



**Dominion
Energy®**

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

**Before the State Corporation
Commission of Virginia**

**Evergreen Mills 230 kV Line
Loops and Evergreen Mills
Switching Station**

Application No. 295

Case No. PUR-2019-00191

Filed: December 2, 2019

Volume 2 of 2

COMMONWEALTH OF VIRGINIA
BEFORE THE
STATE CORPORATION COMMISSION

APPLICATION OF
VIRGINIA ELECTRIC AND POWER COMPANY
FOR APPROVAL AND CERTIFICATION
OF ELECTRIC FACILITIES

Evergreen Mills 230 kV Line Loops and
Evergreen Mills Switching Station

Application No. 295

DEQ Supplement

Case No. PUR-2019-00191

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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.

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1. Project Description

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 construct:

- (i) a new 230 kV switching station on land owned by the Customer (“Evergreen Mills Switching Station”);
- (ii) a new approximately 0.6-mile 230 kV double circuit loop of the Company’s existing 230 kV Brambleton-Yardley Ridge Line #2172 on new right-of-way, supported by seven structures, from a tap point along those lines (the “Evergreen Mills Junction”) to Evergreen Mills Switching Station (the “#2172 Loop”); and
- (iii) a new approximately 0.6-mile 230 kV double circuit loop of the Company’s existing 230 kV Brambleton-Poland Road Line #2183 on new right-of-way, supported by nine structures, from Evergreen Mills Junction to Evergreen Mills Switching Station (the “#2183 Loop”).

The Evergreen Mills Switching Station, the #2172 Loop, and the #2183 Loop are collectively referred to as the “Project.” The Company proposes to construct the Project in two parts. During Part A, the Company proposes to acquire the 160-foot right-of-way for the full Project, to construct the Evergreen Mills Switching Station, and to construct the #2172 Loop. During Part B, the Company proposes to construct the #2183 Loop and to install the remaining breakers at the Evergreen Mills Switching Station.

The Company prepared an Environmental Routing Study (the “Routing Study”) to consider alternative routes for the Project and to evaluate the potential impacts of alternative routes on the resources in the study area. The Routing Study is included with the Company’s Application. As discussed in the Routing Study, three alternative routes—Routes 1, 2N, and 2S—were identified within the study area for the proposed Project. Two additional alternative routes were preliminary identified but were dismissed from further evaluation due to substantially greater length, cost, and potential impact on study area resources. During analysis of the alternative routes, Routes 2N and 2S were determined to be substantially more impactful on study area resources relative to Route 1. Therefore, these routes were dismissed from further consideration. The remaining alternative, Alternative Route 1 (the “Proposed Route”), is described below:

The Proposed Route would originate from the Evergreen Mills Junction, which is approximately 0.1 mile west of the Yardley Ridge Switching Station, located near Loudoun County Parkway and Evergreen Mills Road. The new 230 kV double-circuit transmission line loops would extend approximately 0.6 mile to the proposed Evergreen Mills Switching Station. From the Evergreen Mills Junction, the Proposed Route would extend for approximately 0.3 mile southwest to Evergreen Mills Road within a forested stream valley associated with an unnamed intermittent tributary to Broad Run. The alignment in this section is constrained by planned commercial development to the east and an existing sanitary easement to the west that parallels the stream. Angling to the south, the Proposed Route would span Evergreen Mills Road and extend for approximately 0.3 mile to the proposed Evergreen Mills Switching Station. This segment would

span two unnamed intermittent tributaries to Broad Run and a stormwater management basin, then extend into the proposed station adjacent to the Customer's data center facility within Arcola Center.

2. Environmental Analysis

A. Air Quality

Construction of the Project will require that trees be cleared on the proposed right-of way. Merchantable logs from those trees cleared would be removed and the remaining limbs and branches typically chipped and removed. 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. 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. Project contractors will be encouraged to minimize truck idling. 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 emissions, will be kept to a minimum. Erosion and sedimentation control is addressed in Section 2.G of this Supplement and the Company will utilize dust suppression measures as part of the erosion and sedimentation control plan.

The Company will coordinate activities with the responsible locality to ensure all local ordinances are met. The Company's tree clearing methods are described in Section 2.K.

B. Water Source

(Note: No water source is required for transmission lines; therefore, this discussion focuses on water bodies that will be crossed by the proposed transmission lines.)

Review of U.S. Geological Survey ("USGS") topographic mapping provided information on the perennial or intermittent status of the waterbodies in the study area (Arcola Quadrangle 2016) and were mapped using publicly available geographic information system ("GIS") databases from the National Wetland Inventory data developed by the U.S. Fish and Wildlife Service ("FWS") and the National Hydrography Dataset developed by the USGS. Waterbodies in the study area are shown on Figure 5 in the Routing Study. Wetlands are discussed in Section 2.D.

The proposed structure heights were selected to span waterbodies identified along the Proposed Route. Avoidance of impacts to waterbodies would be incorporated where practicable. However, tree clearing would likely be required within the forested riparian areas at these crossing locations. The Proposed Route would likely have an effect on surface waters along these routes due to the conversion of forested riparian areas to a meadow riparian area adjacent to streams.

Short-term, minor water quality impacts could occur during the construction of this proposed option. Such impacts would be associated with the soils from disturbed areas being transported by stormwater into adjacent waters during rain events. Increased turbidity and localized sedimentation of the stream bottom may occur as a result of the runoff. However, these impacts would be significantly reduced by the implementation of Dominion Energy Virginia's erosion control measures, including those consistent with Virginia's *Erosion and Sediment Control*

Handbook and the *Dominion Energy Virginia Standards and Specifications* ("AS&S") as approved by Virginia Department of Environmental Quality.

Waterways crossed by the Proposed Route would be maintained for proper drainage through the use of culverts or other crossing devices according to Dominion Energy Virginia's standard policies. Where clearing of trees and/or woody shrubs is required, clearing within 100 feet of a stream would be conducted by hand. Vegetation would be removed at or slightly above ground level, and there would be no grubbing of stumps. The Company would use sediment barriers along waterways and steep slopes during construction to protect waterways from soil erosion and sedimentation. If a section of line cannot be accessed from existing roads, Dominion Energy Virginia may need to install a temporary culvert, or temporary bridge to cross small streams. In such case, there may be some temporary fill material required that would be placed on erosion control fabric and removed when work is completed, returning the surface to original contours.

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

The Proposed Route would have two waterbody crossings. Both are intermittent tributaries to Broad Run. Crossing widths are expected to be minimal (approximately 5-10 feet) and are generally not visible on aerial photography. The man-made stormwater basin spanned by the alignment is not considered a Water of the U.S. regulated waterbody for this study.

There are no waterbodies located at the site of the proposed Evergreen Mills Switching Station.

C. Discharge of Cooling Waters

No discharge of cooling waters is associated with the Project.

D. Tidal and Non-tidal Wetlands

Wetlands were identified within the study area using publicly available National Wetlands Inventory ("NWI") data developed by the FWS. NWI mapping illustrates wetland habitats and vegetation communities for planning purposes. Wetland habitats and communities discussed are classified according to *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin 1979) as exported from the NWI. The data on NWI maps provide general boundaries of potential wetlands and other Waters of the U.S. However, the study area would require ground surveys to accurately define the boundaries of wetlands present, if any, and determine their proper classification. Wetlands in the project area would be surveyed prior to construction of Part A and Part B of the Proposed Route, as applicable. NWI wetlands in the study area are shown on Figure 5 in the Routing Study.

Palustrine forested ("PFO") wetlands spanned by the Proposed Route will require tree-clearing and will be restored to palustrine emergent ("PEM") wetlands after construction is completed. To minimize impacts, vehicles and equipment crossing wetlands will make use of protective matting or similar best management practices to during construction consistent with the AS&S.

Tidally influenced wetlands do not occur in the study area. The nearest tidal wetlands are approximately 20 miles from the study area based on NWI mapping.

Review of the NWI database indicates that the Proposed Route will cross about 0.03 mile (0.41 acre) of mapped PFO/PSS habitat located at the connection point with the existing transmission

lines. Based on review of publicly available aerial imagery dated 2018, this mapped wetland area has been disturbed by the construction of a recently built Dominion Energy Virginia transmission line project that has removed the forest/shrub component. The current PEM wetland habitat will not require tree-clearing but will be permanently impacted by the installation of new structures and temporarily disturbed during construction.

There are no mapped NWI wetlands located at the site of the proposed Evergreen Mills Switching Station.

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 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, sites undergoing cleanup, 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 Proposed Route centerline is provided in Table 1.

There are no federal Superfund or Brownfield sites within one mile of the Proposed Route centerline. On a local level, Alternative Route 1 would be located within 500 feet of three regulated facilities, including a water discharge site, a Conditionally Exempt Small Quantity Waste Generator, and a synthetic minor emissions facility. A previously reported petroleum release site is also located within 500 feet of the Proposed Route; the case was closed in 1995. None of these facilities or incidents are anticipated to have any effect on the development of the Project.

Table 1. Environmental Regulated Facilities and Hazardous Waste/Petroleum Release Sites within 1 Mile of the Proposed Route

Database	Facility/Site Definition	Alternative Route 1 (Proposed Route)
Waste	Facilities that handle or generate hazardous wastes	4
Toxics	Facilities that release toxic substances to the environment	0
Land	Site cleanup under RCRA Corrective Action, Superfund, or Brownfield programs	0
Air	Facilities with a release of pollutants to the air	2
Water	Facilities that discharge storm or process water to surface water	2
Solid Waste Facilities	Former and existing landfills	0
Petroleum Facilities	Regulated petroleum storage	4
Petroleum Releases	Typically associated with storage tank releases	10
Total		22
Sources: https://nepassisttool.epa.gov ; https://apps.deq.virginia.gov (Accessed 22 October 2019)		

F. Natural Heritage, Threatened and Endangered Species

Queries of the publicly accessible online databases listed below were conducted to identify federally and state listed threatened, endangered, and protected or sensitive species, critical habitat, and other areas or species of ecological significance and importance potentially occurring in the study area:

- FWS Information for Planning and Consultation (“IPAC”),
- Virginia Department of Conservation and Recreation (“VDCR”) Natural Heritage Data Explorer (“NHDE”), and
- Virginia Department of Game and Inland Fisheries (“VDGIF”) Virginia Fish and Wildlife Information Service (“VAFWIS”).

Copies of the results from the database queries above are included as Appendix 1 to the Routing Study.

Table 2 summarizes the protected species identified through the online queries listed above and the Proposed Route’s potential impacts on them.

Table 2. Protected Species Potentially Occurring in the Study Area

Species Common Name	Species Scientific Name	Status	Potential Impacts
AMPHIBIANS			
Wood Turtle	<i>Glyptemys insculpta</i>	State threatened	Based upon their preferred habitat (low gradient shallow pools and adjacent forested wetlands), the probability of finding the referenced species in, or adjacent to, the study area is deemed extremely unlikely. Therefore, adverse effects to these species are not anticipated.
MUSSELS			
Yellow lance mussel	<i>Elliptio lanceolate</i>	Federal threatened	Based upon their preferred habitat (rocky and gravel substrates in upper portions of small to mid-sized freshwater streams; absent from headwater streams), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, an adverse effect to this species is not anticipated.
Dwarf wedgemussel	<i>Alasmidonta heterodon</i>	Federal/state endangered	Based upon their preferred habitat (rocky and gravel substrates in upper portions of small to mid-sized freshwater streams; absent from headwater streams), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, an adverse effect to this species is not anticipated.
Brook floater	<i>Alasmidonta varicose</i>	State endangered	Based upon their preferred habitat (rocky and gravel substrates in upper portions of small to mid-sized freshwater streams; absent from headwater streams), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, an adverse effect to this species is not anticipated.

Table 2. Protected Species Potentially Occurring in the Study Area

Species Common Name	Species Scientific Name	Status	Potential Impacts
Green floater	<i>Lasmignoa subviridis</i>	State threatened	Based upon their preferred habitat (rocky and gravel substrates in upper portions of small to mid-sized freshwater streams; absent from headwater streams), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, an adverse effect to this species is not anticipated.
MAMMALS			
Northern long-eared bat	<i>Myotis septentrionalis</i>	Federal/state threatened	Based upon a review of the NLEB Winter Habitat and Roost Trees database published by the VDGIF for locations of known hibernaculum and maternity roosting trees for long-eared bats, there are no documented locations of known hibernaculum and maternity roosting trees for long-eared bats in close proximity to the study area. Therefore, adverse effects to these species are not anticipated.
Little brown bat	<i>Myotis lucifugus</i>	State endangered	Based upon the preferred hibernaculum and roosting locations for the little brown bat and the tri-colored bat (caves, abandoned mines, and tunnels), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, adverse effects to these species are not anticipated.
Tri-colored bat	<i>Perimyotis subflavus</i>	State endangered	Based upon the preferred hibernaculum and roosting locations for the little brown bat and the tri-colored bat (caves, abandoned mines, and tunnels), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, adverse effects to these species are not anticipated.
BIRDS			
Peregrine falcon	<i>Falco peregrinus</i>	State threatened	Based upon their preferred habitat (farmland and grassland areas that are grazed or mowed occasionally to keep the grass short), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, adverse effects to this species are not anticipated.
Loggerhead shrike	<i>Lanius ludovicianus</i>	State threatened	Based upon their preferred habitat (farmland and grassland areas that are grazed or mowed occasionally to keep the grass short), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, adverse effects to this species are not anticipated.
Migrant loggerhead shrike	<i>Lanius ludovicianus migrans</i>	State threatened	Based upon their preferred habitat (farmland and grassland areas that are grazed or mowed occasionally to keep the grass short), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, adverse effects to this species are not anticipated.

Table 2. Protected Species Potentially Occurring in the Study Area

Species Common Name	Species Scientific Name	Status	Potential Impacts
Henslow's sparrow	<i>Ammodramus henslowii</i>	State threatened	Based upon their preferred habitat (farmland and grassland areas that are grazed or mowed occasionally to keep the grass short), the probability of finding the referenced species in, or immediately adjacent to, the study area is deemed extremely unlikely. Therefore, adverse effects to this species are not anticipated.
Insect			
Appalachian grizzled skipper	<i>Pygrus Wyandot</i>	State threatened	Based upon the county distribution of the referenced species there are no known or likely populations in or immediately adjacent to the study area. Therefore, the adverse effects to this species is not anticipated.

The Center for Conservation Biology's ("CCB") Eagle Nest Locator website was queried to determine the potential presence of active bald eagle nests in or near the study area. The nearest documented eagle nest is located approximately 5.6 miles northeast of the Proposed Route. If an eagle nest is identified within 1,350 feet of the Proposed Route's right-of-way prior to construction, Dominion Energy Virginia will work with the appropriate jurisdictional agencies to minimize impacts on this species.

If determined necessary through continued project planning and consultation with applicable regulatory agencies, surveys will be conducted at the appropriate time to determine if these species are present within the study area and/or within the right-of-way of the Proposed Route. The Company will coordinate with FWS, VDGIF, and/or VDCR as applicable appropriate to minimize impacts on these species.

The equipment and excavation required for the construction of new foundations and support structures will have a temporary impact on the ground surface but will not result in permanent changes to the terrain. There will be no change in contours or redirection of the flow of water, and the amount of spoilage from foundations and structure placement will be minimal. Excess soil in wetlands generated through foundation construction will be removed.

Herbaceous vegetation in the associated wetlands and riparian areas will not be removed, but could be temporarily impacted by construction equipment and vehicular movement. Should the removal of woody vegetation occur within wetlands or riparian areas, Dominion Energy Virginia will use the least intrusive method practicable to clear the corridor. Hand-cutting of vegetation will be conducted, where needed, to avoid and minimize impacts on streams and/or wetlands. Following construction, the existing and temporary rights-of-way will revert to pre-construction conditions.

G. Erosion and Sediment Control

Dominion Energy Virginia is required to submit annual erosion and sediment control specifications and an anticipated list of transmission line projects to DEQ for review and approval. Dominion Energy Virginia's submittal for 2019 will followed DEQ guidelines, and the Project

was included in the submittal. A copy of DEQ's approval letter is included as Attachment 2.G.1. 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 specify the requirements for rehabilitation of the right-of-way.

Erosion and sediment control measures will be maintained and temporary stabilization for all soil-disturbing activities will be used until the right-of-way has been restored. Upon completion of the project, the Company will restore the right-of-way utilizing site rehabilitation procedures outlined in the Company's *Standards & Specifications for Erosion & Sediment Control and Stormwater Management for Construction and Maintenance of Linear Electric Transmission Facilities* that is approved yearly by DEQ. As applicable, the implementation of permanent stabilization measures may be dependent on time of year and/or weather conditions.

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

A Phase IA Cultural Resources Assessment and Pre-Application Analysis was prepared to evaluate the Project's potential effects on archaeological, historic, scenic, cultural, and architectural resources in and near the study area. The assessment was prepared in accordance with the Virginia Department of Historic Resources' ("DHR") *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (DHR 2018), and is included as Appendix 2 to the Routing Study.

The cultural resources assessment included identification of (if present) previously recorded National Historic Landmarks ("NHLs") within a 1.5 mile radius of the Project; historic properties listed in the National Registrar of Historic Places ("NRHP"), battlefield, and historic landscapes within a 1.0 mile radius of the Project; properties considered eligible and unassessed for eligibility for listing in the NRHP within a 0.5 mile radius of the Project; and archeological sites within the Proposed Route's right-of-way. The report also includes an assessment of the potential for the Project to impact undocumented and unassessed archeological sites and historic resources. In addition to those resources, the Company is considering potential effects to VDHR easements, historic and prehistoric high sensitivity areas defined by Loudoun County, and other resources identified by stakeholders.

The cultural resources assessment determined that there are no NHLs within a 1.5 mile radius of the Project, and there are no battlefields within a 1.0 mile radius of the Project. One NRHP-listed resource, the Arcola Slave Quarters, is located within a 1.0 mile radius of the Project. The Project would have moderate visual impacts on the Arcola Slave Quarters.

The portion of the Project between the 230kV Brambleton-Yardley Line #2172 and Evergreen Mills Road has a moderate potential to impact significant undocumented archaeological sites potentially located along the small stream north of Evergreen Mills Road.

A summary of cultural resources identified in the vicinity of the Project and recommendations concerning Project effects are provided in Appendix 2 of the Routing Study.

I. Chesapeake Bay Preservation Areas

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. Additionally, Loudoun County does

not recognize or maintain Chesapeake Bay Preservation Area Resource Protection Areas because it is not designated as a Chesapeake Bay Preservation Area Tidewater County.

J. Wildlife Resources

As noted in Section 2.F, the FWS, VDCR and VDGIF databases were searched in order to assess the potential presence of any federal or state-threatened or endangered species in the vicinity of the Project. The search determined there is the potential presence for protected federal and state-endangered and threatened species within the study area. Dominion Energy Virginia will perform any necessary surveys to determine if these species are present and to coordinate with the appropriate regulatory agencies in order to avoid and minimize impacts on these resources to the extent practicable.

K. Recreation, Agricultural, and Forest Resources

Land uses crossed by the Proposed Route are split between forested (0.3 mile and 50% of total length) and developed lands (0.3 mile; 50% of total length). The developed land is part of proposed Arcola Center mixed-use development that has received zoning approval from Loudoun County. Development of the Proposed Route would require the clearing on one parcel of approximately 6.11 acres of trees.

The Project will not cross or develop any agricultural lands or recreational features. No Agricultural and Forestal Districts ("AFDs") designated by Loudoun County would be crossed or developed by the Proposed Route. The site on which the proposed switching station will be built is already under commercial development as part of the proposed Arcola Center mixed-use development in conformance with the rezoned use and is no longer land which is being used for agricultural interests. See Attachment 2.K.1 for proposed area of tree clearing.

The width of the proposed right-of-way is 160 feet. Of the three parcels to be crossed, tree clearing would principally occur on only on one parcel; the other two parcels crossed are already cleared of trees. For any such tree clearing, trees will be cut to no more than three inches above ground level. Trees located outside of the proposed right-of-way that are tall enough to potentially impact the transmission line, commonly referred to as "danger trees," may also need to be cut. Danger trees will be cut to be no more than three inches above ground level, limbed, and remain where felled. Debris that is adjacent to occupied structures or proposed development will be disposed of by chipping or removal. In other areas, debris may be mulched or chipped as practicable. Danger tree removal will be accomplished by hand in wetland areas and within 100 feet of streams, if applicable. Care will be taken to remove debris that inadvertently migrates to streams or wetlands. Matting may be used for heavy equipment in these areas. Erosion and sediment control measures will be used on an ongoing basis during all clearing and construction activities.

The right-of-way will continue to be maintained on a regular cycle to prevent interruptions to electric service and to provide ready access for routine repairs and maintenance. Periodic vegetation maintenance to control woody growth will consist of hand cutting, machine mowing, and herbicide application.

L. Use of Pesticides and Herbicides

Dominion Energy Virginia typically maintains transmission rights-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. These herbicides are routinely applied by hand. DEQ has made previous requests that only herbicides approved for aquatic use by the EPA or the FWS be used in or around any surface water; Dominion Energy Virginia intends to comply with this request.

M. Geology and Mineral Resources

The Project falls within the Piedmont geologic province. The Piedmont province is bounded on the west by the fall line of the Blue Ridge province and to the east by the Coastal Plain province. This province is characterized by its gently rolling topography, deeply weathered bedrock, and a relative scarcity of solid outcrops. The Piedmont Lowlands sub-province has an elevation range of 60 to 700 feet. The sub-province's physiography is classified by broad moderately dissected valleys separated by broad low hills.

No mineral resource areas were identified along the Project through review of publicly available datasets, USGS topographic quadrangles, and recent (2018) digital aerial photographs.

N. Transportation Infrastructure

The only road crossing along the Proposed Route would be over Evergreen Mills Road (VA 621), which is a state road. Temporary closures of Evergreen Mills Road could be required during construction of the Project. No long term impacts to roads are anticipated. The Company will maintain proper clearances between the road surface and the conductors and will comply with Virginia Department of Transportation ("VDOT") requirements for access to the rights-of-way from public roads as well as the aerial crossings of the road. At the appropriate time, the Company will obtain the necessary VDOT permits as required.

In a letter dated March 15, 2019, provided in Attachment 2.N.1, the Virginia Department of Aviation ("DOAv") stated that a Form 7460 will need to be submitted to the FAA to initiate an aeronautical study to ensure that the proposed Project will not constitute a hazard to air navigation. The Company will comply with this requirement and design the proposed structures to avoid interference with air navigation. The Company will coordinate with VDOT, DOAv, and the FAA as necessary to obtain all appropriate permits.

ATTACHMENTS

Attachment 2.G.1 – DEQ Letter of Approval

*Commonwealth of Virginia**VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY*

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www.deq.virginia.govMatthew J. Strickler
Secretary of Natural ResourcesDavid K. Paylor
Director
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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.comSubject: 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;

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Dominion Energy (Electric Transmission) – AS&S for ESC and SWM
August 12, 2019
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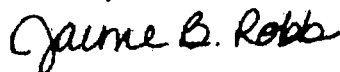
- vi: Acreage of disturbance for project;
- vii: Project start and finish date; and
- viii: Any variances/exceptions/waivers associated with this project.

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, 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.

191210027

Attachment 2.K.1 – Proposed Route Tree Clearing

Z»

[illegible]

BLUE RIDGE ELECTION DISTRICT LOUDOUN COUNTY, VIRGINIA

Dewberry
Dewberry Engineers Inc.
1808 Lake de Vaux Road
Suite 202
Lanvering, VA 22081 70-6880
703 771 8004

Attachment 2.N.1 –DOAv Correspondence

191210027



COMMONWEALTH of VIRGINIA

Mark K. Lynn
Director

Department of Aviation
5702 Gulfstream Road
Richmond, Virginia 23250-2422

V/TDD • (804) 236-3624
FAX • (804) 236-3635

March 15, 2019

Mr. Stefan Brooks
Dominion Energy Virginia
10900 Nuckols Road, 4th Floor
Glen Allen, Virginia 23060

RE: Proposed Evergreen Mills 230kV Line Loop and Evergreen Mills Switching Station

Mr. Brooks:

The Virginia Department of Aviation received your request to conduct a courtesy review on the proposed Evergreen Mills 230kV Line Loop and Evergreen Mills Switching Station received by the Department on March 11, 2019.

Although the preliminary information provided did not include the finished elevation of the support structures, a necessary item to ensure the structure does not reach a finished height above the ground of 200' or more, the location itself lies within 20,000' of the Washington Dulles Airport. Therefore, submission of a 7460 form (Airspace Study) to the Federal Aviation Administration will be required.

It should be noted that the Department will formally comment on the proposed development once the public notice for the Airspace Study has been issued. Typically, the Department will not object to a development provided the proposed development does not result in an increase of any instrument approach minimums at the public use airport or create a condition detrimental to the safety of the public.

If you have any question regarding this matter, please feel free to contact me at (804) 236-2628.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Scott Denny".

S. Scott Denny
Senior Aviation Planner
Virginia Department of Aviation