural Resource Information System (VCRIS) site files; and
- National Park Service (NPS), American Battlefield Protection Program (ABPP), maps and related documentation.

Data collection was performed according to VDHR guidance in *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (January 2008) and was organized in a multi-tier approach. As such, the effort was designed to identify all previously recorded NHL's located within 1.5-miles of the proposed project area, all historic properties listed in the NRHP, battlefields, and historic landscapes located within 1-mile of the project area, all historic properties previously determined eligible for listing in the NRHP located within 0.5-mile of the project area, and all properties located directly within the project area.

FIELD RECONNAISSANCE

Field reconnaissance included visual inspection of those previously recorded historic properties listed in the NRHP located within 1-mile of the project area, and all properties considered eligible for listing in the NRHP within 0.5-mile of the project area. Visual inspection included digital photo documentation of each property's existing conditions including its setting and views toward the proposed project. Photographs were taken of primary resource elevations, general setting, and existing viewsheds. All photographs were taken from public right-of-way or where property access was granted. No subsurface archaeological testing was conducted as part of this effort.

ASSESSMENT OF POTENTIAL IMPACTS

Following identification and field inspection of historic properties, D+A assessed each resource for potential impacts brought about by the proposed project. Assessment of impacts was conducted through a combination of field inspection, digital photography, review of topography and aerial photography, and photo simulation. Photo simulation was conducted from vantage points within or near each resource property deemed most likely to have a change in visibility as a result of the project. The photo simulation entailed digital photography, towards the project, which was then loaded into a computer with location coordinates and ground-elevation. The transmission line structures to be rebuilt as part of the project were then also computer modeled to represent the location, height, and configuration following construction. These models were then overlaid onto the digital photograph so that the existing (unaltered) view can be compared with the simulated view that illustrates the proposed structures, as they would appear on the landscape.

When assessing impacts, D+A considered those qualities and characteristics that qualify the property for listing and whether the project had the potential to alter or diminish the integrity of the property and its associated significance. Specific attention was given to determining whether or not the proposed project would introduce new visual elements into a property's viewshed, which would either directly or indirectly alter those qualities or characteristics that qualify the historic property for listing in the NRHP. Identified impacts were characterized as severe (fully visible and incompatible with character-defining viewshed or setting), moderate (partially visible and incompatible with character-defining viewshed or setting), or minimal (not visible and/or not out of character with existing viewscape).

REPORT PREPARATION

The results of the archival resource, field inspection, and analysis were synthesized and summarized in a summary report accompanied by maps, illustrations, and photographs as appropriate. All research material and documentation generated by this project is on file at D+A's office in Midlothian, Virginia.

4. ARCHIVAL RESEARCH

This section includes a summary of efforts to identify previously known and recorded cultural resources within the tiered project buffers. It includes lists, maps, and descriptive data on all previously conducted cultural resource surveys, and previously recorded architectural resources and archaeological sites according to the VDHR archives and VCRIS database. Because the alternatives for the Aviator 230kV Line Loop and Substation are all within close proximity of one another within a relatively small defined space, a single project study area that encompasses all alternatives was used for this analysis.

PREVIOUSLY SURVEYED AREAS

VDHR and VCRIS records indicate that there have been twelve (12) prior Phase I cultural resource surveys within 1-mile of the project study area, including three (3) that overlap portions of the project area or individual alternatives. These surveys are at a minimum archaeological in nature, although some include architectural resources as well. The three surveys that include portions of the project alternatives are two transportation-related and one development-tract related. As a result of these prior surveys, a small portion of, but not all, the individual route alternatives have been subject to Phase I archaeological identification. This includes potions of the preferred route alternative (1A). The previously conducted cultural resource surveys are listed in Table 4-1 and illustrated in Figure 4-1 and 4-2.

Table 4-1: Previously conducted cultural resource surveys that include portions of the Project Area Source: VDHR.

VDHR Survey #	Title	Author	Date
LD-067	Archeological Investigations at the Dulles Live Fire Training Facility, Dulles International Airport, Loudoun County, Virginia	Greenhorne and O'Mara, Inc.	1992
FX-490	Cultural Resource Survey in Association with the Proposed Widening and Improvement of Route 50, Fairfax and Loudoun Counties, Virginia	Louis Berger Group (Louis Berger and Associates)	2008
FX-585	Supplemental Archaeological Survey of the Proposed Route 50 and Waterline Betterment Project Corridor, Fairfax and Loudoun Counties, Virginia	(College of) William and Mary Center for Archaeological Research	2012

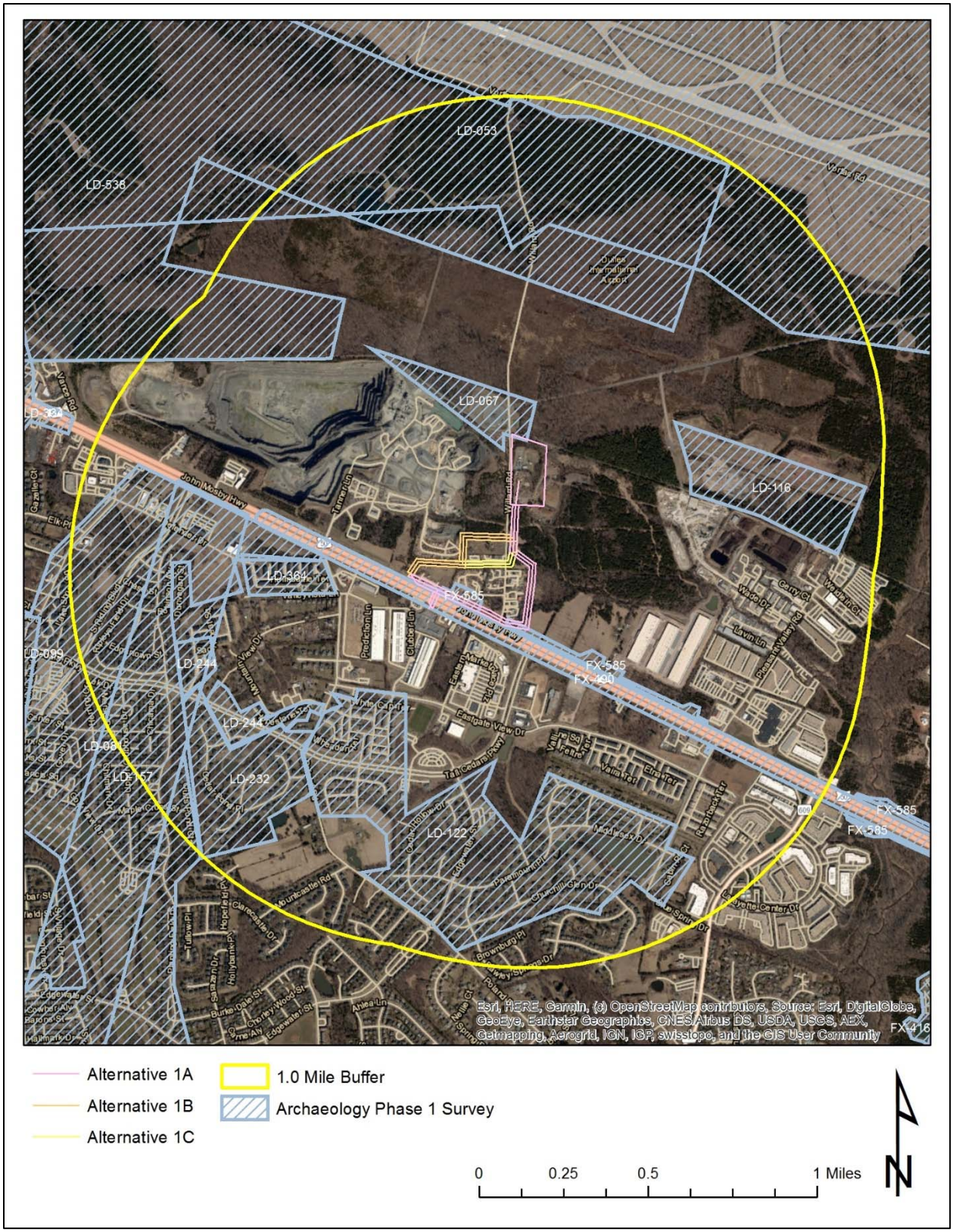

Figure 4-1: All previously conducted surveys within 1-mile of the project study area. Source: VCRIS

Figure 4-2: Detail of surveys conducted within the vicinity of the project route alternatives. Source: VCRIS

ARCHITECTURAL RESOURCES

Review of the VDHR VCRIS inventory records revealed a total of 71 previously recorded architectural resources are located within 1.5 mile of the proposed project. Of these, there are no (0) NHLs located within 1.5 mile of the proposed project, no (0) properties listed in the NRHP located within 1.0 mile or closer of the project, and no (0) properties that have been determined eligible or potentially eligible for listing in the NRHP within 0.5 mile or closer of the project. There are four (4) previously recorded properties directly crossed or immediately adjacent to one of the project route alternatives, two of which have been determined not eligible for listing in the NRHP by the VDHR and two that have not been formally evaluated.

Table 4-2 lists all NHLs, NRHP-listed, and NRHP-eligible resources within their respective buffered tiers. A map of all previously recorded architectural resources within 1.5-mile of the project is depicted in Figure 4-3 and maps of the NHL, NRHP-listed, and NRHP-eligible resources within their respective study tiers is included in Figure 4-4.

Table 4-2: Previously recorded architectural resources within their respective tiered buffer zones for the Aviator 230kV Line Loop and Substation Project

Buffer(miles)	Considered Resources	VDHR #	Description
1.5	National Historic Landmarks	None	None
1.0	National Register- Listed	None	None
	Battlefields	None	None
	Historic Landscapes	None	None
0.5	National Register- Listed	None	None
	Battlefields	None	None
	Historic Landscapes	None	None
	National Register-Eligible	None	None
0.0 (ROW)	National Register- Listed	None	None
	Battlefields	None	None
	Historic Landscapes	None	None
	National Register-Eligible	None	None

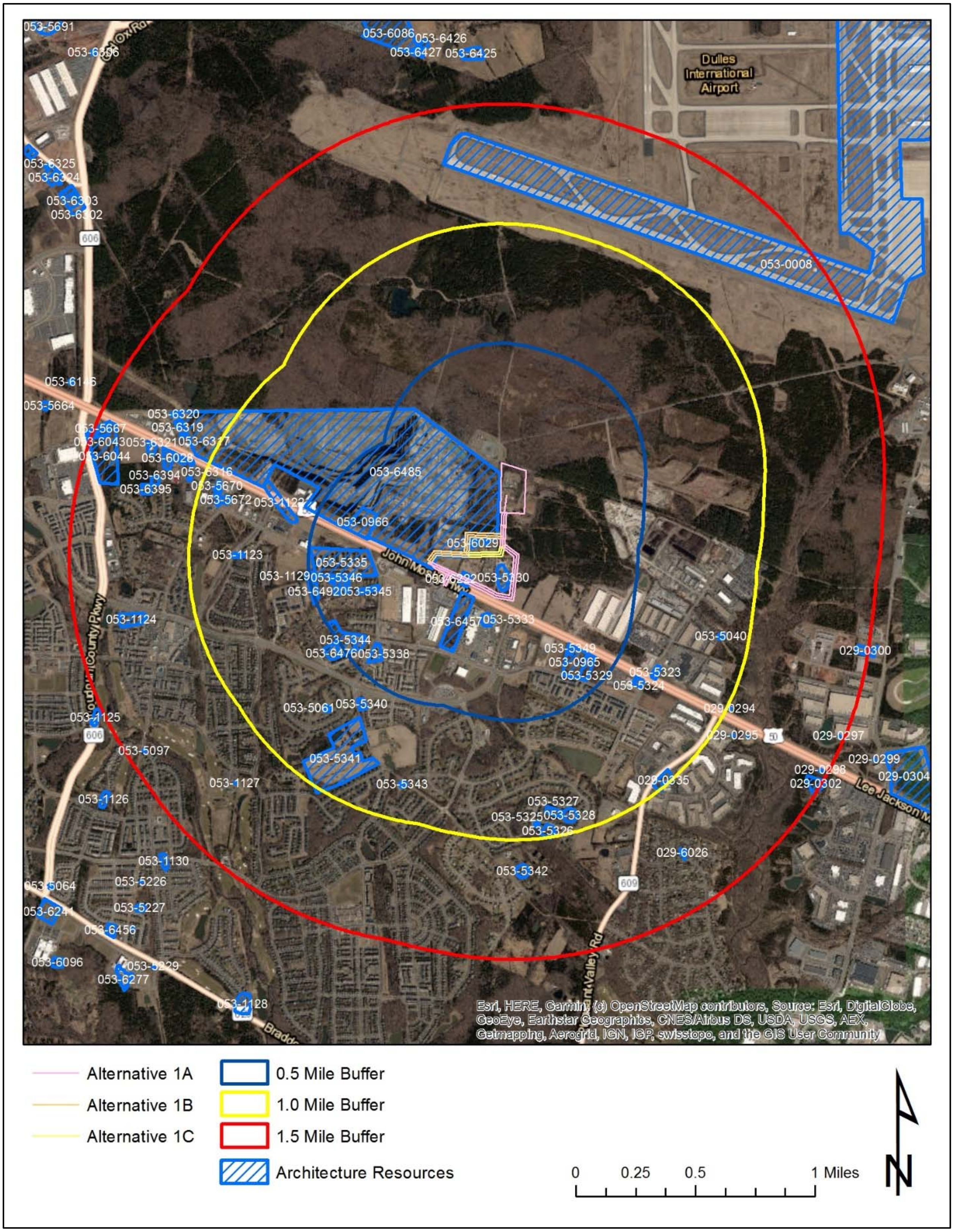

Figure 4-3: All previously identified architectural resources within 1.5-miles of the study area. Source: VCRIS

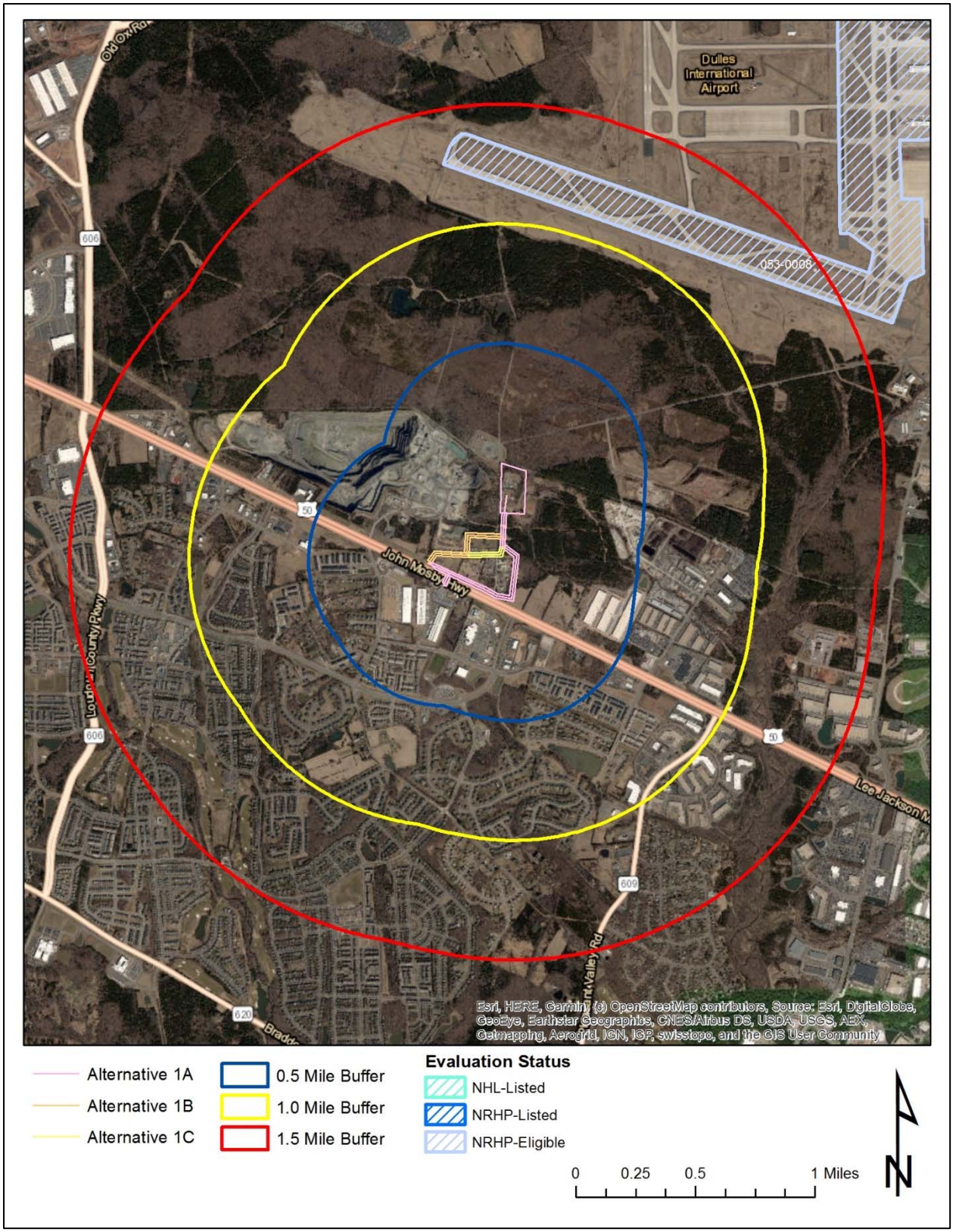

Figure 4-4: NRHP-Listed and Eligible architectural resources within 1.5-miles of the study area. Source: VCRIS

NPS AMERICAN BATTLEFIELD PROTECTION PROGRAM (ABPP)

A review of the National Park Service (NPS) ABPP records reveals that the project study area is not located within one mile of any portions of any defined battlefields.

ARCHAEOLOGICAL SITES

Review of the VDHR VCRIS records reveals there are seventy-eight (78) previously recorded archaeological sites within one mile of the project study area. These include prehistoric lithic scatters and camps; as well as historic domestic sites, farmsteads, and trash scatters. Of these, two (2) have been determined eligible or potentially eligible for listing in the NRHP including a middle archaic lithic scatter and an eighteenth century domestic site. Forty-four (44) sites have been determined not eligible for listing, and the remaining sites have not been formally evaluated. None (0) of the sites are located directly within or adjacent to any of the project route alternatives.

Table 4-4 lists the previously recorded archaeological resources within one-mile of the study area and Figure 4-5 illustrates the locations of all previously recorded sites in relation to the study area. Figure 4-6 illustrates the detail of site locations in the vicinity of the project route alternatives.

Table 4-3: Previously recorded archaeological resources within one mile of the study area. Bold listings denote sites listed in- or determined eligible for the NRHP.

VDHR #	Type	Temporal Association	NRHP Status
44FX0154	Null	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44FX0718	Camp, base	Early Archaic (8500 - 6501 B.C.), Middle Archaic (6500 - 3001 B.C.), Woodland (1200 B.C. - 1606 A.D.)	DHR Staff: Not Eligible
44FX0720	Null	Middle Archaic (6500 - 3001 B.C.), Woodland (1200 B.C. - 1606 A.D.)	Not Evaluated
44FX0791	Trash scatter	19th Century: 2nd half (1850 - 1899), 20th Century: 1st half (1900 - 1949)	Not Evaluated
44FX0830	Null	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Not Eligible
44FX0835	Camp, Trash scatter	Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 19th Century: 2nd half (1850 - 1899)	DHR Staff: Not Eligible
44FX0940	Cemetery, Dwelling, single	Middle Archaic (6500 - 3001 B.C.), 18th Century: 2nd half (1750 - 1799), 19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44FX0949	Null		Not Evaluated
44FX0950	Null	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44FX0993	Null	Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 19th Century: 4th quarter (1875 - 1899), 20th Century: 1st quarter (1900 - 1924)	Not Evaluated
44FX0994	Null	Middle Archaic (6500 - 3001 B.C.), Late Archaic (3000 - 1201 B.C.), Early Woodland (1200 B.C. - 299 A.D.), 19th Century: 3rd quarter (1850 - 1874)	Not Evaluated
44FX1012	Null	Historic/Unknown, Paleo-Indian (15000 - 8501 B.C.), Archaic (8500 - 1201 B.C.), Woodland (1200 B.C. - 1606 A.D.)	Not Evaluated
44FX1013	Null	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44FX1482	Null	Archaic (8500 - 1201 B.C.)	Not Evaluated
44LD0368	Null	Historic/Unknown, Early Woodland (1200 B.C. - 299 A.D.)	Not Evaluated
44LD0490	Cemetery, Lithic workshop	Middle Archaic (6500 - 3001 B.C.), Early Woodland (1200 B.C. - 299 A.D.), 19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44LD0501	Null	Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 20th Century (1900 - 1999)	Not Evaluated

VDHR #	Type	Temporal Association	NRHP Status
44LD0504	Dwelling, single	19th Century: 4th quarter (1875 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44LD0505	Farmstead	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44LD0507	Camp, temporary	Late Archaic (3000 - 1201 B.C.)	Not Evaluated
44LD0733	Cemetery	19th Century: 2nd half (1850 - 1899), 20th Century: 1st quarter (1900 - 1924)	Not Evaluated
44LD0777	Camp, Other	Early Woodland (1200 B.C. - 299 A.D.), 19th Century (1800 - 1899)	Not Evaluated
44LD0778	Camp	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44LD0779	Trash scatter	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44LD0797	Camp	Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD0798	Camp	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Not Eligible
44LD0811	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0812	Lithic scatter, Trash scatter	Pre-Contact, Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)	DHR Staff: Not Eligible
44LD0813	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0814	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0815	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0816	Lithic scatter, Trash scatter	Historic/Unknown, Pre-Contact	DHR Staff: Not Eligible
44LD0817	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0818	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0819	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0820	Lithic scatter, Trash scatter	Historic/Unknown, Pre-Contact	DHR Staff: Not Eligible
44LD0821	Trash scatter	Historic/Unknown	DHR Staff: Not Eligible
44LD0822	**Lithic scatter, Trash scatter**	**Historic/Unknown, Middle Archaic Period (6500 - 3001 B.C.E)**	**DHR Staff: Potentially Eligible**
44LD0823	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0824	Trash scatter	Contact Period (1607 - 1750), Colony to Nation (1751 - 1789), Early National Period (1790 - 1829)	DHR Staff: Not Eligible
44LD0825	**Dwelling, single, Farmstead, Trash scatter**	**Colony to Nation (1751 - 1789), Early National Period (1790 - 1829), Antebellum Period (1830 - 1860)**	**DHR Staff: Eligible**
44LD0826	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible

VDHR #	Type	Temporal Association	NRHP Status
44LD0827	Camp	Pre-Contact	DHR Staff: Not Eligible
44LD0828	Dwelling, single	Colony to Nation (1751 - 1789), Early National Period (1790 - 1829)	DHR Staff: Not Eligible
44LD0829	Farmstead, Lithic scatter	Pre-Contact, Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)	DHR Staff: Not Eligible
44LD0830	Factory	Historic/Unknown	DHR Staff: Not Eligible
44LD0831	Dwelling, single, Lithic scatter	Middle Archaic Period (6500 - 3001 B.C.E), Late Archaic Period (3000 - 1201 B.C.E), Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)	DHR Staff: Not Eligible
44LD0832	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0833	Lithic scatter	Pre-Contact	DHR Staff: Not Eligible
44LD0834	Dwelling, single, Lithic scatter	Early Woodland (1200 B.C.E - 299 C.E), Contact Period (1607 - 1750), Colony to Nation (1751 - 1789), Early National Period (1790 - 1829)	DHR Staff: Not Eligible
44LD0835	Dwelling, single	Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)	DHR Staff: Not Eligible
44LD0836	Dwelling, single	Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)	DHR Staff: Not Eligible
44LD0837	Dwelling, single	Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)	DHR Staff: Not Eligible
44LD0838	Dwelling, single	Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945), The New Dominion (1946 - 1991), Post Cold War (1992 - Present)	DHR Staff: Not Eligible
44LD1013	Camp, Farmstead, Trash scatter	Woodland (1200 B.C. - 1606 A.D.), 19th Century (1800 - 1899), 20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD1014	Dwelling, single	20th Century: 1st half (1900 - 1949)	Not Evaluated
44LD1015		Middle Archaic (6500 - 3001 B.C.), Late Archaic (3000 - 1201 B.C.), 20th Century (1900 - 1999)	Not Evaluated
44LD1016	Camp, temporary	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44LD1078	No Data	19th Century (1800 - 1899), 20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD1082	Dwelling, single	20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD1083	Dwelling, single, Lithic scatter	Prehistoric/Unknown (15000 B.C. - 1606 A.D.), 20th Century (1900 - 1999)	DHR Staff: Not Eligible

VDHR #	Type	Temporal Association	NRHP Status
44LD1084	Camp, Trash scatter	Middle Woodland (300 - 999 A.D.), 20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD1085	Dwelling, single	19th Century (1800 - 1899), 20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD1086	Dwelling, single	20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD1087	Camp	Indeterminate	DHR Staff: Not Eligible
44LD1088	Camp	Indeterminate	DHR Staff: Not Eligible
44LD1089	Camp	Early Archaic (8500 - 6501 B.C.)	DHR Staff: Not Eligible
44LD1152	Trash scatter	19th Century: 4th quarter (1875 - 1899), 20th Century: 1st half (1900 - 1949), 20th Century: 2nd half (1950 - 1999)	Not Evaluated
44LD1153	Trash scatter	19th Century: 2nd half (1850 - 1899), 20th Century: 1st half (1900 - 1949)	Not Evaluated
44LD1166	Dwelling, multiple	20th Century (1900 - 1999)	Not Evaluated
44LD1235	Dwelling, single	20th Century: 1st quarter (1900 - 1924)	DHR Staff: Not Eligible
44LD1262	Lithic cache	Early Archaic (8500 - 6501 B.C.)	Not Evaluated
44LD1290	Trash scatter	19th Century: 4th quarter (1875 - 1899), 20th Century (1900 - 1999)	DHR Staff: Not Eligible
44LD1291	Lithic scatter	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	Not Evaluated
44LD1292	Trash scatter	18th Century: 4th quarter (1775 - 1799), 19th Century: 1st quarter (1800 - 1825)	Not Evaluated
44LD1534	Dwelling, single	20th Century: 1st half (1900 - 1949)	DHR Staff: Not Eligible
44LD1839	Dwelling, single	Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945)	Not Evaluated

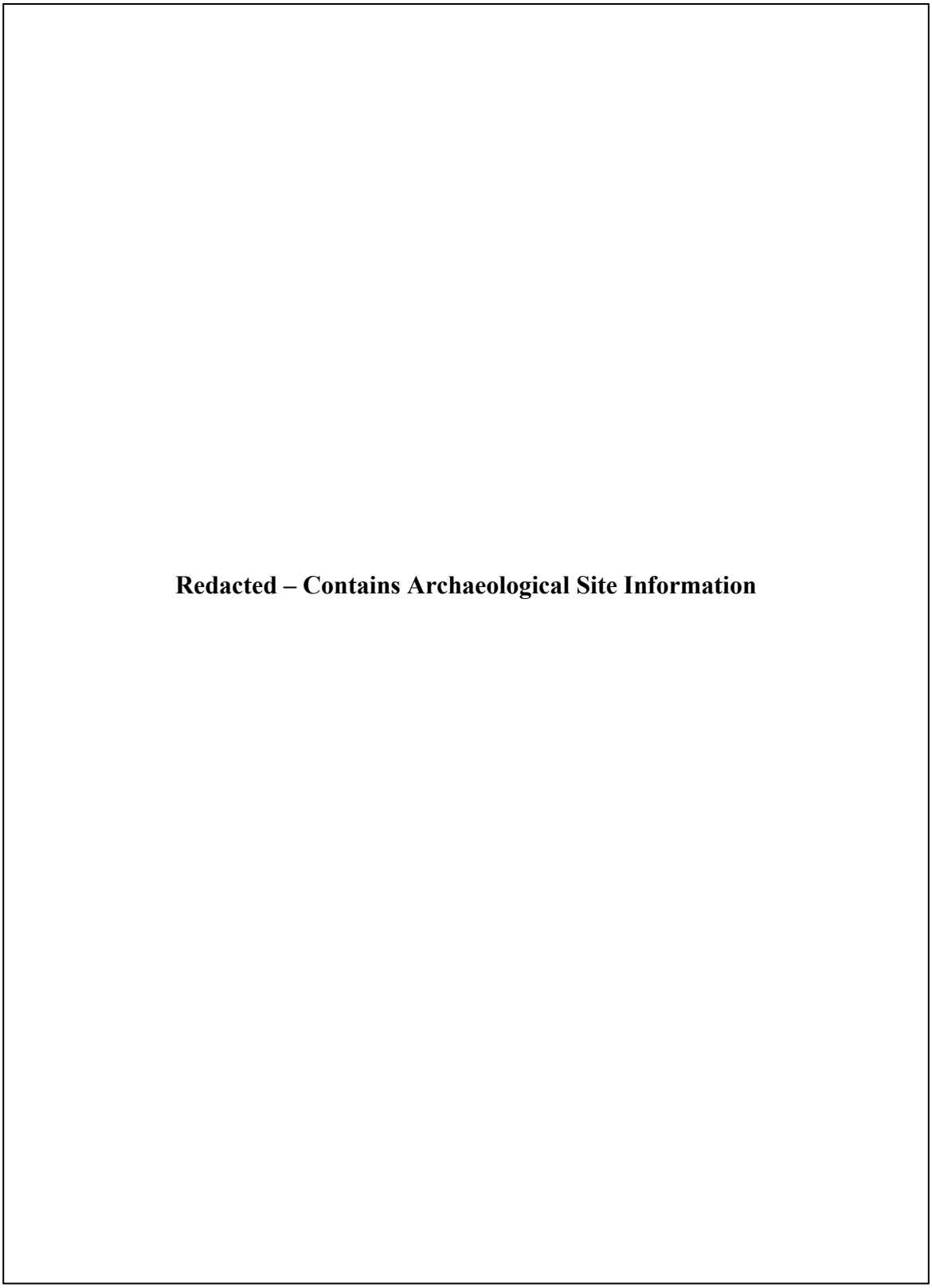

Figure 4-5: Previously recorded archaeological resources located within one mile of study area. (Source: VCRIS)

Redacted – Contains Archaeological Site Information

Figure 4-6: Detail of previously recorded archaeological sites in the vicinity of project route alternatives. (Source: VCRIS)

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5. RESULTS OF FIELD RECONNAISSANCE

In accordance with the VDHR guidelines for assessing impacts of proposed electric transmission lines on historic resources, previously recorded historic architectural properties designated an NHL, or either listed or determined eligible for listing in the NRHP located within 1-mile or 0.5 miles of the project are to be field verified for existing conditions and photo documented. As there are no previously recorded NHLs within 1.5 miles, NRHP-listed resources within 1.0 mile, or NRHP-eligible properties within 0.5 miles, field reconnaissance was not necessary or performed.

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6. SUMMARY OF POTENTIAL IMPACTS

As part of this pre-application analysis of cultural resources for the Aviator 230kV Line Loop and Substation project, potential impacts to previously recorded historic properties listed or considered eligible for listing in the NRHP within the VDHR-defined buffered tiers were assessed in accordance with the VDHR guidelines. For the purposes of this analysis, an impact is one that alters, either directly or indirectly, those qualities or characteristics that qualify a particular property for listing in the NRHP and does so in a manner that diminishes the integrity of a property's materials, workmanship, design, location, setting, feeling, and/or association. With respect to transmission lines, direct impacts typically are associated with ground disturbance resulting from ROW clearing and structure construction. Indirect impacts typically are associated with the introduction of new visual elements or changes to the physical features of a property's setting or viewshed. According to VDHR guidance, project impacts are characterized as such:

- **None** – Project is not visible from the property
- **Minimal** – Occur within viewsheds that have existing transmission lines, locations where there will only be a minor change in tower height, and/or views that have been partially obstructed by intervening topography and vegetation.
- **Moderate** – Include viewsheds with expansive views of the transmission line, more dramatic changes in the line and tower height, and/or an overall increase in the visibility of the route from the historic properties.
- **Severe** – Occur within viewsheds that do not have existing transmission lines and where the views are primarily unobstructed, locations where there will be a dramatic increase in tower visibility due to the close proximity of the route to historic properties, and viewsheds where the visual introduction of the transmission line is a significant change in the setting of the historic properties.

With regards to architectural resources, there are no (0) historic properties that are either designated and NHL, listed in, or determined eligible or potentially eligible for listing in the NRHP are located within the defined study tiers. ***It is therefore D+A's opinion that the proposed Aviator 230kV Line Loop and Substation project will have no impact on any architectural resources that are designated an NHL, listed in the NRHP, or determined eligible or potentially eligible for listing.***

With regards to archaeology, there are no (0) previously identified sites located directly within or adjacent to the ROW for any of the project route alternatives. However, only a small portion of the study area and route alternatives have been subject to previous cultural resources survey. No archaeological field work was conducted as part of this effort and no previously recorded sites were visited or assessed at this time. ***It is therefore D+A's opinion that the proposed Aviator 230kV Line Loop and Substation will have no impact on known archaeological sites that are considered NRHP-eligible, however, survey of the preferred route alternative should be conducted.***

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7. REFERENCES

National Park Service
2009 "Civil War Sites Advisory Commission Report Update and Resurvey," American Battlefield Protection Program

Virginia Department of Historic Resources
2008 *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia*

Virginia Department of Historic Resources
2021 Virginia Cultural Resource Information System (VCRIS) database and GIS server.

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Rachel M Studebaker (Services - 6)

From: ImpactReview <impactreview@vof.org>
Sent: Tuesday, December 28, 2021 8:57 AM
To: Fulcher, Valerie; Rachel M Studebaker (Services - 6)
Cc: eir@deq.virginia.gov
Subject: [EXTERNAL] RE: NEW SCOPING Proposed Aviator 230 kV Line Loop and Substation

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Ms. Studebaker,

VOF appreciates the early notice of and solicitation of comments for the proposed project that Dominion provided. The Virginia Outdoors Foundation (VOF) has reviewed the project referenced above and as of December 28, 2021, there are not any existing nor proposed VOF open-space easements in the immediate vicinity of the project.

Please contact VOF again for further review if the project area changes or if this project does not begin within 24 months. Thank you for considering conservation easements.

Thanks,
Mike

Mike Hallock-Solomon, AICP
Virginia Outdoors Foundation

From: Fulcher, Valerie <valerie.fulcher@deq.virginia.gov>
Sent: Wednesday, December 22, 2021 1:23 PM
Cc: rachel.m.studebaker@dominionenergy.com
Subject: NEW SCOPING Proposed Aviator 230 kV Line Loop and Substation

Alert: This email originated from outside VOF
Good afternoon—attached is a request for scoping comments on the following:

> **Dominion Energy Virginia's Proposed Aviator 230 kV Line Loop and Aviator Substation, Loudoun County, Virginia**

If you choose to make comments, please send them directly to the project sponsor (rachel.m.studebaker@dominionenergy.com) and copy the DEQ Office of Environmental Impact Review: eir@deq.virginia.gov. We will coordinate a review when the environmental document is completed.

DEQ-OEIR's scoping response is also attached.

If you have any questions regarding this request, please email our office at eir@deq.virginia.gov.

Valerie

--

Valerie A. Fulcher, CAP, OM, Admin/Data Coordinator Senior

Department of Environmental Quality

Environmental Enhancement - Office of Environmental Impact Review

1111 East Main Street

Richmond, VA 23219

NEW PHONE NUMBER: 804-659-1550

Email: Valerie.Fulcher@deq.virginia.gov

https://www.deq.virginia.gov/permits-regulations/environmental-impact-review

OUR ENFORCEABLE POLICIES HAVE BEEN UPDATED FOR 2021: https://www.deq.virginia.gov/permits-regulations/environmental-impact-review/federal-consistency

For program updates and public notices please subscribe to Constant Contact: https://lp.constantcontact.com/su/MVcCump/EIR

Rachel M Studebaker (Services - 6)

From: Rhur, Roberta <robbie.rhur@dcr.virginia.gov>
Sent: Wednesday, December 22, 2021 1:27 PM
To: Rachel M Studebaker (Services - 6)
Subject: [EXTERNAL] Re: Re: Aviator 230 kV Line Loop and Aviator Substation Project

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Afternoon:

DCR/PRR has no comment regarding the scope of this project.

Thank you.

On Wed, Dec 22, 2021 at 12:54 PM Rachel.M.Studebaker@dominionenergy.com <Rachel.M.Studebaker@dominionenergy.com> wrote:

> Apologies, my brain must already be checked out for the holidays. Please see attached map!
>
> ---
>
> **From:** Rhur, Roberta <robbie.rhur@dcr.virginia.gov>
> **Sent:** Wednesday, December 22, 2021 12:46 PM
> **To:** Rachel M Studebaker (Services - 6) <Rachel.M.Studebaker@dominionenergy.com>
> **Subject:** [EXTERNAL] Re: Aviator 230 kV Line Loop and Aviator Substation Project
>
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>
> Hey Rachael;
>
> I need a map showing the route - thanks
>
> On Wed, Dec 22, 2021 at 12:03 PM Rachel.M.Studebaker@dominionenergy.com <Rachel.M.Studebaker@dominionenergy.com> wrote:

Ms. Rhur,

Please see the attached letter and project map notifying you of the Proposed Aviator 230 kV Line Loop and Aviator Substation Project located in Loudoun County, Virginia.

Please contact me with any questions or for additional information.

Thank you,

Rachel Studebaker

Environmental Specialist III

Dominion Energy Services

120 Tredegar Street, Richmond, VA 23219

Cell: (804) 217-1847

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Robbie Rhur

DCR VOP Project Planner and Environmental Review Coordinator

600 East Main Street

Richmond VA 23219

804-371-2594

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--

Robbie Rhur
DCR VOP Project Planner and Environmental Review Coordinator
600 East Main Street
Richmond VA 23219
804-371-2594

Robert Farrell
State Forester

COMMONWEALTH of VIRGINIA

Department of Forestry

900 Natural Resources Drive, Suite 800 • Charlottesville, Virginia 22903
(434) 977-6555 • Fax: (434) 296-2369 • www.dof.virginia.gov

Tuesday, January 18, 2022

Rachel Studebaker
Environmental Specialist III
Dominion Energy Services
120 Tredegar Street, Richmond, VA 23219
Cell: (804) 217-1847

Subject: Aviator 230 kV Line Loop and Aviator Substation Loop

Dear Rachel,

Thank you for the opportunity to review and comment on the proposed Aviator 230 kV Line Loop and Aviator Substation Loop, Loudoun County as described in your letter to Karl Didier on December 22nd, 2021.

The project will likely impact or require the removal of approximately 10-11 acres of forest in the Sand Branch watershed[1]. These resources contribute to the maintenance of water quality, clean air, a healthy climate, forest and aquatic biodiversity, and scenic values[2].

The Department of Forestry recommends that existing ROWs be utilized wherever possible and that if ROW's must be established, that every effort be made to avoid or minimize disturbance to high conservation value forest, streams or wetlands, and conserved lands. In instances where trees or forest vegetation needs to be removed, converted, or otherwise negatively impacted by project activities, we recommend mitigating these impacts by establishing new trees, forests, or forest vegetation on site or in the general vicinity in such a way as to maintain or improve overall water quality, ecosystem functions, and scenic value.

[1] K Basiolli, J Pugh, M Santucci. 2020. Forest Conservation Value Model, 2020 Edition. Virginia Department of Forestry, Charlottesville, VA. See interactive GIS map at https://arcg.is/18aWaf. See PDF map and short description at https://www.dcr.virginia.gov/natural-heritage/vaconvisforest.
[2] D Cumbia, et al. 2017. Virginia Department of Forestry, Forest Stewardship Plan Appendix.

Should you require any advice or assistance with forest management, pre-harvest planning, or mitigation efforts, please feel free to contact me or other staff at the Department of Forestry.

Sincerely

Sarah Parmelee

Sarah Parmelee
Forestland Conservation Coordinator

Rachel M Studebaker (Services - 6)

From: Greg R Baka (DEV Trans Distribution - 1)
Sent: Monday, January 10, 2022 6:02 PM
To: Andrea Thornton; Rachel M Studebaker (Services - 6)
Subject: FW: [EXTERNAL] Re: Proposed Aviator 230 kV Line Loop and Aviator Substation

Response from VDoAv for Aviator agency letter.

From: Scott Denny <scott.denny@doav.virginia.gov>
Sent: Monday, December 27, 2021 11:30 AM
To: Greg R Baka (DEV Trans Distribution - 1) <Greg.R.Baka@dominionenergy.com>
Subject: [EXTERNAL] Re: Proposed Aviator 230 kV Line Loop and Aviator Substation

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Mr. Baka:

The Virginia Department of Aviation has reviewed the proposed Aviator 230kV line and substation as presented in your December 21, 2021 email. Following our review we have determined that the proposed project is located within 20,000 linear feet of the Dulles International Airport. Due to the proximity of the project to the Dulles International Airport, a 7460 form must be submitted to the Federal Aviation Administration (FAA). This form submission will initiate an airspace study. Provided the FAA, issues a "Determination of No Hazard", the Department will not object to the project as it has been presented. If the FAA issues a "Determination of Hazzard", the department would recommend the project be amended such as not to negatively impact the approach or departure corridors and minimums to/from the Dulles International Airport.

If you have any questions regarding this matter, please contact me at (804) 236-3638.

Sincerely,

S. Scott Denny
Senior Aviation Planner
Virginia Department of Aviation

On Tue, Dec 21, 2021 at 5:22 PM Greg.R.Baka@dominionenergy.com <Greg.R.Baka@dominionenergy.com> wrote:

> Mr. Denny,
>
> Dominion Energy Virginia is proposing the Aviator 230 kV Line Loop and Aviator Substation Project within Loudoun County. Please see attached standard notification/map.

Should you have any questions, please let me know.

Thank you,

Greg Baka

Electric Transmission – Local Permitting Consultant

Dominion Energy

10900 Nuckols Road; 4th Floor

Glen Allen, VA 23060

804-201-3053 cell

greg.r.baka@dominionenergy.com

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--

S. Scott Denny
Senior Aviation Planner
Virginia Department of Aviation
804-236-3638
scott.denny@doav.virginia.gov

Rachel M Studebaker (Services - 6)

From: Greg R Baka (DEV Trans Distribution - 1)
Sent: Monday, January 10, 2022 6:03 PM
To: Andrea Thornton; Rachel M Studebaker (Services - 6)
Subject: FW: Proposed Aviator 230 kV Line Loop and Aviator Substation
Attachments: Attachment V.C.1 Agency Letter_Helvey.docx; Aviator_Agency Letter Map_122021.pdf

Response from FAA for Aviator agency letter.

From: 9-AJO-AWA-OEGroup (FAA) <OEGroup@faa.gov>
Sent: Thursday, December 23, 2021 2:03 PM
To: Greg R Baka (DEV Trans Distribution - 1) <Greg.R.Baka@dominionenergy.com>
Cc: Chris A Lybolt (Services - 6) <Chris.A.Lybolt@dominionenergy.com>; Tengowski, Joan M-CTR (FAA) <Joan.M-CTR.Tengowski@faa.gov>
Subject: [EXTERNAL] RE: Proposed Aviator 230 kV Line Loop and Aviator Substation

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Dear Mr. Baka,

This does not constitute filing notice with the FAA in accordance with 14 CFR Part 77. You are required to file notice via FAA Form 7460-1 or the internet based equivalent. For best and fastest response we highly encourage use of the internet based program to file the structures. There is no other way, particularly at this time, for you to ensure your notice is received and processed accordingly.

Instructions are available on the website. Please visit https://oeaaa.faa.gov/oeaaa

Should you need assistance with this, Please contact the Technician for Virginia, Joan.m-ctr.Tengowski@faa.gov

Thank you,

The Obstruction Evaluation (OE) Group
Federal Aviation Administration
OEGroup@faa.gov

From: Greg.R.Baka@dominionenergy.com <Greg.R.Baka@dominionenergy.com>
Sent: Tuesday, December 21, 2021 5:21 PM
To: 9-AJO-AWA-OEGroup (FAA) <OEGroup@faa.gov>
Cc: Chris.A.Lybolt@dominionenergy.com
Subject: Proposed Aviator 230 kV Line Loop and Aviator Substation

Mr. Helvey,

Dominion Energy Virginia is proposing the Aviator 230 kV Line Loop and Aviator Substation Project within Loudoun County. Please see attached standard notification/map.

Should you have any questions, please let me know.

Thank you,

Greg Baka
Electric Transmission – Local Permitting Consultant
Dominion Energy
10900 Nuckols Road; 4th Floor
Glen Allen, VA 23060
804-201-3053 cell
greg.r.baka@dominionenergy.com

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