

**ADDENDUM TO THE VISUAL
EFFECTS ASSESSMENT
FOR THE PROPOSED
DOMINION VIRGINIA
POWER SURRY TO SKIFFES
CREEK 500 kV
TRANSMISSION LINE
PROJECT JAMES CITY,
ISLE OF WIGHT, AND
SURRY COUNTIES**

VDHR File No. 2011-2071



Prepared for:

Dominion Virginia Power
701 East Cary Street – 12th Floor
Richmond, Virginia 23219
(804) 771-3001

Prepared by:

Sandra DeChard
Architectural Historian

and

Ellen Brady
Principal Investigator

Stantec Consulting Services, Inc.
1049 Technology Park Drive
Glen Allen, Virginia 23059
(804) 355-7200

October 29, 2014

Executive Summary

During September and October 2014, Stantec Consulting Services Inc. (Stantec) conducted a view shed study within the expanded Area of Potential Effects (APE) for the proposed Skiffes Creek to Surry 500 kV Transmission Line project at the request of the Virginia Department of Historic Resources (VDHR). The selection of 17 resources under consideration for survey was the result of the project meeting on August 21, 2014 between VDHR, the Army Corps of Engineers, Dominion Virginia Power, and Stantec. The 17 resources studied as part of the view shed include: the Bourne-Turner House (VDHR #046-0031), James C. Sprigg Jr. House (VDHR #046-0044), Barlow-Nelson House (VDHR #046-5045), the Bay View School (VDHR #046-5138), Kingsmill Plantation (VDHR #047-0010), Trebell's Landing (VDHR #047-5307), 4H Camp (VDHR #047-5432), Pleasant Point (VDHR #0020), Hog Island Wildlife Management Area (VDHR #090-0121), Scotland Wharf Historic District and associated individually surveyed resources (VDHR #090-5046, #090-5046-0001 – #090-5046-0004, and #090-5046-0008), Jones House (VDHR #121-0006) at Fort Eustis, and Crafford House Site and Earthworks (VDHR #121-0017), also at Fort Eustis. All buildings or structures under consideration for the view shed study within the extended APE dated to 1964 or earlier. View shed studies were conducted from each property, where possible. If access to the property was not obtainable photographs were taken from the public ROW closest to the resource towards the proposed Skiffes Creek to Surry 500 kV transmission line James River Crossing.

Of the 17 resources studied, **it is recommended that the proposed Dominion Virginia Power Skiffes Creek to Surry 500 kV transmission line will have no effect on 13 of the resources;** the Bourne-Turner House (VDHR #046-0031), the James C. Spriggs House (VDHR #046-0044), the Barlow-Nelson House (VDHR #046-5045), the Bay View School (VDHR #046-5138), the 4H Camp (VDHR #047-5432), Pleasant Point (VDHR #090-0020), Scotland Wharf Historic District (VDHR #090-5046) and associated individually surveyed resources (VDHR #090-5046-0001 - #090-5046-0003 and #090-5045-0008; #090-5046-0004 has been demolished), and the Jones House at Fort Eustis (VDHR #121-0006). The resources are shielded from the proposed Skiffes Creek to Surry 500 kV transmission line James River crossing by areas of woods, changes in elevation, and distance to the proposed line. **No further work is recommended for these resources.**

Of the four remaining resources **it is recommended that the proposed Dominion Virginia Power Skiffes Creek to Surry 500 kV transmission line will not have an adverse visual effect** on Kingsmill Plantation (VDHR #047-0010). The resource is approximately 3.85 miles from the proposed Skiffes Creek to Surry 500 kV transmission line James River crossing and although the resource has a direct line of sight towards the proposed line, distance and atmospheric refraction will lessen the visibility of the proposed towers. The line will also **not have an adverse effect** on the Crafford House Site and Earthworks. The house site is shielded from the proposed line by trees as are portions of the earthworks. **No further work is recommended for these resources.** Similarly the proposed line **will not have an adverse visual effect** on Trebell's Landing (VDHR #047-5307) as the resource is an archaeological site with no standing structures. **No further work is recommended for this resource.**

It is recommended that the proposed Skiffes Creek to Surry 500 kV transmission line **will have an adverse effect** on the Hog Island Wildlife Management Area. The proposed line will be adjacent to the southeastern corner of the resource and while a number of areas are shielded by tree cover, other areas of the resource have a direct view of the proposed James River crossing. **Mitigation may be recommended for the Hog Island Wildlife Management Area (VDHR #090-0121) if determined eligible for listing on the NRHP by VDHR.**

Summary of Visual Impacts to Architectural Resources under Consideration as per VDHR Letter Dated August 21, 2014				
VDHR #	Resource	NRHP Status	Distance from Corridor	Visual Effect
046-0031	Bourne-Turner House, 16305 Morgarts Beach Road	Potentially Eligible (VDHR 8/21/2014)	8.75 Miles	No Effect
046-0044	James C. Sprigg Jr. House, 6293 Old Stage Highway	Potentially Eligible (VDHR 8/21/2014)	7.11 Miles	No Effect
046-5045	Barlow-Nelson House, 5374 Old Stage Road	Potentially Eligible (VDHR 8/21/2014)	6.33 Miles	No Effect
046-5138	Bay View School, 6114 Old Stage Highway	Potentially Eligible (VDHR 8/21/2014)	6.84 Miles	No Effect
047-0010	Kingsmill Plantation	NRHP-Listed	3.85 Miles	No Adverse Visual Effect
047-5307	Trebell's Landing	Recommended Eligible for Listing on the NRHP under Criterion A and Potentially Eligible under Criterion D	0.52 Miles	No Adverse Visual Effect
047-5432	4H Camp, 4H Club Road	Potentially Eligible (VDHR 8/21/2014)	9.20 Miles	No Effect
090-0020	Pleasant Point, Pleasant Point Road	NRHP-Listed	4.32 Miles	No Effect
090-0121	Hog Island Wildlife Management Area	Recommended Potentially Eligible for Listing on the NRHP under Criteria A and D	0.0 Miles	Adverse Effect
090-5046	Scotland Wharf Historic District	Potentially Eligible	5.03 Miles	No Effect

Summary of Visual Impacts to Architectural Resources under Consideration as per VDHR Letter Dated August 21, 2014

VDHR #	Resource	NRHP Status	Distance from Corridor	Visual Effect
090-5046-0001	House, 16177 Rolfe Highway	Not Eligible	5.16 Miles	No Effect
090-5046-0002	House, 16223 Rolfe Highway	Not Eligible	5.16 Miles	No Effect
090-5046-0003	House, 16239 Rolfe Highway	Not Eligible	5.16 Miles	No Effect
090-5046-0004	House, 16271 Rolfe Highway	Not Eligible	5.14 Miles	N/A; Demolished
090-5046-0008	House, 16206 Rolfe Highway	Not Eligible	5.12 Miles	No Effect
121-0006	Jones House	NRHP-Listed	1.93 Miles	No Effect
121-0017	Crafford House Site/Earthworks (Fort Eustis)	Recommended Eligible for Listing on the NRHP under Criterion A and Potentially Eligible under Criterion D.	3.38 Miles	No Adverse Effect

TABLE OF CONTENTS

EXECUTIVE SUMMARY	I
TABLE OF CONTENTS.....	IV
LIST OF FIGURES	V
LIST OF TABLES.....	IX
1.0 INTRODUCTION	1.1
2.0 PREVIOUS VIEW SHED STUDY OF THE EXPANDED APE	2.2
3.0 METHODOLOGY	3.3
4.0 VIEW SHED STUDY RESULTS.....	4.4
4.1 BOURNE-TURNER HOUSE (VDHR #046-0031)	4.10
4.2 JAMES C. SPRIGGS JR. HOUSE (VDHR #046-0044)	4.14
4.3 BARLOW-NELSON HOUSE (VDHR #046-5045)	4.18
4.4 BAY VIEW SCHOOL (VDHR #046-5138)	4.22
4.5 KINGSMILL PLANTATION (VDHR #047-0010)	4.26
4.6 TREBELL'S LANDING (VDHR #047-5307)	4.30
4.7 4H CAMP (VDHR #047-5432)	4.34
4.8 PLEASANT POINT (VDHR #090-0020)	4.38
4.9 HOG ISLAND WILDLIFE MANAGEMENT AREA (VDHR #090-0121)	4.42
4.10 SCOTLAND WHARF HISTORIC DISTRICT (VDHR #090-5046)	4.47
4.11 HOUSE (VDHR #090-5046-0001)	4.51
4.12 HOUSE (VDHR #090-0002)	4.55
4.13 HOUSE (VDHR #090-5046-0003)	4.59
4.14 HOUSE (VDHR #090-5046-0004)	4.63
4.15 HOUSE (VDHR #090-5046-0008)	4.63
4.16 JONES HOUSE (VDHR #121-0006)	4.68
4.17 CRAFFORD HOUSE SITE AND EARTHWORKS (VDHR #121-0017)	4.72
5.0 RECOMMENDATIONS.....	5.77
6.0 REFERENCES CITED	6.80
APPENDIX A: MAP DEPICTING RESOURCES UNDER CONSIDERATION	

LIST OF FIGURES

Figure 1. Detail of <i>Bacons Castle and Mulberry Island, VA</i> USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.....	4.6
Figure 2. Detail of <i>Surry and Hog Island, VA</i> USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.....	4.7
Figure 3. Detail of <i>Hog Island, Yorktown, Bacons Castle and Mulberry Island, VA</i> USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.	4.8
Figure 4. Detail of <i>Williamsburg, Clay Bank, Hog Island, and Yorktown, VA</i> USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.	4.9
Figure 5. Bourne-Turner House (VDHR #046-0031), 16305 Morgart's Beach Road, View Looking Northeast.....	4.11
Figure 6. View from Bourne-Turner House (VDHR #046-0031), 16305 Morgart's Beach Road, View Looking North towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).....	4.11
Figure 7. View Shed Modeling and Selected Lines-of-Sight for the Bourne-Turner House (VDHR #046-0031).....	4.12
Figure 8. Aerial of the Bourne-Turner House (VDHR #046-0031) with Photograph Direction towards Proposed Transmission Line Corridor.....	4.13
Figure 9. James C. Spriggs Jr. House (VDHR #046-0044), 6293 Old Stage Highway, View Looking Northeast.....	4.15
Figure 10. View from James C. Spriggs Jr. House (VDHR #046-0044), 6293 Old Stage Highway, Looking Northeast towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).....	4.15
Figure 11. View Shed Modeling and Selected Lines-of-Sight for the James C. Spriggs Jr. House (VDHR #046-0044).	4.16
Figure 12. Aerial of the James C. Spriggs Jr. House (VDHR #046-0044) with Photograph Direction towards Proposed Transmission Line Corridor.....	4.17
Figure 13. Barlow-Nelson House (VDHR #046-5045), 5374 Old Stage Road, View Looking Southwest.....	4.19
Figure 14. View from Barlow-Nelson House (VDHR #046-5045), 5374 Old Stage Road, Looking Northeast towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).	4.19
Figure 15. View Shed Modeling and Selected Lines-of-Sight for the Barlow-Nelson House (VDHR #046-5045).....	4.20
Figure 16. Aerial of the Barlow-Nelson House (VDHR #046-5045) with Photograph Direction towards Proposed Transmission Line Corridor.	4.21
Figure 17. Bay View School (VDHR #046-5138), 6114 Old State Highway, View Looking Southwest.....	4.23

Figure 18. View from Bay View School (VDHR #046-5138), 6114 Old State Highway, Looking Northeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).	4.23
Figure 19. View Shed Modeling and Selected Lines-of-Sight for the Bay View School (VDHR #046-5138).	4.24
Figure 20. Aerial of the Bay View School (VDHR #046-5138) with Photograph Direction towards Proposed Transmission Line Corridor.	4.25
Figure 21. Kingsmill (VDHR #047-0010), View Looking Northeast.	4.27
Figure 22. View from Kingsmill Plantation (VDHR #047-0010) Looking South towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).	4.27
Figure 23. View Shed Modeling and Selected Lines-of-Sight for Kingsmill Plantation (VDHR #047-0010).	4.28
Figure 24. Aerial of Kingsmill Plantation (VDHR #047-0010) with Photograph Direction towards Proposed Transmission Line Corridor.	4.29
Figure 25. Trebell's Landing (VDHR #047-5307), View Looking Northeast.	4.30
Figure 26. View from Trebell's Landing (VDHR #047-5307) Looking Southwest towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).	4.31
Figure 27. View Shed Modeling and Selected Lines-of-Sight for Trebell's Landing (VDHR #047-5307).	4.32
Figure 28. Aerial of Trebell's Landing (VDHR #047-5307) with Photograph Direction towards Proposed Transmission Line Corridor.	4.33
Figure 29. 4H Camp (VDHR #047-5432), 4H Club Road, View Looking North.	4.35
Figure 30. View from 4H Camp (VDHR #047-5432), 4H Club Road, Looking Southeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).	4.35
Figure 31. View Shed Modeling and Selected Lines-of-Sight for the 4H Camp (VDHR #047-5432).	4.36
Figure 32. Aerial of the 4H Camp (VDHR #047-5432) with Photograph Direction towards Proposed Transmission Line Corridor.	4.37
Figure 33. Pleasant Point (VDHR #090-0020), Pleasant Point Road, View Looking Northeast.	4.39
Figure 34. View from Pleasant Point (VDHR #090-0020), Pleasant Point Road, Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).	4.39
Figure 35. View Shed Modeling and Selected Lines-of-Sight for Pleasant Point (VDHR #090-0020).	4.40
Figure 36. Aerial of Pleasant Point (VDHR #090-0020) with Photograph Direction towards Proposed Transmission Line Corridor.	4.41
Figure 37. Hog Island Wildlife Management Area (VDHR #090-0121), View Looking Southeast.	4.42
Figure 38. Hog Island Wildlife Management Area (VDHR #090-0121), View Looking Southeast.	4.43

Figure 39. View from Hog Island Wildlife Management Area (VDHR #090-0121) Looking Southeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).	4.43
Figure 40. View from Hog Island Wildlife Management Area (VDHR #090-0121) Looking Southeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).	4.44
Figure 41. View Shed Modeling and Selected Lines-of-Sight for Hog Island Wildlife Management Area (VDHR #090-0121).	4.45
Figure 42. Aerial of Hog Island Wildlife Management Area (VDHR #090-0121) with Photograph Direction towards Proposed Transmission Line Corridor.....	4.46
Figure 43. Scotland Wharf Historic District (VDHR #090-5046) from Ferry Wharf, View Looking South.	4.48
Figure 44. View from Scotland Wharf Historic District (VDHR #090-5046) Looking Southeast towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).	4.48
Figure 45. View Shed Modeling and Selected Lines-of-Sight for the Scotland Wharf Historic District (VDHR #090-5046).	4.49
Figure 46. Aerial of the Scotland Wharf Historic District (VDHR #090-5046) with Photograph Direction towards Proposed Transmission Line Corridor.....	4.50
Figure 47. House (VDHR #090-5046-0001), 16177 Rolfe Highway, View Looking Northwest.....	4.52
Figure 48. View from House (VDHR #090-5046-0001), 16177 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).....	4.52
Figure 49. View Shed Modeling and Selected Lines-of-Sight for House located at 16177 Rolfe Highway (VDHR #090-5046-0001).	4.53
Figure 50. Aerial of House located at 16177 Rolfe Highway (VDHR #090-5046- 0001) with Photograph Direction towards Proposed Transmission Line Corridor.	4.54
Figure 51. House (VDHR #090-5046-0002), 16223 Rolfe Highway, View Looking West.	4.56
Figure 52. View from House (VDHR #090-5046-0002), 16223 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).....	4.56
Figure 53. View Shed Modeling and Selected Lines-of-Sight for House located at 16223 Rolfe Highway (VDHR #090-5046-0002).	4.57
Figure 54. Aerial of House located at 16223 Rolfe Highway (VDHR #090-5046- 0002) with Photograph Direction towards Proposed Transmission Line Corridor.	4.58
Figure 55. House (VDHR #090-5046-0003), 16239 Rolfe Highway, View Looking Northwest.....	4.60
Figure 56. View from House (VDHR #090-5046-0003), 16239 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing and Bridge are not Visible).	4.60

Figure 57. View Shed Modeling and Selected Lines-of-Sight for House located at 16239 Rolfe Highway (VDHR #090-5046-0003).....	4.61
Figure 58. Aerial of House located at 16239 Rolfe Highway (VDHR #090-5046-0003) with Photograph Direction towards Proposed Transmission Line Corridor.	4.62
Figure 59. Former Location of House (VDHR #090-5046-0004).	4.63
Figure 60. House (VDHR #090-5046-0008), 16206 Rolfe Highway, View Looking Northwest.....	4.64
Figure 61. View from House (VDHR #090-5046-0008), 16206 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).....	4.65
Figure 62. View Shed Modeling and Selected Lines-of-Sight for House located at 16206 Rolfe Highway (VDHR #090-5046-0008).....	4.66
Figure 63. Aerial of House located at 16206 Rolfe Highway (VDHR #090-5046-0008) with Photograph Direction towards Proposed Transmission Line Corridor.	4.67
Figure 64. Matthew Jones House (Fort Eustis; VDHR #121-0006), View Looking North.....	4.69
Figure 65. View from Matthew Jones House (VDHR #121-0006) Looking Northwest towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Slightly Visible).	4.69
Figure 66. View Shed Modeling and Selected Lines-of-Sight for Jones House (VDHR #121-0006).....	4.70
Figure 67. Aerial of Jones House (VDHR #121-0006) with Photograph Direction towards Proposed Transmission Line Corridor.....	4.71
Figure 68. Remains of Fort Crafford Earthworks, View Looking Southeast.....	4.72
Figure 69. View from Fort Crafford (VDHR #121-0017) Looking North towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Not Visible).....	4.73
Figure 70. View from Fort Crafford (VDHR #121-0017) Looking North towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Slightly Visible).....	4.73
Figure 71. View from Fort Crafford (VDHR #121-0017) Looking Northwest towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).....	4.74
Figure 72. View Shed Modeling and Selected Lines-of-Sight for Crafford House Site and Earthworks (VDHR #121-0017).	4.75
Figure 73. Aerial of Crafford House Site and Earthworks (VDHR #121-0017) with Photograph Direction towards Proposed Transmission Line Corridor.....	4.76

LIST OF TABLES

Table 1. Architectural Resources under Consideration as per VDHR Letter August 21, 2014	4.4
Table 2. Summary of Visual Impacts to Architectural Resources under Consideration as per VDHR Letter Dated August 21, 2014.....	5.78

1.0 INTRODUCTION

During September and October 2014, Stantec Consulting Services Inc. (Stantec) conducted an additional view shed study within the expanded Area of Potential Effect (APE) for the proposed Skiffes Creek to Surry 500 kV Transmission Line project at the request of the Virginia Department of Historic Resources (VDHR). The selection of 17 resources under consideration for survey was the result of the project meeting on August 21, 2014 between VDHR, the Army Corps of Engineers, Dominion Virginia Power, and Stantec. The 17 resources studied as part of the view shed include: the Bourne-Turner House (VDHR #046-0031), James C. Sprigg Jr. House (VDHR #046-0044), Barlow-Nelson House (VDHR #046-5045), the Bay View School (VDHR #046-5138), Kingsmill Plantation (VDHR #047-0010), Trebell's Landing (VDHR #047-5307), 4H Camp (VDHR #047-5432), Pleasant Point (VDHR #0020), Hog Island Wildlife Management Area (VDHR #090-0121), Scotland Wharf Historic District and associated individually surveyed resources (VDHR #090-5046, #090-5046-0001 – #090-5046-0004, and #090-5046-0008), Jones House (VDHR #121-0006) at Fort Eustis, and Crafford House Site and Earthworks (VDHR #121-0017), also at Fort Eustis. All buildings or structures under consideration for the view shed study within the extended APE dated to 1964 or earlier. View shed studies were conducted from each property, where possible. If access to the property was not obtainable photographs were taken from the public ROW closest to the resource towards the proposed Skiffes Creek to Surry 500 kV transmission line James River Crossing.

All cultural resources services proposed herein are pursuant to the National Historic Preservation Act of 1966, as amended, the Archaeological and Historic Preservation Act of 1974, Executive Order 11593, relevant sections of 36CFR60 and 36CFR800. The Stantec Principal Investigator, and Architectural Historian directing this survey meet the professional qualification standards of the Department of the Interior (48 FR 44738-9). The architectural fieldwork of these investigations will conform to the qualifications specified in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (Federal Register 48:44716-44742, September 29, 1983), and the *Guidelines for Conducting Historic Resource Survey in Virginia* (VDHR 2011). The report also takes into account guidance produced by VDHR (2008) entitled *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia*.

Ellen Brady, Senior Principal Investigator served as the overall Project Manager for this project. Fieldwork was conducted by Emily Curme and Archaeologists Donnie Sadler and Brian Schools on September 16, 19, 26, and October 7, 2014 under the direction of Senior Architectural Historian Sandra DeChard. Ms. DeChard wrote the view shed report with graphics prepared by GIS Technician, Sean Sutor.

2.0 PREVIOUS VIEW SHED STUDY OF THE EXPANDED APE

Cultural Resources, Inc. (CRI), now Stantec Consulting Services Inc. (Stantec) was retained by Dominion Virginia Power (Dominion) to conduct a Stage I Pre-Application Analysis for the proposed Surry to Skiffes Creek 500 kV Transmission Line Project (Leithoff et al. 2012). This analysis was completed during October and November 2011 and January 2012. CRI conducted preliminary background research and a field study pursuant to the *Guidelines for Assessing Impacts of Proposed Electric Transmission Lines and Associated Facilities on Historic Resources in the Commonwealth of Virginia* (VDHR 2008) for proposed transmission line improvements in Charles City, Surry, James City and York Counties, and the City of Williamsburg, Virginia. Two alternatives were investigated and associated with that project. Since that time, a single alternative has been identified and approved by the State Corporation Commission (SCC). The alternative, Surry to Skiffes Creek 500 kV Transmission Line, Variation 1 (Variation 1) is 7.42 miles long. The total length of the Surry to Skiffes Creek 500 kV Transmission line with Variation 1 is 7.95 miles.

The alternative, among others, were included in a formal Stage I Pre-Application Analysis 2011 and 2012. Since that time, and the selection of Variation 1 as the final route, a U.S. Army Corps of Engineers (Corps) Permit has been filed. At that time, an expanded Area of Potential Effect (APE) for the project was identified, particularly with respect to potential visual effects associated with the James River crossing. In an email dated November 12, 2013, the Corps representative for the project described the APE as follows:

"Boundaries whose western extent is Grays Creek and just west of Jamestown Island. From these two reference points the northern boundary should capture all of Jamestown Island and extend east along the northern shoreline; while the southern boundary can extend east to the Power Plant and continue across land parallel to the corridor with the ½ mile landside buffer. South of the JRV1 (and other variations), the APE should extend on both the western and eastern shorelines extending down to Burwell's Bay to the mouth of the Pagan River. At some point on the eastern shoreline, south of Ft. Eustis, the boundary may not have to follow the shoreline exactly. Keep visual perspective in mind when drafting the limits." Based on this description, Williamsburg Environmental Group (WEG), now Stantec developed a map showing the boundaries of the Corps defined APE above.

A total of 14 resources were identified during the 2012 Pre-Application Analysis. The review included all previously recorded resources within the 0.5-mile wide expanded APE as currently defined as well as those resources identified during the Stage I assessment. Concurrent with the current visual effects assessment, a Phase I Reconnaissance Level Architectural Survey was also conducted for the expanded APE. No additional resources were identified that would qualify for visual effects assessment. The results of the architectural survey were presented in a revised document entitled *Phase I Cultural Resources Survey for the Proposed Surry to Skiffes Creek 500 kV Transmission Line* prepared by CRI in 2012 and updated in 2014.

3.0 METHODOLOGY

View shed analysis, as requested by VDHR for the 17 resources under consideration entailed a study to determine the visual effects of the proposed 160 to 295-foot structures and associated lines to the 17 resources from the proposed Skiffes Creek to Surry 500 kV transmission line James River crossing. Since the section of the proposed line subject to the view shed study is a river crossing, balloon flights were not possible to determine potential visual effects to the resources under consideration. As such computer line-of-sight modeling was utilized for each resource as well as view shed photographic studies conducted from each property, where possible. If access to the property was not obtainable photographs were taken from the public ROW closest to the resource towards the proposed Skiffes Creek to Surry 500 kV transmission line James River Crossing.

4.0 VIEW SHED STUDY RESULTS

A view shed study was conducted on 17 resources as requested by VDHR and include: the Bourne-Turner House (VDHR #046-0031), James C. Sprigg Jr. House (VDHR #046-0044), Barlow-Nelson House (VDHR #046-5045), the Bay View School (VDHR #046-5138), Kingsmill Plantation (VDHR #047-0010), Trebell's Landing (VDHR #047-5307), 4H Camp (VDHR #047-5432), Pleasant Point (VDHR #0020), Hog Island Wildlife Management Area (VDHR #090-0121), Scotland Wharf Historic District and associated individually surveyed resources (VDHR #090-5046, #090-5046-0001 – #090-5046-0004, and #090-5046-0008), Jones House (VDHR #121-0006) at Fort Eustis, and Crafford House Site and Earthworks (VDHR #121-0017), also at Fort Eustis. Two resources; Kingsmill Plantation (VDHR #047-0010) and Jones House (VDHR #121-0006), are currently listed on the NRHP and Scotland Wharf Historic District has been determined potentially eligible for listing on the NRHP by VDHR, although the individually surveyed resources were determined not eligible. Five resources were determined, for the purpose of this study, to be potentially eligible by VDHR as per a letter dated August 21, 2014. Three resources are recommended eligible or potentially eligible based on information gathered during the Phase I architectural survey addendum of the expanded APE (Table 1; Figures 1-4).

Table 1. Architectural Resources under Consideration as per VDHR Letter August 21, 2014			
VDHR #	Resource	Distance to Proposed Transmission Line	NRHP Eligibility Status
046-0031	Bourne-Turner House, 16305 Morgart's Beach Road	8.75 Miles	Potentially Eligible (VDHR 8/21/2014)
046-0044	James C. Sprigg Jr. House/Bay Cliff Manor, 6293 Old Stage Highway	7.11 Miles	Potentially Eligible (VDHR 8/21/2014)
046-5045	Barlow-Nelson House, 5374 Old Stage Road	6.33 Miles	Potentially Eligible (VDHR 8/21/2014)
046-5138	Bay View School, 6114 Old State Highway	6.84 Miles	Potentially Eligible (VDHR 8/21/2014)
047-0010	Kingsmill Plantation	3.85 Miles	NRHP-Listed
047-5307	Trebell's Landing	0.52 Miles	Recommended Eligible for Listing on the NRHP under Criteria A and D
047-5432	4H Camp, 4H Club Road	9.20 Miles	Potentially Eligible (VDHR 8/21/2014)
090-0020	Pleasant Point, Pleasant Point Road	4.32 Miles	NRHP-Listed
090-0121	Hog Island Wildlife Management Area	0.0 Miles	Recommended Potentially Eligible for Listing on the NRHP under

Table 1. Architectural Resources under Consideration as per VDHR Letter August 21, 2014

VDHR #	Resource	Distance to Proposed Transmission Line	NRHP Eligibility Status
			Criteria A and D
090-5046	Scotland Wharf Historic District	5.03 Miles	Potentially Eligible
090-5046-0001	House, 16177 Rolfe Highway	5.16 Miles	Not Individually Eligible; Contributing Resource to the Scotland Wharf HD
090-5046-0002	House, 16223 Rolfe Highway	5.16 Miles	Not Individually Eligible; Contributing Resource to the Scotland Wharf HD
090-5046-0003	House, 16239 Rolfe Highway	5.16 Miles	Not Individually Eligible; Contributing Resource to the Scotland Wharf HD
090-5046-0004	House, 16271 Rolfe Highway	5.14 Miles	Not Individually Eligible; Contributing Resource to the Scotland Wharf HD
090-5046-0008	House, 16206 Rolfe Highway	5.12 Miles	Not Individually Eligible; Contributing Resource to the Scotland Wharf HD
121-0006	Jones House	1.93 Miles	NRHP-Listed
121-0017	Crafford House Site/Earthworks (Fort Eustis)	3.38 Miles	Recommended Eligible for Listing on the NRHP under Criterion A and Potentially Eligible under Criterion D.

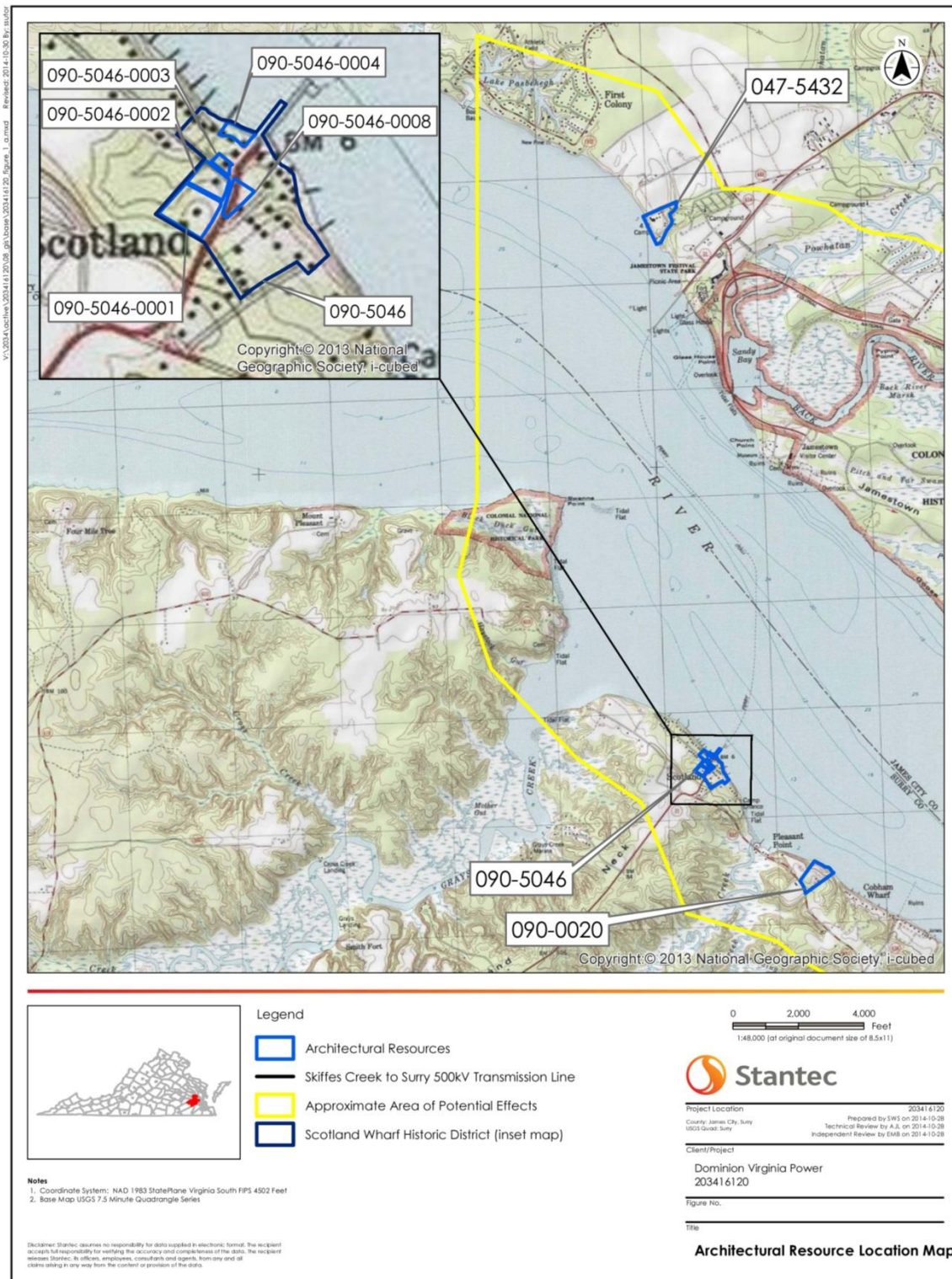


Figure 1. Detail of Surry, VA USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.

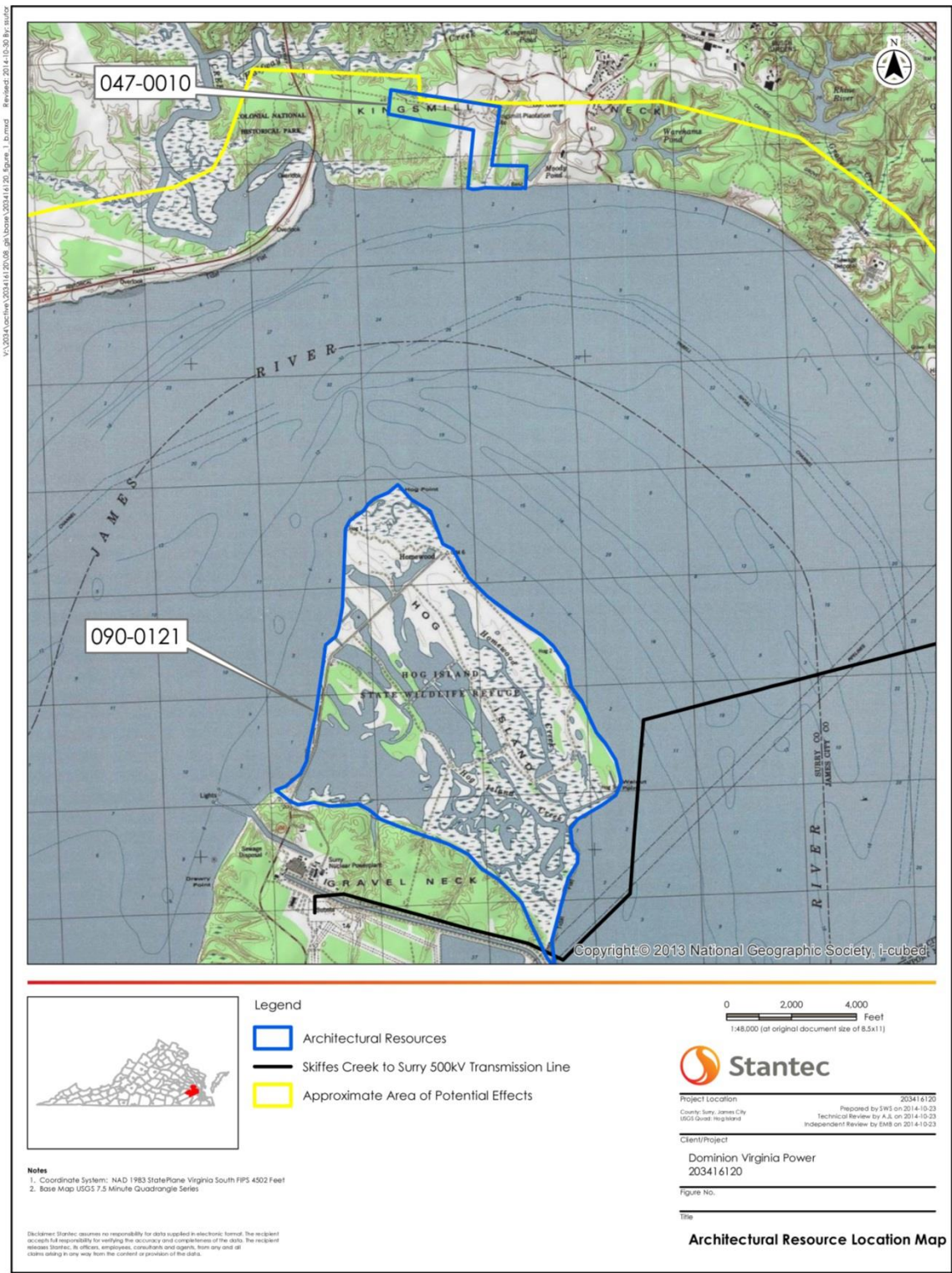


Figure 2. Detail of Hog Island, VA USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.



Figure 3. Detail of Bacon's Castle and Mulberry Island, VA USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.

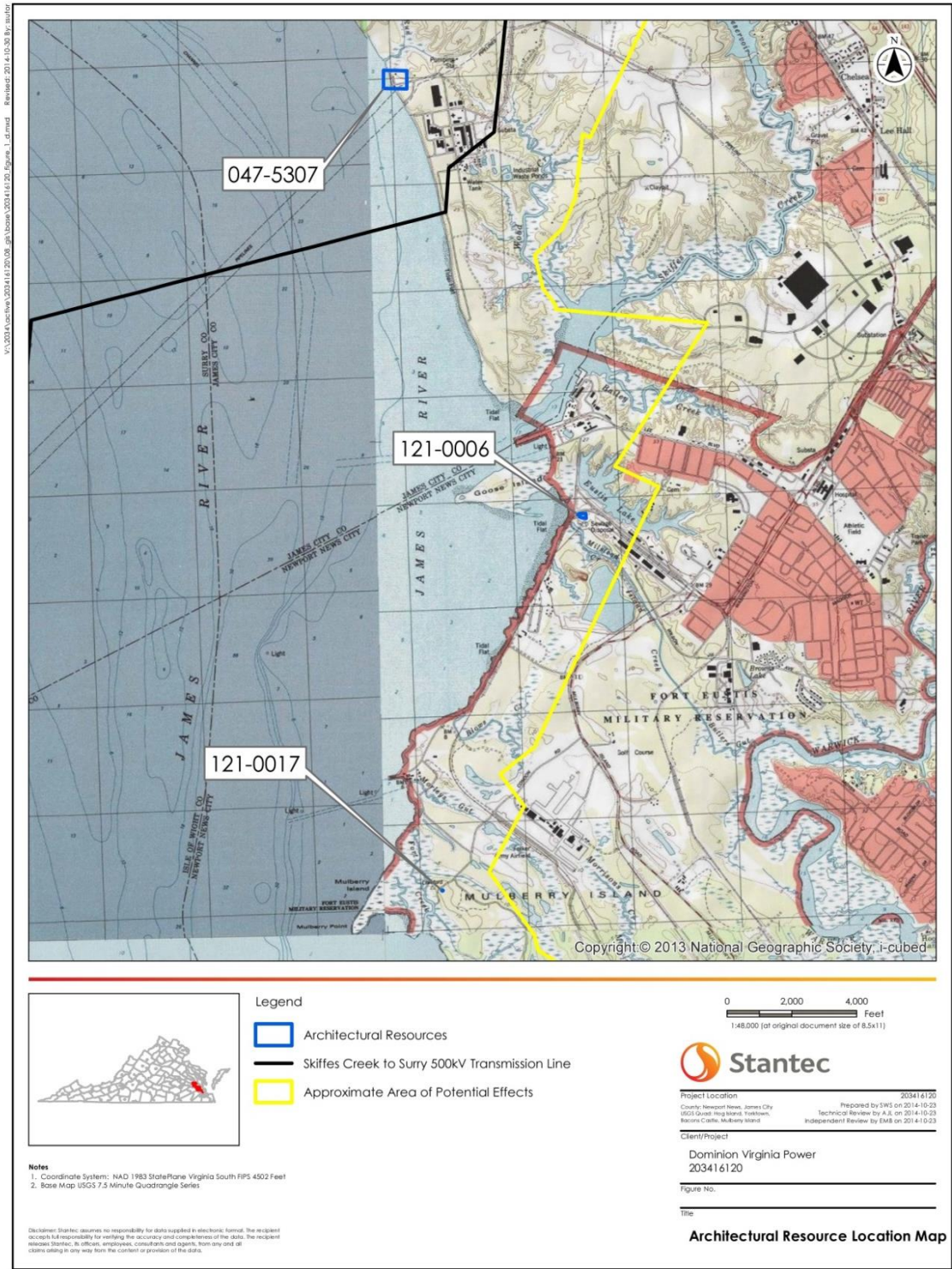


Figure 4. Detail of Hog Island, Yorktown, Bacons Castle, and Mulberry Island, VA USGS Topographic Quadrangle Depicting the Locations of Architectural Resources under Consideration as Part of the Addendum.

4.1 BOURNE-TURNER HOUSE (VDHR #046-0031)

The Bourne-Turner House dates to c. 1790 and is a two-story side passage frame dwelling with two large exterior end brick chimneys and a side gable roof (Figure 5). The exterior walls are clad in weatherboards with the roof in wood shingles. The dwelling also features six-over-six wood double-hung sash windows and a single-bay porch. Secondary resources include a c. 1790 smoke house, c. 1930s barns, mid-twentieth century sheds, and a modern animal shelter (VDHR Site Files).

The house, located down a long gravel driveway, sits on a level 45.65 acre parcel (Isle of Wight Online Tax Assessment Records). Immediately surrounding the dwelling is a number of mature trees which shield the residence from the road. Beyond the immediate area surrounding the dwelling are open fenced in pastures. To the rear of the property at the shoreline is a tree line approximately 400 feet in depth. To the northwest of the resources shielding the view of the proposed Skiffes Creek to Surry 500 kV line (James River crossing) is an area of dense woods of approximately 1,500 feet deep.

The resource, at its closest point, is approximately 8.75 miles to the southeast of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the Bourne-Turner House (Figures 6-8). ***Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the Bourne-Turner House (VDHR #046-0031).***



Figure 5. Bourne-Turner House (VDHR #046-0031), 16305 Morgart's Beach Road, View Looking Northeast.



Figure 6. View from Bourne-Turner House (VDHR #046-0031), 16305 Morgart's Beach Road, View Looking North towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

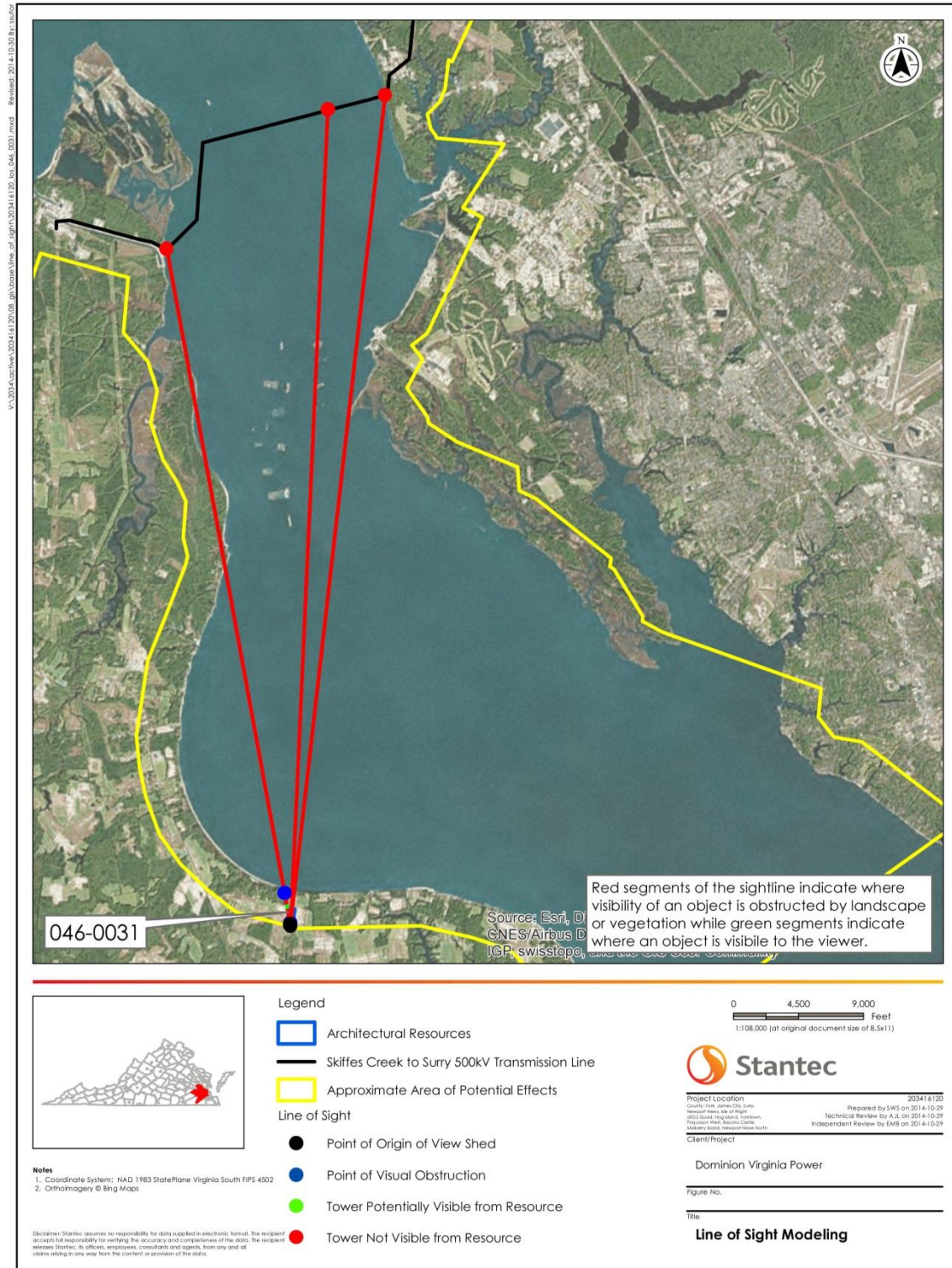


Figure 7. View Shed Modeling and Selected Lines-of-Sight for the Bourne-Turner House (VDHR #046-0031).



Figure 8. Aerial of the Bourne-Turner House (VDHR #046-0031) with Photograph Direction towards Proposed Transmission Line Corridor.

4.2 JAMES C. SPRIGGS JR. HOUSE (VDHR #046-0044)

The James C. Sprigg Jr. House dates to 1764 and is a one-and-a-half-story, frame, multi-bay dwelling which has been significantly altered. The exterior walls are partially constructed in Flemish bond brick, and partially sheathed in weatherboard siding. The side gable roof is covered with asphalt shingles and features front gabled dormers on the front roof slope. The house also features two interior and an exterior end brick chimney. A garage and ruinous shed are located south of the house (VDHR Site Files).

The house, located down a long tree-lined gravel driveway, sits on a level 18.55 acre parcel (Isle of Wight Online Tax Assessment Records; Figure 9). Immediately surrounding the dwelling is a number of mature trees with an open grassy area to the south and southwest. To the rear of the property at the shoreline is an area of woods approximately 400 feet in depth. To the northwest of the resources shielding the view of the proposed Skiffes Creek to Surry 500 kV line (James River crossing) is an additional area of dense woods of approximately 350 feet deep.

The resource, at its closest point, is approximately 7.11 miles to the south of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance and tree cover (Figures 10-12). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the James C. Spriggs Jr. House (VDHR #046-0044).**



Figure 9. James C. Spriggs Jr. House (VDHR #046-0044), 6293 Old Stage Highway, View Looking Northeast.



Figure 10. View from James C. Spriggs Jr. House (VDHR #046-0044), 6293 Old Stage Highway, Looking Northeast towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

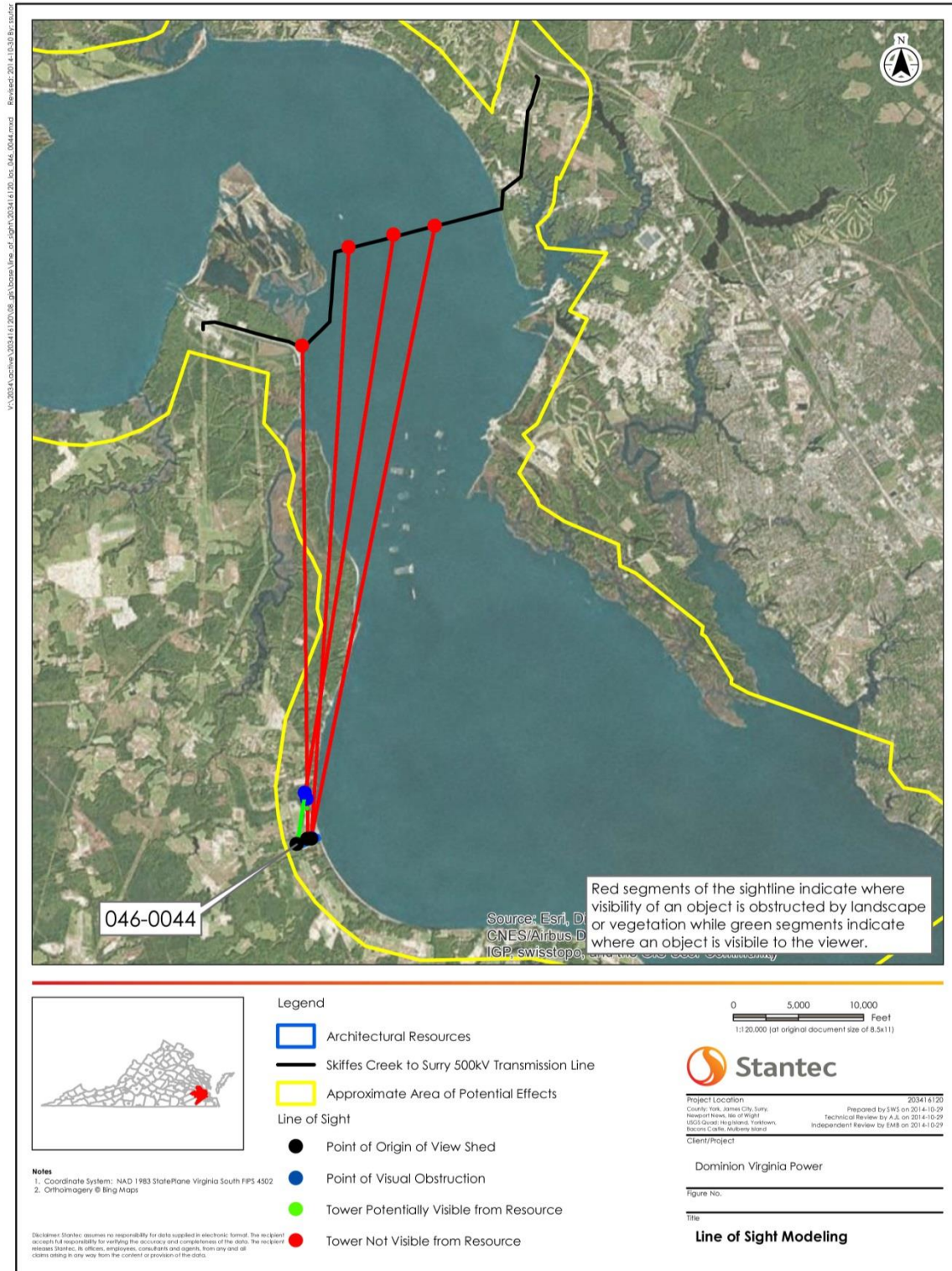


Figure 11. View Shed Modeling and Selected Lines-of-Sight for the James C. Spriggs Jr. House (VDHR #046-0044).

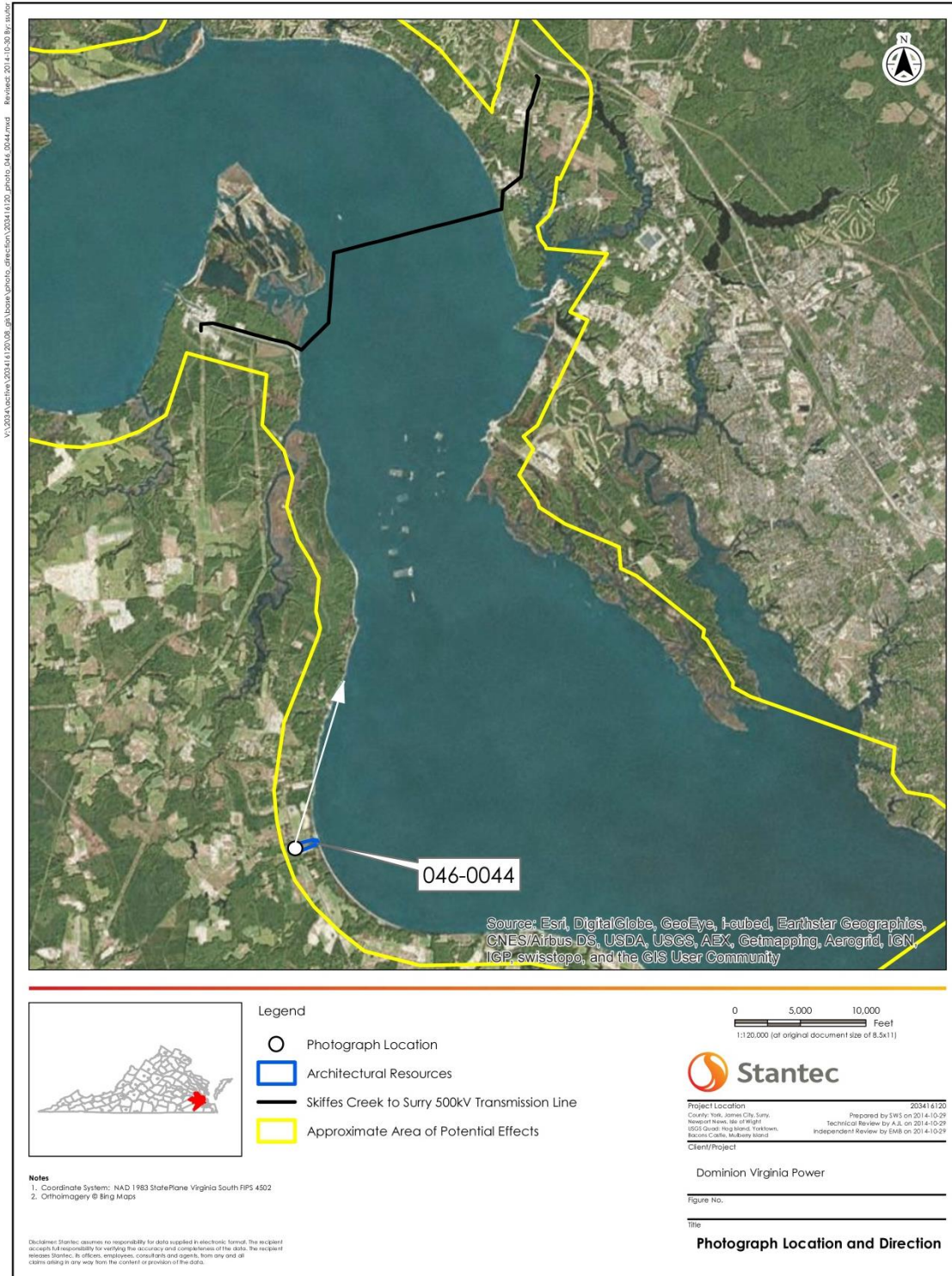


Figure 12. Aerial of the James C. Spriggs Jr. House (VDHR #046-0044) with Photograph Direction towards Proposed Transmission Line Corridor.

4.3 BARLOW-NELSON HOUSE (VDHR #046-5045)

The Barlow-Nelson House dates to 1913 and is a two-and-a-half-story frame dwelling with a front-facing gable roof with gable end returns and a two-story, side gable rear addition (Figure 13). A hipped roof is located on the wrap-around porch and supported by Tuscan columns. Windows have been altered from the original and are now one-over-one vinyl sashes. A barn is located southwest of the house (VDHR Site Files).

The house, located down a long gravel driveway, sits on an open level one-acre parcel (Isle of Wight Online Tax Assessment Records). Surrounding the dwelling is a manicured lawn with an area of trees behind. A split rail fence runs adjacent to the north side of the gravel drive that accesses the dwelling. The river, which is to the east of the resource, is not visible due to approximately 1,700 to 2,000 feet of woods between the resource and the water. Dense areas of woods, approximately 3,000 feet deep at the shortest distance, is also located to the north/northeast of the resource, which will shield the view of the proposed Skiffes Creek to Surry 500 kV line (James River crossing) from the resource.

The resource, at its closest point, is approximately 6.33 miles to the south/southwest of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance and tree cover (Figures 14-16). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the Barlow-Nelson House (VDHR #046-5045).**



Figure 13. Barlow-Nelson House (VDHR #046-5045), 5374 Old Stage Road, View Looking Southwest.



Figure 14. View from Barlow-Nelson House (VDHR #046-5045), 5374 Old Stage Road, Looking Northeast towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

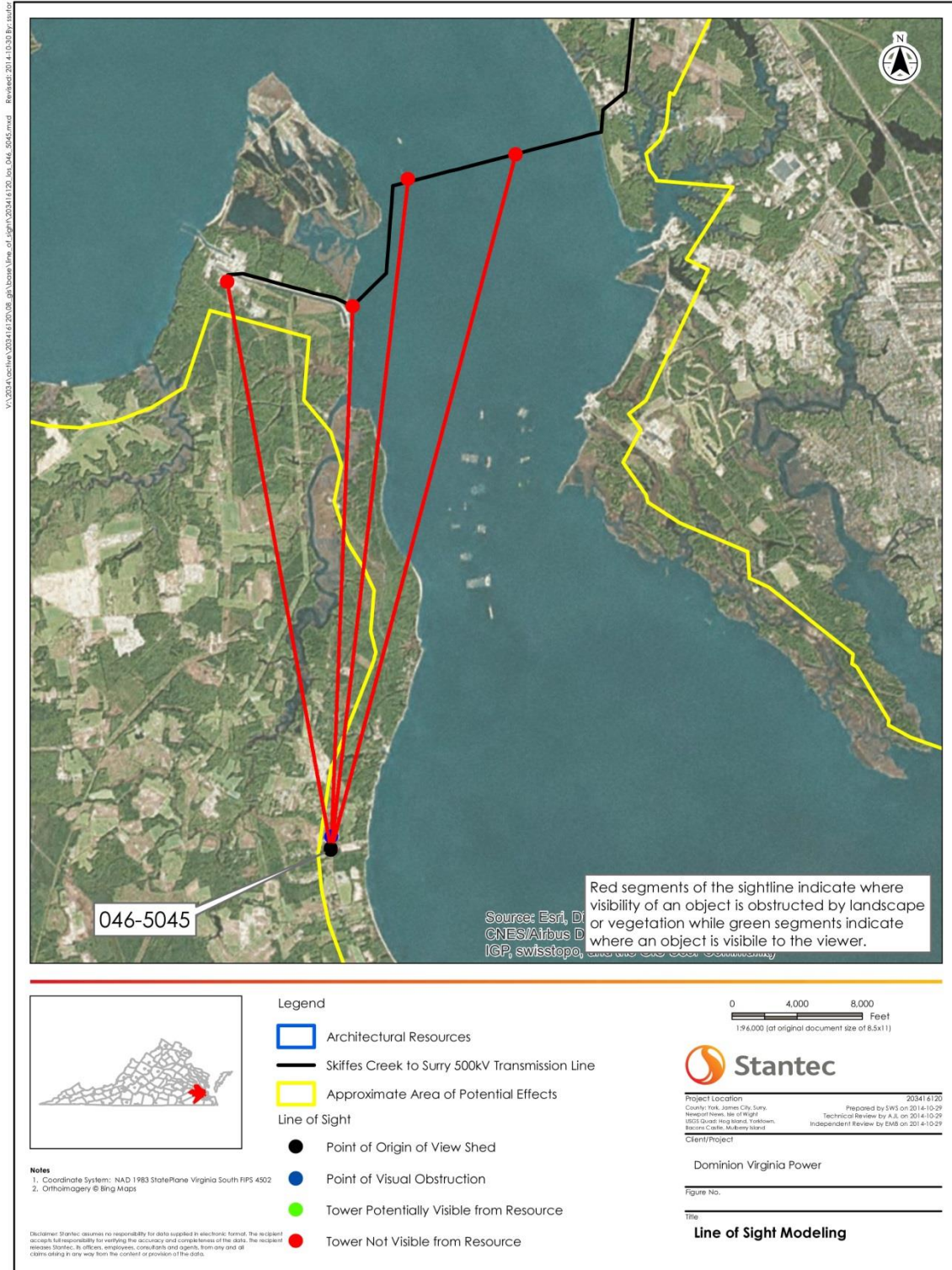


Figure 15. View Shed Modeling and Selected Lines-of-Sight for the Barlow-Nelson House (VDHR #046-5045).

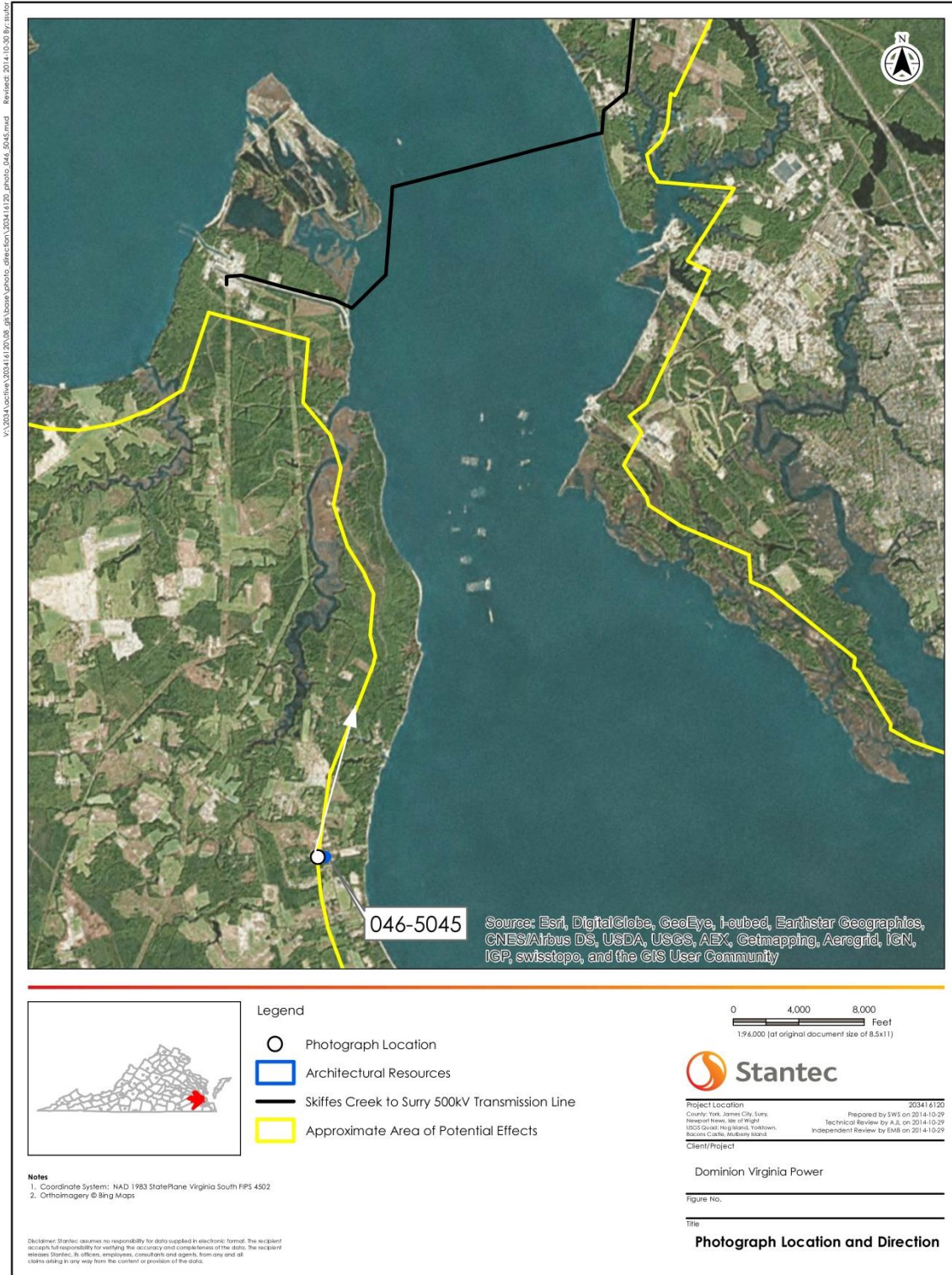


Figure 16. Aerial of the Barlow-Nelson House (VDHR #046-5045) with Photograph Direction towards Proposed Transmission Line Corridor.

4.4 BAY VIEW SCHOOL (VDHR #046-5138)

The Bay View School dates to 1914 and was operation until 1927. Constructed in a cross-shaped plan, the school features weatherboard siding and a pressed metal roof (Figure 17). Additional architectural elements include interior end brick chimneys, gable end returns, two-over-two wood double-hung sash windows, and a one-story entry porch supported by paired wood columns (VDHR Site Files).

The school sits on a relatively level one-acre parcel (Isle of Wight Online Tax Assessment Records) on the west side of Old Stage Highway north of Burwells Bay Road near the village of Burwells Bay. Trees grow adjacent to the foundation, as well as bordering the property boundary. A manicured lawn is also present with an open field located to the south of the building. A privacy fence extends off the main façade. The river, which is to the east of the resource, is not visible due to two 250-foot sections of woods between the resource, the field across the street, and the water. Dense areas of woods, approximately 1,250 feet deep is located to the north/northeast of the school, which will shield the view of the proposed Skiffes Creek to Surry 500 kV line from the resource.

The resource, at its closest point, is approximately 6.84 miles to the south/southwest of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance and tree cover (Figures 18-20). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the Bay View School (VDHR #046-5138).**



Figure 17. Bay View School (VDHR #046-5138), 6114 Old State Highway, View Looking Southwest.



Figure 18. View from Bay View School (VDHR #046-5138), 6114 Old State Highway, Looking Northeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

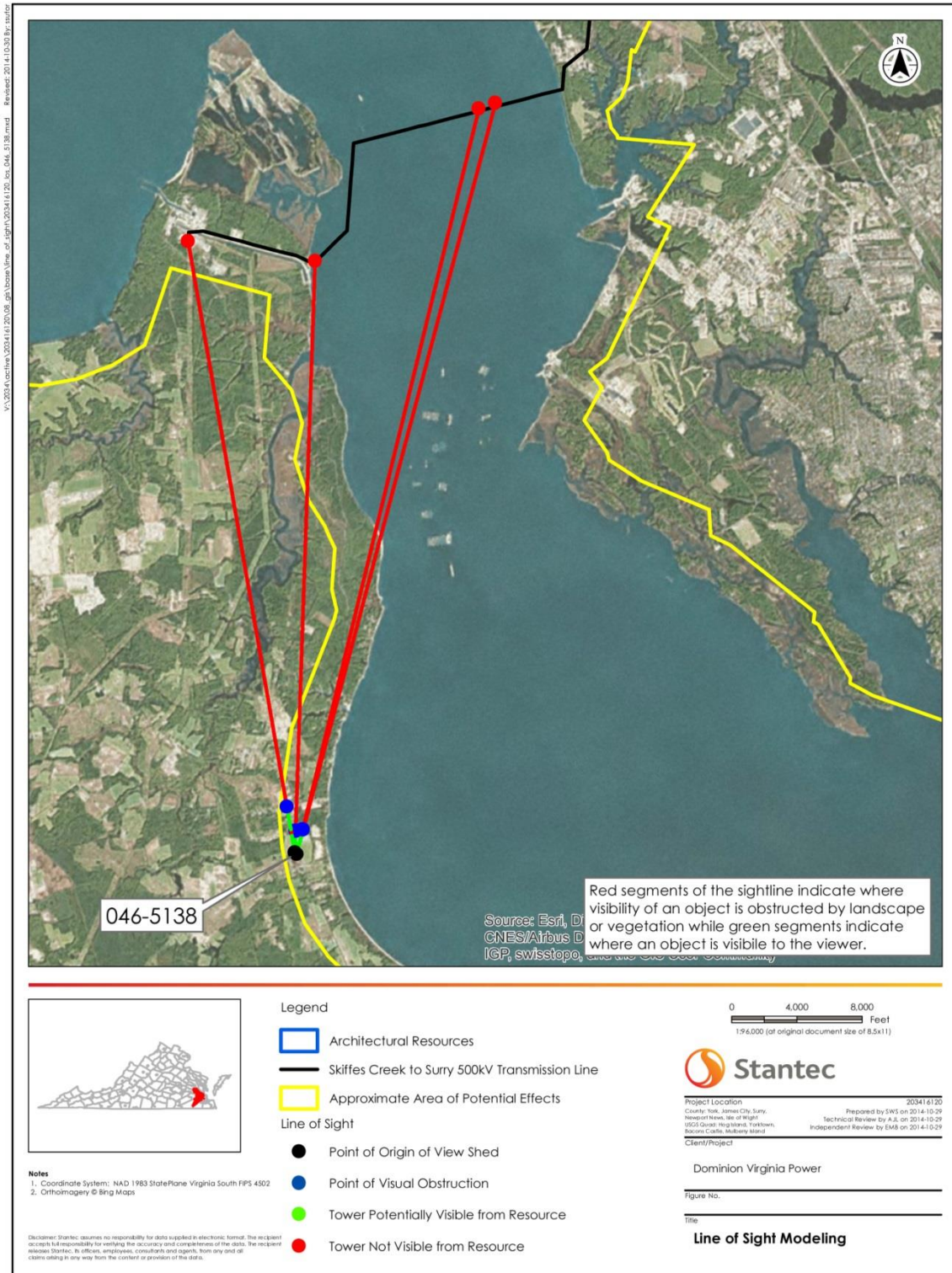


Figure 19. View Shed Modeling and Selected Lines-of-Sight for the Bay View School (VDHR #046-5138).



Figure 20. Aerial of the Bay View School (VDHR #046-5138) with Photograph Direction towards Proposed Transmission Line Corridor.

4.5 KINGSMILL PLANTATION (VDHR #047-0010)

Kingsmill Plantation, listed on the NRHP and the VLR in 1972, encompasses both archaeological elements associated with the Colonial period occupation of the site as well as the remains of two brick dependencies and the filled-in remains of the main house cellar and several other outbuilding foundations (Figure 21). A historic marker is located off Frances Thacker Drive adjacent to the extant dependencies (VDHR Site Files). The architectural remains are surrounded by modern development associated with the Kingsmill Resort.

The plantation sits on a portion of the gently undulated 190.73 acre parcel of Kingsmill Resort along the northern shore of the James River (James City County Online Tax Assessment Records). Modern residential development and several golf courses currently surround the resource. The landscape immediately surrounding the resource includes a manicured lawn with trees throughout.

The resource, at its closest point, is approximately 3.85 miles to the south/southwest of the proposed Skiffes Creek to Surry 500 kV transmission line. Due to the open landscape the Skiffes Creek to Surry 500 kV transmission line will be visible; however, as a result of atmospheric refraction, the line will be blurred and hazy. Distance to the line will also minimize the visual effect to the resource (Figures 22-24). ***Therefore, under current conditions the resource will view the proposed Skiffes Creek to Surry 500 kV transmission line; however, due to distance to the line and atmospheric refraction, the proposed project will not have an adverse visual effect on Kingsmill Plantation (VDHR #047-0010).***



Figure 21. Kingsmill (VDHR #047-0010), View Looking Northeast.



Figure 22. View from Kingsmill Plantation (VDHR #047-0010) Looking Southeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).

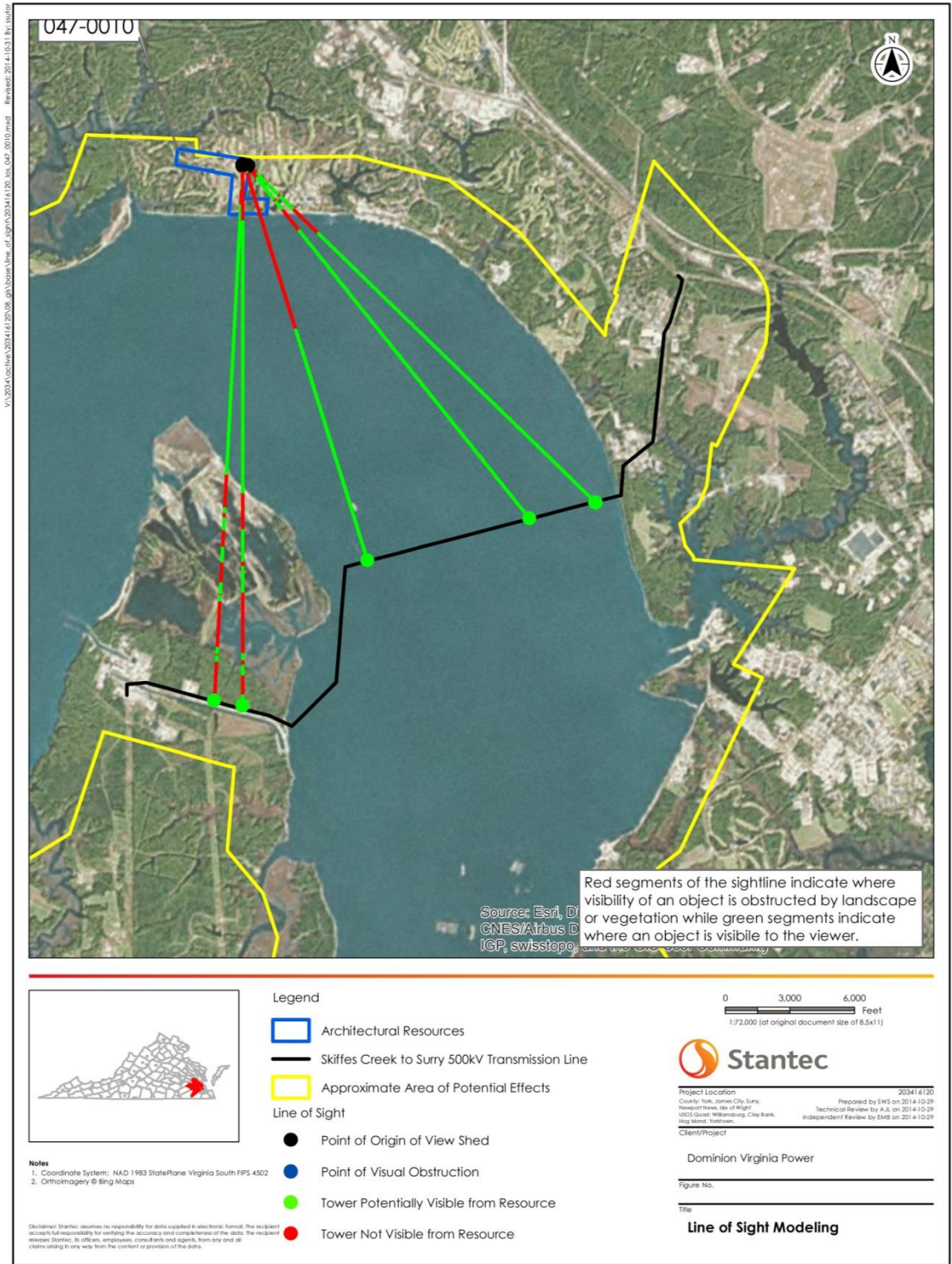


Figure 23. View Shed Modeling and Selected Lines-of-Sight for Kingsmill Plantation (VDHR #047-0010).

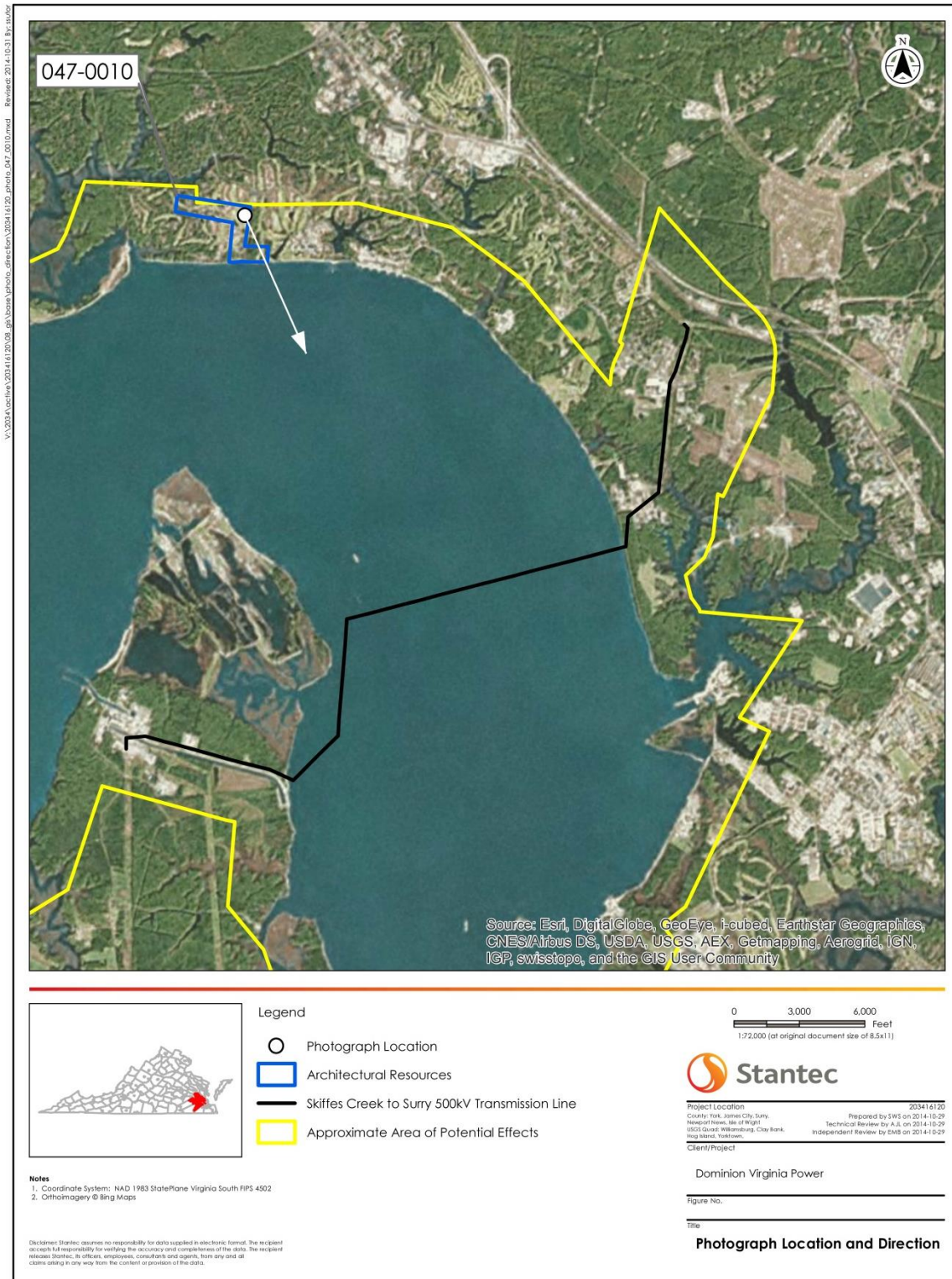


Figure 24. Aerial of Kingsmill Plantation (VDHR #047-0010) with Photograph Direction towards Proposed Transmission Line Corridor.

4.6 **TREBELL'S LANDING (VDHR #047-5307)**

Trebell's Landing, currently an open grassy area along the northern shore of the James River (Figure 25), was part of a 107-acre parcel owned by William Trebell in 1768 (Goodwin 1970:3 and 5-6). The site is located on a portion of the 648.8-acre parcel currently owned by the BASF Corporation (James City County Online Tax Assessment Records). The landing is no longer obviously visible. A 1782 map depicts Trebell's Landing also depicted several buildings of different sizes located slightly inland from the landing. The largest building may indicate the location of Trebell's dwelling; however, no buildings associated with Trebell's occupation are visible above ground on the parcel (VDHR Site Files).

The resource, at its closest point, is approximately 0.52 miles to the south/southwest of the proposed Skiffes Creek to Surry 500 kV transmission line. Due to the open landscape the Skiffes Creek to Surry 500 kV transmission line will be visible from the resource; however, the resource is an archaeological site with no standing structures (Figures 26-28). **Therefore, it is recommended that the proposed Skiffes Creek to Surry 500 kV transmission line will not have an adverse effect on Trebell's Landing (VDHR #047-5307).**



Figure 25. Trebell's Landing (VDHR #047-5307), View Looking Northeast.



Figure 26. View from Trebell's Landing (VDHR #047-5307) Looking Southwest towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).

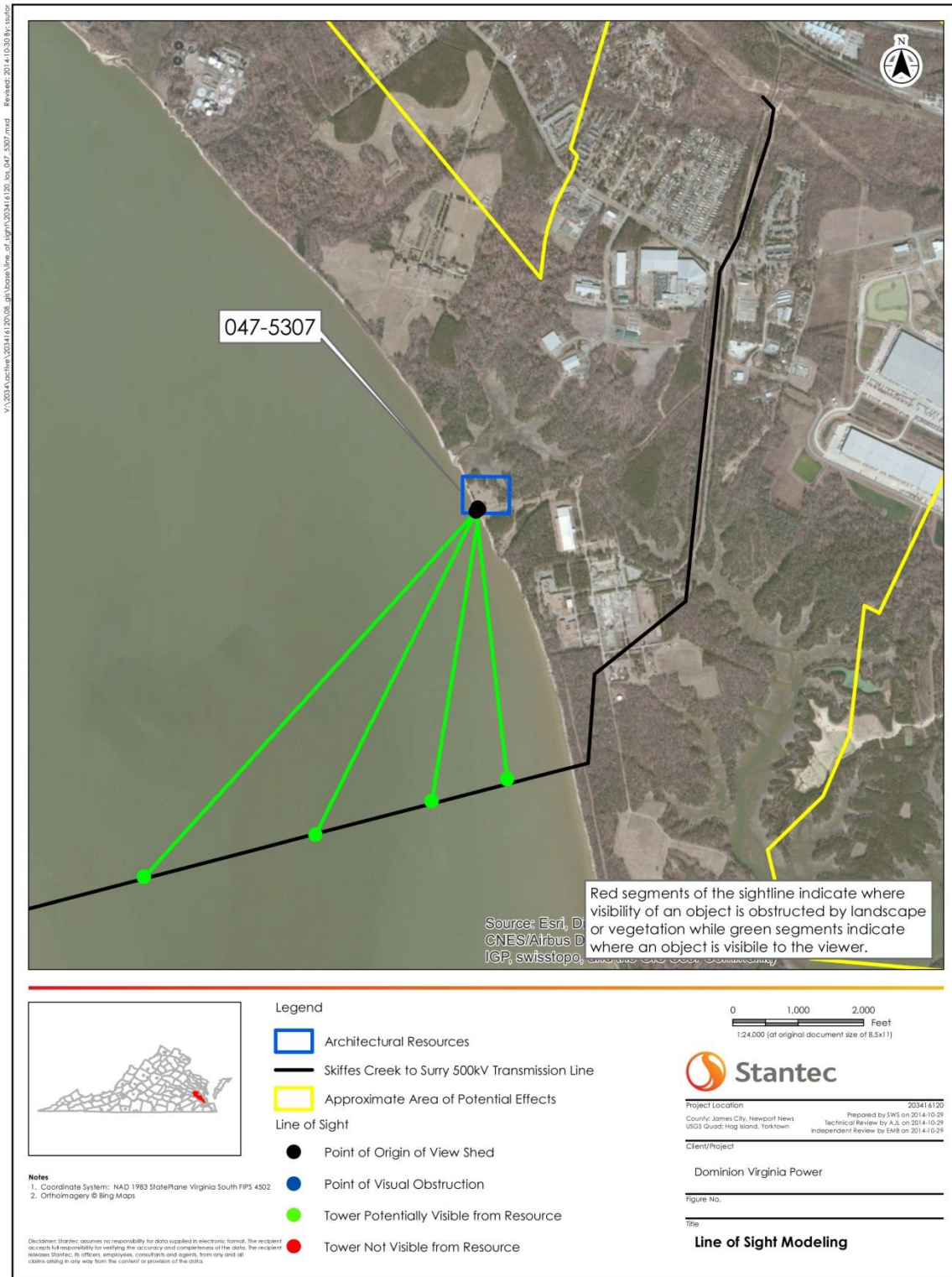


Figure 27. View Shed Modeling and Selected Lines-of-Sight for Trebell's Landing (VDHR #047-5307).



Figure 28. Aerial of Trebell's Landing (VDHR #047-5307) with Photograph Direction towards Proposed Transmission Line Corridor.

4.7 4H CAMP (VDHR #047-5432)

The 4H Camp dates to ca. 1950 and is located on a cliff edge overlooking the James River. The hall is a one-story, masonry, four-bay building supported by a concrete block foundation. The exterior walls are constructed of concrete block, and the side gable roof with clipped gables is covered with asphalt shingles. Visible fenestration includes single and paired twelve-over-twelve vinyl double-hung sash windows. Paved drives cut through the wooded property to access the level, central, open grassy area around which the buildings are oriented. A large, arched sign marks the main entrance to the property. Secondary resources include a picnic shelter located south of the hall, a cabin located to the west, three cabins to the northeast, a basketball court, pool with pool shed, vehicle shed, lodge, and two cabins (to the east, two lodges, a picnic shelter, archery range, amphitheater, two sheds, a boat shelter, a lodge, a bell, a flagpole, and monument to the southeast (VDHR Site Files).

The camp sits on a relatively level 15.96 acre parcel (James City County Online Tax Assessment Records) on the northern shore of the James River at the end of 4H Club Road. The camp contains areas of open fields as well as wooded areas (Figure 29). The river, which is to the west of the camp buildings, is mostly obscured by a dense tree line which borders the river's shoreline. Additionally numerous areas of woods as well as Jamestown Island are located between the resource and the proposed Skiffes Creek to Surry 500 kV line shielding the view from the resource.

The resource, at its closest point, is approximately 9.20 miles to the northwest of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance and tree cover (Figures 30-32). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the 4H Camp (VDHR #047-5432).**



Figure 29. 4H Camp (VDHR #047-5432), 4H Club Road, View Looking North.



Figure 30. View from 4H Camp (VDHR #047-5432), 4H Club Road, Looking Southeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

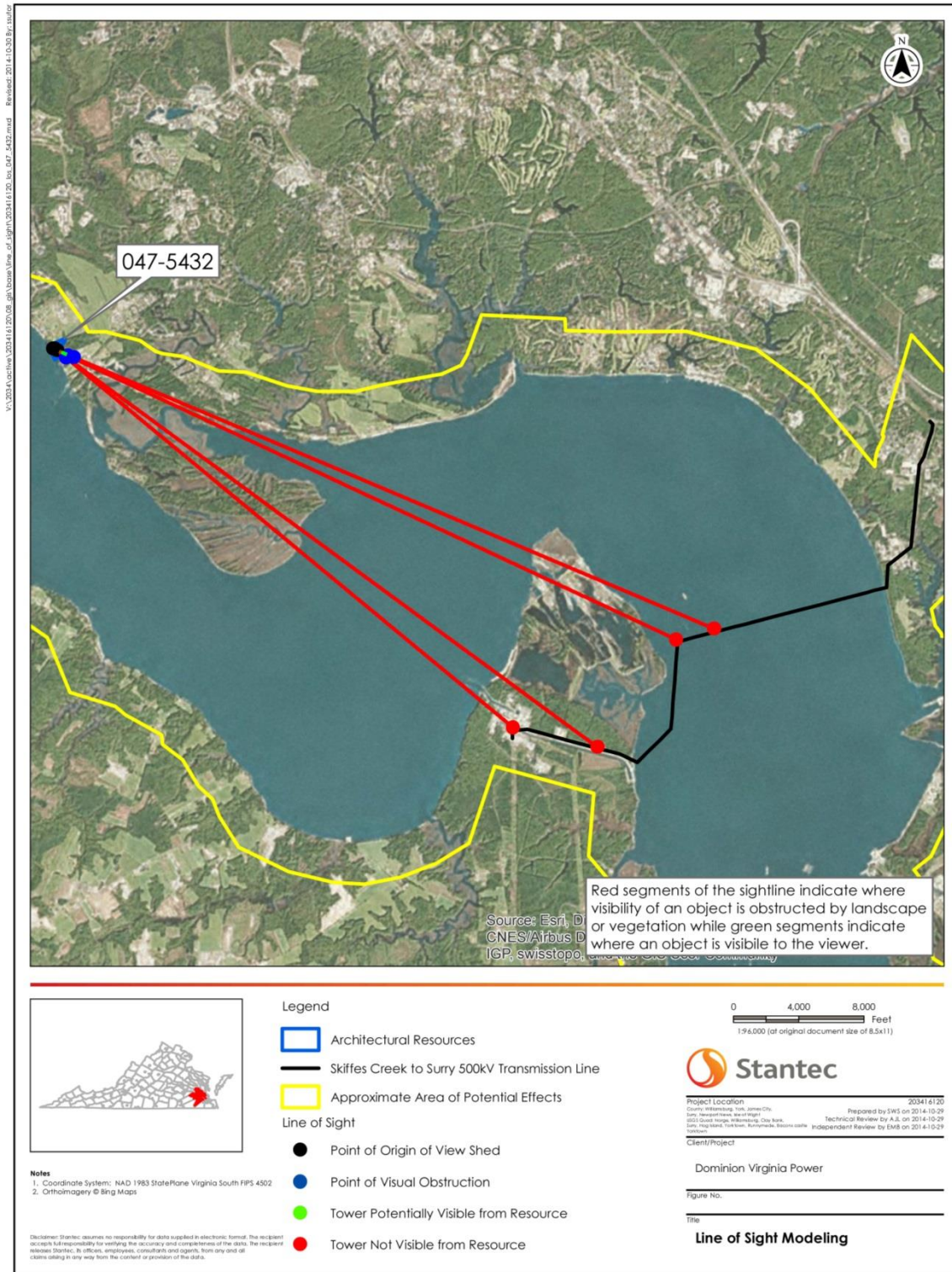


Figure 31. View Shed Modeling and Selected Lines-of-Sight for the 4H Camp (VDHR #047-5432).



Figure 32. Aerial of the 4H Camp (VDHR #047-5432) with Photograph Direction towards Proposed Transmission Line Corridor.

4.8 PLEASANT POINT (VDHR #090-0020)

Pleasant Point/Crouches Creek dates c. 1765 and was listed on the NRHP in 1976 and the VLR in 1973. The house is a frame one-and-a-half-story, three-bay dwelling with exterior end brick chimneys (Figure 33). The house features aluminum siding on the front façade with brick gable ends laid in a Flemish bond pattern. Located on the front roof slope are three gable-roofed dormers. The house was altered to its current appearance in the 1950s but does retain some of the original elements of its eighteenth century design. According to the VCRIS form, Pleasant Point is reminiscent of a time of high prosperity in Surry County during the late eighteenth century. Secondary resources located on the property include a dairy, meat house, and wash house (VHDR Site Files).

The house is set back from the road on a 12.05 acre parcel and accessed by a long gravel driveway (Surry County Online Tax Assessment Records). The driveway is flanked by split rail fencing with mature trees beyond the fence on either side. The river, which is to the northeast of the dwelling, is mostly obscured by a dense tree line which borders the river's shoreline. Additionally an area of woods approximately 500 feet deep is located between the resource and the proposed Skiffes Creek to Surry 500 kV line shielding the view from the resource.

The resource, at its closest point, is approximately 4.32 miles to the west of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance and tree cover (Figures 34-36). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on Pleasant Point (VDHR #090-0020).**



Figure 33. Pleasant Point (VDHR #090-0020), Pleasant Point Road, View Looking Northeast.



Figure 34. View from Pleasant Point (VDHR #090-0020), Pleasant Point Road, Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

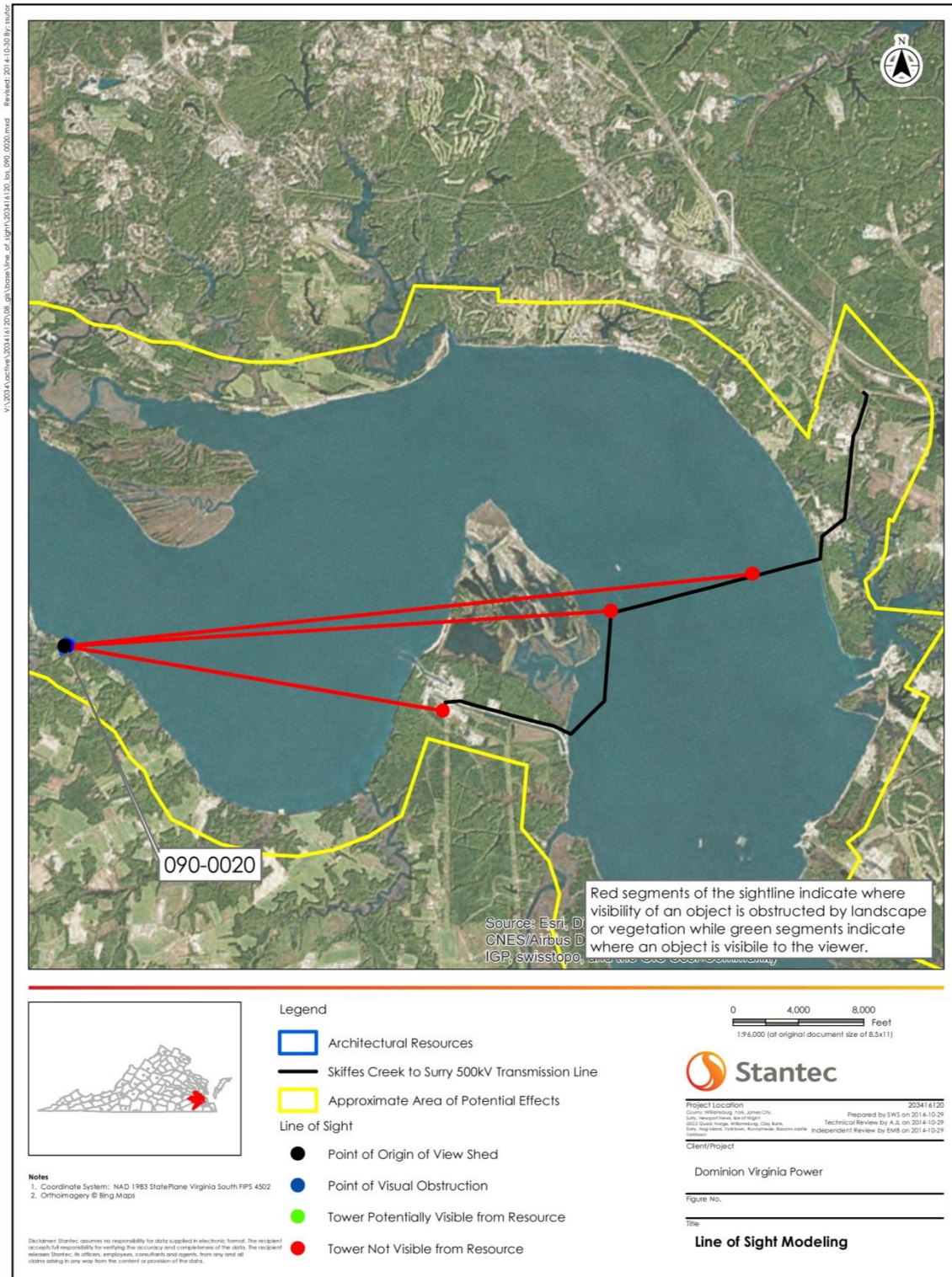


Figure 35. View Shed Modeling and Selected Lines-of-Sight for Pleasant Point (VDHR #090-0020).



Figure 36. Aerial of Pleasant Point (VDHR #090-0020) with Photograph Direction towards Proposed Transmission Line Corridor.

4.9 HOG ISLAND WILDLIFE MANAGEMENT AREA (VDHR #090-0121)

The Hog Island Wildlife Management Area encompasses approximately 3,908 acres of land comprising three separate tracts; the Hog Island Tract the northern-most section of the peninsula, the Carlisle Tract to the south, and Stewart Tract to the east of the Carlisle Tract at Lawnes Point. The Hog Island Tract is a relatively level landform just above sea level and comprises open flat land, marsh areas and pine forests (Figure 37 and 38). A series of dirt roads winding through the marsh areas provides access to most of this section of the management area. The island's landmass has not changed significantly since its early settlement; however, none of the early structures remain.

The resource, at its closest point at the southwestern-most corner of the wildlife management area is adjacent to the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will be visible from the resource (Figures 39-42). ***Under current conditions the resource will view the proposed Skiffes Creek to Surry 500 kV transmission line. It is recommended, therefore, that the proposed project will have an adverse effect on the Hog Island Wildlife Management Area (VDHR #090-0121).***



Figure 37. Hog Island Wildlife Management Area (VDHR #090-0121), View Looking Southeast.



Figure 38. Hog Island Wildlife Management Area (VDHR #090-0121), View Looking Southeast.



Figure 39. View from Hog Island Wildlife Management Area (VDHR #090-0121) Looking Southeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).



Figure 40. View from Hog Island Wildlife Management Area (VDHR #090-0121) Looking Southeast towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).

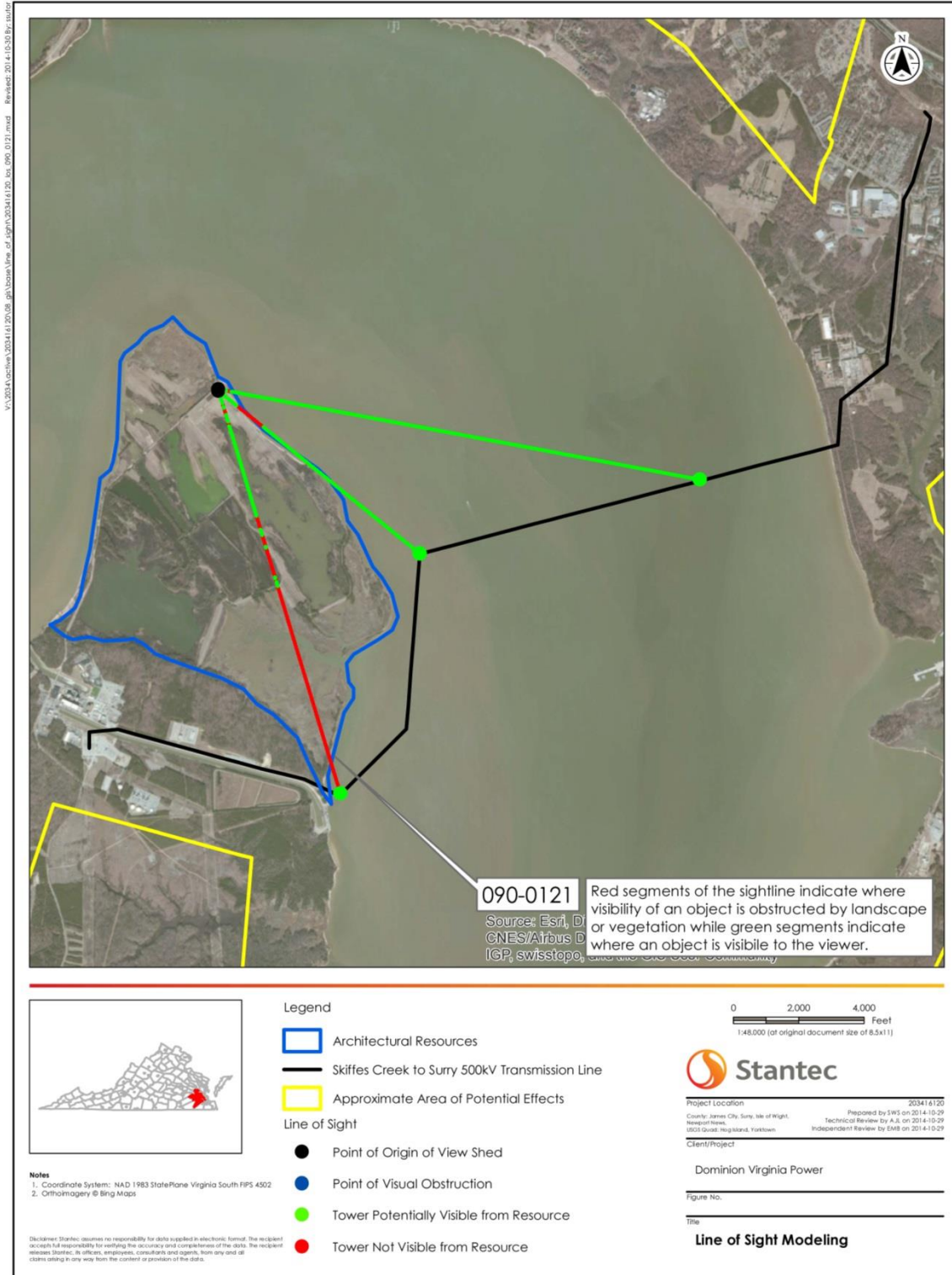


Figure 41. View Shed Modeling and Selected Lines-of-Sight for Hog Island Wildlife Management Area (VDHR #090-0121).



Figure 42. Aerial of Hog Island Wildlife Management Area (VDHR #090-0121) with Photograph Direction towards Proposed Transmission Line Corridor.

4.10 SCOTLAND WHARF HISTORIC DISTRICT (VDHR #090-5046)

The Scotland Wharf District flanks Rolfe Highway (Route 31) overlooking the James River and the Jamestown-Scotland Ferry wharf, with additional resources located along Captain John Smith Lane, Company Wharf Road, Pineridge Lane, Pocahontas Lane, and Chanco Drive. Scotland Wharf consists of winding lanes and roads, and abrupt elevation changes. Most roads within the district are unpaved private streets and lanes (Figure 43; VDHR Site Files).

The district developed in the late nineteenth and early twentieth centuries as a result of the Surry Lumber Company's shipping operations. Lumber was transported to the wharf, located southeast of the present ferry dock, on the Surry, Sussex, and Southampton Railroad. The railroad began c.1886 and stopped running in 1930. Scotland Wharf also became a vacation spot in the twentieth century, with a portion of the beach being reserved for public use. The earlier extant buildings within the district directly relate to the lumber shipping period. Later buildings within the district relates to the growth of Scotland as a resort community.

The resource, at its closest point is approximately 5.03 miles west of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to changes in topography, distance and dense wooded areas (Figures 44-46). ***Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the Scotland Wharf Historic District (VDHR #090-5046).***



Figure 43. Scotland Wharf Historic District (VDHR #090-5046) from Ferry Wharf, View Looking South.



Figure 44. View from Scotland Wharf Historic District (VDHR #090-5046) Looking Southeast towards the Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

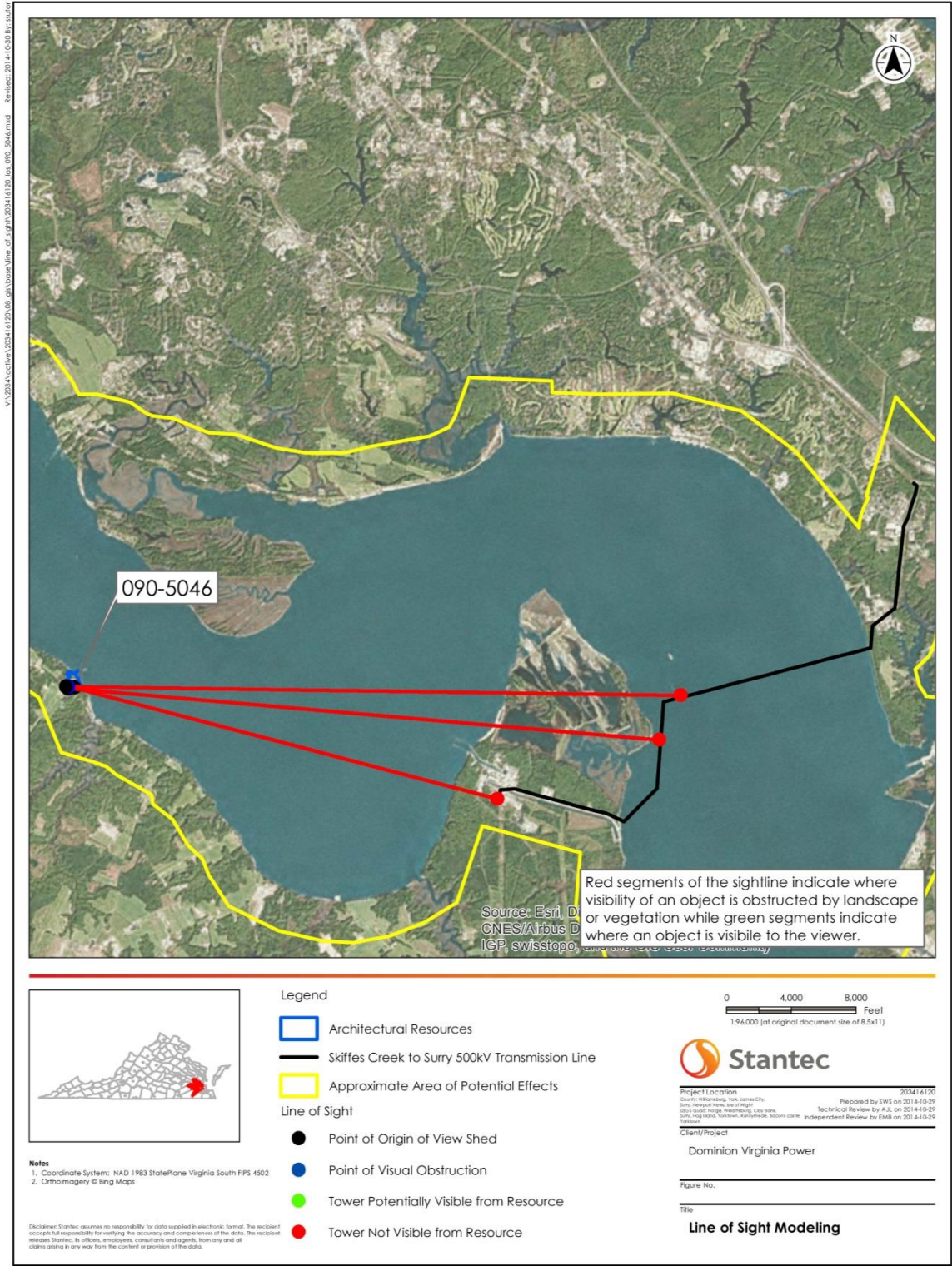


Figure 45. View Shed Modeling and Selected Lines-of-Sight for the Scotland Wharf Historic District (VDHR #090-5046).

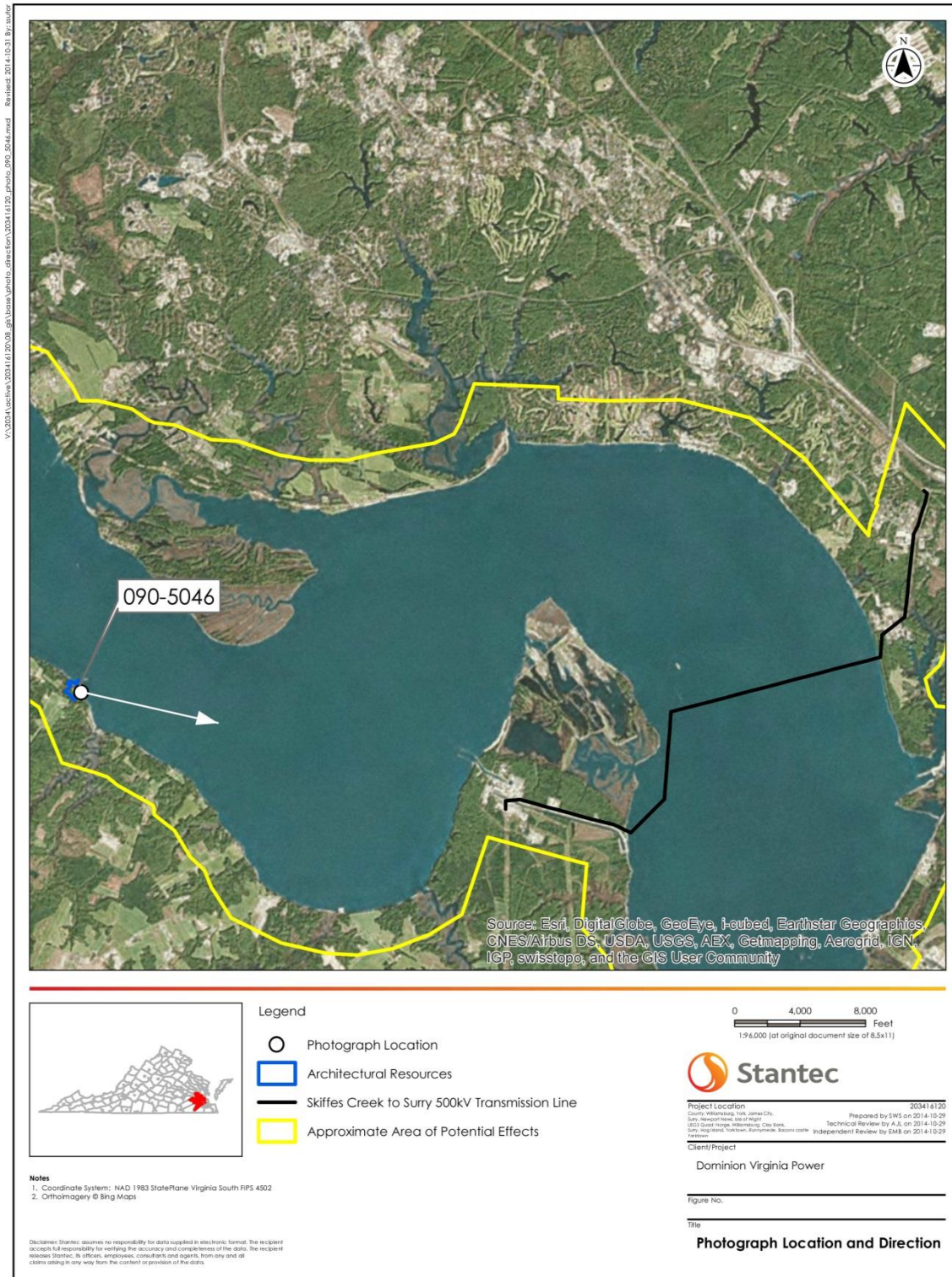


Figure 46. Aerial of the Scotland Wharf Historic District (VDHR #090-5046) with Photograph Direction towards Proposed Transmission Line Corridor.

4.11 HOUSE (VDHR #090-5046-0001)

This house is a part of the Scotland Wharf District (VDHR #090-5046) which developed in the late-nineteenth and early-twentieth centuries as a result of the Surry Lumber Company's shipping operations. The house dates c. 1920 and is a one-and-a-half-story, frame, three-bay dwelling. The exterior walls are sheathed in weatherboard siding. The front gable roof is covered with an indistinguishable material, and features overhanging eaves with knee brackets. A small portion of the hipped roof front porch is visible (VDHR Site Files). No other features can be determined due to vegetation.

The house sits back from the road on a 5.85 acre parcel above street level (Surry County Online Tax Assessment Records). Overgrowth obscures most of the dwelling from view from the public access route (Figure 47). The house is accessed by a long gravel driveway flanked by overgrowth on either side. The river, which is located to the northeast and east of the dwelling, is mostly obscured by dense trees which engulf the property and obscure the view of the resource from the proposed Skiffes Creek to Surry 500 kV line.

The resource, at its closest point, is approximately 5.16 miles to the west of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance and tree cover (Figures 48-50). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the house (VDHR #090-5046-0001) located at 16177 Rolfe Highway.**



Figure 47. House (VDHR #090-5046-0001), 16177 Rolfe Highway, View Looking Northwest.



Figure 48. View from House (VDHR #090-5046-0001), 16177 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).

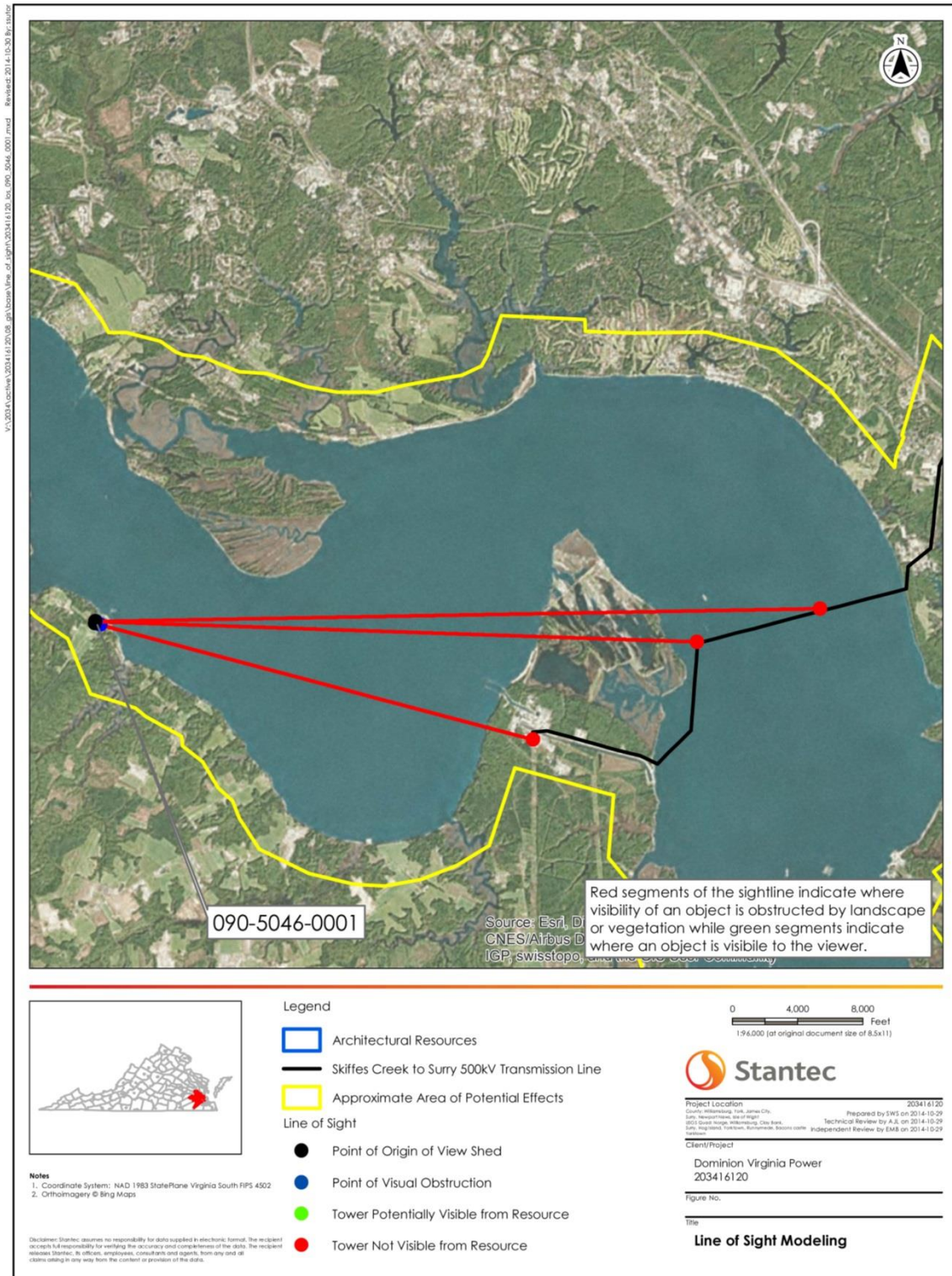


Figure 49. View Shed Modeling and Selected Lines-of-Sight for House located at 16177 Rolfe Highway (VDHR #090-5046-0001).



Figure 50. Aerial of House located at 16177 Rolfe Highway (VDHR #090-5046-0001) with Photograph Direction towards Proposed Transmission Line Corridor.

4.12 HOUSE (VDHR #090-0002)

This house is a part of the Scotland Wharf District (VDHR #090-5046) which developed in the late-nineteenth and early-twentieth centuries as a result of the Surry Lumber Company's shipping operations. The house dates c. 1920 and is a one-and-a-half-story, frame, three-bay dwelling supported by a concrete block foundation (Figure 51). The exterior walls are sheathed in weatherboard and vinyl siding, and the side gable roof is covered with asphalt shingles. Vinyl-sided, front-gabled dormers are set in both roof slopes. Visible fenestration includes six-over-six wood double-hung sash windows, and a four-over-four vinyl double-hung sash window. The house also features a full-width, engaged one-story screened-in front porch. A shed, located northwest of the house, is the only visible secondary resource on the property (VDHR Site Files).

The house is located on a 0.62 acre sloping lot, and sits above street level at the intersection of Rolfe Highway and River View Drive (Surry County Online Tax Assessment Records). Trees surround the property, which is accessed by a dirt drive. Two shrubs grow adjacent to the foundation. The view of the river, which is to the east of the resource, is partially obscured by the built environment within the Scotland Wharf Historic District and obscures the view of the resource from the proposed Skiffes Creek to Surry 500 kV line.

The resource, at its closest point, is approximately 5.16 miles to the west of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance, some tree cover, and the built environment within the Scotland Wharf Historic District (Figures 52-54). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the house (VDHR #090-5046-0002) located at 16223 Rolfe Highway.**



Figure 51. House (VDHR #090-5046-0002), 16223 Rolfe Highway, View Looking West.



Figure 52. View from House (VDHR #090-5046-0002), 16223 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible).



Figure 54. Aerial of House located at 16223 Rolfe Highway (VDHR #090-5046-0002) with Photograph Direction towards Proposed Transmission Line Corridor.

4.13 HOUSE (VDHR #090-5046-0003)

This house is a part of the Scotland Wharf District (VDHR #090-5046) which developed in the late nineteenth and early twentieth centuries as a result of the Surry Lumber Company's shipping operations. The house dates c. 1920 and is a one-and-a-half-story, frame, three-bay dwelling supported by a brick foundation (Figure 55). The exterior walls are sheathed in asbestos shingle siding, and the front gable roof is covered with asphalt shingles. Two front gabled dormers are set in the eastern roof slope, and a front gable projection is visible in the western slope. Visible fenestration includes one-over-one vinyl double-hung sash windows, and two-over-two and four-over-four wood double-hung sash windows. The house also features a one-story, full-width front porch enclosed with vertical board on the lower half of the walls and metal screening on the upper half, and a one-story, shed-roofed side porch enclosed with board-and-batten siding. A garage, located north of the house, is the only visible secondary resource on the property (VDHR Site Files).

The house is located on an upward sloping 0.26 acre lot at the intersection of Rolfe Highway and River View Drive (Surry County Online Tax Assessment Records). Stones define a planting bed adjacent to the foundation where a single shrub grows. Mature trees are visible behind the house, and a gravel drive accesses the property. The view of the river, which is to the east of the resource, is partially obscured by the built environment within the Scotland Wharf Historic District and also obscures the view of the resource from the proposed Skiffes Creek to Surry 500 kV line.

The resource, at its closest point, is approximately 5.16 miles to the west of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance, some tree cover, and the built environment within the Scotland Wharf Historic District (Figures 56-58). ***Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the house (VDHR #090-5046-0003) located at 16239 Rolfe Highway.***



Figure 55. House (VDHR #090-5046-0003), 16239 Rolfe Highway, View Looking Northwest.



Figure 56. View from House (VDHR #090-5046-0003), 16239 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing and Bridge are not Visible).

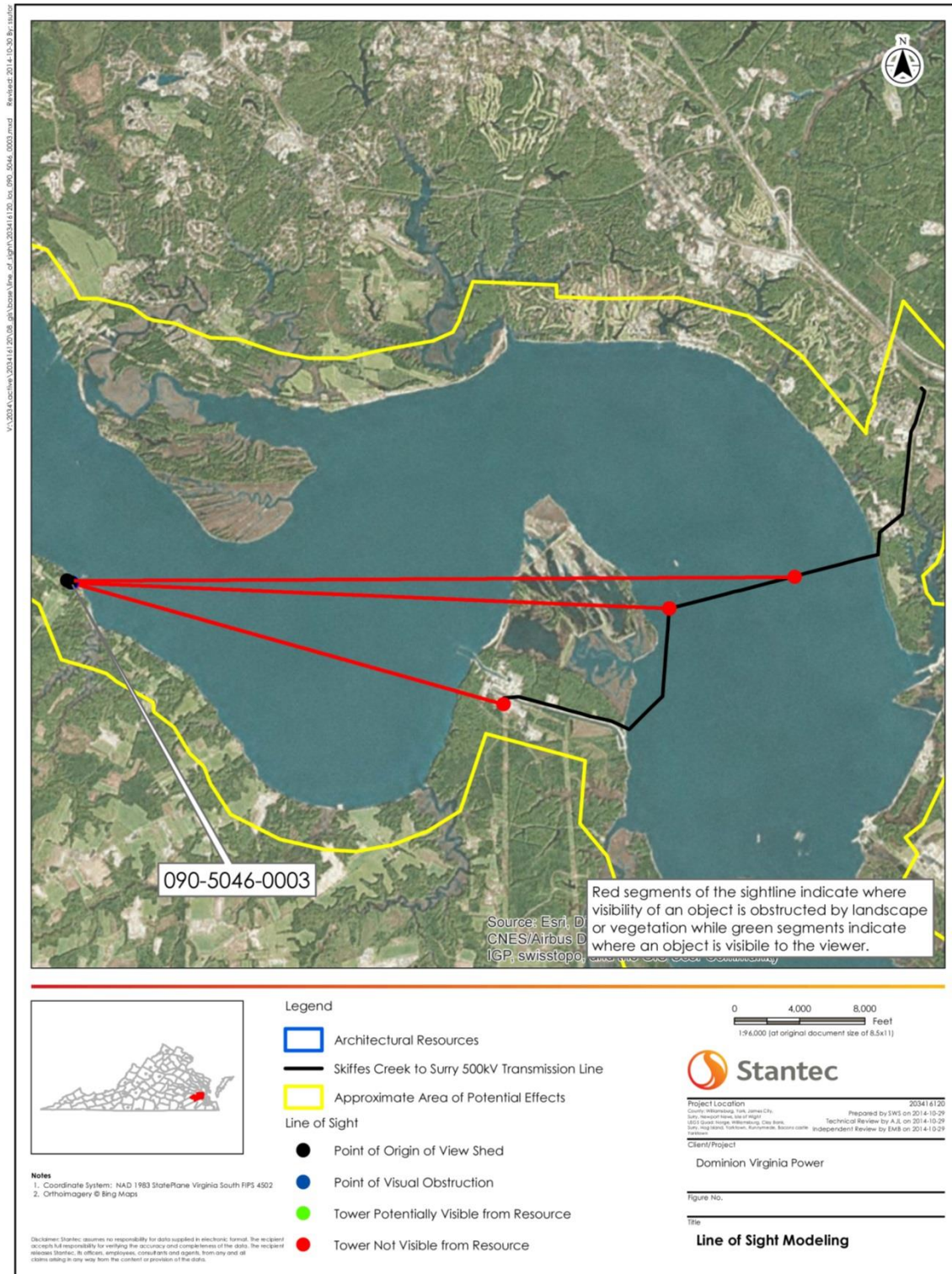


Figure 57. View Shed Modeling and Selected Lines-of-Sight for House located at 16239 Rolfe Highway (VDHR #090-5046-0003).



Figure 58. Aerial of House located at 16239 Rolfe Highway (VDHR #090-5046-0003) with Photograph Direction towards Proposed Transmission Line Corridor.

4.14 HOUSE (VDHR #090-5046-0004)

The house designated as VDHR #090-5046-0004 dated c. 1900 and was a one-and-a-half-story, frame, multi-bay dwelling supported by a brick foundation. The exterior walls were sheathed in vinyl siding, and the side gable roof was covered with asphalt shingles and featured several gabled projections. Visible fenestration included a twelve-light fixed wood window, six-over-six wood double-hung sash windows, and six-light fixed wood windows. An enclosed, hipped roof, one-story front porch featured one-over-one vinyl double-hung sash windows. A one-story, shed-roofed addition extended off the rear of the dwelling. The house, located off a dirt drive immediately adjacent to the ferry landing, overlooked and sat very close to the James River (VDHR Site Files). The house has been recently demolished (Figure 59).



Figure 59. Former Location of House (VDHR #090-5046-0004).

4.15 HOUSE (VDHR #090-5046-0008)

This house is a part of the Scotland Wharf District (VDHR #090-5046) which developed in the late-nineteenth and early-twentieth centuries as a result of the Surry Lumber Company's shipping operations. The house dates c. 1900 and is a two-story, frame, multi-bay dwelling supported by concrete block piers. The exterior walls are sheathed in vinyl siding, and the side gable roof is covered with seamed metal (Figure 60). A front gabled projection with a shed-roofed addition extends off the main elevation. Visible fenestration includes six-over-six wood double-hung sash

windows, and metal louvered windows. Many windows have aluminum awnings. The dwelling features two interior brick chimneys, a two-story side addition, and an enclosed rear porch with external staircase accessing the second floor. A shed, the only secondary resource visible on the lot, is located northeast of the house (VDHR Site Files).

The house is located on a pie-shaped 0.559 acre lot edging Rolfe Highway, Company Wharf Road and Pine Ridge Lane (Surry County Online Tax Assessment Records). Trees and shrubs edge the manicured yard that surrounds the dwelling. The view of the proposed Skiffes Creek to Surry 500 kV line river crossing, which is to the southeast of the resource, is obscured by a rise in the landscape to the east and southeast of the resource within the Scotland Wharf Historic District.

The resource, at its closest point, is approximately 5.12 miles to the west of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance, some tree cover, and the built environment within the Scotland Wharf Historic District (Figures 61-63). ***Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the house (VDHR #090-5046-0008) located at 16206 Rolfe Highway.***



Figure 60. House (VDHR #090-5046-0008), 16206 Rolfe Highway, View Looking Northwest.



Figure 61. View from House (VDHR #090-5046-0008), 16206 Rolfe Highway Looking East towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is not Visible)

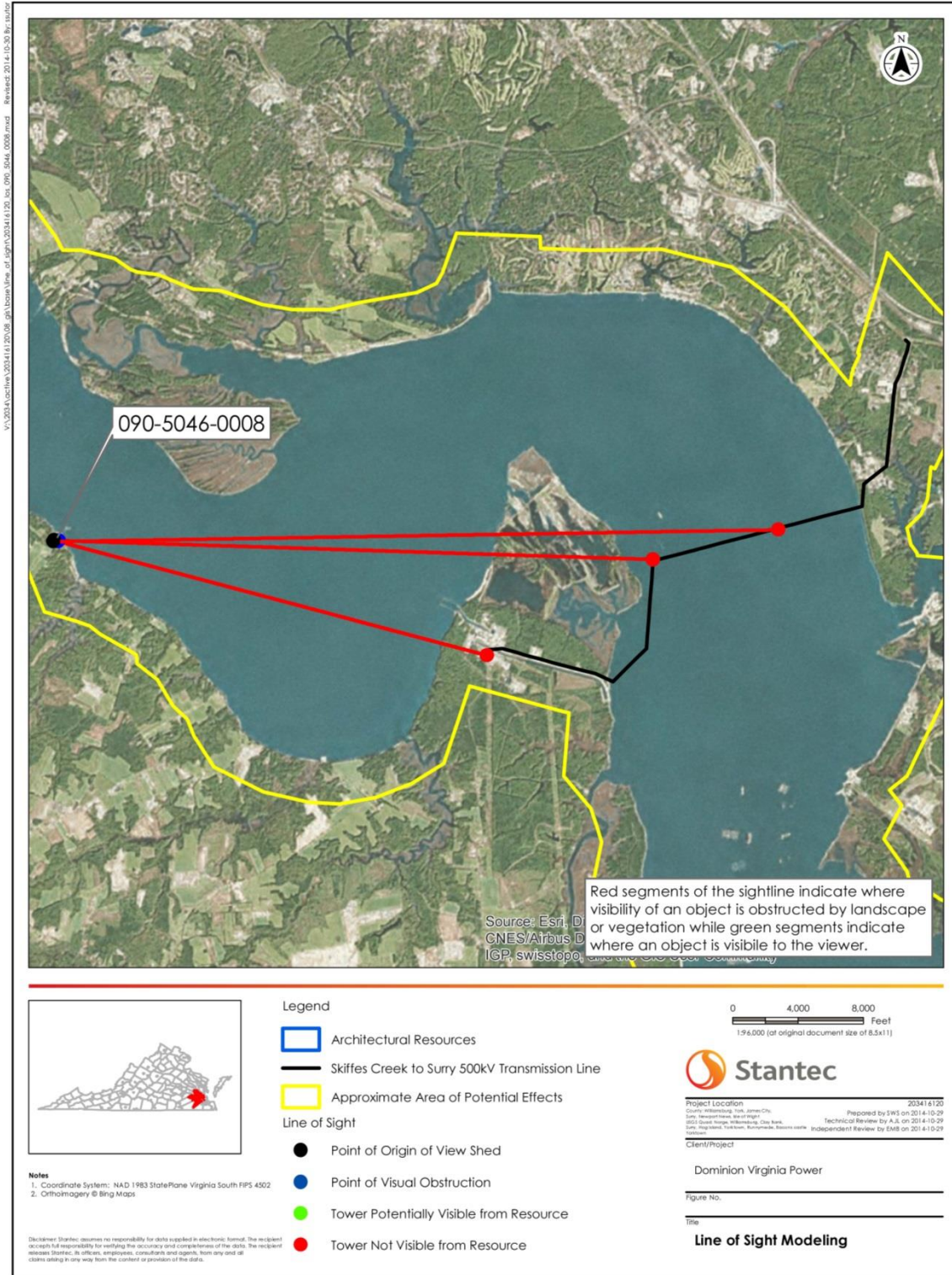


Figure 62. View Shed Modeling and Selected Lines-of-Sight for House located at 16206 Rolfe Highway (VDHR #090-5046-0008).

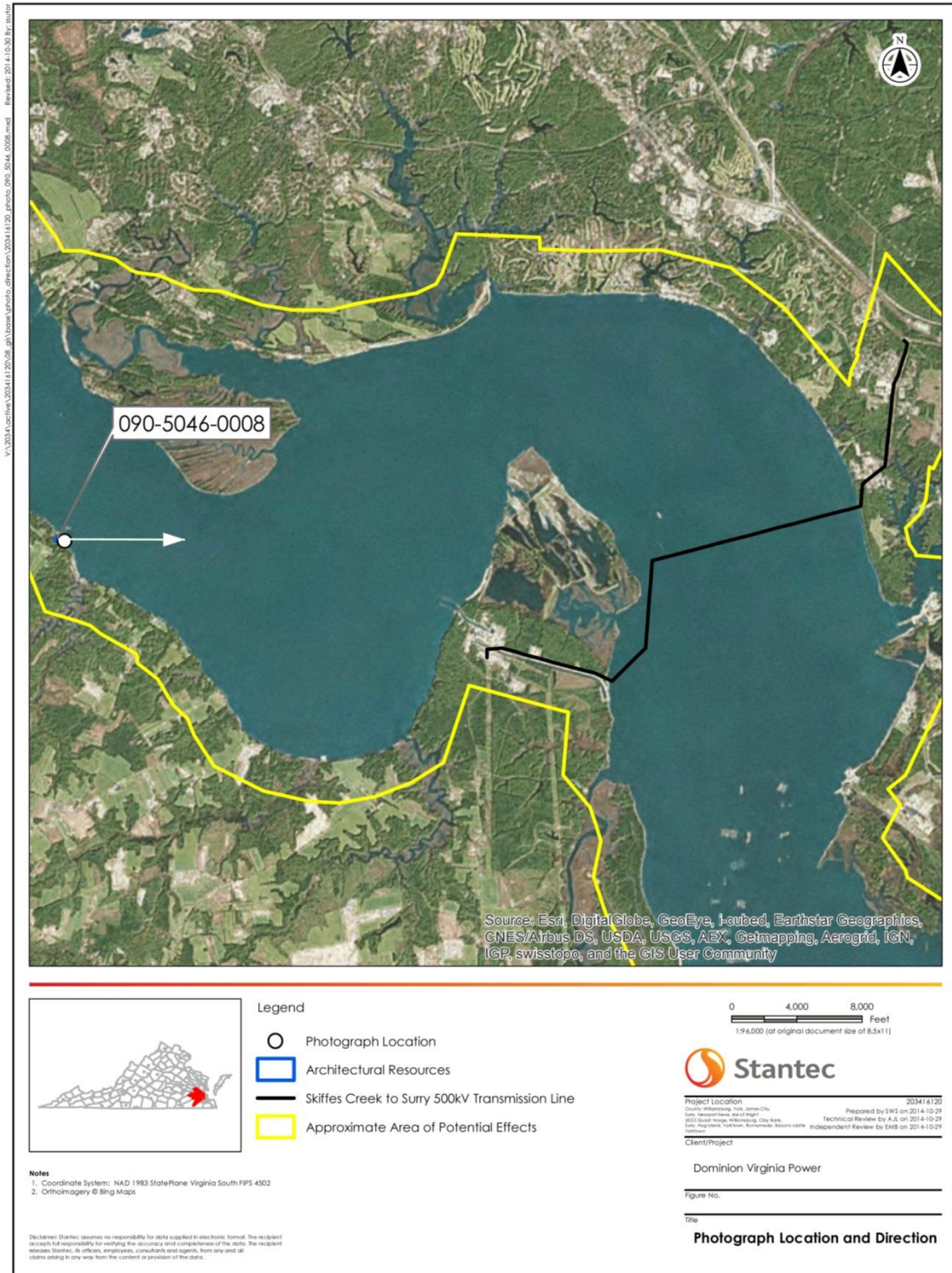


Figure 63. Aerial of House located at 16206 Rolfe Highway (VDHR #090-5046-0008) with Photograph Direction towards Proposed Transmission Line Corridor.

4.16 JONES HOUSE (VDHR #121-0006)

The Matthew Jones House, located on Fort Eustis, was originally constructed c. 1720 by Matthew Jones as a one-story earth-fast dwelling with brick exterior chimneys. In 1727, shortly after construction of the house, Jones added a brick kitchen (now demolished). To commemorate the building's construction bricks imprinted with Jones' name and the date were incorporated into the exterior kitchen walls. The house was modified c.1729 by the addition of the brick exterior walls which encased portions of the original frame within, and the addition of the front porch tower. Jones; however, did not live to see the house completed instead the alterations were overseen by Jones' son. The dwelling remained relatively untouched until 1892. During modernization of the house during this time, the building was raised to two stories utilizing the bricks from the demolished kitchen. The line of the original gable roof line is still visible on the ends of the dwelling (Figure 64). The stair passage was added during this phase of building as well. In 1993-1994, the dwelling's exterior was restored by the National Park Service Williamsport Training Center to its 1893 appearance (McDaid 2014:2-3).

The house is located on a slight rise in the landscape within the boundary of Fort Eustis. Tall grasses surround the dwelling with trees located near the water's edge as well as dotting the landscape in the vicinity of the resource. To the north of the resource is Eustis Lake and to the south Milstead Creek. The main area of the Fort Eustis Military Base is located to the north, northeast and southeast of the dwelling.

The resource, at its closest point, is approximately 1.93 miles to the southeast of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will not be visible from the resource due to distance and tree cover (Figures 65-67). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will not have a view of the proposed undertaking. It is recommended, therefore, that the proposed project will have no effect on the Jones House (VDHR #121-0006).**



Figure 64. Matthew Jones House (Fort Eustis; VDHR #121-0006), View Looking North.



Figure 65. View from Matthew Jones House (VDHR #121-0006) Looking Northwest towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Slightly Visible).

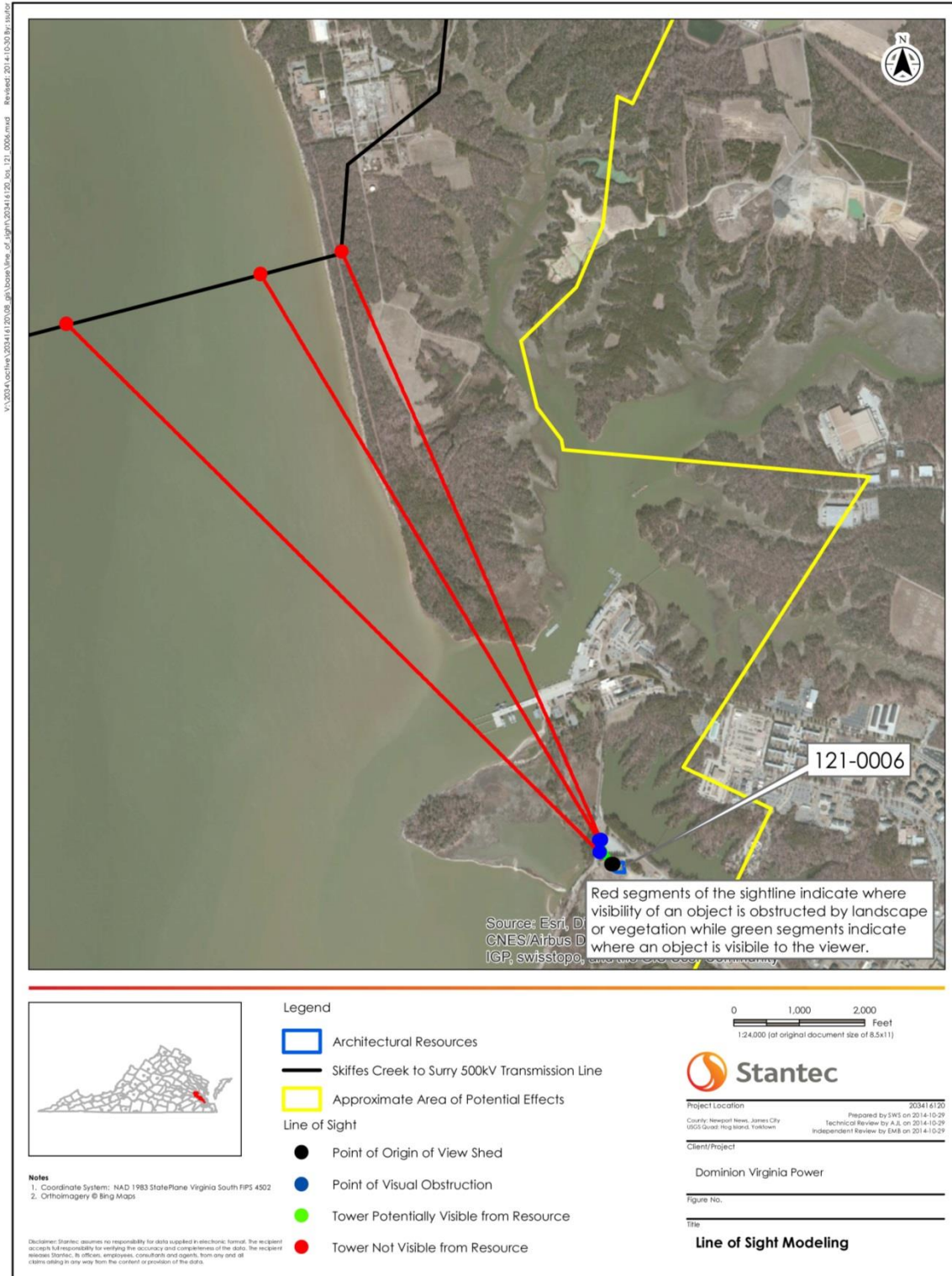
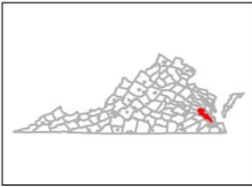


Figure 66. View Shed Modeling and Selected Lines-of-Sight for Jones House (VDHR #121-0006).



V:\2014\cshen\201416120_08_08\AerialPhoto\direction\201416120_photo_121_0006.mxd - Review: 2014-10-30 10:30:50 AM



- Legend**
- Photograph Location
 - Architectural Resources
 - Skiffes Creek to Surry 500kV Transmission Line
 - Approximate Area of Potential Effects

0 1,000 2,000 Feet
1:24,000 (at original document size of 8.5x11)



Project Location: 201416120
 County: Newport News, James City
 USGS Quad: 18q18, 18t18
 Prepared by: SWS on 2014-10-29
 Technical Review by: A.S. on 2014-10-29
 Independent Review by: EMS on 2014-10-29

Client/Project: Dominion Virginia Power

Figure No.:
 Title: **Photograph Location and Direction**

- Notes**
1. Coordinate System: NAD 1983 StatePlane Virginia South FIPS 4502
 2. Orthoimagery © Bing Maps

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of this data.

Figure 67. Aerial of Jones House (VDHR #121-0006) with Photograph Direction towards Proposed Transmission Line Corridor.

4.17 CRAFTFORD HOUSE SITE AND EARTHWORKS (VDHR #121-0017)

The Crafford House is an archaeological site excavated in 1971. Currently, an open brick-lined cellar pit remains. The cellar pit is enclosed by a wood rail fence and the site is integrated into the public presentation of the fort (VDHR Site Files).

Fort Crafford was designed as a pentagonal shape earthworks comprising 20-foot inner walls and containing approximately 7 acres (Figure 68). The Fort's earthworks are accessible for public presentation with the fort interior covered by open mowed areas and the earthworks themselves accessible at several locations by cleared foot paths (VDHR Site Files).

The resource, at its closest point, is approximately 3.38 miles to the southeast of the proposed Skiffes Creek to Surry 500 kV transmission line. Computer line-of-sight modeling utilized during the view shed study as well as the fieldwork component of the project suggests that the proposed Dominion Virginia Power 500 kV line will be visible from the resource (Figures 69-72). **Therefore, under current conditions, and according to the line-of-sight analysis, the resource will have a partial view of the proposed undertaking; however, it is recommended that the proposed project will not have an adverse effect on the Crafford House Site and Earthworks (VDHR #121-0017) due to tree cover, distance to the line, and atmospheric refraction.**



Figure 68. Remains of Fort Crafford Earthworks, View Looking Southeast.



Figure 69. View from Fort Crafford (VDHR #121-0017) Looking North towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Not Visible).



Figure 70. View from Fort Crafford (VDHR #121-0017) Looking North towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Slightly Visible).



Figure 71. View from Fort Crafford (VDHR #121-0017) Looking Northwest towards Proposed Skiffes Creek to Surry 500 kV Transmission Line River Crossing (Crossing is Visible).



Figure 73. Aerial of Crafford House Site and Earthworks (VDHR #121-0017) with Photograph Direction towards Proposed Transmission Line Corridor.

5.0 RECOMMENDATIONS

At the request of the Virginia Department of Historic Resources (VDHR), a view shed study was conducted on 17 resources selected as a result of the project meeting on August 21, 2014 between VDHR, the Army Corps of Engineers, Dominion Virginia Power, and Stantec. The 17 resources included: the Bourne-Turner House (VDHR #046-0031), James C. Sprigg Jr. House (VDHR #046-0044), Barlow-Nelson House (VDHR #046-5045), the Bay View School (VDHR #046-5138), Kingsmill Plantation (VDHR #047-0010), Trebell's Landing (VDHR #047-5307), 4H Camp (VDHR #047-5432), Pleasant Point (VDHR #0020), Hog Island Wildlife Management Area (VDHR #090-0121), Scotland Wharf Historic District and associated individually surveyed resources (VDHR #090-5046, #090-5046-0001 – #090-5046-0004, and #090-5046-0008), Jones House (VDHR #121-0006) at Fort Eustis, and Crafford House Site and Earthworks (VDHR #121-0017), also at Fort Eustis. The following is a summary of recommendations for the view shed study of 17 resources listed below (Table 3) for the proposed Skiffes Creek to Surry 500 kV transmission line project.

Of the 17 resources studied, **it is recommended that the proposed Dominion Virginia Power Skiffes Creek to Surry 500 kV transmission line will have no effect on 13 of the resources**; the Bourne-Turner House (VDHR #046-0031), the James C. Spriggs House (VDHR #046-0044), the Barlow-Nelson House (VDHR #046-5045), the Bay View School (VDHR #046-5138), the 4H Camp (VDHR #047-5432), Pleasant Point (VDHR #090-0020), Scotland Wharf Historic District (VDHR #090-5046) and associated individually surveyed resources (VDHR #090-5046-0001 - #090-5046-0003 and #090-5045-0008; #090-5046-0004 has been demolished), and the Jones House at Fort Eustis (VDHR #121-0006). The resources are shielded from the proposed Skiffes Creek to Surry 500 kV transmission line James River crossing by areas of woods, changes in elevation, and distance to the proposed line. **No further work is recommended for these resources.**

Of the four remaining resources **it is recommended that the proposed Dominion Virginia Power Skiffes Creek to Surry 500 kV transmission line will not have an adverse visual effect** on Kingsmill Plantation (VDHR #047-0010). The resource is approximately 3.85 miles from the proposed Skiffes Creek to Surry 500 kV transmission line James River crossing and although the resource has a direct line of sight towards the proposed line, distance and atmospheric refraction will lessen the visibility of the proposed towers. The line will also **not have an adverse effect** on the Crafford House Site and Earthworks. The house site is shielded from the proposed line by trees as are portions of the earthworks. **No further work is recommended for these resources.** Similarly the proposed line **will not have an adverse visual effect** on Trebell's Landing (VDHR #047-5307) as the resource is an archaeological site with no standing structures. **No further work is recommended for this resource.**

It is recommended that the proposed Skiffes Creek to Surry 500 kV transmission line **will have an adverse effect** on the Hog Island Wildlife Management Area. The proposed line will be adjacent to the southeastern corner of the resource and while a number of areas are shielded by tree cover, other areas of the resource have a direct view of the proposed James River crossing. **Mitigation may be recommended for the Hog Island Wildlife Management Area (VDHR #090-0121) if determined eligible for listing on the NRHP by VDHR.**

Table 2. Summary of Visual Impacts to Architectural Resources under Consideration as per VDHR Letter Dated August 21, 2014

VDHR #	Resource	NRHP Status	Distance from Corridor	Visual Effect
046-0031	Bourne-Turner House, 16305 Morgarts Beach Road	Potentially Eligible (VDHR 8/21/2014)	8.75 Miles	No Effect
046-0044	James C. Sprigg Jr. House, 6293 Old Stage Highway	Potentially Eligible (VDHR 8/21/2014)	7.11 Miles	No Effect
046-5045	Barlow-Nelson House, 5374 Old Stage Road	Potentially Eligible (VDHR 8/21/2014)	6.33 Miles	No Effect
046-5138	Bay View School, 6114 Old Stage Highway	Potentially Eligible (VDHR 8/21/2014)	6.84 Miles	No Effect
047-0010	Kingsmill Plantation	NRHP-Listed	3.85 Miles	No Adverse Visual Effect
047-5307	Trebell's Landing	Recommended Eligible for Listing on the NRHP under Criterion A and Potentially Eligible under Criterion D	0.52 Miles	No Adverse Visual Effect
047-5432	4H Camp, 4H Club Road	Potentially Eligible (VDHR 8/21/2014)	9.20 Miles	No Effect
090-0020	Pleasant Point, Pleasant Point Road	NRHP-Listed	4.32 Miles	No Effect
090-0121	Hog Island Wildlife Management Area	Recommended Potentially Eligible for Listing on the NRHP under Criteria A and D	0.0 Miles	Adverse Effect
090-5046	Scotland Wharf Historic District	Potentially Eligible	5.03 Miles	No Effect
090-5046-0001	House, 16177 Rolfe Highway	Not Eligible	5.16 Miles	No Effect
090-5046-0002	House, 16223 Rolfe Highway	Not Eligible	5.16 Miles	No Effect
090-5046-0003	House, 16239 Rolfe Highway	Not Eligible	5.16 Miles	No Effect
090-5046-0004	House, 16271 Rolfe Highway	Not Eligible	5.14 Miles	N/A; Demolished
090-5046-0008	House, 16206 Rolfe Highway	Not Eligible	5.12 Miles	No Effect

Table 2. Summary of Visual Impacts to Architectural Resources under Consideration as per VDHR Letter Dated August 21, 2014

VDHR #	Resource	NRHP Status	Distance from Corridor	Visual Effect
121-0006	Jones House	NRHP-Listed	1.93 Miles	No Effect
121-0017	Crafford House Site/Earthworks (Fort Eustis)	Recommended Eligible for Listing on the NRHP under Criterion A and Potentially Eligible under Criterion D.	3.38 Miles	No Adverse Effect

6.0 REFERENCES CITED

Advisory Council for Historic Preservation (ACHP)

1999 36 CFR Part 800-*Protection of Historic and Cultural Properties*. Federal Register, September 2, 1986, as amended, June 17, 1999, Washington, D.C.

2000 36 CFR 800: *Part 800- Protection of Historic and Cultural Properties*. Federal Register, September 2, Washington, D.C.

Goodwin, Mary R. M.

1970 *William Trebell and Trebell's Landing: a research report*. Williamsburg, VA: Colonial Williamsburg Inc.

Isle of Wight Online Tax Assessment Records

James City County Online Tax Assessment Records

Surry County Online Tax Assessment Records

United States Department of the Interior (Interagency Resources Division)

1981 *Department of the Interior's Regulations, 36 CFR Part 60: National Register of Historic Places*. Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C.

1983 *Department of the Interior, Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines*. Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C.

1991 *How to Apply the National Register Criteria of Evaluation*. *National Register Bulletin 15*. Interagency Resources Division, National Park Service, U.S. Department of the Interior, Washington, D.C.

Virginia Department of Historic Resources Site Files.

Virginia Department of Historic Resources (VDHR)

1992a *Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act Environmental Impact Reports of State Agencies Virginia Appropriation Act, 1992 Session Amendments*.

1992b *How to Use Historic Contexts in Virginia: A Guide for Survey, Registration, Protection, and Treatment Projects*. VDHR, Richmond.

1993 *State Curation Standards*. VDHR, Richmond.

2000 *Guidelines for Archaeological Investigations in Virginia, Additional Guidance for the Implementation of the Federal Standards Entitled Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (48 FR 44716-44742, September 29, 1983) 1999, rev. 2000*. VDHR, Richmond.

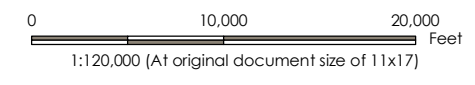
APPENDIX A: MAP DEPICTING RESOURCES UNDER CONSIDERATION



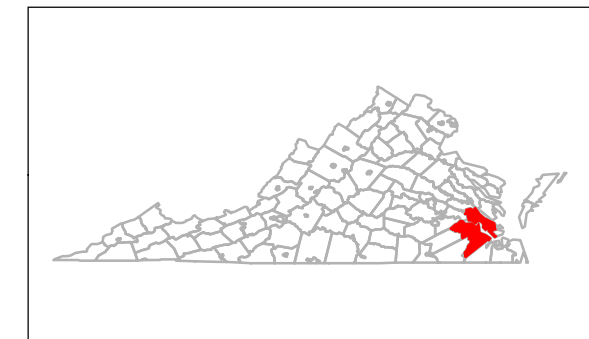
Figure No. **Appendix A**
 Title **Map Depicting View Shed Resources**

Client/Project
 Dominion Virginia Power

Project Location 203416120
 County: James City, York, Surry, Prepared by SWS on 2014-10-29
 Newport News, Isle of Wight, Technical Review by AJL on 2014-10-29
 USGS Quad: Norge, Williamsburg, Surry, Independent Review by EMB on 2014-10-29
 Hog Island, Yorktown, Poquoson West,
 Runnymede, Bacons Castle, Mulberry Island,
 Newport News North, Raynor, Smithfield,
 Benns Church, Newport News South



- Architectural Resources
- Approximate Area of Potential Effects
- Skiffes Creek to Surry 500kV Transmission Line



- Notes**
1. Coordinate System: NAD 1983 StatePlane Virginia South FIPS 4502 Feet
 2. Base Map USGS 7.5 Minute Quadrangle Series



© Harris Corp, Earthstar Geographics LLC Earthstar Geographics SIO © 2014 Microsoft Corporation

V:\2014\active\203416120\08_gis_base\203416120_addendum_expanded_vs_appendix.mxd Revised: 2014-10-30 By: saur

bing™
 Image courtesy of USGS © 2014 Microsoft Corporation

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.