

Dwelling:

- Roof: hipped, rolled asphalt
- Exterior: vinyl
- Foundation: masonry veneer
- Windows: vinyl, one-over-one
- Door: vinyl, four lower panes, one upper fan light
- Porch: stoop with hipped roof, wooden brackets
- Addition(s): rear addition only visible from aerial views, deck addition to north elevation with wooden floor and railings
- Condition: fair

*NRHP Assessment:* 134-5912 consists of a bungalow Ranch. The dwelling has replacement siding, windows, and doors, which has lessened its material integrity. In addition, the deck and rear addition have lessened its design integrity. Although these additions are minor, the dwelling is an example of the ubiquitous Ranch style, and this particular expression is not unique or the best of its type. Thus, ERM recommends the resource not eligible for the NRHP under Criterion C. The historic research conducted for the Project did not find any important personages or events associated with the resource, so ERM also recommends 134-5912 not eligible for the NRHP under Criteria A and B.

**134-5913**

134-5913 is located on the south side of the road at 1735 Harpers Road in Virginia Beach (Attachment 2). Trees are scattered throughout the parcel, and Ocean Pines NAS Oceana RV Park is located across the street. The resource is situated among other mid-twentieth century structures.

134-5913 includes a circa 1955 bungalow Ranch and a Quonset hut outbuilding (USGS 1955; Attachment 4, Figure 253). The dwelling features a shed-roof pumphouse with concrete masonry unit walls attached to the south elevation at the southwest corner of the dwelling. Additional details are provided below:

Dwelling:

- Roof: hipped, asphalt shingle
- Exterior: Formstone veneer
- Foundation: not visible
- Windows: vinyl, one-over-one
- Door: vinyl, six-panel
- Condition: fair

Outbuilding:

- Quonset hut: metal roof, vertical oriented wood siding, T1-11 doors, fair condition

*NRHP Assessment:* 134-5913 consists of a bungalow Ranch. The dwelling features replacement windows and doors, which has lessened its material integrity. Although these modifications are minor and its use of Formstone cladding is somewhat unusual in the area, the dwelling overall lacks architectural distinction. Thus, ERM recommends the resource not eligible for the NRHP under Criterion C. The historic

research conducted for the Project did not find any important personages or events associated with the resource, so ERM also recommends 134-5913 not eligible for the NRHP under Criteria A and B.

### 134-5914

134-5914 is located on the south side of the road at 1725 Harpers Road in Virginia Beach (Attachment 2). Trees are scattered throughout the property and a privacy fence encloses the northern half of the parcel, which conceals most of the resource, other than the roofline and top of the exterior. Ocean Pines NAS Oceana RV Park is located across the street. The resource is situated among other mid-twentieth century structures.

134-5914 includes a circa 1960 dwelling and circa 1985 outbuilding (Attachment 4, Figure 254; USGS 1965). Although the structures are behind a high privacy fence, historic aerial views were used for the description and NRHP assessment. According to historic aerials from 1963, the dwelling was originally a front-gabled structure with a brick chimney on the east elevation's roof slope. By 1970 a side-gabled garage was added to the north of the dwelling, with a breezeway connecting the two. Between 1970 and 1982, a side-gabled addition was built on the original block's west elevation. A circa 1990 shed carport was built on the garage addition's north elevation (City of Virginia Beach Real Estate Assessor's Office 2021; NETROnline 2021).

#### Dwelling:

- Roof: front-gabled original block with cross-gable addition, rolled asphalt
- Exterior: asbestos siding
- Foundation: not visible
- Chimney: interior slope, brick
- Windows: not visible
- Door: not visible
- Porch: not visible
- Addition: garage addition and breezeway to north elevation, gabled addition to west elevation, carport addition to north of garage (materials not visible but all have rolled asphalt roofing)
- Condition: appears to be in good condition from what is visible

#### Outbuilding:

- Outbuilding: ca. 1985, hipped, asphalt shingle roof, appears to be in good condition

*NRHP Assessment:* Although much of the dwelling cannot be seen from the public right-of-way, a building narrative could be assembled through the use of historic aerial imagery. Because of this, we know that the original dwelling has been extensively modified through multiple additions. These have detracted from the dwelling's original design. In addition, the outbuilding is not of age and does not contribute anything significant to the resource. Thus, ERM suggests that 134-5914 is not eligible for the NRHP under Criterion C. The historic research completed for the Project did not find any associations with important personages or events, thus ERM also recommends 134-5914 not eligible for the NRHP under Criteria A or B.

### 134-5915

134-5915 is located on the south side of the road, at 1717 Harpers Road in Virginia Beach (Attachment 2). Ocean Pines NAS Oceana RV Park is located across the street, and dense groupings of trees are located to the south and west. The resource is situated among other mid-twentieth century structures.

134-5915 is a circa 1960 linear Ranch, circa 2010 shed, and circa 2015 shed (USGS 1965; Attachment 4, Figure 255). The dwelling includes a circa 2000 rear shed addition. Additional details are provided below:

#### Dwelling:

- Roof: hipped, asphalt shingle
- Exterior: exposed concrete masonry unit walls
- Foundation: concrete masonry unit
- Windows: aluminum, one-over-one and jalousie
- Door: six-paneled vinyl door, vinyl storm door
- Addition: south elevation, shed roof, vinyl siding
- Condition: good

#### Outbuilding:

- Shed 1: only visible from aerial views
- Shed 2: front-gabled, T1-11 siding, good condition

*NRHP Assessment:* 134-5915 consists of a linear Ranch dwelling and modern outbuildings. Although the dwelling retains much of its original fabric, it features a large rear addition that has diminished its design integrity. Thus, ERM recommends the resource ineligible for the NRHP under Criterion C. In addition, the historic research completed for the Project did not identify any significant personages or events associated with the resource, so ERM also recommends it not eligible under Criteria A and B.

### 134-5916

134-5916 is located at 1713 Harpers Road in Virginia Beach (Attachment 2). It is situated on the south side of the road with a line of trees to the east, and a dense grouping of trees to the south. Ocean Pines NAS Oceana RV Park is located to the north, across the street.

134-5916 consists of a circa 1960 linear Ranch (USGS 1965; Attachment 4, Figure 256). The original attached garage on the easternmost part of the north elevation has been enclosed and now features a sliding glass window (City of Virginia Beach Real Estate Assessor's Office 2021). Additional details are included below:

#### Dwelling:

- Roof: side-gabled, rolled asphalt
- Exterior: exposed concrete masonry unit walls
- Foundation: concrete masonry unit
- Windows: vinyl, paired one-over-one, with some with six-over-six applied muntins, fixed, and casement
- Door: sliding glass and vinyl, two lower panels, one upper light
- Condition: good

*NRHP Assessment:* 134-5916 consists of a linear Ranch. The windows and doors are replacements, and the original garage has been modified. This has diminished the resource's material and design integrity. Thus, it is ERM's recommendation that the resource is not eligible for the NRHP under Criterion C. In addition, the historic research completed for the Project did not find any significant personages or events associated with 134-5916 so ERM also recommends it not eligible for the NRHP under Criteria A and B.

### 134-5918

134-5918 is located at 3932 Indian River Road/Route 603 in the City of Virginia Beach (Attachment 2). The resource is situated north of the road, set back beyond dense woodlands. The surrounding area is a mixture of woodlands and residential properties.

134-5918 includes a one-and-a-half story dwelling (City of Virginia Real Estate Assessor's Office 2021; Attachment 4, Figures 257 and 258). The dwelling is not visible from the public-right-of-way due to the distance and thick stand of trees situated between it and the road. The evaluation of materials, age, and condition was conducted through a combined use of historic aerial imagery, topographic maps, a listing on Zillow, and the City of Virginia Beach Tax Assessor website (Zillow 2021). According to historic aerial imagery, the dwelling was built between 1963 and 1970 and features a circa 1982–1990 hyphen that connects to a gabled addition, and patio on its northeast elevation (NETROnline, 2021). A shed-roofed screened-in front porch addition was also built during this time. Additional information is provided below:

#### Dwelling:

- Roof: rolled asphalt, side-gabled
- Exterior: vinyl siding in upper half, brick veneer in lower half of façade
- Foundation: continuous concrete masonry unit
- Windows: one-over-one vinyl, some with fixed vinyl shutters
- Door: undetermined
- Porch: front-gabled screened portico, squared wooden posts, concrete steps
- Additions: attached concrete patio, gabled addition, hyphen, same materials as main block, screened-in porch addition on southwest elevation with metal shed roof and squared wooden posts (1982–1990)
- Condition: good

*NRHP Assessment:* 134-5918 is a circa 1965 dwelling with modest Minimal Traditional design elements. Although it is not visible from the public right-of-way, the available information reveals that a number of additions and other modifications, including the use of replacement materials throughout, have comprised the resource's integrity. Thus, ERM recommends the resource not eligible for the NRHP under Criterion C. ERM does not recommend the resource eligible under Criteria A and B because the historic research carried out for the Project did not reveal any important persons or events associated with the resource.

### 134-5919

134-5919 is located at 2437 Colony Drive in Virginia Beach (Attachment 2). It is situated on the southeastern side of the road, in a dense residential area. The surrounding environment has agricultural fields to the northeast and east, and well-kept residential lots in all other directions.

134-5919 includes a circa 1960, one-story, side-gable Minimal Traditional dwelling, and three outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 259). The dwelling was expanded to encompass the originally detached front-gable garage sometime prior to 1982. The original

roofline was continued along the southwest elevation addition, but new portion of the façade is visible as a change in the brickwork. Half of the original garage extends beyond the roofline of the addition. Additional information is provided below:

Dwelling:

- Roof: side-gabled, standing-seam metal
- Exterior: running bond brick veneer, panels of rolled asphalt filling the original garage door opening and the space over a ribbon of casement windows in the addition, and aluminum siding in the gable ends of the originally detached garage and front porch
- Foundation: concrete
- Windows: one-over-one vinyl windows with six over six and eight over eight applied muntins, fixed shutters, casement windows on the façade in the addition
- Door: original wood with three descending rectangular lights
- Porch: partial-width, front gable, standing-seam metal roof, aluminum siding in gable end, decorative metal posts, vinyl handrails flanking concrete steps, brick-trimmed concrete floor
- Addition: side-gabled bay connecting original block and garage
- Condition: good

Outbuildings:

- Shed: located south of the dwelling, gambrel roof, metal roof and sides (c. 2009), good condition
- Carport 1: located north of the dwelling, closest to the entry, front-gable, metal roof and posts (c. 2012), good condition
- Carport 2: front-gable, metal frame covered by tarps (c. 2016), good condition

*NRHP Assessment:* 134-5919 is a modified Minimal Traditional dwelling that no longer adheres to the formal conventions of the style. The large hyphen addition has changed the original compact massing, and introduced new incompatible materials to the façade, such as rolled asphalt and casement windows. Given the loss of integrity, ERM recommends this resource ineligible for the NRHP under Criterion C. Historical research for the Project did not uncover any significant events or persons associated with the resource that would make it eligible under Criteria A or B.

### 134-5920

134-5920 is located at 1211 Bells Road in Virginia Beach (Attachment 2). It is situated on the south side of the road in a medium density residential area, obscured from the public right-of-way and aerial photographs by thick vegetation. The surrounding area contains industrial buildings to the north, heavily forested areas to the south and east, and residential lots to the west.

134-5920 includes a largely unmodified, single-story, circa 1960 compact Ranch dwelling and one outbuilding built in 1979 (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 260). Additional information is provided below:

Dwelling:

- Roof: hipped, rolled asphalt
- Exterior: running bond brick veneer
- Foundation: not visible

- Chimney: one brick exterior, one metal flue interior
- Windows: two-over-two aluminum, picture window
- Door: original paneled wood with four lights at top, original aluminum screened door
- Porch: N/A
- Addition: small shed-roof rear addition
- Condition: good (from visible section)

#### Outbuildings:

- Detached garage: only partially visible via aerial photos (circa 1980)

*NRHP Assessment:* 134-5920 is a resource that presents a largely unmodified compact Ranch with a hipped roof. The dwelling retains the attached garage in its original condition, all the original windows and doors, and other original materials. Despite the fact that 134-5920 is intact and in good condition, it represents a ubiquitous Ranch form without outstanding architectural design qualities. Since 134-5920 is a basic example of a style common to the area, ERM recommends it ineligible under NRHP Criterion C. Historic research for the Project did not indicate any significant events or persons were associated with the resource that would make it eligible under NRHP Criteria A and B.

### **134-5921**

134-5921 is located at 2413 Colony Drive in Virginia Beach (Attachment 2). It is situated on the southeastern side of the road in a residential area. The surrounding environment to the northeast and east are agricultural fields, and well-kept, closely-spaced residential lots are located to the north, west, and south.

134-5921 includes a circa 1960, largely unmodified, single-story dwelling evocative of the bungalow Ranch form, but with the rear depth only spanning the west half of the façade. A shed roofed addition, built between 1963 and 1982, is located on the original rear ell's east elevation (Addition 1). A smaller shed roof addition is located to the south of Addition 1, and was built prior to 1982 (Addition 2). Both additions are only visible in aerials. The dwelling also has an attached, circa 2005 carport addition, which replaced a smaller, original carport. Two outbuildings are located to the rear of the property (City of Virginia Beach Real Estate Assessor's Office 2021, Attachment 4, Figure 261). Additional information is provided below:

#### Dwelling:

- Roof: hipped, asphalt shingles
- Exterior: running bond buff brick veneer
- Foundation: not visible from right of way
- Windows: one over one vinyl windows, fixed shutters, picture window with diamond grid sidelights
- Door: modern wood with decorative glass light
- Porch: stoop with vinyl railings, brick and concrete floor and steps
- Addition: rear shed-roof enclosed porch addition within original ell, small shed-roof addition attached to south elevation of first addition, carport addition adjacent to east elevation of first addition (gabled, asphalt shingle, squared wooden posts)
- Condition: good

Outbuildings:

- Shed: located east of the dwelling, side-gable, vinyl siding, decorative lattice covers the foundation, good condition (c. 2004).
- Detached garage: front-gable, asphalt shingles, vinyl siding, and a poured concrete foundation, good condition (c. 1982)

*NRHP Assessment:* 134-5921 consists of a dwelling that presents as a bungalow Ranch, but whose rear form originally included an ell, since filled with a shed-roof addition. Ranch style homes are extremely common in the surrounding area and 134-5921 has been modified with additions and replacement materials that have diminished its integrity. Therefore, ERM recommends that 134-5921 is ineligible for the NRHP under Criterion C. There were no important historical figures or events found during the historical research into the area, so ERM also recommends it ineligible under Criteria A and B.

**134-5922**

134-5922 is located at 1304 Bells Road in Virginia Beach (Attachment 2). It is situated on the north side of the road at the end of a high density residential area. The surrounding environment has agricultural fields to the south and west, industrial and residential areas to the east, and marshy fields to the north.

134-5922 includes a 1.5-story circa 1960 Minimal Traditional dwelling and one ca. 1980 shed outbuilding (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 262). Additional information is provided below:

Dwelling:

- Roof: side-gabled with projecting front-gable, gabled dormer, asphalt shingled roof
- Exterior: vinyl siding
- Foundation: poured concrete
- Windows: vinyl, one-over-one with six over six applied muntins, fixed shutters
- Door: paneled vinyl door with large oval light
- Porch: entry portico, front-gable, asphalt shingle, vinyl siding, wood posts and railing, poured concrete floor and foundation, brick stairs.
- Addition: circa 1970 side-gabled hyphen connecting front-gabled garage to main block, same materials as main block
- Condition: good

Outbuilding(s):

- Shed: circa 1980, front gabled, vinyl siding, good condition

*NRHP Assessment:* 134-5922 is a Cape Cod inflected Minimal Traditional dwelling that has been modified with additions and replacement materials. 134-5922 is not a prime example of the Minimal Traditional style or its defining attributes, and the dwelling has lost integrity of design and materials, so ERM recommends the resource not eligible under NRHP Criterion C. Historical research for the Project did not reveal any persons or events associated with to the property that would make it eligible for the NRHP under Criteria A or B.

### 134-5923

134-5923 is located at 3320 Heffington Drive in Virginia Beach (Attachment 2). It is situated on the north side of the road in a medium density residential area. The surrounding lots are well maintained, with dense forested areas in all directions.

134-5923 includes a side-gabled vernacular dwelling built in 1961 and two outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 263). The original front-gable front porch has been enclosed and another smaller front-gabled porch has been added. There are also two other additions: a rear shed roof addition and a hipped-roof addition on the east elevation. Additional information is provided below:

#### Dwelling:

- Roof: side-gabled, asphalt shingles
- Exterior: Masonite hardboard siding
- Foundation: not visible
- Windows: one-over-one vinyl
- Door: vinyl with two lower panels, storm door
- Porch: front-gable, Masonite hardboard siding, turned wood supports, a poured concrete floor and foundation, brick stairs
- Addition: circa 1970 rear addition with shed roof, pre-1982 porch addition on south elevation of enclosed original front porch, and hipped roof addition on east elevation, same materials as main block
- Condition: good

#### Outbuilding(s):

- Garage/equipment shed: ca. 1980 side-gable, corrugated metal roof and siding, poured concrete foundation, overhead garage door and single-leaf personnel door, fair condition
- Carport: ca. 1990, front-gable prefabricated oversized carport with ribbed metal roof and sides, good condition

*NRHP Assessment:* 134-5923 originated as a non-descript vernacular dwelling that has since been modified through additions and material changes. Lacking integrity and architectural merit, 134-5923 does not rise to the level of distinction worthy of NRHP eligibility under Criterion C. Likewise, historical research for the Project did not uncover any significant persons or events associated with the property that would justify NRHP eligibility under Criteria A or B.

### 134-5924

134-5924 is located at 3321 Heffington Drive in Virginia Beach (Attachment 2). It is situated on the south side of the road, at the west end of the medium density residential street. Outside of the residential street, there are heavily forested areas in all directions.

134-5924 includes a one-story linear Ranch style dwelling built in 1975, and four modern outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 264). Additional information is provided below:



Dwelling:

- Roof: hipped roof, asphalt shingles
- Exterior: vinyl siding
- Foundation: concrete masonry unit
- Chimney: exterior-end, brick
- Windows: paired one over one vinyl, fixed shutters
- Door: not visible from right of way
- Porch: entry stoop, hipped roof, only visible from aerial views
- Condition: good

Outbuilding(s):

- Shed 1: ca. 1980, gambrel, rolled asphalt roof, T1-11 siding, fair condition
- Shed 2: ca. 1990, corrugated metal shed roof, corrugated metal sides, T1-11 door, fair condition
- Shed 3: ca. 1990, side-gable, asphalt shingles, T1-11 siding, fair condition
- Shed 4: ca. 1980, shed, corrugated metal roof and siding, fair condition

*NRHP Assessment:* 134-5924 is a common type of single-story linear Ranch dwelling with a number of replacement materials. As an unremarkable example of a ubiquitous architectural style and form, 134-5924 does not possess outstanding qualities worthy of recognition under NRHP Criterion C. ERM also recommends 134-5924 ineligible under Criteria A and B, because historical research for the Project did not find evidence of any important events or persons connected to the property.

### 134-5925

134-5925 is located 3921 Indian River Road/Route 603 in Virginia Beach (Attachment 2). It is situated on the southwest side of the road in a light density residential area. To the north and south of the resource are heavy density residential areas, and there are thick forested areas to the east and west.

134-5925 includes a circa 1950 linear Ranch dwelling, a circa 1970 garage, and a modern pergola (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 265). Additional information is provided below:

Dwelling:

- Roof: hipped roof, asphalt shingles
- Exterior: vinyl faux shingle lap siding
- Foundation: not visible
- Chimney: exterior-end, brick, metal flue on west slope
- Windows: one over one vinyl and bay window
- Door: paneled vinyl door with upper fan light
- Porch: northeast elevation, shed roof, asphalt shingles, wood posts, railing, and stairs, raised wood deck expansion with same balustrade, brick skirting around foundation of original porch footprint
- Addition: ca. 1970 rear shed addition

- Condition: good

Outbuilding(s):

- Garage: ca. 1970, gambrel roof, vinyl faux shingle lap siding, concrete masonry unit foundation, good condition
- Pergola: ca. 2004, front-gabled, T1-11 siding, good condition

*NRHP Assessment:* 134-5925 is a linear Ranch that features a number of additions and modifications that have diminished the design and material integrity of the dwelling. In addition, the one historic outbuilding is unremarkable and lack integrity. In the absence of outstanding architectural characteristics, ERM recommends 134-5925 ineligible for the NRHP for Criterion C. The historical research conducted for the Project also did not uncover any significant persons or events associated with the property, so ERM recommends 134-5925 ineligible under Criteria A and B as well.

### 134-5926

134-5926 is located at 3908 Indian River Road/Route 603 in Virginia Beach (Attachment 2). It is situated on the northeast side of the road in a residential area characterized by a light distribution of homes. To the north, east, and west are heavily forested areas, and to the south is a dense residential neighborhood.

134-5926 includes a linear Ranch dwelling built in 1956 and five outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021, Attachment 4, Figure 266). Additional information is provided below:

Dwelling:

- Roof: side-gable, asphalt shingles
- Exterior: vinyl siding
- Foundation: concrete masonry units
- Windows: one-over-one vinyl, central fixed picture window, fixed vinyl shutters
- Door: not visible, metal storm door
- Porch: southwest elevation, front-gable portico, asphalt shingles, vinyl siding, squared wood supports, poured concrete floor, steps, and foundation
- Condition: good

Outbuilding(s):

- Shed 1: ca. 2006, front-gable, metal roof and siding, good condition
- Shed 2: ca. 2006, gambrel roof, rolled asphalt, T1-11 siding, good condition
- Garage: ca. 2004, side-gable, asphalt shingles, vinyl siding, good condition
- Carport: ca. 2006 front-gable, corrugated metal roof, metal frame, good condition
- Outbuilding: ca. 2005, flat roof, corrugated metal siding, good condition

*NRHP Assessment:* 134-5926 displays the characteristic form of the linear Ranch, with commonly used replacement materials. 134-5926's expression of the architectural style of residential Ranch construction is undistinguished and not worthy of recognition under NRHP Criterion C. The historical research conducted for the Project did not uncover any noteworthy persons or events associated with the property, so ERM also recommends 134-5926 ineligible for the NRHP under Criteria A and B.

### 134-5927

134-5927 is located at 1928 London Bridge Road in the City of Virginia Beach (Attachment 2). It is situated on the northeast side of the road, and just southeast of the intersection of London Bridge Road and Dam Neck Road. The area immediately surrounding the resource consists of agricultural fields. Just farther north are dense forested areas and beyond that in all other directions are residential developments.

134-5927 includes a circa 1950 one-and-one-half story Cape Cod influenced dwelling with extensive changes and six outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 267). A rear and side-gabled wing were added to the main block between 1963 and 1982 (NETROnline 2021). There are also various sections of demolished buildings or outbuildings spread throughout the property. Additional information is provided below:

#### Dwelling:

- Roof: side-gable (original), cross-gable (current), asphalt shingles, gabled dormers
- Exterior: wavy edge asbestos siding
- Foundation: not visible from right of way
- Windows: metal one-over-one and wood fixed picture window, six-paned window in one dormer and replacement one-over-one vinyl in other
- Chimney: two interior, one exterior end, brick
- Door: wood three-panel door with fixed light
- Porch: full-width shed roof with exposed rafter tails, turned wood posts, formerly screened, with screening removed and framing retained, poured concrete floor
- Addition: gable-front rear addition with side-gable wing attached to the west elevation of the addition; side-gable wing features full-width shed-roof porch with exposed rafter tails matching that on the original block's façade, including the presence of framing for previous screened panels
- Condition: good

#### Outbuilding(s):

- Outbuilding 1: inactive, gabled, vinyl siding, concrete masonry unit foundation, brick chimney, poor condition and mostly surrounded by overgrown vegetation (1963–1982)
- Pole Barn/Equipment Shed: side-gable with shed extensions, metal roof, wood frame, good condition (ca. 1950)
- Shed 1: metal shed roof, wood frame, poor condition (ca. 1950)
- Shed 2: front-gable, poor condition (ca. 1950)
- Shed 3: front-gable, poor condition (ca. 1950)
- Shed 4: front-gable, only visible from aerial views (ca. 1950)

*NRHP Assessment:* Although 134-5927 remains in good condition, the various additions and other changes along with the poor condition of the outbuildings have compromised the integrity of material, design, and setting. Thus, ERM recommends 134-5927 ineligible under NRHP Criterion C. No influential persons or events were discovered in connection with the resource during historical research for the Project, thus 134-5927 is also recommended ineligible under NRHP Criteria A and B.

### 134-5928

134-5928 is located at 2364 Harpers Road in the City of Virginia Beach (Attachment 2). It is situated on the northwest side of the road in a light density residential area. 134-5928 is also just southwest of the intersection of Dam Neck Road and Harpers Road. The environment surrounding the resource is thickly forested, and further out are agricultural fields.

134-5928 includes a one-story circa 1960 dwelling and two outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 268). The front-porch appears to have been modified through an enclosure. Additional information is provided below:

#### Dwelling:

- Roof: side-gable, standing seam metal roof
- Exterior: vinyl siding
- Foundation: not visible from right of way
- Windows: vinyl, one-over-one
- Chimney: one interior, concrete
- Door: not visible from right of way
- Porch: enclosed, same materials as main block, wooden deck entry with wooden floor and railing
- Condition: fair

#### Outbuilding(s):

- Garage: front-gable asphalt shingles, vinyl siding, overhead door, fair condition (1963–1980)
- Shed: front-gable, metal roof and sides, fair condition (ca. 2000)

*NRHP Assessment:* 134-5928 includes a heavily modified dwelling displaying common replacement materials and a modified porch. The dwelling does not exemplify any academic style or significant architectural features, therefore ERM recommends 134-5928 ineligible under NRHP Criterion C. Historical research for the Project area did not identify any significant persons or events associated with the resource, so ERM also recommends 134-5928 ineligible under NRHP Criteria A and B.

### 134-5929

134-5929 is located at 3476 Indian River Road/Route 603 in Virginia Beach (Attachment 2). It is situated on the northeast side of the road, in a low density rural residential area. The surrounding environment is heavily forested to the north, west, and south, and agricultural fields lie to the east.

134-5929 includes a one-and-a-half story dwelling built in circa 1950 with a Colonial Revival influenced remodel that created the upper half story with gabled dormers on the façade; the resource also includes a garage built between 1990 and 1994 (City of Virginia Beach Real Estate Assessor's Office 2021; NETROnline 2021; USGS 1954c; Attachment 4, Figure 269). A 24 by 16-foot addition was built on the dwelling's northeast elevation between 1963 and 1971, and was expanded on and re-roofed between 1990 and 1994 to a large gabled addition (NETROnline 2021). Aerial views also show a rear wooden deck. Additional information is provided below:

#### Dwelling:

- Roof: side-gable, front-gable dormers, asphalt shingles
- Exterior: vinyl siding

- Foundation: continuous concrete masonry units
- Windows: one over one vinyl, single-pane fixed in dormers
- Door: vinyl door with four lower panels and upper fan light
- Porch: full-length, open, shed roof, asphalt shingles, wood posts with post-face brackets, wood decking
- Addition: original addition was expanded and modified to larger gable-front block, same materials as main block
- Condition: good

#### Outbuilding(s):

- Detached garage: front-gabled, asphalt shingles, vinyl siding, poured concrete foundation, good condition, good condition

*NRHP Assessment:* 134-5929 includes a dwelling and an outbuilding. The dwelling began as modest side-gabled vernacular form, that has since been expanded with a rear addition and upper half story with Colonial Revival influenced dormers. Much of the dwelling's original fabric has been replaced. The changes have robbed the resource of its integrity of design, materials, and feeling. For these reasons, ERM recommends 134-5929 as ineligible under NRHP Criterion C. During the historic research carried out for the Project, no significant persons or events were found associated with 134-5929 that would make the resource eligible under Criteria A or B.

### **134-5930**

134-5930 is located at 3276 Indian River Road/Route 603 in Virginia Beach (Attachment 2). It is situated on the east side of the road, in a low density residential area. The surrounding environment contains heavily forested areas in all directions, but the structure is located just southeast of the intersection of Indian River Road/Route 603 and North Landing Road/Route 165.

134-5930 includes a one-story circa 1950 vernacular dwelling and one outbuilding (City of Virginia Beach Real Estate Assessor's Office 2021, Attachment 4, Figure 270). According to aerial views, the dwelling was originally a front-gabled structure. A gabled addition was added to the southeast elevation between 1971 and 1982. Another gabled addition was built on the original block's northeast elevation between 1982 and 1990 addition. Additional information is provided below:

#### Dwelling:

- Roof: front-gabled original block (cross-gable currently), asphalt shingles
- Exterior: aluminum siding on original block and first addition, vinyl siding on second addition
- Foundation: concrete masonry unit
- Windows: one over one aluminum, fixed shutters
- Door: six-paneled wood with metal screened storm door
- Porch: poured concrete stoop, southwest elevation, damaged wood railings
- Addition: two additions, Addition 1 features same material as main block, Addition 2 does not have fixed shutters
- Condition: good

Outbuilding(s):

- Shed: c. 2020, located just north of the dwelling is covered in a tarp

*NRHP Assessment:* 134-5930 is a heavily modified vernacular dwelling with one modern outbuilding. These additions and the modern support structure on the property greatly decrease the historical feeling of the resource. For these reasons, ERM recommends 134-5930 ineligible under NRHP Criterion C. Historical research for the Project did not identify any important persons or events connected to 134-5930 that would make the resource eligible under Criteria A or B.

**134-5932**

134-5932 is located at 3940 Indian River Road/Route 603 in Virginia Beach (Attachment 2). It is situated on the northeast side of the road in a light density residential area. The surrounding environment is heavily forested to the north, east, and west, and a denser residential area lies to the south.

134-5932 includes a one-story vernacular dwelling built in 1940, and two outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 271). There is a circa 1990 addition on the rear of the dwelling (northeast elevation). Additional information is provided below:

Dwelling:

- Roof: front-gable, asphalt shingles
- Exterior: vinyl siding
- Foundation: not visible from right of way
- Chimney: metal flue, interior slope
- Windows: one over one vinyl with fixed vinyl shutters
- Door: vinyl with two lower panels and oval light
- Porch: entry porch, southwest elevation, partial-width, open, front gable portico with asphalt shingle roof, vinyl siding in gable end, squared wooden posts, wood decking and steps, wood pier foundation
- Addition: ca. 1990 rear addition with an asphalt shingle clad shed roof and vinyl siding; the northernmost half is a porch with squared wooden posts
- Condition: good

Outbuilding(s):

- Carport: ca. 2019, open, corrugated metal shed roof, wood supports, good condition
- Shed: ca. 1980, front-gable with circa 2015 shed roof extension, rolled asphalt roof, vinyl siding, good condition
- Outbuilding: ca. 2018, barely visible from right of way

*NRHP Assessment:* 134-5932 is a vernacular dwelling with materials commonly used in the area. The lack of a definitive style, replacement materials, and the circa 1990s addition decrease the integrity of the resource, and therefore its historical feeling. In addition, the outbuildings are not of age. ERM recommends 134-5932 ineligible under NRHP Criterion C. Historical research for the area of the Project did not uncover any significant persons or events associated with the resource, so it is also recommended ineligible under Criteria A and B.

### 134-5933

134-5933 is located at 3909 Indian River Road/Route 603 in Virginia Beach (Attachment 2). It is situated on the south side of the road in a medium density residential area. The surrounding environment is densely residential to the east and south, and heavily forested to the north and west.

134-5933 includes a one-story compact Ranch with a rear ell built in 1966, and one outbuilding (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 272). The resource originally consisted of a dwelling and detached garage, and a hyphen was built to connect the two, between 1990 and 2002. A carport was also built during this time, which was added to the garage's northwest elevation. Additional information is provided below:

#### Dwelling:

- Roof: side-gable façade block with gable-front rear wing and multi-gable addition incorporating original front-gable garage and adding carport, rolled asphalt
- Exterior: running bond brick veneer
- Foundation: poured concrete
- Chimney: interior, on-peak brick
- Windows: one over one vinyl, picture window, fixed vinyl shutters
- Door: vinyl with oval light
- Porch: northeast elevation, partial, open, front-gable portico, rolled asphalt roof, squared wooden posts, railings, and floors
- Addition: hyphen addition connecting garage and dwelling, as well as carport addition, same materials as main block
- Condition: good.

#### Outbuilding(s):

- Shed: ca. 2013, front-gabled, rolled asphalt roof, vinyl siding, good condition
- Garage: ca. 1965 (originally detached), same materials as dwelling, wooden door with three lower panels and three upper lights, features carport addition, good condition

*NRHP Assessment:* 134-5933 is a Ranch style dwelling with a side-gable roof and brick exterior. Although many facets of the style are present, the dwelling has been extensively modified, and its style is common throughout the area. Because 134-5933 is not an excellent example of the Ranch style, ERM recommends 134-5933 as ineligible under NRHP Criterion C. Historical research for the Project did not uncover any significant persons or events associated with the resource that would make it eligible for the NRHP under Criteria A or B.

### 134-5934

134-5934 is located at 3904 Indian River Road/Route 603 in Virginia Beach (Attachment 2). It is situated on the northeast side of the road in a medium density residential area. The surrounding environment is heavily forested to the north and west, and residential to the east and south.

134-5934 includes a one-story dwelling built in 1956 with one outbuilding (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 273). The dwelling originated as a side-gable Ranch style dwelling, but features a large, circa 1990 two-story addition with a gambrel roof and bay window that

extended the façade and greatly enlarged the massing (NETROnline 2021). Additional information is provided below:

Dwelling:

- Roof: side-gable original block, asphalt shingles
- Exterior: vinyl shingle style lap siding
- Foundation: poured concrete
- Windows: vinyl, one-over-one with six-over-six applied muntins; bay window in addition
- Door: not visible from right of way
- Porch: southwest elevation, shed, asphalt shingle roof, partial-width, squared wooden posts, wood balustrade
- Addition: ca. 1990, two-story, gambrel roof, same materials as main block
- Condition: good

Outbuilding(s):

- Garage: ca. 1983, side-gabled, asphalt shingle roof, shingle exterior, good condition

*NRHP Assessment:* 134-5934 includes a dwelling with a large addition and a detached garage. The modifications to the dwelling has altered its original design and feeling, thus ERM recommends the resource ineligible under NRHP Criterion C. The historical research for the Project area did not find any important persons or events associated with the resource that would make it eligible under Criteria A or B.

### **134-5938**

134-5938 is located at 2549 Salem Road in Virginia Beach, Virginia (Attachment 2). 134-5938 is located on the southwest side of the lightly residential road. The general surroundings are wooded, with large residential parcels situated between groupings of trees.

134-5938 includes a linear Ranch dwelling and outbuilding (Attachment 4, Figure 274). According to historic aerials and topographic maps, the dwelling was built between 1961 and 1963 (NETROnline 2021; USGS 1918). A detached garage built between 1971 and 1982 is located west of the dwelling. Additional information on the dwelling and garage are below:

Dwelling:

- Roof: rolled asphalt, hipped
- Exterior: original asbestos siding on side and rear elevations, whereas the façade features replacement vinyl siding in upper half over a brick water table of running bond brick veneer topped with a rowlock course
- Foundation: continuous concrete masonry unit
- Windows: vinyl one-over-one double-hung units in single and triplicate arrangements
- Door: original wood with three descending rectangular lights, aluminum storm door with upper light
- Porch: partial width entry, rolled asphalt hipped roof supported by three wood posts, concrete floor on running bond brick platform
- Condition: good



Outbuilding:

- Garage (1971–1982): rolled asphalt, front-gabled roof, vinyl siding, two garage doors along northeast elevation, concrete slab foundation, good condition

*NRHP Assessment:* 134-5938 consists of a linear Ranch dwelling and a garage. The Ranch style is ubiquitous throughout Virginia Beach, and although this resource is in good condition, it has no discernible craftsmanship worth nomination to the NRHP. It also has replacement siding on the façade, which has diminished the material integrity. For this reason, ERM recommends 134-5938 not eligible for listing under Criterion C. In addition, the completed research did not identify any significant persons or events related to this resource. As a result, ERM also recommends 134-5938 not eligible under Criteria A and B.

**134-5939**

134-5939 is located at 2537 Salem Road in Virginia Beach, Virginia (Attachment 2). 134-5939 is located on the west side of Salem Road. The general surrounding is residential, with parcels that have manicured lawns near to each other and dense trees immediately to the east and south. The parcel is delineated by a wood fence.

134-5939 includes a modified American Small House and outbuilding (Attachment 4, Figure 275). According to historic aerials and topographic maps, the dwelling was built between 1961 and 1963 (NETROnline 2021; USGS 1918). A detached garage located northwest of the dwelling was replaced by an addition to the north elevation between 1963 and 1971 (NETROnline 2021). The addition now serves to extend the dwelling's square footage of livable space, with an exterior to match the original block. A circa 2005 shed is located west of the dwelling. Further details on the dwelling and shed are provided below:

Dwelling:

- Roof: rolled asphalt, side-gable with projecting front-gable
- Exterior: vinyl siding
- Foundation: concrete slab
- Windows: vinyl, one-over-one with fixed vinyl shutters
- Door: primary door not visible through screened porch
- Porch: partial-width entry, rolled asphalt front-gabled roof, vinyl siding, screened-in porch, wood floor with concrete steps
- Addition: rolled asphalt side-gabled roof, same materials as main block, awning over entrance
- Condition: good

Outbuilding:

- Shed (ca. 2005): gambrel roof, door on south elevation

*NRHP Assessment:* 134-5939 consists of a dwelling and an outbuilding, both in good condition. The dwelling was originally an American Small House, and although the addition is historic, it does dramatically change the footprint of the dwelling. Although the addition is representative of the evolution of residential designs over time to accommodate a growing family and their needs, this particular example does not warrant listing on the NRHP due to its lack of craftsmanship. As such, ERM 134-5939 not eligible under Criterion C. Furthermore, the research conducted for this Project did not identify any

historically significant persons or events related to this resource. As a result, ERM also recommends it not eligible under Criteria A and B.

### 134-5940

134-5940 is located at 2509 Salem Road in Virginia Beach, Virginia (Attachment 2). 134-5940 is located on the west side of Salem Road, near dwellings of similar age and style. The general surroundings are residential, with parcels that have manicured lawns and dense tree cover immediately to the east and south. The dwelling appears to be abandoned.

134-5940 consists of a hipped-roof vernacular dwelling (Attachment 4, Figure 276). According to historic aerial photographs and topographic maps, the dwelling was built between 1961 and 1963 (NETROnline, 2021; USGS 1918). It features a circa 1980 rear porch addition. Additional details on the resource is below:

#### Dwelling:

- Roof: hipped, asphalt shingle
- Exterior: vinyl siding
- Foundation: concrete slab
- Windows: vinyl; one-over-one
- Door: plywood boarded over door, flanked by two decorative shutters
- Porch: partial width deck entry, wood bannister, wood floor with steps, wood foundation
- Addition: circa 1980 partial porch on west elevation has a shed roof supported by wood posts, wood floor
- Condition: fair

*NRHP Assessment:* 134-5940 is a nondescript vernacular dwelling whose asymmetrical fenestration is evocative of Ranch style façades, but with a squat footprint more in keeping with early twentieth century four-room cottages. The dwelling is in fair condition, but vegetation is growing within the gutters and the door has been replaced with plywood. A No Trespassing sign affixed to the façade states that the dwelling is City property. 134-5940 is not an exemplary example of any particular mid twentieth century architectural style and it has been altered with vinyl siding and a modern wood entry deck. Given its lack of architectural merit, loss of integrity and declining condition, ERM recommends 134-5940 not eligible for listing on the NRHP under Criterion C. In addition, the completed historic research did not identify significant events or persons associated with the resource. As a result, ERM also recommends it not eligible under Criteria A and B.

### 134-5941

134-5941, also known as the Fired Up Bar and Bistro, is located at 1715 Harpers Road in the City of Virginia Beach (Attachment 2). It is positioned on the south side of the street, just south of the Aeropines Golf Club and NAS Oceana. East of the resource, there is a commercial lot and large agricultural fields. To the west and south are thickly forested areas.

134-5941 includes a one-story, circa 1960 linear commercial building (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 277). A review of historic aerial imagery indicates that as of 1963, there were two closely-spaced roughly square buildings within a heavily agricultural setting. By 1970, the western building had been razed and the eastern one expanded to its current footprint, and two rear blocks with different roofing had been attached to the east side of the south elevation. By 1990, the

rear addition had been enlarged and its roof changed. Between 2014 and 2016, it appears that the rear addition had been replaced with a fenced patio area attached to the bar. Observation of the façade revealed significant changes to the fenestration. Three large window openings have been replaced with smaller windows and concrete masonry unit infill. One original window opening is entirely replaced with concrete masonry unit infill. An original garage bay has been infilled with concrete masonry units as well. The primary entrance is a single-leaf door with concrete masonry unit infill suggesting original double doors. The western end of the building under the hipped portion of the roof is clad in vinyl siding rather than the original running bond brick veneer, suggesting that it may have been open originally. Additional information is provided below:

Dwelling:

- Roof: flat with parapet walls on the north and west elevations
- Exterior: running bond brick veneer on façade (original), exposed concrete masonry unit walls on side and rear elevations, vinyl siding and concrete masonry unit infill
- Foundation: poured concrete
- Windows: fixed, single pane, vinyl
- Door: metal framed fully glazed
- Addition: block on west elevation, same materials as main block
- Condition: good

*NRHP Assessment:* Historical research for the Project area did not identify any persons or events associated with 134-5941 that would make it eligible for the NRHP under Criteria A and B. Multiple changes to the main block are visible on the north elevation as ghost marks of the previous fenestration and replacement materials. The commercial function served by the building has changed, and it no longer reflects its historic design. For these reasons, ERM recommends 134-5941 ineligible under NRHP Criterion C.

### 134-5942

134-5942 is located at 2365 Salem Road in Virginia Beach, Virginia (Attachment 2). 134-5942 is located south of the road, near a residential community developed in the 2000s. The general area is residential, with parcels that have manicured lawns near to each other and dense trees immediately to the south.

134-5942 includes a modified American Small House and five outbuildings (Attachment 4, Figure 278). According to topographic maps, the dwelling was built between 1955 and 1963 (NETROnline 2021; USGS 1955). Between 1963 and 1971, a garage addition was built on the original block's southeast elevation. This has since been enclosed and now acts as a partial screened-in porch and entrance for the dwelling. Between 1971 and 1982 a lean-to shed-roofed addition was built on the dwelling's southwest elevation, which connected to an outbuilding's northeast elevation. Additional details on the resource are provided below:

Dwelling:

- Roof: side-gabled, rolled asphalt
- Exterior: vinyl siding
- Foundation: concrete slab
- Windows: vinyl, one-over-one

- Door: primary door not visible from the enclosed porch, secondary door on east elevation is a vinyl and glass sliding door
- Addition(s):
  - garage addition: side-gabled, same materials as main block, has been enclosed and now is a screened-in porch and entrance (1963–1971)
  - Lean-to addition: connects the main block to an outbuilding, shed roof, vinyl siding, sliding vinyl windows (1971–1982)
- Condition: good

#### Outbuilding:

- Outbuilding: rolled asphalt side-gabled roof, vinyl siding, vinyl fixed window, connects to dwelling through shed addition on northeast elevation, good condition (pre-1971)
- Garage: gambrel metal roof, vinyl siding, single garage door on north elevation, vinyl sliding windows, concrete slab foundation, good condition (pre-2002)
- Carport 1: gambrel corrugated metal roof on metal support beams, good condition (ca. 2003)
- Carport 2: gambrel corrugated metal roof on metal support beams, good condition (ca. 2003)
- Shed: gambrel roof, metal siding, door on north elevation, good condition (ca. 2005)

*NRHP Assessment:* 134-5942 includes a dwelling, a historic outbuilding, and three additional modern outbuildings, all in good condition. The dwelling includes historic and non-historic additions that disrupt the dwelling's original footprint and detract from the American Small House design. Because the additions impact the integrity of design, ERM recommends 134-5942 not eligible for listing on the NRHP under Criterion C. In addition, the research conducted for this Project did not identify any historically significant events or persons related to 134-5942. For this reason, ERM is also recommending the resource not eligible under Criteria A and B.

### **134-5943**

134-5943 is located at 2357 Salem Road in Virginia Beach, Virginia (Attachment 2). 134-5943 is situated on the southeast corner of Salem Road and Highland Meadows Way, near a residential community developed in the 2000s. The general surrounding is residential, with parcels that have manicured lawns near one another and dense trees immediately to the south. The resource's parcel is outlined by a wooden fence.

134-5943 consists of a dwelling and outbuilding (Attachment 4, Figure 279). According to historic aerials and topographic maps, the dwelling was built between 1961 and 1963 (NETROnline 2021; USGS 1918). In circa 2009, a small gabled addition and porch were added to the southwest elevation of the original block. The detached garage located southeast of the dwelling also was built between 1961 and 1963, with an addition attached to the north elevation between 1971 and 1982. Further details on the dwelling and garage are below:

#### Dwelling:

- Roof: asphalt shingle, side-gabled with projecting front gable
- Exterior: running bond brick veneer siding, vinyl siding in gable ends
- Foundation: not visible
- Windows: vinyl; sliding, one-over-one, picture window

- Door: wood door with two lower panels and an upper light with six upper lights
- Porch: partial width entry within ell, asphalt shingle shed roof supported by turned wood posts, brick floor and steps
- Addition: same materials as main block, rear gable and shed roof
- Condition: good

#### Outbuilding:

- Garage (1961–1963 with addition between 1971–1982): asphalt shingle front-gabled roof, vinyl siding, two garage doors on south elevation, vinyl fixed windows on west elevation, vinyl door with single light

*NRHP Assessment:* 134-5943 consists of a Ranch-influenced vernacular dwelling and garage, both in good condition. Although the dwelling has had only a small addition added to the southwest (rear) elevation, ERM recommends it not eligible for listing on the NRHP under Criterion C because it is not an exceptional representation of any architectural style, and modern updates such vinyl siding and windows have diminished the historic feeling of the original, idiosyncratic form. In addition, the completed research did not identify any historically significant events or persons that would make this resource notable. As such, ERM is also recommending 134-5943 not eligible under Criteria A and B.

### **134-5944**

134-5944 is located at 2356 London Bridge Road in Virginia Beach (Attachment 2). The resource is located on the northeast side of the road within a suburban neighborhood. The general surrounding is manicured lawns and modern dwellings. The parcel contains cultivated fields associated and a farm complex to the north. It is outlined by trees, with newer subdivisions encroaching to the northwest, south, and east.

134-5944, known as Princess Anne Farm, includes a circa 1970 linear Ranch dwelling and several outbuildings (NETROnline 2021; Attachment 4, Figure 280). A porch addition was added to the northeast elevation of the dwelling between 1994 and 2002 (NETROnline 2021). A side-gabled addition was added to the southeast elevation at the same time. To the northeast of the main dwelling is a horse farm complex with several outbuildings, jumping arena, a round pen, and pasture. Visibility was restricted by distance from the public right-of-way. These include a pre-1963 shed, a large livestock/horse barn built in circa 1940 that started as a two separate buildings, until they were connected and additions were built between 1970 and 1982, a barn built circa 1975, and a small utility buildings/sheds built in in ca. 1982–1990. Visibility was restricted by distance from the public right-of-way, so few details could be observed.

#### Dwelling:

- Roof: side-gabled, asphalt shingle
- Exterior: fiber cement siding
- Chimney: center, brick
- Foundation: concrete slab
- Windows: vinyl; one-over-one with six-over-six applied muntins, multi-light picture window
- Door: both primary and secondary doors are replacement vinyl
- Addition: partial-width porch with shed roof and side-gabled addition, same materials as main block (1994–2002)

- Condition: good

#### Outbuildings:

- Shed 1: gabled structure, only seen in aerials (pre-1963)
- Livestock/horse barn: corrugated metal, cross-gabled roof, corrugated metal siding; originally was two separate front-gable buildings, but was modified between 1970 and 1982 to connect the buildings and add a side-gable wing to the northeast. (ca. 1940)
- Barn: corrugated metal gabled roof; metal siding (1970–1982)
- Shed 2: side-gabled; T1-11 and corrugated metal siding (1982–1990)

*NRHP Assessment:* 134-5944 includes a linear Ranch dwelling and several outbuildings, all associated with Princess Anne Farm. Although the Ranch style dwelling is in good condition, it is a common form and style in the area. It is not distinctive enough to be considered eligible for listing on the NRHP under Criterion C. Furthermore, the outbuildings associated with the resource are unexceptional examples and commonly used on contemporary farms. Therefore, ERM recommends that this resource is not eligible for the NRHP under Criterion C. There historic research carried out for this Project did not identify any significant events or persons associated with this resource. As such, ERM also recommends 134-5944 not eligible under Criteria A and B.

### **134-5945**

134-5945 is located at 2324 London Bridge Road in Virginia Beach (Attachment 2). The resource is located north of the road on a heavily wooded parcel. The general surroundings are wooded, with cultivated fields to the southeast and modern residential development on the south side of London Bridge Road.

134-5945 consists of a linear-with-clusters Ranch dwelling and outbuilding (Attachment 4, Figure 281). The dwelling was only partially visible from the public ROW, so ERM used aerial photographs to aid in the description. According to historic aerials and topographic maps, the dwelling was built between 1963 and 1967 (NETROnline 2021; USGS 1965). The clusters are located on the southeast and northwest elevations. A barn built between 1970 and 1982 is located to the northwest of the dwelling.

#### Dwelling:

- Roof: side-gabled with projecting front-gable, asphalt shingle
- Exterior: running bond brick veneer
- Foundation: not visible
- Chimney: three interior brick chimneys, one on the south slope, one of the northeast slope, and the third on northwest slope
- Windows: vinyl; one-over-one
- Door: not visible
- Porch: not visible
- Condition: good

#### Outbuilding:

- Barn: gabled, metal roof, only seen from aerial views (ca. 1975)

*NRHP Assessment:* 134-5945 consists of a linear-with-clusters Ranch style dwelling and a barn. Despite its good condition, this resource is not an exceptional example of the Ranch style, which is particularly common throughout Virginia Beach and the United States. For this reason, ERM recommends 134-5945 not eligible for listing on the NRHP under Criterion C. In addition, the historic research completed for this Project did not identify historically significant events or persons associated with the resource. As a result, ERM also recommends 134-5945 not eligible under Criteria A and B.

### 134-5946

134-5946 is located at 3313 Heffington Drive in Virginia Beach (Attachment 2). The resource is located on the south side of the cul-de-sac, next to dwellings of similar style. Heffington Drive is connected to North Landing Road. The general setting is residential, with manicured lawns on each parcel and forest to the south.

134-5946 consists of a Ranch style dwelling (Attachment 4, Figure 282). According to topographic maps and historic aerials, the dwelling was built between 1966 and 1971 (NETROnline 2021; USGS 1954c). Based on historic aerials from 1971, the cross-gabled dwelling had an L-shaped footprint that was later expanded by a side-gabled addition along the west elevation between 1990 and 1995 (NETROnline 2021). A shed built between 1994 and 2002 is located southwest of the dwelling. Additional details on the dwelling and shed are below:

#### Dwelling:

- Roof: side-gabled with projecting front-gable, rolled asphalt
- Exterior: vinyl siding
- Foundation: poured concrete
- Chimney: metal flue on north slope
- Windows: vinyl; one-over-one, fixed picture window
- Door: vinyl replacement with single-light storm door
- Porch: recessed, concrete floor
- Addition: side-gabled addition to west elevation, same materials as main block (c. 1990–1994)
- Condition: good

#### Outbuilding:

- Shed (c. 1994 – 2002): asphalt front-gabled roof, vinyl siding, single vinyl door along east elevation accessed via steps

*NRHP Assessment:* 134-5946 consists of a Ranch style dwelling and a modern shed. Although the dwelling is in good condition, the replacement windows and door, as well as the addition, have altered the character defining features and disqualify the resource for listing on the NRHP under Criterion C. Furthermore, the historic research completed for this Project did not identify any historically significant persons or events associated with the resource. As such, ERM also recommends 134-5946 not eligible under Criteria A and B.

### 134-5947

134-5947 is located at 3264 Indian River Road/Route 603 in Virginia Beach (Attachment 2). The resource is located on the northeast side of Indian River Road, next to the Campbell Chapel Church. The general

area surrounding the resource is lightly residential, with each parcel divided by large groupings of trees. The resource sits on a parcel with a manicured lawn.

134-5947 consists of a modified vernacular dwelling (Attachment 4, Figure 283). According to USGS maps and historic aerial imagery, the dwelling was constructed between 1946 and 1953 (NETROnline 2021; USGS 1953). It originally consisted of a front-gabled block, and a gabled wing addition was added to the southeast elevation between 1953 and 1963. A second addition, on the dwelling's northeast elevation, was built between 1980 and 1990 (NETROnline 2021). In addition, the porch has been enclosed. Further information on the dwelling is provided below:

Dwelling:

- Roof: asphalt shingle, front-gabled (original)
- Exterior: vinyl siding
- Foundation: continuous concrete masonry unit
- Chimney: metal flue, off-peak
- Windows: vinyl one-over-one double-hung units on the enclosed porch, and aluminum two-over-two units on the gabled wing addition
- Door: primary door is vinyl replacement; vinyl replacement with single-light storm door
- Porch: enclosed partial-width entry; asphalt shingle, hipped roof, vinyl siding, vinyl one-over-one windows
- Additions:
  - side-gabled wing with same materials as main block, two-over-two aluminum windows and one-over-one vinyl windows (1953–1963)
  - gabled addition to northeast elevation, same materials as main block (1980–1990)
- Condition: good

*NRHP Assessment:* 134-5947 is a modified vernacular dwelling. Although the dwelling is in good condition, the integrity of the original design has been transformed by the multiple additions, which fundamentally change the scale and footprint of the simple vernacular form. As a result, ERM recommends 134-5947 not eligible for listing on the NRHP under Criterion C. Furthermore, the historic research completed for this Project did not identify any significant events or persons associated with the resource. For this additional reason, ERM also recommends 134-5947 not eligible under Criteria A and B.

### 134-5948

134-5948 is located at 2743 Salem Road in Virginia Beach (Attachment 2). The resource is located on the southwest side of the road near a modern church and a cluster of residential dwellings. The environment is lightly residential, with each parcel separated by a grouping of trees.

134-5948 consists of a compact Ranch dwelling and outbuildings (Attachment 4, Figure 284). According to historic aerial imagery and topographic maps, the dwelling was built between 1959 and 1963 (USGS 1939; NETROnline 2021). The original attached garage on the southeast end of the building has been enclosed. A circa 2016 detached garage is located southwest of the dwelling (Virginia Beach Real Estate Assessor's Office 2021). A shed, also built in 2016, is located northwest of the dwelling. Further information regarding the dwelling and outbuildings are below:



**Dwelling:**

- Roof: asphalt shingle, side-gabled
- Exterior: vinyl siding
- Foundation: continuous concrete masonry units
- Windows: vinyl; one-over-one, fixed picture window, multi-light jalousie in enclosed garage
- Door: wood door with three descending rectangular lights; storm door with single light
- Porch: concrete stoop
- Condition: good

**Outbuilding:**

- Garage: front-gabled asphalt shingled roof, ribbed metal siding, good condition (2016)
- Shed: gambrel rolled asphalt roof, T1-11 siding, good condition (2016)

*NRHP Assessment:* 134-5948 consist of a compact Ranch dwelling and two modern outbuildings, all in good condition. The dwelling is a modified example of an architectural form and style that is ubiquitous within Virginia Beach and throughout the United States. Although this resource is in good condition, it does not provide an exceptional example worthy of nomination to the NRHP. For this reason, ERM recommends 134-5948 not eligible under Criterion C. In addition, the research completed for this Project did not identify any significant events or persons related to the dwelling. As a result, ERM also recommends 134-5948 not eligible under Criteria A and B.

**134-5949**

134-5949 is located at 2709 Salem Road in Virginia Beach (Attachment 2). The resource is located on the southwest side of the road near a cluster of residential dwellings. The setting is lightly residential, with each parcel separated by a grouping of trees.

134-5949 consists of a highly modified Ranch style dwelling and outbuildings (Attachment 4, Figure 285). According to historic aerial photographs and topographic maps, the dwelling was built between 1966 and 1971 and was originally a half-courtyard Ranch with a hipped roof (NETROnline 2021; USGS 1954c). Adjustments to the roofline, including a monitor roof feature and two gabled dormers, were added between 1994 and 2002. A circa 2007 garage is located south of the dwelling. Additional information on the resource is below:

**Dwelling:**

- Roof: hipped, asphalt shingle
- Exterior: running bond brick veneer
- Foundation: concrete slab
- Chimney: brick, interior slope
- Windows: vinyl; one-over-one
- Door: replacement vinyl
- Porch: recessed, roofline supported by turned wood posts and bannister, brick floor and steps
- Addition: dormer and monitor additions to create upper story (1994–2002)
- Condition: good

Outbuilding:

- Garage: asphalt shingle front-gabled roof, vinyl siding, concrete slab foundation, good condition (2007)

*NRHP Assessment:* 134-5949 consists of a modified half-courtyard Ranch and a modern detached garage. Despite being in good condition, the modifications to the roofline have diminished the dwelling's design integrity. One of the visual hallmarks of Ranch style architecture is the low profile, and with the addition of the dormers and monitor, this resource no longer retains that character-defining feature. In addition, Ranch style dwellings are extremely common within residential communities throughout the United States, and this resource is not an outstanding example. For this reason, ERM recommends 134-5949 not eligible for listing on the NRHP under Criterion C. Finally, the research completed did not identify any historically significant events or persons associated with the dwelling. As a result, ERM also recommends 134-5949 not eligible under Criteria A and B.

### 134-5950

134-5950 is located 2804 Salem Road in Virginia Beach (Attachment 2). The resource is located on the northeast side of Salem Road in a rural environment. The setting surrounding the resource consists of cultivated fields to the north and dense woodlands to the south.

134-5950 consists of a modified compact Ranch dwelling and six outbuildings (Attachment 4, Figure 286). According to topographic maps and historic aerials, the dwelling was built between 1959 and 1963 (NETROnline 2021; USGS 1939). The dwelling was expanded on the southeast elevation between 1990 and 1994. A detached garage, located north of the dwelling, was built between 1963 and 1971. It was likely that around this time, the original attached garage block on the northwest end of the dwelling was enclosed. A shed-roofed addition to the northwest elevation of the detached garage was added between 1982 and 1990. Five modern sheds are located on the parcel. The first shed (Shed 1), situated north of the primary dwelling and east of the secondary dwelling, was built circa 2006. The second shed (Shed 2) was built circa 2009. The third shed (Shed 3) was built circa 2014 and is located along the northern edge of the parcel. A fourth shed (Shed 4), built circa 2016, is also located along the northern edge of the parcel. Finally, the fifth shed (Shed 5), built circa 2020, is located west of the primary dwelling, southwest of the secondary dwelling. Additional details on the resource are provided below:

Dwelling:

- Roof: side-gabled, asphalt shingles
- Exterior: vinyl siding
- Foundation: continuous concrete masonry unit
- Chimney: exterior concrete block on northwest elevation of original attached garage
- Windows: vinyl; one-over-one, fixed picture window, all with fixed vinyl shutters
- Door: vinyl replacement, storm door with single light
- Porch: partial width entry, asphalt shingle front-gabled portico, original stoop expanded to a larger uncovered deck with wood bannister, wood decking and steps
- Addition: gabled, features the same materials as the main block.
- Condition: good

Outbuilding:

- Shed 1(c. 2006): side-gabled roof, vinyl siding, good condition

- Shed 2 (c. 2009): front-gabled, good condition
- Shed 3 (c. 2014): side-gabled, good condition
- Shed 4 (c. 2016): corrugated metal shed, good condition
- Shed 5 (c. 2020): asphalt shed roof, T1-11 siding, double doors on east elevation, good condition
- Garage (1963–1971): front-gabled, asphalt shingle roof, replaced vinyl siding and doors, shed addition, good condition

*NRHP Assessment:* 134-5950 includes a modified compact Ranch dwelling, a garage, and five modern sheds, all in good condition. The dwelling has been heavily modified with the large addition and enclosure of the original attached garage. The original design lacked outstanding architectural qualities, and the addition and other changes have diminished the resource's integrity. In addition the garage has been modified through replacement materials and also features a large addition. Given its loss of integrity and lack of architectural merit, ERM recommends 134-5950 not eligible for listing on the NRHP under Criterion C. Finally, the research completed for this Project did not identify any historically significant persons or events related to the resource. As a result, ERM is also recommending 134-5950 not eligible under Criteria A and B.

### 134-5951

134-5951 is located at 2685 Salem Road in the City of Virginia Beach (Attachment 2). It is situated on the southwest side of the street in a medium density residential neighborhood. The street is heavily forested in all directions. Just further east of the forested area are large agricultural plots.

134-5951 includes a one-story modified Minimal Traditional dwelling built in 1948 and three modern outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 287). The two side-gables on the northwest elevation are additions that were constructed between 1953 and 1963 and 1963 and 1971, respectively, providing a Ranch-influenced update. The attached carport was built in circa 1990. Additional information is provided below:

#### Dwelling:

- Roof: side-gabled, rolled asphalt
- Exterior: wavy-edge asbestos siding
- Foundation: poured concrete slab
- Chimney: interior slope (on addition), brick
- Windows: vinyl, one over one, picture window, fixed shutters
- Door: paneled vinyl with upper fan light
- Porch: recessed, concrete floor, decorative metal railing
- Addition: two side-gabled additions on northwest elevation, same materials as main block (1953–1971); carport addition with decorative metal posts and aluminum siding in gable end (ca. 1990)
- Condition: good

#### Outbuildings:

- Garage: front-gable, rolled asphalt, vinyl siding, poured concrete foundation, good condition (1995).
- Shed 1: side-gable, T1-11 siding, only partially visible from right of way, good condition (ca. 2000)

- Shed 2: side-gable, T1-11 siding, good condition (ca. 2000)

*NRHP Assessment:* 134-5951 includes one dwelling and three modern outbuildings. The significant changes in the dwelling's form, the replacement windows, and the modern outbuildings all drastically alter the resources original design, setting, and feeling. Due to the loss of integrity, ERM recommends 134-5951 ineligible under NRHP Criterion C. Historical research for the Project did not uncover any important persons or events associated with the property, therefore 134-5951 is also recommended ineligible under NRHP Criteria A and B.

### 134-5952

134-5952 is located at 3832 North Landing Road/Route 165 in Virginia Beach, Virginia (Attachment 2). It is situated on the west side of the road near dwellings of similar age and style. The surrounding environment is generally residential and wooded, with parcels delineated by trees.

134-5952 includes a linear Ranch, a secondary vernacular dwelling, and three outbuildings (Attachment 4, Figures 288 and 289). According to historic aerials and topographic maps, both the Ranch and vernacular dwelling were built between 1959 and 1963 (NETROnline 2021; USGS 1939). An addition to the secondary dwelling's north elevation was added between 1963 and 1971, consisting of a detached garage addition; another addition was built on the east elevation between 1990 and 1994. The material of the additions match the original block. A shed constructed between 1971 and 1982 is located east of the secondary dwelling. A pre-2002 second shed (Shed 2) is located between the primary and secondary dwelling. Finally, a third shed (Shed 3) built circa 2016 is located west of the secondary dwelling. Further details regarding the resource can be found below:

#### Dwelling:

- Foundation: poured concrete slab
- Roof: asphalt shingle, side-gabled, interior brick chimney
- Exterior: vinyl siding and running bond brick veneer water table
- Windows: vinyl; one-over-one, fixed picture window
- Door: replacement vinyl door with fan light; single light storm door; accessed via brick steps
- Condition: good

#### Secondary Dwelling:

- Foundation: not visible
- Roof: asphalt shingle, cross-gabled
- Exterior: concrete masonry unit walls on original block with vertical boards in gable end and vinyl siding on addition
- Windows: aluminum three-light jalousie
- Door: not visible
- Additions: detached garage addition along north elevation with asphalt shingle front-gabled roof and vinyl siding; two-story addition along east elevation with asphalt shingle front-gabled and vinyl siding
- Condition: good

Outbuilding(s):

- Shed 1 (1971–1982): asphalt shingle front-gabled roof
- Shed 2 (pre-2002): corrugated metal shed roof, wood posts
- Shed 3 (c. 2016): concrete masonry unit foundation, corrugated metal gambrel roof, T1-11 siding, two fixed windows with four-applied muntins on north elevation, double door on north elevation

*NRHP Assessment:* 134-5952 consists of a linear Ranch dwelling, a vernacular secondary dwelling, garage, and three sheds. Although 134-5952 is in good condition, the Ranch dwelling, is an unremarkable example of a very common style found throughout Virginia Beach and across the country. Furthermore, the vernacular secondary dwelling has lost its integrity of design, materials, and feeling through the several additions added over time. For these reasons, ERM recommends 134-5952 not eligible for listing on the NRHP under Criterion C. Finally, historical research completed for this Project did not identify any significant events or persons associated with this resource. As a result, ERM also recommends 134-5952 not eligible under Criteria A and B.

### 134-5953

134-5953 is located at 2307 Salem Road in Virginia Beach, Virginia (Attachment 2). The resource is situated on the southwest side of Salem Road, adjacent to a modern residential community. The parcel is outlined by trees, with cultivated fields to the north, south, and east.

134-5953 consists of a Minimal Traditional dwelling (Attachment 4, Figure 290). According to USGS maps, the dwelling was built between 1948 and 1958 (USGS 1948, 1955). A rear addition was added to southeast elevation of the main block in circa 2008. Two sheds were not visible from the public ROW, however a review of aerial imagery indicates that they were constructed ca. 1980–1990. Additional details on the dwelling are below:

Dwelling:

- Foundation: not visible
- Roof: asphalt rolled, side-gabled
- Exterior: vinyl siding
- Chimney: centerline, brick
- Windows: one-over-one double-hung wood sash with vinyl storm windows
- Door: vinyl replacement with screen door
- Porch: stoop; wood floor and steps
- Addition: shed-roof, enclosed porch
- Condition: good

Outbuilding(s):

- Shed 1 (ca. 1980–1990): gable roof
- Shed 2 (ca. 1980–1990): gable roof

*NRHP Assessment:* 134-5953 is a Minimal Traditional dwelling in good condition, but lacking sufficient architectural distinction or craftsmanship to merit listing on the NRHP under Criterion C. In addition, research completed for this Project did not identify historically significant events or persons related to

134-5953. For this reason, ERM also recommends the resource not eligible for listing under Criteria A or B.

### 134-5955

134-5955 is located at 2400 Colony Drive in the City of Virginia Beach (Attachment 2). The resource is located on the north side of the road, near the intersection of Colony Drive with London Bridge Road. Trees border the parcel on all but the side facing the road. The resource is situated among other mid-twentieth century dwellings.

134-5955 includes a one-story Ranch style dwelling (built 1953) with multiple additions, and four modern outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 291). A circa 1970 hyphen addition connects the original detached garage to the main block. A large rear addition consisting of multiple gables and a wrap-around porch addition were added in 2007 (NETROnline 2021). Additional information is provided below:

#### Dwelling:

- Roof: side-gable (original), asphalt shingles
- Exterior: running bond brick veneer
- Foundation: poured concrete
- Windows: two-over-two aluminum and wood sash, and fixed vinyl picture, one-over-one vinyl windows on addition
- Chimney: brick interior slope
- Door: paneled vinyl
- Porch (addition): hipped asphalt shingle roof, chamfered wood supports, wood balustrade, poured concrete floor and foundation, brick veneer around foundation, brick steps
- Addition(s):
  - hyphen addition connecting dwelling's northeast elevation to garage's southwest elevation (ca. 1970)
  - wrap-around porch addition to southeast elevation, same materials as main block (2007)
  - rear, multi-gabled addition to northwest elevation, one-over-one vinyl windows, same materials as main block (2007)
- Condition: good

#### Outbuildings:

- Shed 1: front-gable, rolled asphalt roof, T1-11 siding, good condition (ca. 2000)
- Shed 2: front-gable, rolled asphalt roof, T1-11 siding, good condition (ca. 2000)

*NRHP Assessment:* 134-5955 includes a Ranch style dwelling that has been heavily modified and two modern outbuildings. The dwelling has been altered extensively through a rear addition that is larger than the original dwelling and the porch modification, both of which has diminished the Ranch's design integrity. Thus, ERM recommends 134-5955 ineligible under NRHP Criterion C. No influential persons or significant events were found associated with the resource during research for the Project, so 134-5955 is also recommended ineligible under NRHP Criteria A and B.

### 134-5956

134-5956 is located at 3340 Ives Road in the City of Virginia Beach (Attachment 2). It is situated on the north side of the road, but the property covers a large area at the end of the road. The environment surrounding the resource is mostly agricultural. There are large cleared agricultural fields to the north, east, and south, and a patch of forest to the west. North of the resource is the Pocatoy River.

134-5956 includes three outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 292). The outbuildings were originally associated with a circa 1950 dwelling; however, it appears to have been demolished between 2018 and 2020 (NETROnline 2021). Additional information is provided below:

#### Outbuilding(s):

- Workshop: side-gable, standing seam metal roof, textured concrete masonry unit walls, no other features visible, poor condition (ca. 1950)
- Pole barn: gabled metal roof, wood frame, poor condition (ca. 1970)
- Shed: standing seam metal roof, wood frame, poor condition (ca. 1970)

*NRHP Assessment:* 134-5956 includes three outbuildings on a large area of farmland that were once associated with a circa 1950 dwelling. However, the dwelling is no longer extant, which has lessened the resource's integrity. In addition, the outbuildings appear to be abandoned and overgrown with vegetation. For these reasons, ERM recommends 134-5956 as ineligible under NRHP Criterion C. Historic research for the Project area did not uncover any important persons or events associated with the resource, so it is also ineligible under NRHP Criteria A and B.

### 134-5957

134-5957 is located at 2373 London Bridge Road in the City of Virginia Beach (Attachment 2). It is situated on the south side of the road in a medium density residential area. North of the resource is split between forested areas and cleared residential lots, and there are residential developments in all other directions.

134-5957 includes a one-story, circa 1960 compact Ranch and two modern outbuildings (City of Virginia Beach Real Estate Assessor's Office 2021; Attachment 4, Figure 293). A gabled addition was built on the southwest (rear) elevation between 1982 and 1990. Additional information is provided below:

#### Dwelling:

- Roof: side gable, asphalt shingles
- Exterior: Masonite hardboard siding
- Foundation: poured concrete
- Windows: vinyl, one-over-one with six-over-six applied muntins; multi-light picture window with flanking multi-light casement windows.
- Door: six panel vinyl, one light storm door
- Porch: partial width, open, metal awning with decorative metal scroll posts, metal railings, poured concrete foundation
- Addition: rear gabled addition, same materials as main block
- Condition: good

Outbuilding(s):

- Shed 1: gambrel roof, rolled asphalt, T1-11 siding (2013)
- Shed 2: front gable roof, asphalt shingle, T1-11 siding (2017)

*NRHP Assessment:* 134-5957 is a common example of a compact Ranch dwelling that has been modified with a rear addition and replacement materials. 134-5957 is not an outstanding example of the Ranch style or its defining attributes, and the dwelling has lost integrity of design and materials, so ERM recommends the resource not eligible under NRHP Criterion C. Historical research for the Project did not identify any persons or events associated with the property that would make it eligible for the NRHP under Criteria A and B.

**134-5958**

134-5958 is located at 1805 Farmhouse Court in the City of Virginia Beach, (Attachment 2). It is situated on the southwest side of the Farmhouse Court cul-de-sac, and just southeast of Christopher Farms Drive. The surrounding environment is a completely modern residential development known as Christopher Farms, which is entered from Holland Road.

134-5958 includes what is currently a two and one-half story Colonial Revival style dwelling. The original block was likely a one and one-half story side-gable dwelling built ca. 1920 according to the tax assessor records (City of Virginia Beach Real Estate Assessor's Office 2021), and was likely moved to its current location around 1947 (Attachment 4, Figure 294; USGS 1948). The original block is visible in a historic aerial photograph dating to 1963. Between 1963 and 1982, the two-and-a-half-story northwest block, the one-story side-gable block on the southeast of the original block, and rear gable attached to the southeast block were added, and the original block's roof was raised. Between 1990 and 1994, the Christopher Farms subdivision was built, and 134-5958 was reoriented to the newly constructed cul de sac on the northeast. The primary entrance on the original block appears to have been on the southwest elevation, but now it provides access to the rear patio. All the additions feature the same materials as the main block as a result of modern renovations, and the dwelling is in good condition. Additional information is provided below:

Dwelling:

- Roof: original block gambrel roof with shed dormers (possibly side-gable originally), additions are side-gable and gable-front, asphalt shingles
- Exterior: running bond brick veneer
- Foundation: concrete masonry unit, continuous
- Chimney: two exterior and one interior, brick
- Windows: vinyl, one-over-one with six-over-six or four-over-four applied muntins, fixed 28-pane picture window, fixed shutters
- Door: four panel wood with side lights (main), vinyl with two-pane light (secondary)
- Porch: front-gable portico, asphalt shingles, vinyl siding in gable end, vinyl-clad fluted columns, poured concrete floor and foundation, brick veneer and steps
- Additions: northwest two-and-a-half-story side-gable block and southeast one-story side-gable block with rear gable-front block, all between 1963-1982, same materials as main block
- Condition: good



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## PHASE I HISTORIC ARCHITECTURAL SURVEY OF ALTERNATIVE ROUTES

Coastal Virginia Offshore Wind Commercial Project, City of Virginia Beach and City of Chesapeake, Virginia

*NRHP Assessment:* 134-5958 contains one heavily modified Colonial Revival style dwelling that likely originated as a simple vernacular dwelling. Due to the additions, the likelihood of the dwelling being moved, and heavy use of replacement materials (including the application of materials to create the Colonial Revival style), ERM recommends 134-5958 as ineligible under NRHP Criterion C. Historic research for the Project did not uncover any important persons or events associated with the property; therefore, 134-5958 is also recommended ineligible under NRHP Criteria A and B.

## H-3.5 ASSESSMENTS OF POTENTIAL IMPACTS AND TREATMENT OPTIONS

Assessment of potential Project impacts on individual resources considered direct and visual impacts, making use of the visual assessment findings and categorized the level of severity of impacts according to the scale devised by VDHR:

**None** - Project is not visible from the resource.

**Minimal** - Viewsheds have existing transmission lines, there would be only a minor change in height, and/or other views are partially obscured by topography or vegetation.

**Moderate** - Viewsheds have more expansive views of the transmission line, more dramatic changes in height are proposed, and/or the overall visibility of the Project would be greater.

**Severe** - Existing viewshed contains no transmission line, the view to the Project would be relatively unobstructed, the new transmission line would introduce a significant change to the setting of historic properties, and/or a dramatic change in the height of an existing transmission line would take place in close proximity to historic properties.

### H-3.5.1 Historic Resource Impacts for Cable landing to Harpers Route

#### *H-3.5.1.1 134-0003/134-5027-0004, James Bell House*

The underground transmission line associated with CLH Route would run north to south across the street from the James Bell House boundary (Attachment 5, Figure 1). Because it is so close to the ROW, ERM has chosen to include it in the APE for this segment, which consists of adjacent resources, to account for any potential mapping errors. The proposed route does not intersect the property boundary, but would be located directly east, across a divided highway. CLH Route is underground, therefore the only impact on the resource would be a minor change to its viewshed from a slight tree cut across the street from the property (Attachment 5, Figures 2 through 5).

Since the completion of the original photos and simulations, there have been some minor changes to the route near 134-0003/134-5027-0004. Viewpoint SP11 (Attachment 5, Figures 2 and 3) faces east from a point along the west side of Oceana Boulevard just outside the northeast corner of the Bell House property, while SP12 (Attachment 5, Figures 4 and 5) faces east from a point within the site on the south side of the driveway into the property. Relative to the viewpoints, the right-of-way for the CLH Route, which is on the opposite side of Oceana Boulevard from the resource, shifted approximately 2 feet to the east (or slightly farther from a viewer at either viewpoint). This minimal shift would not affect the simulations from SP11 and SP12.

Because the route would create only a minor change to the setting of the resource as a result of the tree cut, there would be a **Minimal Impact** to the property from the proposed route.

#### *H-3.5.1.2 134-0413, Camp Pendleton/State Military Reservation Historic District*

The underground transmission line associated with CLH Route would run east to west, through the entire district, for 0.92 miles (Attachment 5, Figure 6). 134-0413's eastern portion would not be impacted by the underground route because the circuits in this area would be installed by horizontal directional drill (HDD), a trenchless installation method, and the HDD operation would not require the removal of any existing vegetation. The area around Lake Christine would be bored and no tree cut would occur, as shown through SP 5 and SP10 (Attachment 5, Figures 7 through 10). However, the proposed route would remove trees and vegetation near the western edge of the district, to the north of the main entrance. In addition to the tree cut, this route would also result in the demolition of two contributing structures to the

district, Building 410 and Building 59, as shown in SP25 and SP26 (Attachment 5, Figures 11 through 14).<sup>6</sup>

Building 410 is a fire house constructed between 1940 and 1942. Building 59 is a mess hall constructed in 1934, during the period in which the State Rifle Range was expanded between the world wars; it is one of nine nearly identical buildings. Building 410 is a unique structure, constructed for a specific purpose during the World War II expansion of the base. The loss of this building would have a greater impact on the overall integrity of the district, since it represents a specific activity that took place at the facility. While the vegetation is part of the district's historic landscape, it is not as integral to the resource's historic setting and feeling as the built environment. In addition to effects to those buildings, the Project will entail use of workspace near the [REDACTED]

[REDACTED] Project plans call for avoidance of the ruins with a buffer of at least 10 feet, and while tree clearing within the workspace will alter the current viewshed of the YMCA ruins, those woodlands are not integral to the site's historical significance. Furthermore the HDD or direct pipe work in the proposed workspace at the Rifle Range will be restored to pre-construction activities. However, because the destruction of the two contributing structures, Buildings 410 and 59, would be permanent, ERM recommends that CLH Route would have a **Severe Impact** on the historic district.

Since the completion of the original photos and simulations, there have been some minor changes to the route near 134-0413. Viewpoint SP5 (Attachment 5, Figures 7 and 8) faces north/northwest from a point along Regulus Avenue within the SMR. The simulation view incorporates the eastern edge of the Cable Landing Location (where the export cables from the offshore wind generating facility would come onshore) and a short segment of the CLH Route at the Lake Christine crossing. The circuits for the transmission line in this area would be installed using a trenchless installation method – HDD – which would avoid tree clearing between the entry and exit points for the HDD. While there are no changes to the boundary of the Cable Landing Location, the right-of-way for the CLH Route along the HDD alignment shifted approximately 2 feet to the north in this area (or slightly farther from a viewer at the viewpoint). Because the visible segment of the route in the simulation from SP5 would be installed by HDD, there would be no change in the simulation.

Viewpoint SP10 (Attachment 5, Figures 9 and 10) faces east towards Lake Christine from a point along Lake Road within the SMR. While the right-of-way in this area shifted approximately 2 feet to the north, the transmission circuits at the Lake Christine crossing would be installed by HDD. Consequently, there would be no change in the simulation from this viewpoint.

Viewpoint SP25 (Attachment 5, Figures 11 and 12) faces north/northeast from a point along the north side of Jefferson Avenue within the SMR. The view includes a series of historic buildings, one of which (Building 59) would be demolished for installation of the underground transmission circuits. In this area, the right-of-way for the CLH Route shifted approximately 4 feet north (or slightly farther from a viewer at the viewpoint). This minimal shift would not affect the simulation from the viewpoint, which includes the removal of Building 59.

Viewpoint SP26 (Attachment 5, Figures 13 and 14), which faces north from a point near the intersection of Jefferson Avenue and Headquarters Road, depicts a series of buildings along the west side of

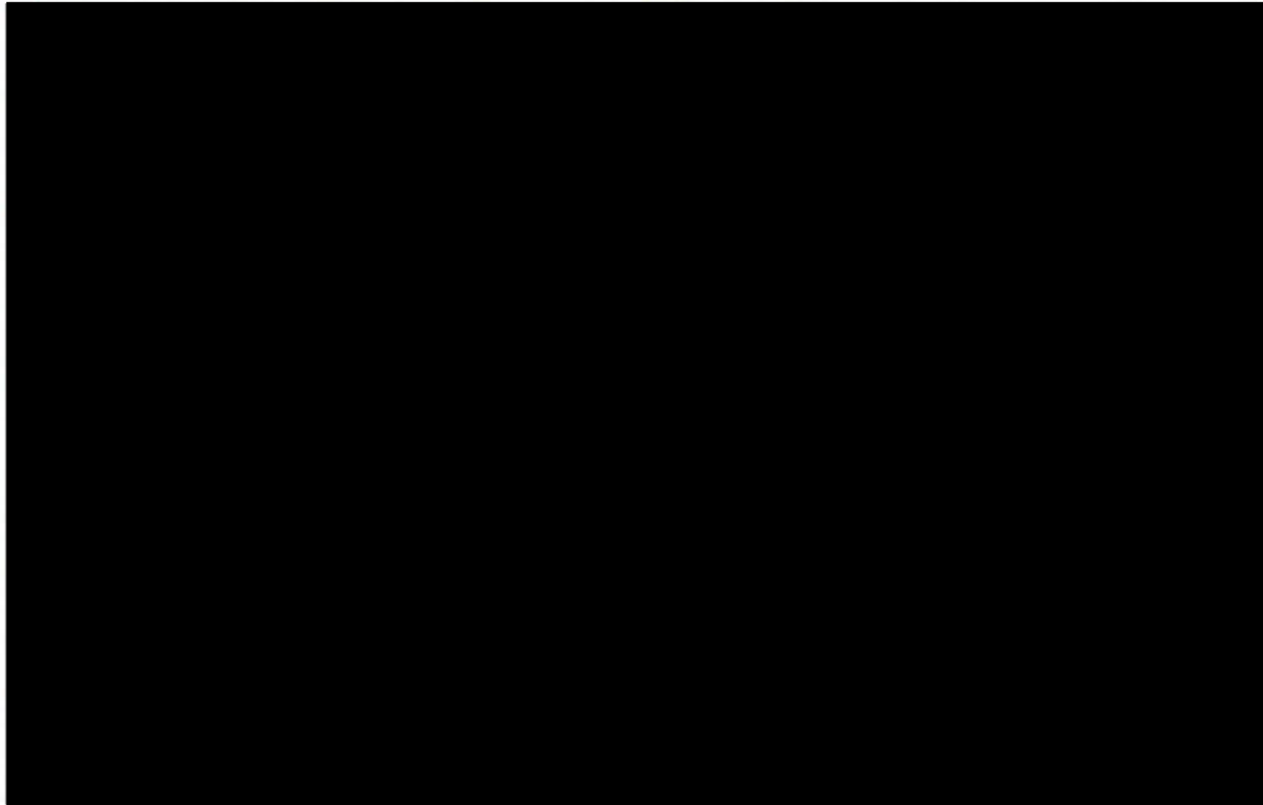
<sup>6</sup> The Company worked closely with staff from SMR through regular meetings and weekly calls to identify a route that minimizes impacts on military training/readiness, natural and cultural resources, and future development plans at the base. SMR staff prefer a route requiring the demolition of Buildings 410 and 59 to preserve other elements of the historic district, including trees considered as contributing elements to the property. Additionally, the route in the vicinity of Buildings 410 and 59 was designed to overlap with portions of two potential future developments at the base which would be compatible with an underground transmission line.

Headquarters Road, including one (Building 410) which would be demolished for installation of the underground transmission circuits. In this area, the right-of-way for the route shifted between approximately 2 and 3 feet to the north (or slightly farther from a viewer at the viewpoint), and a manhole cluster shifted from the east to the west side of Headquarters Road. These minimal adjustments would not affect the simulation from the viewpoint, which includes the removal of Building 410.

Based on the above discussion, the minor adjustments to the CLH Route within the Camp Pendleton Historic District would not change the simulations prepared for the viewpoints from within the district materially or ERM's recommendation of severe impact for the district (which is largely based on the demolition of Buildings 59 and 410).

Because construction of the onshore transmission circuits along the CLH Route would result in a severe impact on Camp Pendleton/State Military Reservation Historic District, the Project is likely to result in adverse effects to historic properties regardless of the other alternative route selected. The proposed CLH Route is the only route under consideration between the Cable Landing location and the Harpers Switching Station site. Final assessments of Project effects will be dependent on the review of survey results by the Virginia Department of Conservation and Recreation (DCR), SMR, BOEM, VDHR, and other consulting parties. For those resources where the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts.

Treatment options could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, SMR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a Memorandum of Agreement (MOA) among the consulting parties. Furthermore, the YMCA foundations will be protected during construction with the installation of temporary fencing (Figure H-3.5.1-1).



**Figure H-3.5.1-1. Proposed SMR Fencing around YMCA Foundations**

### ***H-3.5.1.3 134-0413-0110, Building 1 - Camp Pendleton/State Military Reservation Historic District***

As stated previously, the underground transmission line for the CLH Route would run east to west, through the entire Camp Pendleton SMR Historic District. Building 1 within the district is located approximately 0.28 mile to the northwest of the proposed route (Attachment 5, Figure 15). The structure would have no view to CLH Route and would not have a view of any vegetation removal along the ROW because of intervening buildings and vegetation (Attachment 5, Figures 16 and 17). Because the view of the Project from Building 1 is entirely screened, there would be **No Impact** from the CLH Route.

### **H-3.5.2 Historic Resource Impacts for Harpers to Fentress Route 1**

#### ***H-3.5.2.1131-0044/131-5333-0002, Albemarle & Chesapeake Canal***

A 390-foot segment of HF Route 1 intersects the Albemarle & Chesapeake Canal. This overhead route segment is located along a section of the existing Landstown-Pocaty transmission line (TL-271), near where it intersects Mt. Pleasant Road (Attachment 5, Figure 18). The recorded boundary for the resource consists of the 9-mile-long Virginia cut, which links the North Landing River on its eastern end with the Southern Branch of the Elizabeth River on its western end; the Project would affect only a small portion of the overall resource.

HF Route 1 would include a wreck-and-rebuild of the existing double-circuit line structures as well as the construction of two additional single circuit structures, for a total of three new structures. The existing structures adjacent to the canal have heights ranging from 180 to 185 feet; the replacement and new structures immediately adjacent to the canal would have heights of 170 feet. While the Landstown-Pocaty

transmission line ROW is currently 120 feet, construction of the new structures required for the HF Route 1 route would expand the ROW in most places by 40 more feet, for a total ROW width of 160 feet. This expansion would include an additional tree cut on either side of the existing line.

Although the proposed structures are shorter than the existing structures, the addition of two more structures would add more modern elements to the historic canal in this area. The photo simulation from SP19 was taken from the closest accessible public ROW on the canal facing towards HF Route 1 (Attachment 5, Figures 19 and 20). The proposed route is not visible from this viewpoint (SP19), but would be visible from boats within the canal, near the proposed route's intersection with the canal, north of Mt. Pleasant Road. However, views from the canal are not widely accessible, and only visitors traveling the canal near the intersection of the canal and HF Route 1 would be able to see the Project. The proposed structures would be set back slightly from the canal, and would only be seen when in close proximity due to dense tree coverage on either side of the route. The lines that travel between the structures would be visible from farther down the canal, but given the existing lines, the Project would not constitute a change in this aspect of the viewshed.

Given the absence of accessible viewpoints from near the crossing of the canal, ERM created a simulated Google Earth 3D rendering of existing and future conditions at the crossing (Attachment 6, Figures 1 through 3). While the view of the proposed route is visible from the canal itself, because it follows the existing Landstown-Pocaty transmission line, views towards the Project are similar and will not constitute a more obstructive view. The proposed poles will be in a similar location and will require negligible ROW changes. From specific vantage points from within the canal, the proposed Project could be more visible than the existing route, however it intersects only one small section of the overall canal. Furthermore, mature vegetation primarily blocks visibility of the transmission line structures during recreational and commercial use of the canal.

In summary, the views of the Project in the vicinity of the Albemarle & Chesapeake Canal would be noticeable from the canal due to the vegetation cut and the construction of additional structures, which would make the Project more visible than the existing transmission line that already intersects the resource. But, because of the presence of the existing transmission line and how the majority of views are obscured by vegetation, ERM recommends that there would be a **Minimal Impact** to this resource from HF Route 1.

### ***H-3.5.2.2131-5071, Centreville-Fentress Historic District***

The Centreville-Fentress Historic District is located approximately 174 feet to the west of HF Route 1 at its closest point. The overhead route is located along a section of the existing Landstown-Pocaty transmission line (TL-271) and the Fentress-Pocaty transmission line (TL-2240) (Attachment 5, Figure 21). Here, HF Route 1 would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three new structures. The existing Landstown-Pocaty and Fentress to Pocaty transmission line's ROW is currently 120 feet, and HF Route 1 would expand the existing ROW 40 feet, for a total ROW of 160 feet. A one-mile segment of the route to the north of the Battlefield Golf Course would expand the ROW on the east side of the existing route, while the area to the east of the golf course would expand to the west, and the area to the south of the golf course would expand to the north.

The views of the proposed Project from the historic district are relatively minor, and would scarcely change if HF Route 1 were constructed. Specifically, the views from SP15 are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures would be between 130 and 135 feet. The difference between the two lines is negligible (Attachment 5, Figures 22 through 25). At SP17 (the viewpoint closest to HF Route 1), the proposed route would minimally change the view because the construction of the two additional structures moves the ROW closer to the historic

district (Attachment 5, Figures 26 and 27). SP18, like SP15 shows no significant change in view (Attachment 5, Figures 28 and 29). Also visible from the historic district are the proposed upgrades to the existing Fentress Substation. The view from SP35 was selected because it is the closest public access point from which the district will have a view of the substation (Attachment 5, Figures 30 and 31). The existing infrastructure is already visible from this point, and while the proposed Project is more visible in terms of height, the existing tree line masks the structures to a degree, and will continue to grow, thereby minimizing the effects over time.

For these reasons, although the proposed Project can be seen from multiple points within the historic district, few views would be significantly altered because of the presence of the existing line and substation. Therefore, ERM recommends that there would be a **Minimal Impact** to the Centreville-Fentress Historic District from HF Route 1.

### ***H-3.5.2.3131-5333, Albemarle & Chesapeake Canal Historic District***

HF Route 1 intersects a 0.43-mile segment of the Albemarle & Chesapeake Canal Historic District. This overhead route segment is located along a section of the existing Landstown-Pocaty transmission line (TL-271) (Attachment 5, Figure 32). Here, HF Route 1 would include a wreck-and-rebuild of the existing double circuit structures as well as the construction of two additional structures. The existing structures closest to the canal have heights of 180 to 185 feet; the new structures closest to the canal would have heights of 170 feet. While the Landstown-Pocaty transmission line ROW is currently 120 feet, the construction of the replacement and additional structures for HF Route 1 in general would expand the ROW 40 more feet in most areas, for a total ROW width of 160 feet. This expansion would include an additional tree cut on the west side of the existing line.

Although the proposed structures are shorter than the existing structures, the addition of two more structures would add more modern elements to the historic canal district in this area. In addition, whereas there are only two existing transmission line structures currently in the district, the proposed route would have four groupings of three structures. The photo simulation (SP19) was taken from the closest accessible public ROW on the canal facing towards HF Route 1 (Attachment 5, Figures 33 and 34). The proposed route is not visible from this viewpoint (SP19), but would be visible from boats within the canal near the proposed route's intersection of the canal, north of Mt. Pleasant Road. However, views from the canal are not widely accessible, and only visitors traveling the canal near the intersection of the canal and HF Route 1 would be able to see the proposed route. The proposed structures are located on either side of the canal in the district, but would only be seen when in close proximity due to dense tree coverage on either side of the route. The lines that travel between the structures would be visible from farther down the canal, but given the existing lines, the Project would constitute a minor change in the view.

Given the absence of accessible viewpoints from near the crossing of the district, ERM created a simulated Google Earth 3D rendering of existing and future conditions at the crossing (Attachment 6, Figures 4 through 6). While the view of the proposed route is visible from the canal itself, because it follows the existing Landstown-Pocaty transmission line, views towards the Project are similar and will not constitute a more obstructive view. The proposed poles will be in a similar location and will require negligible ROW changes. From specific vantage points from within the canal, the proposed Project could be more visible than the existing route, however it intersects only one small section of the overall canal. Furthermore, mature vegetation primarily blocks visibility of the transmission line structures during recreational and commercial use of the canal.

In summary, the views of the Project in the vicinity of the Albemarle & Chesapeake Canal Historic District would be noticeable from the canal due to the vegetation cut and the construction of additional structures, which would make the Project more visible than the existing transmission line that already intersects the

resource. But, because of the existing transmission line and how the majority of views are obscured by vegetation, ERM recommends that there would be a **Minimal Impact** to this resource from HF Route 1.

### **H-3.5.2.4131-5887**

The worker house associated with Murray Farms that is recorded as 131-5887 is located approximately 838 feet to the north of the proposed HF Route 1, an overhead route that is located along a section of the existing Fentress-Pocaty transmission line (TL-2240) (Attachment 5, Figure 35). This segment of the route is located to the south of the Battlefield Golf Course. Here, HF Route 1 would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three new structures. The existing Fentress-Pocaty transmission line's ROW is currently 120 feet, and HF Route 1 would expand the existing ROW 40 feet, for a total ROW of 160 feet, with the expansion occurring to the north of the existing ROW.

The views of the proposed Project from 131-5887 would be relatively minor, and would scarcely change if HF Route 1 were constructed. Specifically, the views from SP40A are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures would be between 130 and 135 feet. The difference between the two lines is negligible (Attachment 5 Figures 36 and 37). The view towards the Project would not be significantly altered because of the presence of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to 131-5887 from HF Route 1.

### **H-3.5.2.5134-0038, Jonathan Woodhouse House/William Woodhouse House**

The Jonathan Woodhouse House is located approximately 0.45 mile to the southeast of the proposed HF Route 1, an overhead route (Attachment 5, Figure 38). The segment of the proposed route closest to the resource is greenfield and will require a new ROW. However, due to intervening vegetation and residential subdivisions, 134-0038 would have no view to the proposed route (Attachment 5, Figures 39 through 42). Because the view from the Jonathan Woodhouse House is entirely screened, there would be **No Impact** from HF Route 1.

### **H-3.5.2.6134-0072, Thomas Lovett House/Rollingswood Academy**

The Thomas Lovett House/Rollingswood Academy is located 0.34 mile to the south of the proposed HF Route 1, an overhead route that is located along a section of the existing Landstown to Virginia Beach transmission line (TL-2118/147) ROW (Attachment 5, Figure 43). This section of the route would be expanded 105 feet for the proposed Project. However, the resource currently has no view to the existing transmission line, which lies beyond a large forested tract (Attachment 5, Figures 44 and 45). Because the view from the resource is entirely screened, there would be **No Impact** from HF Route 1.

Since the completion of the original photos and simulations, there has been a minor change to the route near 134-0072. This route adjustment occurs along a common alignment of HF Routes 1, 2, 4 and 5 (between approximate MPs 2.97 and 3.18) where the routes would be both within the SEPG corridor and within and adjacent to an existing Dominion transmission right-of-way, mostly on City-owned land. This area includes a crossover from the north to the south side of the existing transmission right-of-way at MP 3.18. To resolve the potential bottleneck within the SEPG corridor, the Company shifted the crossover of the existing transmission right-of-way about 835 feet to the east to MP 2.97. The City's transportation department reviewed and concurred with this change.

This resource is located approximately 0.3 mile south of MP 3.1 along the common alignment shared by HF Routes 1, 2, 4, and 5. Viewpoint SP24 (Attachment 5, Figures 44 and 45) faces northwest to north from the north end of a cul-de-sac at Hammerstone Court, just outside of the northern edge of the resource. Existing vegetation north of the site blocks the view towards the routes from the viewpoint. As



shown in the simulations from the viewpoint for each route, none of the overhead transmission structures would be visible from the site.

With the route adjustment described above, the locations of some transmission structures would shift where the alignment crosses from the north to the south side of Dominion's existing right-of-way. The transmission structures along the route adjustment would not be visible from the viewpoint, however, given its distance from the right-of-way and the intervening vegetation, the latter of which provides approximately 0.3 mile of nearly unbroken forest between the resource and common alignment of the routes. Therefore, the route adjustment would not materially change the simulation or alter ERM's recommendation of no impact for this resource.

### H-3.5.3 Historic Resource Impacts for Harpers to Fentress Route 2

#### H-3.5.3.1131-0044/131-5333-0002, Albemarle & Chesapeake Canal

HF Route 2, an overhead route, runs parallel to the Albemarle & Chesapeake Canal, about 0.18 mile to the south of the canal. In addition, the route traverses an approximately 423-foot segment of the canal itself, on the eastern portion of the canal (Attachment 5, Figure 46). At the crossing, the new Project structures closest to the canal would be 145 feet tall and include three structures per group. The proposed structures would be located on either side of the canal, supporting lines that would be seen when traveling the canal. This segment of the proposed route would be greenfield and require new ROW, which would include vegetation removal. The removal of the trees and construction of the new Project structures would introduce modern elements to a portion of the canal that currently contains only the canal itself surrounded by dense vegetation.

As seen in SP19, the view of the proposed route would be scarcely visible from the bridge on Mt. Pleasant Road/North Landing Road (Attachment 5, Figures 47 and 48). Views along the canal are not widely accessible, and the only other view of the Project where it intersects the resource would be from boats traveling the canal itself. The area in which this proposed Project alternative would be visible is small in relation to the extent of the resource as a whole. Also, the proposed structures are set back from the canal and would only be seen when in close proximity, due to dense tree cover on either side of the route. Because HF Route 2 does not follow an existing line, however, the addition of this modern element constitutes more than a minor change to the viewshed.

Although the intersected section of the canal would be small in comparison to the canal as a whole, given the nominal visibility of the Project from the heavily used public bridge, and the fact that this Project alternative would introduce significant new elements into the viewshed of a segment of the canal whose setting is undeveloped, ERM recommends that HF Route 2 would have a **Moderate Impact** on the Albemarle & Chesapeake Canal.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 2 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### ***H-3.5.3.2131-5071, Centreville-Fentress Historic District***

HF Route 2 follows the same route as HF Route 1 for the section closest to the Centreville-Fentress Historic District. The Centreville-Fentress Historic District is located approximately 202 feet to the west of HF Route 2 at its closest point (Attachment 5, Figure 49). The overhead route is located along a section of the existing Landstown-Pocaty transmission line (TL-271) and the Fentress-Pocaty transmission line (TL-2240). Here, HF Route 2 would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three new structures per grouping. The existing Landstown- Pocaty- and Fentress to Pocaty transmission line's ROW is currently 120 feet, and HF Route 2 would expand the existing ROW 40 feet, for a total ROW of 160 feet. A one-mile segment of the route to the north of the Battlefield Golf Course would expand the ROW on the east side of the existing route, while the area to the east of the golf course would expand to the west, and the area to the south of the golf course would expand to the north.

The views from the historic district towards the proposed Project are relatively minor and would scarcely change if HF Route 2 were constructed. Specifically, the views from SP15 are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures are between about 130 and 135 feet. The difference between the two lines is negligible (Attachment 5, Figures 50 through 53). At SP17 (the viewpoint closest to HF Route 1), the proposed route would minimally change the view because the construction of the two additional structures would move the ROW closer to the historic district (Attachment 5, Figures 54 and 55). SP18, like SP15 shows no significant change in view (Attachment 5, Figures 56 and 57). Also visible from the historic district are the proposed upgrades to the existing Fentress Substation. The view from SP35 was selected because it is the closest public access point from which the district will have a view of the substation (Attachment 5, Figures 58 and 59). The existing infrastructure is already visible from this point, and while the proposed Project is more visible in terms of height, the existing tree line masks the structures to a degree, and will continue to grow, thereby minimizing the effects over time.

For these reasons, although the proposed Project can be seen from multiple points of the historic district, few views would be significantly altered because of the presence of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to the Centreville-Fentress Historic District from HF Route 2.

### ***H-3.5.3.3131-5333, Albemarle & Chesapeake Canal Historic District***

The overhead route, HF Route 2, runs parallel to the Albemarle & Chesapeake Canal Historic District, about 0.18 mile to the south of the canal. In addition, the route intersects an approximately 0.65-mile portion of the eastern side of the district (Attachment 5, Figure 60). The new Project structures in this area would be between about 110 and 145 feet tall (with the tallest structures nearest to the canal) and include three structures per group. The proposed structures would be located on either side of the canal and connected by lines that would be seen when traveling by boat within the canal. This section of the proposed route would be greenfield and require new ROW, which would necessitate vegetation removal. The removal of the trees and construction of the new Project structures would introduce modern elements to a portion of the canal that currently contains only the canal itself surrounded by dense vegetation.

As seen with SP19, the view of the proposed route would be scarcely visible from the bridge on Mt. Pleasant Road/North Landing Road (Attachment 5, Figures 61 and 62). As views of the historic district are not widely accessible, the only other view of this Project alternative in relation to the district would be from boats traveling the canal, and this view would encompass a small area in relation to the overall resource. Although the proposed transmission line structures would be located in the historic district on either side of the canal, they would only be seen when in close proximity due to dense tree cover on

either side of the route. However, as HF Route 2 does not follow an existing transmission line, the addition of this modern element constitutes more than a minor change to the viewshed.

In summary, although the intersected section of the historic district is small in comparison to the district as a whole, given the nominal visibility of new infrastructure associated with the Project from the heavily used public bridge, and the fact that this Project alternative would introduce significant new elements into the viewshed of a portion of the canal district whose setting is undeveloped, ERM recommends that HF Route 2 would have a **Moderate Impact** on the Albemarle & Chesapeake Canal Historic District.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 2 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### H-3.5.3.4 131-5435

The Craftsman bungalow recorded as 131-5435 is located approximately 0.45 mile to the south of the proposed HF Route 2, an overhead route (Attachment 5, Figure 63). The area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to distance and intervening vegetation, 131-5435 would have no view to the proposed route (Attachment 5, Figures 64 and 65). Because the view from 131-5435 is entirely screened, there would be **No Impact** from HF Route 2.

### H-3.5.3.5 131-5887

HF Route 2 follows the same route as HF Route 1 for the section closest to 131-5887. The worker house associated with Murray Farms that is recorded as 131-5887 is located approximately 838 feet to the north of the proposed HF Route 2, an overhead route that is located along a section of the existing Fentress-Pocaty transmission line (TL-2240) (Attachment 5, Figure 66). This segment of the route is located to the south of the Battlefield Golf Course. Here, HF Route 2 would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three new structures. The existing Fentress-Pocaty transmission line's ROW is currently 120 feet, and HF Route 2 would expand the existing ROW 40 feet, for a total ROW of 160 feet, with the expansion occurring to the north of the existing ROW.

The views of the proposed Project from 131-5887 would be relatively minor, and would scarcely change if HF Route 2 were constructed. Specifically, the views from SP40A are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures would be between 130 and 135 feet. The difference between the two lines is negligible (Attachment 5 Figures 67 and 68). The view towards the Project would not be significantly altered because of the presence of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to 131-5887 from HF Route 2.

### ***H-3.5.3.6134-0038, Jonathan Woodhouse House/William Woodhouse House***

The Jonathan Woodhouse House is located approximately 0.45 mile to the southeast of the proposed HF Route 2, an overhead route (Attachment 5, Figure 69). The area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to intervening vegetation and residential subdivisions, 134-0038 would have no view to the proposed route (Attachment 5, Figures 70 through 73). Because the view from the Jonathan Woodhouse House is entirely screened, there would be **No Impact** from HF Route 2.

### ***H-3.5.3.7134-0072, Thomas Lovett House/Rollingswood Academy***

The Thomas Lovett House/Rollingswood Academy is located 0.34 mile to the south of the proposed HF Route 2, an overhead route that is located along a section of the existing Landstown to Virginia Beach transmission line ROW (TL-2118/147) (Attachment 5, Figure 74). In this section of the route, the existing ROW would be expanded 105 feet for the proposed Project. However, the resource currently has no view to the existing transmission line, which lies beyond a large forested tract (Attachment 5, Figures 75 and 76). Because the view from the resource is entirely screened, there would be **No Impact** from HF Route 2.

Since the completion of the original photos and simulations, there have been some minor changes to the route near 134-0072. This route adjustment occurs along a common alignment of HF Routes 1, 2, 4 and 5 (between approximate MPs 2.97 and 3.18) where the routes would be both within the SEPG corridor and within and adjacent to an existing Dominion transmission right-of-way, mostly on City-owned land. This area includes a crossover from the north to the south side of the existing transmission right-of-way at MP 3.18. To resolve the potential bottleneck within the SEPG corridor, the Company shifted the crossover of the existing transmission right-of-way about 835 feet to the east to MP 2.97. The City's transportation department reviewed and concurred with this change.

This resource is located approximately 0.3 mile south of MP 3.1 along the common alignment shared by HF Routes 1, 2, 4, and 5. Viewpoint SP24 (Attachment 5, Figures 75 and 76) faces northwest to north from the north end of a cul-de-sac at Hammerstone Court, just outside of the northern edge of the resource. Existing vegetation north of the site blocks the view towards the routes from the viewpoint. As shown in the simulations from the viewpoint for each route, none of the overhead transmission structures would be visible from the site.

With the route adjustment described above, the locations of some transmission structures would shift where the alignment crosses from the north to the south side of Dominion's existing right-of-way. The transmission structures along the route adjustment would not be visible from the viewpoint, however, given its distance from the right-of-way and the intervening vegetation, the latter of which provides approximately 0.3 mile of nearly unbroken forest between the resource and common alignment of the routes. Therefore, the route adjustment would not materially change the simulation or alter ERM's recommendation of no impact for this resource.

### ***H-3.5.3.8134-5137***

The dwelling recorded as 134-5137 is located approximately 660 feet to the northwest of the proposed HF Route 2, an overhead route (Attachment 5 Figure 77). The new Project structures closest to the resource would be 102 and 106 feet tall, and include three structures per group. The proposed structures and lines would be visible when looking to the southwest from the resource. The area of the proposed route closest to the resource would be greenfield and require new ROW, which would include vegetation removal. The removal of trees and construction of the new Project structures would introduce modern

elements to the resource's viewshed that currently contains an open field, a historic residence, and one overhead transmission line that runs perpendicular to the proposed route.

As seen in SP41, the view to the proposed route is visible from the public road to the north of 134-5137's driveway (Attachment 5, Figures 78 and 79). However, views to the north, south, and west remain unchanged, as a dense stand of trees surrounds the resource. The proposed Project will likely only be visible as one leaves the driveway. Thus, the area in which this proposed Project alternative would be visible is small in relation to the extent of the resource as a whole. Because HF Route 2 does not follow an existing line, however, the addition of this modern element constitutes more than a minor change to the viewshed.

Although the view to the proposed Project is only visible as one leaves the resource's driveway, given the visibility of the Project as one drives by the resource, and the fact that this Project alternative would introduce significant new elements into the viewshed, ERM recommends that HF Route 2 would have a **Moderate Impact** on 134-5137.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 2 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### H-3.5.4 Historic Resource Impacts for Harpers to Fentress Route 3

#### *H-3.5.4.1131-0044/131-5333-0002, Albemarle & Chesapeake Canal*

HF Route 3, an overhead route, runs parallel to the Albemarle & Chesapeake Canal, about 0.18 mile to the south of the canal, following the same portion of the canal as HF Route 2. In addition, the route traverses an approximately 423-foot segment of the canal's eastern section (Attachment 5, Figure 80). The new Project structures adjacent to the canal would be 145 feet tall with three structures per group. The proposed structures would be located on either side of the canal, supporting lines that would be seen when traveling the canal. This segment of the proposed route would be greenfield and require new ROW, which would necessitate vegetation removal. The removal of the trees and construction of the new Project structures would introduce modern elements to a portion of the canal that currently contains only the canal itself surrounded by dense vegetation.

As seen in SP19, the view of the proposed route would be scarcely visible from the bridge on Mt. Pleasant Road/North Landing Road (Attachment 5, Figures 81 and 82). Views of the canal are not widely accessible, and the only other view of HF Route 3 in relation to the resource would be from boats traveling the canal. The portion of the resource that would be affected by the proposed alternative is small in relation to the resource as a whole. Also, the proposed structures are set back from the canal, and would only be seen when in close proximity due to dense tree cover on either side of the route. However, as HF Route 3 does not follow an existing transmission line, the addition of this modern element into the resource's viewshed would constitute more than a minor change to the setting.

In summary, although the intersected section of the canal is small in comparison to the resource as a whole, given the nominal visibility of new infrastructure associated with the Project from the heavily used public bridge, and the fact that this Project alternative would introduce significant new elements into the viewshed of a segment of the canal whose setting is undeveloped, ERM recommends that HF Route 3 would have a **Moderate Impact** on the Albemarle & Chesapeake Canal.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 3 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

#### ***H-3.5.4.2131-5071, Centreville-Fentress Historic District***

HF Route 3 follows the same route as HF Routes 1 and 2 for the section closest to the Centreville-Fentress Historic District. The Centreville-Fentress Historic District is located approximately 202 feet to the west of HF Route 3, at its closest point (Attachment 5, Figure 83). The overhead route is located along a section of the existing Landstown-Pocaty transmission line (TL-271) and the Fentress-Pocaty transmission line (TL-2240). Here, HF Route 3 would include a wreck-and-rebuild of the existing transmission line structures, as well as the construction of two additional structures, for a total of three new structures. The existing transmission line's ROW in this area is currently 120 feet, and HF Route 3 would expand the existing ROW 40 feet, for a total ROW of 160 feet. A one-mile segment of the route to the north of the Battlefield Golf Course would expand the ROW on the east side of the existing route, while the area to the east of the golf course would expand to the west, and the area to the south of the golf course would expand to the north.

The views from the historic district towards the proposed Project are relatively minor, and would scarcely change. Specifically, the views from SP15 are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures are between about 130 and 135 feet. The difference between the two lines is negligible (Attachment 5, Figures 84 through 87). At SP17 (the viewpoint closest to HF Route 3), the proposed route would minimally change the view because the construction of the two additional structures moves the ROW closer to the historic district (Attachment 5, Figures 88 and 89). SP18, like SP15 shows no significant change in view (Attachment 5, Figures 90 and 91). Also visible from the historic district are the proposed upgrades to the existing Fentress Substation. The View from SP35 was selected because it is the closest public access point from which the district will have a view of the substation (Attachment 5, Figures 92 and 93). The existing infrastructure is already visible from this point, and while the proposed Project is more visible in terms of height, the existing tree-line masks the structures to a degree, and will continue to grow, thereby minimizing the effects over time.

For these reasons, although the proposed Project can be seen from multiple vantage points within the historic district, few views would be significantly altered because of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to the Centreville-Fentress Historic District from HF Route 3.

### **H-3.5.4.3131-5333, Albemarle & Chesapeake Canal Historic District**

HF Route 3 follows the same alignment as HF Route 2 in the vicinity of 131-5333. HF Route 3 runs parallel to the Albemarle & Chesapeake Canal Historic District, about 0.18 mile to the south of the canal. In addition, the route intersects an approximately 0.61-mile portion of the eastern side of the district (Attachment 5, Figure 94). The new Project structures in this area would be between about 110 and 145 feet tall (with the tallest structures nearest to the canal), and include three structures per group. The proposed structures would be located on either side of the canal to support lines that would be seen when traveling by boat along the canal. This area of the proposed route would be greenfield and require new ROW, which would necessitate vegetation removal. The removal of the trees and construction of the new Project structures would introduce modern elements to a portion of the canal that currently contains only the canal itself surrounded by dense vegetation.

As seen in SP19, the view of the proposed route would be scarcely visible from the bridge on Mt. Pleasant Road/North Landing Road (Attachment 5, Figures 95 and 96). As views of the historic district are not widely accessible, the only other view of 131-5333 in relation to HF Route 3 would be for visitors traveling the canal. The portion of the district subject to viewshed effects from the proposed alternative is small in relation to the resource as a whole. Although the proposed structures would be located in the historic district on either side of the canal, they would only be seen when in close proximity due to dense tree cover on either side of the route. However, as HF Route 3 does not follow an existing transmission line, the addition of this modern element constitutes more than a minor change to the viewshed of the resource.

In summary, although the intersected section of the canal is small in comparison to the district as a whole, given the nominal visibility of new infrastructure associated with the Project from the heavily used public bridge, and the fact that this Project alternative would introduce significant new elements into the viewshed of a segment of the canal whose setting is undeveloped, ERM recommends that HF Route 3 would have a **Moderate Impact** on the Albemarle & Chesapeake Canal Historic District.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 3 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### **H-3.5.4.4131-5435**

The Craftsman bungalow recorded as 131-5435 is located approximately 0.45 mile to the south of the proposed HF Route 3, an overhead route (Attachment 5, Figure 97). The area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to distance and intervening vegetation, 131-5435 would have no view to the proposed route (Attachment 5, Figures 98 and 99). Because the view from 131-5435 is entirely screened, there would be **No Impact** from HF Route 3.

### **H-3.5.4.5131-5887**

HF Route 3 follows the same route as HF Routes 1 and 2 for the section closest to 131-5887. The worker house associated with Murray Farms that is recorded as 131-5887 is located approximately 838 feet to the north of the proposed HF Route 3, an overhead route that is located along a section of the existing Fentress-Pocaty transmission line (TL-2240) (Attachment 5, Figure 100). This segment of the route is located to the south of the Battlefield Golf Course. Here, HF Route 3 would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three new structures. The existing Fentress-Pocaty transmission line's ROW is currently 120 feet, and HF Route 3 would expand the existing ROW 40 feet, for a total ROW of 160 feet, with the expansion occurring to the north of the existing ROW.

The views of the proposed Project from 131-5887 would be relatively minor, and would scarcely change if HF Route 3 were constructed. Specifically, the views from SP40A are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures would be between 130 and 135 feet. The difference between the two lines is negligible (Attachment 5 Figures 101 and 102). The view towards the Project would not be significantly altered because of the presence of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to 131-5887 from HF Route 3.

### **H-3.5.4.6134-0038, Jonathan Woodhouse House/William Woodhouse House**

The Jonathan Woodhouse House is located approximately 0.45 mile to the southeast of the proposed HF Route 3, an overhead route (Attachment 5, Figure 103). The area of the proposed route would be greenfield and require new ROW. However, due to intervening vegetation and residential subdivisions, 134-0038 would have no view to the proposed route (Attachment 5, Figure 104 through 107). Because the view from The Jonathan Woodhouse House is entirely screened, there would be **No Impact** from HF Route 3.

### **H-3.5.4.7134-0072, Thomas Lovett House/Rollingswood Academy**

The Thomas Lovett House/Rollingswood Academy is located 0.45 mile to the south-southeast of the proposed HF Route 3, an overhead route that is located along a section of the existing Landstown to Virginia Beach transmission line ROW (TL-2118/147) (Attachment 5, Figure 108). This section of the route would be expanded 105 feet for the proposed Project. However, the resource currently has no view to the existing transmission line, which lies beyond a large forested tract with intervening vegetation and modern subdivisions (Attachment 5, Figure 109 and 110). Because the view from the resource is entirely screened, there would be **No Impact** from HF Route 3.

### **H-3.5.4.8134-5137**

The dwelling recorded as 134-5137 is located approximately 660 feet to the northwest of the proposed HF Route 3, an overhead route (Attachment 5 Figure 111). The new Project structures closest to the resource would be 102 and 106 feet tall, and include three structures per group. The proposed structures and their supporting lines would be visible when looking to the southwest, from the resource. The area of the proposed route closest to the resource would be greenfield and require new ROW, which would include vegetation removal. The removal of trees and construction of the new Project structures would introduce modern elements to the resource's viewshed that currently contains an open field, a historic residence, and one overheard transmission line that runs perpendicular to the proposed route.

As seen in SP41, the view to the proposed route is visible from the public road to the north of 134-5137's driveway (Attachment 5, Figures 112 and 113). However, views to the north, south, and west remain unchanged, as a dense stand of trees surrounds the resource. The proposed Project will likely only be



visible as one leaves the driveway. Thus, the area in which this proposed Project alternative would be visible is small in relation to the extent of the resource as a whole. Because HF Route 3 does not follow an existing line, however, the addition of this modern element constitutes more than a minor change to the viewshed.

Although the view to the proposed Project is only visible as one leaves the resource's driveway, given the visibility of the Project as one drives by the resource, and the fact that this Project alternative would introduce significant new elements into the viewshed, ERM recommends that HF Route 3 would have a **Moderate Impact** on 134-5137.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 3 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### H-3.5.5 Historic Resource Impacts for Harpers to Fentress Route 4

#### *H-3.5.5.1131-0044/131-5333-0002, Albemarle & Chesapeake Canal*

HF Route 4, an overhead route, runs parallel to the Albemarle & Chesapeake Canal, about 0.18 mile to the south of the canal, as it does with HF Routes 2 and 3. In addition, the route traverses an approximately 714-foot segment of the canal itself, on the eastern portion of the canal (Attachment 5, Figure 114). This area of the proposed route would be greenfield and require new ROW, which would necessitate vegetation removal and the installation of three 170-foot-tall structures on either side of the canal. The removal of the trees and construction of the new Project structures would introduce modern elements to a portion of the canal that currently contains only the canal itself surrounded by dense vegetation.

This route would impact the canal more than the other proposed routes due to the route's extension to the north of the canal, which would be seen on either side of the bridge. This extension would result in the removal of more trees and vegetation than the other routes, as illustrated in SP19 (Attachment 5, Figures 115 and 116). The view towards the Project from SP19 shows that those driving north across the bridge would see HF Route 4. Drivers would also see it to the east. The proposed route is also slightly visible in the view from SP31, but not as visible as it is from SP19 (Attachment 5, Figures 117 and 118). As the existing viewshed does not contain a transmission line and the view to the Project would be relatively unobstructed, the new transmission line would introduce a significant change to the setting of the canal.

In summary, views of the Project in the vicinity of the Albemarle & Chesapeake Canal would be expansive with noticeable changes. Therefore, ERM recommends that HF Route 4 would have a **Severe Impact** on the Albemarle & Chesapeake Canal.

Because the canal would be adversely affected by the proposed route, a treatment plan would be needed if this Project alternative is selected. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and the USACE Norfolk District, which maintains the canal as part of the ICW, along with any other consulting parties participating in the Section 106 consultation

process. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with the USACE, BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### ***H-3.5.5.2131-5071, Centreville-Fentress Historic District***

HF Route 4 follows the same route as HF Routes 1, 2, and 3 for the section closest to the Centreville-Fentress Historic District. The Centreville-Fentress Historic District is located approximately 202 feet to the west of HF Route 4 at its closest point (Attachment 5, Figure 119). The overhead route is located along a section of the existing Landstown-Pocaty transmission line (TL-271) and the Fentress-Pocaty transmission line (TL-2240). Here, HF Route 4 would include a wreck-and-rebuild of the existing transmission line structures, as well as the construction of two additional structures, for a total of three new structures. The existing transmission line's ROW in this area is currently 120 feet, and HF Route 4 generally would expand the existing ROW 40 feet, for a total ROW of 160 feet. A one-mile segment of the route to the north of the Battlefield Golf Course would expand the ROW on the east side of the existing route, while the area to the east of the golf course would expand to the west, and the area to the south of the golf course would expand to the north.

The views from the historic district towards the proposed Project are relatively minor and would scarcely change. Specifically, the views from SP15 are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures are between about 130 and 135 feet. The difference between the two lines is negligible (Attachment 5, Figures 120 through 123). The view at SP17 (the viewpoint closest to HF Route 4) would minimally change because the construction of the two additional structures moves the ROW closer to the historic district (Attachment 5, Figures 124 and 125). SP18, like SP15 shows no significant change in view (Attachment 5, Figures 126 and 127). Also visible from the historic district are the proposed upgrades to the existing Fentress Substation. The view from SP35 was selected because it is the closest public access point from which the district will have a view of the substation (Attachment 5, Figures 128 and 129). The existing infrastructure is already visible from this point, and while the proposed Project is more visible in terms of height, the existing tree line masks the structures to a degree, and will continue to grow, thereby minimizing the effects over time.

For these reasons, although the proposed Project could be seen from multiple vantage points within the historic district, few views would be significantly altered because of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to the Centreville-Fentress Historic District from HF Route 4.

### ***H-3.5.5.3131-5333, Albemarle & Chesapeake Canal Historic District***

HF Route 4 runs parallel to the Albemarle & Chesapeake Canal Historic District, about 0.18 mile to the south of the canal, as it does for HF Routes 2 and 3. However, HF Route 4 intersects an approximately 0.75-mile portion of the eastern side of the district (Attachment 5, Figure 130). The new Project structures in this area would be between about 110 and 170 feet tall (with the tallest structures nearest to the canal) and include three structures per group. Although the proposed structures would be set back from the canal, the lines they would support would be seen when traveling along the canal. This area of the proposed route would be greenfield and require new ROW, which would necessitate vegetation removal.

The removal of the trees and construction of the new Project structures would introduce modern elements to a portion of the district that currently contains only the canal itself surrounded by dense vegetation.

Like the canal, the historic district would be impacted more from HF Route 4 than the other routes due to the portion of the route that extends to the north of the canal, which can be seen on both sides of the bridge in SP19 and SP31 (Attachment 5, Figures 131 through 134). The view towards the Project from SP19 shows that those driving north across the bridge would see HF Route 4. Drivers would also see it to the east. The proposed route is also slightly visible in the view from SP31, but not as visible as it is from SP19. As the existing viewshed does not contain a transmission line and the view to the Project would be relatively unobstructed, the new transmission line would introduce a significant change to the setting of the historic district.

In summary, views of the Project in the vicinity of the Albemarle & Chesapeake Canal Historic District would be expansive with noticeable changes. Therefore, ERM recommends that HF Route 4 would have a **Severe Impact** on the Albemarle & Chesapeake Canal Historic District.

Because the canal district would be adversely affected by the proposed route, a treatment plan would be needed if this Project alternative is selected. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and the USACE Norfolk District, which maintains the canal as part of the ICW, along with any other consulting parties participating in the Section 106 consultation process. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with the USACE, BOEM, the SCC, VDHR, and other consulting parties. District-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### H-3.5.5.4131-5435

The Craftsman bungalow recorded as 131-5435 is located approximately 0.45 mile to the south of the proposed HF Route 4, an overhead route (Attachment 5, Figure 135). The area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to distance and intervening vegetation, 131-5435 would have no view to the proposed route (Attachment 5, Figures 136 and 137). Because the view from 131-5435 is entirely screened, there would be **No Impact** from HF Route 4.

### H-3.5.5.5131-5887

HF Route 4 follows the same route as HF Routes 1, 2, and 3 for the section closest to 131-5887. The worker house associated with Murray Farms that is recorded as 131-5887 is located approximately 838 feet to the north of the proposed HF Route 4, an overhead route that is located along a section of the existing Fentress-Pocaty transmission line (TL-2240) (Attachment 5, Figure 138). This segment of the route is located to the south of the Battlefield Golf Course. Here, HF Route 4 would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three new structures. The existing transmission line's ROW in this area is currently 120 feet, and HF Route 4 would expand the existing ROW 40 feet, for a total ROW of 160 feet, with the expansion occurring to the north of the existing ROW.

The views of the proposed Project from 131-5887 would be relatively minor, and would scarcely change if HF Route 4 were constructed. Specifically, the views from SP40A are minimal because the existing

transmission line heights are between 120 and 145 feet and the proposed structures would be between 130 and 135 feet. The difference between the two lines is negligible (Attachment 5 Figures 139 and 140). The view towards the Project would not be significantly altered because of the presence of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to 131-5887 from HF Route 4.

#### ***H-3.5.5.6134-0038, Jonathan Woodhouse House/William Woodhouse House***

The Jonathan Woodhouse House is located approximately 0.45 mile to the southeast of the proposed HF Route 4 (Attachment 5, Figure 141). The area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to intervening vegetation and residential subdivisions, 134-0038 would have no view to HF Route 4 (Attachment 5, Figures 142 through 145). Because the view from the Jonathan Woodhouse House is entirely screened, there would be **No Impact** from HF Route 4.

#### ***H-3.5.5.7134-0072, Thomas Lovett House/Rollingswood Academy***

The Thomas Lovett House/Rollingswood Academy is located 0.34 mile to the south of the proposed HF Route 4, which is located along a section of the existing Landstown to Virginia Beach transmission line ROW (TL-2118/147) (Attachment 5, Figure 146). This section of the route would be expanded 105 feet for the proposed Project. However, the resource currently has no view to the existing transmission line, which lies beyond a large forested tract (Attachment 5, Figures 147 and 148). Because the view from the resource is entirely screened, there would be **No Impact** from HF Route 4.

Since the completion of the original photos and simulations, there have been some minor changes to the route near 134-0072. This route adjustment occurs along a common alignment of HF Routes 1, 2, 4 and 5 (between approximate MPs 2.97 and 3.18) where the routes would be both within the SEPG corridor and within and adjacent to an existing Dominion transmission right-of-way, mostly on City-owned land. This area includes a crossover from the north to the south side of the existing transmission right-of-way at MP 3.18. To resolve the potential bottleneck within the SEPG corridor, the Company shifted the crossover of the existing transmission right-of-way about 835 feet to the east to MP 2.97. The City's transportation department reviewed and concurred with this change.

This resource is located approximately 0.3 mile south of MP 3.1 along the common alignment shared by HF Routes 1, 2, 4, and 5. Viewpoint SP24 (Attachment 5, Figures 147 and 148) faces northwest to north from the north end of a cul-de-sac at Hammerstone Court, just outside of the northern edge of the resource. Existing vegetation north of the site blocks the view towards the routes from the viewpoint. As shown in the simulations from the viewpoint for each route, none of the overhead transmission structures would be visible from the site.

With the route adjustment described above, the locations of some transmission structures would shift where the alignment crosses from the north to the south side of Dominion's existing right-of-way. The transmission structures along the route adjustment would not be visible from the viewpoint, however, given its distance from the right-of-way and the intervening vegetation, the latter of which provides approximately 0.3 mile of nearly unbroken forest between the resource and common alignment of the routes. Therefore, the route adjustment would not materially change the simulation or alter ERM's recommendation of no impact for this resource.

### **H-3.5.6 Historic Resource Impacts for Harpers to Fentress Route 5**

#### ***H-3.5.6.1131-0044/131-5333-0002, Albemarle & Chesapeake Canal***

HF Route 5, an overhead route, is located approximately 0.10 mile to the south of the Albemarle & Chesapeake Canal (Attachment 5, Figure 149). This area of the proposed route would be greenfield and

require new ROW, which would necessitate vegetation removal and the installation of three 150-foot-tall structures on either side of the canal. Although only the eastern views from the canal would be impacted and the proposed route does not intersect the canal, the removal of the trees and construction of the new Project structures would introduce modern elements to a portion of the canal that currently contains only the canal itself surrounded by dense vegetation. Views to the proposed route would only be seen when driving over the bridge, looking east (Attachment 5, Figures 150 through 153), or traveling by boat along the canal itself.

From the vantage point of the canal, the proposed structures would be visible, but not obtrusive, given that they would be set back from the canal and partially screened by dense tree coverings on either side of the route, which would obscure the view except in close proximity. The portion of the canal that would be subject to viewshed effects from HF Route 5 is only a tiny portion of the resource as a whole. Although the new structures would be prominently visible from the bridge, the setting of most of the resource would remain unchanged. There also is a view of the proposed route to the south, but only the lines between the proposed structures would be visible.

In summary, although the intersected section of the canal is small in comparison to the resource as a whole, given the visibility of new infrastructure associated with the Project from the heavily used public bridge, ERM recommends that HF Route 5 would have a **Moderate Impact** on the Albemarle & Chesapeake Canal.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 5 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### H-3.5.6.2131-0156

Silvertown Avenue Cemetery is located approximately 0.37 mile to the southwest of the proposed HF Route 5, an overhead route (Attachment 5, Figure 154). This area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to intervening vegetation, residential development, and distance, 131-0156 would have no view to the proposed route (Attachment 5, Figures 155 and 156). Because the view from Silvertown Avenue Cemetery is entirely screened, there would be **No Impact** from HF Route 5.

### H-3.5.6.3131-0158/131-0159

Pocaty Farm and the Eddie Hudgins Store are located approximately 0.33 mile to the north of the proposed HF Route 5, an overhead route (Attachment 5, Figure 157). This area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to intervening vegetation and distance, 131-0158 and 131-0159 would have no view to the proposed route (Attachment 5, Figures 158 and 159). Because the view from the Pocaty Farm and Eddie Hudgins Store is entirely screened, there would be **No Impact** from HF Route 5.

### **H-3.5.6.4131-5071, Centreville-Fentress Historic District**

HF Route 5, an overhead route, differs from the other proposed routes in its southern portion, which is relevant in relation to the Centreville-Fentress Historic District. Unlike the other proposed routes, HF Route 5 turns south at its intersection near the Albemarle & Chesapeake Canal until it turns and runs generally west on the south side of the Pocaty River. It then turns to the northwest at Centerville Farms and crosses Land of Promise Road, and again to the north after crossing the Centerville Turnpike South, on the south side of the Centreville-Fentress District. This area by the district is located to the west and southwest of the Battlefield Golf Course, terminating about 0.06 miles south of the district boundary (Attachment 5, Figure 160). This section of HF Route 5 runs southeast to northwest and would be greenfield, until it meets up with a very small (0.16-mile-long) portion of the existing Fentress-Pocaty transmission line (TL-2240), which runs east to west.

The small section that meets up with the existing line would include a wreck-and-rebuild of the existing line structure, as well as the construction of two additional structures, for a total of three new structures in a single group. The existing Fentress-Pocaty transmission line ROW is currently 120 feet, and HF Route 5 would expand the existing ROW 40 feet, for a total ROW of 160 feet. The existing structure is 110 feet, and the proposed replacement structures would be about 102 feet.

Since the proposed route goes through greenfield as it approaches Fentress Substation, additional structures, running southeast to northwest, would be required. These structures would be between about 110 and 125 feet tall. This would drastically change the viewshed from the historic district, to the south, because it is not an existing line. There currently is a view of the existing transmission line that runs east to west, to the Fentress Substation, but the proposed route extends farther north towards the historic district.

Although there are not as many views of HF Route 5 from multiple portions of the district as there are from the other proposed routes, the addition of the structures to the south of the district are more noticeable and would create a bigger change in view than that of the other proposed routes, especially for SP15 (Attachment 5, Figures 161 and 162). However, some areas, like SP17, would actually have less of a view of the Project than the existing line due to the greater distance (Attachment 5, Figures 163 and 164). Also visible from the historic district are the proposed upgrades to the existing Fentress Substation. The View from SP35 was selected because it is the closest public access point from which the district will have a view of the substation (Attachment 5, Figures 165 and 166). The existing infrastructure is already visible from this point, and while the proposed Project is more visible in terms of height, the existing tree-line masks the structures to a degree, and will continue to grow, thereby minimizing the effects over time.

Because only one portion of the historic district would be impacted, ERM recommends that there would be a **Moderate Impact** to the Centreville-Fentress Historic District from HF Route 5. The viewshed, to the south would have more expansive views of the transmission line and the overall visibility of the Project would be greater in this area because of the construction of the additional structures south of the historic district within greenfield and the removal of vegetation, which would alter the view.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 5 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific

plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### ***H-3.5.6.5131-5333, Albemarle & Chesapeake Canal Historic District***

The overhead route, HF Route 5, intersects approximately 61 feet of the southeast corner of the Albemarle & Chesapeake Canal Historic District (Attachment 5, Figure 167). This segment of the route would be greenfield and require new ROW. The construction of the proposed line would necessitate vegetation removal as well as the construction of new Project structures (measuring between about 120 to 150 feet tall in the vicinity of the crossing), which would introduce modern elements to a portion of the canal that currently contains only the canal itself surrounded by dense vegetation. The views to the east of SP31 and SP32 are more prominent, but can only be viewed when crossing the Mt. Pleasant Road/North Landing Road Bridge (Attachment 5, Figures 168 through 171).

As only the eastern views from the canal would be impacted, ERM recommends that HF Route 5 would have a **Moderate Impact** on the Albemarle & Chesapeake Canal Historic District, since it would change the setting of only a small part of the resource as a whole. ERM does not consider the impact to be as severe as that posed by HF Route 4.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 5 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### ***H-3.5.6.6131-5887***

The worker house associated with Murray Farms that is recorded as 131-5887 is located approximately 145 feet to the northeast of the proposed HF Route 5, an overhead route (Attachment 5, Figure 172). The area of the proposed route closest to the resource would be greenfield and require new ROW, which would necessitate vegetation removal and the installation of three sets of structures to the northwest, west, and south. Each set would contain one 111-foot structure and two 102-foot structures. The removal of the trees and construction of the new Project structures would introduce modern elements to the resource's viewshed that currently only contains vegetation and agricultural fields. There are existing overhead telephone and transmission lines to the east and northeast of the resource, but not in the location of the proposed Project.

This route would impact 131-5887 more than the other proposed routes due to the fact that this segment of the route would be greenfield and require new ROW. The other proposed routes would be built along existing ROWs. As illustrated in SP 40A, the proposed route is located to the east of the tree line, so the view to the proposed route is entirely visible (Attachment 5 Figures 173 and 174). As the existing viewshed does not contain a transmission line and the view to the Project would be unobstructed, the new transmission line would introduce a significant change to the setting of 131-5887.

In summary, the view of the Project in the vicinity of 131-5887 would be expansive with notable changes. Therefore, ERM recommends that HF Route 5 would have a **Severe Impact** on 131-5887.

Because the property would be adversely affected by the proposed route, a treatment plan would be needed if HF Route 5 is the approved Project alternative. Final assessments of Project effects will be dependent on the review of survey results by DCR, BOEM, VDHR, and other consulting parties. If the agencies concur with a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. This could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigation options could be identified through consultation with BOEM, the SCC, VDHR, and other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA among the consulting parties.

### ***H-3.5.6.7134-0038, Jonathan Woodhouse House/William Woodhouse House***

The Jonathan Woodhouse House is located approximately 0.45 mile to the southeast of the proposed HF Route 5, an overhead route (Attachment 5, Figure 175). The area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to intervening vegetation and residential development, 134-0038 would have no view to the proposed route (Attachment 5, Figures 176 through 179). Because the view from The Jonathan Woodhouse House is entirely screened, there would be **No Impact** from HF Route 5.

### ***H-3.5.6.8134-0072, Thomas Lovett House/Rollingswood Academy***

The Thomas Lovett House/Rollingswood Academy is located 0.34 mile to the south of the proposed HF Route 5, an overhead route that is located along a section of the existing Landstown to Virginia Beach transmission line ROW (TL-2118/147) (Attachment 5, Figure 180). This section of the route would be expanded 105 feet for the proposed Project. However, the resource currently has no view to the existing transmission line, which lies beyond a large forested tract (Attachment 5, Figures 181 and 182). Because the view from the resource is entirely screened, there would be **No Impact** from HF Route 5.

Since the completion of the original photos and simulations, there have been some minor changes to the route near 134-0072. This route adjustment occurs along a common alignment of HF Routes 1, 2, 4 and 5 (between approximate MPs 2.97 and 3.18) where the routes would be both within the SEPG corridor and within and adjacent to an existing Dominion transmission right-of-way, mostly on City-owned land. This area includes a crossover from the north to the south side of the existing transmission right-of-way at MP 3.18. To resolve the potential bottleneck within the SEPG corridor, the Company shifted the crossover of the existing transmission right-of-way about 835 feet to the east to MP 2.97. The City's transportation department reviewed and concurred with this change.

This resource is located approximately 0.3 mile south of MP 3.1 along the common alignment shared by HF Routes 1, 2, 4, and 5. Viewpoint SP24 (Attachment 5, Figures 181 and 182) faces northwest to north from the north end of a cul-de-sac at Hammerstone Court, just outside of the northern edge of the resource. Existing vegetation north of the site blocks the view towards the routes from the viewpoint. As shown in the simulations from the viewpoint for each route, none of the overhead transmission structures would be visible from the site.

With the route adjustment described above, the locations of some transmission structures would shift where the alignment crosses from the north to the south side of Dominion's existing right-of-way. The transmission structures along the route adjustment would not be visible from the viewpoint, however, given its distance from the right-of-way and the intervening vegetation, the latter of which provides approximately 0.3 mile of nearly unbroken forest between the resource and common alignment of the



routes. Therefore, the route adjustment would not materially change the simulation or alter ERM's recommendation of no impact for this resource.

### H-3.5.7 Historic Resource Impacts for Harpers to Fentress Hybrid Route

#### H-3.5.7.1131-0044/131-5333-0002, Albemarle & Chesapeake Canal

A 390-foot segment of the HF Hybrid Route intersects the Albemarle & Chesapeake Canal. The overhead route segment near the canal is located along a section of the existing Landstown- Pocaty- transmission line (TL-271), and follows the same alignment as HF Route 1; thus it has the same impacts (Attachment 5, Figure 183). Here, the HF Hybrid Route would include a wreck-and-rebuild of the existing double-circuit line structures as well as the construction of two additional single circuit structures, for a total of three new structures. The existing structures adjacent to the canal have heights ranging from 180 to 185 feet; the replacement and new structures immediately adjacent to the canal would have heights of 170 feet. While the Landstown-Pocaty transmission line ROW is currently 120 feet, the construction of the new structures required for the HF Hybrid Route in general would expand the ROW 40 more feet, for a total ROW width of 160 feet. This expansion would include additional tree cut on either side of the existing line.

Although the proposed structures are shorter than the existing structures, the addition of two more structures would add more modern elements to the historic canal in this area. The photosimulation from SP19 was taken from the closest accessible public ROW on the canal facing towards the HF Hybrid Route (Attachment 5, Figures 184 and 185). The proposed route is not visible from this viewpoint (SP19), but would be visible from boats within the canal itself near the proposed route's intersection of the canal, to north of Mt. Pleasant Road. However, views from the canal are not widely accessible, and only visitors traveling the canal near the intersection of the canal and the HF Hybrid Route would be able to see it. The proposed structures would be set back slightly from the canal, and would only be seen when in close proximity due to dense tree coverage on either side of the route. The lines carried by the structures would be visible from vantage points farther down the canal, but there are already existing lines and the Project would not appreciably change this aspect of the viewshed.

Given the absence of accessible viewpoints from near the crossing of the canal, ERM created a simulated Google Earth 3D rendering of existing and future conditions (Attachment 6, Figures 7 through 9). While the view of the proposed route is visible from the canal itself, because it follows the existing Landstown-Pocaty transmission line, views towards the Project are similar and will not constitute a more obstructive view. The proposed poles will be in a similar location and will require negligible ROW changes. From specific vantage points from within the canal, the proposed Project could be more visible than the existing route, however it intersects only one small section of the overall canal. Furthermore, mature vegetation primarily blocks visibility of the transmission line structures during recreational and commercial use of the canal.

In summary, the views of the Project in the vicinity of the Albemarle & Chesapeake Canal would be noticeable from the canal due to the vegetation cut and the construction of additional structures, which would make the Project more visible than the existing transmission line that already intersects the resource. But, because of the presence of the existing transmission line and how the majority of views are obscured by vegetation, ERM recommends that there would be a **Minimal Impact** to this resource from the HF Hybrid Route.

#### H-3.5.7.2131-5071, Centreville-Fentress Historic District

The Centreville-Fentress Historic District is located approximately 202 feet to the west of the HF Hybrid Route at its closest point. The route follows HF Route 1 and thus, has the same impacts to this district, where the line would consist of an overhead segment following a section of the existing Landstown-

Pocaty transmission line (TL-271) and the Fentress-Pocaty transmission line (TL-2240) (Attachment 5, Figure 186). Here, the HF Hybrid Route would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three structures. The existing transmission line ROW in this area is currently 120 feet, and the HF Hybrid Route would expand the existing ROW 40 feet, for a total ROW of 160 feet. A one-mile segment of the route to the north of the Battlefield Golf Course would expand the ROW on the east side of the existing route, while the area to the east of the golf course would expand to the west, and the area to the south of the golf course would expand to the north.

The views from the historic district towards the proposed Project are relatively minor, and would scarcely change if HF Hybrid Route was constructed. Specifically, the views from SP15 are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures would be between 130 and 135 feet. The difference between the two lines is negligible (Attachment 5, Figures 187 through 190). At SP17 (the viewpoint closest to the HF Hybrid Route) the proposed route would minimally change the view because the construction of the two additional structures would move the ROW closer to the historic district (Attachment 5, Figures 191 and 192). SP18, like SP15 shows no significant view change in view (Attachment 5, Figures 193 and 194). Also visible from the historic district are the proposed upgrades to the existing Fentress Substation. The view from SP35 was selected because it is the closest public access point from which the district will have a view of the substation (Attachment 5, Figures 195 and 196). The existing infrastructure is already visible from this point, and while the proposed Project is more visible in terms of height, the existing tree line masks the structures to a degree, and will continue to grow, thereby minimizing the effects over time.

For these reasons, although the proposed Project can be seen from multiple points of the historic district, few of the views would be significantly altered because of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to the Centreville-Fentress Historic District from the HF Hybrid Route.

### ***H-3.5.7.3131-5333, Albemarle & Chesapeake Canal Historic District***

Like HF Route 1, the HF Hybrid Route intersects a 0.43-mile segment of the Albemarle & Chesapeake Canal Historic District. This overhead route segment is located along a section of the existing Landstown-Pocaty transmission line (TL-271) (Attachment 5, Figure 197). Here, the HF Hybrid Route would include a wreck-and-rebuild of the existing line double circuit structures, as well as the construction of two additional structures, for a total of three structures. The existing structures closest to the canal have heights of 180 to 185 feet; all three new structures would have heights of 170 feet. While the Landstown-Pocaty- transmission line ROW is currently 120 feet, the construction of the additional structures for the HF Hybrid Route would expand the ROW 40 more feet, for a total ROW width of 160 feet.

Although the proposed structures are shorter than the existing structures, the addition of two more structures would add more modern elements to the historic canal in this area. In addition, whereas only two existing structures are in the district, the proposed route would have four groupings of three structures. The photosimulation (SP19) was taken from the closest accessible public ROW on the canal facing towards the HF Hybrid Route (Attachment 5, Figures 198 and 199). The proposed route is not visible from SP19, but would be visible from boats within the canal and near the proposed route's intersection of the canal to north of Mt. Pleasant Road. However, views from the canal are not widely accessible, and only visitors traveling the canal near the intersection of the canal and the HF Hybrid Route would be able to see the proposed route. The proposed structures would be located on either side of the canal in the district, but would only be seen when in close proximity due to dense tree coverage on either side of the route. The lines supported by the structures would be visible from vantage points farther

down the canal, but given the existing lines here, the HF Hybrid Route would not constitute a significant change in this aspect of the viewshed.

Given the absence of accessible viewpoints from near the crossing of the district, ERM created a simulated Google Earth 3D rendering of existing and future conditions at the crossing (Attachment 6, Figures 10 through 12). While the view of the proposed route is visible from the canal itself, because it follows the existing Landstown-Pocaty transmission line, views towards the Project are similar and will not constitute a more obstructive view. The proposed poles will be in a similar location and will require negligible ROW changes. From specific vantage points from within the canal, the proposed Project could be more visible than the existing route, however it intersects only one small section of the overall canal. Furthermore, mature vegetation primarily blocks visibility of the transmission line structures during recreational and commercial use of the canal.

In summary, the views of the Project in the vicinity of the Albemarle & Chesapeake Canal Historic District would be noticeable from the canal due to the vegetation cut and the construction of additional structures, which would make the Project more visible than the existing transmission line that already intersects the resource. But, because of the existing transmission line and how the majority of views are obscured by vegetation, ERM recommends that there would be a **Minimal Impact** to this resource from HF Hybrid Route.

### **H-3.5.7.4131-5887**

The worker house associated with Murray Farms that is recorded as 131-5887 is located approximately 838 feet to the north of the proposed HF Hybrid Route at its closest point. The route follows HF Route 1, and thus has the same impacts to the resource, where the line would consist of an overhead route that is located along a section of the existing Fentress-Pocaty transmission line (TL-2240) (Attachment 5, Figure 200). This segment of the route is located to the south of the Battlefield Golf Course. Here, HF Hybrid Route would include a wreck-and-rebuild of the existing line structures, as well as the construction of two additional structures, for a total of three new structures. The existing transmission line's ROW in this area is currently 120 feet, and HF Hybrid Route would expand the existing ROW 40 feet, for a total ROW of 160 feet, with the expansion occurring to the north of the existing ROW.

The views of the proposed Project from 131-5887 would be relatively minor, and would scarcely change if HF Hybrid Route were constructed. Specifically, the views from SP40A are minimal because the existing transmission line heights are between 120 and 145 feet and the proposed structures would be between 130 and 135 feet. The difference between the two lines is negligible (Attachment 5 Figures 201 and 202). The view towards the Project would not be significantly altered because of the presence of the existing line. Therefore, ERM recommends that there would be a **Minimal Impact** to 131-5887 from HF Hybrid Route.

### **H-3.5.7.5134-0038, Jonathan Woodhouse House**

The Jonathan Woodhouse House is located approximately 0.45 mile to the southeast of the proposed underground section of the HF Hybrid Route (Attachment 5, Figure 203). The area of the proposed route closest to the resource would be greenfield and require new ROW. However, due to intervening vegetation and residential development, 134-0038 would have no view to the proposed route (Attachment 5, Figure 204 through 207). Because the view from the Jonathan Woodhouse House is entirely screened, there would be **No Impact** from HF Hybrid Route.

### ***H-3.5.7.6134-0072, Thomas Lovett House/Rollingswood Academy***

The Thomas Lovett House/Rollingswood Academy is located 0.35 mile to the south of the proposed HF Hybrid Route, an underground section of the route that is located along a section of the existing Landstown to Virginia Beach transmission line ROW (TL-2118/147) (Attachment 5, Figure 208). This section of the route would be expanded 105 feet for the proposed Project. However, the resource currently has no view to the existing transmission line, which lies beyond a large forested tract (Attachment 5, Figure 209 and 210). Because the view from the resource is entirely screened, there would be **No Impact** from HF Hybrid Route.

### H-3.6 CONCLUSION

This section presents findings of the historic architectural survey carried out for the seven proposed Project routes. One hundred and sixty-nine newly recorded resources were discovered in the APE, all of which are recommended ineligible for the NRHP. In addition, 153 previously recorded resources were found in the APE. Of these, 47 are no longer extant, 93 are recommended not eligible, seven are recommended eligible, four are listed on the NRHP, and two are locally significant.

Thirteen potentially eligible, determined eligible, NRHP-listed, or locally significant aboveground resources fall within the APE of the seven proposed routes. Since many of the routes overlap, several resources would have the same impact regardless of the selected option. A comparison of the number of resources impacted to different degrees in each Project alternative is presented in Table H-3.5.8-1.

**Table H-3.5.8-1: Comparison of Project Impacts on Historic Resources in the Study Area of the Proposed Routes**

Route Alternative	Number of Considered Resources in Each Impact Category				
	None	Minimal	Moderate	Severe <sup>a</sup>	Total
CLH Route <sup>b</sup>	1	1		1	3
HF Route 1	2	4			6
HF Route 2	3	2	3		8
HF Route 3	3	2	3		8
HF Route 4	3	2		2	7
HF Route 5	4		3	1	8
HF Hybrid Route	2	4			6

<sup>a</sup> A moderate or severe impact corresponds to an adverse effect under the Section 106 review process.

<sup>b</sup> The CLH Route is the only option under consideration for the route segment between the Cable Landing Location and the area to the south of Harpers Road.

Based on the above discussion, the Project is likely to result in adverse effects on historic properties regardless of the final route selected by virtue of the unavoidable impacts within the SMR along the CLH Route. Among the alternative Harpers to Fentress routes, HF Routes 2 and 3 would result in moderate impacts to three resources. HF Routes 4 and 5 would also have adverse effects on historic properties—with severe impacts to two resources in the case of HF Route 4 and moderate impacts to three properties and severe impacts to one property in the case of HF Route 5. The other alternatives would engender impacts to various degrees on historic properties, but none, in ERM’s opinion, that would rise to the level of adverse effect.

Final assessments of Project effects will be dependent on the review of survey results by BOEM, VDHR, and other consulting parties. For those resources where the agencies concur in a finding of adverse effect, the Company will propose treatments to avoid, minimize, or mitigate those impacts. Treatment options for aboveground historic resources could include detailed site documentation, historic research, and historic preservation studies; preparation of digital media or museum-type exhibits on various sites for public interpretation; installation of historic markers or signs; installation of vegetative screening; or contributions to historical preservation organizations or specific preservation projects. Additional mitigations could be identified through consultation with BOEM, the USACE, the SCC, VDHR, SMR, and

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other consulting parties. Site-specific plans would be prepared for agency review and approval. The treatments would be formalized in a MOA between the consulting parties.

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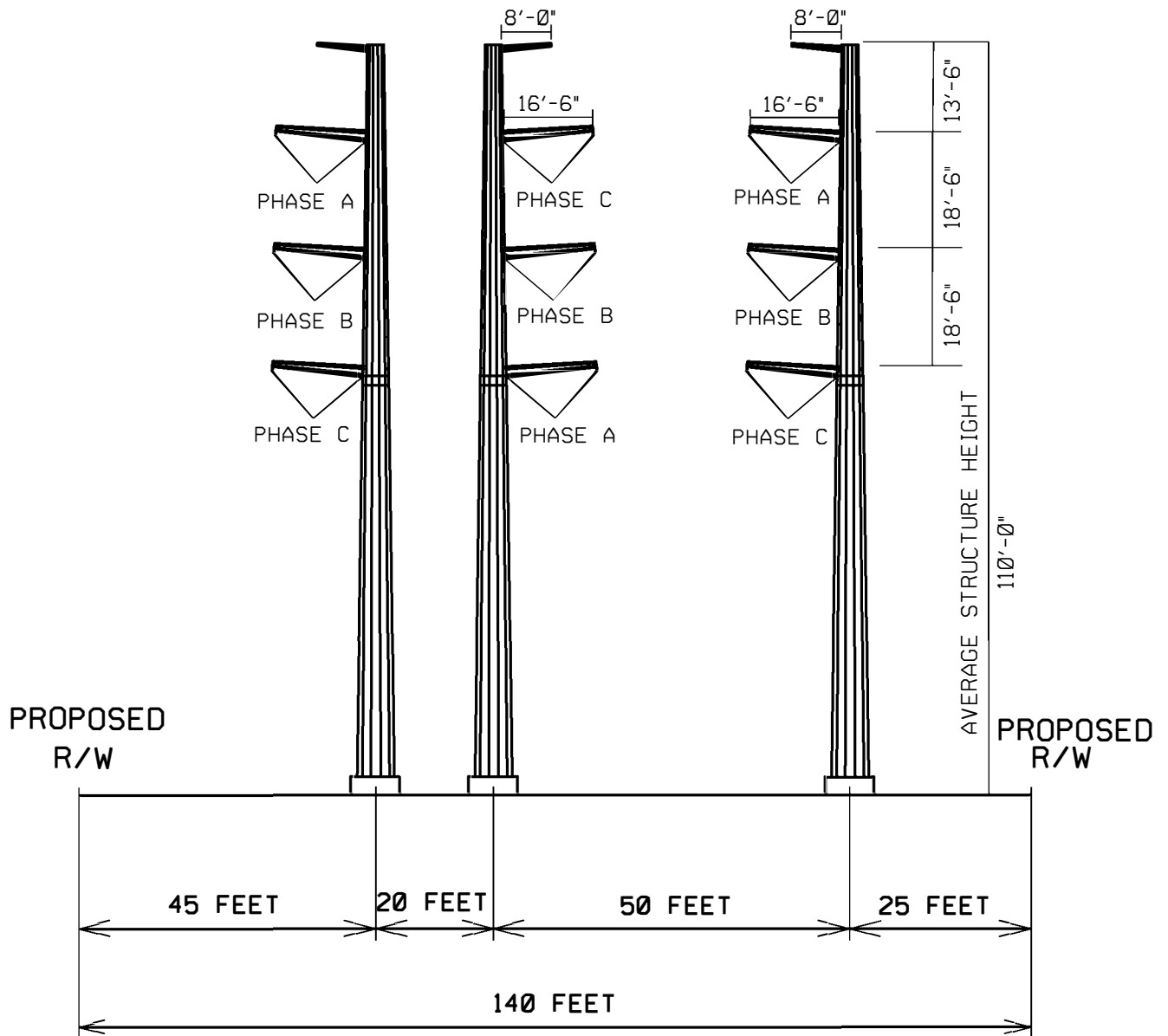
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**ATTACHMENT 1    TYPICAL DESIGN AND LAYOUT**

# TYPICAL TRANSMISSION RIGHT OF WAY

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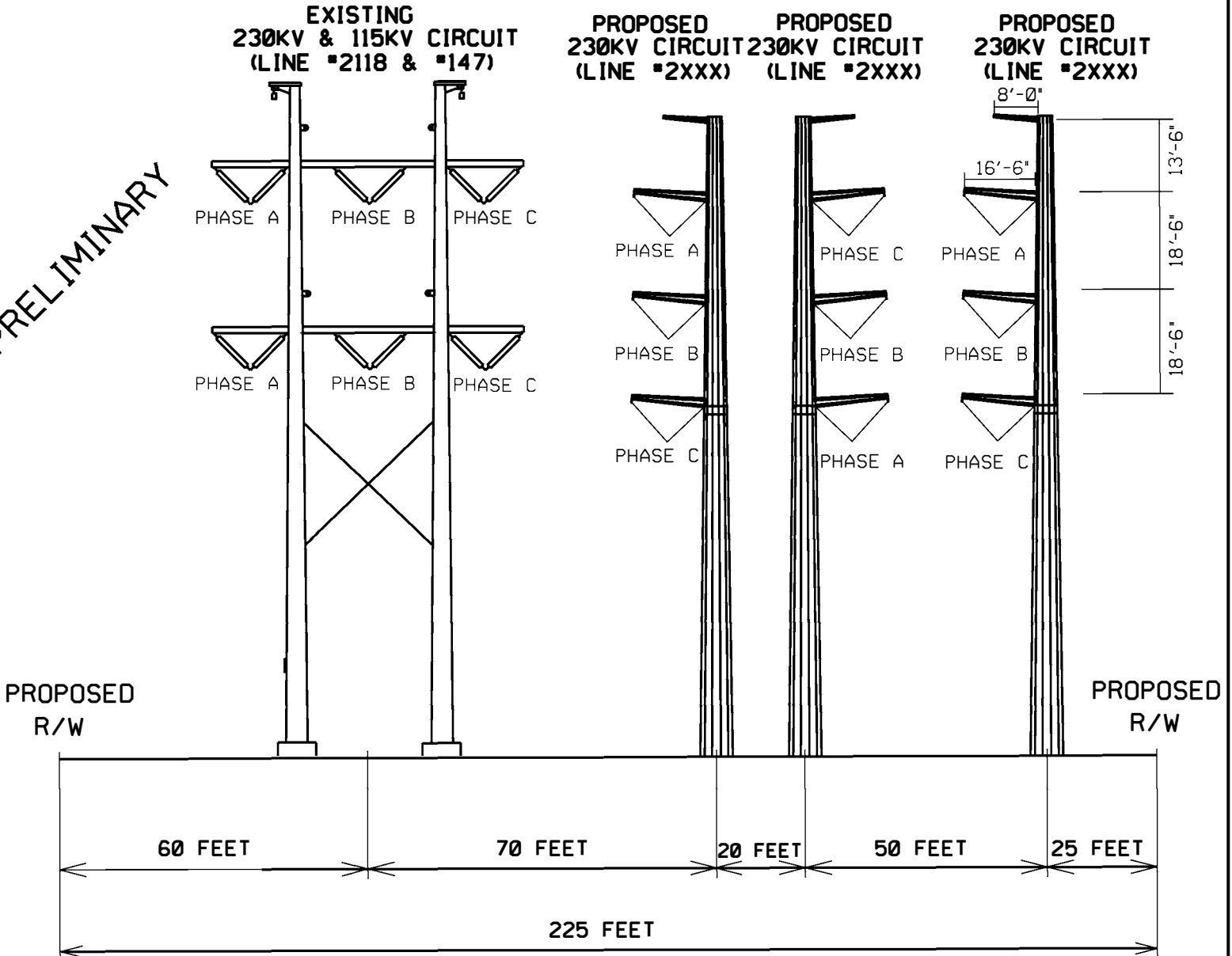


**NOTE: Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.**

Figure 1: Typical Design and Layout for Greenfield

TYPICAL TRANSMISSION  
 RIGHT OF WAY  
 (PARALLEL LINE 2118 & 147)

PRELIMINARY



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

Figure 2: Typical Design and Layout for Collocation with TL-2118/147

TYPICAL TRANSMISSION  
RIGHT OF WAY  
(PARALLEL LINE 2085)

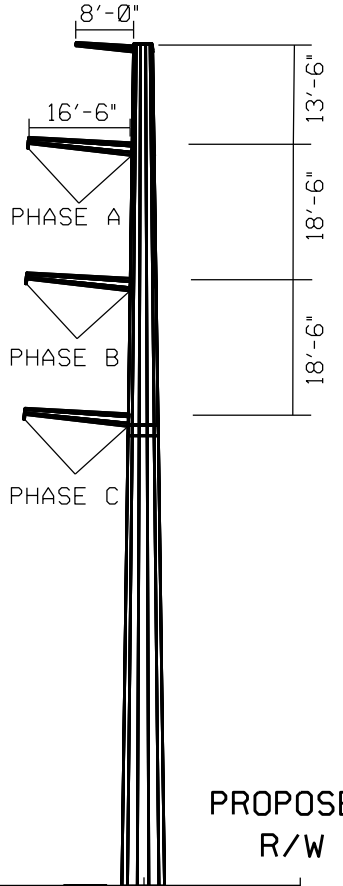
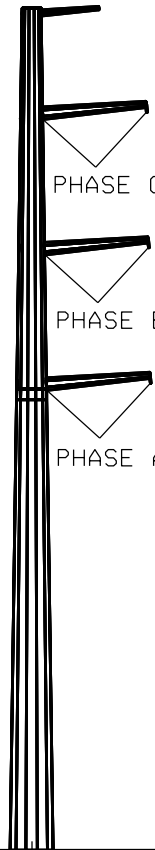
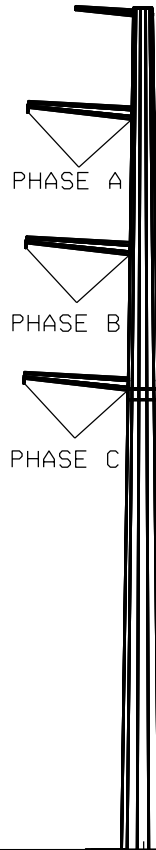
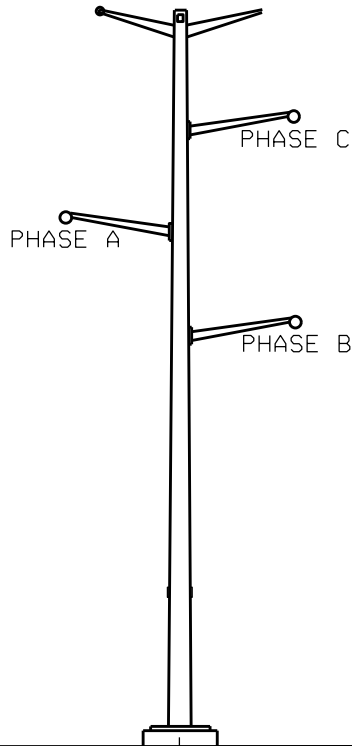
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(LINE #2085)

PROPOSED  
230KV CIRCUIT  
(LINE #2XXX)

PROPOSED  
230KV CIRCUIT  
(LINE #2XXX)

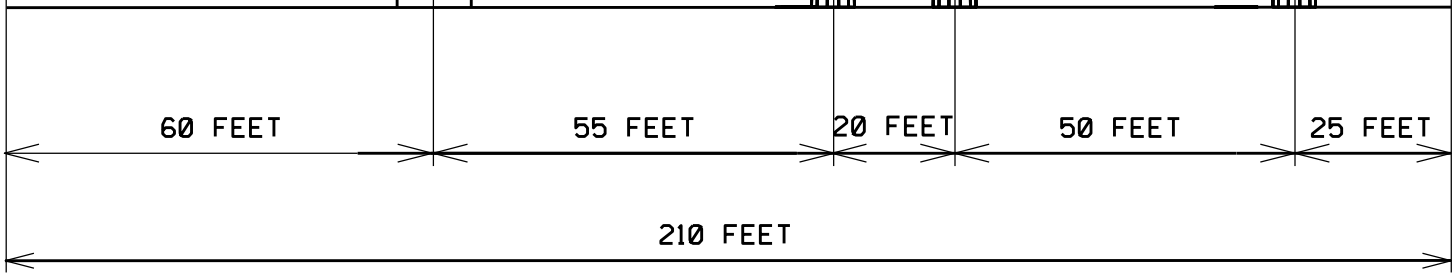
PROPOSED  
230KV CIRCUIT  
(LINE #2XXX)

PRELIMINARY



PROPOSED  
R/W

PROPOSED  
R/W



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

Figure 3: Typical Design and Layout for Collocation with TL-2085

# TYPICAL TRANSMISSION

## RIGHT OF WAY

(TL 271 CORRIDOR - WRECK & REBUILD - WEST)

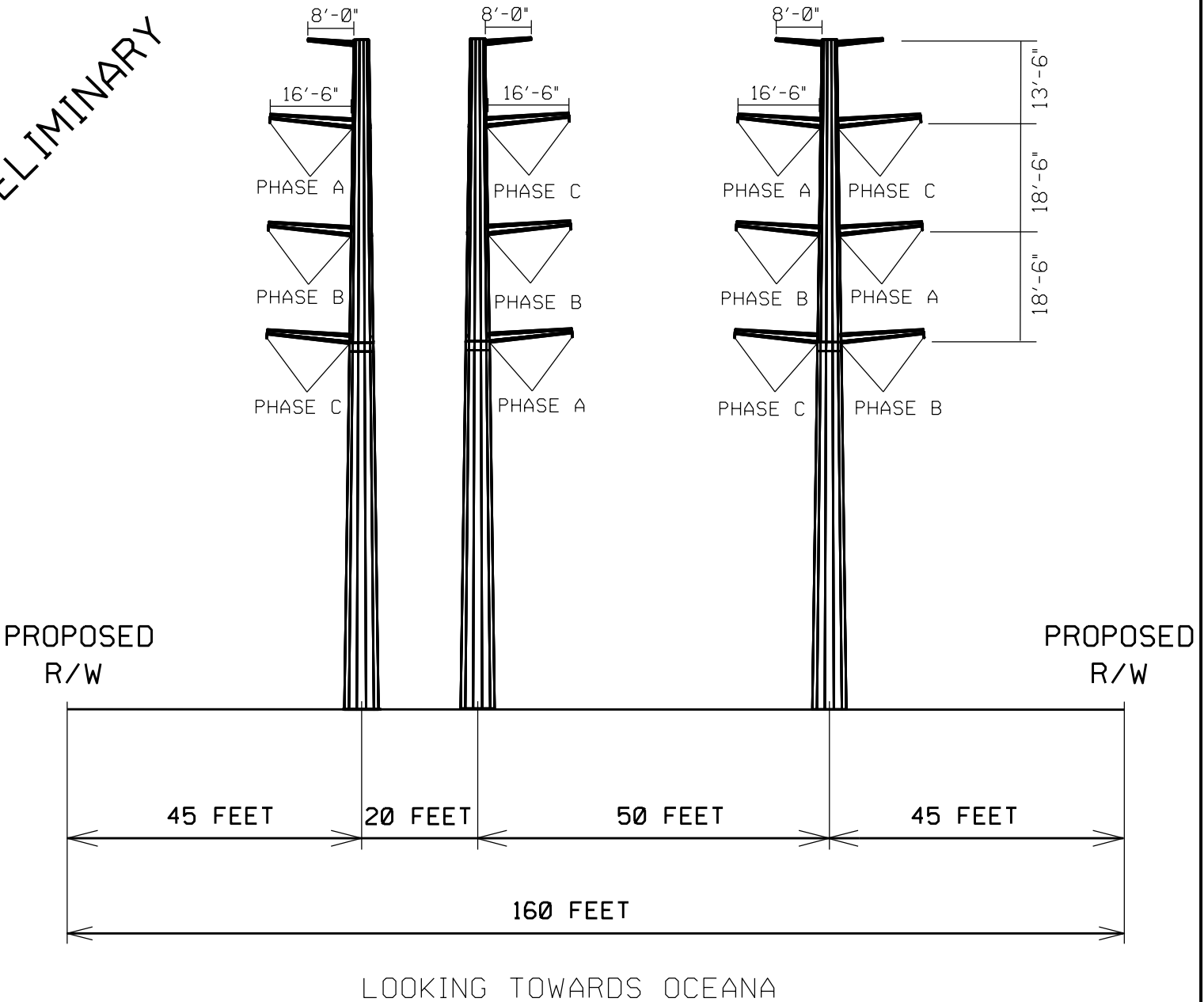
**PROPOSED  
 230KV CIRCUIT  
 (LINE #2XXX)**

**PROPOSED  
 230KV CIRCUIT  
 (LINE #2XXX)**

**PROPOSED  
 230KV CIRCUIT  
 (LINE #2XXX)**

**EXISTING  
 230KV CIRCUIT  
 (LINE #271)**

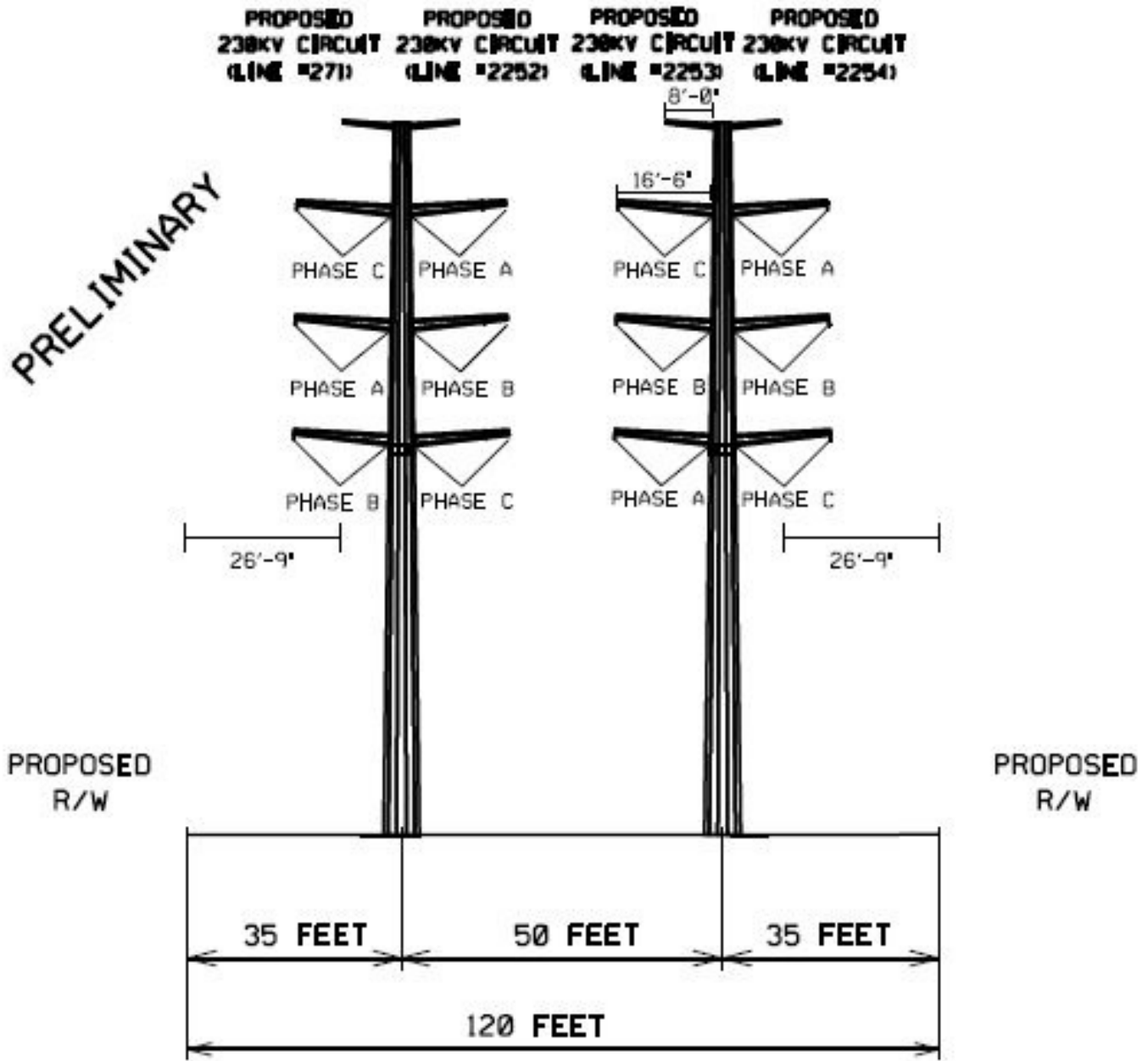
PRELIMINARY



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

Figure 4: Typical Design and Layout for Wreck and Rebuild TL-271

# TYPICAL CONFIGURATION LINE 271 REBUILD SEGMENTS ON EXISTING RIGHT OF WAY



PROPOSED CONFIGURATION  
LOOKING TOWARDS HARPERS

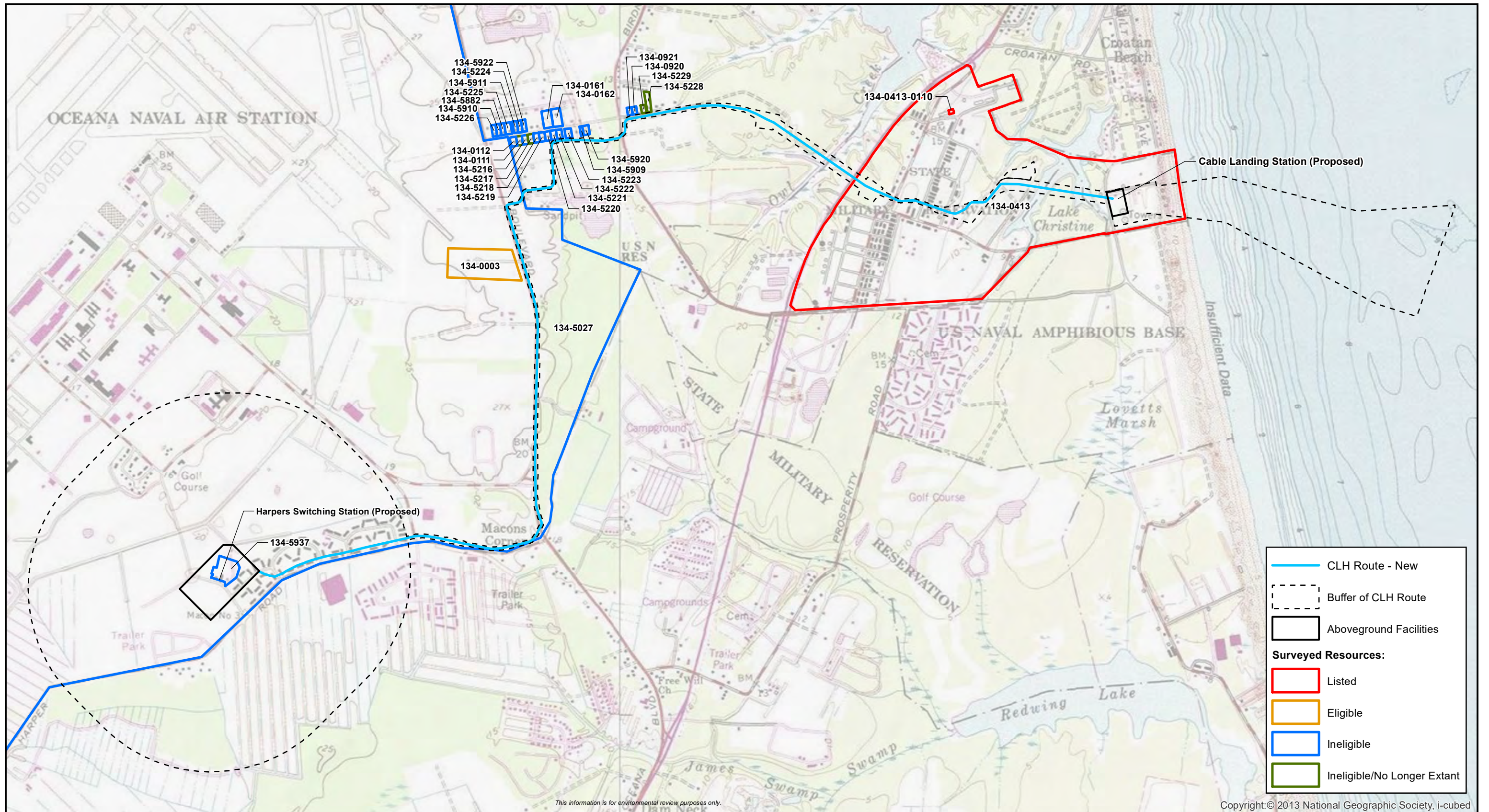
**NOTE:** Information contained on drawing is to be considered preliminary in nature and subject to change based on final design.

Figure 5. Typical Design and Layout for Wreck and Rebuild TL-271



**ATTACHMENT 2    LOCATIONS OF CONSIDERED HISTORIC RESOURCES  
ASSOCIATED WITH PROPOSED PROJECT ALTERNATIVES**

## CLH Route



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0 0.15 0.3 0.45 Miles



1:24,000

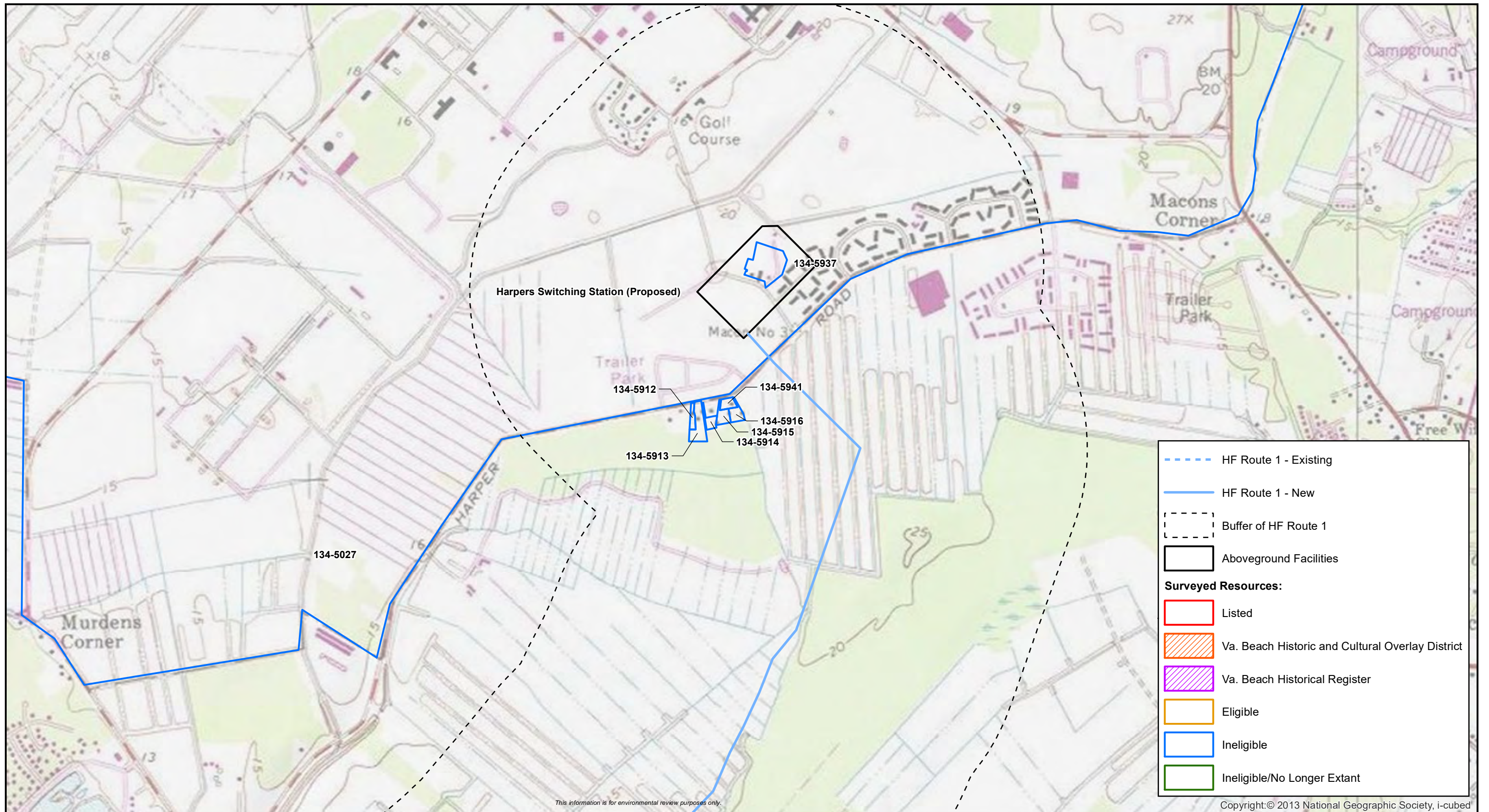


**Attachment 2 – CLH Route  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**



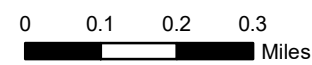
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## HF Route 1



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1:16,000

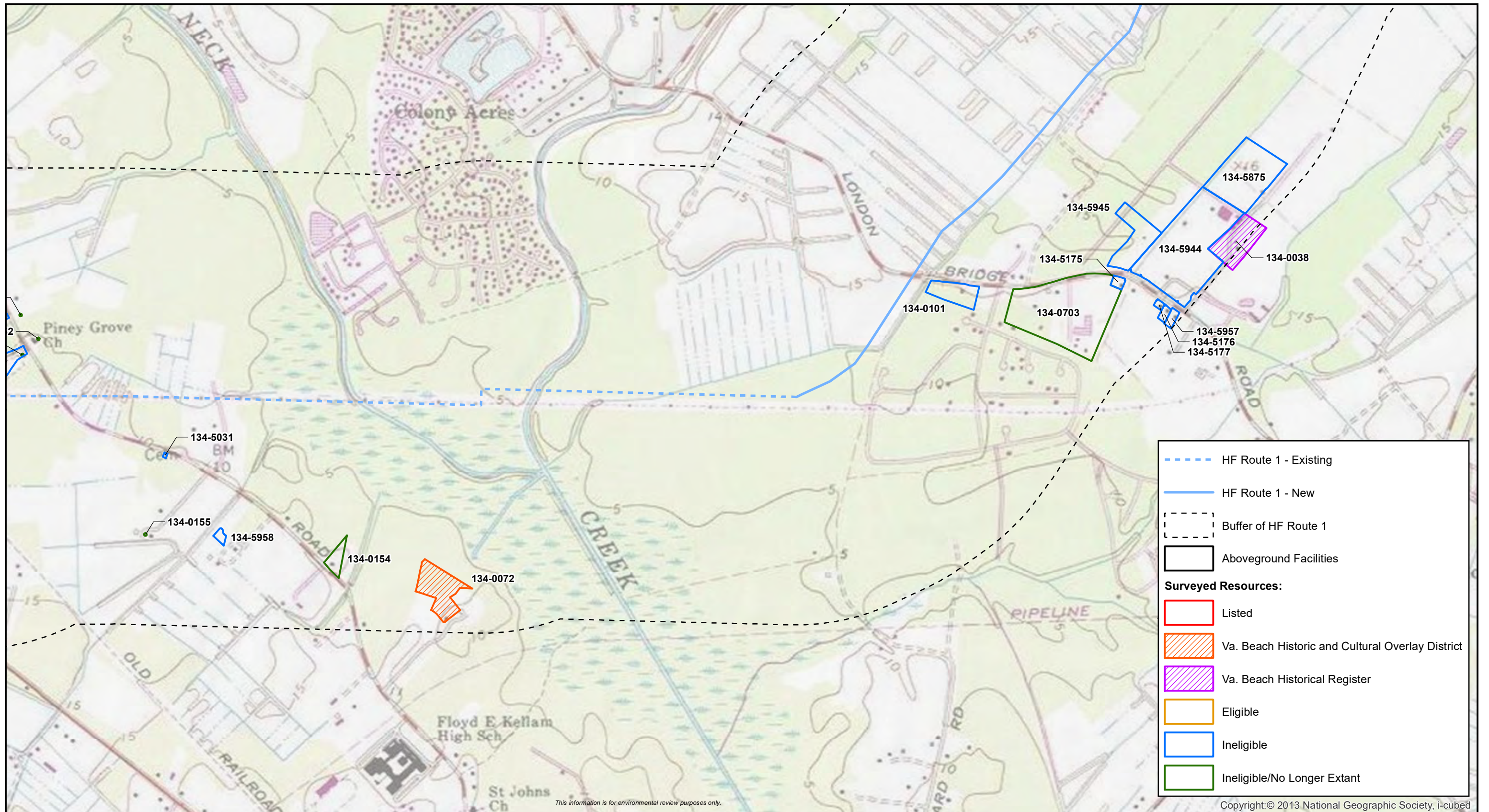


**Attachment 2 – HF Route 1  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 1 OF 7

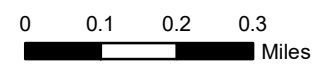


DRAWN BY: GIS



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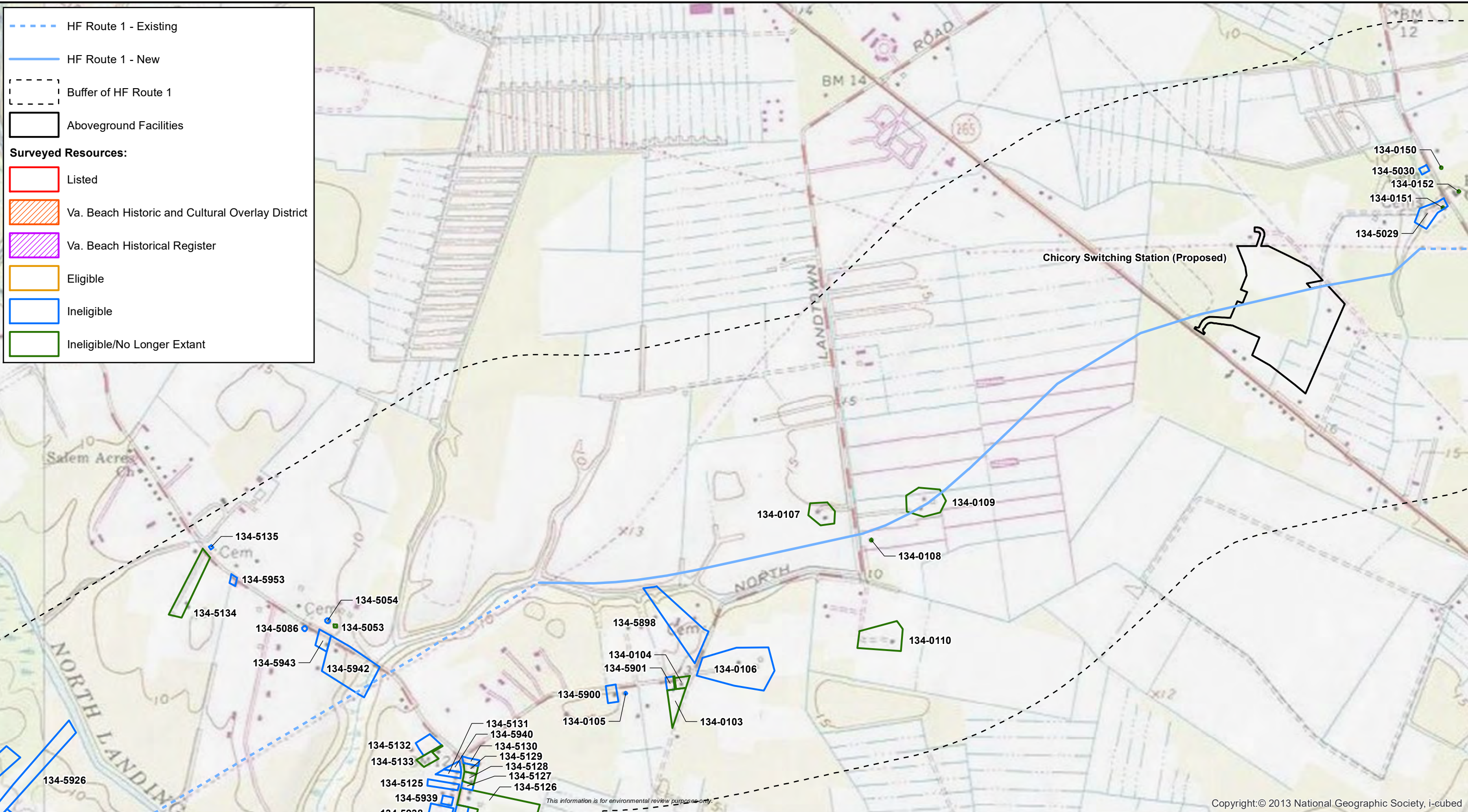


**Attachment 2 – HF Route 1  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 2 OF 7



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0 0.1 0.2 0.3  
Miles

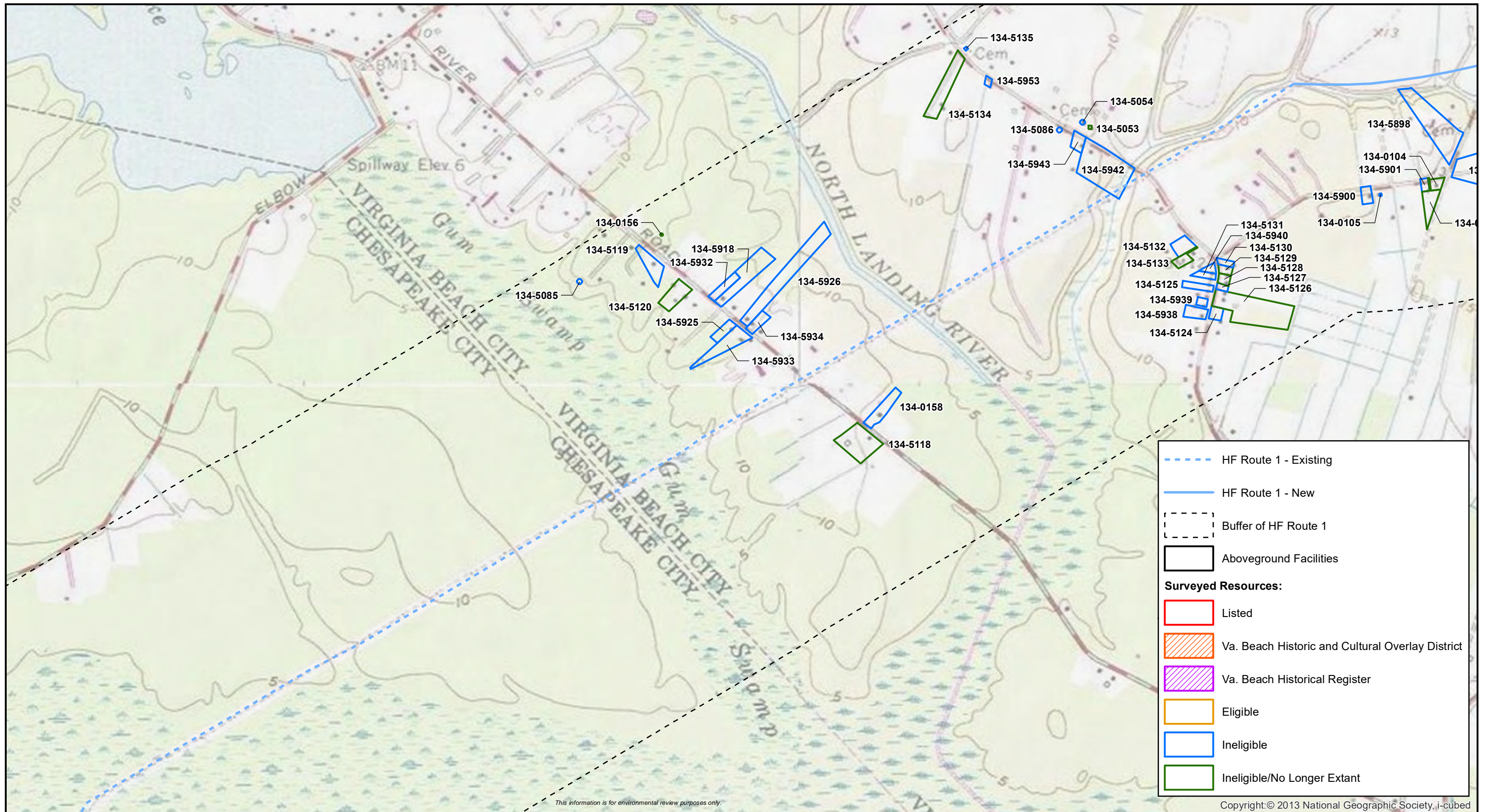


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**Attachment 2 – HF Route 1  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

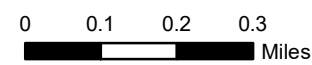
SHEET 3 OF 7





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1:16,000

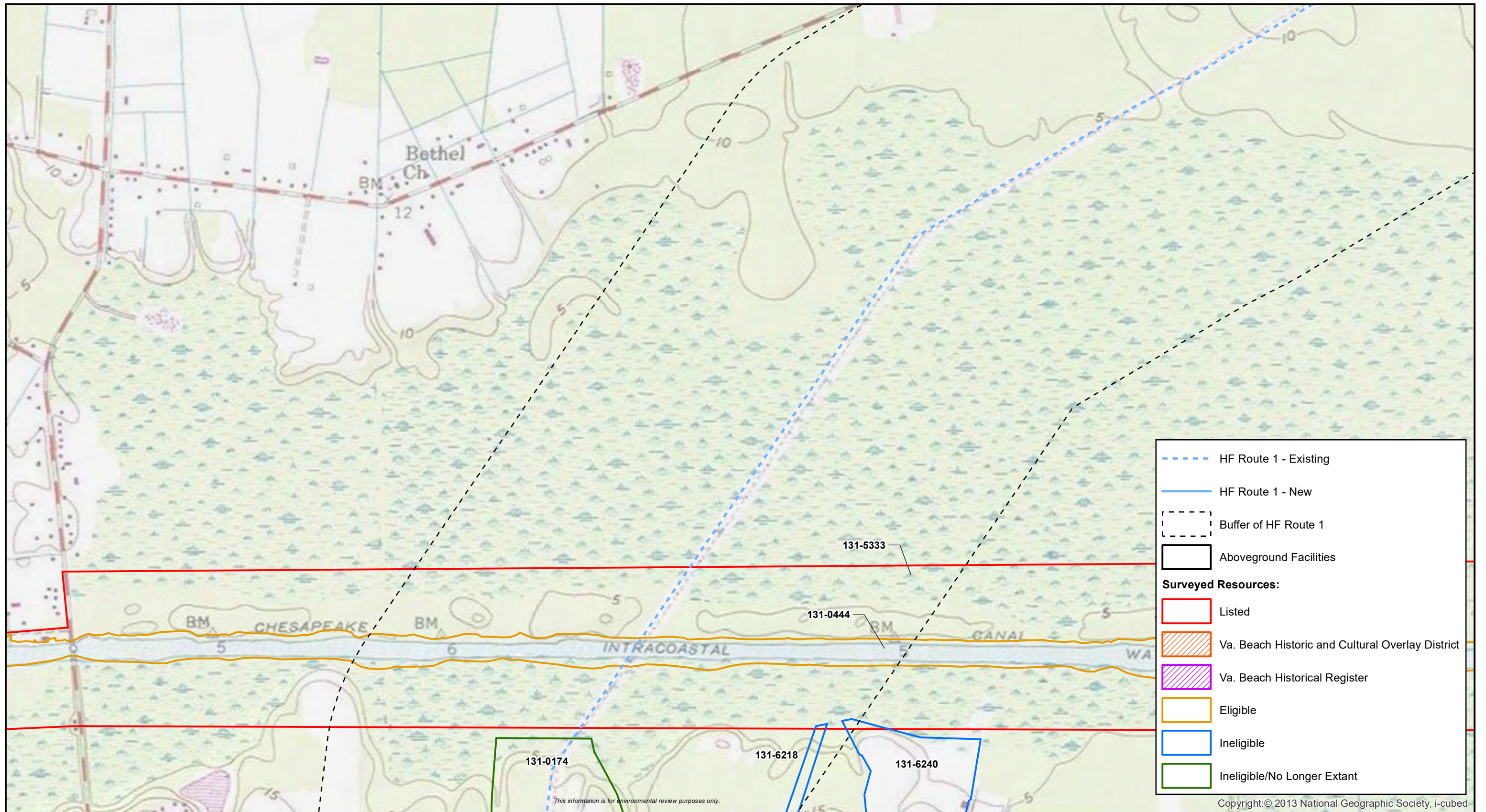


**Attachment 2 – HF Route 1  
 Historic Resources within APE  
 Coastal Virginia Offshore Wind Commercial Project  
 Dominion Virginia Power  
 Virginia Beach and Chesapeake, VA**

SHEET 4 OF 7

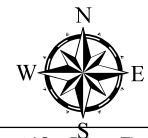
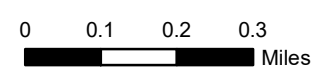






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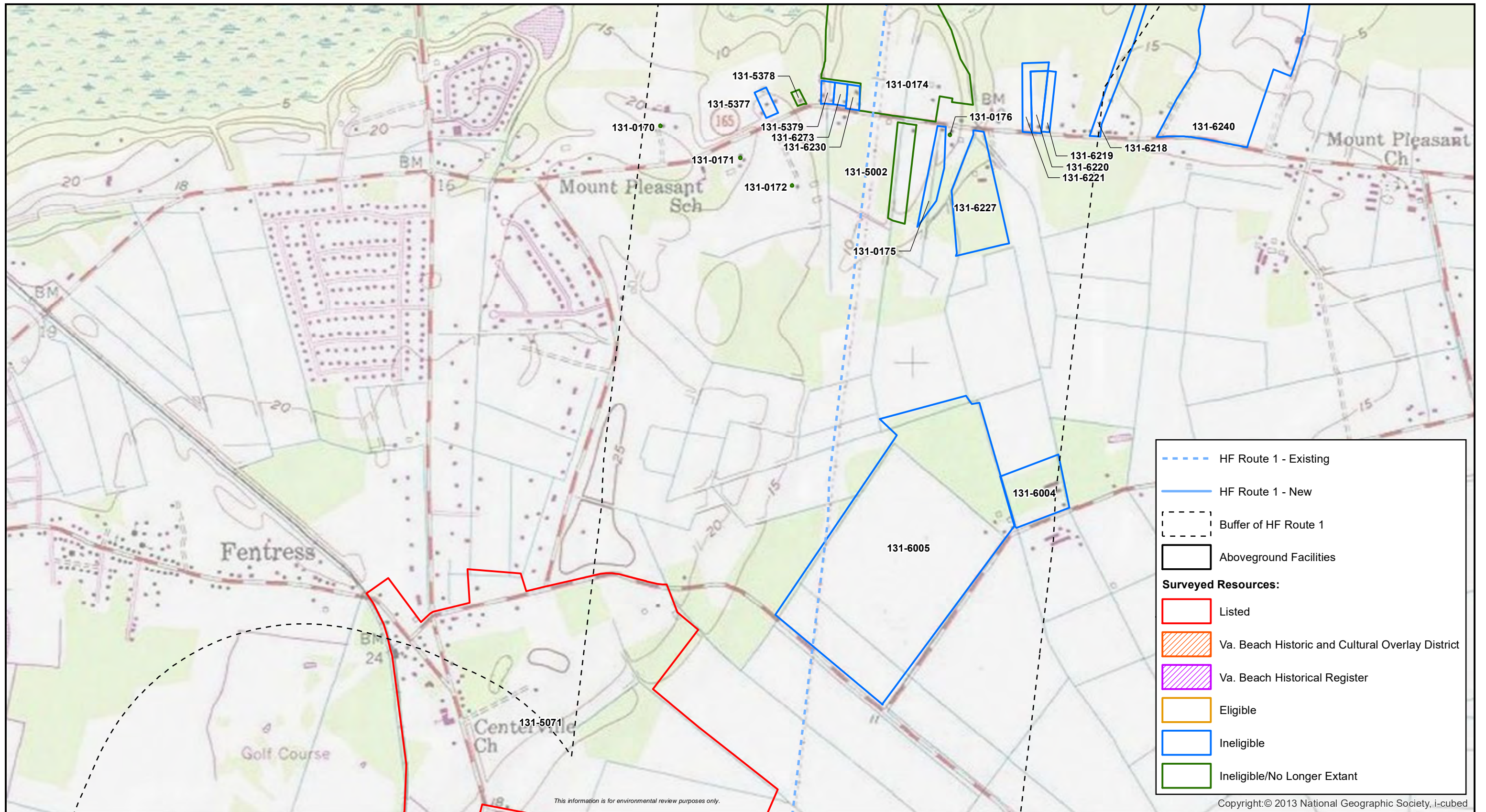
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**Attachment 2 – HF Route 1  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

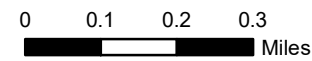
SHEET 5 OF 7





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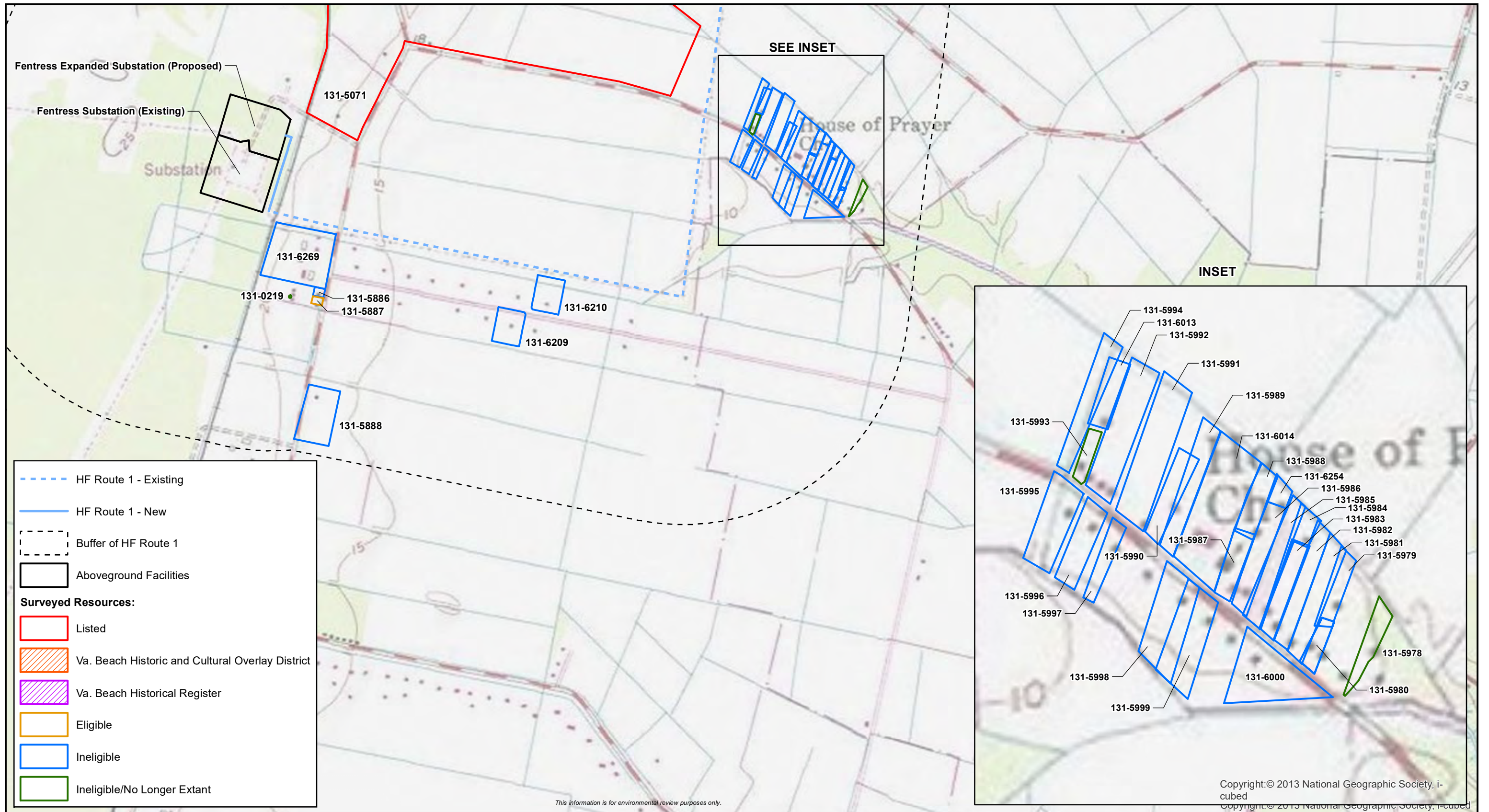


**Attachment 2 – HF Route 1  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 6 OF 7



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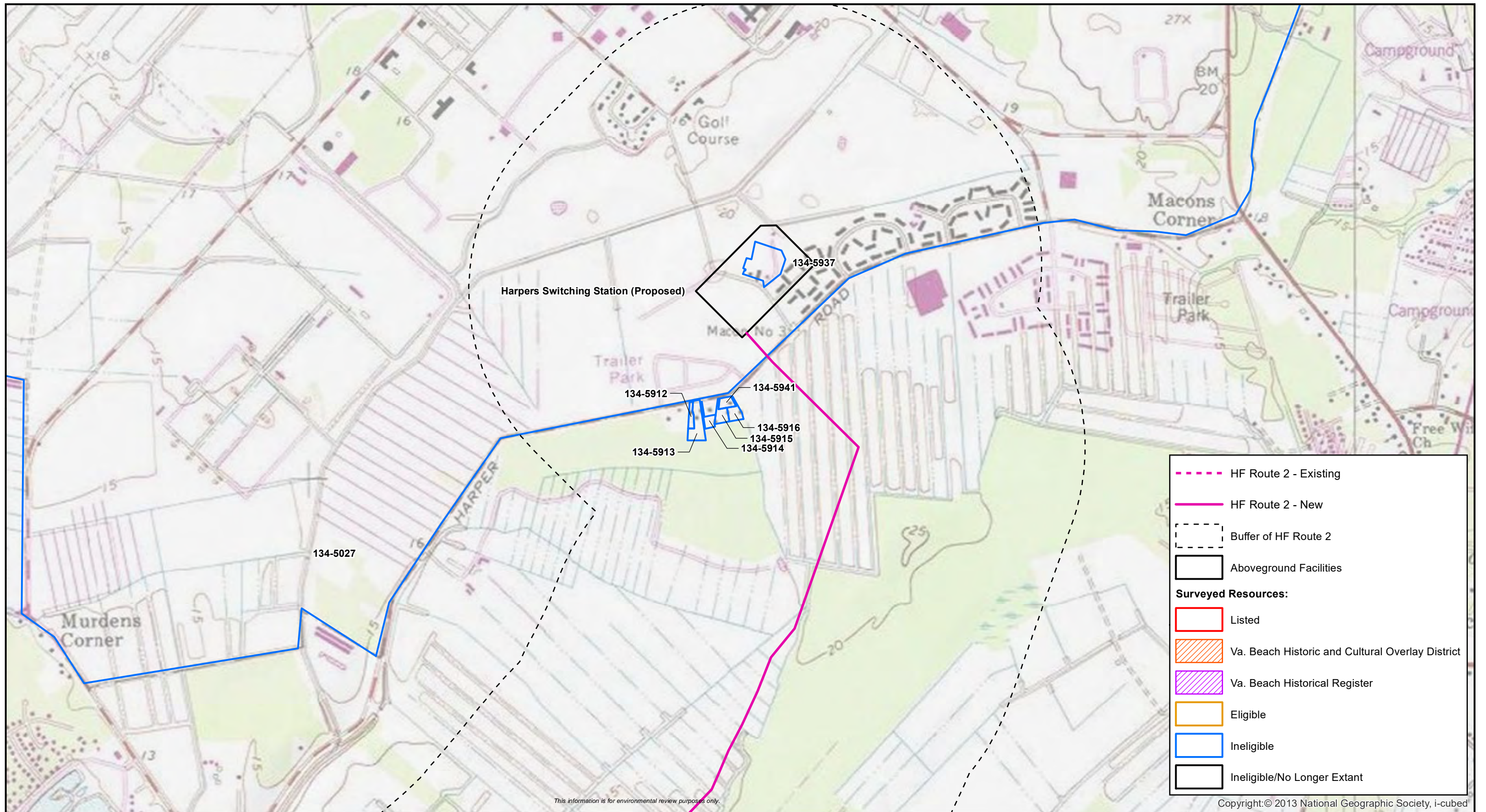
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**Attachment 2 – HF Route 1**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

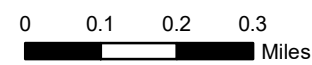


HF Route 2



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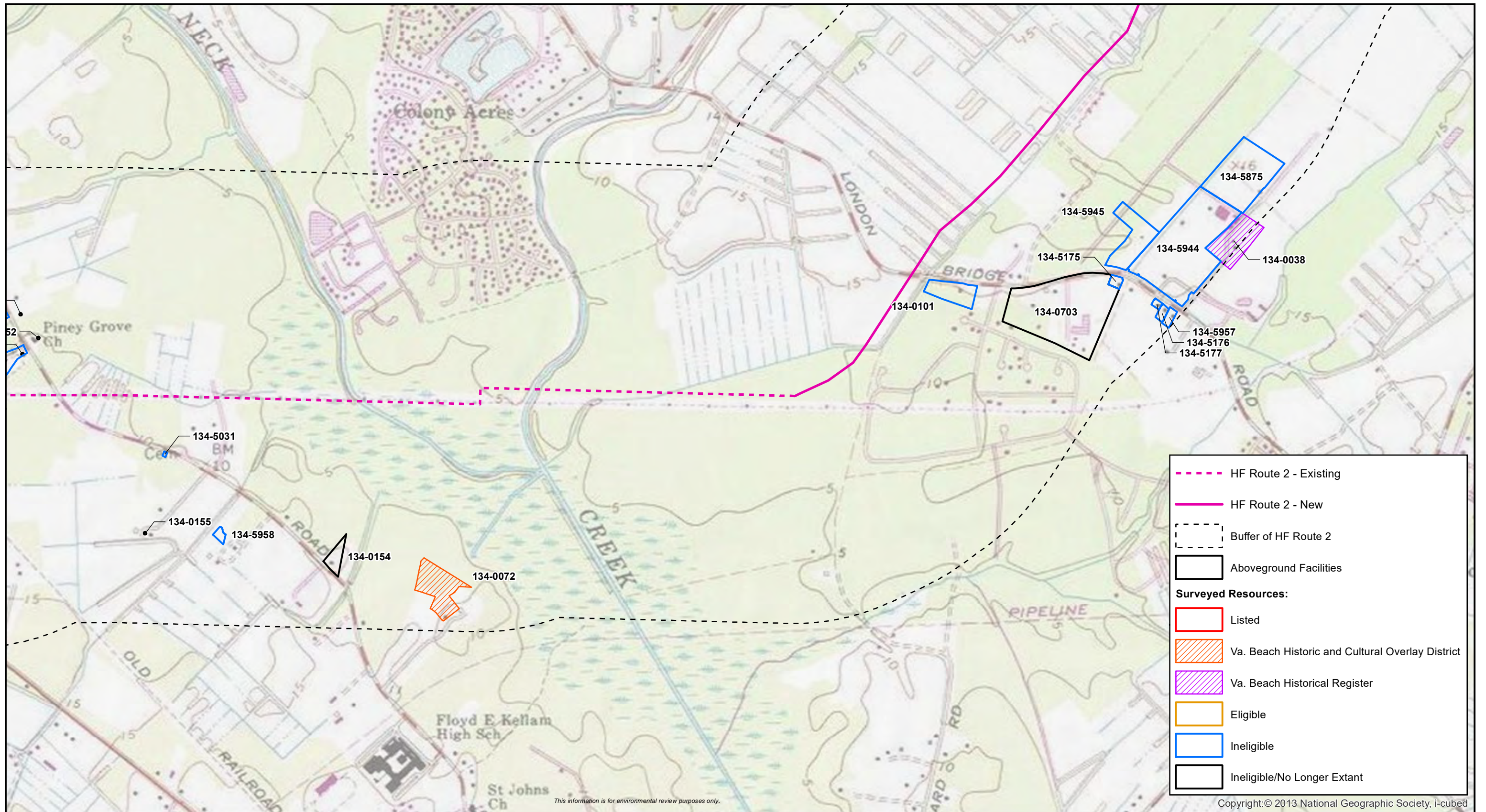


**Attachment 2 – HF Route 2**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**

SHEET 1 OF 7



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0 0.1 0.2 0.3 Miles



1:16,000

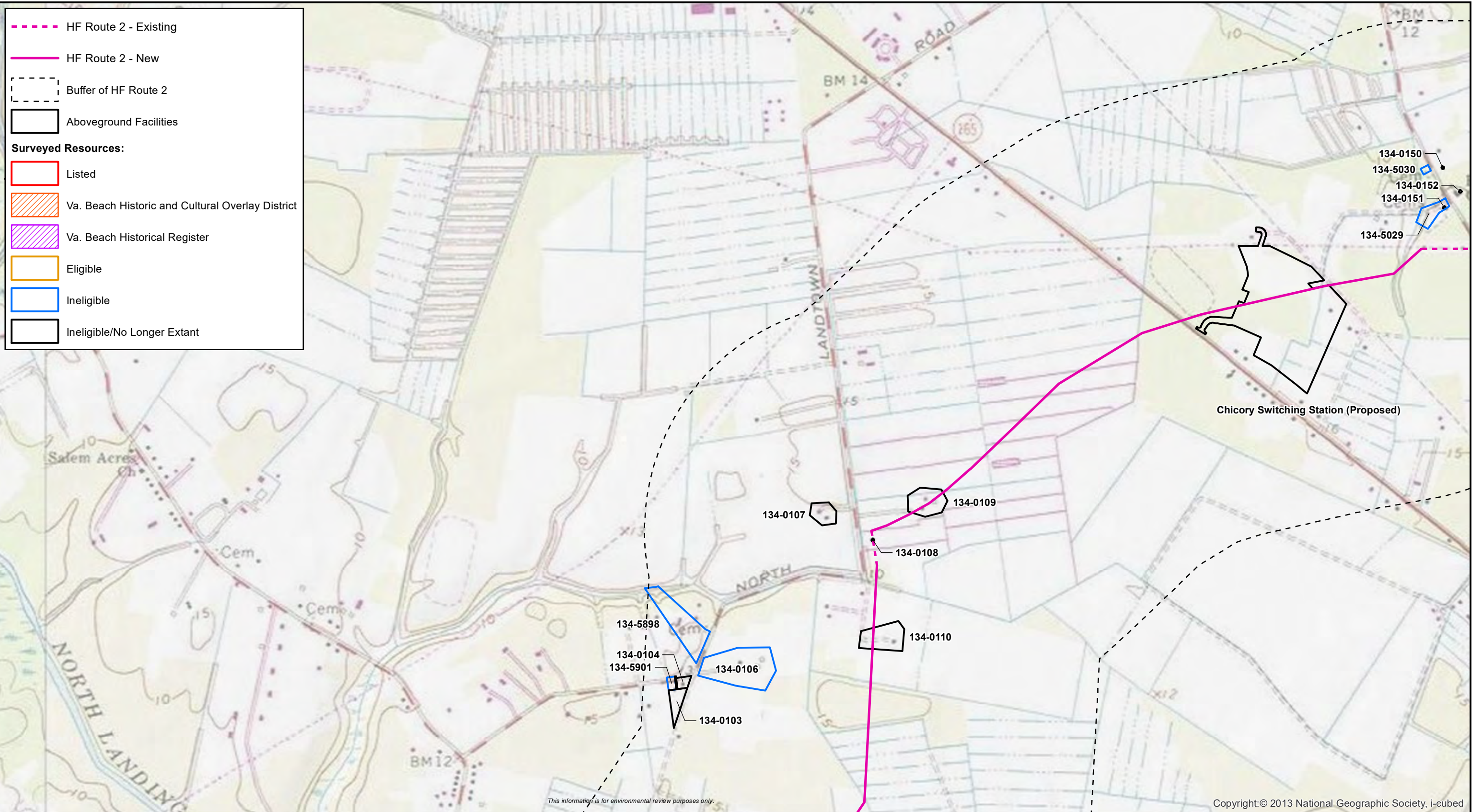


**Attachment 2 – HF Route 2**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**

SHEET 2 OF 7



DRAWN BY: GIS



0 0.1 0.2 0.3  
Miles



1:16,000

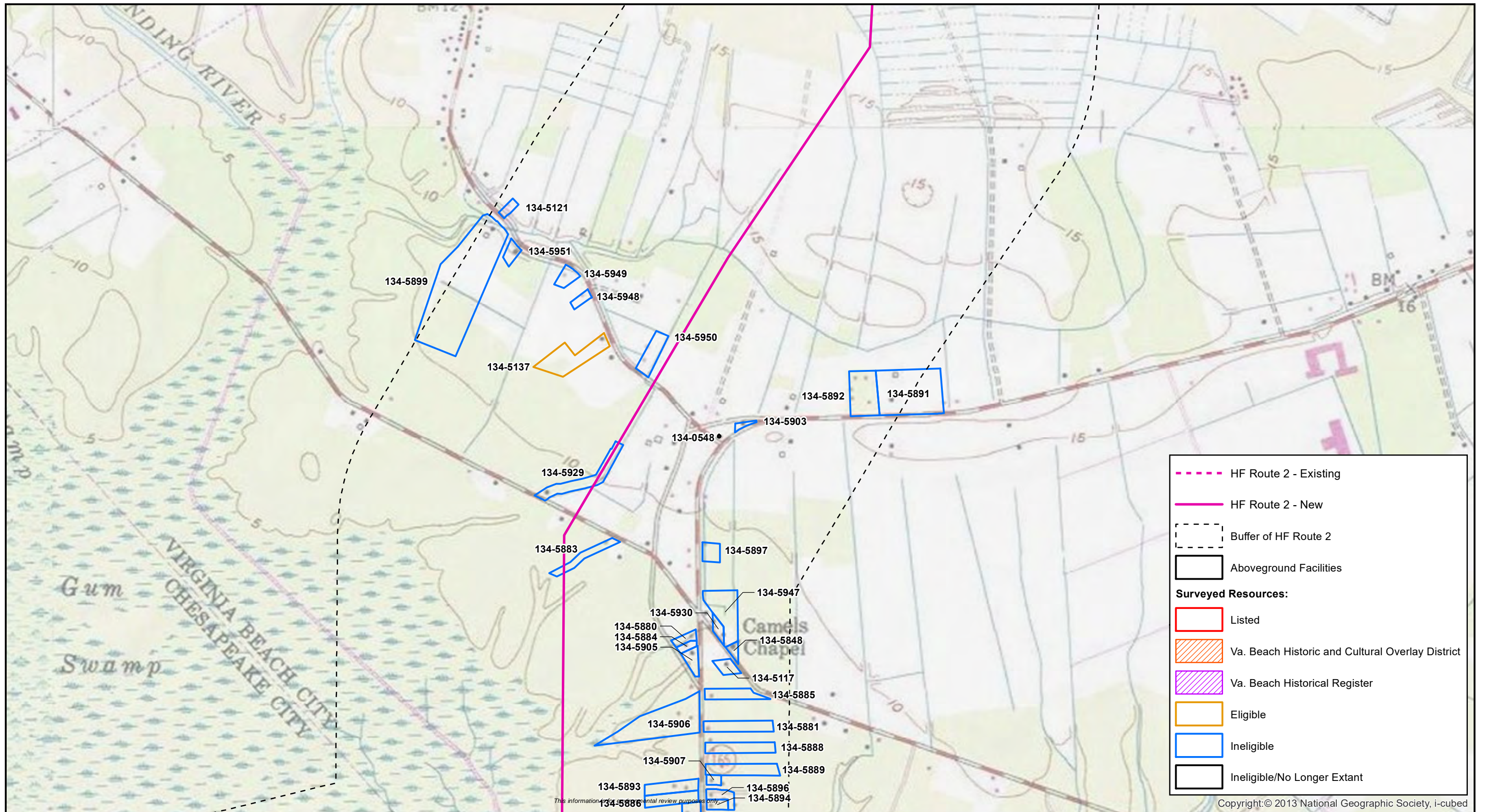


**Attachment 2 – HF Route 2**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**

SHEET 3 OF 7



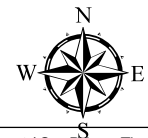
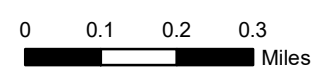
DRAWN BY: GIS



- - - - - HF Route 2 - Existing  
 \_\_\_\_\_ HF Route 2 - New  
 - - - - - Buffer of HF Route 2  
 \_\_\_\_\_ Aboveground Facilities

**Surveyed Resources:**

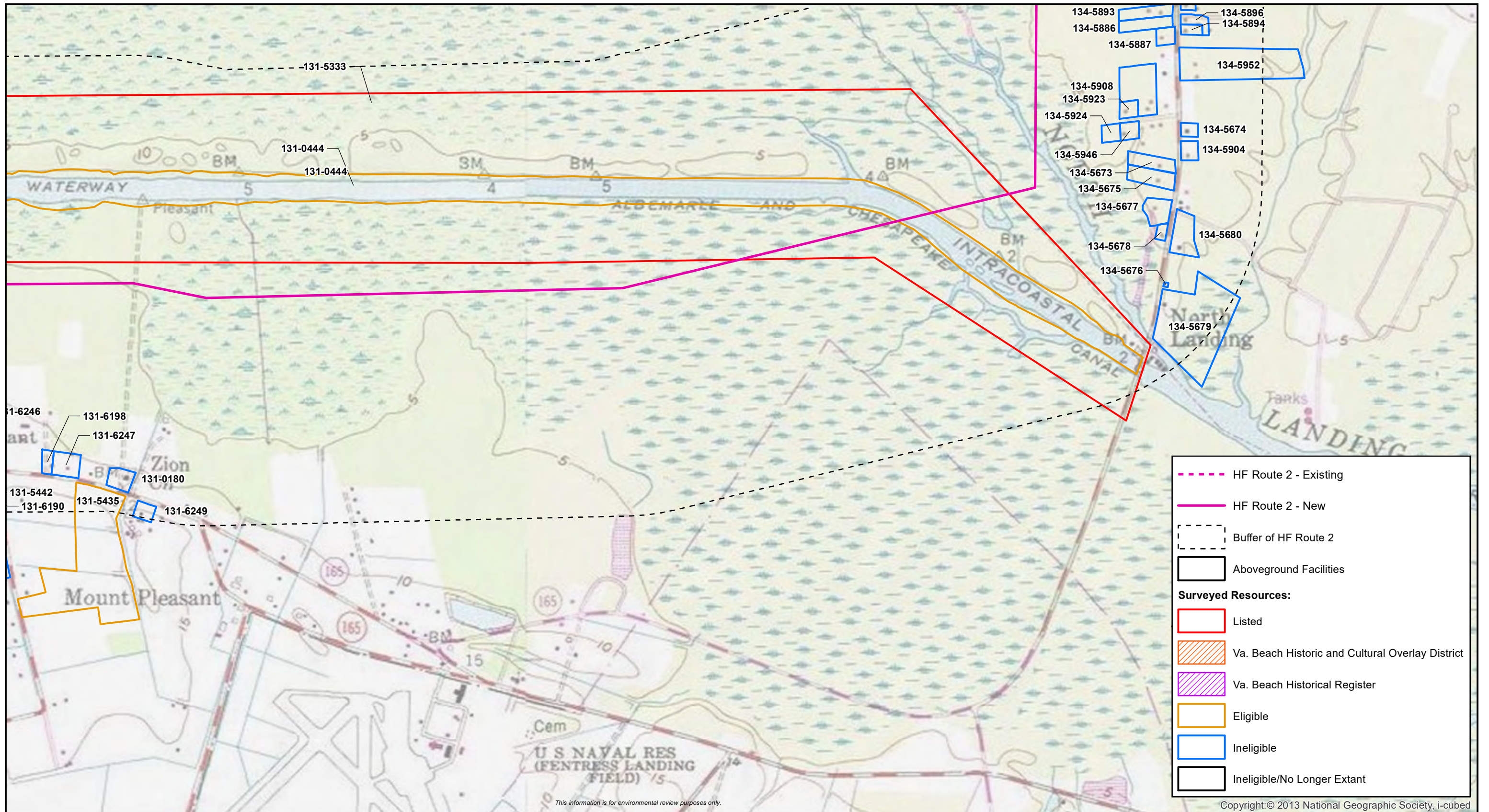
[Red Outline] Listed  
 [Orange Hatched] Va. Beach Historic and Cultural Overlay District  
 [Purple Hatched] Va. Beach Historical Register  
 [Yellow Outline] Eligible  
 [Blue Outline] Ineligible  
 [Black Outline] Ineligible/No Longer Extant



**Attachment 2 – HF Route 2**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**



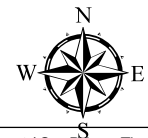
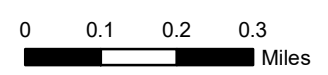




- - - - - HF Route 2 - Existing  
 \_\_\_\_\_ HF Route 2 - New  
 - - - - - Buffer of HF Route 2  
 [ ] Aboveground Facilities  
**Surveyed Resources:**  
 [ ] Listed  
 [ ] Va. Beach Historic and Cultural Overlay District  
 [ ] Va. Beach Historical Register  
 [ ] Eligible  
 [ ] Ineligible  
 [ ] Ineligible/No Longer Extant

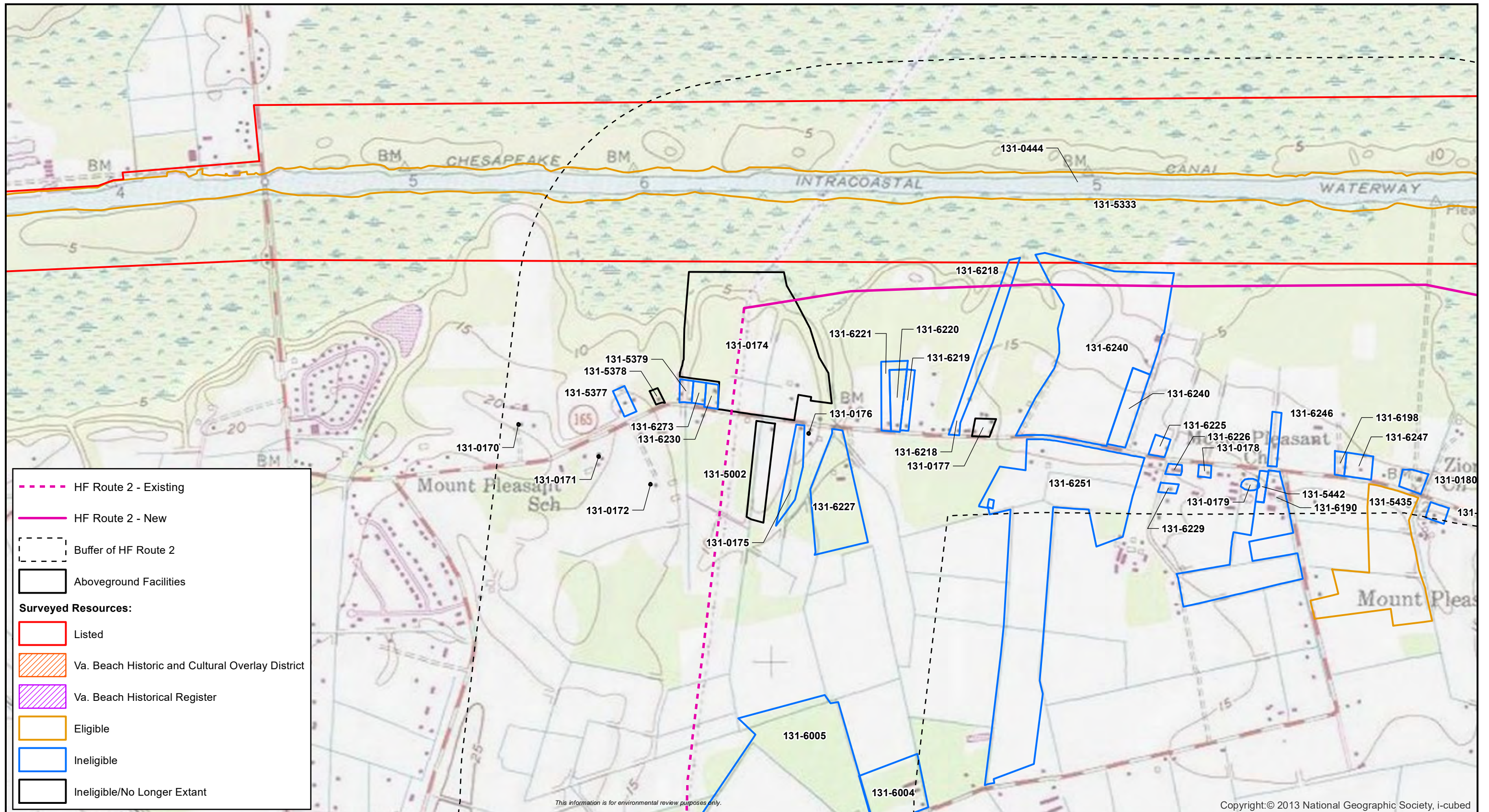
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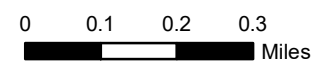
**Attachment 2 – HF Route 2**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**





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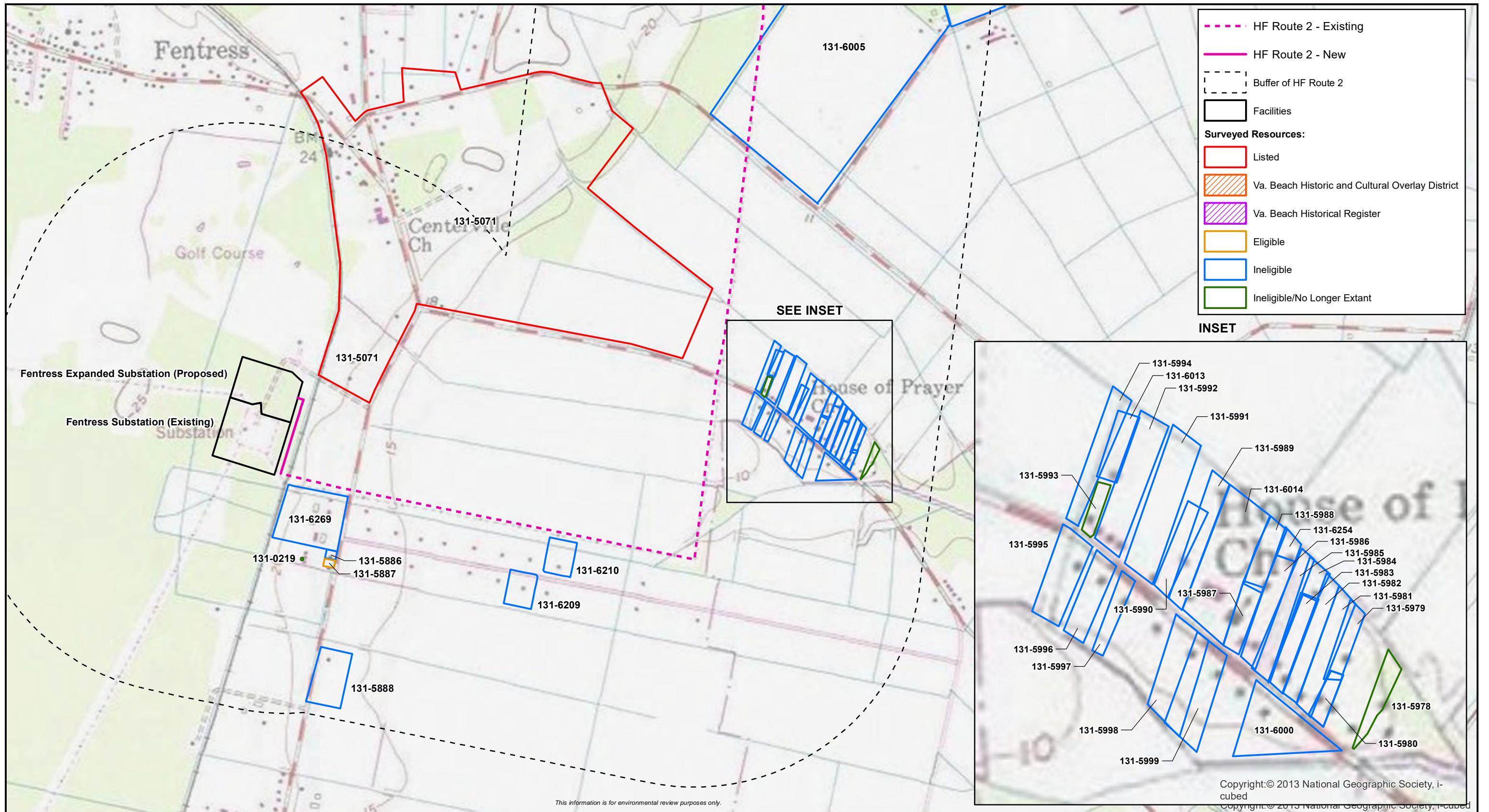


**Attachment 2 – HF Route 2  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 6 OF 7



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0 0.1 0.2 0.3  
 Miles



1:16,000



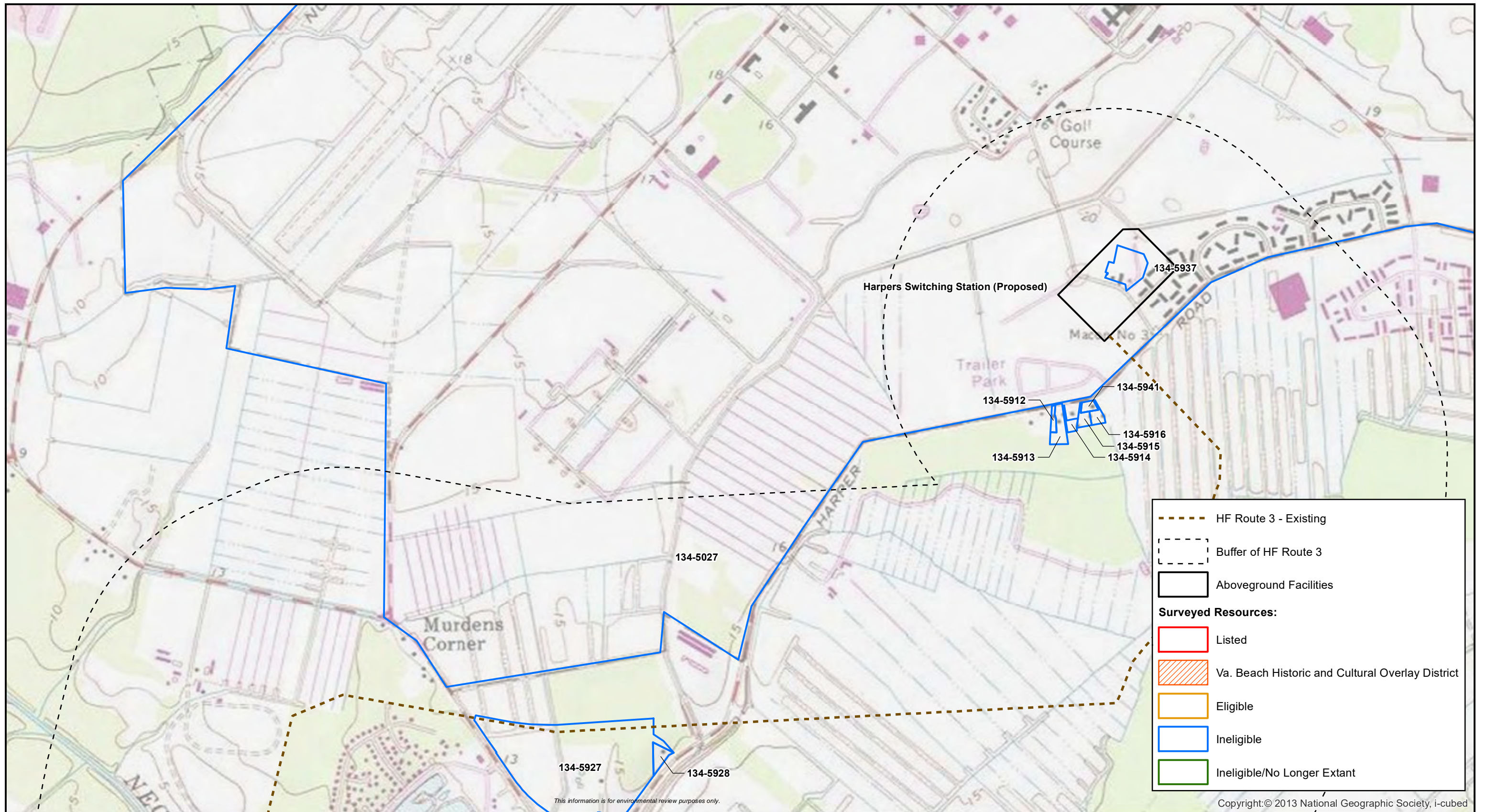
**Attachment 2 – HF Route 2  
 Historic Resources within APE  
 Coastal Virginia Offshore Wind Commercial Project  
 Dominion Virginia Power  
 Virginia Beach and Chesapeake, VA**

SHEET 7 OF 7



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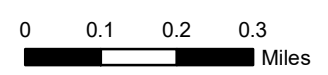
HF Route 3



- - - - - HF Route 3 - Existing  
 - - - - - Buffer of HF Route 3  
 [ ] Aboveground Facilities  
**Surveyed Resources:**  
 [ ] Listed  
 [ ] Va. Beach Historic and Cultural Overlay District  
 [ ] Eligible  
 [ ] Ineligible  
 [ ] Ineligible/No Longer Extant

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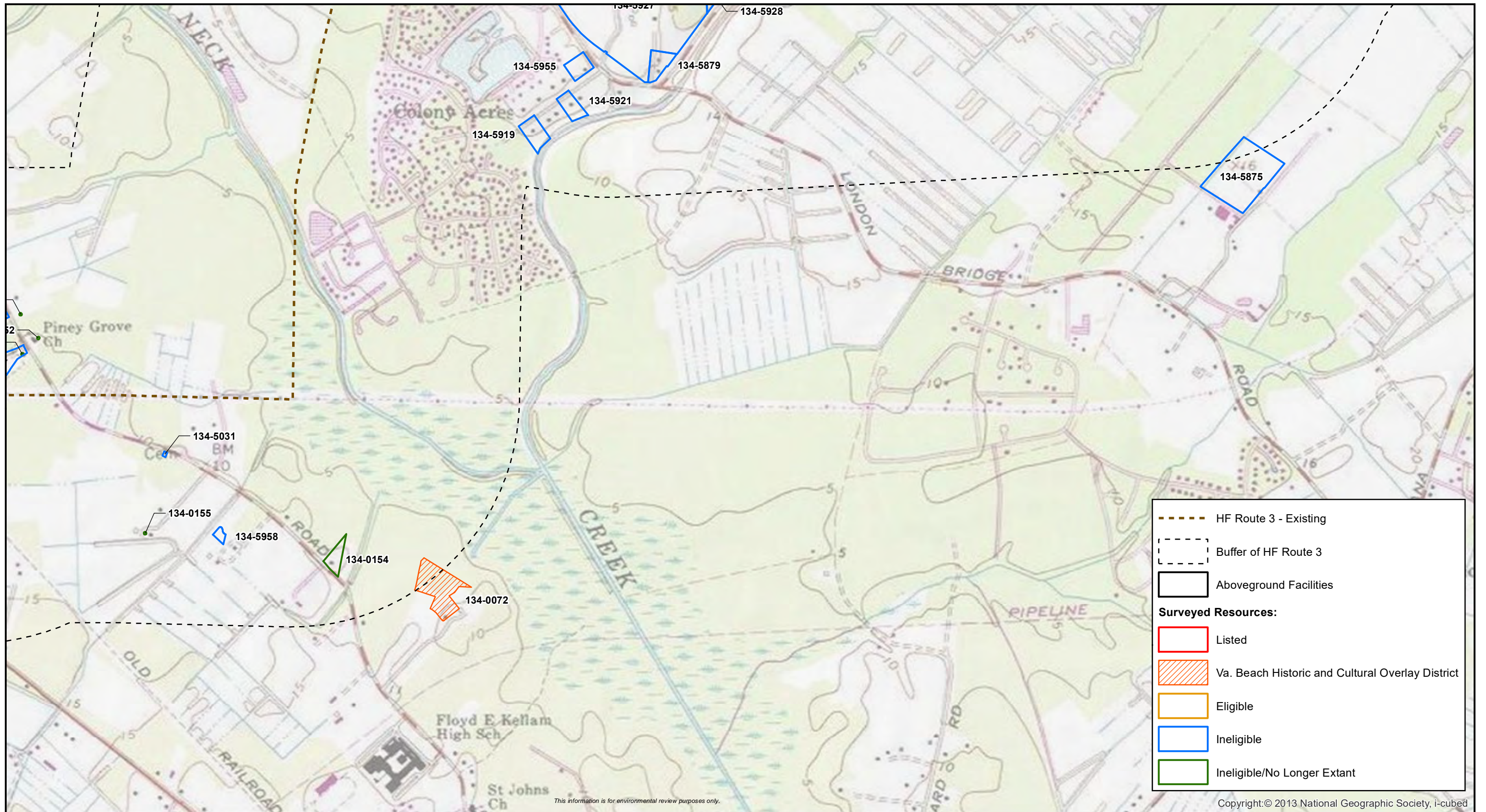
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**Attachment 2 – HF Route 3**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

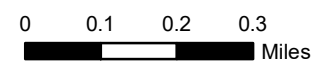
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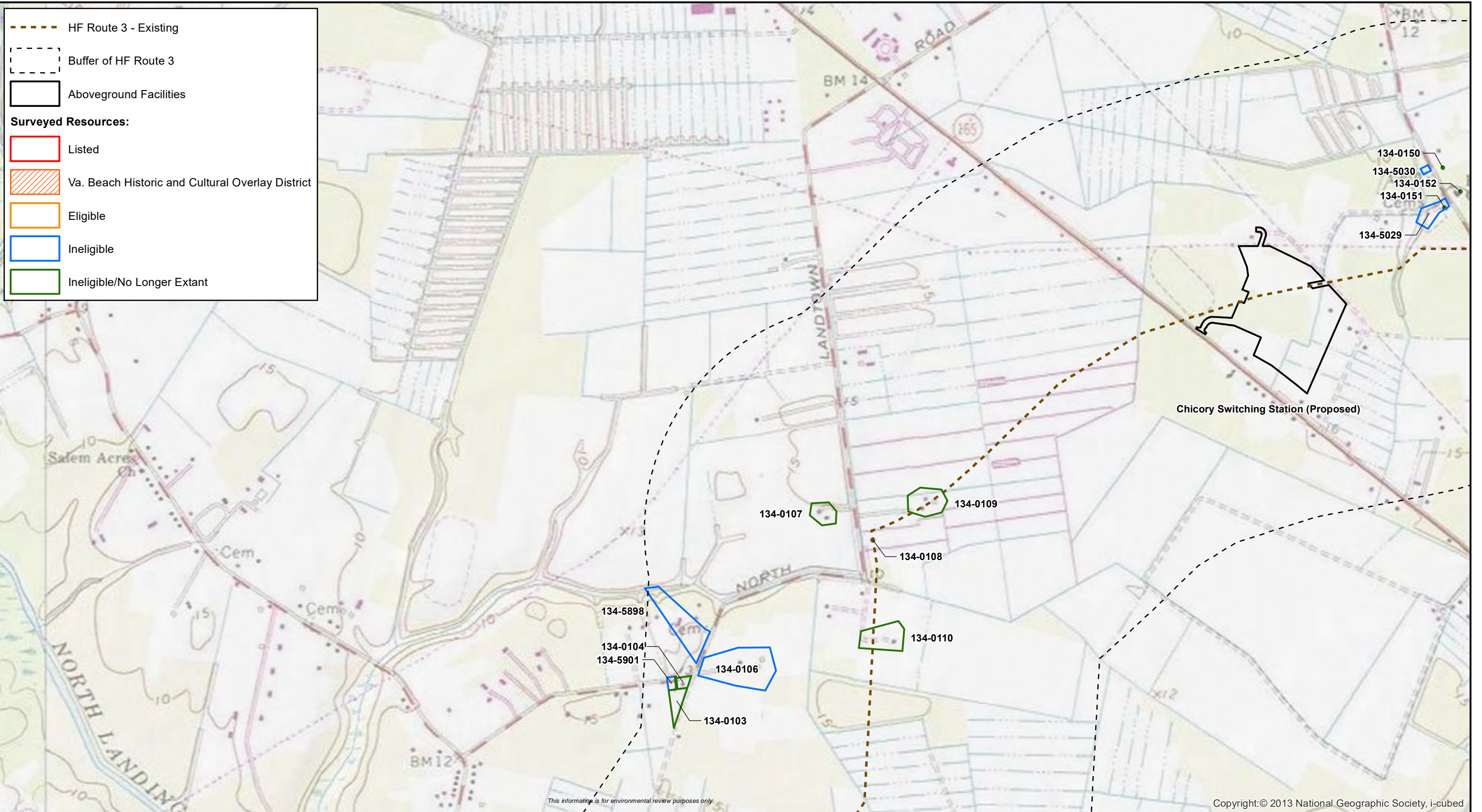


**Attachment 2 – HF Route 3  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 2 OF 7

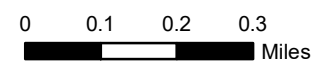


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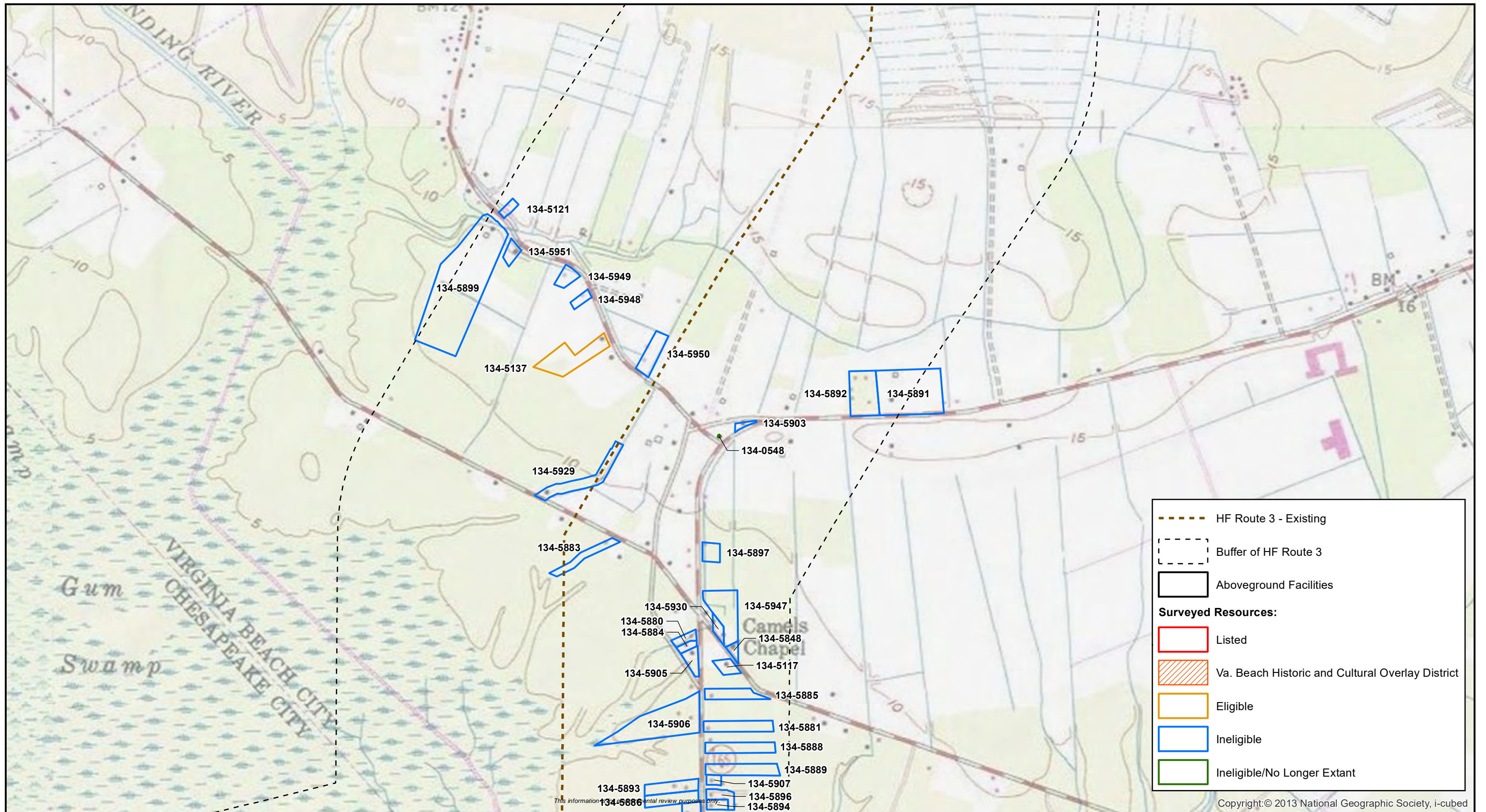


**Attachment 2 – HF Route 3  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 3 OF 7



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HF Route 3 - Existing

Buffer of HF Route 3

Aboveground Facilities

**Surveyed Resources:**

Listed

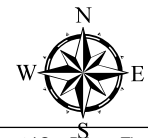
Va. Beach Historic and Cultural Overlay District

Eligible

Ineligible

Ineligible/No Longer Extant

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1:16,000



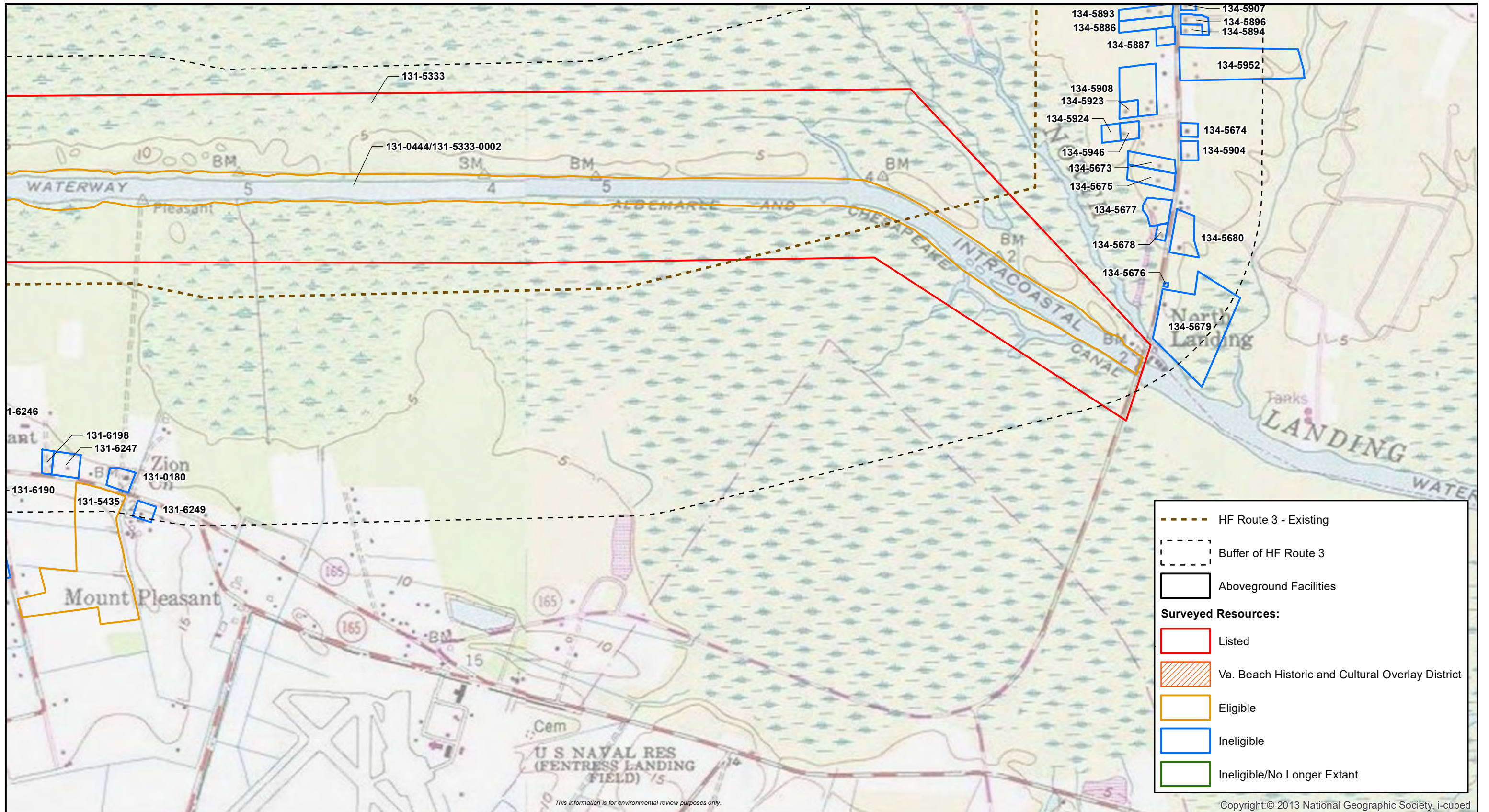
**Attachment 2 – HF Route 3**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**

SHEET 4 OF 7



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- - - - - HF Route 3 - Existing  
 - - - - - Buffer of HF Route 3  
 [Black Outline] Aboveground Facilities  
**Surveyed Resources:**  
 [Red Outline] Listed  
 [Orange Hatched] Va. Beach Historic and Cultural Overlay District  
 [Yellow Outline] Eligible  
 [Blue Outline] Ineligible  
 [Green Outline] Ineligible/No Longer Extant

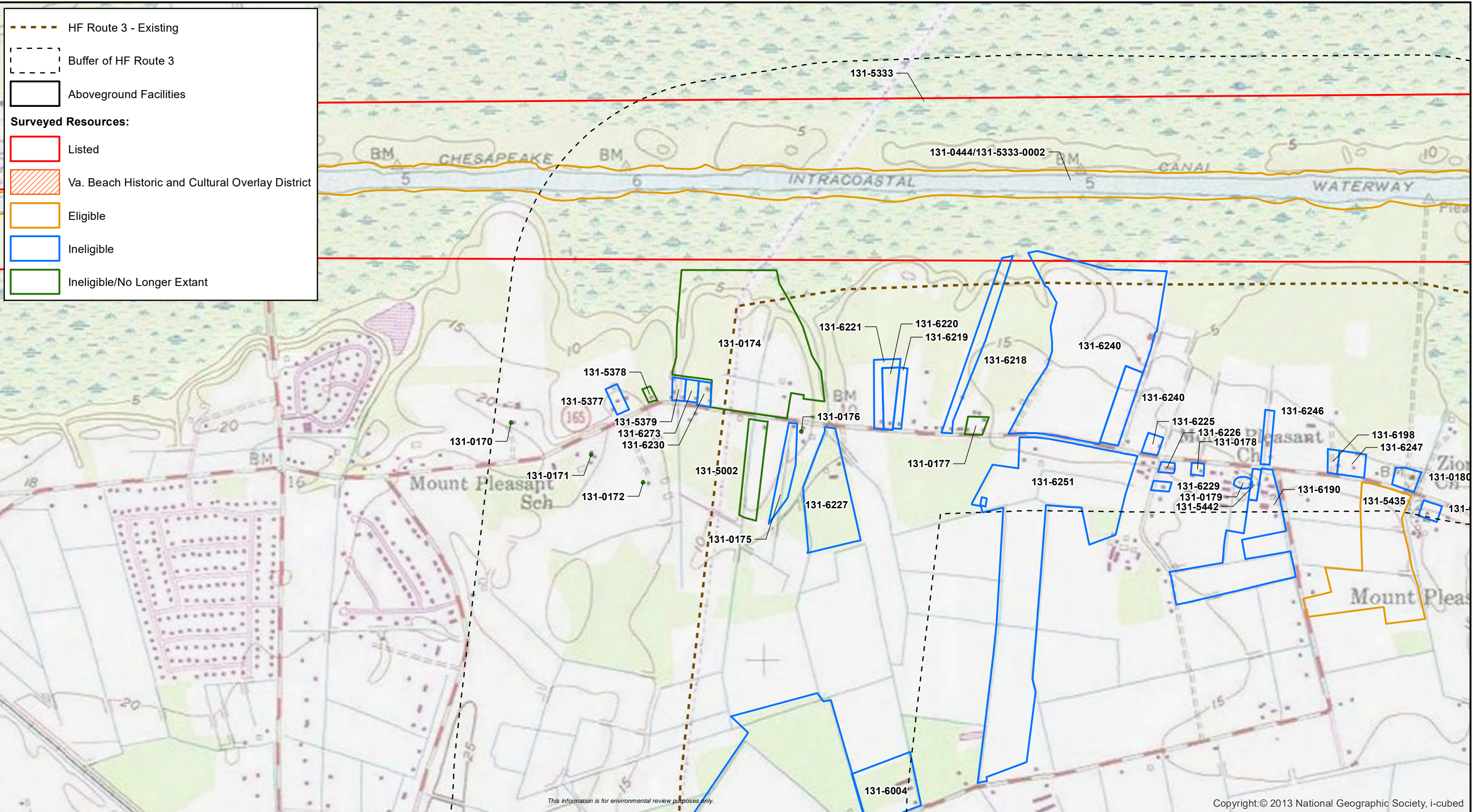
0 0.1 0.2 0.3 Miles



**Attachment 2 – HF Route 3**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

SHEET 5 OF 7





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0 0.1 0.2 0.3 Miles



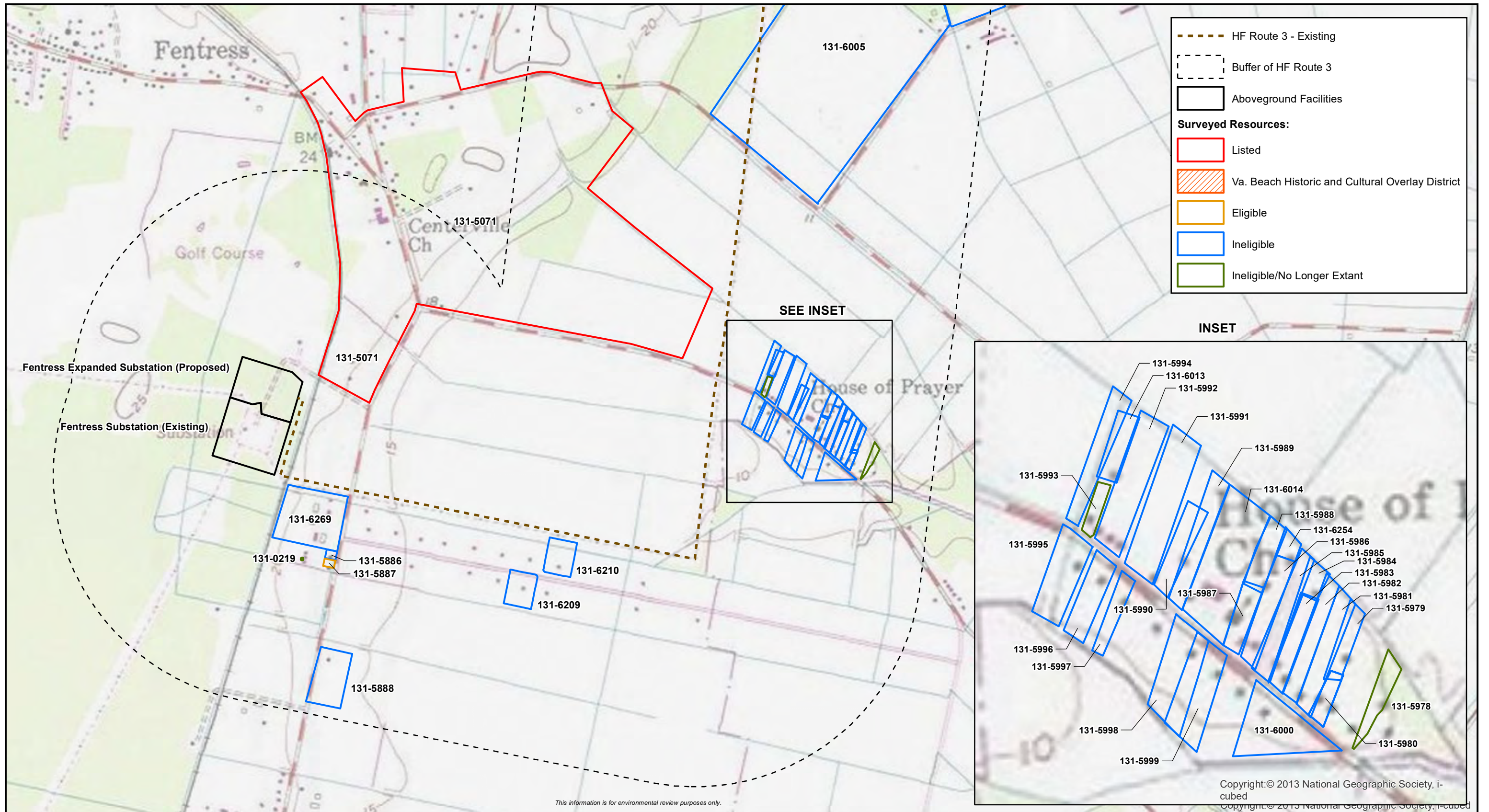
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**Attachment 2 – HF Route 3  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 6 OF 7





0 0.1 0.2 0.3 Miles



1:16,000



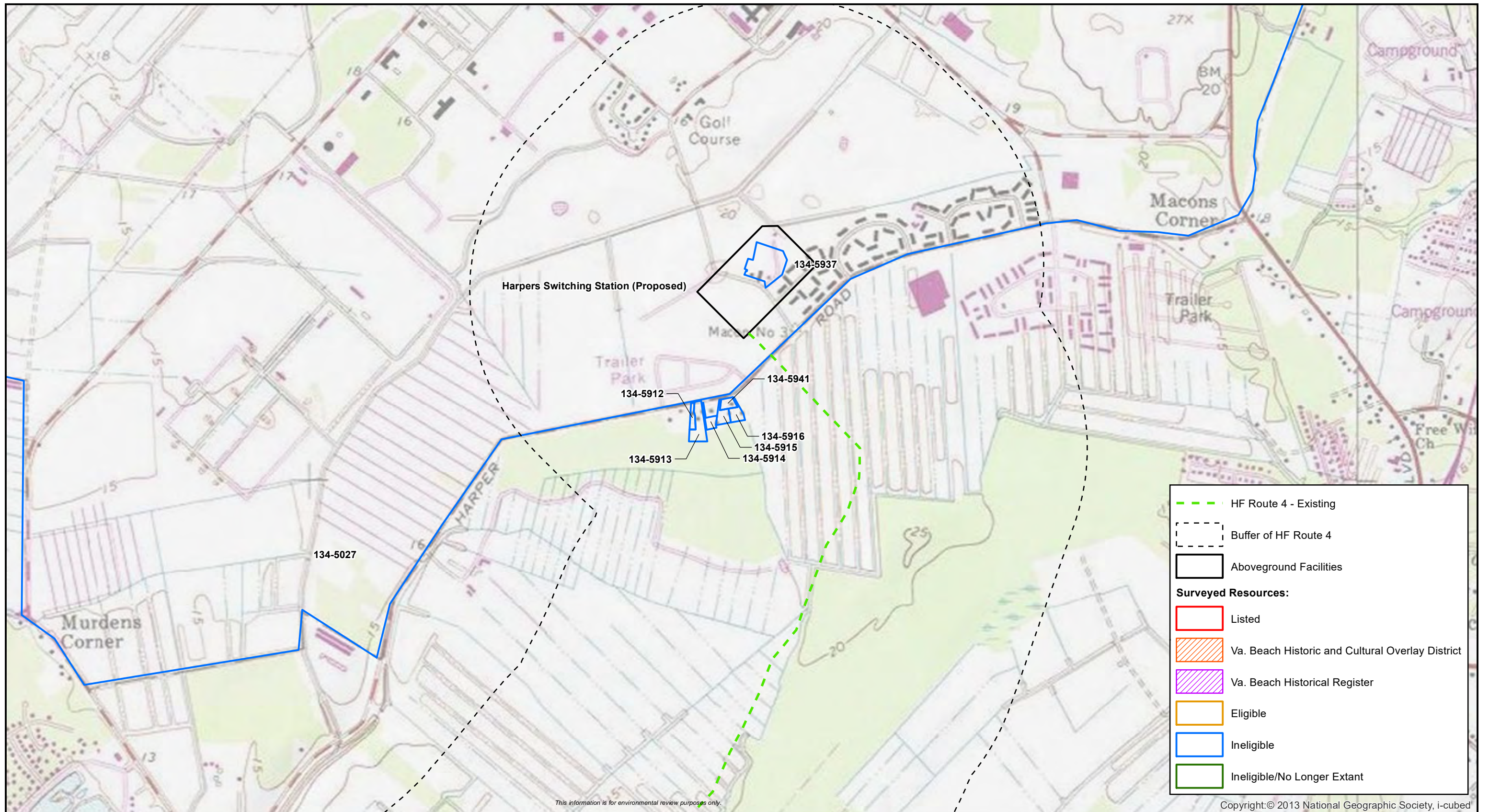
**Attachment 2 – HF Route 3  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 7 OF 7



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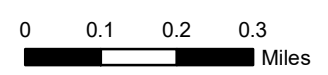
## HF Route 4



- - - HF Route 4 - Existing  
 - - - Buffer of HF Route 4  
 [Black Outline] Aboveground Facilities  
**Surveyed Resources:**  
 [Red Outline] Listed  
 [Orange Hatched] Va. Beach Historic and Cultural Overlay District  
 [Purple Hatched] Va. Beach Historical Register  
 [Yellow Outline] Eligible  
 [Blue Outline] Ineligible  
 [Green Outline] Ineligible/No Longer Extant

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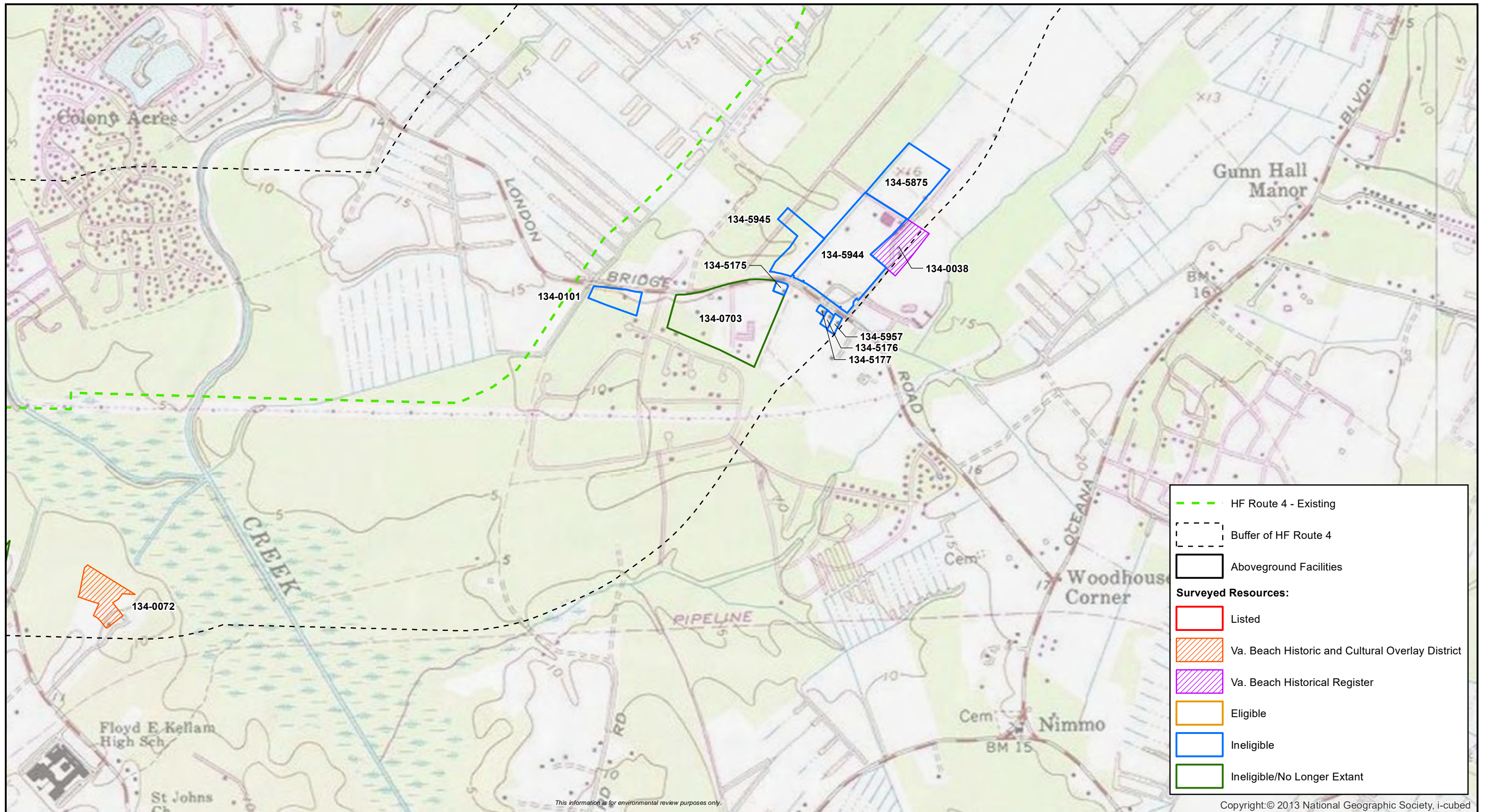
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**Attachment 2 – HF Route 4**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

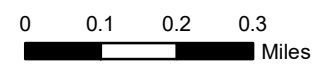
SHEET 1 OF 7





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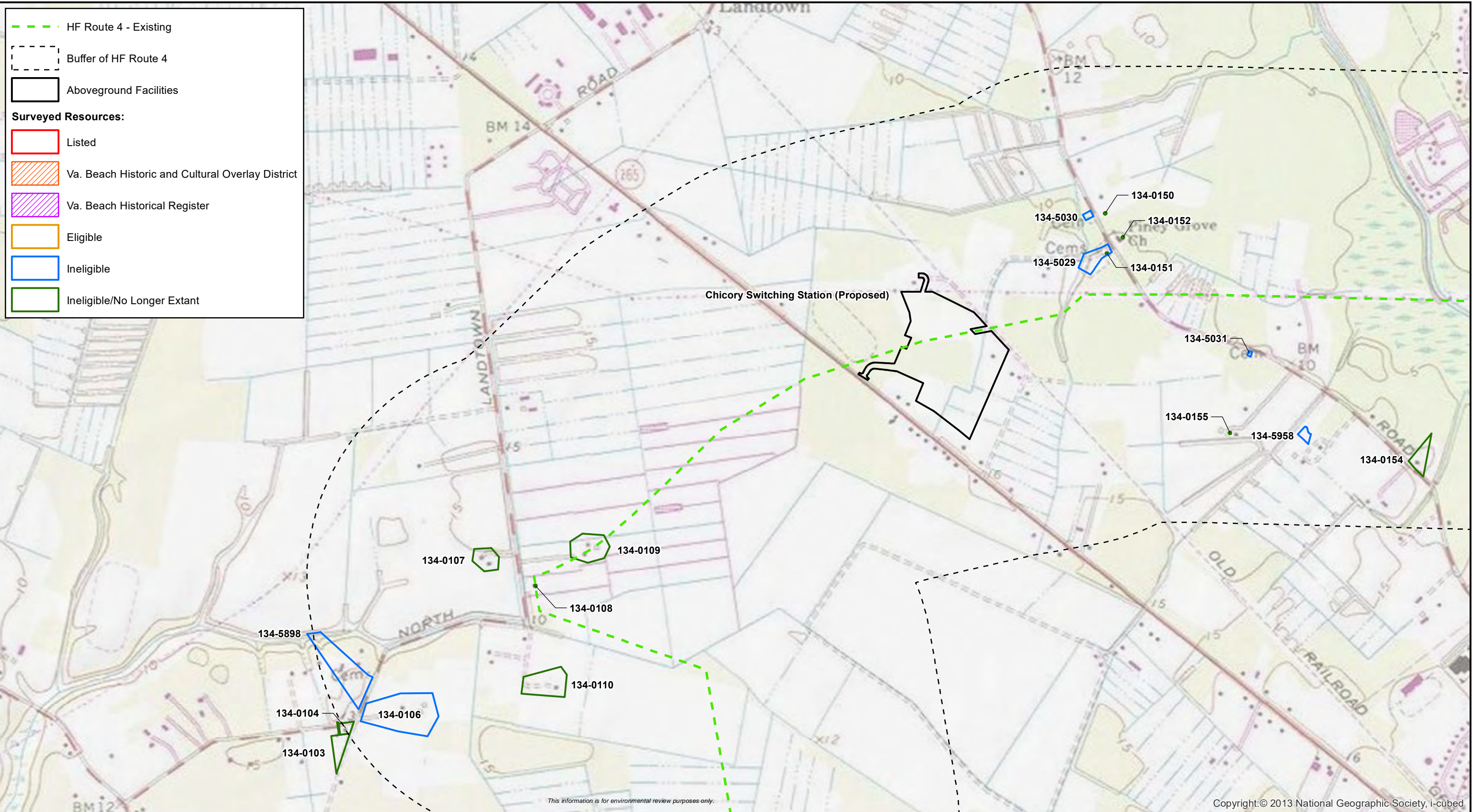


**Attachment 2 – HF Route 4  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 2 OF 7



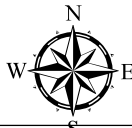
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0 0.1 0.2 0.3  
Miles



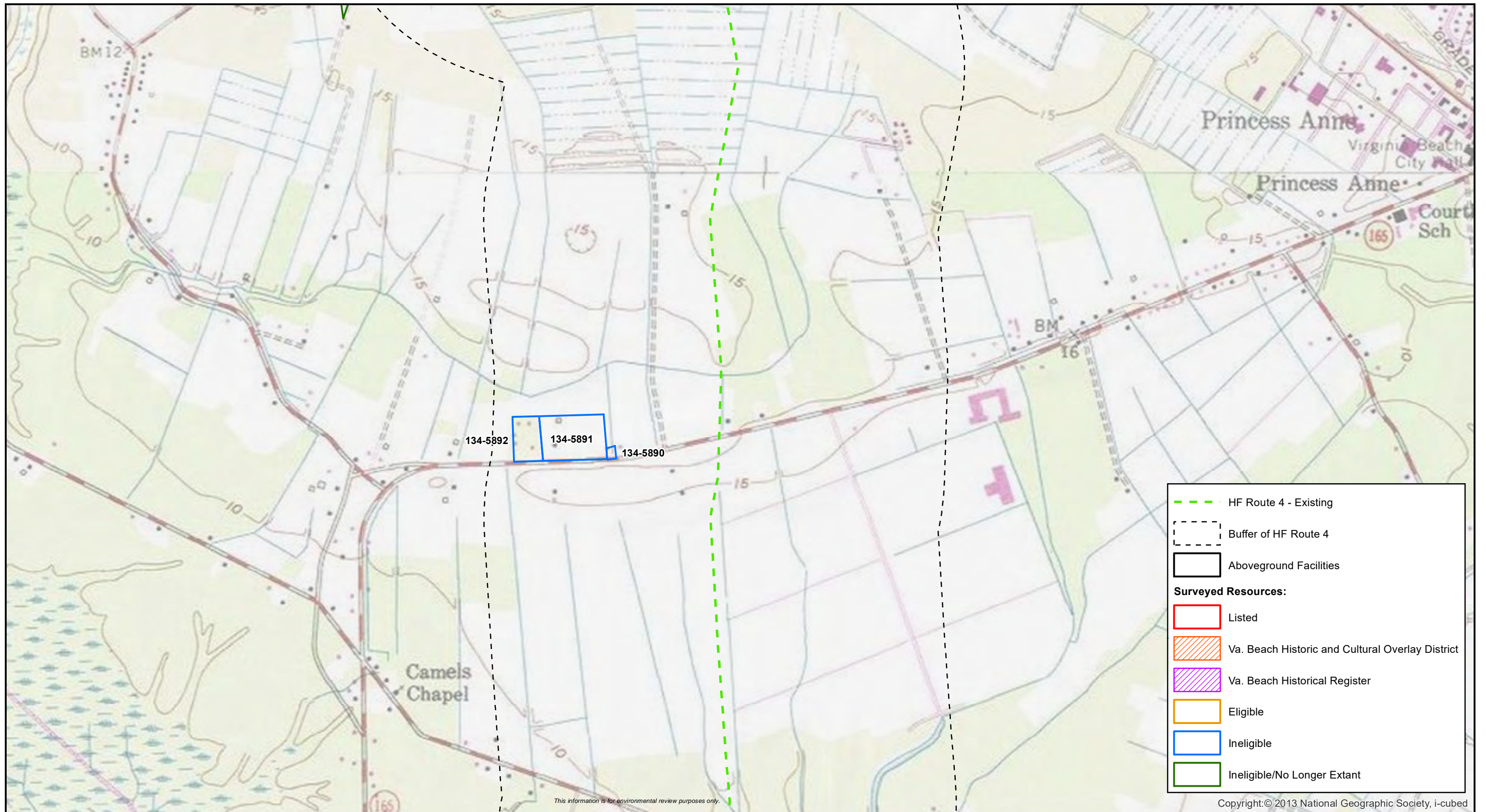
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**Attachment 2 – HF Route 4**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

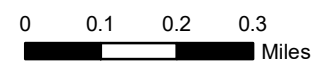
SHEET 3 OF 7





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1:16,000



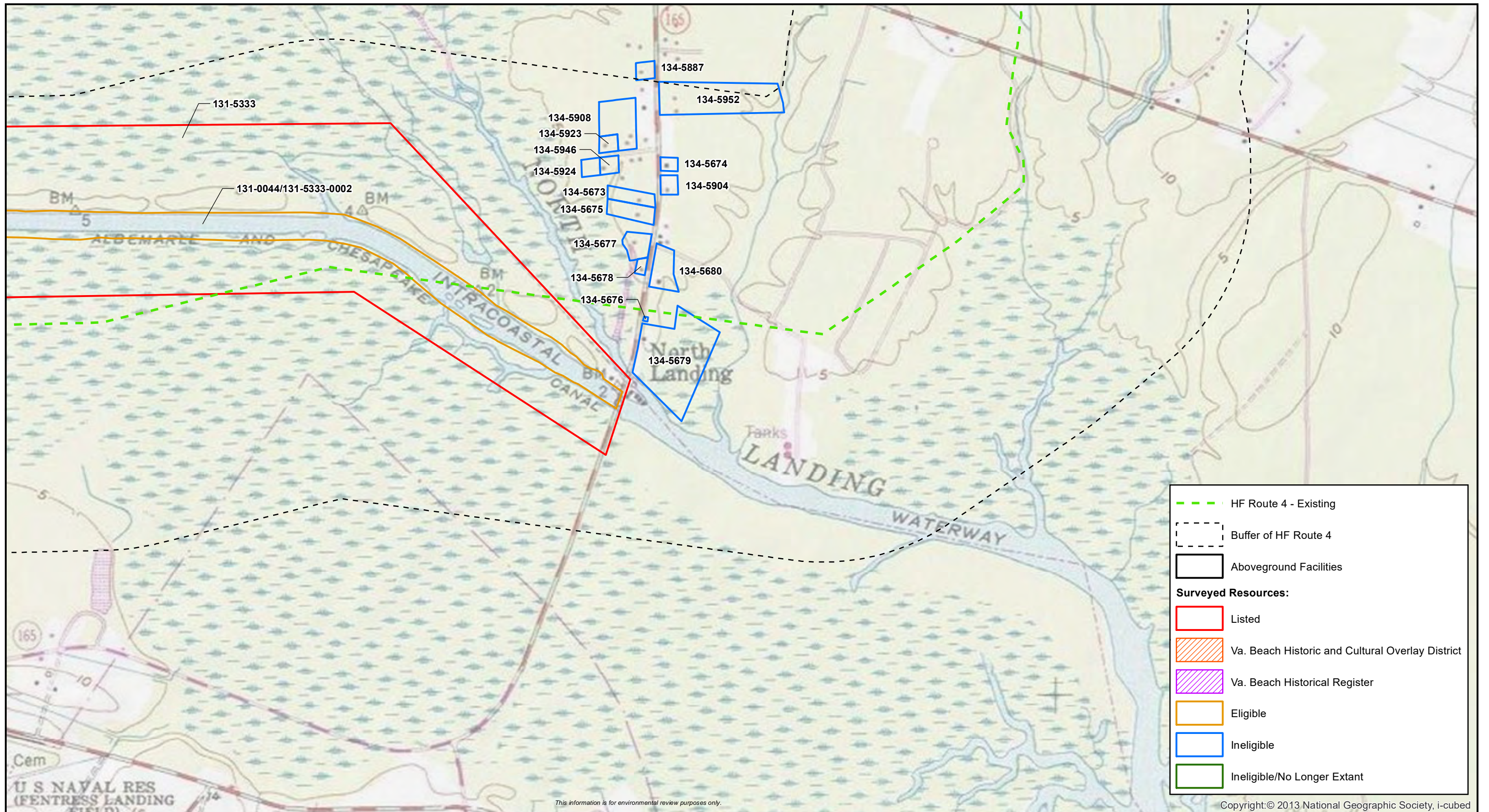
**Attachment 2 – HF Route 4  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 4 OF 7



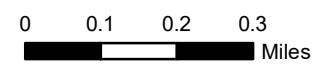
DRAWN BY: GIS





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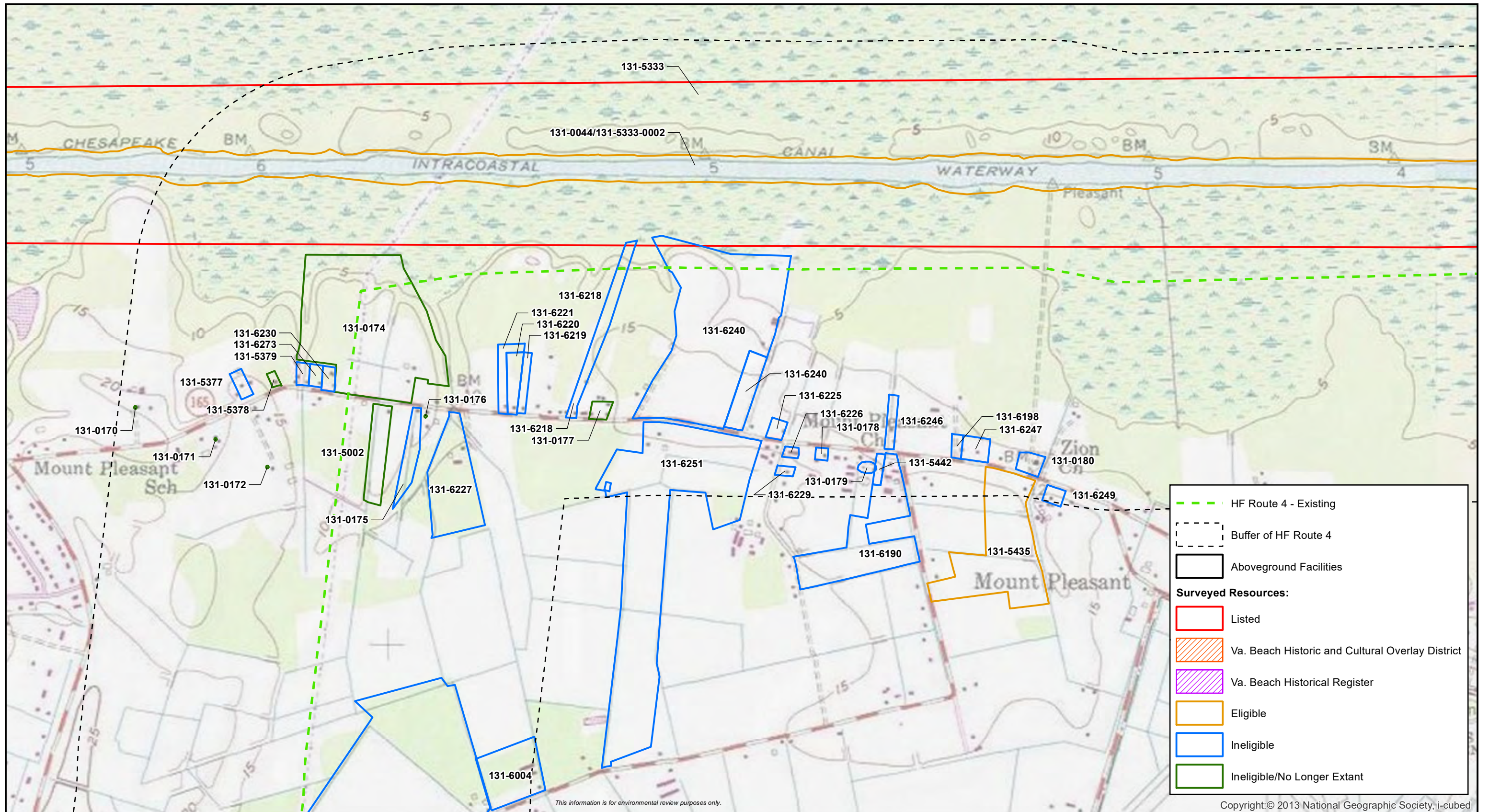


**Attachment 2 – HF Route 4  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 5 OF 7

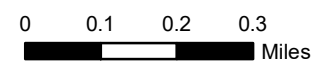


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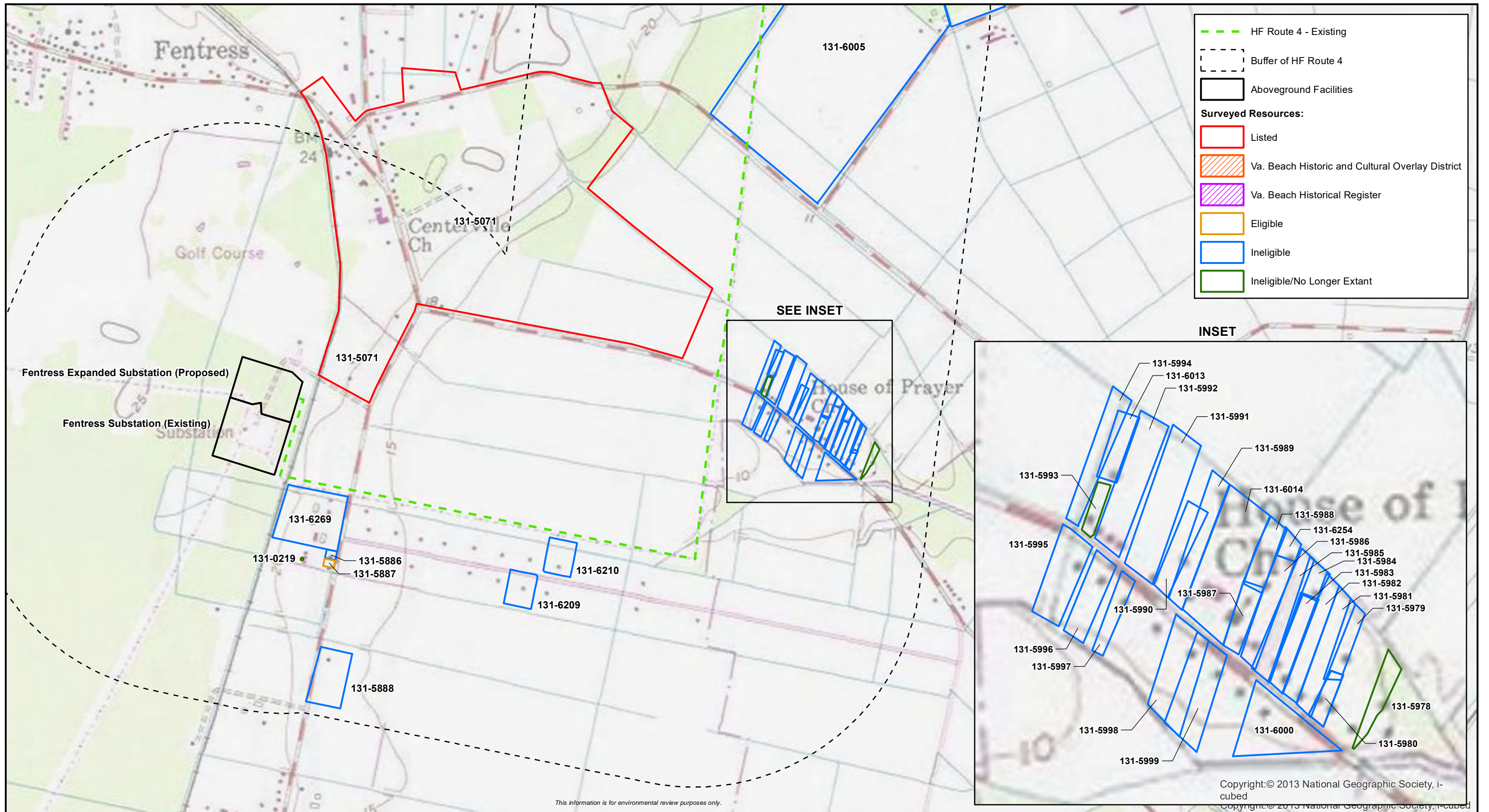


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**Attachment 2 – HF Route 4  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

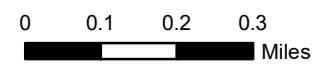
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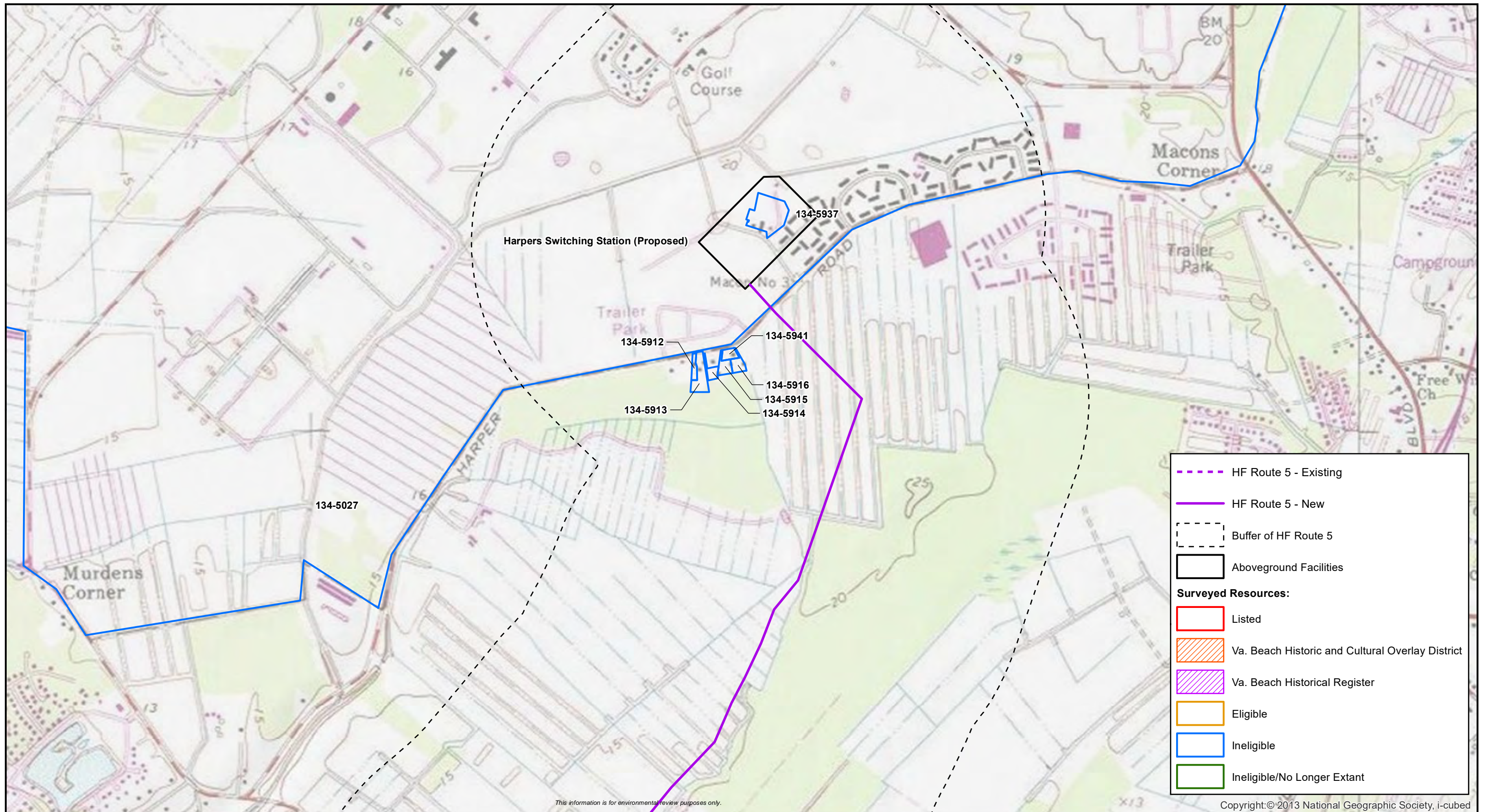
**Attachment 2 – HF Route 4  
 Historic Resources within APE  
 Coastal Virginia Offshore Wind Commercial Project  
 Dominion Virginia Power  
 Virginia Beach and Chesapeake, VA**

SHEET 7 OF 7



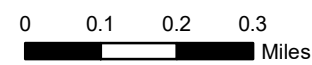
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## HF Route 5



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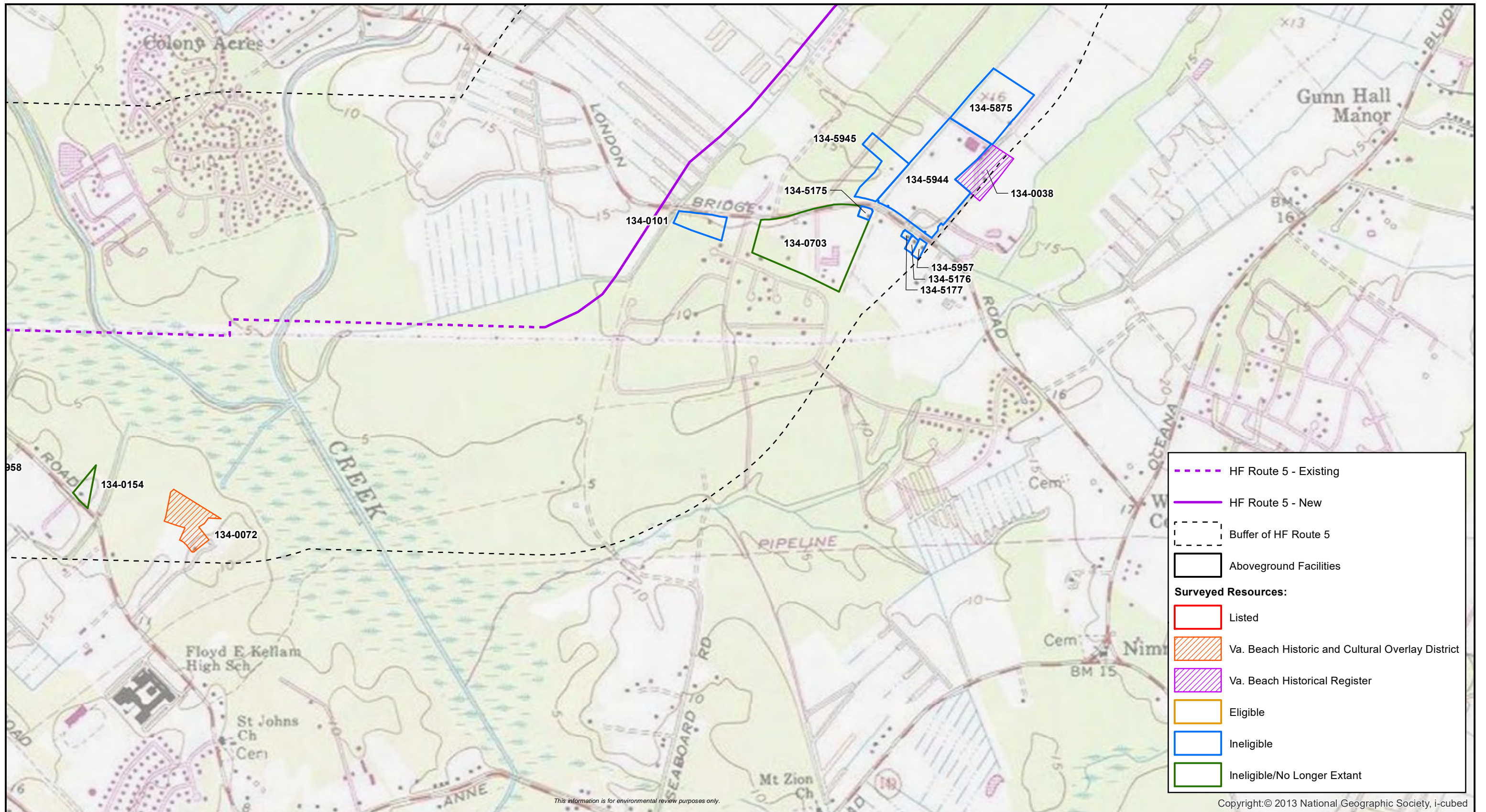


**Attachment 2 – HF Route 5  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 1 OF 9



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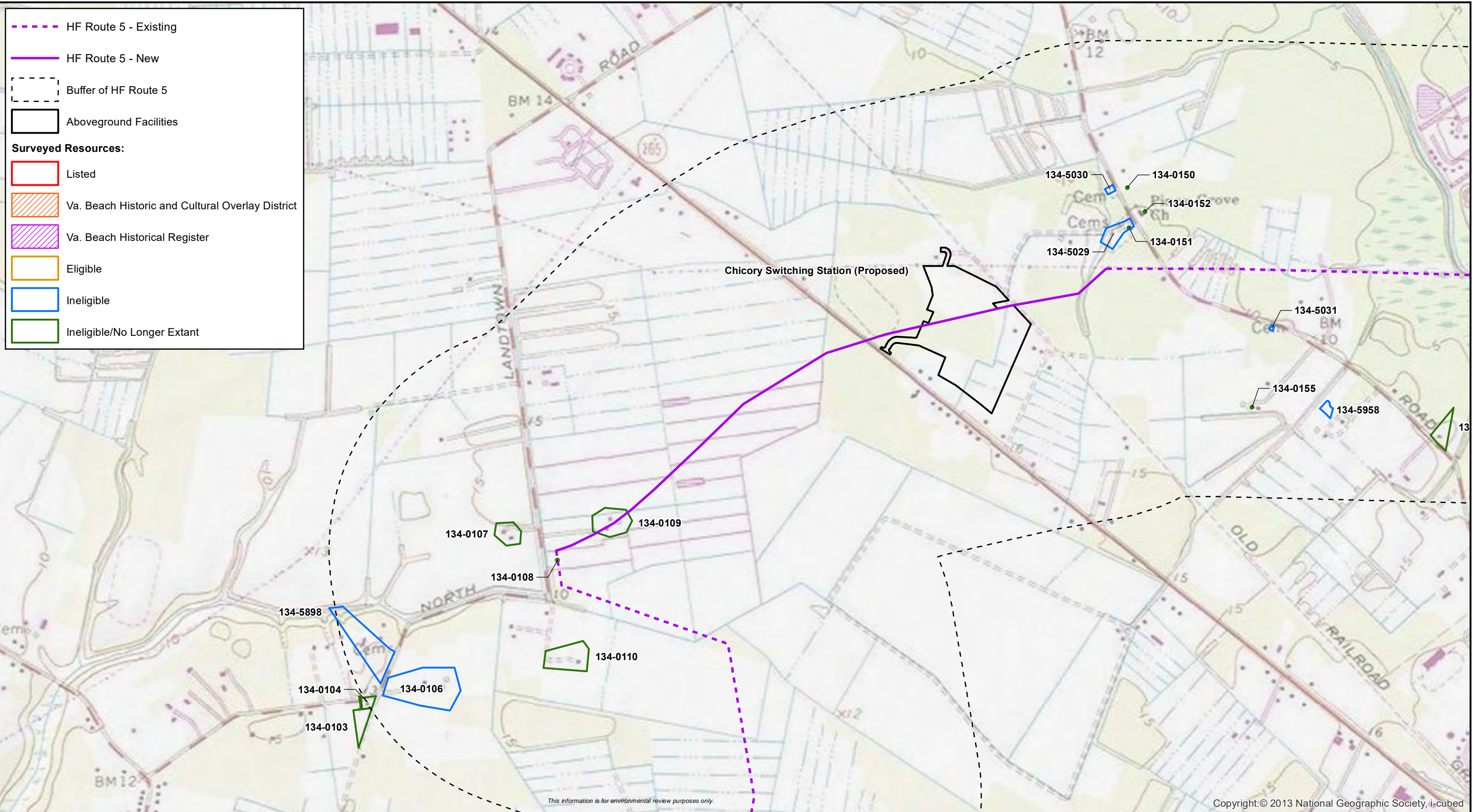


**Attachment 2 – HF Route 5  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 2 OF 9

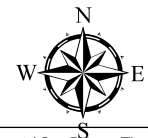
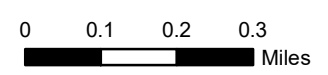


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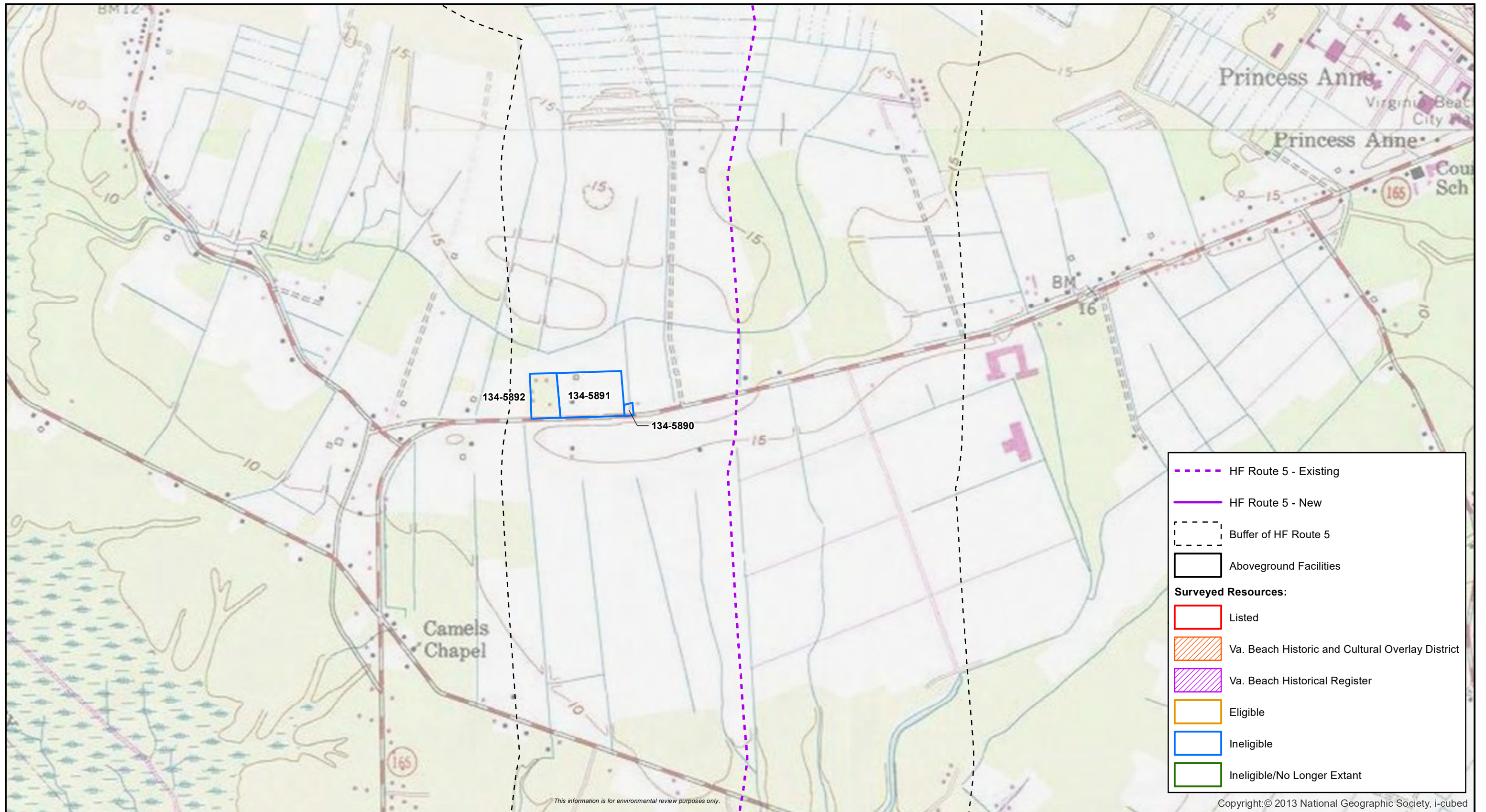


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**Attachment 2 – HF Route 5  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 3 OF 9





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Miles



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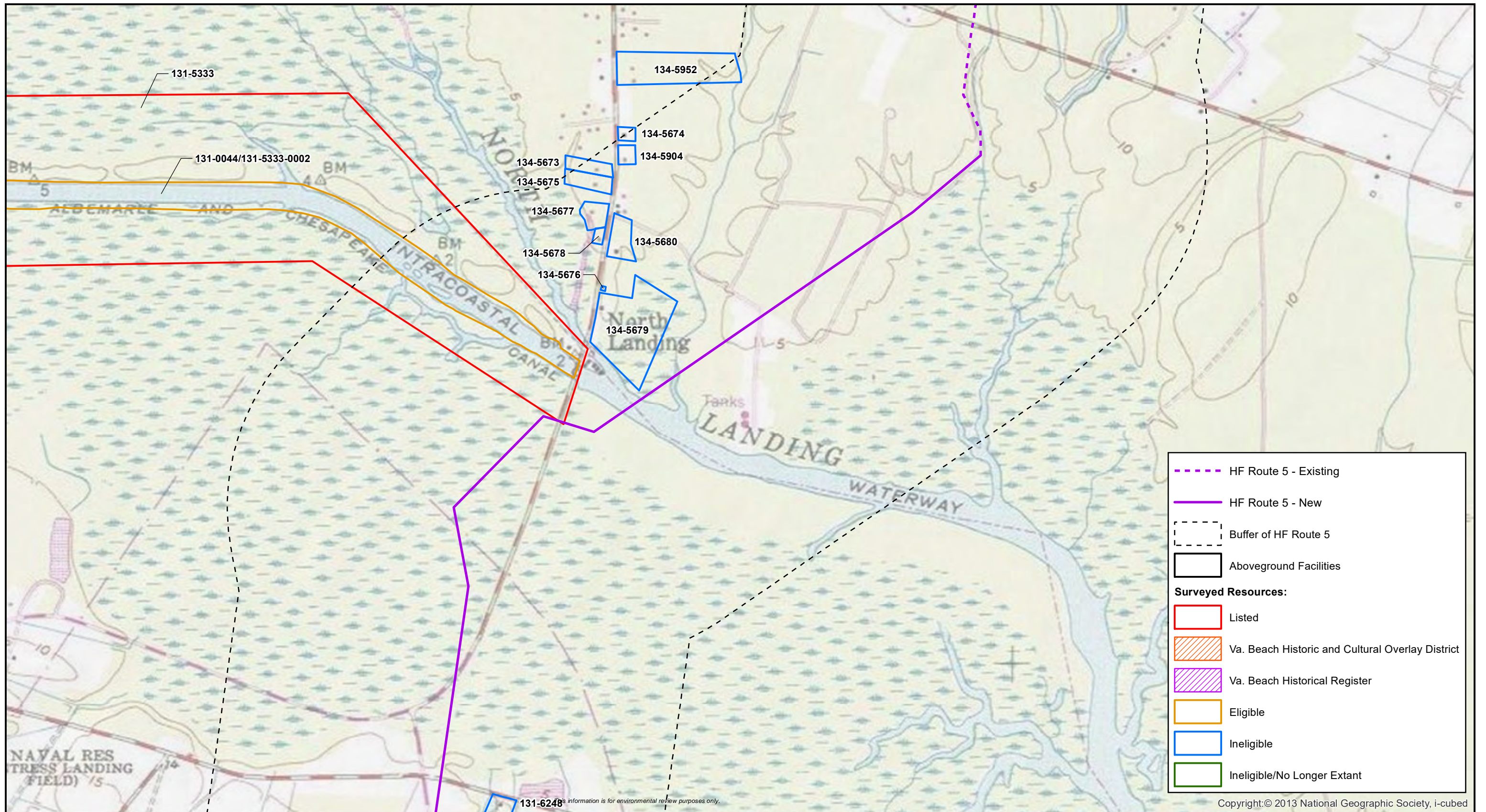


**Attachment 2 – HF Route 5**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

SHEET 4 OF 9







- - - - HF Route 5 - Existing  
 \_\_\_\_\_ HF Route 5 - New  
 - - - - Buffer of HF Route 5  
 □ Aboveground Facilities  
**Surveyed Resources:**  
 □ Listed  
 ▨ Va. Beach Historic and Cultural Overlay District  
 ▨ Va. Beach Historical Register  
 □ Eligible  
 □ Ineligible  
 □ Ineligible/No Longer Extant

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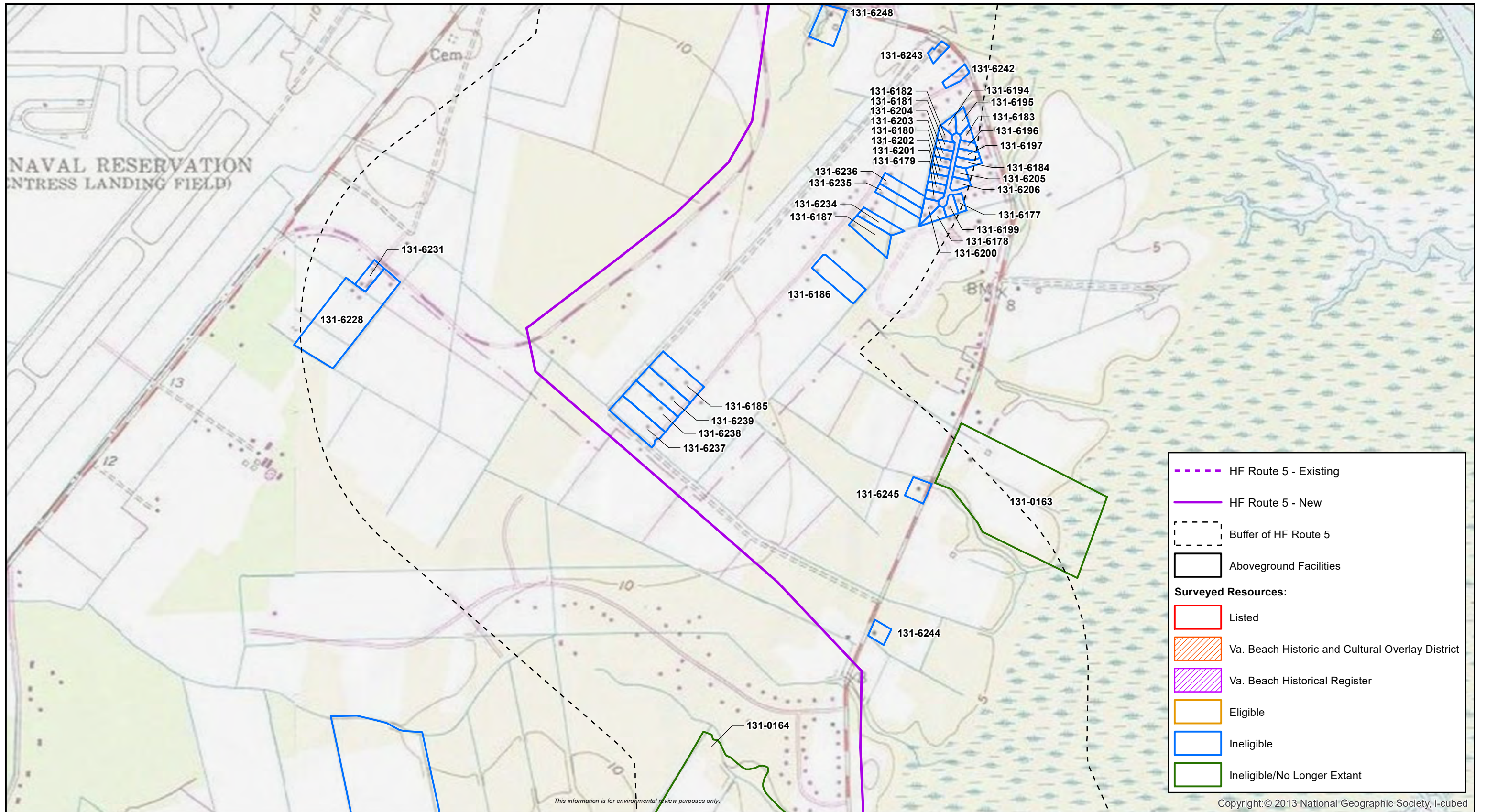
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**Attachment 2 – HF Route 5**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**

SHEET 5 OF 9

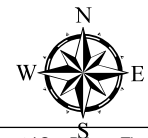




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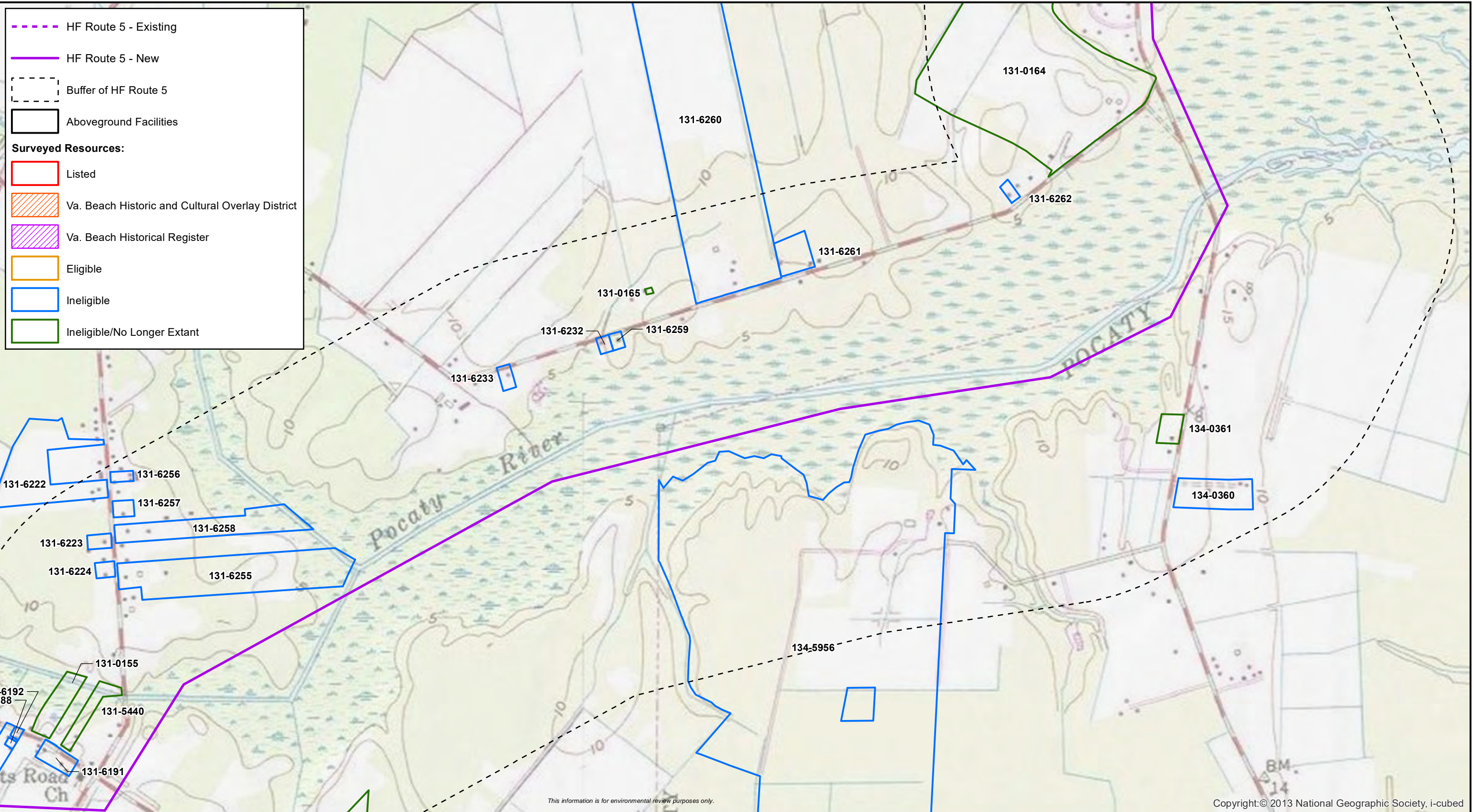
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**Attachment 2 – HF Route 5  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 6 OF 9





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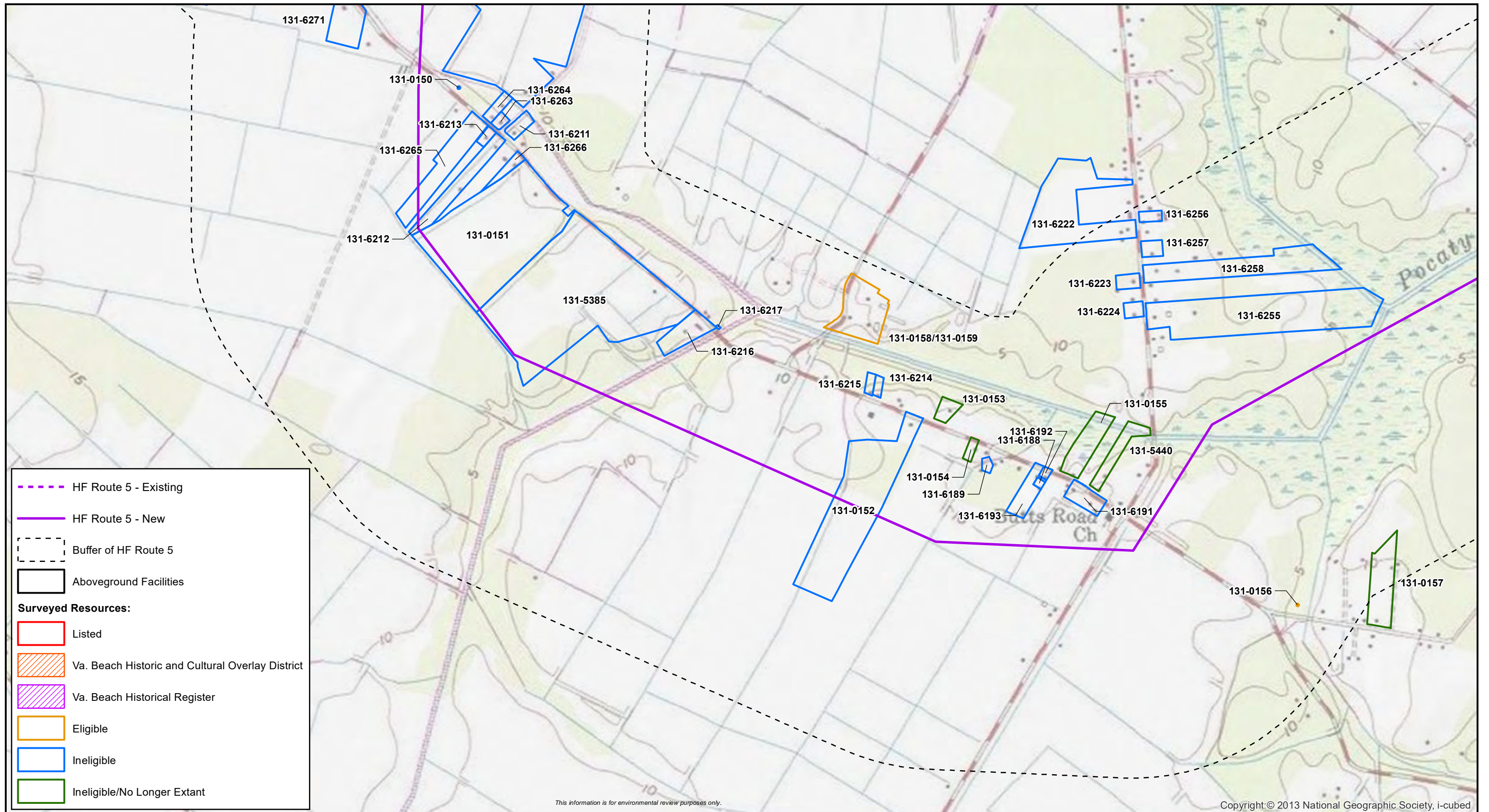
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**Attachment 2 – HF Route 5  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

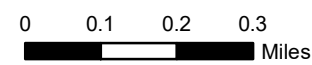
SHEET 7 OF 9





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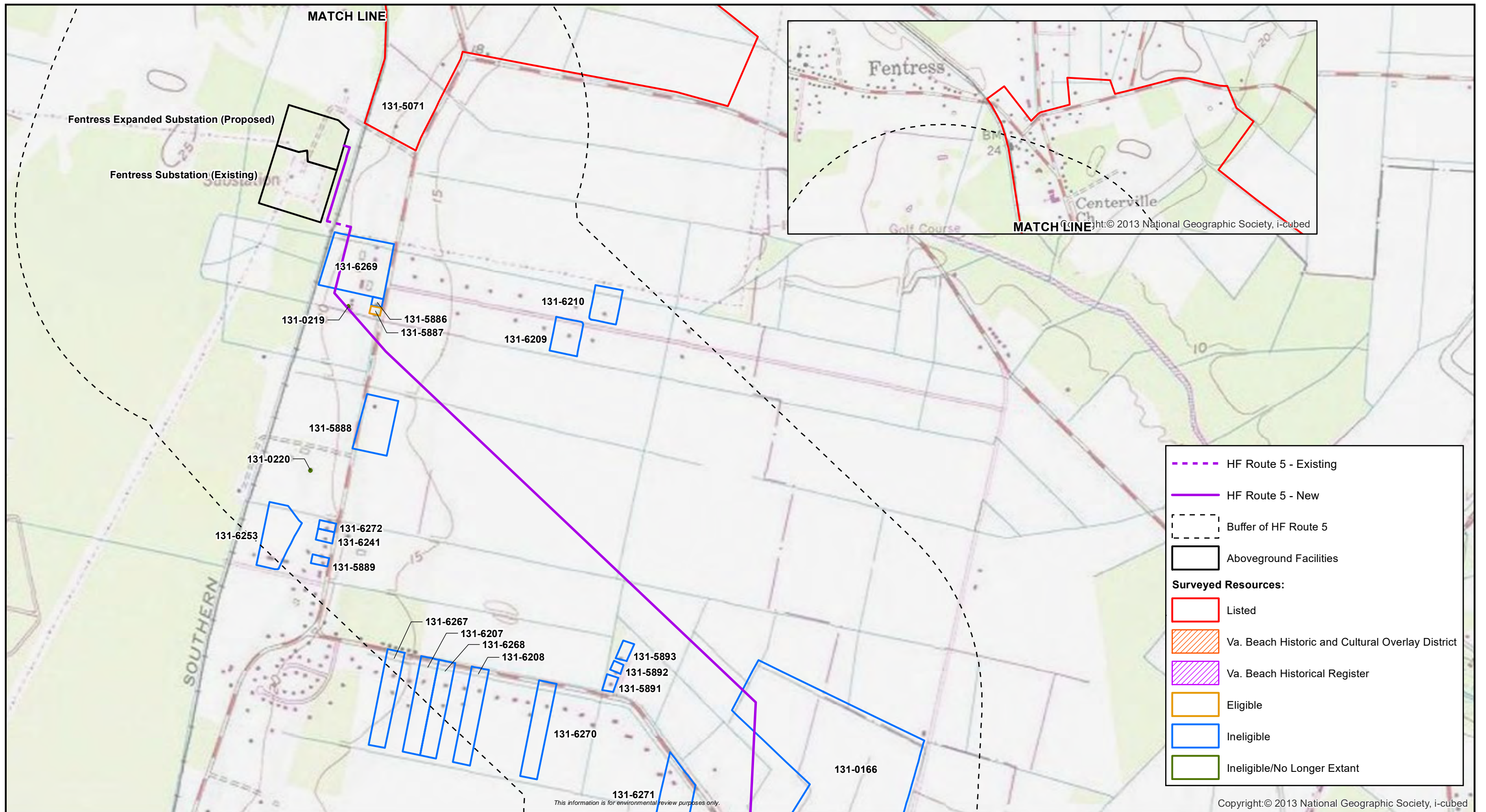


**Attachment 2 – HF Route 5**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
**Virginia Beach and Chesapeake, VA**

SHEET 8 OF 9

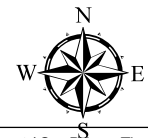


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- HF Route 5 - Existing
- HF Route 5 - New
- Buffer of HF Route 5
- Aboveground Facilities
- Surveyed Resources:**
- Listed
- Va. Beach Historic and Cultural Overlay District
- Va. Beach Historical Register
- Eligible
- Ineligible
- Ineligible/No Longer Extant

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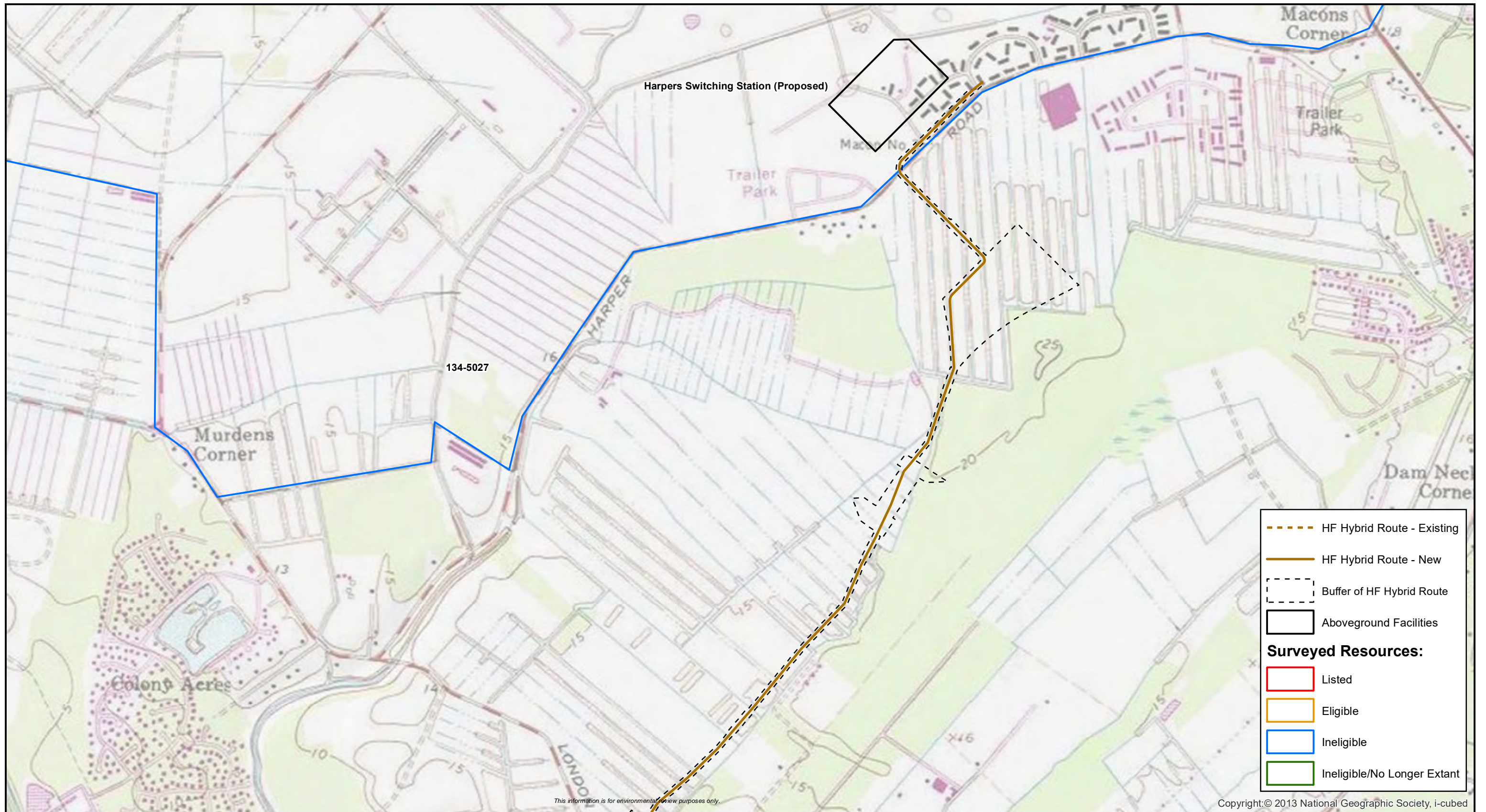
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**Attachment 2 – HF Route 5  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 9 OF 9



## HF Hybrid Route



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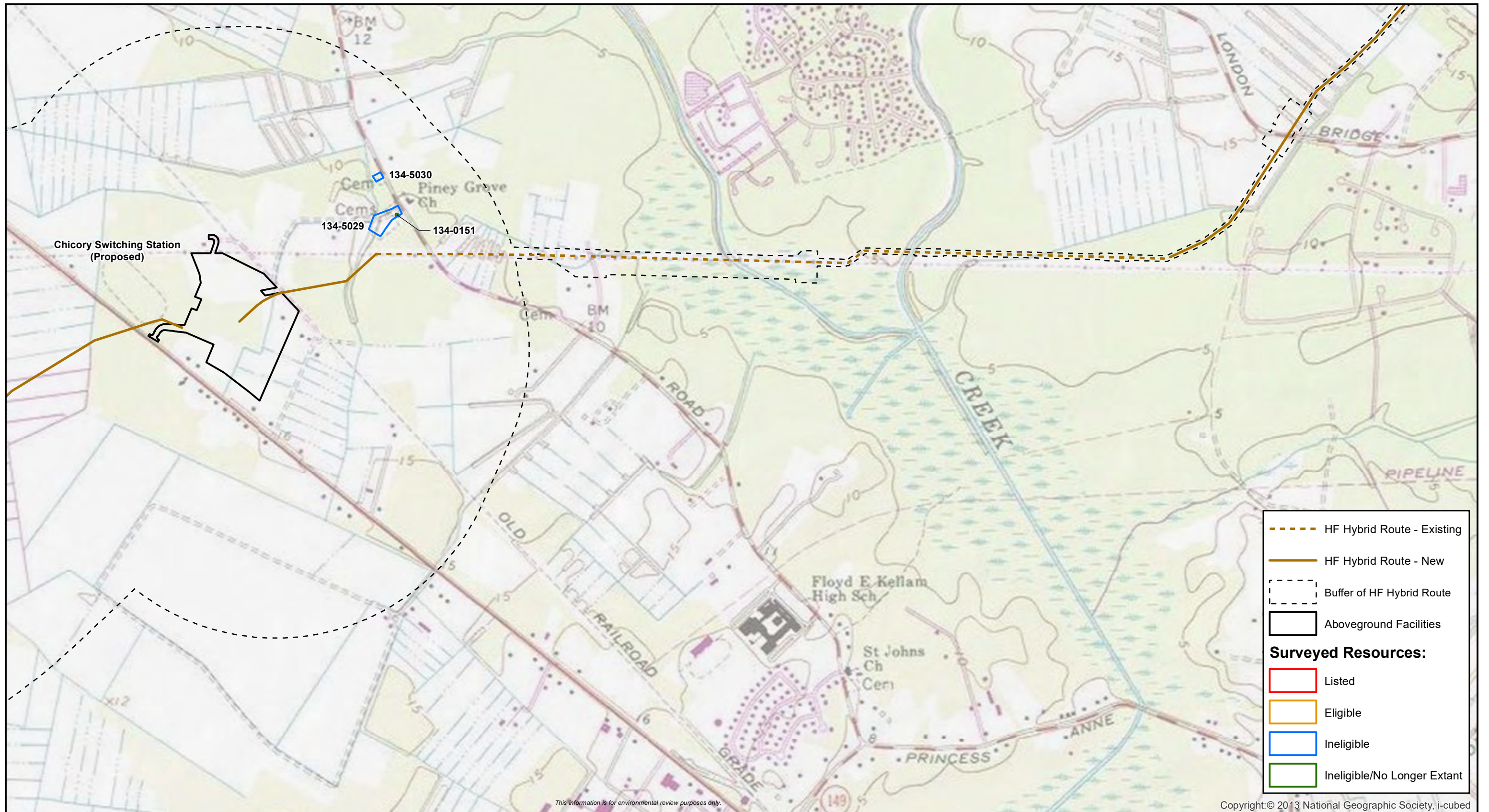


**Attachment 2 – HF Hybrid Route  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 1 OF 7



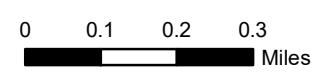
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- - - - - HF Hybrid Route - Existing  
 ——— HF Hybrid Route - New  
 - - - - - Buffer of HF Hybrid Route  
 □ Aboveground Facilities  
**Surveyed Resources:**  
 □ Listed  
 □ Eligible  
 □ Ineligible  
 □ Ineligible/No Longer Extant

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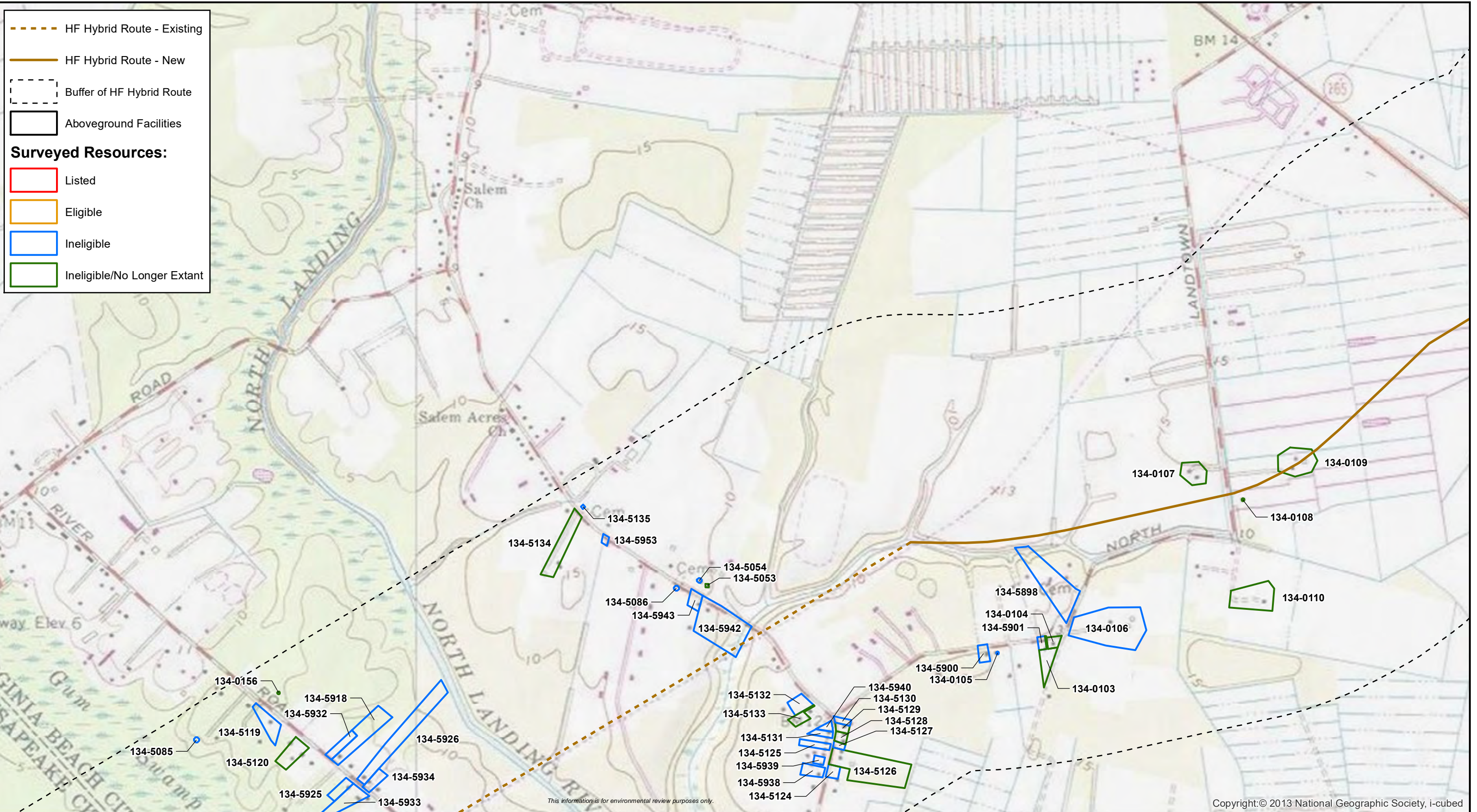


**Attachment 2 – HF Hybrid Route**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

SHEET 2 OF 7

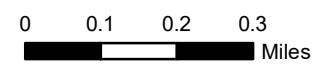






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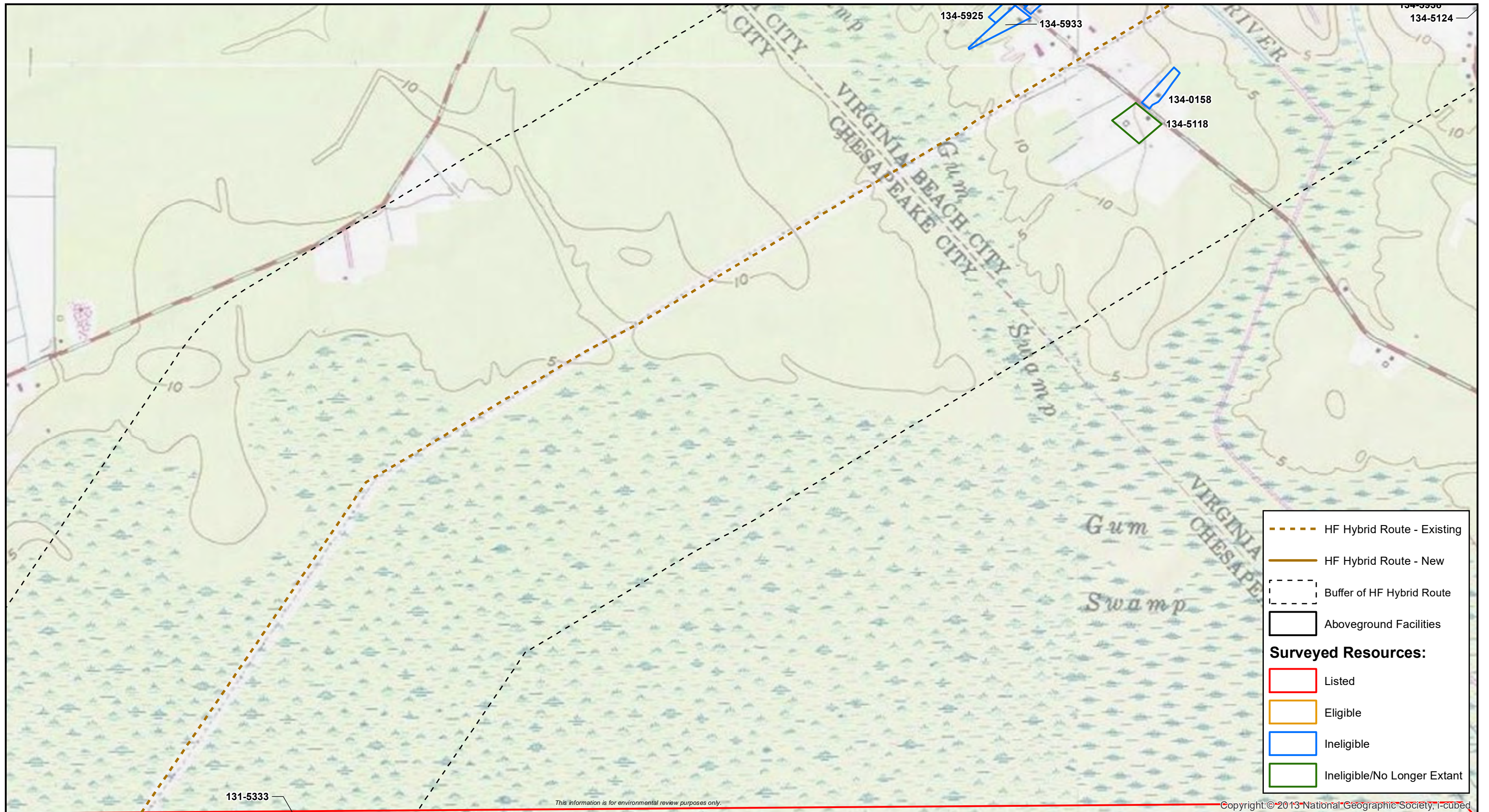
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**Attachment 2 – HF Hybrid Route  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

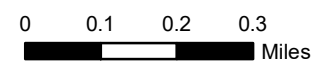
SHEET 3 OF 7





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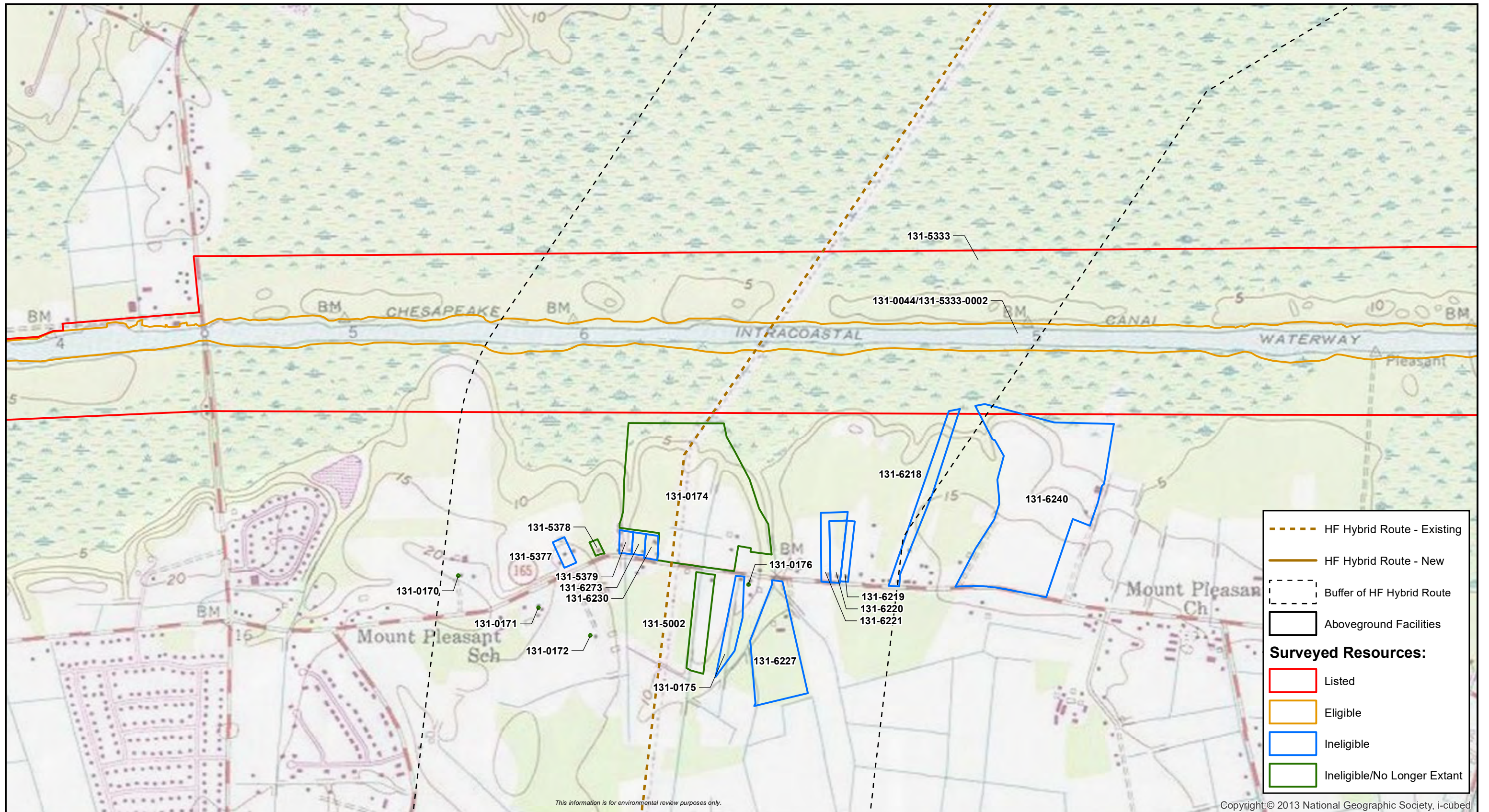


**Attachment 2 – HF Hybrid Route  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 4 OF 7



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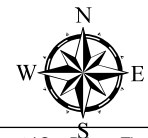
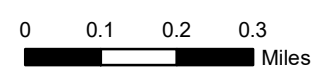
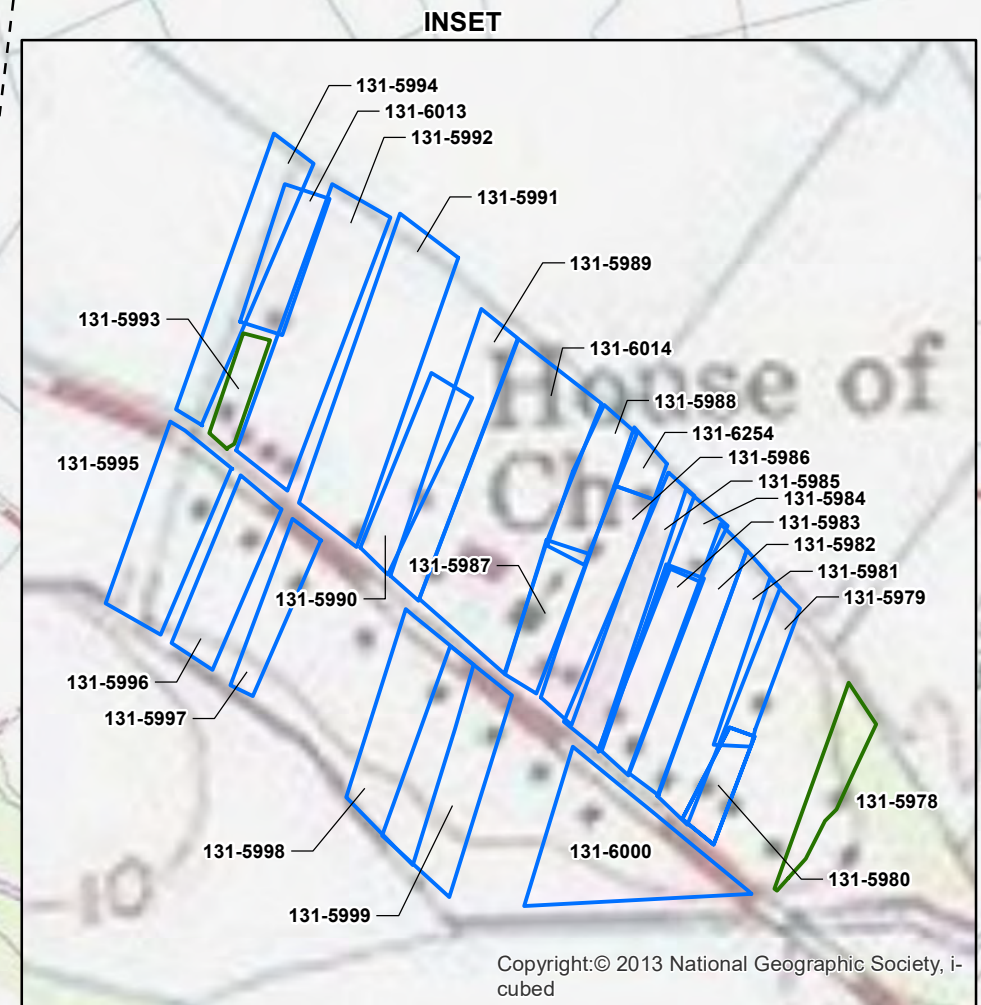
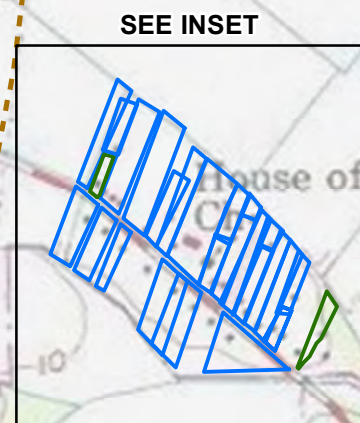
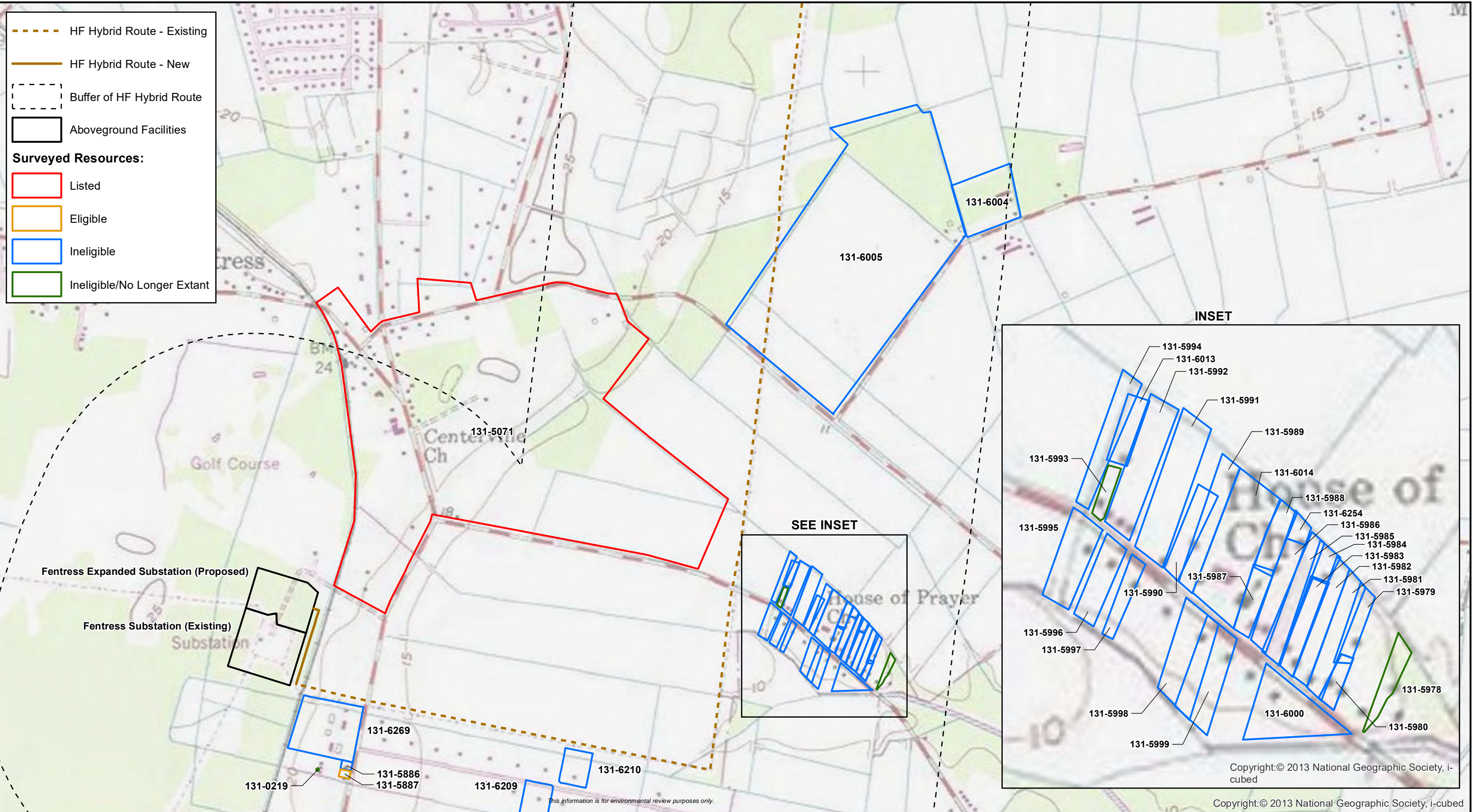


**Attachment 2 – HF Hybrid Route  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**

SHEET 5 OF 7

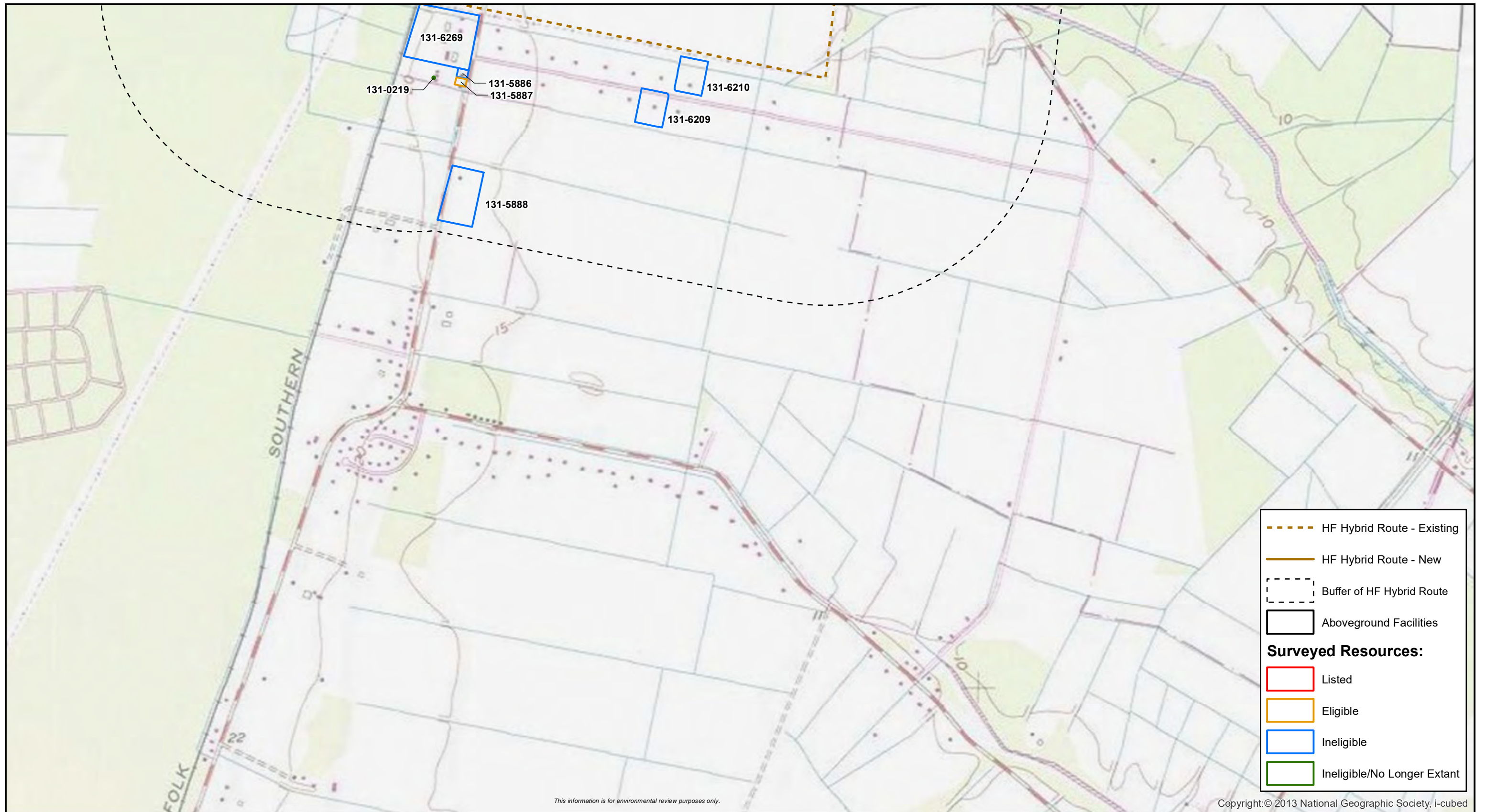


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**Attachment 2 – HF Hybrid Route  
Historic Resources within APE  
Coastal Virginia Offshore Wind Commercial Project  
Dominion Virginia Power  
Virginia Beach and Chesapeake, VA**





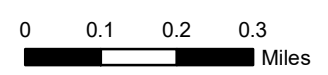
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 ——— HF Hybrid Route - New  
 - - - - Buffer of HF Hybrid Route  
 □ Aboveground Facilities

**Surveyed Resources:**

□ Listed  
 □ Eligible  
 □ Ineligible  
 □ Ineligible/No Longer Extant

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**Attachment 2 – HF Hybrid Route**  
**Historic Resources within APE**  
**Coastal Virginia Offshore Wind Commercial Project**  
**Dominion Virginia Power**  
 Virginia Beach and Chesapeake, VA

SHEET 7 OF 7



**ATTACHMENT 3 NO LONGER EXTANT HISTORIC RESOURCE PHOTOS**



Figure 1. 131-0153, Wood Farm, no longer extant, view to the north.



Figure 2. 131-0154, house, no longer extant, view to the southwest.

---



Figure 3. 131-0155, Greek Revival House, no longer extant, view to the northwest.



Figure 4. 131-0157, house, no longer extant, view to the north.





Figure 5. 131-0163, house, no longer extant, view to the southeast.



Figure 6. 131-0164, house, no longer extant, view to the northwest.

---



Figure 7. 131-0165, house, no longer extant, view to the northwest.



Figure 8. 131-0170, farmhouse, replacement dwelling, view to the north.



Figure 9. 131-0171, farmhouse, no longer extant, view to the east.



Figure 10. 131-0172, farmhouse, no longer extant, view to the east.



Figure 11. 131-0174, house, no longer extant, view to the north.



Figure 12. 131-0176, house, no longer extant, view to the south.

---



Figure 13. 131-0177, house, no longer extant, view to the north.



Figure 14. 131-0219, worker houses, no longer extant, view to the northwest.

---



Figure 15. 131-0220, Queen Anne house, no longer extant, view to the west.



Figure 16. 131-5002, house, no longer extant, view to the south.

---



Figure 17. 131-5378, Colonial Revival dwelling, no longer extant, view to the northwest.



Figure 18. 131-5440, house, no longer extant, view to the northeast.

---



Figure 19. 131-5978, Minimal Traditional house, no longer extant, view to the northeast.



Figure 20. 131-5993, Minimal Traditional house, no longer extant, view to the northeast.





Figure 21. 134-0103, Shotgun house, no longer extant, view to the south.



Figure 22. 134-0104, vernacular I-House, no longer extant, view to the southeast.



Figure 23. 134-0107, vernacular I-House, no longer extant, view to the west.



Figure 24. 134-0108, house, no longer extant, view to the east.

---



Figure 25. 134-0109, house, no longer extant, view to the south.



Figure 26. 134-0110, vernacular I-House, no longer extant, view to the south.



Figure 27. 134-0111, Craftsman house, no longer extant, view to the southeast.



Figure 28. 134-0150, house, no longer extant, view to the west.



Figure 29. 134-0151, Piney Grove Church, no longer extant, view to the west.



Figure 30. 134-0152, Piney Grove Church Hall, no longer extant, replacement church, view to the north.



Figure 31. 134-0154, house, no longer extant, view to the north.



Figure 32. 134-0155, Pleasant Acres Farm, no longer extant, view to the west.



Figure 33. 134-0156, shotgun house, no longer extant, view to the northwest.



Figure 34. 134-0361, house, no longer extant, view to the west.

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Figure 35. 134-0548, North Landing Chapel, no longer extant, view to the north.



Figure 36. 134-0703, house, no longer extant, view to the south.

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Figure 37. 134-5053, vernacular house, no longer extant, view to the northeast.



Figure 38. 134-5118, vernacular house, no longer extant, view to the southwest.

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Figure 39. 134-5120, vernacular house, no longer extant, view to the southwest.



Figure 40. 134-5126, vernacular house, no longer extant, view to the southeast.

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Figure 41. 134-5128, vernacular house, no longer extant, view to the east.



Figure 42. 134-5129, vernacular house, no longer extant, view to the east.

---



Figure 43. 134-5133, vernacular house, no longer extant, view to the southwest.



Figure 44. 134-5134, Brenneman House, no longer extant, view to the southwest.

---



Figure 45. 134-5217, house, no longer extant, view to the south.



Figure 46. 134-5228, house, no longer extant, view to the northwest.



Figure 47. 134-5229, house, no longer extant, view to the northwest.

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**ATTACHMENT 4 HISTORIC RESOURCE PHOTOS**



Figure 1. 131-0044/131-5333-0002, Albemarle & Chesapeake Canal, view from North Landing Road to the southeast.



Figure 2. 131-0150, saddlebag, southwest and southeast elevations, view to the north.





Figure 3. 131-0151, Powers-Deal Cemetery, overview, view to the southwest.



Figure 4. 131-0152, vernacular dwelling, northeast and southeast elevations, view to the west.

---



Figure 5. 131-0156, Silvertown Avenue Cemetery, no view, view to the northeast.



Figure 6: 131-0158, Eddie Hudgins Store, southwest and southeast elevations, view to the north.

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Figure 7: 131-0159, Pocaty Farm, southwest and northwest elevations, view to the east.



Figure 8. 131-0166, dwelling, southwest and southeast elevations, view to the north.

---



Figure 9: 131-0175, I-House, north and west elevations, view to the southeast.



Figure 10. 131-0178, vernacular dwelling, north elevation, view to the south.



Figure 11. 131-0179, Mount Pleasant Mennonite Church, north and west elevations, view to the south-



Figure 12. 131-0180, Zion Cemetery, view to the north-northeast.

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Figure 13. 131-5071, Centreville-Fentress Historic District, view to the northwest.



Figure 14. 131-5333, Albemarle & Chesapeake Canal Historic District, view from Mt. Pleasant Road to the northwest.

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Figure 15. 131-5377, upright and wing dwelling, southeast and northeast elevations, view to the west.



Figure 16. 131-5379, dwelling, south elevation, view to the north.



Figure 17. 131-5385, Vann Cemetery, overview, view to the southwest.



Figure 18. 131-5435, Mount Pleasant Farms, Craftsman Bungalow, northeast elevation, view to the southwest.

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Figure 19. 131-5435, Mount Pleasant Farms, Craftsman Bungalow, northeast and southeast elevations,



Figure 20. 131-5435, Mount Pleasant Farms, garage, northeast and northwest elevations, view to the



Figure 21. 131-5442, Dwelling, north elevation, view to the south.



Figure 22. 131-6190, Kurtz Farm, Structure 1, north and west elevations, view to the southeast



Figure 23. 131-6190, Kurtz Farm, Structure 2, north elevation, view to the south.



Figure 24. 131-5886, worker house, east and north elevations, view to the southwest.

---



Figure 25. 131-5887, worker house, north and east elevations, view to the southwest.



Figure 26. 131-5888, 3W's Farm Market, dwelling, north and west elevations, view to the southeast.

---



Figure 27. 131-5889, linear Ranch, east elevation, view to the west.



Figure 28. 131-5891, dwelling, south elevation, view to the north.



Figure 29. 131-5892, partially visible dwelling, south and east elevations, view to the northwest.



Figure 30. 131-5893, linear Ranch, view to the northwest.

---



Figure 31. 131-5979, Minimal Traditional dwelling, southwest and northwest elevations, view to the east.



Figure 32. 131-5980, vernacular dwelling, southwest and northwest elevations, view to the east.

---



Figure 33. 131-5981, vernacular dwelling, southwest and southeast elevations, view to the north.



Figure 34. 131-5982, remnant of Minimal Traditional dwelling, southwest and northwest elevations, view to the east.

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Figure 35. 131-5983, Minimal Traditional dwelling, southwest and northwest elevations, view to the east.



Figure 36. 131-5984, Ranch style dwelling, southwest elevation, view to the northeast.



Figure 37. 131-5985, Cape Cod dwelling, southwest and northwest elevations, view to the east.



Figure 38. 131-5986, Colonial Revival dwelling, southwest and northwest elevations, view to the east.

---



Figure 39. 131-5987, dwelling, southwest and northwest elevations, view to the east.



Figure 40. 131-5988, dwelling, southwest and northwest elevations, view to the east.

---



Figure 41. 131-5989, Minimal Traditional dwelling, southwest and southeast elevations, view to the north.



Figure 42. 131-5990, American Small House, southwest elevation, view to the northeast.

---



Figure 43. 131-5991, Cape Cod dwelling, southwest elevation, view to the northeast.



Figure 44. 131-5992, primary dwelling, southwest elevation, view to the northeast



Figure 45. 131-5992, secondary dwelling, southwest and southeast elevations, view to the north.



Figure 46. 131-5994, Ranch, southwest and southeast elevations, view to the north.

---



Figure 47. 131-5995, vernacular dwelling, northeast and southeast elevations, view to the west.



Figure 48. 131-5996, Craftsman dwelling, northeast and southeast elevations, view to the west.



Figure 49. 131-5997, dwelling, northeast and southeast elevations, view to the west.



Figure 50. 131-5998, Cape Cod dwelling, northeast elevation, view to the southwest.





Figure 51. 131-5999, vernacular dwelling, northeast elevation, view to the southwest.



Figure 52. 131-6000, Craftsman dwelling, northeast elevation, view to the southwest.



Figure 53. 131-6004, vernacular dwelling, southeast elevation, view to the northwest.



Figure 54. 131-6005, vernacular primary dwelling, southeast and southwest elevations, view to the north.

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Figure 55. 131-6005, vernacular secondary dwelling, southeast elevation, view to the northwest



Figure 56. 131-6012, Ranch dwelling, west elevation, view to the east.



Figure 57. 131-6013, Ranch dwelling, south elevation, view to the north.



Figure 58. 131-6014, The United House of Prayer for All People Cemetery, view to the northeast.

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Figure 59. 131-6014, The United House of Prayer for All People Church, south elevation, view to the north.



Figure 60. 131-6014, The United House of Prayer for All People Church, south and east elevations, view to the northwest.

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Figure 61: 131-6177, Ranch dwelling, north elevation, view to the south.



Figure 62. 131-6178, Ranch dwelling, north elevation, view to the south.

---



Figure 63. 131-6179, Ranch dwelling, southeast and southwest elevations, view to the north.



Figure 64. 131-6180, Ranch dwelling, east elevation, view to the west.



Figure 65. 131-6181, Ranch dwelling, east elevation, view to the west.



Figure 66: 131-6182, half-courtyard Ranch, east elevation, view to the west.





Figure 67: 131-6183, Ranch dwelling, southwest elevation, view to the northeast.



Figure 68: 131-6184, linear Ranch, west elevation, view to the east.



Figure 69. 131-6185, linear Ranch with cluster, southeast elevation, view to northwest.



Figure 70. 131-6186, linear Ranch, northeast and northwest elevations, view to the south.



Figure 71: 131-6187, linear Ranch, northwest elevation, view to the southeast.



Figure 72. 131-6188, northeast and southeast elevations, view to the south.



Figure 73. 131-6189, dwelling, northeast and northwest elevations, view to the south.



Figure 74. 131-6191, Minimal Traditional dwelling, northeast elevation, view to the southwest.

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Figure 75. 131-6192, dwelling and additions, northeast and northwest elevations, view to the south.



Figure 76. 131-6193, dwelling, northeast and southeast elevations, view to the west.

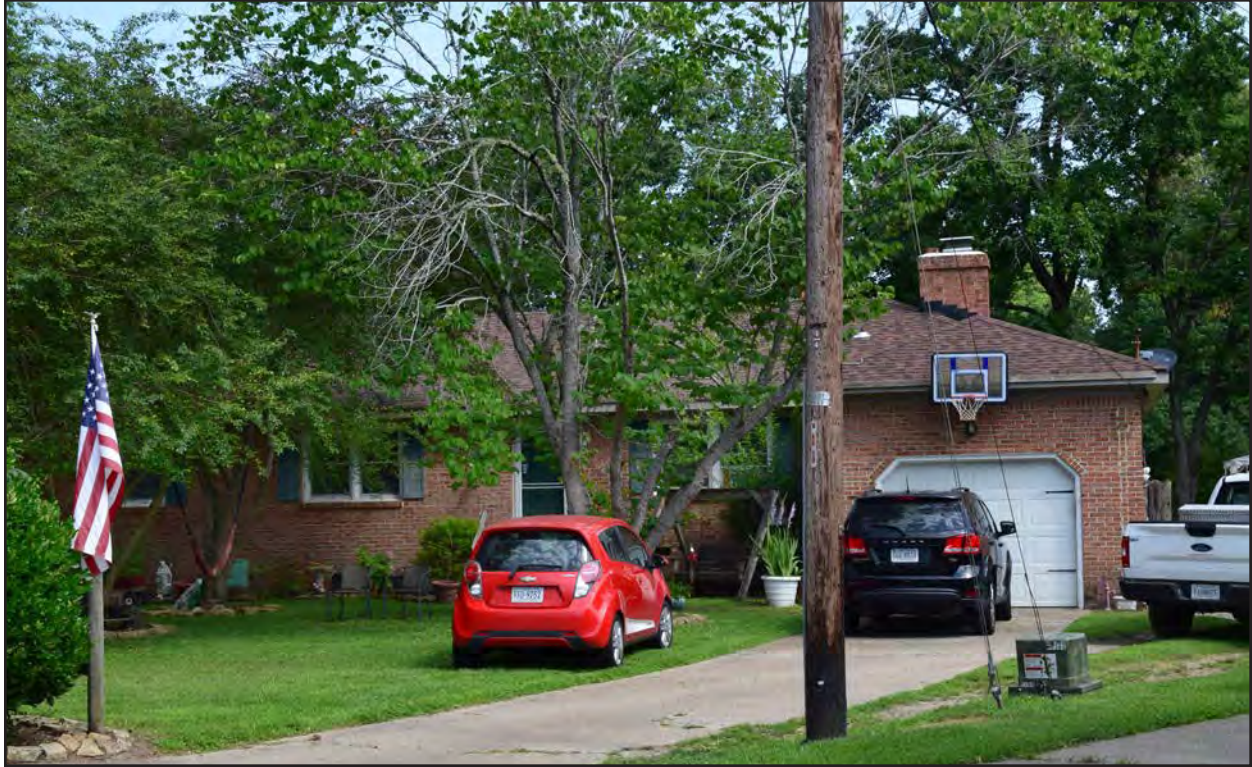


Figure 77. 131-6194, linear ranch, south and east elevations, view to the northwest.



Figure 78. 131-6195, linear ranch, south elevation, view to the north.



Figure 79. 131-6196, linear Ranch, west elevation, view to the east.



Figure 80. 131-6197, linear Ranch, west elevation, view to the east.



Figure 81. 131-6198, compact ranch dwelling, south and west elevations, view to the northeast.



Figure 82. 131-6199, linear Ranch, northwest elevation, view to the southeast.





Figure 83. 131-6200, linear Ranch, east elevation, view to the west.



Figure 84. 131-6201, dwelling, east elevation, view to the west.



Figure 85. 131-6202, half-courtyard Ranch, east elevation, view to the west.



Figure 86. 131-6203, linear Ranch, east elevation, view to the west.

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Figure 87. 131-6204, linear Ranch, east elevation, view to the west.



Figure 88. 131-6205, linear Ranch, west elevation, view to the east.

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Figure 89. 131-6206, linear Ranch, west elevation, view to the east.



Figure 90. 131-6207, linear Ranch, north elevation, view to the south.



Figure 91. 131-6208, linear Ranch, north elevation, view to the south.



Figure 92. 131-6209, linear Ranch, north elevation, view to the south.



Figure 93. 131-6210, linear Ranch dwelling, south elevation, view to the north-northeast.



Figure 94. 131-6211, linear Ranch, southwest elevation, view to the northeast.

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Figure 95. 131-6212, linear Ranch, northeast elevation, view to the southwest.



Figure 96. 131-6213, compact Ranch, northeast and southeast elevations, view to the west.

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Figure 97. 131-6214, half-courtyard Ranch, southwest elevation, view to the northeast.



Figure 98. 131-6215, compact Ranch, southwest and northwest elevations, view to the east.

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Figure 99. 131-6216, Deal's Grocery, northeast elevation, view to the southwest.



Figure 100. 131-6217 /VDOT #8004, view to the southeast.



Figure 101. 131-6218, vernacular dwelling, south elevation, view to the north.



Figure 102. 131-6219, vernacular dwelling, south and east elevations, view to the northwest.



Figure 103: 131-6220, vernacular dwelling, south elevations, view to the north.



Figure 104. 131-6221, American Small House, south elevation, view to the north.

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Figure 105. 131-6222, vernacular dwelling, east and south elevations, view to the northwest.



Figure 106. 131-6223, Ranch, east elevation, view to the west.

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Figure 107. 131-6224, vernacular dwelling, east and south elevations, view to the northwest.



Figure 108. 131-6225, American Small House, south elevation, view to the north.



Figure 109. 131-6226, linear Ranch, north elevation, view to the south.



Figure 110. 131-6227, vernacular dwelling, north elevation, view to the south.

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Figure 111. 131-6228, dwelling, northeast elevation, view to the southwest.



Figure 112. 131-6229, Ranch dwelling, west elevation, view to the east.

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Figure 113. 131-6230, dwelling, south elevation.



Figure 114. 131-6231, dwelling, northeast elevation, view to the southwest.





Figure 115. 131-6232, dwelling, northwest and southwest elevations.



Figure 116. 131-6233, linear Ranch, northwest elevation, view to the southeast.

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Figure 117. 131-6234, linear Ranch with cluster, northwest elevation, view to the southeast.



Figure 118. 131-6235, linear Ranch, northwest elevation, view to the southeast.

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Figure 119. 131-6236, linear Ranch, northwest and southwest elevations, view to the east.



Figure 120. 131-6237, half-courtyard Ranch, north and east elevations, view to the northwest.

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Figure 121. 131-6238, half-courtyard Ranch, east elevation, view to the west.



Figure 122. 131-6239, half-courtyard Ranch, north and east elevations, view to the northwest.

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Figure 123. 131-6240, Neo-eclectic dwelling, southwest and southeast elevations, view to the north.



Figure 124. 131-6241, linear Ranch, east elevation, view to the west.

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Figure 125. 131-6242, dwelling, northeast elevation, view to the southwest



Figure 126. 131-6243, compact Ranch, northeast elevation, view to the southwest.

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Figure 127. 131-6244, American Small House, northwest elevation, view to the southeast.



Figure 128. 131-6245, Tudor Revival dwelling, southeast elevation, view to the northwest.

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Figure 129. 131-6246, vernacular dwelling, south elevation, view to the north.



Figure 130. 131-6247, linear Ranch, southwest elevation, view to the northeast.

---





Figure 131. 131-6248, Colonial Revival dwelling, northeast elevation.



Figure 132. 131-6249, Colonial Revival dwelling, northeast elevation, view to the southwest.



Figure 133. 131-6251, dwelling, north elevation, view to the south.



Figure 134. 131-6253, linear Ranch dwelling, southwest elevation, view to the northeast.

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Figure 135. 131-6254, dwelling, southwest and northwest elevations, view to the east.



Figure 136. 131-6255, Vernacular Dwelling, west elevation, view to the east.

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Figure 137. 131-6256, vernacular dwelling, west elevation, view to the east.



Figure 138. 131-6257, linear Ranch dwelling, west elevation, view to the east.

---



Figure 139. 131-6258, vernacular dwelling, west and south elevations, view to the northeast.



Figure 140. 131-6259, vernacular dwelling, north elevation, view to the south.

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Figure 141. 131-6260, linear Ranch, south elevation, view to the north.



Figure 142. 131-6261, detached garage, south elevation, view to the north.

---



Figure 143. 131-6262, compact Ranch, southeast elevation, view to the northwest.



Figure 144. 131-6263, linear Ranch, southwest elevation, view to the northeast.

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Figure 145. 131-6264, linear Ranch, southwest elevation, view to the northeast.



Figure 146. 131-6265, linear Ranch, northeast elevation, view to the southwest.





Figure 147. 131-6266, dwelling, northeast elevation, view to the southwest.



Figure 148. 131-6267, courtyard Ranch, north elevation, view to the south.



Figure 149. 131-6268, linear Ranch, north elevation, view to the south.



Figure 150. 131-6269, Murray Farms, primary dwelling, east elevation, view to the west.

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Figure 151. 131-6269, Murray Farms, secondary dwelling, east and south elevations, view to the northwest.



Figure 152. 131-6270, linear Ranch, north elevation, view to the south.



Figure 153. 131-6271, linear Ranch, northeast elevation, view to the southwest.



Figure 154. 131-6272, linear Ranch, east elevation, view to the west.

---



Figure 155. 131-6273, linear Ranch, south elevation, view to the north.



Figure 156. 134-0003, James Bell House, east elevation, view to the west.



Figure 157. 134-0003, James Bell House showing additions, south and west elevations, view to the northeast.



Figure 158. 134-0003, James Bell House, garage, north and east elevations, view to the southwest.

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Figure 159. 134-0038, Jonathan Woodhouse House, southwest and southeast elevations, view to the north-northeast.



Figure 160. 134-0072, Thomas Lovett House/Rollingwood Academy, southwest elevation, view to the northeast.

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Figure 161. 134-0072, Thomas Lovett House/Rollingwood Academy, southwest and northwest elevations, view to the east.



Figure 162. 134-0101, Craftsman dwelling, north elevation, view to the south.





Figure 163. 131-0105, north and east elevations, view to the southwest



Figure 164. 134-0106, farmhouse, north elevation, view to the south.



Figure 165. 134-0112, Craftsman dwelling, north and west elevations, view to the southeast.



Figure 166. 134-0158, vernacular dwelling, southwest and northwest elevations, view to the east



Figure 167. 134-0161, dwelling, south elevation, view to the north



Figure 168. 134-0162, dwelling, south and east elevations, view to the northwest.



Figure 169. 134-0360, dwelling, west elevation, view to the east.



Figure 170. 134-0413, Camp Pendleton/State Military Reservation, overview, view to the northeast.

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Figure 171. 134-0413-0110, Building 1, south elevation, view to the north



Figure 172. 134-0920, Craftsman dwelling, south and east elevations, view to the northwest.

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Figure 173. 134-0921, Yoko Wagner House, south and west elevations, view to the northeast.



Figure 174. 134-5027, NAS Oceana, overview at the intersection of G Avenue and 3rd Street, view to the northeast.

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Figure 175. 134-5937, Quonset Hut, northeast and southeast elevations, view to west.



Figure 176. 134-5937, equipment shed, northeast and northwest elevations, view to the south.

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Figure 177: 134-5029, Piney Grove Cemetery, view from Holland Road.



Figure 178: 134-5030, Reid's Cemetery, view from Holland Road.

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Figure 179: 134-5031, reported grave location, view from north.



Figure 180. 134-5054, vernacular dwelling, south elevation, view to the north.

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Figure 181: 134-5085, view northeast towards the Burnett-Brown Cemetery (134-5085).



Figure 182: 134-5086, Fentress-Shipp Cemetery, view from Salem Road.



Figure 183. 134-5117, fraternal building, northeast elevation, view to the southwest.



Figure 184. 134-5119, dwelling, northeast and southeast elevations, view to the west.

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Figure 185. 134-5121, Craftsman dwelling, southwest elevation, view to the northeast.



Figure 186. 134-5124, vernacular dwelling, west elevation, view to the east

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Figure 187. 134-5125, vernacular dwelling, east elevation, view to the west.



Figure 188. 134-5127, vernacular dwelling, west elevation, view to the east



Figure 189. 134-5130, vernacular dwelling, west elevation, view to the east.



Figure 190. 134-5131, vernacular dwelling, east elevation, view to the west.

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Figure 191. 134-5132, outbuilding, east elevation, view to the west.



Figure 192. 134-5135, Murphy Cemetery, overview, view to the northeast.

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Figure 193. 134-5137, I-House, northeast and northwest elevations, view to the south.



Figure 194. 134-5175, partially visible dwelling, north elevations, view to the northwest.

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Figure 195. 134-5176, bungalow Ranch, northeast elevation, view to the southwest.



Figure 196. 134-5177, dwelling, northeast elevation, view to the southwest.

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Figure 197. 134-5216, linear Ranch dwelling, north and west elevations, view to the southeast.



Figure 198. 134-5218, linear Ranch, north elevation, view to the south.



Figure 199. 134-5219, linear Ranch, north elevation, view to the south.



Figure 200. 134-5220, linear Ranch dwelling, north elevation, view to the south.



Figure 201. 134-5221, duplex, north elevation, view to the south.



Figure 202. 134-5222, dwelling, north elevation, view to the south.



Figure 203. 134-5223, linear Ranch dwelling, north elevation, view to the south.



Figure 204. 134-5224, dwelling, south and east elevations, view to the northwest. 134

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Figure 205. 134-5225, dwelling, south elevation, view to the north.



Figure 206. 134-5226, dwelling, south elevation, view to the north.

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Figure 207. 134-5673, linear-with-clusters Ranch dwelling, east elevation, view to the west.



Figure 208. 134-5674, dwelling, west and south elevations, view to the northeast.

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Figure 209. 134-5675, Ranch dwelling, east and north elevations, view to the southwest.



Figure 210. 134-5676, Mercer Family Cemetery, overview, view to the east.

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Figure 211. 134-5677, dwelling, east elevation, view to the west.



Figure 212. 134-5678, dwelling, east elevation, view to the west.

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Figure 213. 134-5679, Craftsman dwelling, south and east elevations, view to the northeast



Figure 214. 134-5679, Craftsman dwelling, south elevation, view to the northeast.

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Figure 215. 134-5680, Ranch dwelling, west elevation, view to the east. 134



Figure 216. 134-5848, Campbell's Chapel AME Church, southwest elevation, view to the northeast.



Figure 217. 134-5848, Campbell's Chapel AME Church, southeast elevation, view to the northwest.



Figure 218. 134-5875, linear Ranch dwelling, southeast and northeast elevations, view to the west (City of Virginia Beach Real Estate Assessor's Office).

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Figure 219. 134-5879, linear ranch, south elevation, view to the north.



Figure 220. 134-5879, linear ranch, west and south elevations, view to the northeast.



Figure 221. 134-5880, compact ranch dwelling, east elevation, view to the west.



Figure 222. 134-5881, linear Ranch, west elevation, view to the east.

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Figure 223. 134-5882, linear Ranch, south elevation, view to the north.



Figure 224. 134-5883, compact Ranch dwelling, northeast elevation, view from the south.



Figure 225. 134-5884, dwelling, south and east elevations, view to the northwest.



Figure 226. 134-5885, linear Ranch dwelling, west elevation, view to the east.

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Figure 227. 134-5886, dwelling, east elevation, view to the west.



Figure 228. 134-5887, linear Ranch, east elevation, view to the west.

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Figure 229. 134-5888, compact Ranch, west elevation, view to the east.



Figure 230. 134-5889, dwelling, west elevation, view from the east.

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Figure 231. 134-5890, dwelling, south elevation, view to the north.



Figure 232. 134-5891, dwelling, south elevation, view to the north.

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Figure 233. 134-5892, dwelling, south elevation, view to the north.



Figure 234. 134-5893, linear Ranch dwelling, east elevation, view to the west.

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Figure 235. 134-5894, linear ranch dwelling, west elevation, view to the east.



Figure 236. 134-5896, dwelling, west elevation, view to the east.



Figure 237. 134-5897, compact Ranch, west elevation, view to the east.



Figure 238. 134-5898, dwelling, southeast elevation, view to the northwest.

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Figure 239. 134-5899, dwelling, aerial photograph.



Figure 240. 134-5899, dwelling, not visible, view to the west.



Figure 241. 134-5900, linear Ranch dwelling, north elevation, view to the south.



Figure 242. 134-5901, dwelling, north elevation, view to the south.

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Figure 243. 134-5903, general store, southeast elevation, view to the northwest.



Figure 244. 134-5904, linear Ranch dwelling, west and south elevations, view to the northeast.

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Figure 245. 134-5905, dwelling, north and east elevations, view to the southwest.



Figure 246. 134-5906, dwelling, east elevation, view to the west.



Figure 247. 134-5907, dwelling, west elevation, view to the east.



Figure 248. 134-5908, North Landing Electric, vernacular building, south elevation, view to the north.

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Figure 249. 134-5909, American Small House, north and west elevations, view to the southeast.



Figure 250. 134-5910, linear Ranch, south elevation, view to the north.

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Figure 251. 134-5911, linear Ranch, south and west elevations, view to the northeast.



Figure 252. 134-5912, bungalow Ranch, north and east elevations, view to the southwest.



Figure 253. 134-5913, bungalow Ranch, north elevation, view to the south.



Figure 254. 134-5914, dwelling, north and west elevations, view to the southeast.

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Figure 255. 134-5915, linear Ranch dwelling, north elevation, view to the south.



Figure 256. 134-5916, linear Ranch dwelling, north elevation, view to the south.

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Figure 257. 134-5918, dwelling, view to the east.



Figure 258. 134-5918, dwelling, southwest and northwest elevations, view to the east (courtesy of Zillow).

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Figure 259. 134-5919, dwelling, northwest elevation.



Figure 260. 134-5920, Ranch dwelling, north elevation, view to the south.

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Figure 261. 134-5921, dwelling, north elevation, view to the south.



Figure 262. 134-5922, dwelling, south elevation.



Figure 263. 134-5923, dwelling, south elevation.



Figure 264. 134-5924, dwelling, east elevation.



Figure 265. 134-5925, dwelling, North and East elevations.



Figure 266. 134-5926, dwelling, southwest and southeast elevations, view to the north.



Figure 267. 134-5927, Cape Cod influenced dwelling, south elevation, view to the north.



Figure 268. 134-5928, dwelling, southeast elevation, view to the northwest.



Figure 269. 134-5929, dwelling, southwest elevation, view to the northeast.



Figure 270. 134-5930, dwelling, southwest elevation, view to the northeast.

---



Figure 271. 134-5932, dwelling, southwest elevation, view to the northeast.



Figure 272. 134-5933, dwelling, northeast elevation, view to the southwest.



Figure 273. 134-5934, dwelling, southwest elevation, view to the northeast.



Figure 274. 134-5938, linear Ranch dwelling, east elevation, view to the west.





Figure 275. 134-5939, dwelling, east elevation, view to the west.



Figure 276. 134-5940, dwelling, east elevation, view to the west.

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Figure 277. 134-5941, commercial structure, north and east elevations, view to the southwest.



Figure 278. 134-5942, American Small House, north elevation, view to the south.



Figure 279. 134-5943, dwelling, north and east elevations, view to the southwest.



Figure 280. 134-5944, dwelling, southwest elevation, view to the northwest.



Figure 281. 134-5945, linear-with-clusters Ranch dwelling, southeast and southwest elevations, view to the north.



Figure 282. 134-5946, dwelling, north and east elevations, view to the southwest.

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Figure 283. 134-5947, dwelling, southwest elevation, view to the northeast.



Figure 284. 134-5948, compact Ranch dwelling, northeast elevation, view to the southwest.

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Figure 285. 134-5949, linear with clusters Ranch dwelling, northeast elevation, view to the southwest.



Figure 286. 134-5950, modified compact Ranch dwelling, southeast elevation, view to the northwest.

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Figure 287. 134-5951, dwelling, northeast elevation, view to the southwest.



Figure 288. 134-5952, linear Ranch dwelling, west elevation, view to the east.

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Figure 289. 134-5952, secondary vernacular dwelling, west elevation, view to the east.



Figure 290. 134-5953, Minimal Traditional dwelling, north elevation, view to the southeast.

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Figure 291. 134-5955, dwelling, southeast elevation, view to the northwest.



Figure 292. 134-5956, workshop, south and east elevations, view to the northwest.

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Figure 293. 134-5957, dwelling, northeast elevation.



Figure 294. 134-5958, dwelling, northeast elevation.

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## ATTACHMENT 5 PHOTOSIMULATIONS

## PHOTOSIMULATIONS – CLH



Figure 1: Aerial photograph depicting land use and photo view for 134-0003.



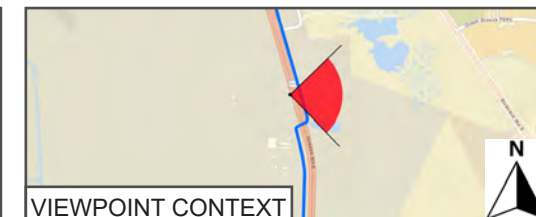
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 413278E 4074652N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 29 feet  
 Distance to Route: 155 feet  
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 2:**  
**Viewpoint SP11 - CLH Route**  
 On grass next to Oceana Boulevard by sign  
 134-0003

---

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



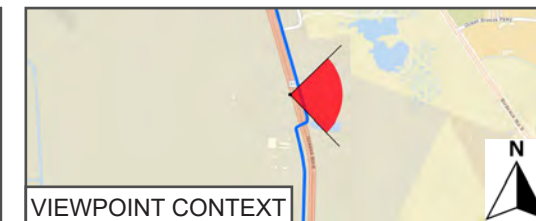
Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 413278E 4074652N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 29 feet  
 Distance to Route: 155 feet  
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 3:**  
**Viewpoint SP11 - CLH Route**  
 On grass next to Oceana Boulevard by sign 134-0003  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 410163E 4074606N  
 View Direction: 70 degrees  
 Viewpoint Elevation: 26 feet  
 Distance to Route: 541 feet  
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 4:**  
**Viewpoint SP12 - CLH Route**  
 On grass to southeast of 134-0003  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 410163E 4074606N  
 View Direction: 70 degrees  
 Viewpoint Elevation: 26 feet  
 Distance to Route: 541 feet  
 Horizontal Field of View:

Date of Photography: 5th April 2021 10:52  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 5:**  
**Viewpoint SP12 - CLH Route**  
 On grass to southeast of 134-0003  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

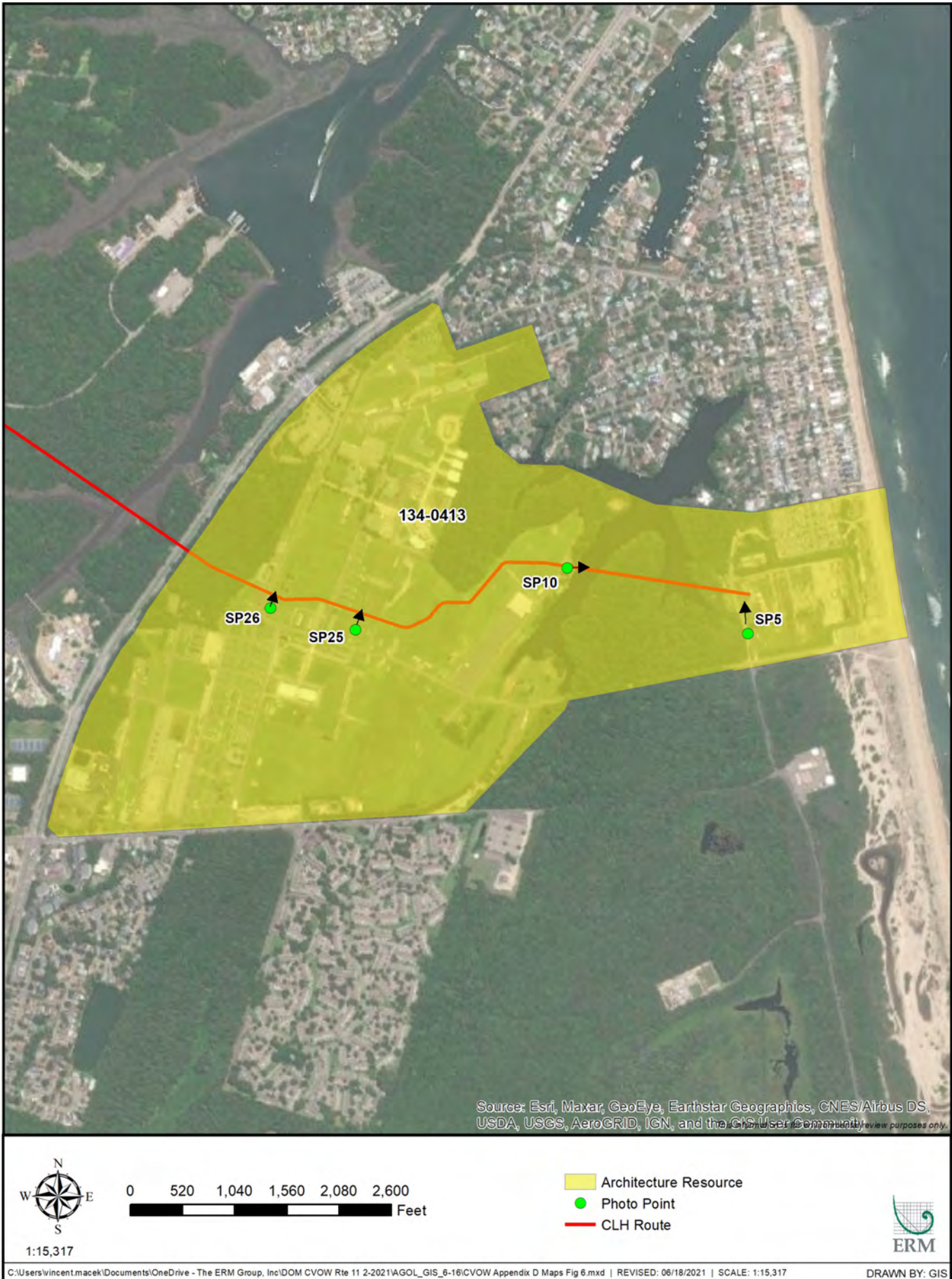


Figure 6: Aerial photograph depicting land use and photo view for 134-0413.



Attachment 5: Photosimulations

Existing view



Viewpoint Location UTM Zone 18N: 413436E 4074902N  
 View Direction: 318 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 136 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March 2021 11:56  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



VIEWPOINT CONTEXT

**Figure 7:**  
**Viewpoint SP5 - CLH Route**  
 On Regulus Road northwest of 134-0413  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 413436E 4074902N  
 View Direction: 318 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 136 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March 2021 11:56  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 8:**  
**Viewpoint SP5 - CLH Route**  
 On Regulus Road northwest of 134-0413  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 413028E 4075014N  
 View Direction: 110 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 35 feet  
 Horizontal Field of View:

Date of Photography: 30th March 2021 10:59  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 9:**  
**Viewpoint SP10 - CLH Route**  
 Parking lot on end of Lake Road 134-0413  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 413028E 4075014N  
 View Direction: 110 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 35 feet  
 Horizontal Field of View:

Date of Photography: 30th March 2021 10:59  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 10:**  
**Viewpoint SP10 - CLH Route**  
 Parking lot on end of Lake Road 134-0413  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing view



Viewpoint Location UTM Zone 18N: 412495E 4074861N  
 View Direction: 335 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 140 feet  
 Horizontal Field of View:

Date of Photography: 31st March 2021 14:25  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 11:**  
**Viewpoint SP25 - CLH Route**  
 Jefferson Avenue between buildings 57 and 83  
 134-0413  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5 Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 412495E 4074861N  
 View Direction: 335 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 140 feet  
 Horizontal Field of View:

Date of Photography: 31st March 2021 14:25  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 12:**  
**Viewpoint SP25 - CLH Route**  
 Jefferson Avenue between buildings 57 and 83  
 134-0413  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





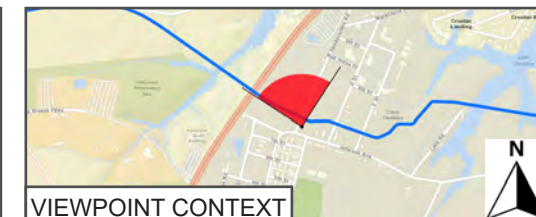
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 412495E 4074861N  
 View Direction: 347 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 116 feet  
 Horizontal Field of View:

Date of Photography: 31st March 2021 15:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



VIEWPOINT CONTEXT

**Figure 13:**  
**Viewpoint SP26 - CLH Route**

In field to west of church 134-0413

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



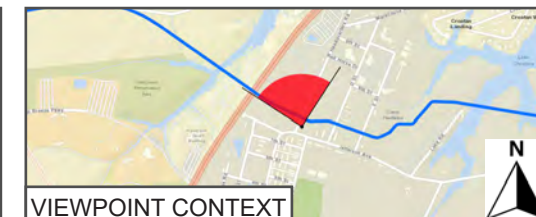
Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 412495E 4074861N  
 View Direction: 347 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 116 feet  
 Horizontal Field of View:

Date of Photography: 31st March 2021 15:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 14:**  
**Viewpoint SP26 - CLH Route**

In field to west of church 134-0413

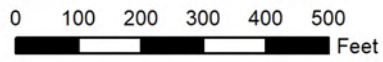
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1:3,500



- Architecture Resource
- Photo Point
- CLH Route



DRAWN BY: GIS

C:\Users\vincent.macek\Documents\OneDrive - The ERM Group, Inc\DOM CVOW Rte 11 2-2021\AGOL\_GIS\_6-16\CVOW Appendix D Maps Fig 15.mxd | REVISED: 06/17/2021 | SCALE: 1:3,500

Figure 15: Aerial photograph depicting land use and photo view for 134-0413-0110.



Attachment 5: Photosimulations

Existing view



Viewpoint Location UTM Zone 18N: 412602E 4075392N  
 View Direction: 180 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1509 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March 2021 08:02  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 16:**  
**Viewpoint SP1 - CLH Route**  
 On Warehouse Road south of 134-0413-0110  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



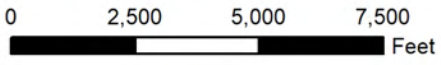
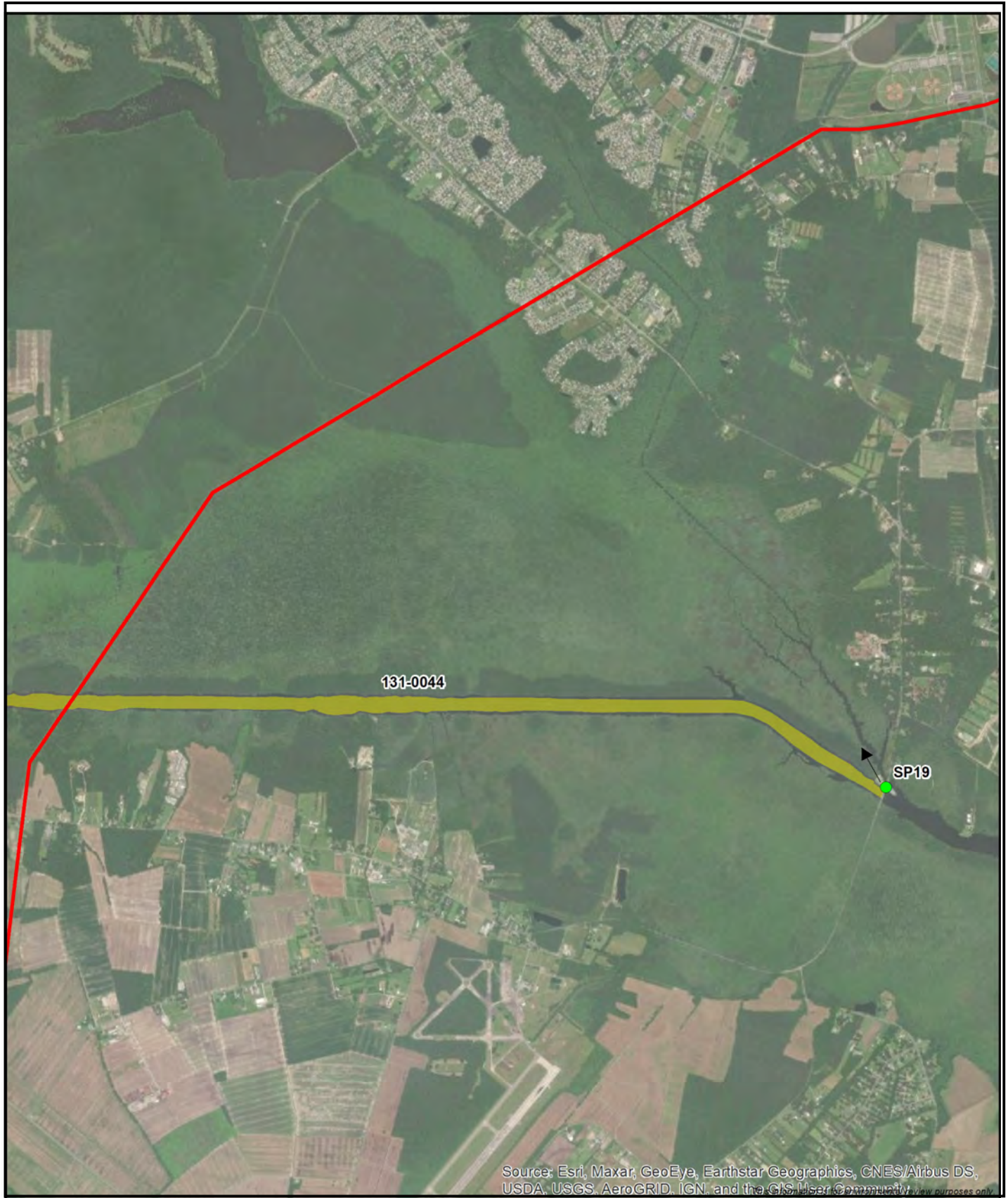
Viewpoint Location UTM Zone 18N: 412602E 4075392N  
 View Direction: 180 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1509 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 31st March 2021 08:02  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 17:**  
**Viewpoint SP1 - CLH Route**  
 On Warehouse Road south of 134-0413-0110  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

## PHOTOSIMULATIONS – HF ROUTE 1



- Architecture Resource
- Photo Point
- HF Route 1



Figure 18: Aerial photograph depicting land use and photo view for 131-0044.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 19:**  
**Viewpoint SP19 - HF Route 1**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

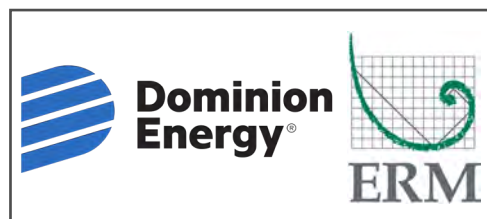
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

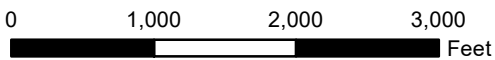
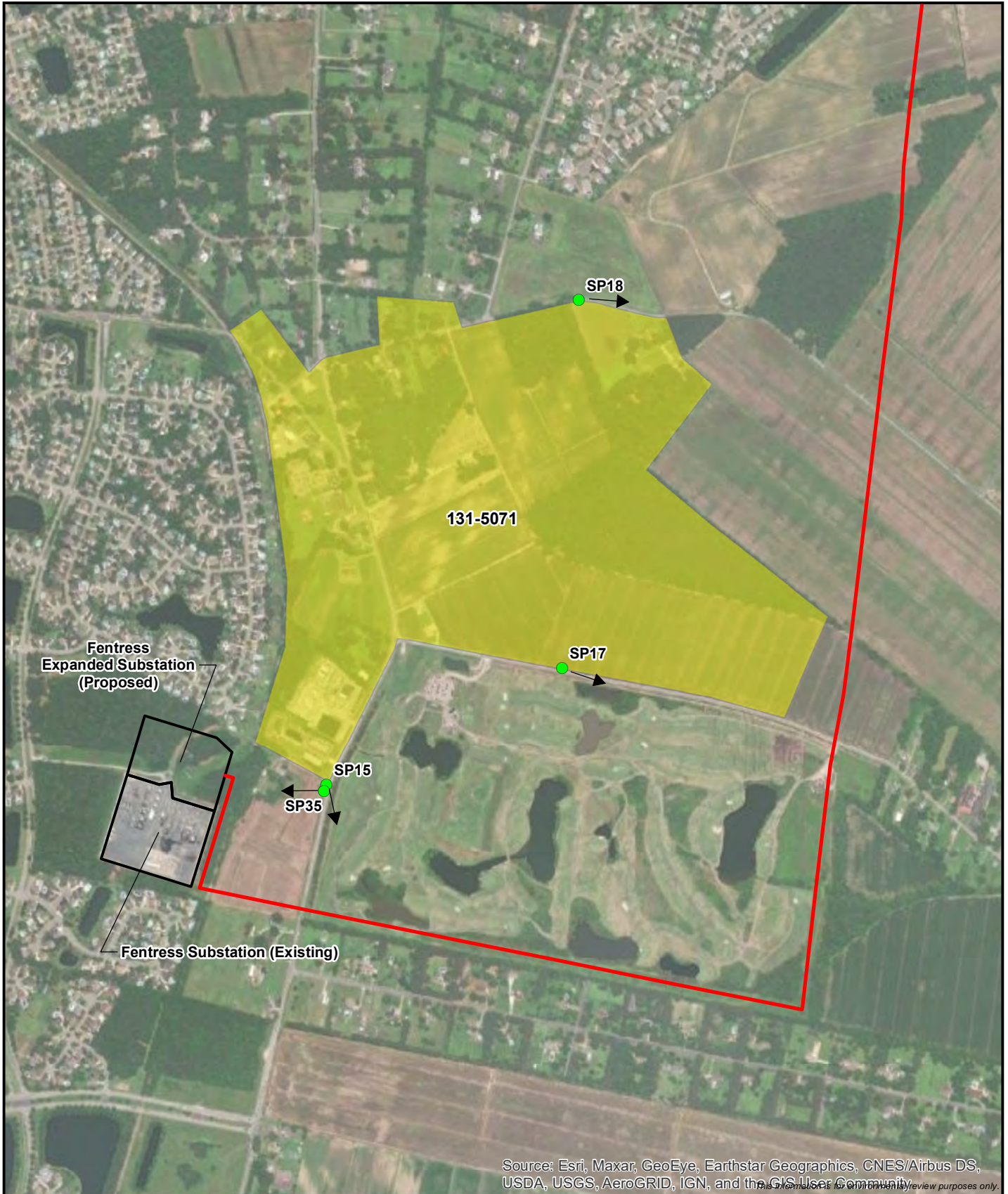
Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 20:**  
**Viewpoint SP19 - HF Route 1**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



- HF Route 1
- Aboveground Facilities
- Architecture Resource
- Photo Point



1:16,160

Figure 21: Aerial photograph depicting land use and photo view for 131-5071.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 22:**  
**Viewpoint SP15a - HF Route 1**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 1



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 23:**  
**Viewpoint SP15a - HF Route 1**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 24:**  
**Viewpoint SP15b - HF Route 1**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 1



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Development: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 25**  
**Viewpoint SP15b - HF Route 1**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 26:**  
**Viewpoint SP17 - HF Route 1**

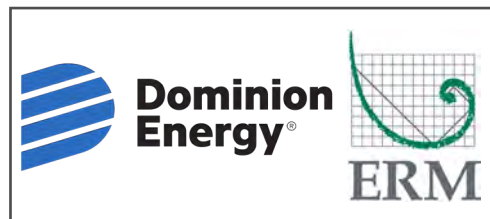
On Whittamore Road south of 131-5071

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



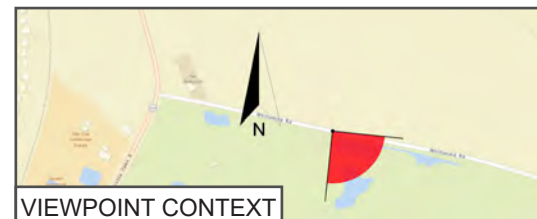
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 1



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 27:**  
**Viewpoint SP17 - HF Route 1**  
 On Whittamore Road south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





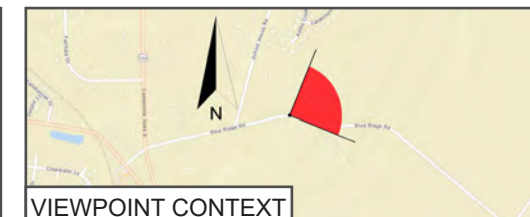
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 28:**  
**Viewpoint SP18 - HF Route 1**

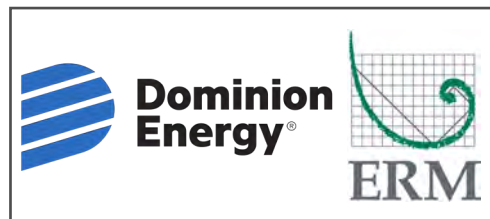
On Blue Ridge Road east of 131-5071

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



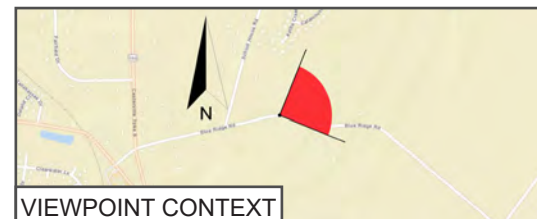
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 1



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

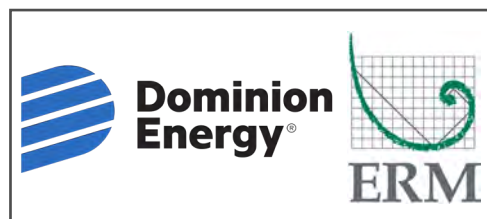


**Figure 29:**  
**Viewpoint SP18 - HF Route 1**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Route: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 30:**  
**Viewpoint SP35 - HF Route 1**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 1



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Development: 685 feet  
 Horizontal Field of View: 90 degrees

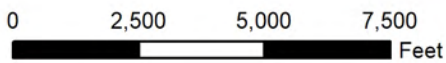
Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 31**  
**Viewpoint SP35 - HF Route 1**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:46,229



- Architecture Resource
- Photo Point
- HF Route 1



Figure 32: Aerial photograph depicting land use and photo view for 131-5333.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 33:**  
**Viewpoint SP19 - HF Route 1**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

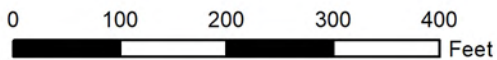


**Figure 34:**  
**Viewpoint SP19 - HF Route 1**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:2,160



- Architecture Resource
- Photo Point
- HF Route 1



Figure 35: Aerial photograph depicting land use and photo view for 131-5887.





Existing View



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



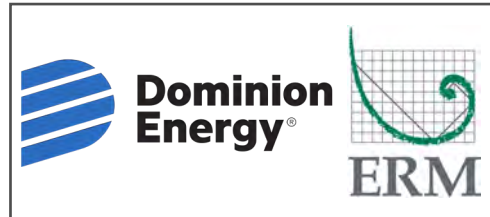
VIEWPOINT CONTEXT

**Figure 36**  
**Viewpoint SP40a - HF Route 1**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route - HF Route 1



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 37**  
**Viewpoint SP40a - HF Route 1**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

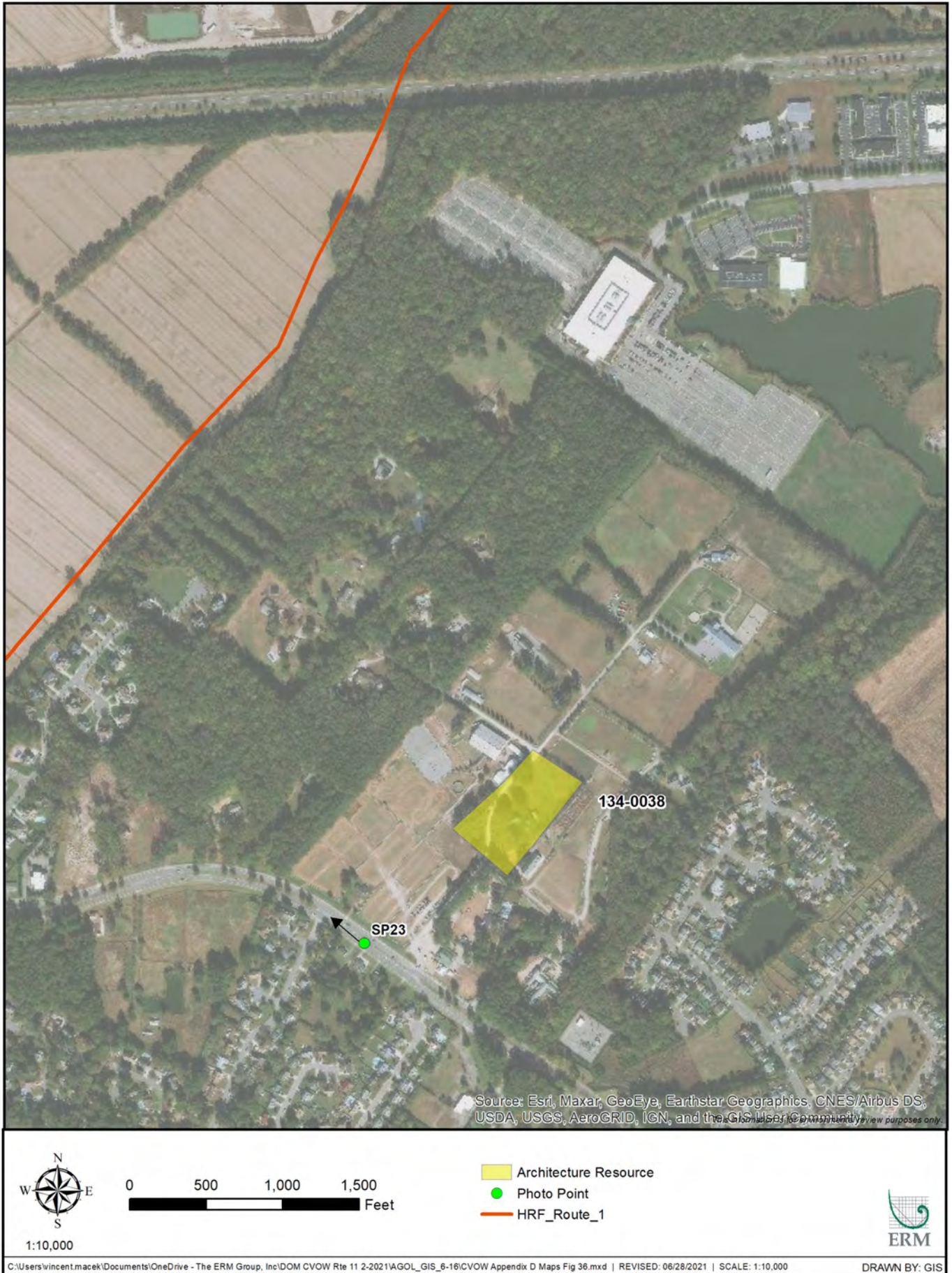


Figure 38: Aerial photograph depicting land use and photo view for 134-0038.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 39:**  
**Viewpoint SP23a - HF Route 1**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 40:**  
**Viewpoint SP23a - HF Route 1**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 41:**  
**Viewpoint SP23b - HF Route 1**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening

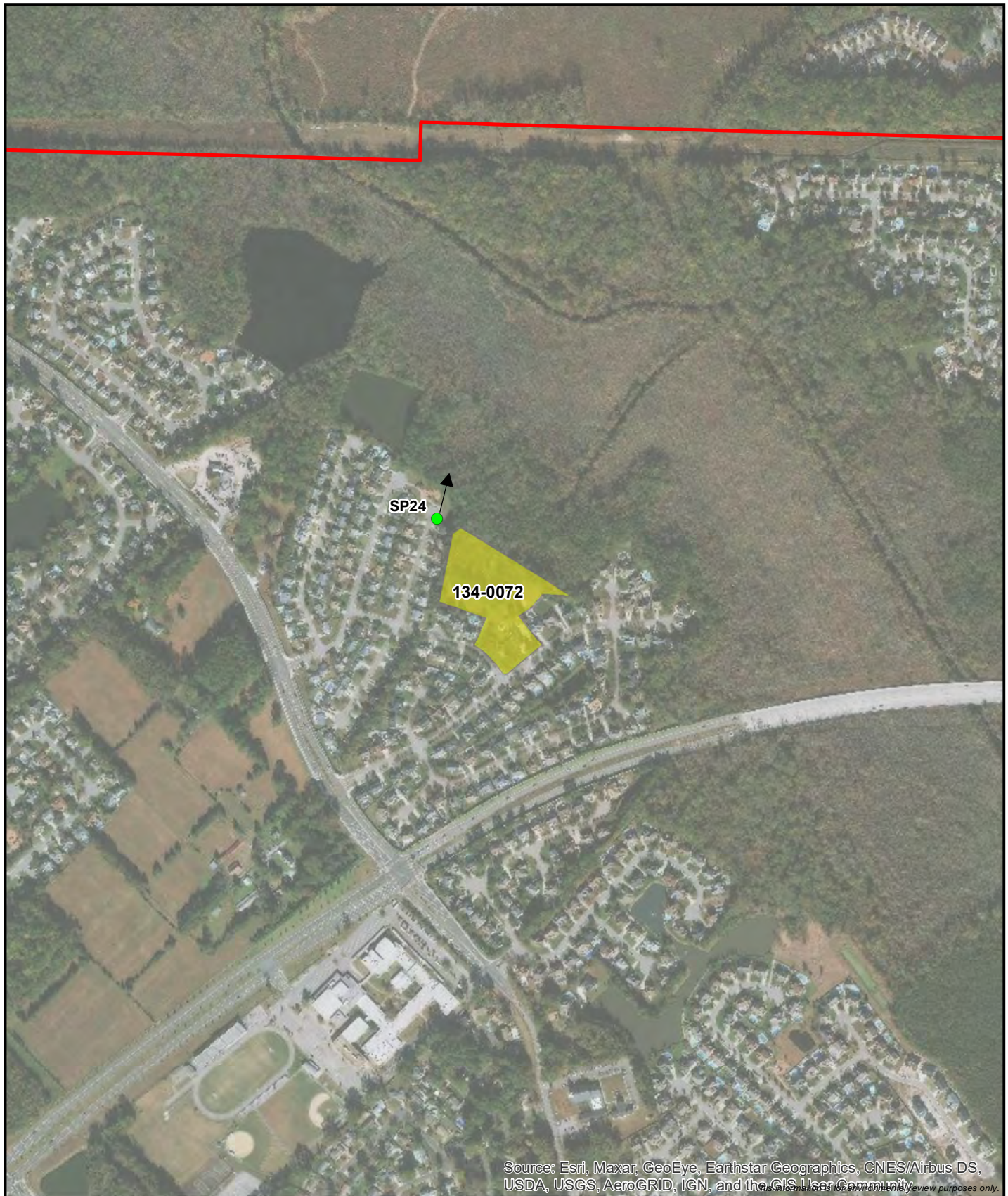


Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 42:**  
**Viewpoint SP23b - HF Route 1**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. Review purposes only.



0 500 1,000 1,500  
Feet

- Architecture Resource
- Photo Point
- HF Route 1



1:10,000

Figure 43: Aerial photograph depicting land use and photo view for 134-0072.





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 44:**  
**Viewpoint SP24 - HF Route 1**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



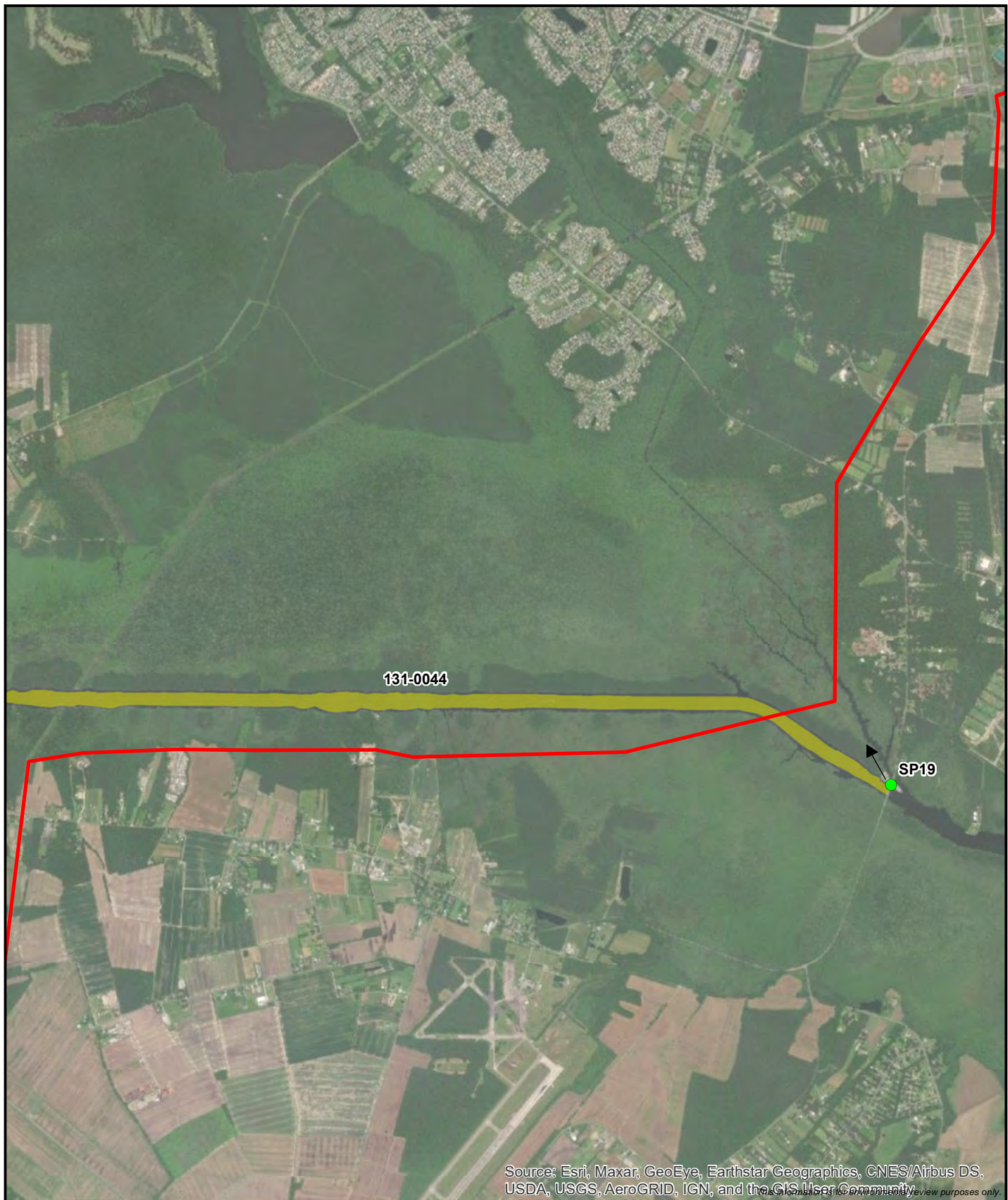
Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

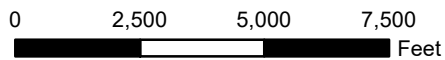


**Figure 45:**  
**Viewpoint SP24 - HF Route 1**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

## PHOTOSIMULATIONS – HF ROUTE 2



1:46,229



- Architecture Resource
- Photo Point
- HF Route 2



Figure 46: Aerial photograph depicting land use and photo view for 131-0044.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 47:**  
**Viewpoint SP19 - HF Route 2**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 2



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

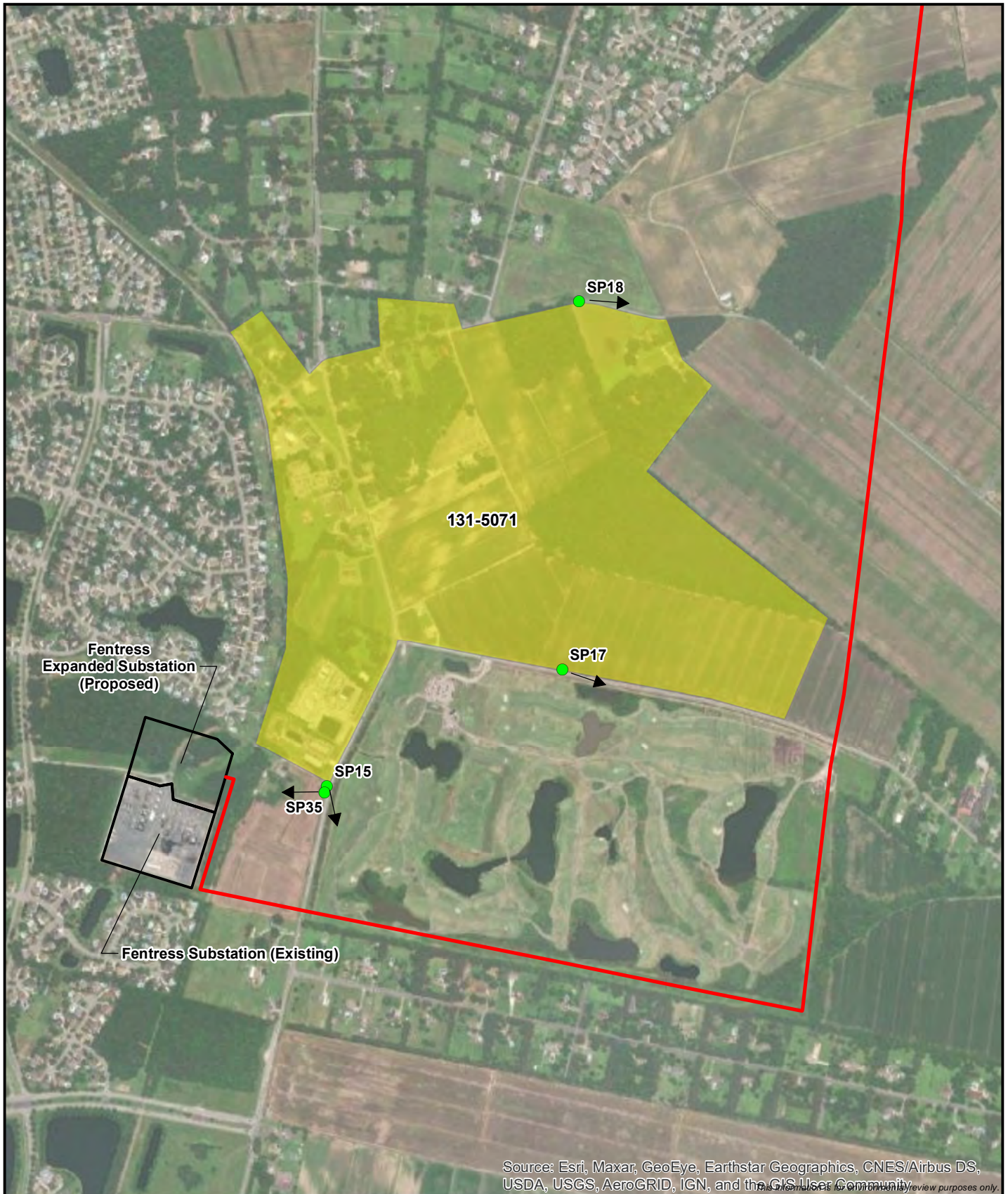
Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 48:**  
**Viewpoint SP19 - HF Route 2**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

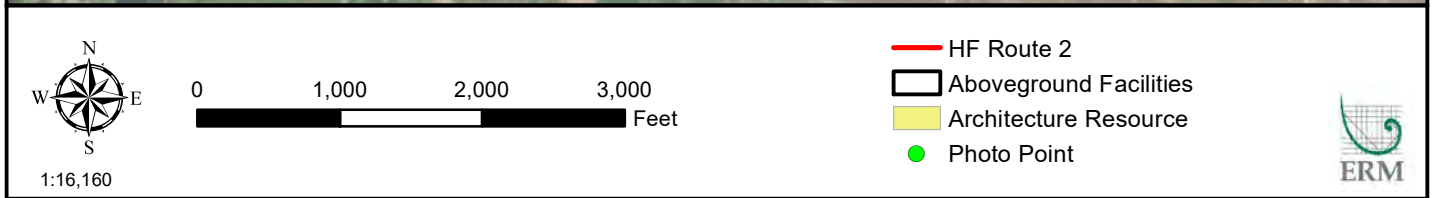


Figure 492: Aerial photograph depicting land use and photo view for 131-5071.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 50:**  
**Viewpoint SP15a - HF Route 2**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





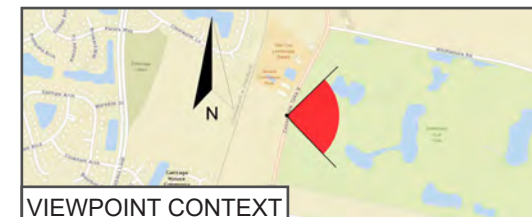
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 2



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 51:**  
**Viewpoint SP15a - HF Route 2**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View

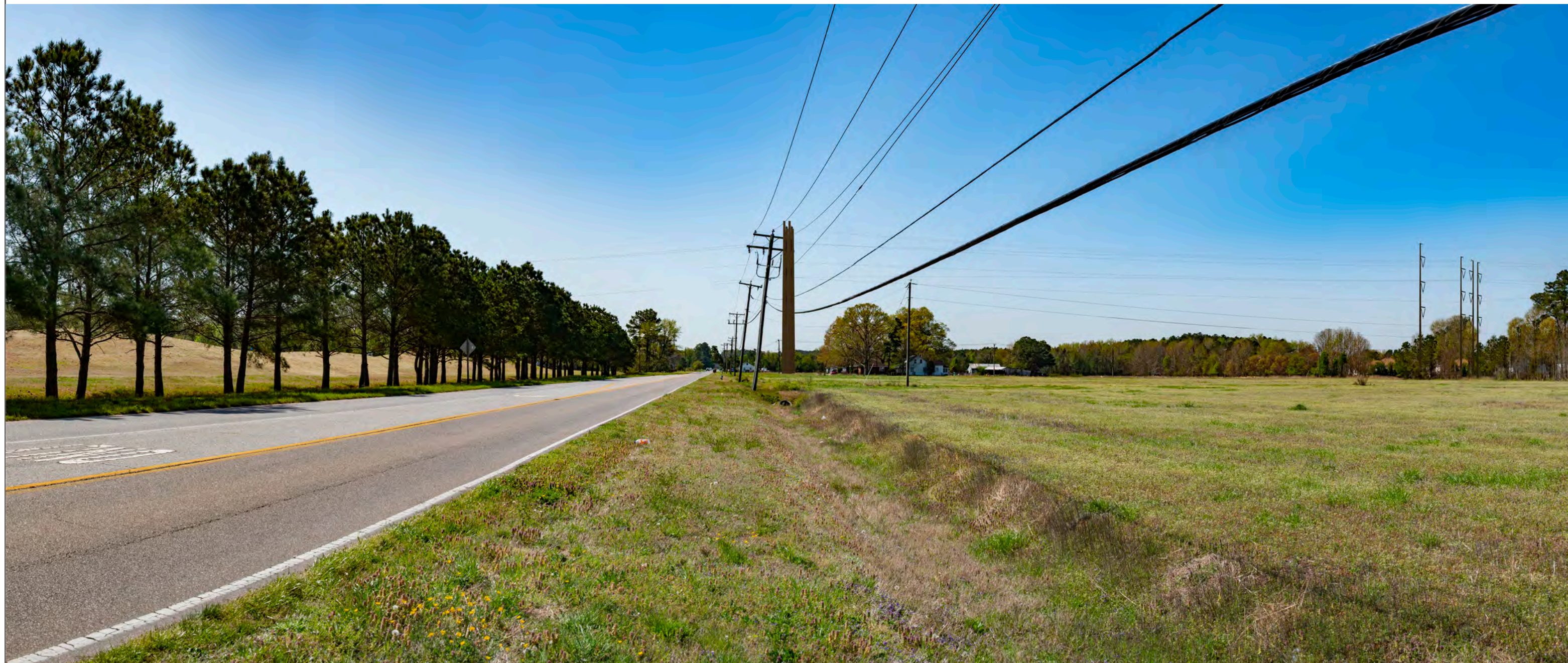


Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

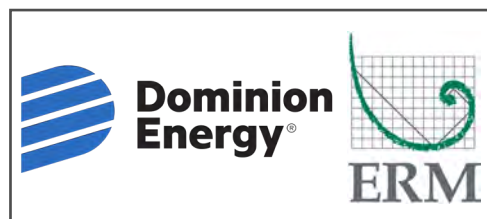


**Figure 52:**  
**Viewpoint SP15b - HF Route 2**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 2



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Development: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

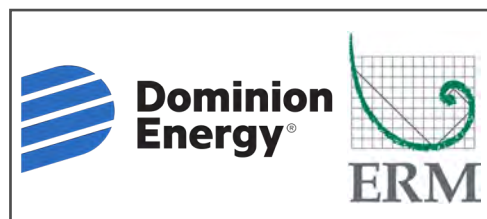


**Figure 53**  
**Viewpoint SP15b - HF Route 2**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



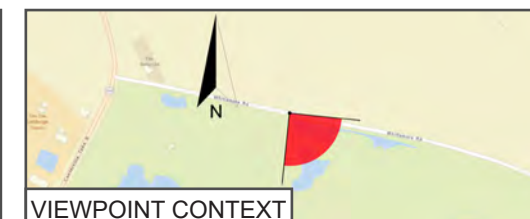
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

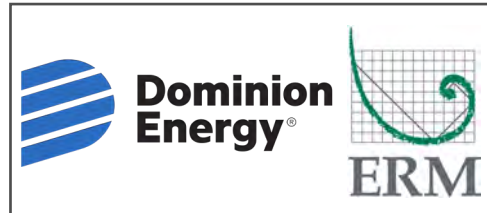


**Figure 54:**  
**Viewpoint SP17 - HF Route 2**  
 On Whittamore Road south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



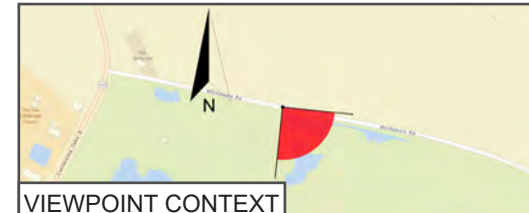
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 2



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 55:**  
**Viewpoint SP17 - HF Route 2**  
 On Whittamore Road south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

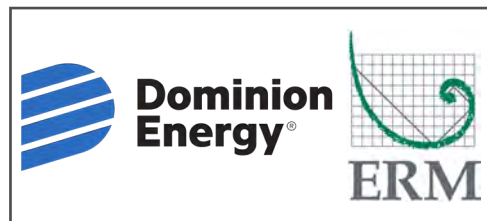


**Figure 56:**  
**Viewpoint SP18 - HF Route 2**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



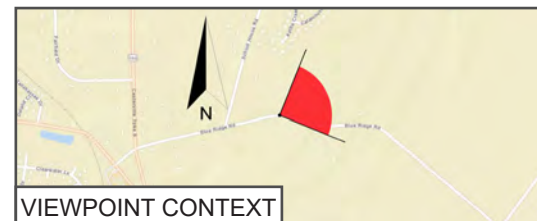
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 2



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 57:**  
**Viewpoint SP18 - HF Route 2**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Route: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 58:**  
**Viewpoint SP35 - HF Route 2**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 2

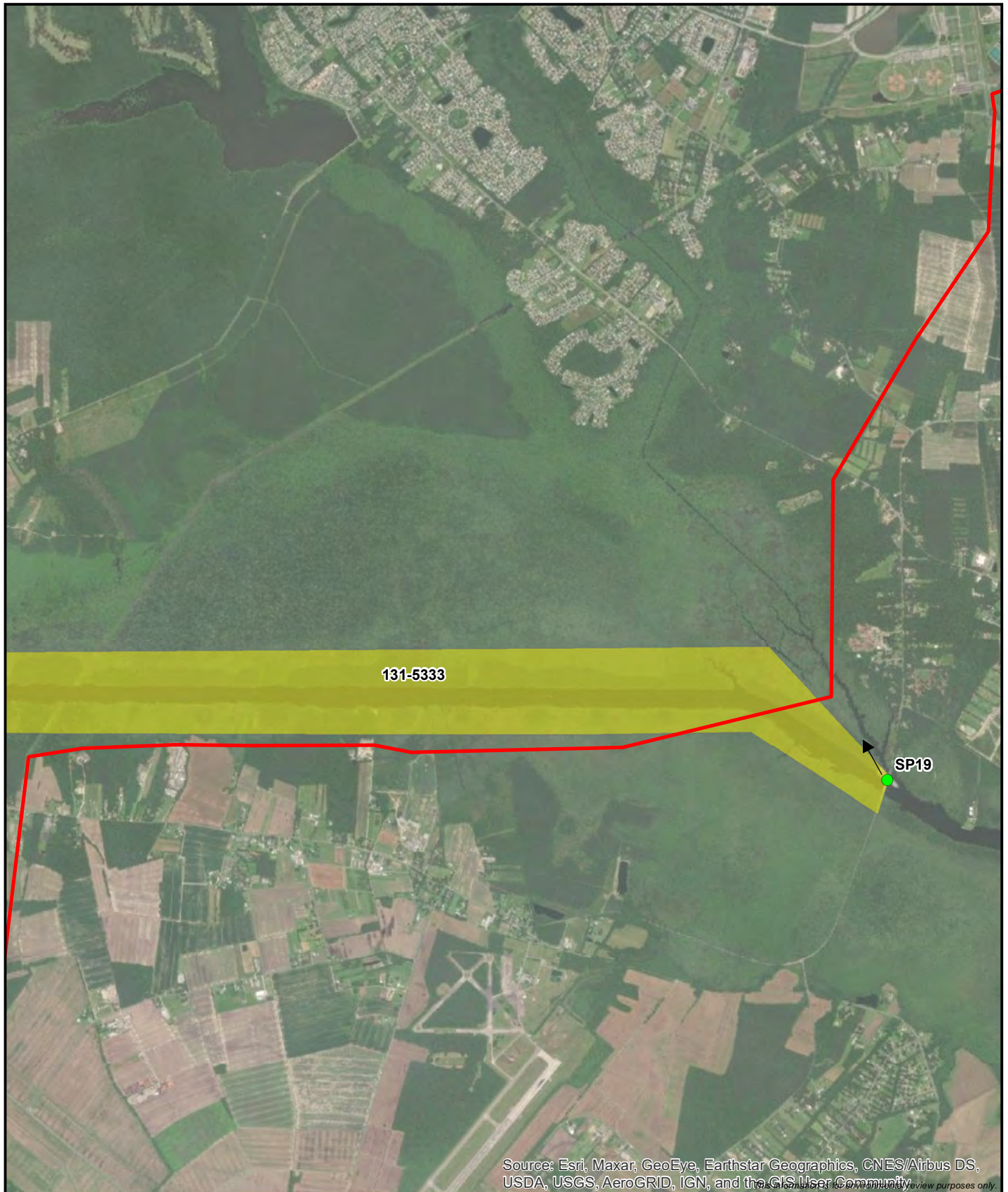


Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Development: 685 feet  
 Horizontal Field of View: 90 degrees

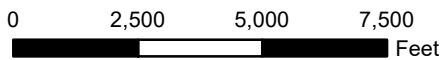
Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 59**  
**Viewpoint SP35 - HF Route 2**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:46,229



- Architecture Resource
- Photo Point
- HF Route 2



Figure 60: Aerial photograph depicting land use and photo view for 131-5333.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 61:**  
**Viewpoint SP19 - HF Route 2**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 2

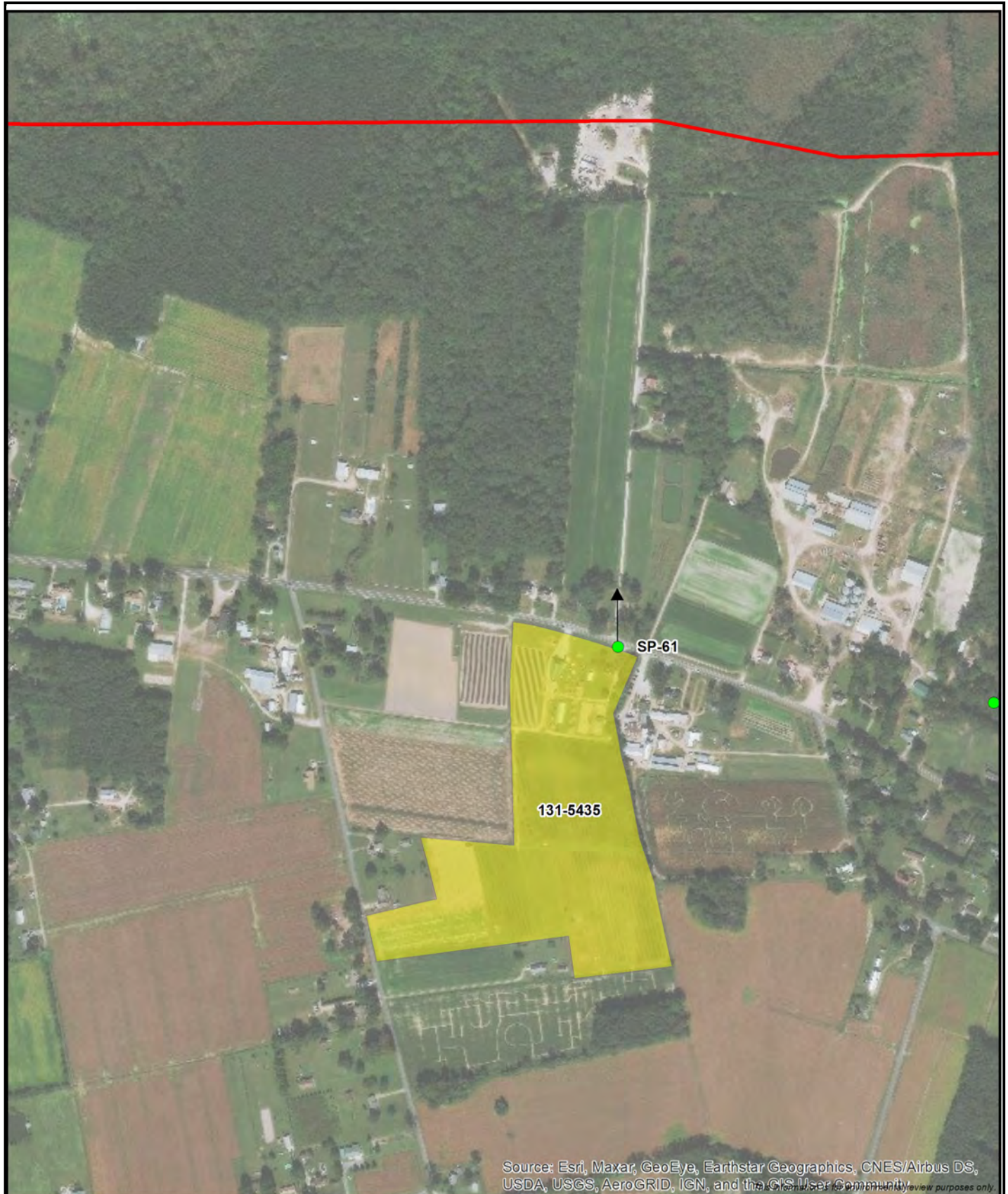


Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

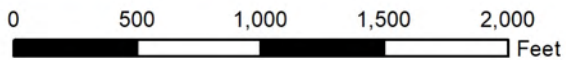
Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 62:**  
**Viewpoint SP19 - HF Route 2**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:9,270



- Architecture Resource
- Photo Point
- HF Route 2



Figure 63: Aerial photograph depicting land use and photo view for 131-5435.



Existing View



Viewpoint Location UTM Zone 18N: 398121E 4063724N  
 View Direction: 360 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2418 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 21st September 2021 10:05  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 64**  
**Viewpoint SP61 - HF Route 2**

Mount Pleasant Road - 131-5435

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 398121E 4063724N  
 View Direction: 360 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2418 feet  
 Horizontal Field of View: 90 degrees

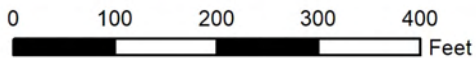
Date of Photography: 21st September 2021 10:05  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 65**  
**Viewpoint SP61 - HF Route 2**  
 Mount Pleasant Road - 131-5435  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:2,244



- Architecture Resource
- Photo Point
- HF Route 2



Figure 66: Aerial photograph depicting land use and photo view for 131-5887.





Existing View



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



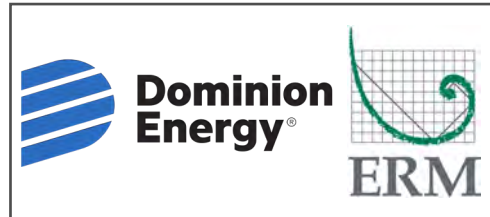
VIEWPOINT CONTEXT

**Figure 67**  
**Viewpoint SP40a - HF Route 2**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route - HF Route 2



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 68**  
**Viewpoint SP40a - HF Route 2**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

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**Pre-Application Analysis**  
**Coastal Virginia Offshore Wind**



Figure 69: Aerial photograph depicting land use and photo view for 134-0038.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 70:**  
**Viewpoint SP23a - HF Route 2**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 71:**  
**Viewpoint SP23a - HF Route 2**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 72:**  
**Viewpoint SP23b - HF Route 2**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

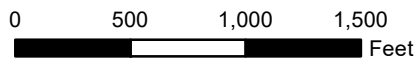
Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 73:**  
**Viewpoint SP23b - HF Route 2**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:10,000






-  Architecture Resource
-  Photo Point
-  HF Route 2



Figure 74: Aerial photograph depicting land use and photo view for 134-0072.





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 75:**  
**Viewpoint SP24 - HF Route 2**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening

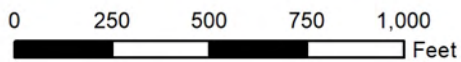
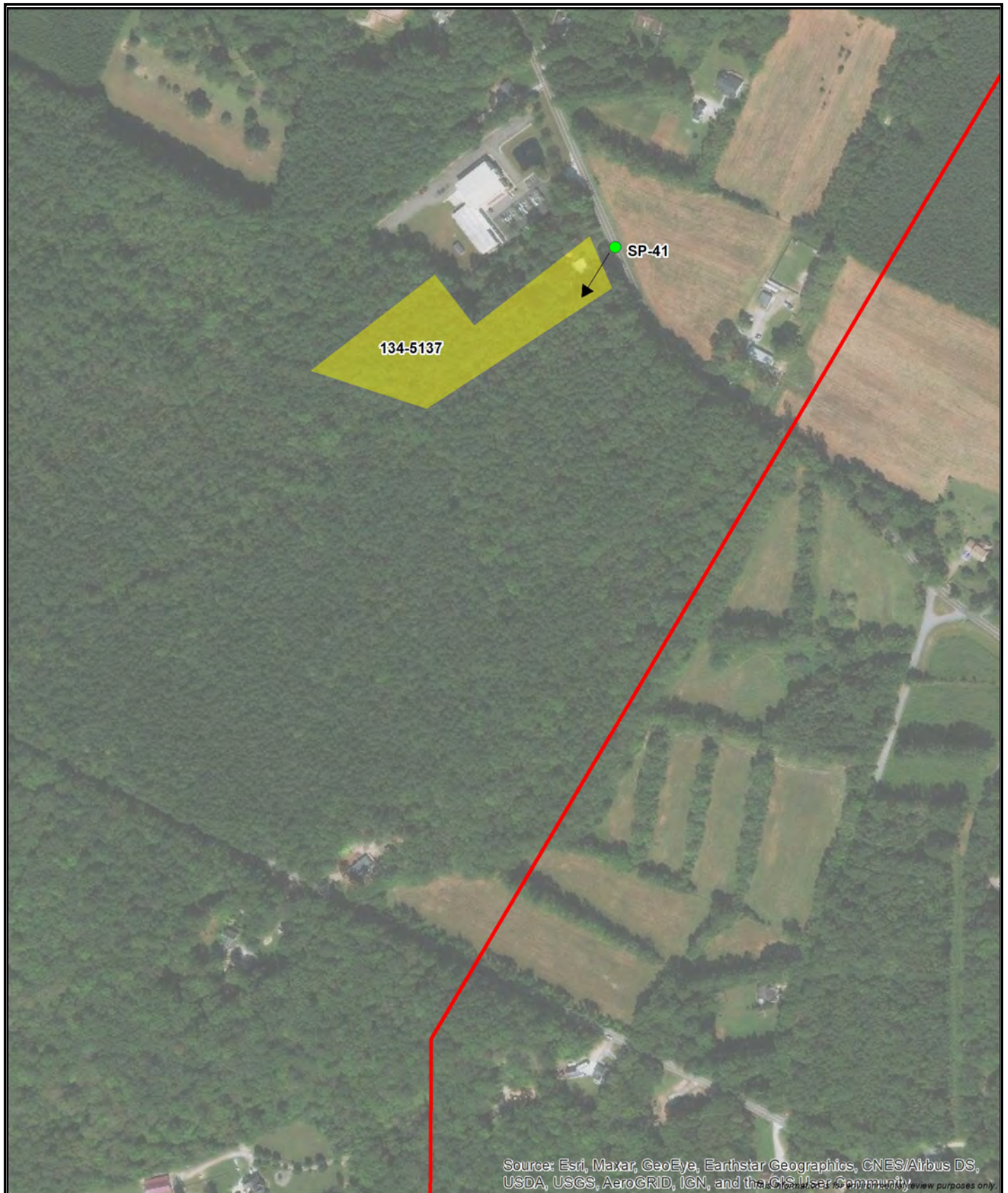


Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 76:**  
**Viewpoint SP24 - HF Route 2**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



- Architecture Resource
- Photo Point
- HF Route 2



Figure 77: Aerial photograph depicting land use and photo view for 134-5137.



Existing View



Viewpoint Location UTM Zone 18N: 401573E 4066991N  
 View Direction: 115 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 738 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 28th August 2021 12:07  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 78**  
**Viewpoint SP41 - HF Route 2**  
 Salem Road Near Entrance to Coast City  
 Assembly Of God - 134-5137  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route - HF Route 2



Viewpoint Location UTM Zone 18N: 401573E 4066991N  
 View Direction: 115 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 738 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 28th August 2021 12:07  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

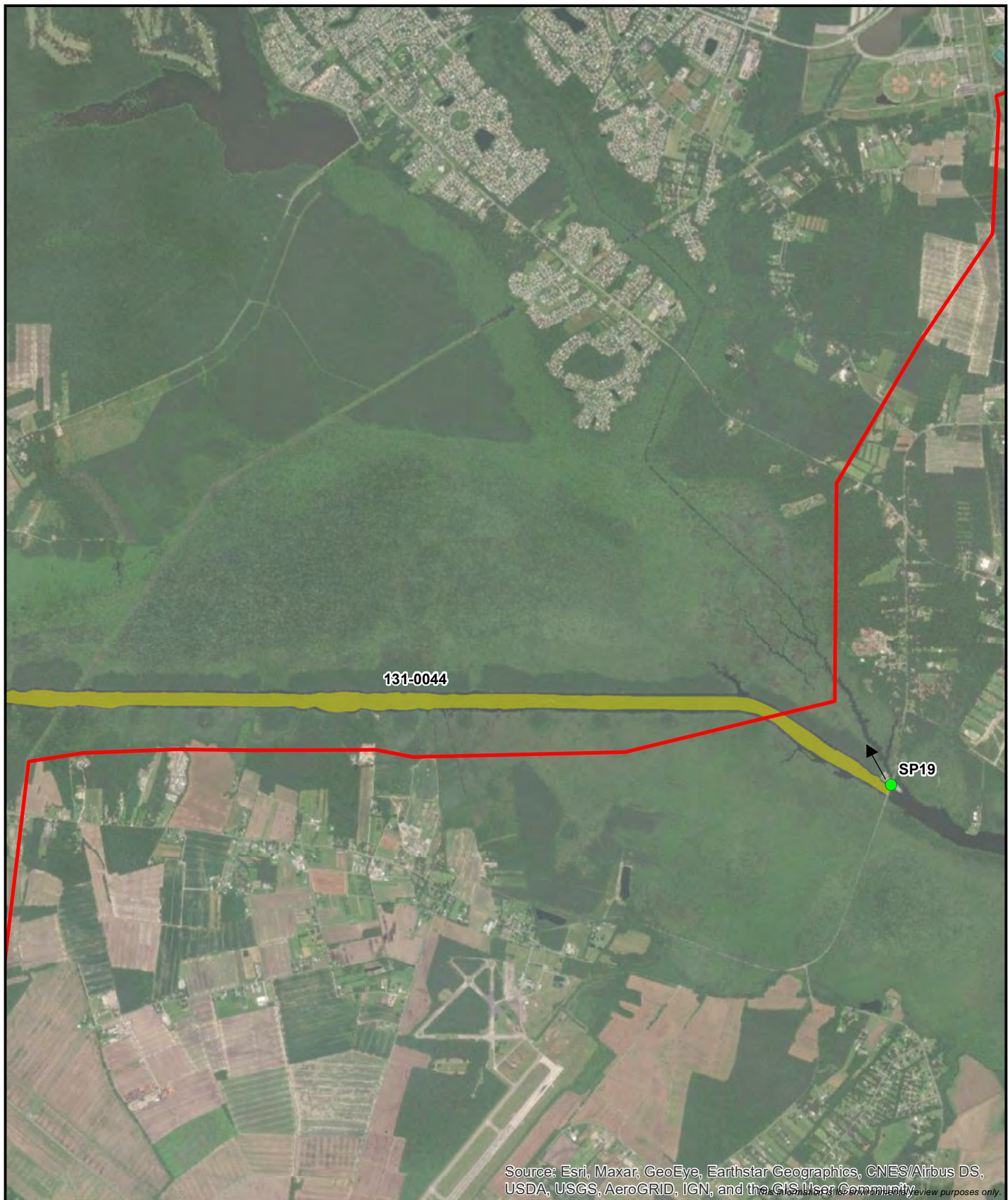


**Figure 79**  
**Viewpoint SP41 - HF Route 2**  
 Salem Road Near Entrance to Coast City  
 Assembly Of God - 134-5137

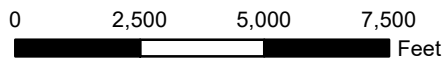
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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

## **PHOTOSIMULATIONS – HF ROUTE 3**



1:46,229



- Architecture Resource
- Photo Point
- HF Route 3



Figure 80: Aerial photograph depicting land use and photo view for 131-0044.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



VIEWPOINT CONTEXT

**Figure 81:**  
**Viewpoint SP19 - HF Route 3**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



VIEWPOINT CONTEXT

**Figure 82:**  
**Viewpoint SP19 - HRF Route 3**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

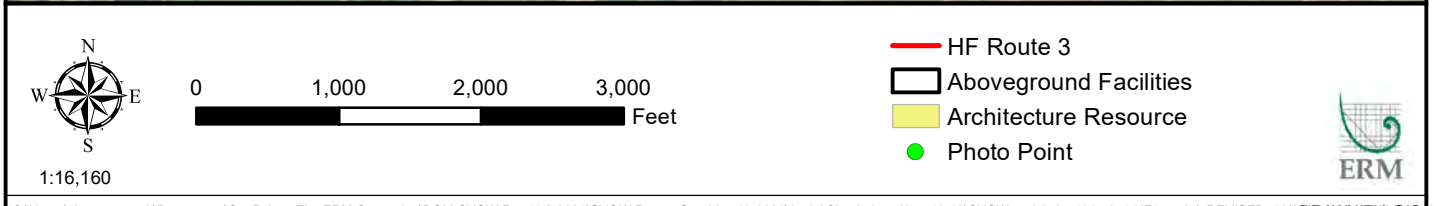
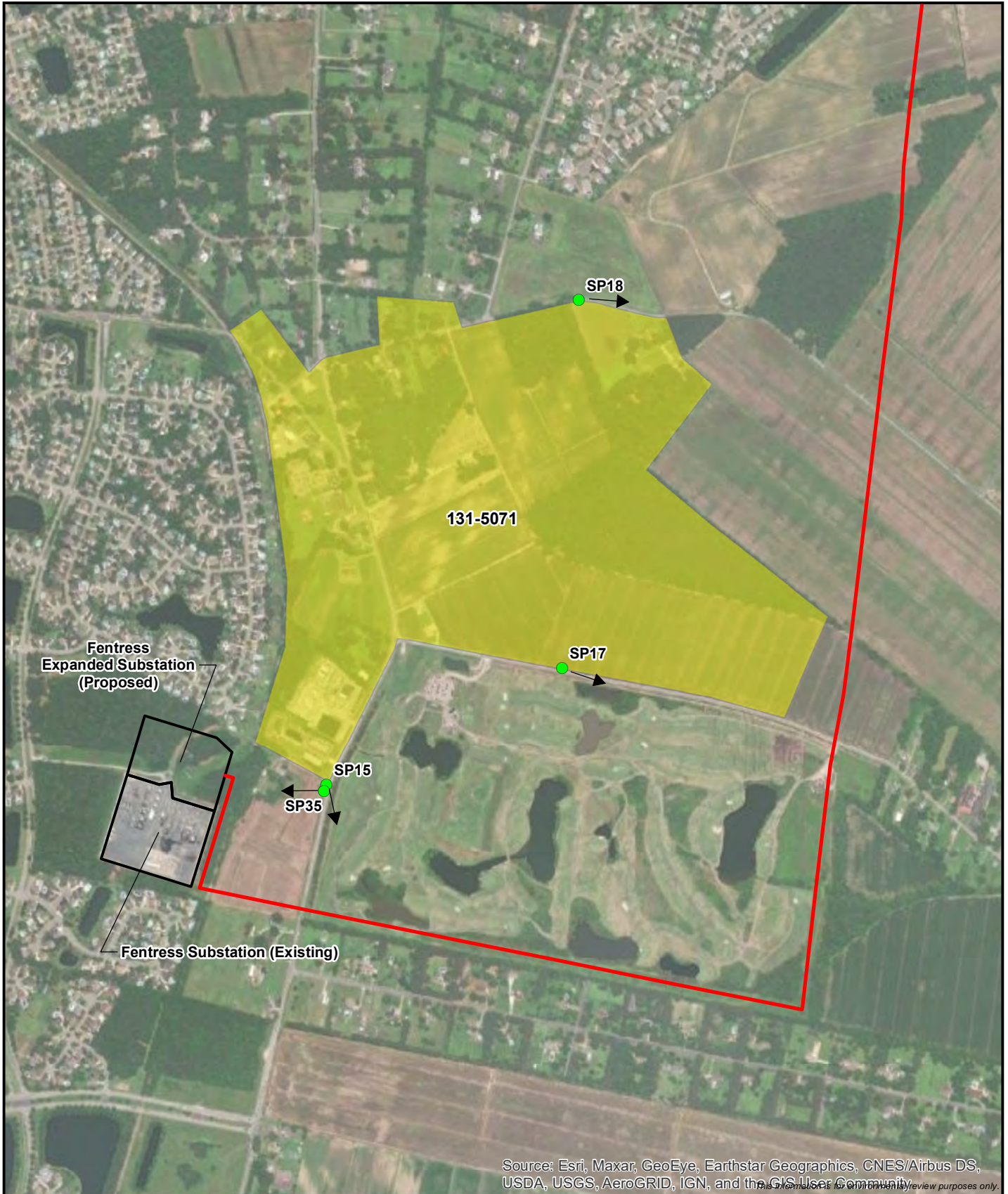


Figure 83: Aerial photograph depicting land use and photo view for 131-5071.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 84:**  
**Viewpoint SP15a - HF Route 3**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 85:**  
**Viewpoint SP15a - HF Route 3**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 86:**  
**Viewpoint SP15b - HF Route 3**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Development: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 87**  
**Viewpoint SP15b - HF Route 3**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



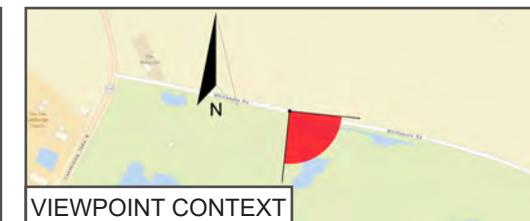
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 88:**  
**Viewpoint SP17 - HF Route 3**

On Whittamore Road south of 131-5071

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



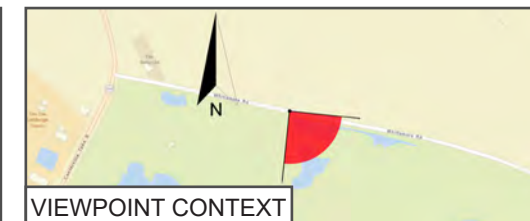
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 89:**  
**Viewpoint SP17 - HF Route 3**

On Whittamore Road south of 131-5071

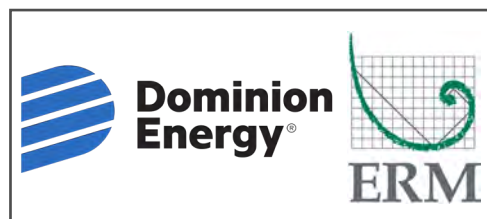
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 90:**  
**Viewpoint SP18 - HF Route 3**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 91:**  
**Viewpoint SP18 - HF Route 3**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Route: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 92:**  
**Viewpoint SP35 - HF Route 3**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Development: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 93**  
**Viewpoint SP35 - HF Route 3**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Figure 94: Aerial photograph depicting land use and photo view for 131-5333.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 95:**  
**Viewpoint SP19 - HF Route 3**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

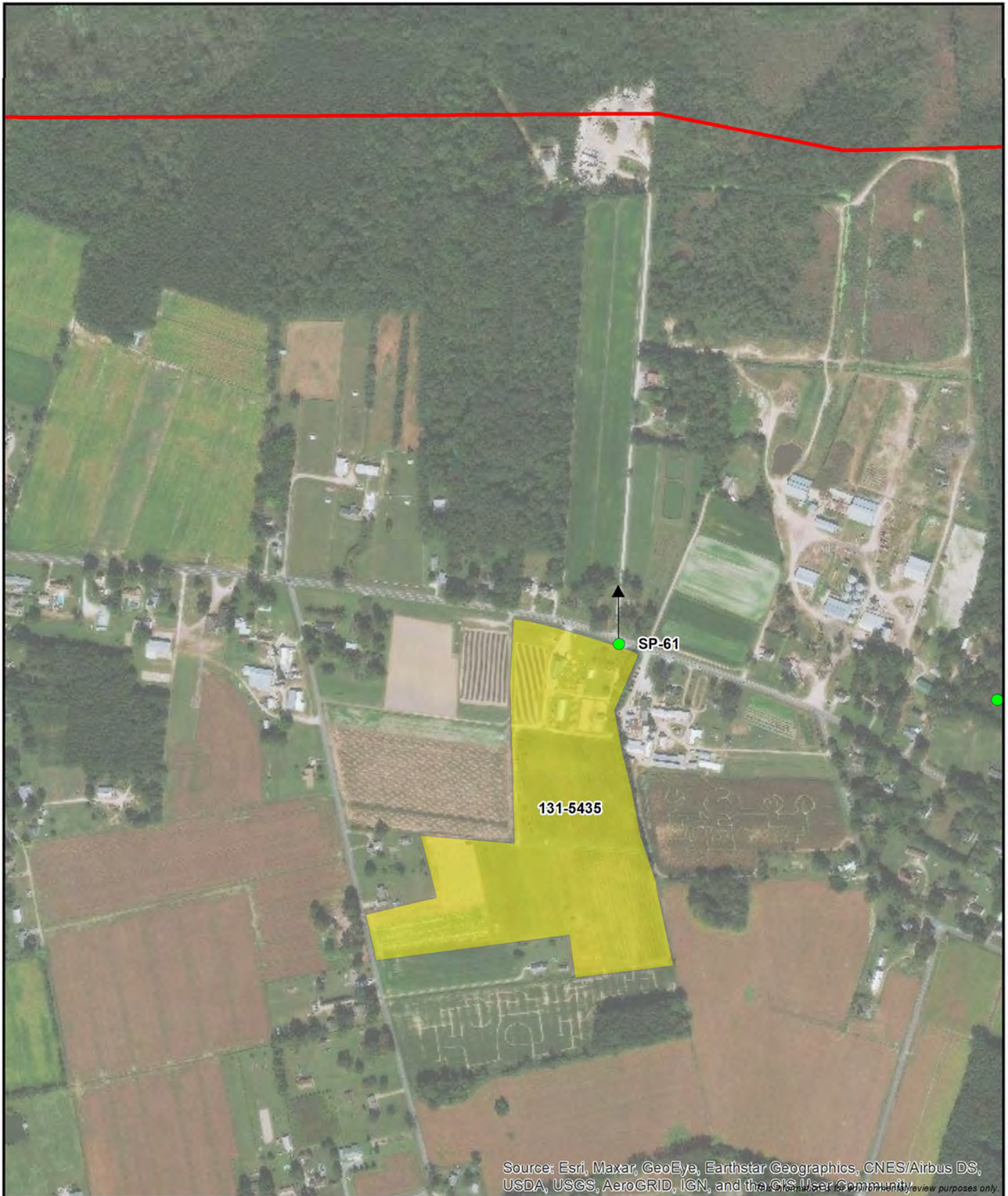
Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



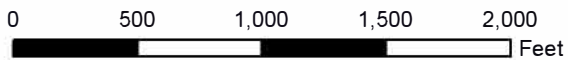
**Figure 96:**  
**Viewpoint SP19 - HF Route 3**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:9,270






-  Architecture Resource
-  Photo Point
-  HF Route 3



Figure 97: Aerial photograph depicting land use and photo view for 131-5435.





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 398121E 4063724N  
 View Direction: 360 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2418 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 21st September 2021 10:05  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 98**  
**Viewpoint SP61 - HF Route 3**

Mount Pleasant Road - 131-5435

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 398121E 4063724N  
 View Direction: 360 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2418 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 21st September 2021 10:05  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



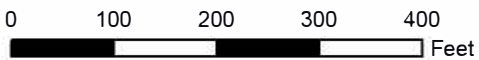
**Figure 99**  
**Viewpoint SP61 - HF Route 3**  
 Mount Pleasant Road - 131-5435  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1:2,244



- Architecture Resource
- Photo Point
- HF Route 3

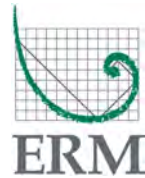


Figure 100: Aerial photograph depicting land use and photo view for 131-5435.



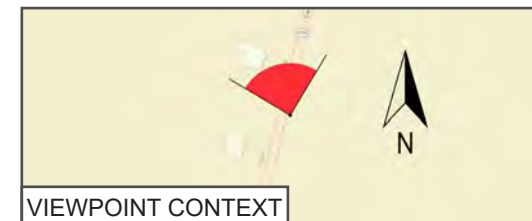
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



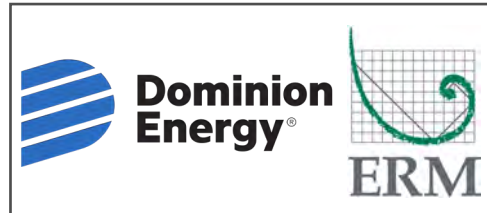
**Figure 101**  
**Viewpoint SP40a - HF Route 3**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



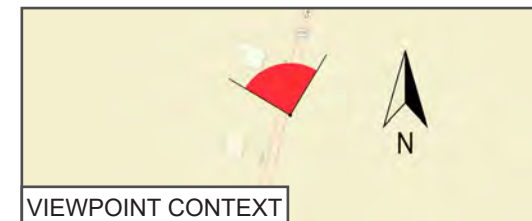
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 102**  
**Viewpoint SP40a - HF Route 3**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Pre-Application Analysis**  
**Coastal Virginia Offshore Wind**

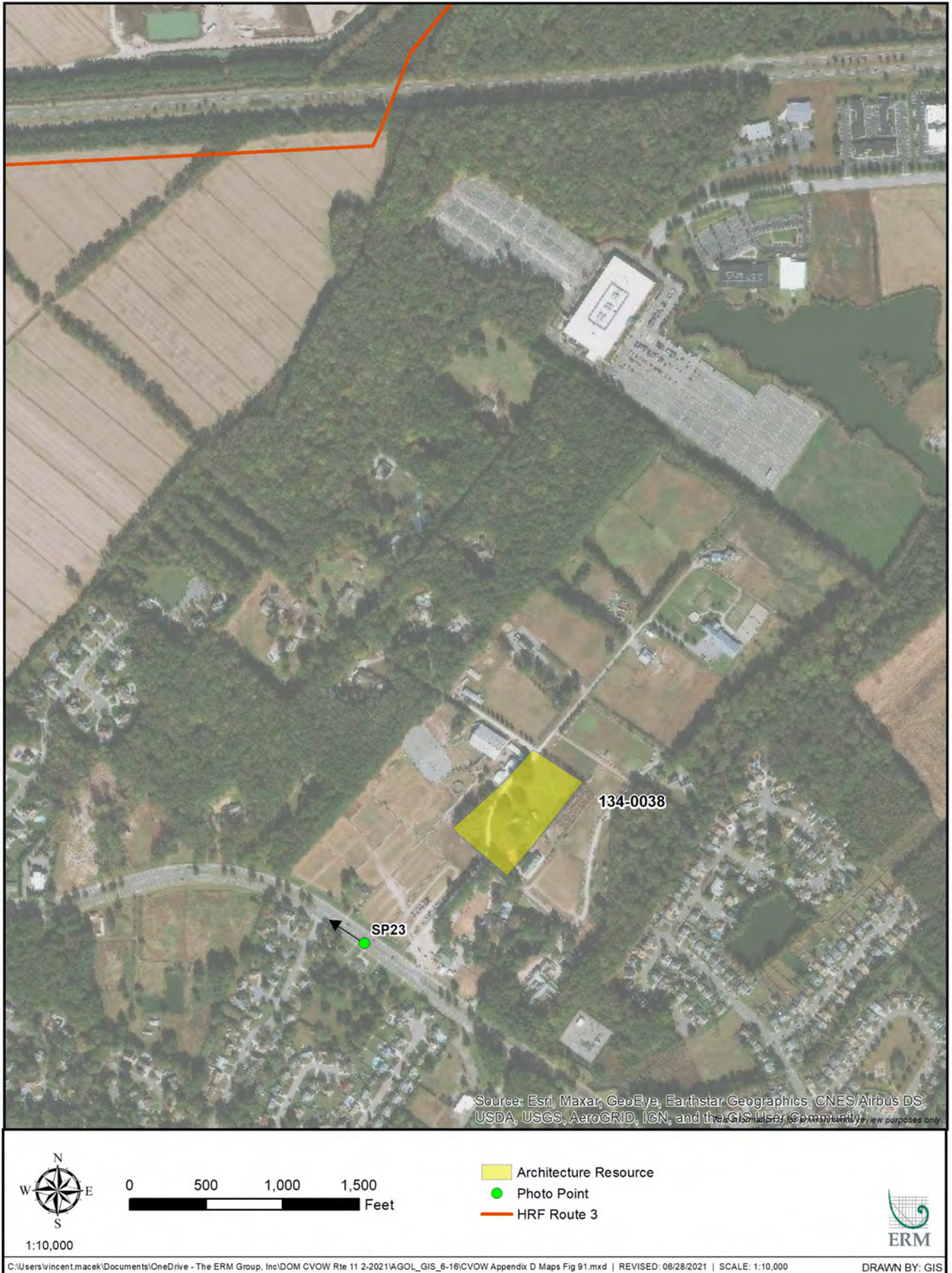


Figure 103: Aerial photograph depicting land use and photo view for 134-0038.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 104:**  
**Viewpoint SP23a - HF Route 3**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 105:**  
**Viewpoint SP23a - HF Route 3**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 106:**  
**Viewpoint SP23b - HF Route 3**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 107:**  
**Viewpoint SP23b - HF Route 3**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Figure 108: Aerial photograph depicting land use and photo view for 134-0072.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 2530 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 109:**  
**Viewpoint SP24 - HF Route 3**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



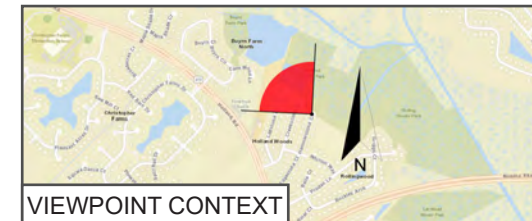
Attachment 5: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening

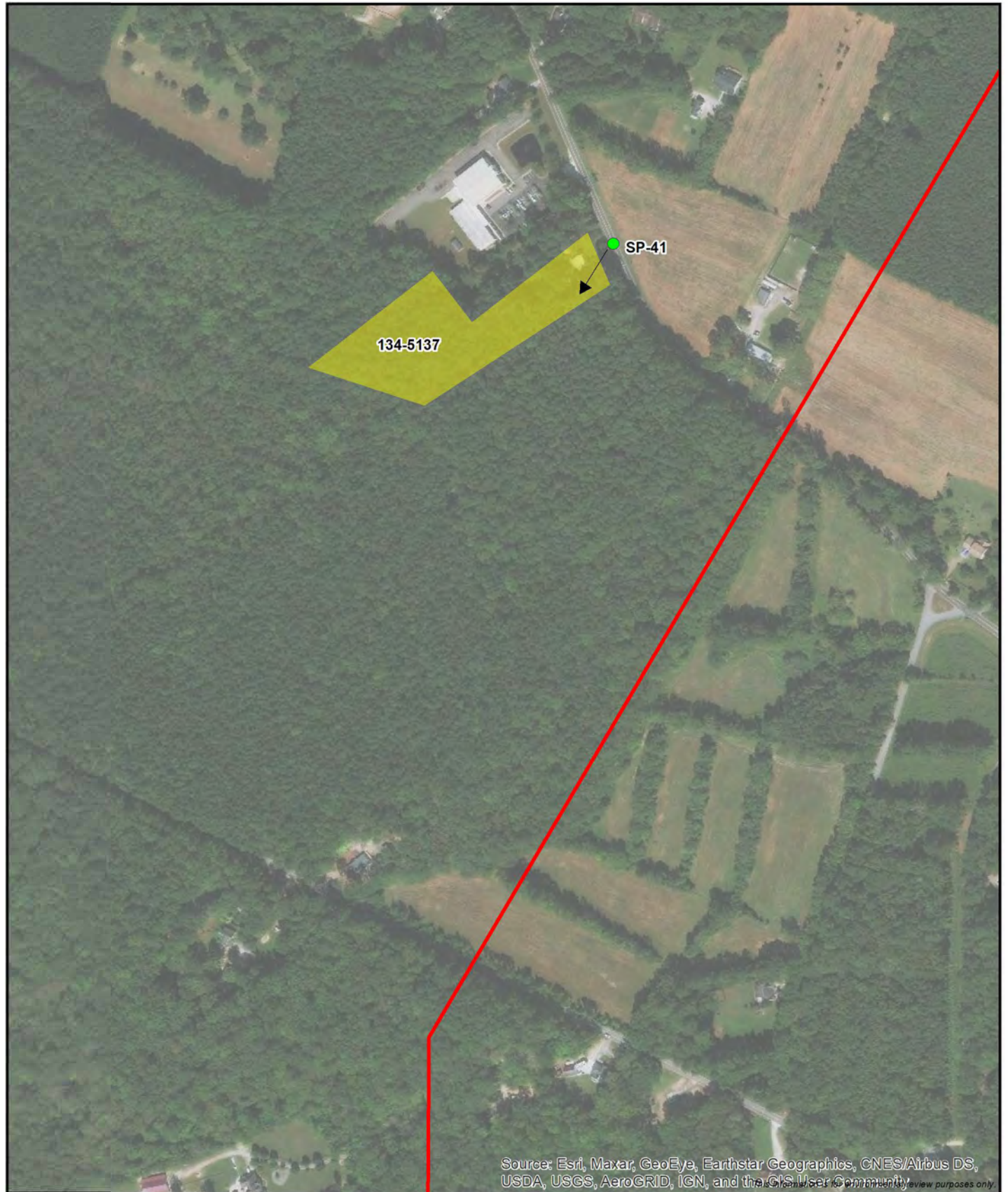


Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 2530 feet  
 Horizontal Field of View: 90 degrees

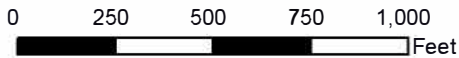
Date of Photography: 2nd April 2021 11:17  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 110:**  
**Viewpoint SP24 - HF Route 3**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1:5,896




-  Architecture Resource
-  Photo Point
-  HF Route 3



Figure 111: Aerial photograph depicting land use and photo view for 134-5137.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401573E 4066991N  
 View Direction: 115 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 738 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 28th August 2021 12:07  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 112**  
**Viewpoint SP41 - HF Route 3**  
 Salem Road Near Entrance to Coast  
 City Assembly Of God - 134-5137  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 3



Viewpoint Location UTM Zone 18N: 401573E 4066991N  
 View Direction: 115 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 738 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 28th August 2021 12:07  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 113**  
**Viewpoint SP41 - HF Route 3**  
 Salem Road Near Entrance to Coast  
 City Assembly Of God - 134-5137  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



## PHOTOSIMULATIONS – HF ROUTE 4



Figure 114: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



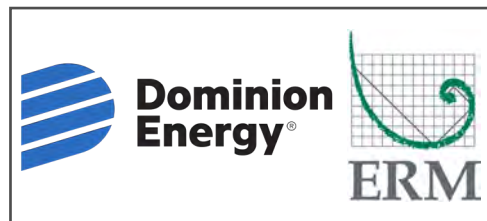
**Figure 115:**  
**Viewpoint SP19 - HF Route 4**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route - HF Route 4

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 116:**  
**Viewpoint SP19 - HF Route 4**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Existing View

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 117:**  
**Viewpoint SP31 - HF Route 4**  
 On south side of canal by bridge  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

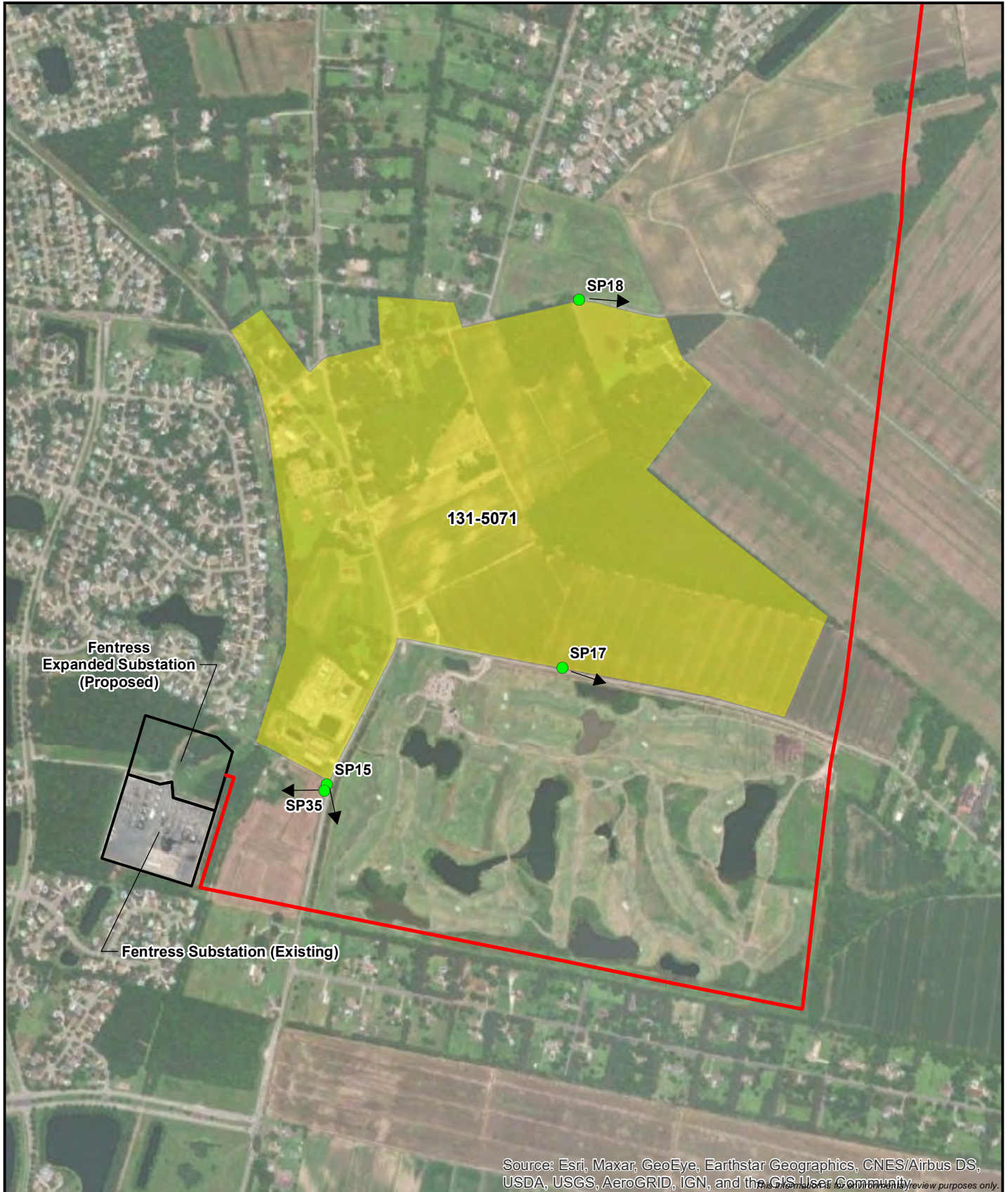
Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



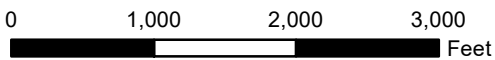
**Figure 118:**  
**Viewpoint SP31 - HF Route 4**  
 On south side of canal by bridge  
 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- HF Route 4
- Aboveground Facilities
- Architecture Resource
- Photo Point



1:16,160

Figure 119: Aerial photograph depicting land use and photo view for 131-5071.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 120:**  
**Viewpoint SP15a - HF Route 4**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





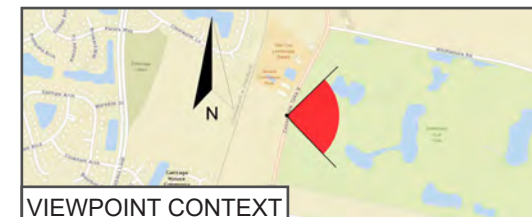
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 121:**  
**Viewpoint SP15a - HF Route 4**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 122:**  
**Viewpoint SP15b - HF Route 4**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Development: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 123**  
**Viewpoint SP15b - HF Route 4**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



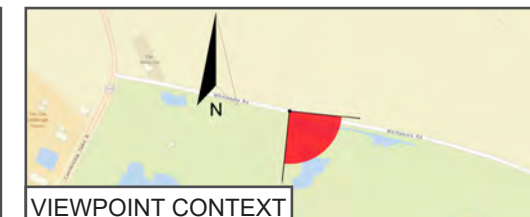
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 124:**  
**Viewpoint SP17 - HF Route 4**

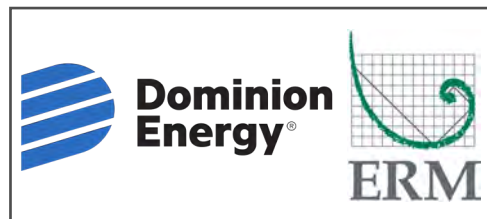
On Whittamore Road south of 131-5071

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 125:**  
**Viewpoint SP17 - HF Route 4**  
 On Whittamore Road south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 126:**  
**Viewpoint SP18 - HF Route 4**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



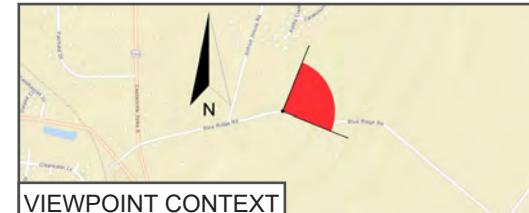
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 127:**  
**Viewpoint SP18 - HF Route 4**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Route: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 128:**  
**Viewpoint SP35 - HF Route 4**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 4



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Development: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 129**  
**Viewpoint SP35 - HF Route 4**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Figure 130: Aerial photograph depicting land use and photo view for 131-5333.



Existing View

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



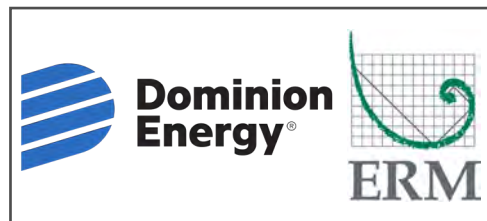
**Figure 131:**  
**Viewpoint SP19 - HF Route 4**  
 On Mt. Pleasant Road/North Landing Road  
 bridge- 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route - HF Route 4

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 132:**  
**Viewpoint SP19 - HF Route 4**  
 On Mt. Pleasant Road/North Landing  
 Road bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Existing View

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



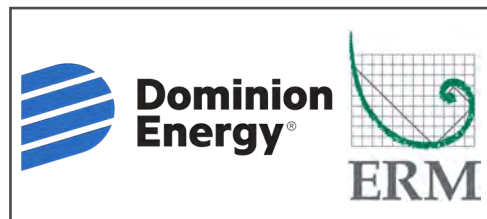
**Figure 133:**  
**Viewpoint SP31 - HF Route 4**  
 On south side of canal by bridge  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

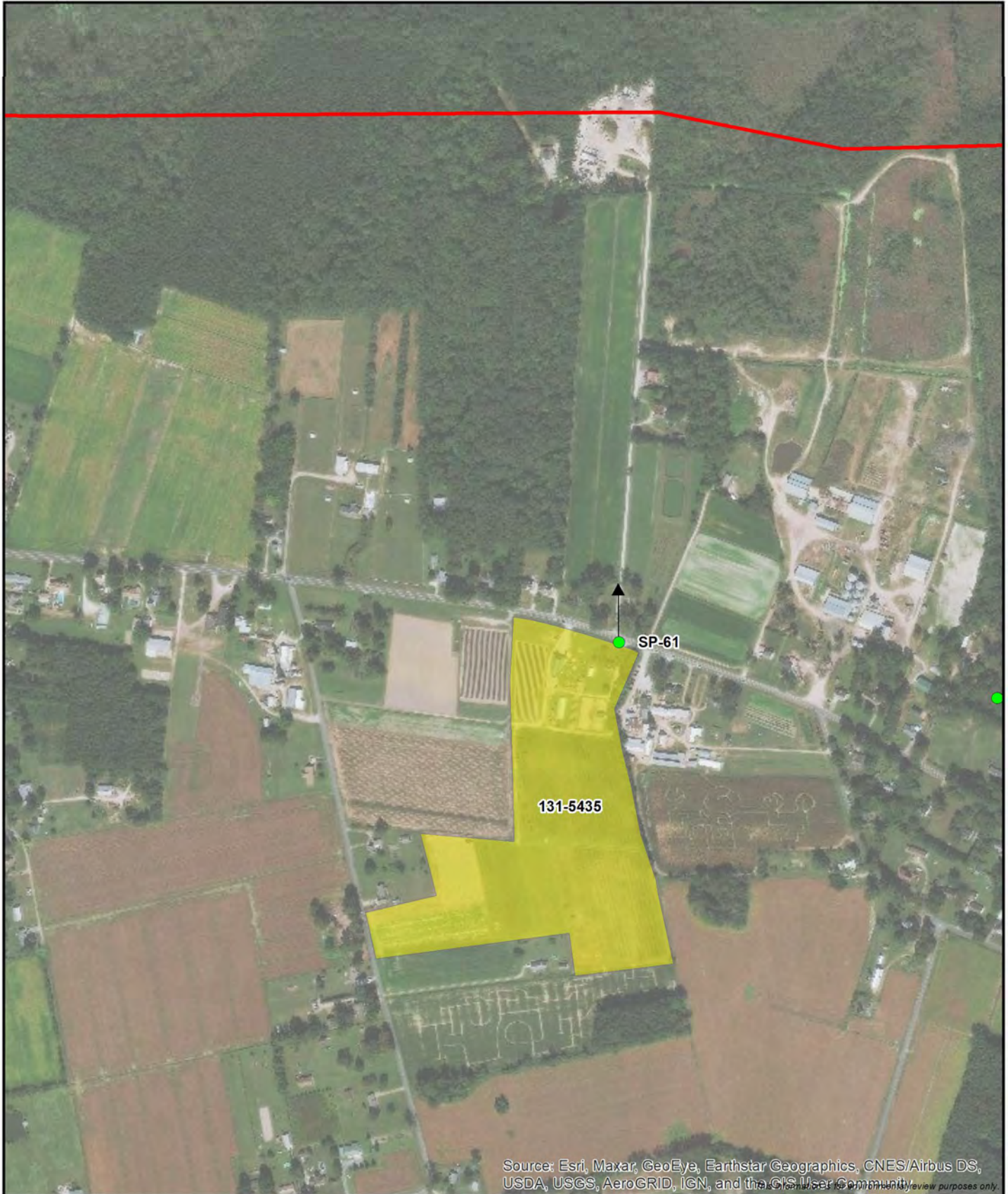
Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



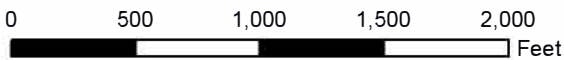
**Figure 134:**  
**Viewpoint SP31 - HF Route 4**  
 On south side of canal by bridge  
 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:9,270






-  Architecture Resource
-  Photo Point
-  HF Route 4

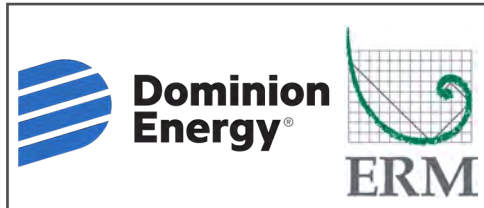


Figure 135: Aerial photograph depicting land use and photo view for 131-5435.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 398121E 4063724N  
 View Direction: 360 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2418 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 21st September 2021 10:05  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 136**  
**Viewpoint SP61 - HF Route 4**

Mount Pleasant Road - 131-5435

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 398121E 4063724N  
 View Direction: 360 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2418 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 21st September 2021 10:05  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 137**  
**Viewpoint SP61 - HF Route 4**  
 Mount Pleasant Road - 131-5435  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1:2,244

- Architecture Resource
- Photo Point
- HF Route 4



Figure 138: Aerial photograph depicting land use and photo view for 134-5887.



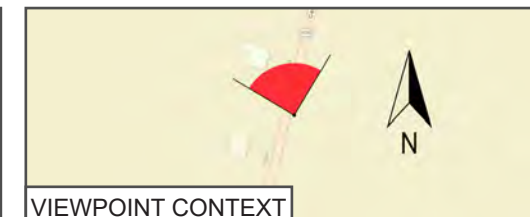
Existing View

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 139**  
**Viewpoint SP40a - HF Route 4**  
 Centerville Turnpike South Near Murray  
 Drive - 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route - HF Route 4

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 140**  
**Viewpoint SP40a - HF Route 4**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

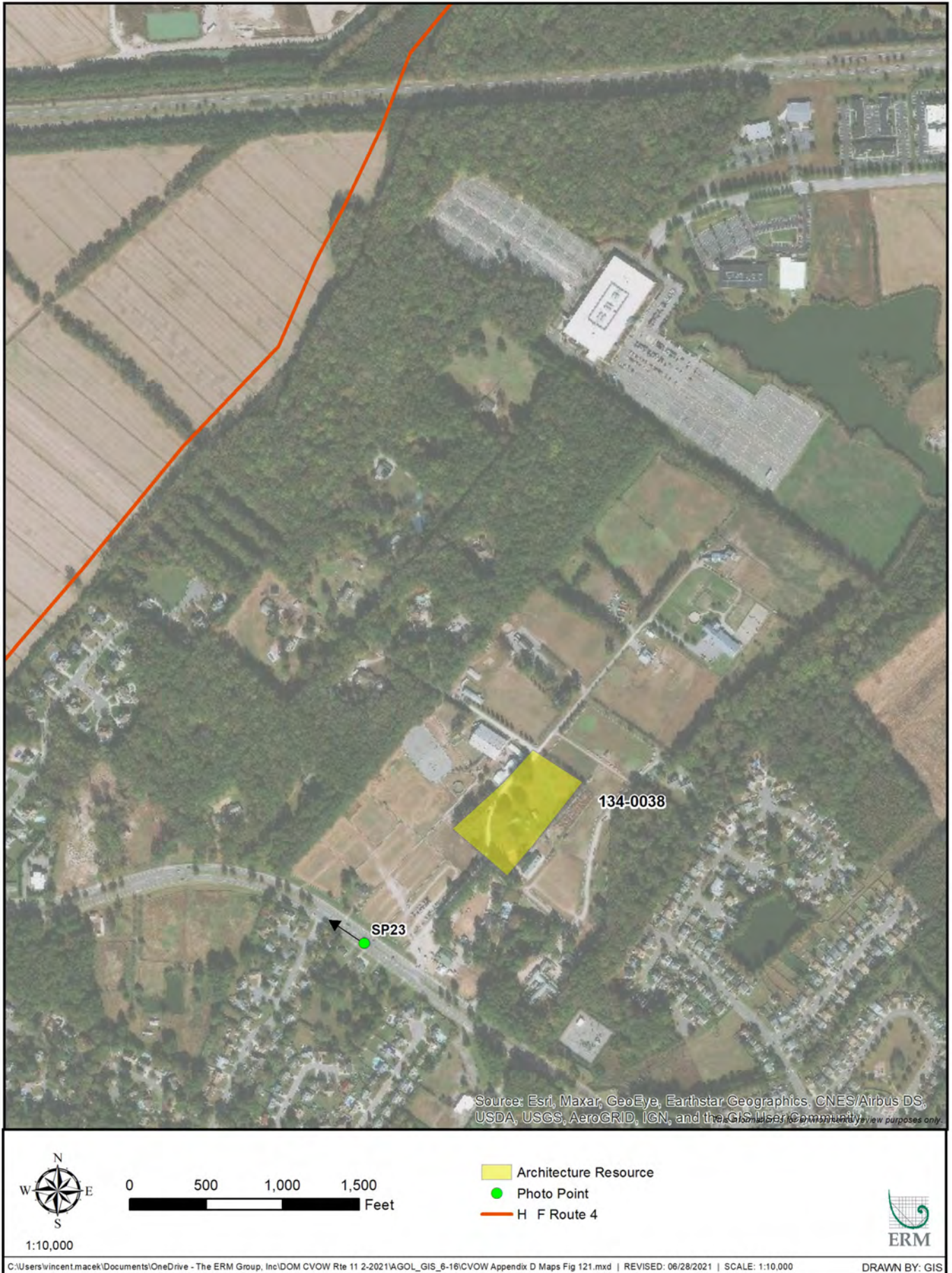


Figure 141: Aerial photograph depicting land use and photo view for 134-0038.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 142:**  
**Viewpoint SP23a - HF Route 4**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 143:**  
**Viewpoint SP23a - HF Route 4**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



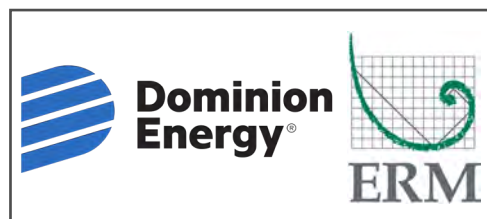
**Figure 144:**  
**Viewpoint SP23b - HF Route 4**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 145:**  
**Viewpoint SP23b - HF Route 4**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Figure 146: Aerial photograph depicting land use and photo view for 134-0072.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 147:**  
**Viewpoint SP24 - HF Route 4**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 148:**  
**Viewpoint SP24 - HF Route 4**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

## PHOTOSIMULATIONS – HF ROUTE 5



Figure 149: Aerial photograph depicting land use and photo view for 131-0044.



Existing View

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92°  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 150:**  
**Viewpoint SP31 - HF Route 5**  
 On south side of canal by bridge  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



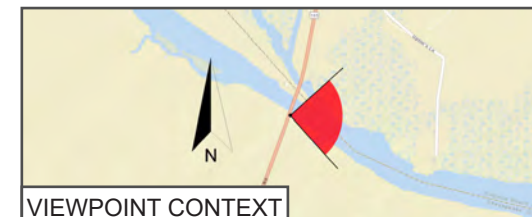
Photomontage showing proposed route - HF Route 5

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92°  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 151:**  
**Viewpoint SP31 - HF Route 5**  
 On south side of canal by bridge  
 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401780E 4064213N  
 View Direction: 120°  
 Viewpoint Elevation: 7 feet  
 Distance to Route: 915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 152:**  
**Viewpoint SP32 - HF Route 5**

On canal 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 401780E 4064213N  
 View Direction: 120°  
 Viewpoint Elevation: 7 feet  
 Distance to Route: 915 feet  
 Horizontal Field of View: 90 degrees

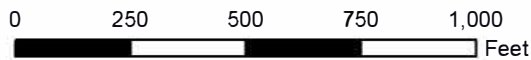
Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 153:**  
**Viewpoint SP32 - HF Route 5**

On canal 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



- Architecture Resource
- Photo Point
- HF Route 5



Figure 154: Aerial photograph depicting land use and photo view for 131-0156.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 398515E 4056812N  
 View Direction: 3635degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2979 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 21st September 2021 10:24  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 155**  
**Viewpoint SP60 - HF Route 5**  
 Silvertown Avenue At Entrance Of  
 Silvertown Historic Cemetery  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 398515E 4056812N  
 View Direction: 335 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2979 feet  
 Horizontal Field of View: 90 degrees

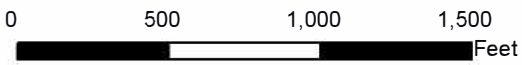
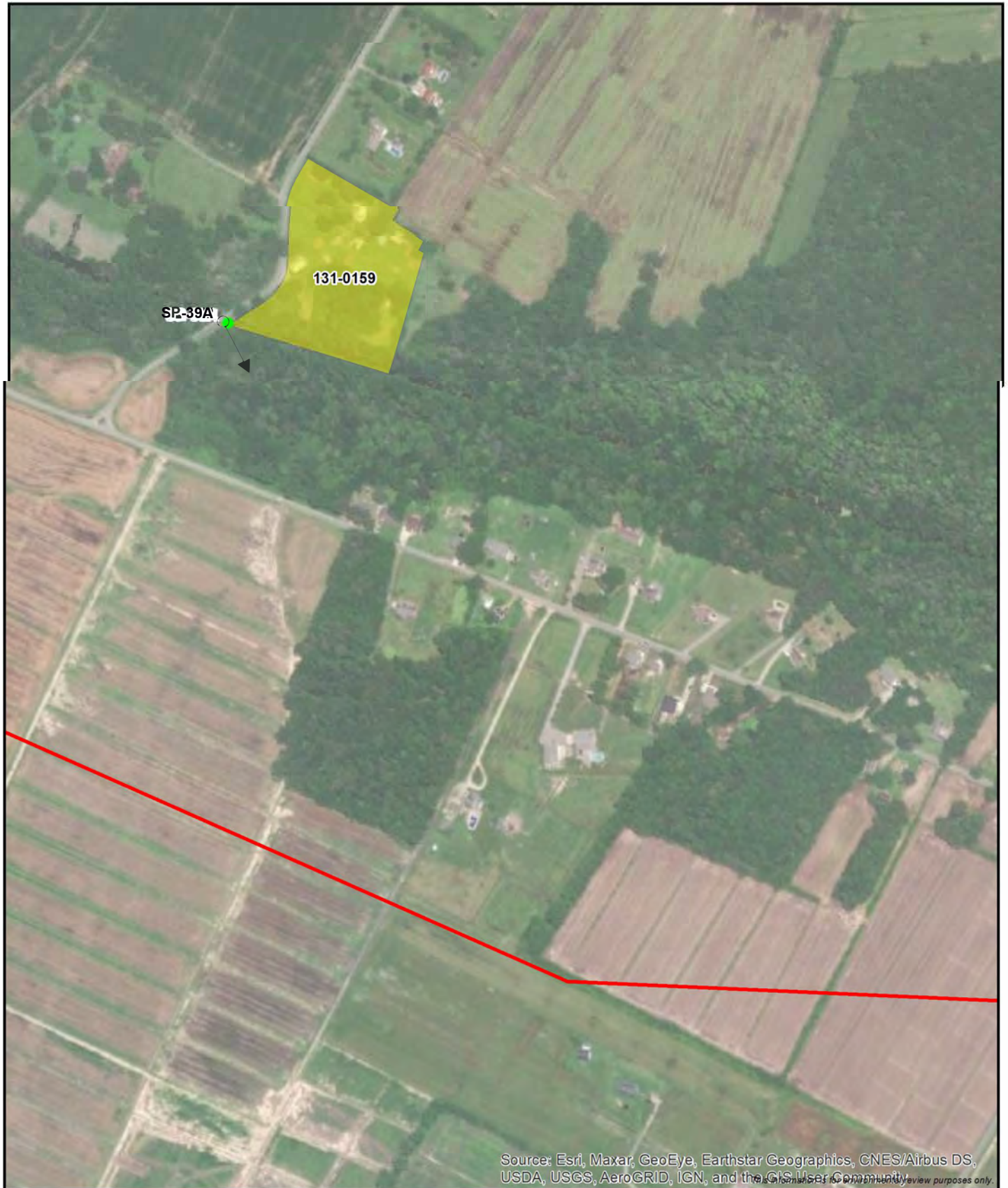
Date of Photography: 21st September 2021 10:24  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet






**Figure 156**  
**Viewpoint SP60 - HF Route 5**  
 Silvertown Avenue At Entrance Of  
 Silvertown Historic Cemetery

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



-  Architecture Resource
-  Photo Point
-  HF Route 5



1:7,612

Figure 157: Aerial photograph depicting land use and photo view for 131-0159.



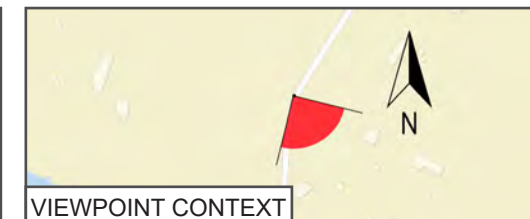
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 396772E 4058034N  
 View Direction: 148 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 3573 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 28th August 2021 10:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 158**  
**Viewpoint SP39a - HF Route 5**  
 Fentress Airfield Road at Bridge  
 131-0159

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



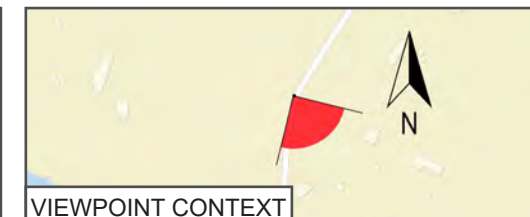
Attachment 5: Photosimulations

Transmission Line-over-Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 396772E 4058034N  
 View Direction: 148 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 3573 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 28th August 2021 10:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 159**  
**Viewpoint SP39a - HF Route 5**  
 Fentress Airfield Road at Bridge  
 131-0159

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. For review purposes only.

— HF Route 5  
 Aboveground Facilities  
 Architecture Resource  
● Photo Point

1:62,000  
 0 4,000 8,000 12,000 Feet




Figure 160: Aerial photograph depicting land use and photo view for 131-5071.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195°  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

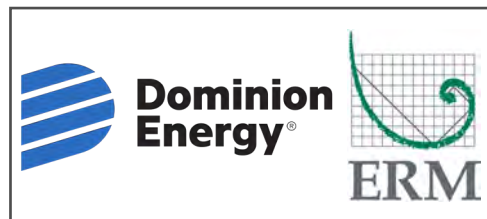


**Figure 161:**  
**Viewpoint SP15 - HF Route 5**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195°  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 162:**  
**Viewpoint SP15 - HF Route 5**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140°  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 163:**  
**Viewpoint SP17 - HF Route 5**

On Whittamore Road south of 131-5071

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140°  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 164:**  
**Viewpoint SP17 - HF Route 5**  
 On Whittamore Road south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Route: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 165:**  
**Viewpoint SP35 - HF Route 5**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Development: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 166**  
**Viewpoint SP35 - HF Route 5**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

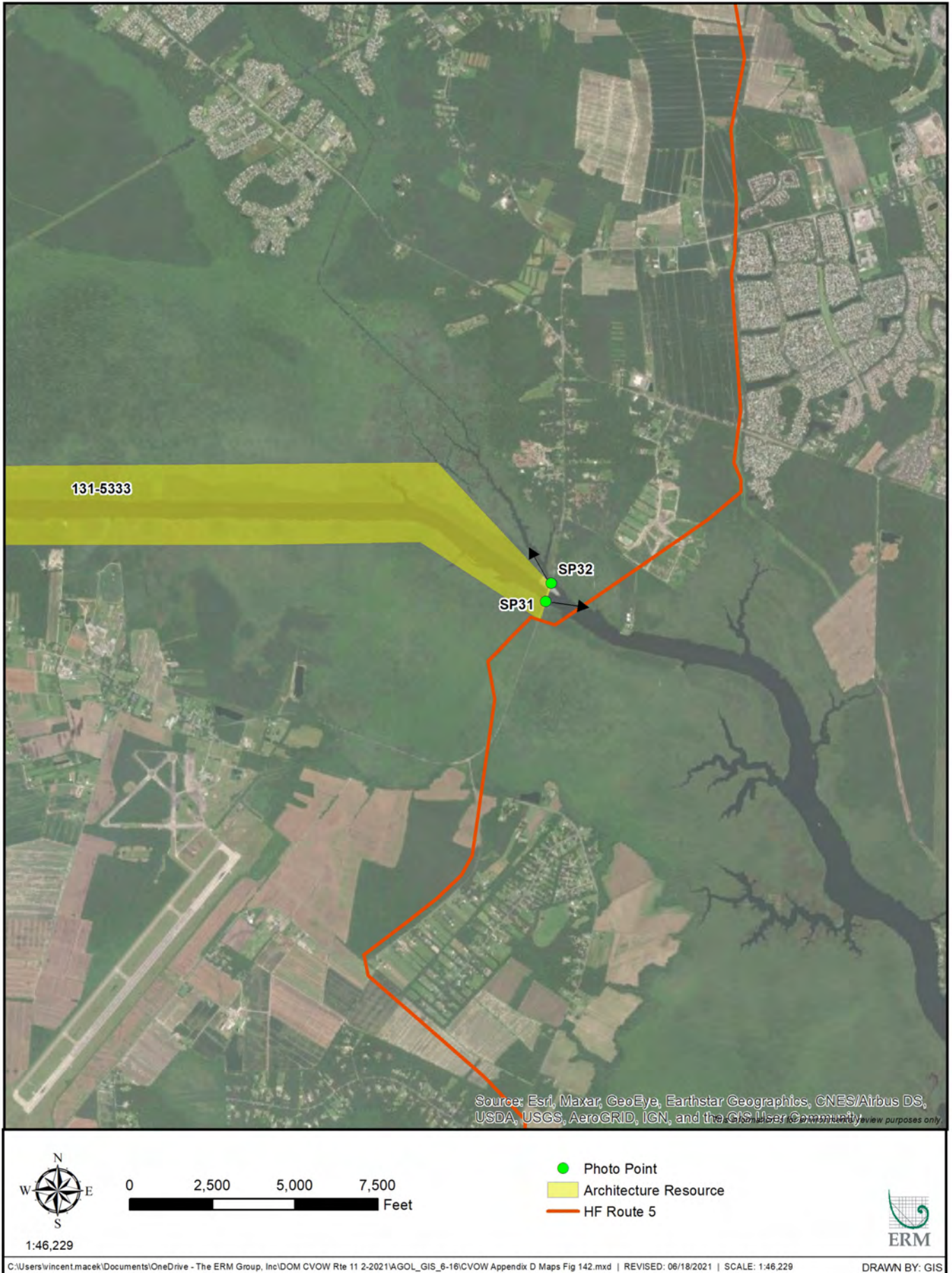


Figure 167: Aerial photograph depicting land use and photo view for 131-5333.





Existing View

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92°  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



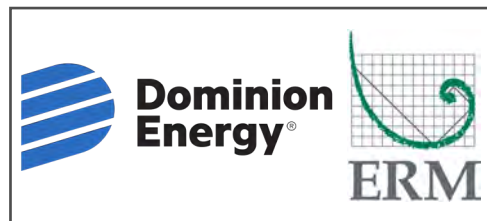
**Figure 168:**  
**Viewpoint SP31 - HF Route 5**  
 On south side of canal by bridge  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Photomontage showing proposed route - HF Route 5

Attachment 5: Photosimulations



Viewpoint Location UTM Zone 48N732E 4064084N  
 View Direction: 92°  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 580 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 169:**  
**Viewpoint SP31 - HF Route 5**  
 On south side of canal by bridge  
 131-0044 and 131-5333

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401780E 4064213N  
 View Direction: 120°  
 Viewpoint Elevation: 7 feet  
 Distance to Route: 915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 170:**  
**Viewpoint SP32 - HF Route 5**

On canal 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 401780E 4064213N  
 View Direction: 120°  
 Viewpoint Elevation: 7 feet  
 Distance to Route: 915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 5th April 2021 14:10  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 171:**  
**Viewpoint SP32 - HF Route 5**

On canal 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. This is for review purposes only.



1:2,244

- Architecture Resource
- Photo Point
- HF Route 5



Figure 172: Aerial photograph depicting land use and photo view for 131-5887.



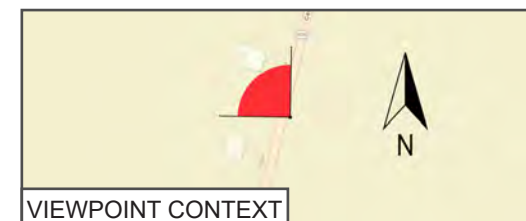
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 315 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 561 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 173**  
**Viewpoint SP40a - HF Route 5**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



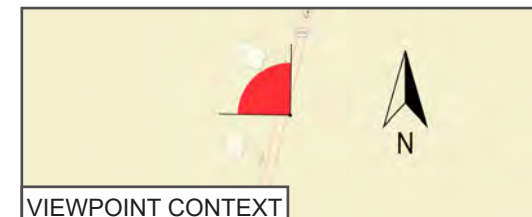
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Route 5



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 561 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 174**  
**Viewpoint SP40a - HF Route 5**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

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**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

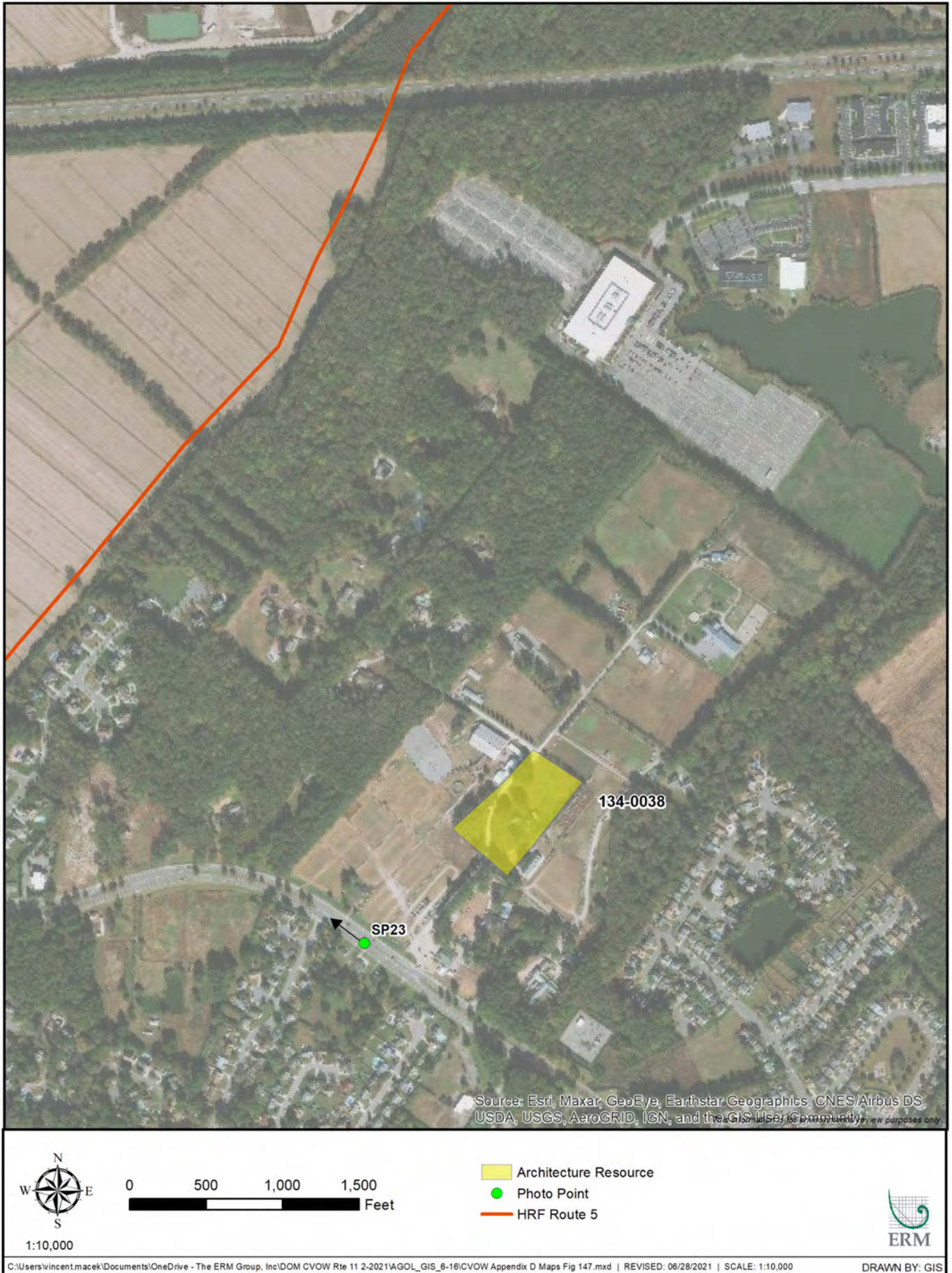


Figure 175: Aerial photograph depicting land use and photo view for 134-0038.





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 176:**  
**Viewpoint SP23a - HF Route 5**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 177:**  
**Viewpoint SP23a - HF Route 5**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 178:**  
**Viewpoint SP23b - HF Route 5**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening

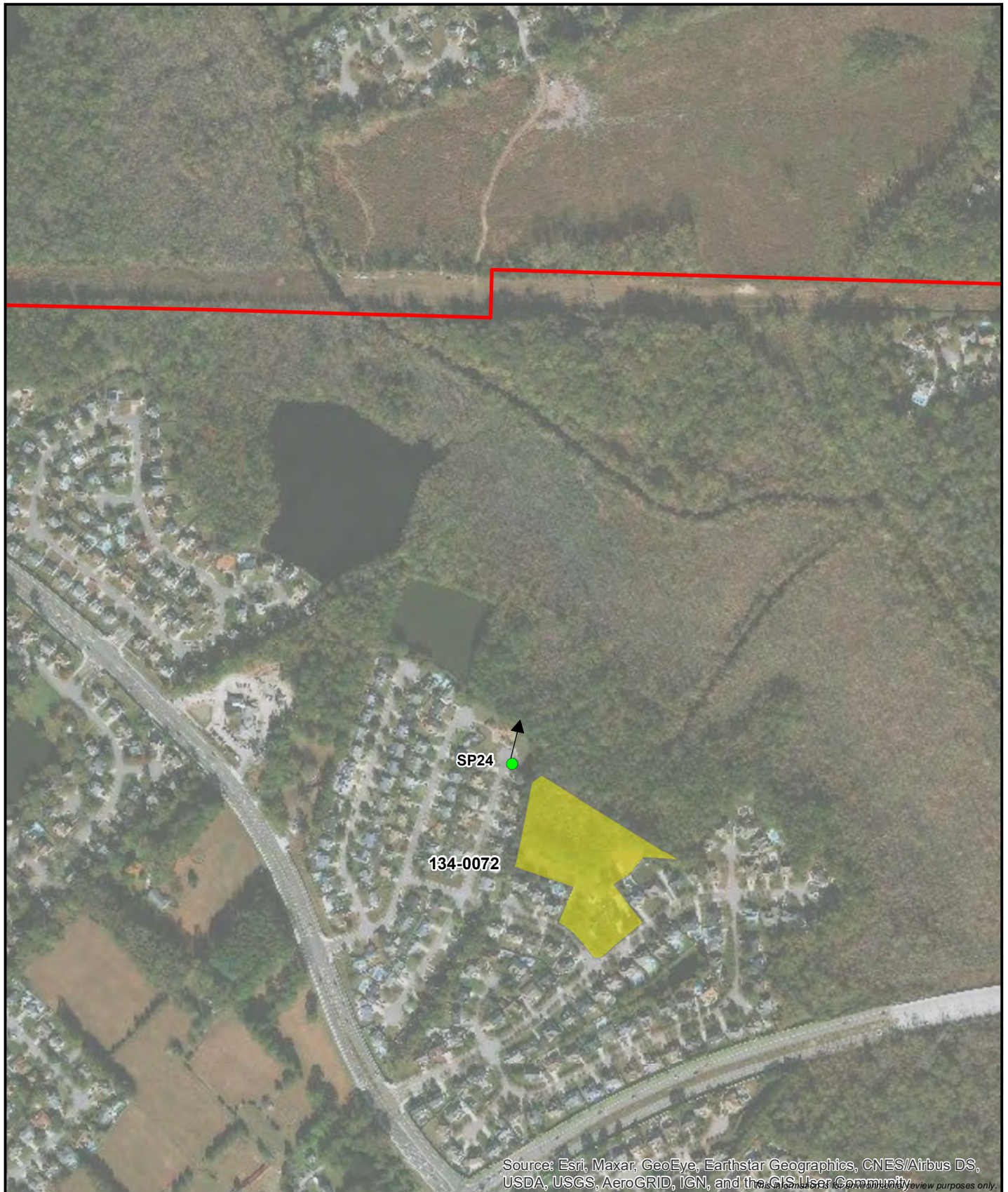


Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

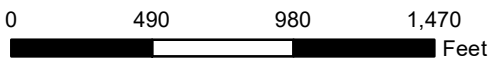
Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 179:**  
**Viewpoint SP23b - HF Route 5**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:8,000



- Architecture Resource
- Photo Point
- HF Route 5



Figure 180: Aerial photograph depicting land use and photo view for 134-0072.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 2530 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 181:**  
**Viewpoint SP24 - HF Route 5**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Transmission Line over Photo Image - No elements of the proposed route will be visible from this location due to foreground screening



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 2530 feet  
 Horizontal Field of View: 90 degrees

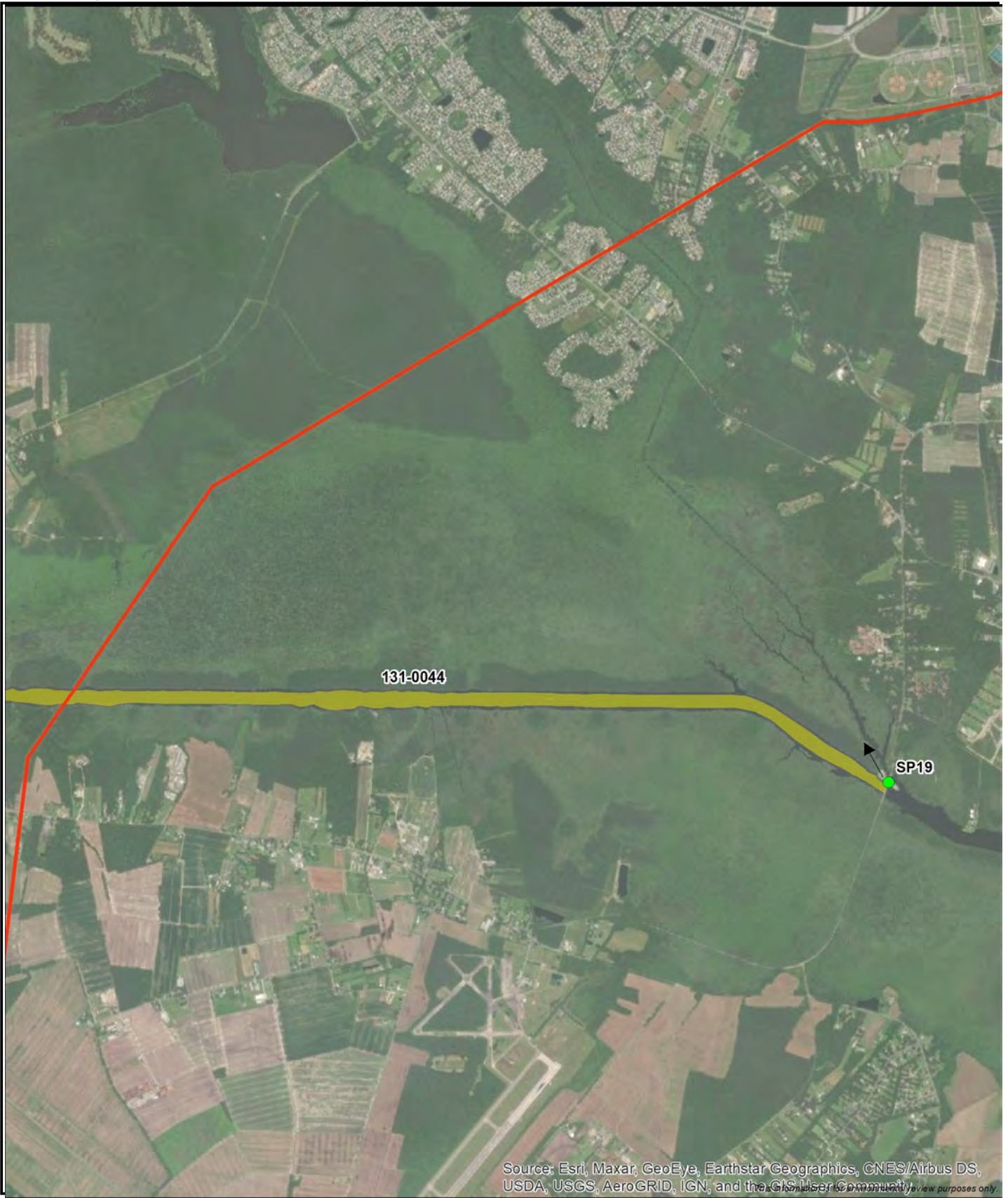
Date of Photography: 2nd April 2021 11:17  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



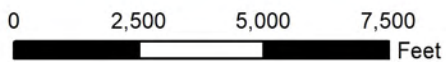
**Figure 182:**  
**Viewpoint SP24 - HF Route 5**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

## PHOTOSIMULATIONS – HF HYBRID ROUTE





1:46,229



- Architecture Resource
- Photo Point
- HF Hybrid\_Route



Figure 183: Aerial photograph depicting land use and photo view for 131-0044.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 184:**  
**Viewpoint SP19 - HF Hybrid Route**  
 On Mt. Pleasant Road/North Landing  
 Road bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route

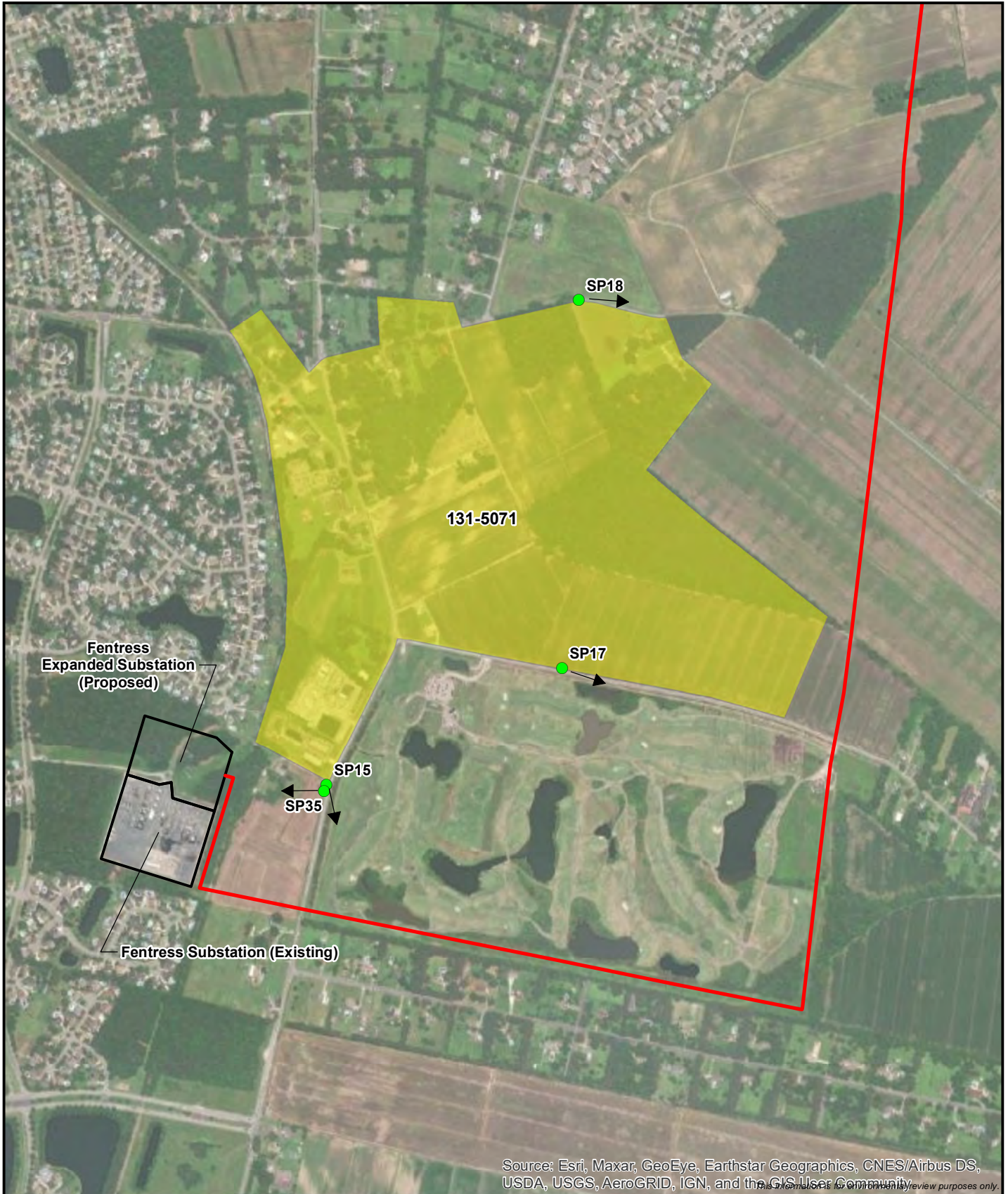


Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 185:**  
**Viewpoint SP19 - HF Hybrid Route**  
 On Mt. Pleasant Road/North Landing  
 Road bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

1:16,160

0 1,000 2,000 3,000 Feet

- HF Hybrid Route
- Aboveground Facilities
- Architecture Resource
- Photo Point

Figure 186: Aerial photograph depicting land use and photo view for 131-5071.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 187:**  
**Viewpoint SP15a - HF Hybrid Route**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 90 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 3962 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 188:**  
**Viewpoint SP15a - HF Hybrid Route**  
 On Centerville Turnpike east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Route: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 189:**  
**Viewpoint SP15b - HF Hybrid Route**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 394102E 4061222N  
 View Direction: 195 degrees  
 Viewpoint Elevation: 20 feet  
 Distance to Development: 856 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 10:53  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 190**  
**Viewpoint SP15b - HF Hybrid Route**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 191:**  
**Viewpoint SP17 - HF Hybrid Route**  
 On Whittamore Road south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 394378E 4061514N  
 View Direction: 140 degrees  
 Viewpoint Elevation: 13 feet  
 Distance to Route: 2255 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 11:44  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 192:**  
**Viewpoint SP17 - HF Hybrid Route**  
 On Whittamore Road south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



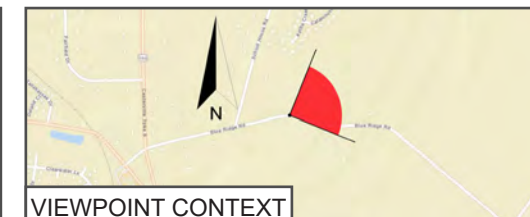
Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 193:**  
**Viewpoint SP18 - HF Hybrid Route**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



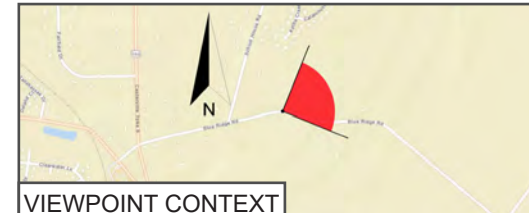
Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 394749E 4062435N  
 View Direction: 66 degrees  
 Viewpoint Elevation: 23 feet  
 Distance to Route: 2409 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 14:08  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 194:**  
**Viewpoint SP18 - HF Hybrid Route**  
 On Blue Ridge Road east of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Route: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 195:**  
**Viewpoint SP35 - HF Hybrid Route**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 394107E 4061242N  
 View Direction: 266 degrees  
 Viewpoint Elevation: 19 feet  
 Distance to Development: 685 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 2:30pm  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 196**  
**Viewpoint SP35 - HF Hybrid Route**  
 On Centerville Turnpike south of 131-5071  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



0 2,500 5,000 7,500  
Feet

- Architecture Resource
- Photo Point
- HF Hybrid Route



1:46,229

Figure 197: Aerial photograph depicting land use and photo view for 131-5333.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 198:**  
**Viewpoint SP19 - HF Hybrid Route**  
 On Mt. Pleasant Road/North Landing  
 Road bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 401735E 4064096N  
 View Direction: 336 degrees  
 Viewpoint Elevation: 10 feet  
 Distance to Route: 2915 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 6th April 2021 13:42  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



VIEWPOINT CONTEXT

**Figure 199:**  
**Viewpoint SP19 - HF Hybrid Route**  
 On Mt. Pleasant Road/North Landing  
 Road bridge- 131-0044 and 131-5333  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:2,244






-  Architecture Resource
-  Photo Point
-  Hybrid Route



Figure 200: Aerial photograph depicting land use and photo view for 131-5887.



Existing View



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 201**  
**Viewpoint SP40a - HF Hybrid Route**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

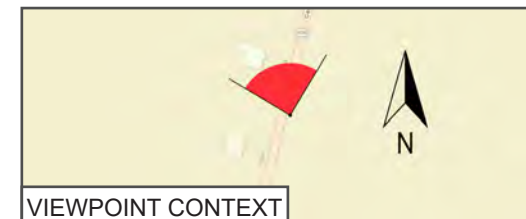


Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 393999E 4060713N  
 View Direction: 345 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 767 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 27th August 2021 12:49  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



VIEWPOINT CONTEXT

**Figure 202**  
**Viewpoint SP40a - HF Hybrid Route**  
 Centerville Turnpike South Near Murray Drive  
 131-5887

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Figure 203: Aerial photograph depicting land use and photo view for 134-0038.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 204:**  
**Viewpoint SP23a - HF Hybrid Route**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Photomontage showing proposed route - HF Hybrid Route



Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 242 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 205:**  
**Viewpoint SP23a - HF Hybrid Route**  
 On London Bridge Road southwest of 134-0038  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Existing View



Viewpoint Location: 408678E 4070209N  
 View Direction: 317 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



VIEWPOINT CONTEXT

**Figure 206:**  
**Viewpoint SP23b - HF Hybrid Route**  
 On sidewalk next to London Bridge Road  
 (Looking Northwest) - 134-0038

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



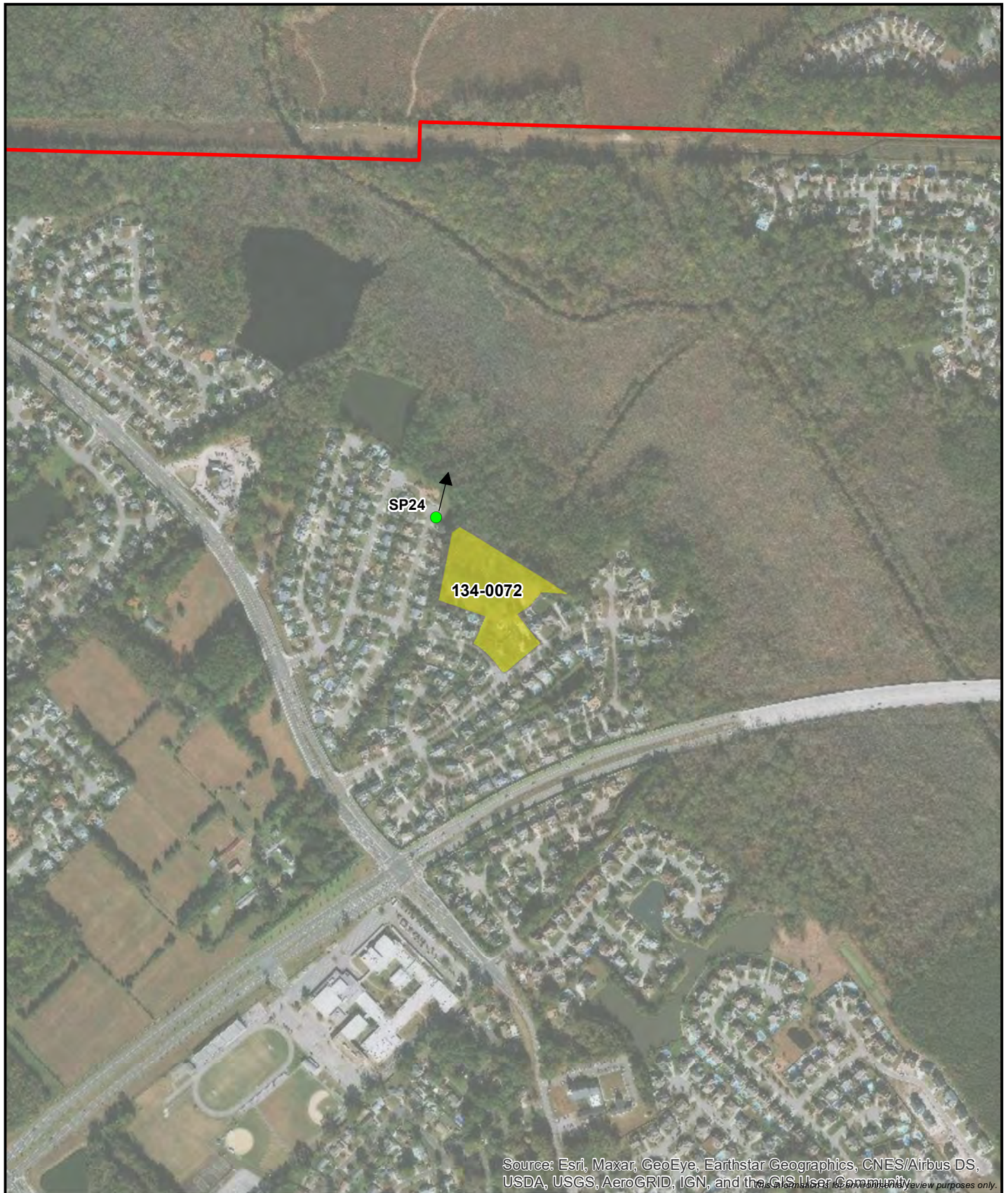
Viewpoint Location UTM Zone 18N: 408678E 4070209N  
 View Direction: 317°  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 3490 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 10:03  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet

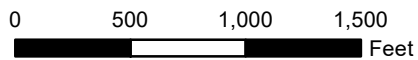


**Figure 207:**  
**Viewpoint SP23b - HF Hybrid Route**  
 On sidewalk next to London Bridge Road  
 (Looking Northwest)

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



1:10,000



- Architecture Resource
- Photo Point
- HF Hybrid Route



Figure 208: Aerial photograph depicting land use and photo view for 134-0072.



Attachment 5: Photosimulations

Existing View



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 209:**  
**Viewpoint SP24 - HF Hybrid Route**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Attachment 5: Photosimulations

Yellow line shows approximate position of proposed underground cable route (a dashed line means its location is behind foreground features)



Viewpoint Location UTM Zone 18N: 405960E 4069349N  
 View Direction: 5 degrees  
 Viewpoint Elevation: 16 feet  
 Distance to Route: 1587 feet  
 Horizontal Field of View: 90 degrees

Date of Photography: 2nd April 2021 11:17am  
 Camera: Nikon D800  
 Lens: Nikkor 50mm 1.4  
 Camera Height: 5 feet



**Figure 210:**  
**Viewpoint SP24 - HF Hybrid Route**  
 On Hammer Stone Court north of 134-0072  
**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

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**ATTACHMENT 6 3D RENDERINGS OF CANAL CROSSING (131-0044 & 131-5333)**

**RENDERINGS OF CANAL CROSSING (131-0044 & 131-5333) – HF ROUTE 1**



Figure 1: Aerial photograph depicting land use and rendering view for 131-0044.



Existing View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)



Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



**Figure 2**  
**Viewpoint - HF Route 1**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**





Proposed View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)

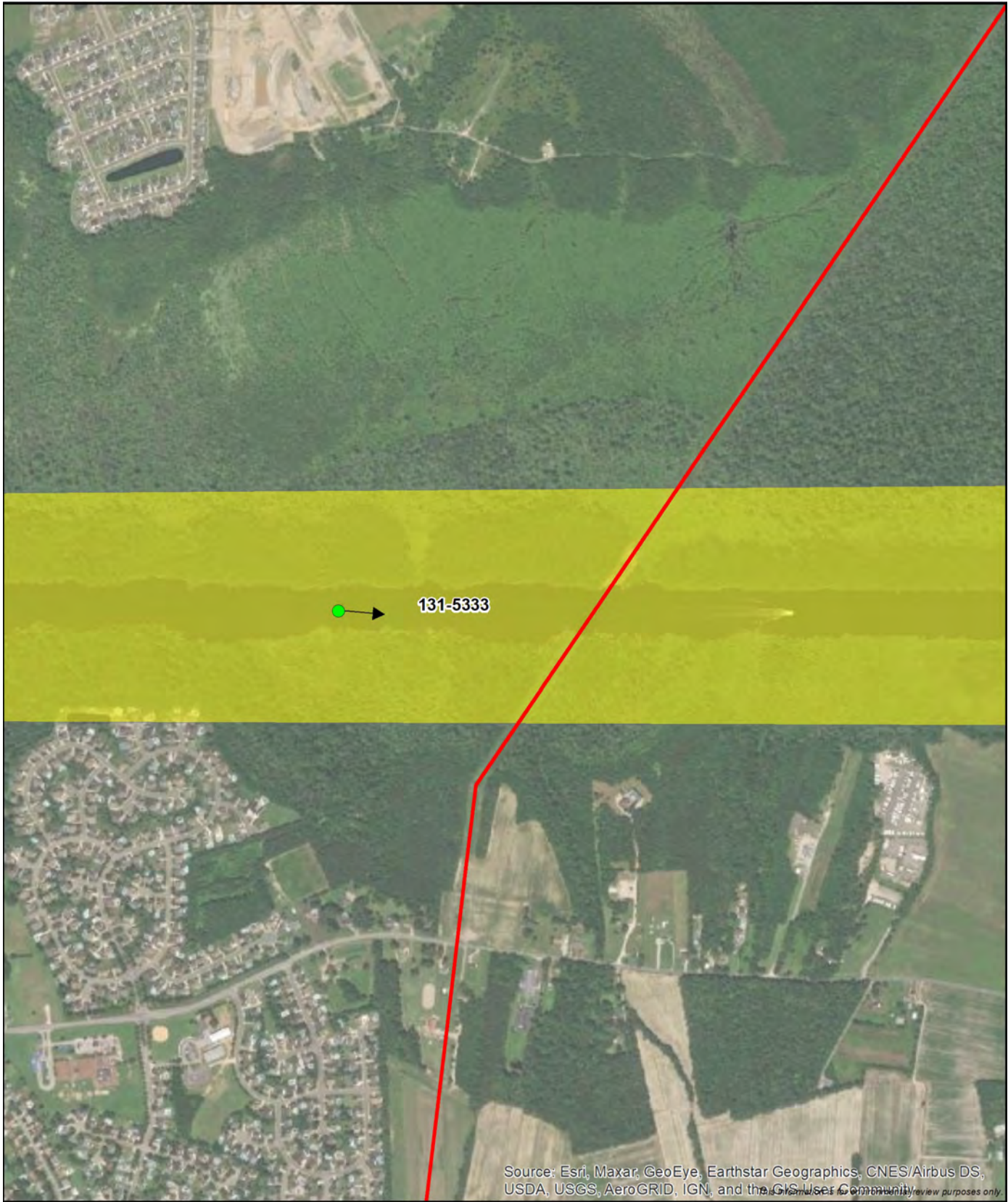


Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



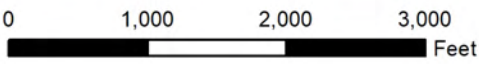
**Figure 3**  
**Viewpoint - HF Route 1**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333  
 Phase I Historic Architectural Survey  
 Coastal Virginia Offshore Wind  
 Commercial Project



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community  
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1:16,160



Architecture Resource  
HF Route 1



Figure 4: Aerial photograph depicting land use and rendering view for 131-5333.



Existing View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)



Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



**Figure 5**  
**Viewpoint - HF Route 1**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Proposed View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)



Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



**Figure 6**  
**Viewpoint - HF Route 1**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

**RENDERINGS OF CANAL CROSSING (131-0044 & 131-5333) – HF HYBRID ROUTE**



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community. *Not for use for review purposes only.*

1:16,160

0 1,000 2,000 3,000 Feet

Architecture Resource  
HF Hybrid Route

Figure 7: Aerial photograph depicting land use and rendering view for 131-0044.



Existing View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)



Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



**Figure 8**  
**Viewpoint - HF Hybrid Route**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Proposed View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)



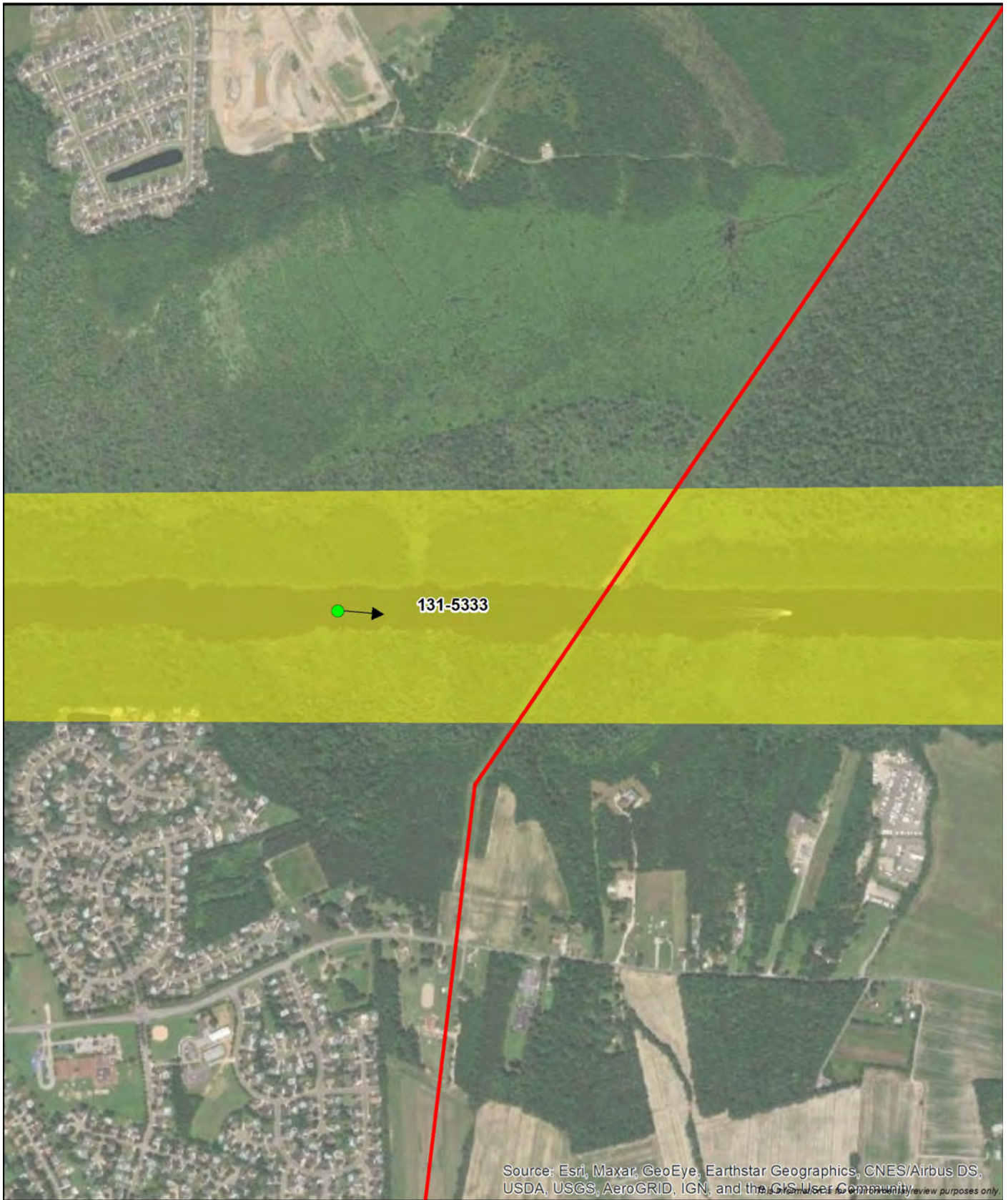
Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



**Figure 9**  
**Viewpoint - HF Hybrid Route**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333  
 Phase I Historic Architectural Survey  
 Coastal Virginia Offshore Wind  
 Commercial Project

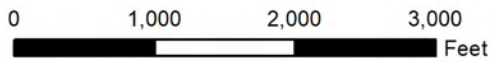




Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



1:16,160



Architecture Resource  
HF Hybrid Route



Figure 10: Aerial photograph depicting land use and rendering view for 131-5333.



Existing View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)



Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



**Figure 11**  
**Viewpoint - HF Hybrid Route**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**



Proposed View

Attachment 6: 3D Renderings of Canal Crossing (131-0044 & 131-5333)



Viewpoint Location UTM Zone 18N: 395432E 4064851N  
 View Direction: 85 degrees  
 Viewpoint Elevation: 3 feet  
 Distance to Development: 2053 feet  
 Horizontal Field of View: 40 degrees

Simulated 50mm camera using google earth and 3dsmax as seen from a boat



**Figure 12**  
**Viewpoint - HF Hybrid Route**  
 Albermarle & Chesapeake Canal  
 131-0044 and 131-5333

**Phase I Historic Architectural Survey**  
**Coastal Virginia Offshore Wind**  
**Commercial Project**

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India	South Korea
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